

FINAL ENVIRONMENTAL IMPACT REPORT

The Commons at Quartz Hill

Prepared for:
City of Lancaster

Prepared By:



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Environmental Planning and Research

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I. INTRODUCTION

A. CEQA REQUIREMENTS

In accordance with the California Environmental Quality Act (CEQA) and Sections 15088, 15089 and 15132 of CEQA, the City of Lancaster has prepared the Final Environmental Impact Report (EIR) for the proposed project, The Commons at Quartz Hill. A Final EIR is defined by Section 15362(b) of the CEQA Guidelines as "...containing the information contained in the Draft EIR; comments, either in verbatim or in summary received in the review process; a list of persons commenting; and the responses of the Lead Agency to the comments received."

Section II of this document contains all comments received on the Draft EIR during the document's 45-day public review period of January 9, 2009 to February 23, 2009. Responses to comments received by all interested parties have been prepared and are included in this document. Also, as necessary, corrections and additions are included in response to comments received on the document, or as initiated by the Lead Agency (City of Lancaster) on the Draft EIR.

This document, along with the Draft EIR (incorporated by reference), make up the Final EIR as defined in the State CEQA Guidelines, Section 15132, which states that:

The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft.*
- (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies comment on the Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the Lead Agency.*

B. USE OF THE FINAL EIR

The Final EIR allows the public and the decision makers an opportunity to review revisions to the Draft EIR, the response to comments, and other components of the EIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA;

- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant unavoidable impacts, the decision-making body (City Council) would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate document (Resolution). Both the Final EIR and the Findings are submitted to the decision making body for consideration of the proposed project.

C. REVIEW PROCESS

The Draft EIR for the proposed project was circulated for review and comment by the public and other interested parties, agencies, and organizations for a 45-day public review period on beginning January 9, 2009 and ending February 23, 2009. The Notice of Availability was published in the AV Press on January 11, 2009. The Draft EIR was circulated to state agencies for review through the State Clearinghouse, Office of Planning and Research. Copies of the Draft EIR were also available at the City of Lancaster Planning Department. During the review period, the public was provided the opportunity to submit written comments on the Draft EIR.

D. UPDATED INFORMATION

Traffic

In December 2008, the Institute of Transportation Engineers (ITE) published an updated Trip Generation Handbook. The latest version of the handbook (8th Edition) includes additional land uses and additional site surveys from the previous edition (7th Edition, which was used in the Draft EIR for the proposed project). Overland Traffic Consultants has conducted an updated trip generation estimate for the proposed project, and the update of the project trip generation to the most recent version of the ITE trip generation handbook indicates no change to the conclusion of the previous traffic analysis (contained in the Draft EIR). The updated trip generation estimate is included as Appendix E to this Final EIR.

Urban Decay

A revised economic impact analysis was also prepared for the proposed project in June 2009, to account for changed economic circumstances associated with the current national recession, which were not reflected in the March 2008 study (contained in the Draft EIR). The purpose of the revised study is to evaluate the potential for the operation of the project to directly or indirectly cause “urban decay.” The updated economic impact analysis indicates no change to the conclusion of the previous urban decay analysis (contained in the Draft EIR). The revised economic impact analysis is included as Appendix B to this Final EIR.

E. REVISIONS TO THE DRAFT EIR

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency (City) staff. Text changes are included in this Final EIR in Section III.

F. MITIGATION MONITORING PROGRAM

A Mitigation Monitoring and Reporting Program (MMRP) will be adopted by the City Council for the proposed project as required for compliance with Section 21081(a) and 21081.6 of the Public Resources Code. The proposed MMRP is included in this Final EIR as Section IV.

G. ORGANIZATION OF THIS FINAL EIR

This document, together with the Draft EIR for the proposed project and the Technical Appendices to the Draft EIR, constitute the “Final EIR” for the proposed project. The Draft EIR consisted of the following:

- The Draft EIR, which included the environmental analysis for the proposed project; and
- Technical Appendices, which included:
 - Appendix A: Notice of Preparation
 - Appendix B: Comment Letters in Response to Notice of Preparation
 - Appendix C: Air Quality Data
 - Appendix D: Health Risk Assessment
 - Appendix E: Biological Resources Report
 - Appendix F: Cultural Resources Survey

- Appendix G: Geotechnical Evaluation
- Appendix H: Phase I Environmental Site Assessment
- Appendix I: Drainage Study
- Appendix J: Noise Calculations
- Appendix K: Traffic Impact Analysis
- Appendix L: Economic Study
- Appendix M: Public Agency Response Letters

The Final EIR is organized in the following sections:

I. Introduction

This section is intended to provide an overview of the CEQA requirements and EIR history for the proposed project.

II. Responses to Comments

This section includes detailed responses to comment letters submitted to the City during the public review period and responses to those comments.

III. Corrections and Additions

This section provides a complete overview of the corrections and additions that have been incorporated into the Draft EIR in response to comments submitted during the public review period.

IV. Mitigation Monitoring Program

This section includes a list of the required mitigation measures and includes detailed information with respect to the City's policies and procedures for implementation of the recommended mitigation measures. This Mitigation Monitoring Program (MMP) identifies the monitoring phase, the enforcement phase and the applicable department or agency that is responsible for ensuring each recommended mitigation measure is implemented.

V. Appendices

- Appendix A – Bracketed Comment Letters
- Appendix B – Revised Economic Analysis

- Appendix C – Corrected Economic Analysis for Draft EIR
- Appendix D – Traffic Calculations for Responses to Comments
- Appendix E – Traffic Memo

II. RESPONSES TO COMMENTS

A. OVERVIEW

The purpose of the public review of the Draft EIR (DEIR) is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the Responses to Comments. It states that:

The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

Section 15204(a) (Focus of Review) of the CEQA Guidelines helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given them, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204.5(a) of the CEQA Guidelines clarifies this for reviewers and states:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as

the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

The guideline encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Given that an effect is not considered significant in the absence of substantial evidence, subsection (c) advises reviewers that comments should be accompanied by factual support. Section 15204(c) states:

Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

B. LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR

The City of Lancaster Planning Department received a total of 728 comment letters on the Draft EIR. Each comment letter has been assigned a corresponding number, and comments within each comment letter are also numbered. For example, comment letter “1” is from County Sanitation Districts of Los Angeles County, Facilities Planning. The comments in this letter are numbered “1-1”, “1-2”, “1-3”, etc.

Written comments made during the public review of the Draft EIR intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental review. The response “comment noted” is often used in cases where the comment does not raise a substantive issue relevant to the review of the environmental analysis. Such points are usually statements of opinion or preference regarding a project’s design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process. In addition, the response “comment acknowledged” is generally used in cases where the commenter is correct.

During and after the public review period, the following organizations/persons provided written comments on the Draft EIR to the City of Lancaster Planning Department:

Commenters

- 1 County Sanitation Districts of Los Angeles County, Facilities Planning
2. Antelope Valley Transit Authority

3. Quartz Hill Town Council
4. Quartz Hill Town Council
5. Native American Heritage Commission
6. Antelope Valley Joint Union High School District
7. Department of Toxic Substances Control, Brownfields and Environmental Restoration
8. Antelope Valley Mosquito & Vector Control District
9. Los Angeles County Department of Regional Planning
10. Department of Parks and Recreation, Planning and Development Agency
11. County of Los Angeles, Department of Public Works, Land Development Division
12. County of Los Angeles, Sheriff's Dept. Headquarters
13. Southern California Edison Company
14. Department of Fish and Game, South Coast Region
15. City of Palmdale
16. Department of Transportation, District 7, Regional Planning
17. Kathryn and Thom Owen
18. Windsor and Pat Taunton
19. Paul Harris
20. Katherine
21. Jane Donckels
22. Corda Gallaway
23. Richard Gallaway
24. Paul Harris
25. Karen Lee
26. Ardell Dane
27. Jean Philley
28. Frances Slaton
29. Janice Sullivan
30. Donna L. Wolfe
31. Rod Duff and Cynthia Kline
32. Paul Harris
33. Alane Alden
34. Paul and Sherrie Borzaga
35. Doris H. Davis
36. Sally McGaughey
37. Bob and Loretta Pearce
38. Wes and Barbara Wells
39. Leslie Baker
40. Kelsey Jepson
41. Maureen McKenzie, Joelle McKenzie, Ashley McKenzie
42. Timothy Richardson
43. Carole Strassberg
44. Tami Vincent
45. Mary Humphreys

46. Bill and Bonnie Hutchings
47. Margie L. Smith
48. Carole Strassberg
49. Samuel C. and Elaine Varner
50. Patricia Beane
51. Tammany Fields
52. Carmen Roberts
53. Hellen Robertson
54. Rashaun Cole
55. Cheryl Cook
56. Susan L. Davis
57. Tianna Hierro
58. Scott Holtfreter
59. Brian Siciliano
60. Deb Stuart
61. Steven J. Walden
62. Julie R. Ankeny
63. Anita Davis
64. Dave Landis
65. Muriel Mouring
66. Tom Sloan
67. Ray Chavira
68. William Deskin
69. Daniel Dominguez
70. Joseph Luthern
71. Amy Nelms
72. Margie L. Smith
73. Michael Thacker
74. Dennis and Loretta Berry
75. Charles J. Conterno
76. Bob Curry
77. Gary and Cindi Dickerson
78. John Dougherty
79. Tammany Fields
80. Channa Gardner
81. Heidi Gesirlech
82. Richard Hecker
83. Roy Henstrand
84. Theresa Lea
85. Janelle Smith
86. Alexis Upton-Knittle
87. Robert and Nancy Vatcher

88. Amy Vincent
89. Patricia O. Williams
90. Richard Hecker
91. Timothy M. May
92. Michael and Cleo Goss
93. Edwin Valencia
94. David Lake
95. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
96. County of Los Angeles, Board of Supervisors
97. County of Los Angeles, Fire Prevention Services Bureau
98. Steve Smith
99. Timothy M. May
100. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
101. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit

Form Letter A

- A1 Jeffrey and Tamara Salo
- A2. Tamara Wiggins
- A3. Jim Fields
- A4. Tammany Fields
- A5. Bob Lea
- A6. Theresa Lea
- A7. Natalie Armstrong
- A8. Reginald and Giovanna Alvarez
- A9. Scott Francis
- A10. Ann Wright
- A11. Michael Beatty
- A12. Robert and Marla Barker
- A13. Stanley Brugh
- A14. Marilee Bishop
- A15. Erin Burls
- A16. Kevin Chandler
- A17. Lori Cook
- A18. JoAnn Correll
- A19. Misty Edwards
- A20. William and Nadine Ford
- A21. Channa Gardner
- A22. Jeff Gardner
- A23. Jeff Gardner
- A24. Heidi Gesiriech
- A25. Jamie Gilbreath
- A26. Sofia Gonzales

- A27. Rachel Guzman
- A28. Sharon Guzman
- A29. Michelle Hart
- A30. Tamara Mabery
- A31. Erica Marrujo
- A32. Jennifer Powers
- A33. Joyce Roldan
- A34. Dallas Sanchez
- A35. Tamara Speight
- A36. Bryan Thrasher
- A37. Diana Wallick
- A38. Susan Whitton
- A39. David Wright
- A40. Derek Bounds
- A41. Sharron Eberhardt
- A42. Raymund and Ginger Jacinto

Form Letter B

- B1. Robert Graham
- B2. Deborah Clark
- B3. John and Lillie Molloy
- B4. Albino Garcia
- B5. Ed and Sandy Bales
- B6. April Burgis
- B7. Gary Burgis
- B8. Dustin Foster
- B9. Judy Foster
- B10. Ron Foster
- B11. Franklin Lees
- B12. Ann Pratt
- B13. David Pratt
- B14. Carol Toepfer
- B15. Dawn White
- B16. Lester White
- B17. Marie White
- B18. Mary White
- B19. Nicole Balok
- B20. Deborah Deskin
- B21. Virginia Dryer
- B22. Sallie Keck
- B23. Annette Trani
- B24. Maurine Terborch

B25. Grace Williams

Form Letter C

- C1. Priscilla (illegible)
- C2. Karen (illegible)
- C3. Merrick Velasquez
- C4. Ladamson (illegible)
- C5. Jesse (illegible)
- C6. (illegible)
- C7. Dan H (illegible)
- C8. Kit A.(illegible)
- C9. (illegible)
- C10. (illegible)
- C11. (illegible)
- C12. (illegible)
- C13. (illegible)
- C14. (illegible)
- C15. (illegible)
- C16. Judy Mashi
- C17. Jonetta Cloise
- C18. Patricia Jones
- C19. Mario Ayala
- C20. Jody Easley
- C21. Erica Valenguela
- C22. (illegible)
- C23. Todd M (illegible)
- C24. (illegible)
- C25. Allen Willy
- C26. April Beach
- C27. Ashten Robinson
- C28. Barbara Mallonie
- C29. C. Owens
- C30. Chris Johnson
- C31. Danielle Cantero
- C32. David Sinclair Jr.
- C33. Debra Brown
- C34. Denise Hech
- C35. Lee Harrison
- C36. Margaret Terrill
- C37. Nicolas Garcia
- C38. (illegible)
- C39. Roniece Brown

- C40. Tameka Cannon
C42. Timothy Paez

Form Letter D

- D1. Brenda McIntosh
D2. Mark E. Patton
D3. (illegible)
D4. Mario Silva
D5. (illegible) Allen Hunter
D6. James (illegible)
D7. Vanessa (illegible)
D8. (illegible)
D9. (illegible)
D10. Bobby Parker
D11. Bayce Harvey
D12. (illegible)
D13. April L. (illegible)
D14. (illegible)
D15. (illegible)
D16. (illegible)
D17. (illegible)
D18. (illegible) Martinez
D19. Darlene Rogins
D20. Joanna Jiminez
D21. (illegible)
D22. Joseph C. (illegible)
D23. (illegible)
D24. (illegible)
D25. (illegible)
D26. Theresa Guerrero
D27. (illegible)
D28. Maria Heimer
D29. Marcus A. Williams
D30. (illegible)
D31. (illegible)
D32. Dianna (illegible)
D33. Deonna Overstreet
D34. Luz Maria Magana
D35. (illegible)
D36. (illegible)
D37. LaQualla Mitchell
D38. (illegible)

- D39. (illegible)
- D40. Chris Harlow
- D41. Elodia Alvarado
- D42. Kara E. Jeffries
- D43. Kelly Miller
- D44. Maria Luna
- D45. Michael Marquez
- D46. (illegible)
- D47. Venice Crutchfield
- D48. Veronica Arroyo

Form Letter E

- E1. Shallon Davie
- E2. (illegible) Wood
- E3. Cheryl Stone
- E4. Kim (illegible)
- E5. (illegible)
- E6. (illegible)
- E7. Tammie Weptune
- E8. (illegible)
- E9. Shirley Entwistle
- E10. (illegible)
- E11. D.R. Wheeler
- E12. Robin Evans
- E13. (illegible)
- E14. (illegible) Price
- E15. Terri Winters
- E16. Megan Yost
- E17. Dianna Lu
- E18. (illegible)
- E19. (illegible)
- E20. (illegible)
- E21. (illegible)
- E22. Kim Slaughter
- E23. (illegible)
- E24. Den'Nay Walker
- E25. (illegible)
- E26. (illegible)
- E27. Nettie Burrell
- E28. Elaine Owens
- E29. Marieta Escobar
- E30. (illegible)

- E31. (illegible)
- E32. (illegible)
- E33. Suzanne Hillis
- E34. (illegible)
- E35. Vanetla J. Stringer
- E36. Cory Rea
- E37. Melissa Villanueva
- E38. Michelle (illegible)
- E39. Angela Lye
- E40. (illegible)
- E41. (illegible)
- E42. (illegible)
- E43. (illegible)
- E44. Marlon Barnes
- E45. Charisse Crosby
- E46. Barbara (illegible)
- E47. (illegible)
- E48. (illegible)
- E49. Patrice Moise
- E50. Karen Sterling
- E51. Ed Sterling

Form Letter F

- F1. Geo Olsen
- F2. (illegible)
- F3. (illegible)
- F4. Zoila Grimaldi
- F5. Cyrus Goodwin
- F6. Namico Acasta
- F7. Launice Cummings
- F8. Barbara Harman
- F9. (illegible)
- F10. Erika Orellana
- F11. LaChandra Chavez
- F12. (illegible)
- F13. (illegible)
- F14. (illegible)
- F15. (illegible)
- F16. Micael Cose
- F17. Annette Vasquez
- F18. Josie Garcia
- F19. Drucilla Boyle

- F20. Susan Layford
- F21. James (illegible)
- F22. Jessica Castilla
- F23. Velma Garrett
- F24. Bonne A. Buckner
- F25. Hector A. Angula
- F26. (illegible)
- F27. Occan Britt
- F28. Stella Cole
- F29. Barbara A. (illegible)
- F30. Ernest Nelson
- F31. (illegible)
- F32. Veronica Keup
- F33. Michelle Bellotti
- F34. Tawana Walla
- F35. N. Marie Willy
- F36. (illegible)
- F37. Jessica Martinez
- F38. (illegible)
- F39. Wilbert Jones
- F40. (illegible)
- F41. Kathy Hopkings
- F42. Bert Olsen
- F43. (illegible)
- F44. Juniper Mead
- F45. Tanoi Dorsey
- F46. Lina Marquez
- F47. Linda Adams
- F48. Michelle Penn
- F49. (illegible)
- F50. Bobbie Jo Kulisch
- F51. Beverly Chavamu

Form Letter G

- G1. (illegible)
- G2. Wanda Lee Dun
- G3. Linda Bledsoe
- G4. Christal Jones
- G5. Jala (illegible)
- G6. Donna Morales
- G7. Kelly M (illegible)
- G8. Macy Morales

- G9. Bob (illegible)
- G10. (illegible) Landon
- G11. Nichole (illegible)
- G12. Jerre B (illegible)
- G13. (illegible)
- G14. (illegible)
- G15. Michael J. Hines
- G16. Lynn M. Willardson
- G17. Kelly M_ (illegible)
- G18. Melissa Manzano
- G19. Lori L. Mullings
- G20. (illegible)
- G21. Tonita Marshall
- G22. Nichole G.(illegible)
- G23. Lucille Davis
- G24. Joel C. Potts
- G25. (illegible)
- G26. Corrin DeLeto
- G27. Sondra Moreno
- G28. Laura M. Moreno
- G29. Richard Frisch
- G30. Richard Stafford
- G31. Juan Delgado
- G32. John Gomez
- G33. (illegible)
- G34. Patricia (illegible)
- G35. Vickie Hawk
- G36. (illegible)
- G37. Theresa Alexander
- G38. (illegible)
- G39. Delia Rodriquez
- G40. Jeff Yost
- G41. Art Hernandez
- G42. Mary Hults
- G43. Filicia Page
- G44. Tony Rogers
- G45. Teresa L. (illegible)
- G46. Crystal Emerald
- G47. (illegible)
- G48. Melissa Murphy
- G49. Emryn Tam
- G50. Farah (illegible)
- G51. Cassandra Daily

- G52. Jerre B. (illegible)
- G53. Erica Gutierrez
- G54. F. Gladys Wentky
- G55. (illegible)
- G56. (illegible)
- G57. Vanessa Maileigh
- G58. (illegible)
- G59. Taylor Jones

Form Letter H

- H1. Chanel H. McCampbell
- H2. John Arnold
- H3. Sindy Padilla
- H4. (illegible)
- H5. Norman Turner
- H6. Tecia B. Lee
- H7. Timothy Brown
- H8. Torentino Perez
- H9. Angelique Rahley
- H10. (illegible)
- H11. Ernesteen Lee
- H12. Lisa Ratcliff
- H13. Miguel Montano
- H14. Aleta Boyd
- H15. (illegible)
- H16. Lisa Rogers
- H17. Dean Bailey
- H18. Erin Valencia
- H19. Jesse A. Cuddeback
- H20. Ana Penn
- H21. Ned Bobo
- H22. Ina Salazar
- H23. Pam Gleason
- H24. Marcus Mayer
- H25. Jamie (illegible)
- H26. Sonia Hernandez
- H27. David Henderson
- H28. Shelli Garner
- H29. W. (illegible)
- H30. Leslie (illegible)
- H31. Ana Heudia
- H32. Posbirico Valenzuela

- H33. Frank W. Katzman
- H34. Betty Weser
- H35. (illegible)
- H36. Judi Maria Cruz
- H37. (illegible)
- H38. Evelyn Erhard
- H39. (illegible)
- H40. John (illegible)
- H41. Courtney Deshazer
- H42. Anastazre Draper
- H43. Clifford Uphold
- H44. Percy Abrams
- H45. (illegible)
- H46. Diann Sinclair
- H47. Ronald and Nora Riley
- H48. Holly Thompson
- H49. (illegible)
- H50. (illegible)
- H51. Anthony (illegible)
- H52. Richard Ostos
- H53. Donnika Hopkins
- H54. Jennifer Adams
- H55. Charity Howard
- H56. (illegible)
- H57. Benito Diaz
- H58. Patricia Appodaca
- H59. Timothy Morton
- H60. (illegible)
- H61. Maria Liego
- H62. Wayne A. Lynch
- H63. Cindy Larry
- H64. Neyli Cortez
- H65. Courtney Gardner
- H66. Anna Williams
- H67. Joanne D (illegible)
- H68. Lorraine Vazquez
- H69. Glorious Russeau
- H70. Angel Cruz
- H71. Chanel Russeau
- H72. Joyce Ashton
- H73. (illegible)
- H74. Melanie Macry
- H75. (illegible)

- H76. Edwin Jones
H77. William (illegible)
H78. Cynthia Thomas
H79. Elliot Jones
H80. Lindsey Wagner
H81. Theresa Vargas
H82. Kerri Michael
H83. Samantha Zuniza
H84. Debra R. Brown
H85. Rosemary Allen
H86. (illegible)
H87. (illegible)
H88. (illegible)
H89. LaVerne Whats
H90. Lillian Leyve
H91. Jo Allen
H92. Olga Gonzalez
H93. Valerie Walsh
H94. Liliana Pagaza, Erica Pagaza, Roberto Vaniges, Maria Nicolas
H95. Jose Maguna
H96. Tracy J. Gajewski
H97. Veronica Pineda
H98. (illegible)
H99. (illegible)
H100. (illegible)
H101. (illegible)
H102. (illegible)
H103. Katie Whit
H104. Jack L. Barber
H105. Susan Brandow-Leirsen
H106. Nina Lowery
H107. Rosa Garcia
H108. Rosa Reina
H109. (illegible) Ramirez
H110. Kienna Smith
H111. (illegible)
H112. Gayle J. Reanier
H113. Erin Parkingson
H114. Charles Provinsal
H115. Nicqueos D. English
H116. Stacey Payton
H117. (illegible)
H118. Patricia Donis

- H119. Ron Donis
- H120. (illegible)
- H121. Jenny Lugo
- H122. Cherie Harrison
- H123. Cecilise Davis
- H124. Luis Cantero
- H125. Eunice Brizendine
- H126. Pamela Campbell
- H127. Victor Acosta
- H128. BillieJean Mccore
- H129. Brenda Uphold
- H130. Kelly (illegible)
- H131. Rose Marie Martinez
- H132. Denise Neal
- H133. Frank Windley
- H134. Lynn Gates
- H135. JoAnn Oke
- H136. Dorothy Duncan, Maurice Gardino
- H137. Latheresa Edwards

Form Letter I

- I1. (illegible)
- I2. (illegible)
- I3. Justin M. (illegible)
- I4. Lilnda Howard
- I5. (illegible)
- I6. (illegible)
- I7. Cynthia Hernandez
- I8. (illegible)
- I9. Joe McDally
- I10. (illegible)
- I11. JoAnne Bierbrauer
- I12. James Matherry
- I13. Leo
- I14. (illegible)
- I15. Lindsey A. Lopez
- I16. Maryrose Willardsen
- I17. Chantelle Ratcliff
- I18. D (illegible)
- I19. Maria Berrios
- I20. D (illegible)
- I21. Aulia J. (illegible)

- I22. E (illegible)
- I23. E. (illegible)
- I24. Sandra T. Logan
- I25. (illegible)
- I26. Y (illegible)
- I27. Sonya (illegible)
- I28. (illegible)
- I29. Margaret Wheeler
- I30. Christia
- I31. Adirene (illegible)
- I32. Judith Tuttle
- I33. Tiffany (illegible)
- I34. Jamie (illegible)
- I35. Cynthia M. McMahon
- I36. (illegible)
- I37. Samantha DaSilva
- I38. B (illegible)
- I39. (illegible)
- I40. (illegible)
- I41. (illegible)
- I42. Beverly A. Price
- I43. Bruce (illegible)
- I44. (illegible)
- I45. Ellen K. Yost
- I46. Elena (illegible)
- I47. Anthony Sales
- I48. Danny (illegible)
- I49. Robert Gilliam
- I50. (illegible)
- I51. Eileen DeLeon
- I52. (illegible)
- I53. Marie Palmer
- I54. Sally Trucke
- I55. Heidi (illegible)
- I56. Jennifer Hughes
- I57. (illegible)
- I58. Jessika R. Owen
- I59. Rochelle Allen
- I60. Herbert Walls
- I61. Birdie McClane
- I62. Marlene Cobert
- I63. (illegible)
- I64. (illegible)

- I65. Kellie (illegible)
- I66. (illegible)
- I67. Jenoa Curry
- I68. Wayne (illegible)
- I69. Scott Worley
- I70. Brandy Russeau
- I71. James H. Laidlaw
- I72. Kelli (illegible)
- I73. DeeDee
- I74. Jackie T. Cannon
- I75. Robert Morten
- I76. M. (illegible)
- I77. James (illegible)
- I78. Tamyie Wilson
- I79. S (illegible)
- I80. S (illegible)
- I81. (illegible)
- I82. Karen Gilmore
- I83. (illegible)
- I84. Kenny Deshaler
- I85. Willie Tolman
- I86. Priscilla Wheatley
- I87. Virginia Salenger
- I88. Ericka Jones
- I89. (illegible)
- I90. J (illegible)
- I91. Sylvia Moore
- I92. Steven Nyberg
- I93. Keyonna Stewart
- I94. Leroy Jones
- I95. Rochelle Allen
- I96. Lynn Bradley
- I97. (illegible)
- I98. Cody Westfall
- I99. (illegible)
- I100. (illegible)
- I101. (illegible)
- I102. (illegible)
- I103. Maria Lopez
- I104. Luis Vazquez
- I105. Maria (illegible)
- I106. Maria Asala
- I107. (illegible)

- I108. (illegible)
- I109. (illegible) Martinez
- I110. Janay Stanike
- I111. Deborah Birchfield
- I112. Electra Rodriguez
- I113. (illegible)
- I114. Rev. C.W. Lowes
- I115. Miguel Garcia
- I116. (illegible)
- I117. Nicqueos English
- I118. Vera Walker
- I119. Amber Nova
- I120. Adam Orona
- I121. Maria E. Vidal
- I122. Kim Brizendine
- I123. Lauryn Arizmendis
- I124. Kari (illegible)
- I125. Kelly Ehrlich
- I126. Diana (illegible)
- I127. Hazel Byrn
- I128. (illegible)
- I129. (illegible)
- I130. Rudee D. White
- I131. Kelly Lamt
- I132. A. Marks
- I133. Austin Kraft
- I134. (illegible)
- I135. Shirley J. Durens
- I136. Jo Anne H. Costa
- I137. Judy (illegible)

Hearing Transcript Commenters

Neil Weisenberger
Newton Chelette
Kevin Sanders
Geraldine Godde
Doug Burgis
Lee Barron
Mike Roberts
Stephen Walden
Michael Rosales
Paul Harris

Loretta Barry
Bob Lea
Jessica Burnias
Bob Curry
Richard Hecker
Brad Miccio
Amelia Jennings
Paul Jennings
Michael Lansing
Amber Goss
Christina Seepan
Janelle Smith
Bruce MacPherson
Karen Smeltzen
Cleo Goss
Al Garcia
Shelby Lynn Sanderson
Diana Tirado
Jose Arias
Richard Lewis
Patricia Williams
Michael Thacker
Bruce Hailstone
David Gaspen
Lee Simons

LETTER NO. 1

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department
County Sanitation Districts of Los Angeles County
1955 Workman Mill Road
Whittier, CA 90601-4998

Comment No. 1-1

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).

Response to Comment No. 1-1

This comment states that the project site would require annexation into District No. 14 for sewerage service. Further, this comment states that the Lancaster Water Reclamation Plant currently processes an average flow of 14.5 mgd. This information has been updated in Section III, Additions and Corrections, of this Final EIR.

Comment No. 1-2

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.

Response to Comment No. 1-2

This comment states that the 15-inch diameter trunk sewer still conveyed a peak flow at capacity in 2008. This information has been updated in Section III, Additions and Corrections, of this Final EIR.

Comment No. 1-3

3. *Page IV.O-2, Environmental Impacts, Project Impacts, 2nd paragraph:* The Lancaster WRP has an available capacity of 1.5 mgd.

Response to Comment No. 1-3

This comment states that the Lancaster WRP has an available capacity of 1.5 mgd. This information has been corrected in Section III, Additions and Corrections, of this Final EIR.

Comment No. 1-4

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:

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

Response to Comment No. 1-4

This comment provides alternate wastewater generation factors to calculate the estimated wastewater generation from the proposed project. The estimated wastewater generation for the proposed project has been corrected in Section III, Additions and Corrections, of this Final EIR, using the provided generation rates.

Comment No. 1-5

5. *Page IV.O-3, Cumulative Impacts, 1st paragraph:* The Lancaster WRP currently processes an average flow of 14.5 mgd.

Response to Comment No. 1-5

This comment states that the Lancaster WRP currently processes an average flow of 14.5 mgd. This information has been updated in Section III, Additions and Corrections, of this Final EIR.

Comment No. 1-6

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.

Response to Comment No. 1-6

This comment provides alternate wastewater generation factors to calculate the estimate wastewater generation from the related projects. The estimated wastewater generation for the related projects has been corrected in Section III, Additions and Corrections, of this Final EIR, using the provided generation rates.

Comment No. 1-7

7. All other information concerning Districts' facilities and sewerage service contained in the document is current.

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

Response to Comment No. 1-7

This comment states that the rest of the information contained in this section with respect to wastewater and wastewater treatment is correct. No further response is necessary.

LETTER NO. 2

Randy Floyd
Executive Director
Antelope Valley Transit Authority
42210 6th Street West
Lancaster, CA 93534

Comment No. 2-1

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:

Response to Comment No. 2-1

As stated in page 18 of the Traffic Study for the proposed project (contained as Appendix K to the Draft EIR), no criteria have been established to identify whether an increase in ridership is significant or not. However, due to the size of the project it could be anticipated that ridership could increase along Route 7.

Comment No. 2-2

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.

Response to Comment No. 2-2

A significant transit impact was not identified; therefore, no mitigation measures are required. However, the proposed project has been conditioned in its conditions of approval to provide bus turnouts with amenities on both 60th Street West and Avenue L. These additional bus stops will facilitate the use of public transportation and may facilitate expansion of ridership opportunities if and when AVTA determines that it has sufficient increased riders to justify additional bus routes and lines. Shopping cart collection facilities at the bus stops are not necessary as the project is required to install electronic systems that prevent the carts from leaving the site.

Comment No. 2-3

2. Include the cost of 20% local match for three additional transit buses. These vehicles currently cost approximately \$550,000 each.

Response to Comment No. 2-3

This comment provides a request for local match for additional transit buses, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is

acknowledged for the record and has been forwarded to the decision makers for their review and consideration in periodic review of AVTA's service levels and funding needs.

Comment No. 2-4

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.

Response to Comment No. 2-4

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration in periodic review of AVTA's service levels and funding needs.

LETTER NO. 3

Quartz Hill Town Council
42263 50th Street West, Suite 726
Quartz Hill, CA 93536

Comment No. 3-1

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.

Response to Comment No. 3-1

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 3-2

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 soda drinks on 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.

Response to Comment No. 3-2

The EIR does analyze the proposed land uses for the project in Section IV.J, Land Use Planning, of the EIR, including the consistency of proposed uses with surrounding land uses. This comment states an opinion that fast food restaurants located across from Quartz Hill High School will lead to obesity. California Public Resources Code Section 21000, et seq., requires that an EIR analyze potentially significant changes in the physical condition of the area affected by the project. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the draft EIR. Therefore, a response is not required pursuant to CEQA. However, this

comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 3-3

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.

Response to Comment No. 3-3

Project impacts on air quality, specifically those as a result of increased vehicular traffic, are analyzed in Section IV.D. of the Draft EIR (pages IV.D-25 through IV.D-28). The proposed project would result in a significant and unavoidable impact with respect to mass annual emissions of CO and PM₁₀ and daily emissions from PM₁₀ and PM_{2.5}, as these emissions would exceed the thresholds set by the Antelope Valley Air Quality Management District. As stated on Draft EIR page IV.D-41, because the majority of operational emissions are generated by motor vehicles, the only way to reduce these emissions would be to reduce the size of the proposed project. Therefore, impacts from these operational emissions remain significant and unavoidable.

Furthermore, impacts with respect to diesel particulate emissions are discussed on Draft EIR pages IV.D-27 and IV.D-28:

A Health Risk Assessment was conducted by Kleinfelder West, Inc. (contained in Appendix D of the Draft EIR) to evaluate the impacts of annual average diesel exhaust emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks). Using an air quality dispersion model, Kleinfelder estimated the potential diesel concentrations generated from the proposed project's operations at nearby sensitive receptors. The inhalation cancer risk at the closest exposed individual resident is 3 in one million and the chronic non-cancer hazard index (HI) at this receptor is <0.01. The inhalation cancer risk and chronic non-cancer HI at the nearest individual worker and the nearest sensitive receptor (students at Quartz Hill High School) were 0.2 in one million and <0.01 respectively.

The AVAQMD CEQA guidelines specify that a project is significant if it exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million; and/or a HI (noncancerous) greater than or equal to 1. The inhalation cancer risk at the maximum exposed sensitive receptor is 3 in a million. This is below the AVAQMD CEQA significance threshold of 10 in a million. The chronic non-cancer HI at the maximum exposed sensitive receptor is <0.01. This is below the AVAQMD CEQA significance threshold of 1.

Comment No. 3-4

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.

Response to Comment No. 3-4

The comment states the opinion that the proposed project should be built somewhere else. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. The comment does not identify a specific location where the commenter believes the project is more appropriate. Nevertheless, this comment has been forwarded to the decision makers for their review and consideration.

Impacts with respect to the proposed zone change are discussed in Draft EIR Section IV.J., Land Use Planning. Concluded therein, the impacts associated with re-zoning the project site would be less than significant.

Comment No. 3-5

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.

Response to Comment No. 3-5

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 4

Quartz Hill Town Council
42263 50th Street West, Suite 726
Quartz Hill, CA 93536

Comment No. 4-1

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.

Response to Comment No. 4-1

This comment states a general opposition to the project but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 4-2

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.

Response to Comment No. 4-2

The proposed project will contribute to the growth in the area and the traffic impact analysis (provided as Appendix K to the Draft EIR) states that it is recommended that the project provide a fair share contribution to the improvement along Avenue L (see page 69 of the traffic impact analysis). The improvement financing and implementation would be managed by the County of Los Angeles in the County area, and the City of Lancaster in the City area. As stated, the improvement cannot be implemented until the right-of-way becomes available.

Comment No. 4-3

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.

Response to Comment No. 4-3

Traffic impacts as a result of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. Based on discussions with City of Lancaster staff, 16 intersections and eight street segments within the project's sphere of influence were included in the traffic impact analysis for the AM and PM peak hours for weekdays and traffic on Saturdays. As discussed in this section, with implementation of the identified mitigation measures, all project traffic impacts would be less than significant, including those at the intersection of 60th Street West and Avenue L (where Quartz Hill High School is located). The intersection of Avenue L-8 and 56th Street West was not included as part of the traffic impact analysis as it was not expected to be significantly impacted by the development of the proposed project.

Comment No. 4-4

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?

Response to Comment No. 4-4

Project impacts with respect to drainage are analyzed on Draft EIR page IV.I-6. As stated therein, the project applicant would be required to construct a 60-inch storm drain along the site in Avenue L. This improvement would ensure that development of the proposed project would not redirect drainage patterns in a manner that would cause flooding or erosion elsewhere. In addition, detailed plans for the project site would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits.

Comment No. 4-5

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?

Response to Comment No. 4-5

As stated in the Draft EIR, pages IV.L-2 and IV.L-3, the vicinity of the project site is a rapidly urbanizing area of the City of Lancaster and it is possible that construction of the proposed project could result in the need for the extension of roads or other infrastructure to the site. If extensions of infrastructure are required as a result of the proposed project, the project applicant would be responsible for these upgrades. This means that the project applicant would be responsible for paying for an extension of a road (where the road did not previously extend), if it were required as a result of the proposed project.

In contrast, Mitigation Measure N-23 requires the project applicant to provide fair share contribution to the improvement of Avenue L between 55th Street West to 60th Street West for three additional lanes. This fair share contribution to the lane improvement is required to mitigate the impact of the proposed project on this roadway segment.

Comment No. 4-6

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 tracts that cannot deliver the needed water.

Response to Comment No. 4-6

This comment inquires about the amount of water required for the project. The Draft EIR, page IV.O-11, provides the proposed water consumption for the project, based on water consumption rates provided by the Los Angeles County Sanitation Department. As stated on Draft EIR page IV.O-11, water for the proposed project would be supplied to the project site as part of the City of Lancaster's water allotment from District 40. See Response to Comment 15-3.

The remainder of the comment about the water demand for the Lane Ranch project, the project at 60th Street West and Avenue K, as well as housing tracts, does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this portion of the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 4-7

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, shoplifting, loitering, skipping school, etc. The issue of our childrens well being and safety must supersede any monetary gain.

Response to Comment No. 4-7

Impacts of the proposed project on crime are analyzed in Section IV.M.2. of the Draft EIR. Concluded therein, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

In addition, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not believe that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department Lancaster Station has programs in place to address truancy. These programs include

the “Safe Passage” program, a two-man truancy car, and field truancy officers (see Comment Letter No. 12).

Comment No. 4-8

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.

Response to Comment No. 4-8

The comment about the location of fast food outlets and obesity is an opinion and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 4-9

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.

Response to Comment No. 4-9

See Response to Comment 3-3.

Comment No. 4-10

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.

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.

Response to Comment No. 4-10

See Responses to Comments 3-4 and 3-5.

LETTER NO. 5

Dave Singleton, Program Analyst
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Comment No. 5-1

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)(1)(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:

Response to Comment No. 5-1

This comment provides general introductory and background information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 5-2

√ 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 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.

Response to Comment No. 5-2

According to a records search conducted by the South Central Coastal Information Center (SCCIC), there are no identified prehistoric or archaeological sites, prehistoric isolates, historic archaeological sites, or historic isolates within the boundaries of the project site (Draft EIR page IV.F-8) and in the written response from the SCCIC contained in Appendix F to the Draft EIR. Nevertheless, the Draft EIR identified Mitigation Measure F-1 in case unknown archaeological or paleontological resources or human remains are discovered during project excavation and construction.

Comment No. 5-3

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

Response to Comment No. 5-3

An archaeology resources survey was conducted for the project site and is included in Appendix F to the Draft EIR. No archaeological resources were discovered, however the Draft EIR identified Mitigation Measure F-1 in case unknown archaeological or paleontological resources or human remains are discovered during project excavation and construction.

Comment No. 5-4

√ 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 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.

Response to Comment No. 5-4

Native American consultation was done as part of the cultural resources report (included in Appendix F to the Draft EIR) and the individuals contacted included those individuals identified by the NAHC. The Native American Contacts will be consulted if any cultural resource or human remains are discovered during project construction.

Comment No. 5-5

- √ 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 (I). 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.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Response to Comment No. 5-5

In the event that cultural resources are encountered during construction activities, Mitigation Measure F-1 has been identified to ensure impacts are less than significant.

Comment No. 5-6

√ 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.

Response to Comment No. 5-6

See Response to Comment 5-5.

Comment No. 5-7

√ 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.

Response to Comment No. 5-7

See Response to Comment 5-5.

Comment No. 5-8

√ Lead agencies should consider avoidance as defined in S15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Response to Comment No. 5-8

See Response to Comment 5-2.

LETTER NO. 6

Mat Havens, Director of Facility Acquisition and Development
Antelope Valley Joint Union High School District
44811 N. Sierra Highway
Lancaster, California 93534-3226

Comment No. 6-1

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.

Response to Comment No. 6-1

The comment states the District's understanding that the driveway to the Quartz Hill High School parking lot will be relocated, but does not state a specific concern or question about the adequacy of the analysis of environmental impacts contained in the Draft EIR. The District is correct that the proposed Walmart development is being conditioned to realign the Quartz Hill High School driveway on Avenue L and to reconfigure the parking lot.

Comment No. 6-2

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.

Response to Comment No. 6-2

If the project is approved the applicant would be responsible for the implementation of all conditions of approval, the cost of such improvements would also be the responsibility of the project applicant.

The remainder of the comment requests that construction of the proposed project be scheduled so as not to disturb Quartz Hill High School. The comment also requests that no loss of high school parking occur as a result of any required improvements. These comments are acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 6-3

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.

Response to Comment No. 6-3

Traffic impacts as a result of the proposed project were analyzed in Section IV.N, Transportation/Traffic, of the Draft EIR. With implementation of the identified mitigation measures, all traffic impacts associated with the proposed project would be less than significant. Traffic conditions in the project vicinity (which includes Quartz Hill High School) would be improved with implementation of the identified mitigation measures.

Project impacts with respect to drainage were analyzed in the Draft EIR on page IV.I-6. The project applicant would be required to construct a 60-inch storm drain along the project site in Avenue L. This improvement would ensure that development of the proposed project would not redirect drainage patterns in a manner that would cause flooding or erosion elsewhere. In addition, detailed plans for the project site would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits.

The remainder of the comment about students walking to school has been forwarded to the decision makers for their review and consideration.

Comment No. 6-4

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.

Response to Comment No. 6-4

As stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department Lancaster Station has programs in place to deal with truancy. These programs include the "Safe Passage" program, a two-man truancy car, and field truancy officers (see Comment Letter No. 12).

The remainder of the comment provides information about student parking, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the

Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 7

Ken Chiang
Senior Hazardous Substances Scientist
Brownfields and Environmental Restoration
Department of Toxic Substances Control
9211 Oakdale Avenue
Chatsworth, California 91311

Comment No. 7-1

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.

Response to Comment No. 7-1

This comment provides general introductory and background information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 7-2

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.

Response to Comment No. 7-2

As stated on Draft EIR page IV.H-5, a Limited Soil Assessment (LSA) was performed on the project site, to identify environmentally-persistent pesticides and herbicides which may have been used in previous onsite agricultural operations. As part of the LSA, 13 four-part composite soil samples were taken from random locations on the project site for the purpose of assessing the concentrations of environmentally persistent chlorinated pesticides and chlorinated herbicides. None of the soil samples contained concentrations of chlorinated pesticides or chlorinated herbicides above the respective laboratory

reporting limits. Based on these results the soils on the project site do not appear to have been impacted by environmentally persistent pesticides or herbicides to a depth of two feet below ground surface. A copy of this report has been provided in Appendix H of the Draft EIR

Comment No. 7-3

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."*

Response to Comment No. 7-3

A Pre-Demolition Asbestos and Lead Based Paint survey was completed on February 13, 2006 by Krazan and Associates. This survey obtained eight paint samples from the structures and determined that 7 of the 8 were below threshold levels. A single sample exceeded the threshold levels by less than 1/100 of a percentage. The concentrations of lead in the paint as a percentage of the entire debris mass are substantially below the regulatory limits.

LETTER NO. 8

Karen S. Mellor
Entomologist / Operations Supervisor
Antelope Valley Mosquito & Vector Control District
P.O. Box 1192
Lancaster, CA 93584-1192

Comment No. 8-1

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.

Response to Comment No. 8-1

This comment addresses a vector control issue regarding potential mosquito nuisance, health and abatement issues. Although drainage design criteria regarding on-site water drainage and accumulation/infiltration are requirements mandated by the City of Lancaster and state water quality control law, to the extent feasible, the drainage design for the project including any proposed detention of storm water runoff will take into account the need to address mosquito abatement issues. If feasible, drainage improvements will be engineered to ensure that water accumulation for detention and/or infiltration purposes is designed to comply with State Water Quality Control Board and City of Lancaster requirements including designing access for maintenance and inspection purposes to ensure that monitoring and any necessary abatement can be provided in a timely fashion.

Comment No. 8-2

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.

Response to Comment No. 8-2

See Response to Comment No. 8-1.

Comment No. 8-3

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.

Response to Comment No. 8-3

See Response to Comment No. 8-1.

Comment No. 8-4

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.

Response to Comment No. 8-4

See Response to Comment No. 8-1.

Comment No. 8-5

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.

Response to Comment No. 8-5

See Response to Comment No. 8-1.

LETTER NO. 9

Jon Sanabria
Acting Director of Planning
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Comment No. 9-1

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.

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

Response to Comment No. 9-1

The city acknowledges that the County has jurisdiction over the unincorporated Los Angeles County area and that there is unincorporated county property in the vicinity of to the project site. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 9-2**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.

Response to Comment No. 9-2

See Section III., Additions and Corrections, of this Final EIR for a copy of the revised figure.

Comment No. 9-3**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.

Response to Comment No. 9-3

See Section III., Additions and Corrections, of this Final EIR for the additional information. These standards are adopted as part of the City's Title 24.

Comment No. 9-4

- 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.

Response to Comment No. 9-4

Per the City's Municipal Code, the project will install the necessary infrastructure to recharge electric vehicles.

Comment No. 9-5

- 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.

Response to Comment No. 9-5

The proposed project would comply with the City's requirements per Title 24 of the City Municipal Code at the time of project permitting and construction.

Comment No. 9-6

- 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.

Response to Comment No. 9-6

See Section III., Additions and Corrections, of this Final EIR for the correction.

Comment No. 9-7

- 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.

Response to Comment No. 9-7

Wal-Mart is committed to the measures included on pages IV.D-37 and IV.D-38 (as they are also included in Section II., Project Description, as project features). It is irrelevant to the proposed project whether Target is committed to the implementation of these measures.

Comment No. 9-8**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.

Response to Comment No. 9-8

The County's disagreement with the analysis of the zone change is noted for the record and has been forwarded to the decision makers for their review and consideration.

As discussed on page IV.J-7 of the Draft EIR, the consistent with the proposed land use designation of C, the project site is being proposed as a Commercial Planned Development (CPD) zone. The permitted uses within this designation include: car repair; church facilities; communication facilities; eating and drinking establishments; financial institutions; office-business (government or professional); rental establishments; retail sales establishments; and schools (business and professional). The CPD zone is intended to be applied to land and/or development which involve a special consideration, such as proximity to residential neighbors, of which the project is located in close proximity to residential neighbors, which merits the attention of the planning commission and applications of special conditions to deal with such concerns. The proposed commercial uses would be permitted uses within this zoning designation subject to approval by Planning Commission.

Comment No. 9-9Noise

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

Response to Comment No. 9-9

See Response to Comment 34-1 regarding project impacts with respect to noise. The comment provides the County's opinion about noise impacts. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 9-10

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.

Response to Comment No. 9-10

As stated in Section IV.K. of the Draft EIR, and in Response to Comment 9-9, the proposed project would not result in any significant impacts with respect to noise. Therefore, no mitigation measures are required. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration of these recommendations as potential conditions of approval for the proposed project.

A condition of approval has been added to the project prohibiting overnight parking in accordance with the City's Municipal Code. The noise analysis contained in Section IV.K. of the Draft EIR analyzed the proposed 24-hour operation of the project, and therefore, impacts of vehicles in the parking lot at night was taken into account and no additional mitigation measures would be required.

Comment No. 9-11Biological 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.

Response to Comment No. 9-11

This comment provides a description of the existing project site conditions. Although it is not consistent with the description provided on page IV.E-1 of the DEIR (as only two hydrologic features are described and no cottonwood trees are present), this comment does not indicate any deficiency or question about the adequacy of the analysis or mitigation measures contained in the DEIR. This comment has been forwarded to the decision makers as part of the Final EIR for their consideration in reviewing the project.

Comment No. 9-12

- 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 (Le. death or physical harm) and indirect (Le. 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.

Response to Comment No. 9-12

This comment describes field observations and impact assessment (focusing primarily on Swainson's Hawk, Burrowing Owl, and other bird species) conducted by the County's biologist. With regards to the weather conditions and wildlife species documented by the County's biologist, these observations are acknowledged; however, this comment does not indicate any deficiency or question about the adequacy of the analysis or mitigation measures contained in the DEIR. This comment has been forwarded to the decision makers as part of the Final EIR for their consideration in reviewing the project.

With regards to the impact assessment completed by the County's biologists, potential project-related impacts to Swainson's Hawk and Burrowing Owl are consistent with those described on page IV.E-13, Special-Status Wildlife Species, of the Draft EIR. Additionally, although other bird species, such as Red-tailed Hawk and Barn Owl (observed by the County's biologist), were not specifically listed in the DEIR as species that could be impacted by the project, these species are included in the blanket term "raptor" and addressed on page IV.E-13, Special-Status Wildlife Species, of the Draft EIR. Ornithologists commonly used the term "raptor" for hawks, falcons, eagles, vultures, and owls.

Comment No. 9-13

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.

Response to Comment No. 9-13

This comment describes the existing project site conditions, including existing wildlife use and trees present on the site. With the exception of Chipping Sparrow, none of these birds are identified on CDFG's Special Animals Lists or for that matter have any official federal or state status (i.e., threatened, endangered, etc.); however, they are all protected under the Migratory Bird Treaty Act as well as the Fish and Game Code. Chipping Sparrow is included on the CDFG's list due to its limited distribution, and Mitigation Measure E-1 has been provided to ensure that impacts remain less than significant. Reference to the additional bird species observed by the County's biologist is acknowledged, but this comment does not indicate any deficiency or question about the adequacy of the analysis or mitigation measures contained in the Draft EIR. This comment has been forwarded to the decision makers as part of the Final EIR for their consideration in reviewing the project.

This comment correctly describes the association of trees on the project site with the offsite active constructed drainage channel. As described on page IV.E-9, Natural Communities, of the Draft EIR, a few arroyo willow (*Salix lasiolepis*), sandbar willow (*Salix exigua*) and red willow (*Salix laevigata*) are located along the western boundary of the project site associated with the offsite active constructed drainage channel. This comment also correctly describes the surrounding land uses; however, the EIR consultant disagrees with the site being identified as a potential movement or migration corridor for wildlife (refer to page IV.E-14, Wildlife Movement or Native Wildlife Nurseries, of the Draft EIR). The site is fenced with chainlink fence, dominated with ruderal and non-native vegetation, and is regularly disturbed. With the exception of some bird species, these conditions tend to preclude the use of such areas by wildlife species.

Comment No. 9-14

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.

Response to Comment No. 9-14

This comment suggests that the loss of foraging habitat for bird species on the project site is a significant impact. Additionally, this comment suggests that potential impacts to the trees and active constructed drainage channel would adversely impact bird habitat. With regards to the loss of foraging habitat, the EIR consultant disagrees with considering this a significant impact for the project (refer to discussion on page IV.E-13, Special-Status Wildlife Species, of the Draft EIR); however, the EIR consultant agrees with considering the cumulative loss of foraging habitat from this project and other closely related past, present, and reasonably foreseeable probable future projects a significant impact. Consequently, the text

on page IV.E-15, Cumulative Impacts, of the Draft EIR has been revised as follows (see also Section III, Additions and Corrections, of this Final EIR:

Although the project site is a vacant parcel, which supports marginally suitable habitat for common native wildlife species, the loss of such habitat is not a substantial adverse impact for native wildlife species. Therefore, the loss of marginally suitable habitat from the implementation of the proposed project, when considered with the related projects, would not be cumulatively considerable. However, a few of the related projects are located on undeveloped lands which may support nesting and foraging birds, burrowing owls and/or potentially jurisdictional waterways; potential impacts to these sensitive biological resources, when considered with the potential impacts to these resources from the proposed project, may result in cumulatively considerable adverse impacts. However, compliance with the City Ordinance identified below, would ensure impacts are less than significant.

The City adopted Ordinance 848, Biological Mitigation Fee, to address new development of land within the City resulting in incremental effects on biological resources, including loss of habitat and reduction in total numbers of plant and wildlife species on a regional basis. Compliance with the ordinance would reduce impacts to the loss of habitat for bird species, as well as impacts to potential jurisdictional waterways.

Although potential impacts the trees and active constructed drainage channel would impact bird habitat, implementation of Mitigation Measure E-3, obtaining the appropriate regulatory permits and implementing compensatory measures such as restoration of the drainage to the pre-existing condition (or better) and installation of riparian or wetland vegetation at a 1:1 ratio to removed vegetation, (refer to page IV.E-16 of the Draft EIR) would reduce such impacts. Additionally, the project would integrate appropriate landscaping trees and shrubs in site planning that emphasizes the use of native species. These plantings would provide habitat for those more common bird species.

Comment No. 9-15

- 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.

Response to Comment No. 9-15

This comment suggests revising Mitigation Measure E-1 to include language to restrict construction activities to the non-nesting season and to continue activities throughout the nesting season to prevent birds from establishing nests. In response to this comment, the text on page IV.E-15 of the Draft EIR has been revised as follows:

E-1 To avoid disturbance to nesting birds during project construction, one of the following measures shall be implemented:

- Conduct vegetation clearing and grubbing associated with project construction during the non-breeding season (in general, September 1st through January 31st). Grading activities and other construction activities shall be initiated prior to the breeding season (which is generally in the same period identified above) and shall be ongoing throughout the breeding season to prevent birds from establishing nest in the surrounding habitat. If there is a lapse in grading activities of more than five days, a pre-construction survey and survey report (refer below) shall be completed.
- Conduct pre-construction surveys for nesting birds if vegetation clearing and grubbing, grading, and other construction activities are initiated during the nesting season (in general, February 1st through August 31st). Within 30 days of construction-related activities, a qualified wildlife biologist shall conduct weekly nesting bird surveys with the last survey being conducted no more than 5 days prior to initiation of construction-related activities to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, construction-related activities in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction activities, depending on the species and location. The perimeter of the exclusion buffer shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of construction activities in exclusion buffer. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

The option of implementing one of the two measures presented above is provided in case construction activities can not occur within the non-breeding season due to other seasonal constraints.

Comment No. 9-16

- (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, preconstruction and during construction lapses.

Response to Comment No. 9-16

This comment suggests revising Mitigation Measure E-1 to incorporate additional language to the pre-construction nesting season bird survey measure. In response to this comment, the text on page IV.E-15 of the DEIR has been revised. Please refer to Response to Comment No. 9-15.

Comment No. 9-17

- (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.

Response to Comment No. 9-17

This comment provides mitigation for impacts to Burrowing Owls. The suggested mitigation measure is consistent with Mitigation Measure E-2 on page IV.E-16 of the Draft EIR and, consequently, this comment does not indicate any deficiency or question about the measure contained in the Draft EIR. This comment has been forwarded to the decision makers as part of the Final EIR for their consideration in reviewing the project.

Comment No. 9-18

- (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 noninvasive 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.

Response to Comment No. 9-18

This comment suggests that construction-related impacts to other nesting birds is significant and that preserving and/or planting trees and enhancing riparian areas on the project site should be prescribed to reduce the potential impacts to nesting birds. As stated on page IV.E-13 of the Draft EIR, construction activities including vegetation removal, noise and vibration have the potential to result in direct (i.e., death or physical harm) and indirect (i.e., nest abandonment) adverse impacts to nesting birds and these impacts would be considered significant. Implementation of Mitigation Measure E-1 on page IV.E-15 of the DEIR reduces this impact to a less-than-significant level. Implementation of Mitigation Measure E-3 on page IV.E-16 of the Draft EIR, which includes compensatory measures such as restoration of the drainage to the pre-existing conditions (or better) and installation of riparian or wetland vegetation at a 1:1 ratio to removed vegetation, reduces potential impacts to the active constructed drainage and associated riparian habitat to less than significant. Additionally, as discussed above in Response to Comment No. 9-14, landscape tree and shrub plantings integrated in site planning would provide habitat for the more common bird species.

Comment No. 9-19

- (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.

Response to Comment No. 9-19

This comment suggests mitigation for the loss of Joshua Tree Woodland, a designated sensitive community by the City of Lancaster. As discussed on page IV.E-2 of the Draft EIR, Joshua Tree Woodland is not present on the project site. The absence of sensitive communities on the site is further discussed on page IV.E-9 of the Draft EIR. This comment is not applicable to this project; however, it has been forwarded to the decision makers as part of the Final EIR for their consideration in reviewing the project.

Comment No. 9-20

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.

Response to Comment No. 9-20

The comments provided by the respective County departments are responded to individually on the subsequent pages.

LETTER NO. 10

Joan Rupert, Section Head
Environmental Section
County of Los Angeles
Department of Parks and Recreation
Planning and Development Agency
510 Vermont Avenue
Los Angeles, CA 90020

Comment No. 10-1

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.

Response to Comment No. 10-1

The comment states that the proposed project may impact George Lane County Park, but does not identify any specific environmental impacts. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 10-2

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.

Response to Comment No. 10-2

Traffic impacts of the proposed project are analyzed in Section IV.N. of the Draft EIR. The traffic section and the traffic report contained in Appendix K of the Draft EIR analyzed 16 intersections and 8 street segments, including 60th Street West and Avenue L. It was determined that the traffic impacts associated with the proposed project would be less than significant with implementation of the identified mitigation measures.

LETTER NO. 11

Steve Burger
Land Development Division
Department of Public Works
County of Los Angeles

Comment No. 11-1

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.

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

Response to Comment No. 11-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 11-2**Hydrology/Water Quality**

1. Page II-6, Figure II-3:
 - a) Discuss how project will accommodate drainage tributary to the site from upstream unincorporated County areas and Quartz Hill High School.

Response to Comment No. 11-2

See Response to Comment 33-10 regarding project impacts with respect to flooding and drainage, and the drainage improvements the proposed project would be required to construct.

Mitigation included in the Draft EIR requires the construction of a 60-inch City storm drain pipe in Avenue L that will intercept upstream runoff currently flowing in 60th Street West, south of Avenue L, and will route it around the project site to connect to a master planned future storm drain. The current runoff will discharge into the existing drainage facility west of the project site.

Comment No. 11-3

- 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.

Response to Comment No. 11-3

Per the City's approved drainage studies for the West Lancaster Area, the project's street improvements include curb and gutter to control storm water runoff per the City's guidelines. In addition, the project applicant will be constructing a storm drain system in Avenue L that will intercept upstream storm water runoff, per the City's requirements, south of Avenue L, and reroute flows to a future proposed storm drain or to discharge into the existing drainage facility west of the proposed project.

Comment No. 11-4

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.

Response to Comment No. 11-4

The existing site drains to the northwest corner of the site, instead of the northeast corner as indicated in the Draft EIR.

Comment No. 11-5

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.

Response to Comment No. 11-5

See Response to Comment 33-10 regarding project impacts with respect to drainage. It is not expected that these impacts would affect unincorporated area of the County. The project design must comply with City requirements for controlling stormwater discharge to less than the predevelopment condition, while maintaining existing drainage flow patterns from downstream areas.

Comment No. 11-6

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.
 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.

Response to Comment No. 11-6

With the proposed drainage improvements (addressed in Draft EIR Section IV.I. and Response to Comment 33-10), runoff from the project site would be 85% of the pre-development runoff rate. Therefore, it is not expected that concentrated flows would impact unincorporated County areas.

The proposed storm drain as referenced in the comment is not constructed and provides an alternative to the energy dissipater. The decision about which method would be used will be decided as part of the project design phase in consultation with the City Engineer.

Comment No. 11-7

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.

Response to Comment No. 11-7

The project's storm drain improvements will not result in impacts to unincorporated County areas. As stated in the drainage study for the proposed project (included as Appendix I in the Draft EIR), Mitigation Measure I-5 will mitigate the runoff rate. The City is requiring the applicant to provide on-site improvements (e.g., on-site detention basin, landscaped swale, and pervious pavement) to reduce the volume. Final modifications may be made as part of the design phase of the project that will be subject to City review and approval.

Comment No. 11-8**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.

Response to Comment No. 11-8

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

However, the evaluation of the additional related projects and summary of “existing + ambient + project conditions” are addressed in the following comments pertaining to traffic. No changes to the conclusions are noted.

Comment No. 11-9

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

Response to Comment No. 11-9

The traffic study parameters were determined based upon discussion with the City of Lancaster Planning and Traffic sections. It was determined that the likelihood for significant traffic impacts would be created along the major corridors which create project frontage. While some traffic will be coming to and from the secondary roadways and neighborhoods the volumes are anticipated to be dissipated enough to not create any significant traffic impacts. In addition, if project trips are distributed onto all cross streets, the trips along the major corridor may be minimized in such a way that some significant traffic impacts are not identified.

Comment No. 11-10

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.

Response to Comment No. 11-10

The trip reductions estimated in the traffic study are based on case studies provided in the Institute of Transportation Engineers, Trip Generation Handbook, An ITE Recommended Practice. Typically, individual case studies of shopping centers are not conducted unless there is an unusual land use or circumstance. The proposed shopping center fits within the parameters of the national standards presented in the ITE handbook. As stated in the traffic study (page 11, contained as Appendix K to the Draft EIR) a range of pass-by reductions presented in the ITE handbook is 8 to 68%. The projects of similar size in the manual (350,000 square feet to 418,000 square feet – 9 shopping centers) have an average pass by estimated at 29.1%. The project conservatively estimates a 25% pass by reduction. Internal trip reductions are based upon the same reference manual noting a range of 20 to 31% internal trips from retail to retail and a 7 to 68% internal trip making characteristics in regional malls. The traffic evaluation estimates a conservative 10 to 20% range of internal trip reductions depending on the land use with the highest reduction taken only at fast food restaurants with a 30% reduction.

Comment No. 11-11

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.

Response to Comment No. 11-11

The project distribution was developed based upon the location of existing and future development in the area where employees and patrons to the shopping center will be coming from and going to. While the current development is dominated south and east of the project site, future growth is anticipated north and west of site as indicated in the related project map (Figure 10 in the Traffic Study, contained as Appendix K to the Draft EIR).

Comment No. 11-12

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

TIM 67582	Northeast Corner of 52nd Street West and Avenue J	Single-Family
TIM 69132	Northeast Corner of 55nd Street West and Avenue K-8	Single-Family
TIM 65510	Northeast Corner of 80th Street West and Avenue K	Senior Housing

Response to Comment No. 11-12

The related project list incorporated in the traffic study was developed under efforts with the City Planning Department. Original lists had over 110 projects listed on them. The projects retained in this study are those that were considered by the City Planning Department to be the most relevant projects which have not already been constructed and may be constructed in the future. A conservative ambient growth rate of 2% per year was also added to the analysis to capture any projects which are not included on the list. The bulk of the related projects trips which influence the study intersections are those associated with each of the new shopping centers. The vehicular trips associated with the additional related projects are not anticipated to change the conclusions of the analysis. However, a subsequent analysis was conducted to address the noted related project additions, deletion of one related project at the request of the City of Palmdale and corrections to the Lane Ranch shopping center related project trip generation. These results are presented in Appendix D to this Final EIR.

Comment No. 11-13

5. The DEIR should provide the tables and figures to support the related projects trip generation and distribution used in the cumulative impact analysis.

Response to Comment No. 11-13

The traffic study conducted for the project (included as Appendix K to the Draft EIR) includes detailed trip generation and distribution percentages for the related projects.

Comment No. 11-14

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.
 - 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

Response to Comment No. 11-14

County methodology was used to evaluate existing and future without and with project conditions. The existing + ambient + project conditions and same with mitigation were not displayed. This section is displayed in Appendix D to this Final EIR for both projects. As stated, the noted intersections are significantly impacted in the existing + ambient + cumulative + project traffic conditions. These have been identified in the Draft EIR with mitigation identified.

Comment No. 11-15

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:
- 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)

Response to Comment No. 11-15

See Response to Comment 11-14.

Comment No. 11-16

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.

Response to Comment No. 11-16

Project mitigation includes language to incorporate mitigation as proposed or of equivalent nature. If the proposed mitigation encompasses additional improvements they can be adopted in addition to the resolution improvement.

Comment No. 11-17

9. Pending the result of the revised cumulative impact analysis, the project should contribute its proportionate share of the cost for mitigation measures.

Response to Comment No. 11-17

Project mitigation is proposed as proportionate shares as stated in Draft EIR Section IV.N. No additional significant impacts are identified.

Comment No. 11-18

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.

Response to Comment No. 11-18

The project has not yet been approved. If the project is approved, conceptual striping plans will be developed and submitted to Public Works' Traffic and Lighting Division for review.

Comment No. 11-19**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.

Response to Comment No. 11-19

The reclassification of the roadway is not proposed by this project and is beyond the scope of this project. The City has noted this request and will handle the request and evaluation as a separate matter.

Comment No. 11-20

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.

Response to Comment No. 11-20

While the proposed project would likely result in some increase with respect to truck traffic, an increase in the pavement section and reconstruction of the roadways would not be required.

Comment No. 11-21

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.

Response to Comment No. 11-21

The feasibility of replacing the cross gutters with box culverts will be addressed with the City Engineer as part of the project design phase.

Comment No. 11-22

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.

Response to Comment No. 11-22

The final grading requirements will be determined during the Final Design after all mitigation measures have been incorporated into the final construction drawings. The applicant is working to limit any import or export of soil and to create a balanced site. Should import or export of soil be required, a hauling permit will be required as part of the construction permitting process and will be obtained from the City in accordance with the City's Municipal Code requirements.

Comment No. 11-23

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.

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 apart of the document:

Response to Comment No. 11-23

See Response to Comment 47-1.

Comment No. 11-24

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.

Response to Comment No. 11-24

As stated on page IV.M-4 of the Draft EIR, the Waterworks Division of the Los Angeles County Department of Public Works would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary. If any upgrades are required, they would be the responsibility of the project applicant. Hydrants, water lines, and water tanks would be installed per Fire Code requirements and would be based upon the specific land uses of the proposed project.

Comment No. 11-25

2. Secure water supply allocation.

Response to Comment No. 11-25

Impacts to water supply as a result of the proposed project were evaluated in Section IV.O.2 of the Draft EIR and water is expected to be supplied from the allotment that the City has from the County Waterworks in accordance with existing policy. Once the applicant has been granted water by the City from the City's allotment, the City will file a request with County Waterworks to release water. The applicant would still be required to submit an application to County Waterworks for connection, and the County can request improvements that it believes are necessary in order to supply the water.

Comment No. 11-26

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).

Response to Comment No. 11-26

See Response to Comment 11-25. There is no need to provide a secondary emergency water supply.

Comment No. 11-27

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.

Response to Comment No. 11-27

See Response to Comment 11-25.

Comment No. 11-28

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.

Response to Comment No. 11-28

See Response to Comment 11-25.

Comment No. 11-29

6. Construct water main along Avenue L fronting Project.

Response to Comment No. 11-29

See Response to Comment 11-25.

Comment No. 11-30

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.

Response to Comment No. 11-30

See Response to Comment 11-25.

Comment No. 11-31**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.

Response to Comment No. 11-31

See Section III., Additions and Corrections, of this Final EIR for the requested changes.

Comment No. 11-32

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.

Response to Comment No. 11-32

As stated on Draft EIR pages IV.O-2 and IV.O-3, as part of the proposed project permitting process, the project applicant would verify with the Los Angeles County Sanitation Department the 15-inch trunk line's capacity. If capacity is lacking to accommodate the proposed project, the applicant would be required to pay their share of the necessary upgrades. Furthermore, the County Sanitation Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' sewerage system or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel. This connection fee is required to construct an incremental expansion of the sewerage system to accommodate the proposed project, which will mitigate the impact of this project on the present sewerage system.

The remainder of the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 11-33

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.

Response to Comment No. 11-33

As stated on Draft EIR page IV.O-18, the AB 939 requirement to reduce the solid waste stream in landfills by 50 percent would be implemented on a City-wide level, of which the proposed project would be a participant. Thus, the project would need to provide storage for recyclable materials for removal from the project site in order to accommodate AB 939.

Comment No. 11-34

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.

Response to Comment No. 11-34

The proposed project would not involve the construction, installation, modification, or removal of underground storage tanks.

LETTER NO. 12

Axel H. Anderson, Captain
Lancaster Station
County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Comment No. 12-1

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.

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.

Response to Comment No. 12-1

The comment provides general introductory information and provides the distances to nearby schools, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 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.

Response to Comment No. 12-2

The comment reiterates information found on page IV.M-9 of the Draft EIR, which states that as the project site is currently undeveloped, an increase in the demand for police protection services is anticipated as a result of the proposed project.

Comment No. 12-3

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.

Response to Comment No. 12-3

This comment provides some of the safety concerns that have been raised by residents, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-4

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.

Response to Comment No. 12-4

This comment provides information about programs the Sheriff's Department has in place to deal with truancy, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-5

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.

Response to Comment No. 12-5

This comment provides information about procedures the Sheriff's Department has in place to ensure that alcohol and tobacco are not sold to minors, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-6

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.

Response to Comment No. 12-6

The commenter is correct that no bars or nightclubs are proposed as part of the project. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-7

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.

Response to Comment No. 12-7

This comment provides two recommended conditions of approval (for a private security officer, and prohibiting overnight parking), but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. A condition of approval has been added prohibiting overnight camping in accordance with the City's Municipal Code. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration of the two recommended conditions of approval.

Comment No. 12-8

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.

Response to Comment No. 12-8

This comment provides information that is also found on page IV.M-9 of the Draft EIR. In addition, the comment provides information about resources that would be available to serve the proposed project, if needed, but does not state a specific concern or question regarding the adequacy of analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-9

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.

Response to Comment No. 12-9

This comment provides the suggestion that the proposed project contract for a dedicated deputy, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 12-10

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.

Response to Comment No. 12-10

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to

CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 13

Catherine Hart, Region Manager
Southern California Edison Company
42060 10th Street
Lancaster, CA 93534

Comment No. 13-1

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.

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).

Response to Comment No. 13-1

This comment provides general introductory and background information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 13-2**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.

Response to Comment No. 13-2

This comment provides confirmation that SCE will be able to provide electricity for the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 13-3

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.

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.

Response to Comment No. 13-3

See Response to Comment 13-2.

Comment No. 13-4

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.

Response to Comment No. 13-4

This comment states that the project developer will be responsible for any distribution and/or extension work, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 13-5

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.

Response to Comment No. 13-5

Page II-5 of the Draft EIR provides a list of energy efficiency measures that will be incorporated into the design of the proposed project. This comment states a request that the project developer consult with SCE to improve energy efficiency in the development beyond Title 24 requirements, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 13-6

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

Response to Comment No. 13-6

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 13-7

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, 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.

Response to Comment No. 13-7

The building of new or relocating of existing SCE electrical facilities is not anticipated to be necessary and therefore, the environmental consequences associated with these actions have not been identified or addressed by the lead agency as part of the CEQA process. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. In the event such actions become necessary, the proposed project would comply with all SCE requirements.

LETTER NO. 14

Edmund J. Pert, Regional Manager
South Coast Region
State of California – The Resources Agency
Department of Fish and Game
4949 Viewridge Avenue
San Diego, CA 92123

Comment No. 14-1

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.

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 2060 et seq) and Fish and Game Code Section 1600 et seq. regarding impacts to streams and lakes.

Response to Comment No. 14-1

This comment confirms that the California Department of Fish and Game (CDFG) has reviewed the DEIR, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 14-2**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 preconstruction 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 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:

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.

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 Departments 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.

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.

Response to Comment No. 14-2

This comment suggests that in addition to avoiding direct “take” of Burrowing Owl that project-related impacts to owl foraging and burrow habitat, if determined occupied habitat, should be minimized and compensated. Additionally, this comment suggests providing a more detailed description of passive relocation efforts, including (but not limited to) establishing success criteria. In response to this comment, the text of Mitigation Measure E-2 on page IV.E-15 of the DEIR has been revised as follows (see also Section III., Additions and Corrections, of this Final EIR for this change):

E-2 In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site not more than 30 days prior to initial ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols (CBOC 1993, CDFG 1995) by a qualified biologist. A qualified biologist is an individual who has sufficient knowledge, training, and experience identifying and performing surveys for burrowing owl. Following the completion of the survey and prior to initial ground disturbance, a survey results report shall be prepared and submitted to CDFG and the City. The survey results report shall include, but shall not be limited to, (a) a discussion of the survey methods and results; (b) a map indicating the location of occupied burrows (if detected); and (c) a discussion of additional measures to be implemented to avoid and/or minimize adverse impacts to burrowing owls and associated foraging habitat (if necessary). Such avoidance and minimization measures shall be consistent with those provided below.

If the pre-construction survey results in negative findings of burrowing owl on the project site (including the 150 meter [approximately 500 foot] buffer zone), no further mitigation would be required. However, if burrowing owl is detected during the survey, proposed grading and development shall be redesigned to avoid destruction of occupied burrows and/or adverse impacts on burrowing owl habitat to provide compliance with the accepted burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995). The burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995) recommend no disturbance within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (generally defined as September 1st through January 31st) or within 75 meters (approximately 250 feet) during the breeding season (generally defined as February 1st through August 31st). Avoidance also includes maintaining a minimum of 6.5 acres of foraging habitat contiguous with occupied burrows for each pair of breeding burrowing owls (with or without dependent young) or single unpaired bird. Occupied burrows and associated foraging habitat shall be permanently preserved and managed to promote burrowing owl use. Should occupied burrows and associated habitat be avoided, avoidance and preservation measures shall be described in the survey results letter to the satisfaction of the CDFG and the City.

If occupied burrows and associated foraging habitat cannot be avoided, then a Passive Relocation and Mitigation Plan (Plan) shall be developed. The Plan shall be developed by a qualified biologist to provide compliance with the accepted burrowing owl mitigation guidelines. Additionally, the Plan shall be developed in coordination with the CDFG. At a minimum, the Plan shall include, but shall not be limited to, (a) a description of the passive relocation methods, including (but not limited to) pre-relocation surveys, installation of one-way doors and

monitoring, and burrow excavation; and (b) a description of the receiver site, including (but not limited to) location and extent of lands purchased or made part of a conservation easement, existing presence of burrowing owl, number of natural burrows enhanced and/or artificial burrows created, long-term management and monitoring efforts, success criteria (e.g., a pre-established number of breeding burrowing owls using the receiver site), and remedial measures. Approval of the Plan by CDFG shall be required by the City as a condition of project approval. Additionally, initial ground disturbance shall be postponed until completion of passive relocation efforts and associated report has been submitted to the CDFG.

Comment No. 14-3

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."

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 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.

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. 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.

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.

Response to Comment No. 14-3

This comment suggests that the cumulative loss of foraging habitat for bird species is significant and provides mitigation to reduce this impact. Please refer to Response to Comment No. 9-14, as this response addresses this comment.

Comment No. 14-4

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 (SM), 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/1600Iindex.html.

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

Response to Comment No. 14-4

This comment suggests that potential impacts to the two hydrological features and sensitive species on the project site be evaluated and mitigation for such impacts be provided in the CEQA document to better facilitate issuance of the Streambed Alteration Agreement. Impacts to biological resources resulting from project construction and operation are discussed on pages IV.E-13 – IV.E-15 and mitigation to reduce

such impacts are discussed on pages IV.E-15 and IV.E-16. Information provided here is sufficient to initiate coordination with the CDFG relative to its Lake and Streambed Alteration Program.

LETTER NO. 15

Asoka Herath, Director of Planning
City of Palmdale
38300 Sierra Highway
Palmdale, CA 93550-4798

Comment No. 15-1

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:

Response to Comment No. 15-1

This comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 15-2**Section III. Environmental Setting**

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.

Response to Comment No. 15-2

The removal of this related project has been removed and was addressed in additional analysis presented in Appendix D to this Final EIR. The removal of the related project does not change the conclusions of this study.

Comment No. 15-3**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 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.

Response to Comment No. 15-3

Information about the IRWMP has been added to Section III., Additions and Corrections, of this Final EIR.

In a letter dated October 1, 2008, Los Angeles County Waterworks allotted the City of Lancaster 1,000-acre feet to assign to important projects within the City of Lancaster. The City has prepared a Water Allocation Policy to “effectively allocate this limited water supply and ensure that projects moving forward provide the greatest benefit for the City of Lancaster and its residents.” Copies of this policy can be viewed at City Hall. It is assumed that the applicant would apply for water from this allotment, in accordance with the policy, and be granted the water necessary.

As stated on Draft EIR page IV.O-14, each related project would be required to comply with City and State water conservation programs. In addition, the pumping curtailments in the Sacramento Delta area have the potential to affect water supplies in all of Southern California, including water for the related projects. However, as water supply can be verified for the proposed project under the City’s allotment from District 40, the proposed project’s incremental contribution to a cumulative water supply impact would be less than significant.

Comment No. 15-4

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.

Response to Comment No. 15-4

The proposed project does not create the full impact at this intersection, which is why the mitigation is proposed to be shared. The traffic signal is not yet warranted but will be warranted in the future with this project in combination with other projects. However, a significant impact does occur with the “Future with Project” scenario (see Table IV.N-9 of the Draft EIR). While the City typically requires shared improvements, this comment will be passed on to the decision makers for their review and consideration of whether the project should implement the improvement independent of other projects.

Comment No. 15-5

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.

Response to Comment No. 15-5

See Response to Comment 15-4.

Comment No. 15-6

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.

Response to Comment No. 15-6

This intersection was evaluated as a four way stop under existing, future without project, and future with project conditions. The traffic signal evaluation is in the "Future Traffic Conditions with Project + Mitigation" section only.

LETTER NO. 16

Elmer Alvarez
IGR/CEQA Branch Chief
Department of Transportation
District 7, Regional Planning
IGR/CEQA Branch
100 Main Street, MS # 16
Los Angeles, CA 90012-3606

Comment No. 16-1

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.

Response to Comment No. 16-1

The comment states introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 16-2

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.

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

Response to Comment No. 16-2

The location of the project along Avenue L indicates that the bulk of freeway traffic accessing the site directly from the freeway will be using these ramps. It is anticipated that minor volumes of traffic would chose to use either the Avenue K or Avenue M ramps since they are both north and south of the project site. It is noted that both Avenue K and Avenue M have full ramps available with lengthy ramps for both on- and off-ramp traffic.

The Antelope Valley Freeway at Avenue L provides a southbound off- and on-ramp on the north side of Avenue L and a southbound on-ramp on the south side of Avenue L. A northbound on-ramp is provided on the north side of the street and a northbound on- and off-ramp are provided on the south side of the street. The southbound off-ramp provides two lanes for approximately 300 feet immediately at the intersection with Avenue L and one lane for approximately 900 feet. The northbound off-ramp provides two lanes for approximately 350 feet and a single lane for an additional approximately 900 feet. The southbound off-ramp and northbound left turn portion of the ramp are controlled by traffic signals. Both of these ramps provide storage for over 75 vehicles including a mix of passenger vehicles and trucks.

The Caltrans District 7 website indicates a 2006 volume of 3,550 vehicles per day (VPD) at the southbound off-ramp of Avenue L and 10,800 VPD at the northbound off-ramp of Avenue L. Conservatively increasing the volumes by 2% per year to account for the related projects would produce a volume of approximately 4,020 VPD at the southbound ramp and 12,225 VPD at the northbound ramp in year 2012. Estimating that 10% of the vehicles arrive during a single peak hour, the higher volume would be provided on the northbound ramp with a volume of 1,222 vehicles without the project. Conservatively adding 50% of the project's traffic on this ramp (52 vehicles) there would be a total of 1,274 vehicles in one hour on the northbound off-ramp during the PM peak hour. The right turn is a yield and the left turn is signalized. Estimating 24 signal cycles in an hour, there is a capacity for 1,800 vehicles on the ramp during a single hour (24 cycles per hour X 75 vehicle storage). The future traffic is accommodated on the off-ramp without queuing on the freeway with room left over for vehicles which do not clear in a single cycle and create a residual queue. It is estimated that the capacity of the off-ramps will accommodate the potential additional vehicles created by the project and related projects in the future. This information is displayed in Table 16-1 below.

**Table 16-1
Antelope Valley Freeway Ramp Evaluation**

Roadway	Ramp	Appx Storage Length (Feet)	Storage Capacity # Vehicles	Storage Capacity Per Hour	2006 Demand VPD	2012 Demand VPD Without Project	Peak Hour Demand VPH Without Project	2012 Demand VPH With Project	Queue on Freeway?
N Side Ave L	NB On	1,440	72						
	SB On	1,200	60						
(2 lanes @ I/S)	SB Off	1,500	75	1,800	3,550	4,020	402	454	NO
S Side Avenue L	SB On	1,200	60						
	NB On	1,200	60						
(2 lanes @ I/S)	NB Off	1,500	75	1,800	10,800	12,225	1,222	1274	NO

Comment No. 16-3

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.

Response to Comment No. 16-3

This comment provides a recommendation for a future meeting, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 16-4

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.

Response to Comment No. 16-4

Impacts with respect to stormwater runoff were analyzed in Section I, Hydrology/Water Quality, of the Draft EIR and impacts were found to be less than significant with the identified mitigation measures. Development within the City of Lancaster is required to reduce the post-development runoff to 85 percent of pre-development flows. Additionally, the proposed project is located approximately 4 miles west of any state highway facility and would not discharge any runoff onto State Route 14.

Comment No. 16-5

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.

Response to Comment No. 16-5

This comment states that permits are required for oversized transport vehicles. However, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 17

Kathryn and Thom Owen
43269 41st Street W
Lancaster, CA 93536

Comment No. 17-1

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.

Response to Comment No. 17-1

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. With implementation of the identified mitigation measures, traffic impacts associated with the proposed project would be less than significant.

Impacts of the proposed project on crime were analyzed in Section IV.M.2. of the Draft EIR. The proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

The remainder of the comment states that property values would decrease as a result of the proposed project and that residents of the west side of Lancaster have access to other big box stores. Property values are not protected under CEQA. This portion of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 18

Windsor and Pat Taunton
3653 Elizabeth Lake Road
Leona Valley, CA 93551

Comment No. 18-1

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.

Response to Comment No. 18-1

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. Specifically, traffic at the intersection of Avenue L and 60th Street West is analyzed in the Draft EIR, Table IV.N-9, on page IV.N-30. As shown in this table, the project would not have a significant impact at this intersection during the weekday AM and PM peak hours, but would result in a significant weekend impact at this intersection. However, with implementation of Mitigation Measure N-10 (page IV.N-39) all project impacts at the intersection of Avenue L and 60th Street West would be less than significant.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record has been be forwarded to the decision makers for their review and consideration.

LETTER NO. 19

Paul Harris
pablo116@verizon.net
Lancaster, CA

Comment No. 19-1

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!**

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

Response to Comment No. 19-1

This comment states opposition to the proposed project and urges the City to reject the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-2

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 TSHIRTS printed up saying "GOT CRIME" on one side.. and on the other.. You get the idea.

Response to Comment No. 19-2

See Response to Comment 17-1 regarding project impacts with respect to crime. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department feels that they have adequate resources to sufficiently handle any criminal issues generated by the proposed project, and recently formed special teams would be available to address any significant crime problems at the project site. Further, if the proposed project generates 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 (see Comment Letter No. 12). The Sheriff's Department also stated that

they conduct ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to aggressively do so (Comment Letter No. 12).

The comment states that 30,000 cars a day will be at the intersection, but does not provide any indication of where this number comes from or the specific intersection being discussed. Presumably, the comment refers to the traffic generated by the proposed Lane Ranch project combined with the proposed project. Project impacts with respect to traffic were analyzed in Section IV.N. of the Draft EIR. As stated in Tables IV.N-5 and IV.N-6 of the Draft EIR, the proposed project would generate 17,076 daily traffic trips during the week, and 22,034 daily traffic trips on Saturday. In addition, as concluded in Draft EIR Section IV.N., with the implementation of the identified mitigation measures, traffic impacts as a result of the proposed project would be less than significant.

See Response to Comment 47-1 regarding water supply.

As stated in the Draft EIR, pages IV.B-6 and IV.B-7, whether the alteration of the project site would degrade or improve the visual character of the site is a subjective assessment. Project implementation would change the existing character of the site from undeveloped to an urban use with retail buildings and associated parking. However, the City of Lancaster General Plan presently envisions the transformation of the site from the current condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. As a result, the project is likely to blend in with the intensifying suburban and urban land uses in the area.

The remainder of the comment provides the commenter's opinions, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-3

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.

Response to Comment No. 19-3

The comment requests that the project be put near the prison and that the City buy back the land. The Draft EIR (page VI-3) identified three alternative locations for the proposed project, but ultimately determined that each of the alternative locations would be infeasible, although it did not analyze any land near the prison. However, the comment does not provide a specific location that can be analyzed. Further, it is unknown whether there is a parcel of land large enough to accommodate the project, and in addition, an "EIR need not consider every conceivable alternative to a project." (CEQA Guidelines Section 15126.6(a)). Rather, an EIR must only consider a reasonable range of alternatives, and it is vague and

speculative to comment that the City could buy back the land. As the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Project impacts with respect to traffic and congestion were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. With implementation of the identified mitigation measures, all project traffic impacts would be less than significant.

Comment No. 19-4

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.**

Response to Comment No. 19-4

The property owned by the Monte Vista Co. is the Lane Ranch Property. Therefore, this comment does not apply to the proposed project and no further response is necessary.

Comment No. 19-5

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...! have heard that they are promised a new Parking lot? Another parking lot???

Response to Comment No. 19-5

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. The reader is also referred to the letter from AVUHSD, Comment Letter No. 6.

Comment No. 19-6

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.

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.

Response to Comment No. 19-6

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-7

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.

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

Response to Comment No. 19-7

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-8

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.

Response to Comment No. 19-8

Project impacts with respect to traffic and congestion were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, with implementation of the identified mitigation measures, all project traffic impacts would be less than significant.

See Response to Comment 17-1 regarding crime.

Property values are not environmental issues under CEQA, and as such, the comment about lowering property values does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The fact that the project proposes to sell alcohol is not an environmental impact, under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

See Response to Comment 19-2 regarding the rural nature of the area.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-9

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.

Response to Comment No. 19-9

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to

CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-10

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

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.

Response to Comment No. 19-10

The comment states opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-11

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

Response to Comment No. 19-11

This comment states that there are other Wal-Mart stores in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 19-12

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.

Response to Comment No. 19-12

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 20

kathrine

toogoopey@verizon.net

Comment No. 20-1

as a resident of quartz hill, i am against the building of superstores at 60th st w and avenue I 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.

Response to Comment No. 20-1

The comment states that there are already other superstores in the Antelope Valley and that the commenter is against the proposed development, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The comment also states a request to be notified of meetings addressing this issue. The commenter has been added to the project mailing list, and as such, will be notified of any such meetings.

LETTER NO. 21

Jane Donckels
Quartz Hill, CA 93536-5021

Comment No. 21-1

I have been following the rezoning of Quartz Hill, at Ave. I 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.

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.

Response to Comment No. 21-1

The EIR does analyze the propose land uses for the project in Section IV.J, Land Use Planning, of the EIR, including the consistency of the proposed uses with surrounding land uses. The comment states the opinion that no additional stores are needed in the area and that placing stores near schools is not a good idea, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department Lancaster Station has programs in place to deal with truancy. These programs include the "Safe Passage" program, a two-man truancy car, and field truancy officers (see Comment Letter No. 12).

Comment No. 21-2

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?

Response to Comment No. 21-2

The comment states an opinion and provides anecdotes about Wal-Mart stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The EIR analyzes police services in Section IV.M.2, Police, of the EIR. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project, and recently formed special teams would be available to address any significant crime problems at the project site. Further, if the proposed project generates 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 (see Comment Letter No. 12).

Comment No. 21-3

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.

Response to Comment No. 21-3

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 22

Corda Gallaway
42342 Seville Circle
Lancaster, California 93536

Comment No. 22-1

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 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 and love.

Response to Comment No. 22-1

The comment states that the project will impact family owned businesses. An economic report was prepared for the proposed project in November 2008 (included as Appendix L to the Draft EIR) and concluded that the addition of the proposed project would not have a significant negative impact with respect to the existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities. Therefore, the proposed project would not lead to urban decay or blight at any of the existing or proposed shopping centers and business districts found in the competitive market area.

Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained in Appendix B to this Final EIR, and concluded that, while the proposed project together with new shopping centers will add new cumulative retail and restaurant facilities to the Antelope Valley region, there is no reasonable likelihood that the operation of the proposed project and the other projects identified in the analysis as they are presently conceived, would result in significant adverse economic competition to the degree that this competition would lead to urban decay and blight. Section III., Additions and Corrections, of this Final EIR revises the discussion in Section IV.B., Aesthetics, of the Draft EIR to reflect the updated information.

Project impacts with respect to traffic were analyzed in Section IV.N. of the Draft EIR. With the implementation of the identified mitigation measures, traffic impacts as a result of the proposed project would be less than significant.

Project impacts with respect to noise were analyzed in Section IV.K. of the Draft EIR. Noise impacts as a result of the proposed project would be less than significant during both project construction and operation.

The retail stores in the proposed project would not sell weapons. The fact that some of the uses within proposed development propose to sell alcohol and tobacco is not an environmental impact, protected under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is

acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Notwithstanding the previous discussion, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

As stated in the Draft EIR, pages IV.B-6 and IV.B-7, whether the alteration of the project site would degrade or improve the visual character of the site is a subjective assessment. Project implementation would change the existing character of the site from undeveloped to an urban use with retail buildings and associated parking. However, the City of Lancaster General Plan presently envisions the transformation of the site from the current undeveloped condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. As a result, the project is likely to blend in with the intensifying suburban and urban land uses in the area.

The remainder of the comment states an opinion that the project will destroy the quality of life, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 22-2

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??

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!**

Response to Comment No. 22-2

Impacts with respect to the proposed zone change were discussed in the Draft EIR Section IV.J, Land Use Planning. Based on the analysis in that section, the impacts associated with re-zoning the project site would be less than significant. Additionally, the site at the southeast corner of 60th Street West and Avenue L (on which the Lane Ranch project is proposed), is currently zoned for commercial uses (Commercial Planned Development and Office Professional).

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR which concluded that the proposed project would have a less than significant impact with respect to noise.

The remainder of the comment states a general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the

Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 23

Richard Gallaway
42342 Seville Circle
Lancaster, California 93536

Comment No. 23-1

I am writing to oppose the Wal-Mart/Target developments proposed for the northwest and southeast corner of 60th and Avenue 1. 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 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 and love.

Response to Comment No. 23-1

See Response to Comment 22-1.

Comment No. 23-2

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??

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!***

Response to Comment No. 23-2

See Response to Comment 22-2.

LETTER NO. 24

Paul Harris
6234 W. Ave L-6
Lancaster, CA 93536

Comment No. 24-1

Attached, please find my concerns regarding this development. PLEASE push for no rezoning of this area--toO commercialization. There are many serious concerns for citizens whjo bought here for residential purposes ONLY... 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 memebers. tHERE ARE JUST TO MANY NEGATIVE FACTORS, NON- BENEFITS THAT POINT TO NOT MAKING THIS DEVELOPMENT attractive.

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

Response to Comment No. 24-1

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed in this section, rezoning of the project site would result in a less than significant impact.

The remainder of this comment expresses general opposition to the project but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 24-2

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?**

Response to Comment No. 24-2

The comment provides the opinion that the amount of retail space to be added to the community from the proposed project as well as the Lane Ranch project is too great. See Response to Comment 22-1.

Comment No. 24-3

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

Response to Comment No. 24-3

See Response to Comment 22-1 regarding impacts to existing stores in the vicinity.

Comment No. 24-4

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.

Response to Comment No. 24-4

Draft EIR page II-1 states that the project site is located within the City of Lancaster. The commenter is correct that in the second paragraph of page III-1 it says that the project site is located within the Quartz Hill community. This has been corrected to state that the project site is in the City of Lancaster (see Section III., Additions and Corrections, of this Final EIR).

Comment No. 24-5**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!

Response to Comment No. 24-5

See Response to Comment 47-1 regarding water supply.

Comment No. 24-6***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

Response to Comment No. 24-6

Project impacts with respect to aesthetics were analyzed in Section IV.B., Aesthetics, of the Draft EIR. As stated on Draft EIR page IV.B-7, the proposed project would not result in the obstruction of any permanent, public scenic views. Pedestrians and motorists traveling in vehicles would have a temporary,

passing view of the proposed project from public vantage points such as Avenue L and 60th Street West, as the vantage point would be constantly changing. Further, long-range views of the San Gabriel Mountains to the south and southwest would not be substantially altered, and long-range views from the surrounding area would be still be available above and around the proposed development. As such, it was determined that project impacts with respect to views would be less than significant.

Comment No. 24-7

Incremental degradation of local and regional air Quality(IRREVERSIBLE) ---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!

Response to Comment No. 24-7

Project impacts on local and regional air quality were analyzed in Section IV.D., Air Quality, of the Draft EIR. As stated on Draft EIR pages IV.D-40 through IV.D-42, the project would result in less than significant air quality impacts during project construction. However, the proposed project would result in a significant and unavoidable impact with respect to mass annual emissions of CO and PM₁₀ and daily emissions from PM₁₀ and PM_{2.5}, as these emissions would exceed the thresholds set by the Antelope Valley Air Quality Management District, as shown in Table IV.D-8 and IV.D-9 on pages IV.D-25 and IV.D-26 of the Draft EIR.

The remainder of the comment expresses an opinion about tax revenues, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 24-8

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

Response to Comment No. 24-8

Increases in traffic as a result of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, the increase in traffic volume as a result of the proposed project would not result in any significant impacts after implementation of the identified mitigation measures.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. It was determined that all noise impacts would be less than significant.

The remainder of the comment expresses an opinion about tax revenues, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 24-9

Irreversible soil erosion, increased population growth

Response to Comment No. 24-9

The potential for soil erosion is discussed on pages IV.G-7 and IV.G-8 of the Draft EIR. As stated therein, with implementation of the applicable grading and building permit requirements as well as the application of BMPs, impacts with respect to erosion during construction would be less than significant. Further, as the project site is currently undeveloped, and is susceptible to erosion. Implementation of the proposed project would develop the project site with pervious and impervious surfaces that would reduce the rate and amount of erosion at the project site.

As discussed in Section IV.L. of the Draft EIR (pages IV.L-4 and IV.L-5), the proposed project does not include the development of residential uses, and therefore, would not directly induce population growth. With the exception of some management level employees who may relocate to the project area as a result of the proposed project, it is expected that the remainder of the employees would be drawn from the local labor force and student population in the immediate area and surrounding communities.

Comment No. 24-10

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

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.

Response to Comment No. 24-10

This comment states the opinion that the proposed zone change be rejected. Impacts with respect to the proposed zone change are discussed in Section IV.J., Land Use Planning, of the Draft EIR, and determined that the impacts would be less than significant. However, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 24-11

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.

Response to Comment No. 24-11

Operational noise as a result of project traffic is discussed on Draft EIR pages IV.K-15 and IV.K-16. On weekdays, the proposed project would increase local noise levels by a maximum of 1.8 dBA CNEL. This would occur on the roadway segment of 60th Street West, north of Avenue J, when compared with the future traffic volumes without the project. On Saturdays, the proposed project would increase local noise levels by a maximum of 1.8 dBA CNEL. This would occur on the roadway segment of Avenue M, east of 60th Street West, when compared with future traffic volumes without the project. As both of these numbers (weekday and Saturday) are below the 3.0 dBA threshold, impacts would be less than significant.

See Response to Comment 22-1 regarding project impacts with respect to blight.

Impacts of the proposed project on crime were analyzed in Section IV.M.2. of the Draft EIR. As discussed in this section, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project. The Sheriff's Department specifically stated that they do not feel the project will create any significant public safety hazards for students, parents, or staff at Quartz Hill High School, Sundown Elementary School, and Joe Walker Intermediate School (see Comment Letter No. 12). The Sheriff's Department also stated that they conduct ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to aggressively do so (Comment Letter No. 12).

See Response to Comment 24-7 regarding air pollution.

The remainder of this comment mentions the health of school kids and asks that the requested zone change be denied, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 24-12

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.

Response to Comment No. 24-12

Impacts with respect to the proposed zone change were discussed in Section IV.J., Land Use Planning, of the Draft EIR, and determined the impacts would be less than significant.

The remainder of the comment states a general opposition to the proposed project but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 25

Karen Lee
42631 Biscay Street
Lancaster, CA 93536

Comment No. 25-1

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.

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.

Response to Comment No. 25-1

The first portion of the comment states a request to be notified of meetings addressing this issue. The commenter is on the project mailing list, and as such, will be notified of any such meetings.

The remainder of the comment states that the commenter moved to the area due to the quiet, rural atmosphere but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 25-2

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)

Response to Comment No. 25-2

Impacts of the proposed project with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR, which concluded that the proposed project would result in a less than significant traffic impact with the incorporation of the identified mitigation measures.

Impacts with respect to crime and police services were analyzed in Section IV.M.2., Police, of the Draft EIR. As stated on Draft EIR page IV.M-9, while the number of calls for police services is expected to increase with development of the proposed project, the Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the City of Lancaster,

including the project site. Therefore, the proposed project would not result in the need for construction or expansion of police stations or other police protection facilities.

The remainder of the comment expresses the opinion that the project would not be a good addition to the neighborhood, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 25-3

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.

Response to Comment No. 25-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 26

Ardell Dane
daneard@roadrunner.com
Quartz Hill, CA

Comment No. 26-1

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.

Response to Comment No. 26-1

See Response to Comment 33-3 regarding the safety of placing the proposed project across from Quartz Hill High School.

The comment states that the proposed project could be built elsewhere, but does not provide a specific alternative location. The Draft EIR (page VI-3) analyzes three alternative locations for the proposed project, but determines that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified, a more detailed response cannot be provided. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Response to Comment 22-1 regarding impacts to small businesses in the community.

The remainder of this comment expresses an opinion about Wal-Mart but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 26-2

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?

Response to Comment No. 26-2

See Response to Comment 22-1 regarding impacts to small businesses in the community.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 26-3

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.

Response to Comment No. 26-3

See Response to Comment 22-1 regarding impacts to independent businesses in the community.

The remainder of this comment states that adding the proposed project would override the quality of life in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers bodies for their review and consideration.

Comment No. 26-4

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.

Response to Comment No. 26-4

As stated on page II-2 of the Draft EIR, the proposed Wal-Mart store would not sell firearms. With respect to the safety of placing a Wal-Mart store next to a school, please see Response to Comment 33-3.

Comment No. 26-5

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.

Response to Comment No. 26-5

The EIR analyzed police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security light, and building security systems.

Additionally, a condition of approval has been added to the project prohibiting overnight camping in accordance with the City of Lancaster's Municipal Code.

Comment No. 26-6

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.

Response to Comment No. 26-6

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 26-7

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.

Response to Comment No. 26-7

See Response to Comment 22-1 regarding impacts to independent businesses in the community.

See Response to Comment 17-1 regarding project impacts with respect to crime.

The comment also states that the project should be located in Avenue K or J, but does not provide a specific alternative location. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified, a more detailed response cannot be provided. This

comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 27

Jean Philley
42044 Ringstem Ave Apt. A
Lancaster, CA 93536

Comment No. 27-1

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 reason's why we do not need super stores here:-

Too much added traffic.

Not enough water.

No need for these stores in Quartz hill – also these would be the wrong area.

Wal-Mart does not keep their parking lots clean – nor do they keep the area around their stores clean.

Too close to schools.

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

Response to Comment No. 27-1

Traffic impacts of the proposed project are analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. With implementation of the identified mitigation measures, traffic impacts as a result of the proposed project would be less than significant.

Regarding water availability, see Response to Comment 24-5.

The comment does not state a specific location where the project could be located. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but ultimately determined that each of the alternative locations would be infeasible for a variety of reasons. Without a more specific location identified, a more detailed response cannot be provided. As the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The Draft EIR analyzed the proposed land uses for the project in Section IV.J, Land Use Planning, including the consistency of the proposed uses with the surrounding land uses. As stated in the Draft EIR, page IV.J-6, the project site is situated at the northwest corner of 60th Street West and Avenue L, both of

which are arterial streets, making this an appropriate location for a commercial development. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools (see Comment Letter No. 12).

The remainder of the comment states that Wal-Mart does not keep their parking lots clean and that the area does not need more stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts as contained in the Draft EIR. Furthermore, Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 28

Frances Slaton
No address given

Comment No. 28-1

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

We don't need it. There's too much traffic already and with the school so close it's dangerous.

Try 65th Street West and Ave M. instead.

Response to Comment No. 28-1

Project impacts with respect to traffic were discussed in Section IV.N., Transportation/Traffic, of the Draft EIR. All impacts of the proposed project on traffic would be mitigated to a less than significant level with implementation of the identified mitigation measures.

The comment also states the project should be located at 65th Street West and Avenue M. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible. The alternative location stated in this comment was not studied in the Draft EIR. The location identified by the commenter is located at the northeast corner of 65th Street West and Avenue M in the City of Lancaster. This site is approximately 17 acres, which is too small to accommodate the proposed development. Therefore, this location has been rejected as infeasible.

The remainder of the comment states an opinion that placing the project near the high school would be dangerous. The Draft EIR analyzes the project's potential impacts on police services in Section IV.M.2. However, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this portion of the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 29

Janice Sullivan
No address given

Comment No. 29-1

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.

Response to Comment No. 29-1

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. Impacts associated with the rezoning of the project site would result in a less than significant impact.

The remainder of the comment does not state a specific question or concern regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 30

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

Comment No. 30-1

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:

Response to Comment No. 30-1

Project impacts with respect to traffic congestion were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project impacts on traffic would be mitigated to a level of insignificance with implementation of the identified mitigation measures.

See Response to Comment 17-1 for a discussion of the project's impact on crime.

Project impacts with respect to land use were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed on Draft EIR page IV.J-7, rezoning the project site would result in a less than significant impact.

The remainder of the comment states a preference that the community remain rural, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 30-2

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.

Response to Comment No. 30-2

This comment states that the location of fast food outlets next to a school would promote childhood obesity, but does not state a specific concern or question regarding the adequacy of the analysis of

environmental impacts contained in the Draft EIR. Furthermore, the attached articles to which the comment refers, discuss obesity, but also do not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Additionally, societal issues, such as obesity, are not considered environmental issues under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, these comments are acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 30-3

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.

Response to Comment No. 30-3

Impacts with respect to diesel particulate emissions are discussed on Draft EIR pages IV.D-27 and IV.D-28:

A Health Risk Assessment was conducted by Kleinfelder West, Inc. (contained in Appendix D of the Draft EIR) to evaluate the impacts of annual average diesel exhaust emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks). Using an air quality dispersion model, Kleinfelder estimated the potential diesel concentrations generated from the proposed project's operations at nearby sensitive receptors. The inhalation cancer risk at the closest exposed individual resident is 3 in one million and the chronic non-cancer hazard index (HI) at this receptor is <0.01. The inhalation cancer risk and chronic non-cancer HI at the nearest individual worker and the nearest sensitive receptor (students at Quartz Hill High School) were 0.2 in one million and <0.01 respectively.

The AVAQMD CEQA guidelines specify that a project is significant if it exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million; and/or a HI (noncancerous) greater than or equal to 1. The inhalation cancer risk at the maximum exposed sensitive receptor is 3 in a million. This is below the AVAQMD CEQA significance threshold of 10 in a million. The chronic non-cancer HI at the maximum exposed sensitive receptor is <0.01. This is below the AVAQMD CEQA significance threshold of 1.

LETTER NO. 31

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

Comment No. 31-1

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

My objections to these projects are as follows,

Response to Comment No. 31-1

This comment states a general opposition to the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 31-2

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.

Response to Comment No. 31-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. Specifically, traffic at the intersection of Avenue L and 60th Street West is analyzed in the Draft EIR, Table IV.N-9, on page IV.N-30. As shown in this table, the project would not have a significant impact at this intersection during the weekday AM and PM peak hours, but would result in a significant weekend impact at this intersection. As the significant impact at this intersection would occur on the weekend, and not during the week, it is unlikely to affect school children crossing the street or vehicles dropping off and picking up children in the area. In addition, with implementation of Mitigation Measure N-10 (page IV.N-39) all project impacts at the intersection of Avenue L and 60th Street West would be less than significant.

Comment No. 31-3

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.

Response to Comment No. 31-3

The EIR analyzes police services in Section IV.M.2, Police, of the EIR. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

See Responses to Comments 17-1 and 21-2 regarding project impacts with respect to crime as well as the availability of police officers to serve the proposed project.

The remainder of the comment is about crime around other stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 31-4

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.

Response to Comment No. 31-4

Impacts with respect to lighting are analyzed on pages IV.B-14 and IV.B-15 of the Draft EIR. While the project would introduce new sources of light to a currently undeveloped site, all lighting would be shielded and focused on the project site and away from the neighboring land uses. Furthermore, Mitigation Measures B-1 through B-12 would be implemented to reduce the potential impacts of night lighting to a less than significant level.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of this Draft EIR.. Noise impacts as a result of the proposed project were determined to be less than significant during both project construction and operation.

See Response to Comment 24-7 regarding pollution.

See Response to Comment 22-1 regarding blight.

Comment No. 31-5

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

Response to Comment No. 31-5

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Comment No. 31-6

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. 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!!!!

Response to Comment No. 31-6

The comment provides an opinion about the overbuilding of homes in the area and the reason the commenter moved to Quartz hill, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 32

Paul Harris
6234 W. Ave. L-6
Lancaster, CA

Comment No. 32-1

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.

Response to Comment No. 32-1

This comment provides general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-2

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.

Response to Comment No. 32-2

See Response to Comment 17-1 regarding project impacts with respect to crime.

See Responses to Comments 3-3 and 24-7 regarding project impacts with respect to air quality.

Project impacts with respect to traffic and congestion were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. As discussed in this section, noise impacts as a result of the proposed project would be less than significant during both project construction and operation.

See Response to Comment 19-2 regarding the rural characterization of the project site.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-3

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??

Response to Comment No. 32-3

See Response to Comment 17-1 regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA, Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-4

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 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

Response to Comment No. 32-4

See Response to Comment 17-1 regarding crime.

See Responses to Comments 21-1 and 21-2 regarding the safety of placing the proposed project next to Quartz Hill High School.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-5

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.

Response to Comment No. 32-5

See Response to Comment 22-1 regarding blight.

See Response to Comment 32-2 regarding project impacts with respect to noise.

See Response to Comment 17-1 regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-6

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.

Response to Comment No. 32-6

See Response to Comment 17-1 regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-7

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.

Response to Comment No. 32-7

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed in this section, rezoning the project site in order to accommodate the proposed project would result in a less than significant impact.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-8

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.

Response to Comment No. 32-8

Impacts with respect to operational noise from the project's loading dock and HVAC equipment are analyzed on pages IV.K-19 and IV.K-20 of the Draft EIR. As stated on page IV.K-19, the nearest and most notable sensitive receptor which may be affected by the operation of the loading dock and solid waste collection facilities would be the single-family residences located approximately 150 feet to the north and east of the project site. At this time, there are no single family residences located adjacent to the proposed loading docks for the Wal-Mart Supercenter. As stated on page IV.K-19, the noise levels generated by the loading docks and trash collection activities would be less than the 80 dBA threshold, resulting in a less than significant impact. In addition, as analyzed on pages IV.K-19 and IV.K-20, noise as a result of HVAC units would be similar to existing noise levels, also resulting in a less than significant impact.

Property values are not considered environmental issues under CEQA, and as such, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required

pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-9

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?

Response to Comment No. 32-9

See Response to Comment 22-1 regarding impacts to existing businesses.

The remainder of the comment about the cannibalization of existing store sales in the Antelope Valley is addressed in the economic study prepared for the proposed project. As stated on page 54 of the June 2009 economic study, included as Appendix B to this Final EIR (page 48 of the November 2008 study in Appendix L to the Draft EIR), the anchor tenants are well-established in the Antelope Valley. If the proposed project draws sales from other establishments, it is likely that this cannibalization will come largely from their own existing stores, and presumably, this potential loss in sales has already been considered in each anchor store's decision to place a new store at this location.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-10

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.

Response to Comment No. 32-10

See Response to Comment 19-3 regarding a project site alternative. As the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 32-11

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!

Response to Comment No. 32-11

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 33

Alane Alden
42009 Allan Drive
Lancaster, CA 93536

Comment No. 33-1

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? 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.

Response to Comment No. 33-1

Impacts with respect to the proposed zone change were discussed in the Draft EIR Section IV.J., Land Use Planning. Based on the analysis in this section, the impacts associated with re-zoning the project site would be less than significant. Additionally, the site at the southeast corner of 60th Street West and Avenue L (on which the Lane Ranch project is proposed), is currently zoned for commercial uses (Commercial Planned Development and Office Profesional).

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 33-2

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.

Response to Comment No. 33-2

The comment states that residents do not mind driving to the stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Further, property values are not protected under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 33-3

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 cannot 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.

Response to Comment No. 33-3

The EIR analyzed police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting and building security systems.

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12). Please refer to Response to Comment 26-5 for information on overnight camping.

Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 33-4

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.

Response to Comment No. 33-4

The traffic study prepared for the proposed project (included as Appendix K to the Draft EIR) analyzed traffic at the following intersections along Avenue L:

- 60th Street West and Avenue L
- 70th Street West and Avenue L
- 65th Street West and Avenue L
- 57th Street West and Avenue L
- 55th Street West and Avenue L
- 50th Street West and Avenue L
- 45th Street West and Avenue L
- 40th Street West and Avenue L

The traffic study concluded that with implementation of the identified mitigation measures, all traffic impacts of the proposed project (including those along Avenue L) would be less than significant.

Comment No. 33-5

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.

Response to Comment No. 33-5

Impacts of the proposed project on crime are analyzed in Section IV.M.2. of the Draft EIR. Concluded therein, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

Comment No. 33-6

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

Response to Comment No. 33-6

As stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department

Lancaster Station has programs in place to deal with truancy. These programs include the “Safe Passage” program, a two-man truancy car, and field truancy officers (see Comment Letter No. 12).

Comment No. 33-7

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.

Response to Comment No. 33-7

Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR based on the traffic study prepared for the proposed project (included as Appendix K to the Draft EIR). As concluded therein, with implementation of the identified mitigation measures, all traffic impacts as a result of the project would be less than significant.

A condition of approval has been added to the project prohibiting overnight camping in accordance with the City’s Municipal Code.

Comment No. 33-8

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.

Response to Comment No. 33-8

The comment refers to opinion and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The Draft EIR analyzed the proposed land uses for the project in Section IV.J, Land Use Planning, including the consistency of the proposed uses with the surrounding land uses.

Comment No. 33-9

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.

Response to Comment No. 33-9

The comment states opposition to the project and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 33-10

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.

Response to Comment No. 33-10

Project impacts with respect to flooding are analyzed on Draft EIR page IV.I-7. As stated therein, the project site, as well as much of the City of Lancaster, is located in an area susceptible to flooding. However, under the proposed project, most runoff from the project site would be collected by drainage improvements which would then direct rainfall to the storm drain system, which would reduce the project site's contribution to the street flooding that occurs in the project area.

Project impacts with respect to drainage are analyzed on Draft EIR page IV.I-6. As stated therein, the project applicant would be required to construct a 60-inch storm drain along the site in Avenue L. This improvement would ensure that development of the proposed project would not redirect drainage patterns in a manner that would cause flooding or erosion elsewhere. In addition, detailed plans for the project site would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits.

Impacts with respect to lighting are analyzed on pages IV.B-14 and IV.B-15 of the Draft EIR. While the project would introduce new sources of light to a currently undeveloped site, all lighting would be shielded and focused on the project site and away from the neighboring land uses. Furthermore, Mitigation Measures B-1 through B-12 would be implemented to reduce the potential impacts of night lighting to a less than significant level.

Comment No. 33-11

10. Drug traffic happens often in super center parking lots. Let's not encourage that.

Response to Comment No. 33-11

The EIR analyzed police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting and building security systems.

Comment No. 33-12

11. There are plenty of vacant areas where businesses have failed for these stores to occupy. Do not clutter the West side.

Response to Comment No. 33-12

Project impacts with respect to urban decay were analyzed in the Draft EIR on page IV.B-7. As stated in this section, impacts related to urban decay would be less than significant.

The comment does not state a specific location where the project could be located. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but ultimately determined that each of the alternative locations would be infeasible for a variety of reasons. Without a more specific location identified, a more detailed response cannot be provided. As the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 34

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

Comment No. 34-1

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 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.

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

Response to Comment No. 34-1

The first portion of the comment states a general opposition to the project, but does not state a specific concern or question regarding the adequacy of analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this portion of the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

With regard to the effect on the school environment, please see Response to Comment 33-3.

Traffic impacts of the proposed project were analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. As discussed in this section, all traffic impacts generated as a result of the proposed project would be less than significant, with implementation of the identified mitigation measures.

Impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed in this section, impacts with respect to rezoning the project site would be less than significant. In addition, as discussed on page IV.J-6 of the Draft EIR, the proposed project would not physically divide any established community, as it would be situated at the northwest corner of 60th Street West and Avenue L, both of which are arterial streets.

For a discussion of project impacts with respect to drainage, please see Response to Comment 33-10.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. Impacts related to construction noise and vibration were analyzed on Draft EIR pages IV.K-12 through IV.K-15. Due to the use of construction equipment during the construction phase, the surrounding off-site sensitive receptors would be exposed to increased ambient exterior noise and groundborne vibration levels. However, as construction noise levels would not exceed the 80 dBA threshold, and as vibration levels would not exceed the 80 VdB threshold construction noise and vibration impacts would be less than significant.

With respect to operational noise as a result of vehicular traffic, see Response to Comment 24-11.

Impacts with respect to operational noise from the project's loading dock and HVAC equipment were analyzed on pages IV.K-19 and IV.K-20 of the Draft EIR. As stated on page IV.K-19, the nearest and most notable sensitive receptor which may be affected by the operation of the loading dock and solid waste collection facilities would be the single-family residences located approximately 150 feet to the north and east of the project site. However, as stated on page IV.K-19, the noise levels generated by the loading docks and trash collection activities would be less than the 80 dBA threshold, resulting in a less than significant impact. In addition, as analyzed on pages IV.K-19 and IV.K-20, noise as a result of HVAC units would be similar to existing noise levels, also resulting in a less than significant impact.

The remainder of the comment states that the project would be too close to Quartz Hill High School, but does not provide an alternative location for the project. The Draft EIR (page VI-3) analyzes three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified, a more detailed response cannot be provided. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 35

Doris H. Davis
No address given

Comment No. 35-1

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.

Response to Comment No. 35-1

Traffic impacts of the proposed project, including those at the intersection of 60th Street West and Avenue L (where Quartz Hill High School is located), were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. With implementation of the identified mitigation measures, traffic impacts associated with the proposed project would be less than significant.

Additionally, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 35-2

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.

Response to Comment No. 35-2

Traffic impacts as a result of the proposed project are analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As analyzed in this section, with implementation of the identified mitigation measures, all traffic impacts of the proposed project would be less than significant.

See Response to Comment 22-1 regarding the availability of alcohol.

The comment states that the project would increase shoplifting, which is not an environmental impact according to CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles,

Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle any criminal issues generated by the proposed project (see Comment Letter No. 12).

Comment No. 35-3

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.

Response to Comment No. 35-3

See Response to Comment 22-1 regarding the project's ability to blend in with the surrounding area.

With respect to the probability of the project going empty, an economic impact analysis was prepared for the proposed project (included as Appendix L to the Draft EIR). Further, a revised economic analysis was prepared in June 2009 to reflect current market conditions (included as Appendix B to this Final EIR). It was concluded in the economic analysis that the addition of the proposed project would not have a significant negative impact with respect to existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities, and therefore would not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 35-4

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!

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

Response to Comment No. 35-4

The comment expresses the personal opinion of the commenter. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 36

Sally McGaughey
2837 West Ash Glen Avenue
Lancaster, CA 93536

Comment No. 36-1

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)

Response to Comment No. 36-1

See Response to Comment 34-1.

LETTER NO. 37

Bob and Loretta Pearce
42963 Sachs Drive
Lancaster, CA 93534

Comment No. 37-1

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 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.

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

Response to Comment No. 37-1

See Response to Comment 34-1.

As discussed in Section IV.N., Transportation/Traffic, of the Draft EIR, with implementation of the identified mitigation measures, all traffic impacts as a result of the proposed project would be less than significant. Therefore, danger is not expected as a result of increased traffic from the proposed project.

The remainder of the comment states that the project will affect quality of life, but does not state a specific concern or question regarding the adequacy of analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 38

Wes and Barbara Wells
42022 Quail Creek Drive
Quartz Hill
Lancaster, CA 93536

Comment No. 38-1

Having read in the Quartz-Hill Connection newspaper about the proposal of a Walmart store's possible erection located at 60th St. W. & 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 far 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 allude 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.

Response to Comment No. 38-1

See Response to Comment 33-3 regarding the safety of placing a Wal-Mart store next to a school.

The comment also states that the project should be built elsewhere, but does not provide a specific alternative location. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified a more detailed response cannot be provided. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 39

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

Comment No. 39-1

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.

Response to Comment No. 39-1

The comment provides the opinions of the commenter regarding the proposed rezoning and her reasons for moving to the Quartz Hill area. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 40

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

Comment No. 40-1

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.

Response to Comment No. 40-1

See Response to Comment 39-1.

LETTER NO. 41

Maureen MacKenzie
Joelle MacKenzie, Student
Ashley MacKenzie, Student
No address given

Comment No. 41-1

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.

Response to Comment No. 41-1

See Response to Comment 35-1.

Comment No. 41-2

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.

Response to Comment No. 41-2

See Response to Comment 35-2.

Comment No. 41-3

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

Response to Comment No. 41-3

An economic impact analysis was prepared for the proposed project (included as Appendix L to the Draft EIR) to assess whether there was enough market support for the project. Further, a revised economic analysis was prepared in June 2009 to reflect current market conditions (included as Appendix B to this Final EIR). It was concluded in the economic analysis that the addition of the proposed project would not have a significant negative impact with respect to existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities, and therefore would not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

Comment No. 41-4

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.

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

Response to Comment No. 41-4

See Response to Comment 35-4.

LETTER NO. 42

Timothy Richardson

lil_timmer@yahoo.com

Quartz Hill High School Student

Comment No. 42-1

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.

Response to Comment No. 42-1

See Response to Comment 22-1 regarding impacts to independent businesses in the community.

A traffic analysis was conducted as part of the Draft EIR to determine traffic flow and the need for improvements in the area. After implementation of the proposed mitigation measures, impacts related to traffic would be less than significant. In addition, the EIR analyzed impacts to police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting and building security systems.

The remainder of the comment (regarding car accidents, tax revenues, and security) does not state a specific concern or comment about the adequacy of the analysis of environmental impacts contained in the Draft EIR but rather the opinion of the commenter. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 42-2

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 businesses.

Response to Comment No. 42-2

This comment states that the project should be located towards 70th Street West. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but does not include a location towards

70th Street West, and ultimately determined that each of the alternative locations would be infeasible for a variety of reasons. This comment is therefore acknowledged for the record, and has been forwarded to the decision makers for their review and consideration.

An alternative was considered, but dismissed, to develop the property immediately west of the project site. This alternate covered the property at 70th Street West and Avenue L. As discussed on page VI-3 of the Draft EIR, this alternative was dismissed because the property (483 acres) has an approved residential development along with a school site and park. Additionally, this alternative would not reduce any of the project's impacts.

LETTER NO. 43

Carole Strassberg
Senior Citizen Homeowner
gammie319@roadrunner.com

Comment No. 43-1

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 abominable and it will be unsafe for our kids. This goes through 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 the safety of 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 about prices depreciating. Think about how you would feel if you lived neighborhood.

Response to Comment No. 43-1

See Response to Comment 33-3 with respect to placing a Wal-Mart store near Quartz Hill High School.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR, and it was determined that all impacts would be less than significant.

The proposed project does not contain a Target store.

The remainder of the comment (about depreciating prices and the City Council) does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 44

Tami Vincent
6545 Lacolle Place
Lancaster, CA 93536

Comment No. 44-1

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 neighbor 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 definately 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 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.

Response to Comment No. 44-1

With respect to safety concerns, see Responses to Comments 17-1 and 33-3. See also Comment Letter No. 12 from the Sheriff's Department.

Project impacts with respect to zoning are analyzed in Section IV.J., Land Use Planning, of the Draft EIR. Concluded therein, rezoning the project site to accommodate the proposed project would result in a less than significant impact.

The remainder of the comment states general opposition to a Wal-Mart store in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 45

Mary Humphreys
No address given

Comment No. 45-1

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.

Response to Comment No. 45-1

Project impacts with respect to rezoning were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. The analysis concluded that the rezoning of the project site would result in a less than significant impact.

With respect to the public safety of placing a Wal-Mart near a school, please see Response to Comment 33-3.

The remainder of the comment expresses the opinions of the commenter and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts as contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 46

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

Comment No. 46-1

I am very much concerned about the Walmart, Target, and other shopping centers being considered at 60th 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 those times, and how will the air quality be affected for the outdoor sports and band practices after school? Will this harm students who have asthma?

Response to Comment No. 46-1

The comment states an opinion that the traffic study was not conducted at high traffic times before and after school at Quartz Hill High School. However, traffic counts were conducted during the peak commuter hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM when the shopping center traffic would be part of the commuting traffic. The hour with the highest volume of traffic was utilized as the peak hour for analysis purposes.

The commenter is correct that no bicycle or pedestrian studies were conducted. However, the comment regarding pedestrian and bicycle traffic does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Project impacts with respect to air quality were analyzed in Section IV.D. of the Draft EIR. Pages IV.D-9 through IV.D-11 provide information about health effects (including asthma) of air pollutants. As stated on Draft EIR pages IV.D-40 through IV.D-42, the project would result in less than significant air quality impacts during project construction and operation, with the exception of a significant and unavoidable impact with respect to mass annual emissions of CO and PM₁₀ and daily emissions from PM₁₀ and PM_{2.5}, as these emissions would exceed the thresholds set by the Antelope Valley Air Quality Management District. As discussed on page IV.D-10, there is a consistent correlation between elevated PM₁₀ and PM_{2.5} levels and an increase in the number and severity of asthma attacks.

Comment No. 46-2

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.

Response to Comment No. 46-2

As stated on page IV.M-7 of the Draft EIR, the proposed project would be served by the Lancaster Station of the Los Angeles County Sheriff's Department, which is located approximately 6.5 miles from the project site. According to the Sheriff's Department, the Lancaster Station is staffed and equipped to provide full service to the project site (Draft EIR page IV.M-9 and Comment Letter No. 12).

LETTER NO. 47

Margie L. Smith
4547 W Ave L-12
Quartz Hill, CA 93536

Comment No. 47-1

I am writing this notice of refute to oppose the commercial rezoning 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.

Response to Comment No. 47-1

In a letter dated October 1, 2008, Los Angeles County Waterworks allotted the City of Lancaster 1,000-acre feet to assign to important projects within the City of Lancaster. The City has prepared a Water Allocation Policy to “effectively allocate this limited water supply and ensure that projects moving forward provide the greatest benefit for the City of Lancaster and its residents.” Copies of this policy can be viewed at City Hall. It is assumed that the applicant would apply for water from this allotment, in accordance with the policy, and be granted the water necessary. See also Section III., Additions and Corrections, of this Final EIR for revisions to the water supply analysis.

The comment also states traffic counts of individuals counting traffic at the intersection of 60th Street West and Avenue L. As stated on Draft EIR pages IV.N-4 and IV.N-5, traffic volume data was based on traffic counts conducted during 2007 by an independent traffic count company (NDS Data Services) while schools were in session and there were no holidays. The weekday AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, on the following days: Wednesday, May 30, 2007; Thursday, May 31, 2007; Wednesday, June 6, 2007; Tuesday, August 23, 2007; and Tuesday, August 28, 2007. The Saturday counts were conducted from 12 noon to 2:00 PM, on Saturday, June 2, 2007. The traffic counts were conducted by counting the number of vehicles at each of the study intersections making each allowed move. The peak-hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. The counts were then increased by 2% to account for the year 2008 traffic conditions.

LETTER NO. 48

Carole Strassberg
Senior Citizen
Quartz Hill Homeowner
gammie319@roadrunner.com

Comment No. 48-1

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 ridiculous 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.

Response to Comment No. 48-1

See Response to Comment 33-3 regarding the safety of placing the proposed project near existing schools.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts as a result of the project would be less than significant with implementation of the identified mitigation measures.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. Noise impacts for both project construction and operation would be less than significant. The commenter is also referred to Response to Comment 24-11 regarding project impacts as a result of vehicular traffic.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Further, home and property values are not considered environmental issues under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 49

Samuel C. and Elaine Varner
4518 W Avenue M4
Lancaster, CA 93536-2919

Comment No. 49-1

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

Response to Comment No. 49-1

See Response to Comment 33-3 regarding the safety of placing a shopping center next to a high school.

Comment No. 49-2

There is enough traffic in that area.

Response to Comment No. 49-2

Traffic impacts of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As analyzed in this section, traffic impacts associated with the proposed project would be less than significant with implementation of the identified mitigation measures,.

Comment No. 49-3

Save our neighborhood and do not rezone it.

Leave our Town the way it is.

Response to Comment No. 49-3

The comment states a request not to rezone the project site, but does not address the adequacy of the analysis. Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As analyzed in this section, rezoning the project site would result in a less than significant impact.

LETTER NO. 50

Patricia Beane

pbeane@avhdsd.org

Work Experience Coordinator, QHHS

District Work Experience Department Chair

Comment No. 50-1

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.

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.

Response to Comment No. 50-1

This comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 50-2

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.

Response to Comment No. 50-2

See Response to Comment 34-1 regarding project impacts with respect to construction noise.

The comment states that Quartz Hill High School will be disrupted during project construction. All efforts will be made during project construction to avoid disruption to Quartz Hill High School. This comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration. See also Response to Comment 6-2.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. See also Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

Comment No. 50-3

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?

Response to Comment No. 50-3

The comment provides the opinion that the project should be placed somewhere else in the Antelope Valley, but does not provide a specific alternative location. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but ultimately determined that each of the alternative locations would be infeasible for a variety of reasons. The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 51

Tammany Fields
5814 West Columbia Way
Quartz Hill, CA 93536

Comment No. 51-1

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.

Response to Comment No. 51-1

See Response to Comment 3-3 regarding the safety of placing the proposed project near Quartz Hill High School.

See Response to Comment 17-1 regarding project impacts with respect to crime.

See Response to Comment 21-1 regarding truancy.

See Response to Comment 34-1 regarding project impacts with respect to noise and traffic.

The comment also suggests the possibility of placing a trade school on the project site, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Further, the remainder of the comment also does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 51-2

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.

Response to Comment No. 51-2

See Response to Comment 22-1 regarding impacts to independent businesses in the community.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 52

Carmen Roberts

carmsworld@roadrunner.com

Lancaster, CA

Comment No. 52-1

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.

Response to Comment No. 52-1

A condition of approval has been added to the project prohibiting overnight parking in accordance with the City's Municipal Code.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 52-2

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.

Response to Comment No. 52-2

Impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. As stated therein, with implementation of the provided mitigation measures, all traffic impacts of the proposed project would be less than significant.

See Response to Comment 21-1 regarding truancy.

See Responses to Comments 17-1 and 21-2 regarding safety issues as a result of the proposed project.

Comment No. 52-3

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.

Response to Comment No. 52-3

Project impacts with respect to rezoning the project site are analyzed in Section IV.J. of the Draft EIR, and concluded therein, all impacts would be less than significant.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Home values are not protected under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 52-4

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.

Response to Comment No. 52-4

See Response to Comment 32-9 regarding shifting of sales from one store to another.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 53

Hellen Robertson
4776 W Ave J-7
Lancaster, CA 93536

Comment No. 53-1

Only crazy (or greedy) people would OK building a mammoth Supercenter across 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 across 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!

Response to Comment No. 53-1

See Responses to Comments 17-1 and 21-2 regarding crime and safety issues as a result of the proposed project.

Impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts of the proposed project would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 22-1 regarding impacts to small businesses in the community.

See Response to Comment 21-1 regarding truancy and the safety of placing the proposed project next to Quartz Hill High School.

The remainder of the comment expresses the opinions of the commenter, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 54

Rashaun Cole
No address given

Comment No. 54-1

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.

Response to Comment No. 54-1

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 55

Cheryl Cook
d.cooks@verizon.net

Comment No. 55-1

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.

Response to Comment No. 55-1

Traffic impacts of the proposed project were analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

The remainder of the comment provides anecdotal reasons the commenter is against the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 55-2

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.

Response to Comment No. 55-2

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use, of the Draft EIR, and were determined to be less than significant.

See Response to Comment 55-1 regarding project impacts with respect to traffic.

See Response to comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project near schools.

See Response to Comment 22-1 regarding the availability of alcohol and tobacco across the street from Quartz Hill High School.

See Response to Comment 21-1 regarding truancy.

See Response to Comment 17-1 regarding project impacts with respect to crime.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 55-3

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.

Response to Comment No. 55-3

Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards.

Comment No. 55-4

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

Response to Comment No. 55-4

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Comment No. 55-5

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.

Response to Comment No. 55-5

See Response to Comment 55-1 regarding project impacts with respect to traffic. The comment provides an account of the commenter's own experience, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 56

Susan L. Davis
No address given

Comment No. 56-1

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.

Response to Comment No. 56-1

See Response to Comment 21-1 regarding truancy and the safety of placing the proposed project next to Quartz Hill High School.

See Responses to Comments 17-1 and 21-2 regarding crime and safety issues as a result of the proposed project.

Comment No. 56-2

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.

Response to Comment No. 56-2

See Response to Comment 56-1. The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 57

Tianna Hierro
thierro@verizon.net

Comment No. 57-1

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.

Response to Comment No. 57-1

The proposed project would not be located at 57th Street West and Avenue K, but at the northwest corner of 60th Street West and Ave L.

See Responses to Comments 17-1 and 21-2 regarding the safety of the proposed project.

Impacts to parks were analyzed in Section IV.M.4 of the Draft EIR. No significant impacts to parks resulting from the project were identified.

The Draft EIR (pages VI-2 and VI-3) considered the alternative of developing a park on the project site. However, this idea was rejected as infeasible on the basis that the City does not own the project site and it would not be economically viable to build a park on the site. Further, a 28.05-acre park was approved as part of Tentative Tract Map 53229 on October 17, 2005, which would be located at approximately 65th Street West and Avenue K-8, immediately northwest of the project site. This park would consist of picnic areas, open space areas, tot lots, athletic fields, and ball courts.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 58

Scott Holtfreter

plays_hockey@hotmail.com

Comment No. 58-1

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?

Response to Comment No. 58-1

This comment provides a general statement of opposition to the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 59

Brian Siciliano
42028 Ash Court
Lancaster, CA 93536

Comment No. 59-1

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.

Response to Comment No. 59-1

Impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed in this section, all impacts with respect to rezoning the project site to accommodate the proposed project would be less than significant.

See Response to Comment 22-1 regarding impacts to small businesses in the community.

See Response to Comment 21-1 regarding truancy as well as the safety of placing the proposed project next to Quartz Hill High School.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 60

Deb Stuart

Redneckgrl5333@msn.com

Comment No. 60-1

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-Marts, 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.

Response to Comment No. 60-1

The comment states that there are existing vacant storefronts in the community. An economic report was prepared for the proposed project in November 2008 (included as Appendix L to the Draft EIR) to determine whether the proposed project would lead to urban decay and vacant storefronts in the surrounding community. The report concluded that the addition of the proposed project would not have a significant negative impact with respect to existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities. Therefore, the proposed project would not result in vacant storefronts that would lead to urban decay and blight at any of the existing or proposed shopping centers and business districts found in the competitive market area.

Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained in Appendix B to this Final EIR, and concluded that, while the proposed project together with new shopping centers will add new cumulative retail and restaurant facilities to the Antelope Valley region, there is no reasonable likelihood that the operation of the proposed project and the other projects identified in the analysis as they are presently conceived, would result in significant adverse economic competition to the degree that this competition would lead to urban decay and blight.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School. See Response to Comment 21-1 regarding truancy.

See Response to Comment 22-1 regarding the availability of alcohol.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts, including those on Avenue L, would be less than significant with implementation of the identified mitigation measures.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 60-2

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

Response to Comment No. 60-2

See Response to Comment 60-1.

As stated in Section IV.L., Population and Housing, of the Draft EIR, the proposed project would provide full and part time employment opportunities for approximately 927 individuals.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 61

Steve J. Walden, MSgt (RET), USAF
6631 La Sarra Drive
Quartz Hill, CA 93536

Comment No. 61-1

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.

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.

Response to Comment No. 61-1

This comment provides general introductory information about the Draft EIR and opposition to the project, but does state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 61-2

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.

Response to Comment No. 61-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 31-4 and 33-10 regarding project impacts with respect to lighting.

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality/pollution.

See Response to Comment 19-2 regarding project impacts with respect to visual character and rezoning the project site.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 61-3

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.

Response to Comment No. 61-3

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. 61-4

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.

Response to Comment No. 61-4

See Response to Comment 17-1 regarding crime. The reader is also referred to the comment letter from the Los Angeles County Sheriff's Department (Comment Letter 12).

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 61-5

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.

Response to Comment No. 61-5

Project impacts with respect to traffic are analyzed in Section IV.N., Transportation and Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts (including those at the intersection of 60th Street West and Avenue L) would be less than significant with implementation of the identified mitigation measures.

Comment No. 61-6

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 readdressed.

Response to Comment No. 61-6

Page IV.M-7 of the Draft EIR states that the proposed project would be served by the Lancaster Station of the County of Los Angeles Sheriff's Department, which is located at 501 West Lancaster Boulevard, approximately six and one-half miles from the project site.

Comment No. 61-7

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.

Response to Comment No. 61-7

Project impacts with respect to fire protection are analyzed on Draft EIR pages IV.M-3 and IV.M-4. As stated on page IV.M-3, the Fire Department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70th Street; however, the station is not currently funded for construction. This station was planned before the project was proposed, and the need for this station at Avenue K and 70th Street has no connection to the proposed project.

As stated on page IV.M-4 of the Draft EIR, based on the existing staffing levels, equipment, facilities, and most importantly, response distance from existing stations, LACFD would not be able to accommodate the proposed project's demand for fire protection service without the addition of manpower, equipment and facilities. With the payment of the required developer fees, the impacts to LACFD would be less than significant.

Comment No. 61-8

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 5th 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

Response to Comment No. 61-8

See Response to Comment 33-10 regarding project impacts with respect to flooding and drainage.

Comment No. 61-9

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.

Response to Comment No. 61-9

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 62

Julie R. Ankeny
43128 Flag Street
Lancaster, CA 93536

Comment No. 62-1

I am writing to oppose the Wal-Mart and Target developments proposed for the northwest and southeast corner of 60th and Avenue I. 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.

Response to Comment No. 62-1

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Traffic impacts as a result of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. With implementation of the identified mitigation measures, all project-related traffic impacts would be less than significant.

See Response to Comment 34-1 regarding noise impacts of the proposed project.

The proposed Wal-Mart store would not sell weapons. See Response to Comment 22-1 regarding the availability of alcohol and tobacco near Quartz Hill High School.

See Response to Comment 22-1 regarding the ability of the proposed project to blend in with the surrounding area.

The remainder of the comment provides an opinion that the project will destroy the quality of life and small town atmosphere, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 62-2

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.

Response to Comment No. 62-2

The comment states that the project should be built in downtown Lancaster. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified, a more detailed response cannot be provided. This comment about an alternative location is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment (about students parking in the proposed parking lot, quality of life, number of similar stores) does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 63

Anita Davis
5621 W. Ave L-6
Lancaster, CA 93536

Comment No. 63-1

Do 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. Also all the Walmart stores you have people asking for money.

Response to Comment No. 63-1

See Responses to Comments 17-1 and 21-2 regarding crime and the safety of the proposed project.

The remainder of the comment states opinions about Wal-Mart stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 63-2

No retail stores.

Response to Comment No. 63-2

This comment expresses the opinion of the commenter, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 64

Dave Landis
landisd@yahoo.com

Comment No. 64-1

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!

Response to Comment No. 64-1

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed project as well as “cumulative impacts.” “Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (CEQA Guidelines Section 15130 (b)(1)(A)).

All proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are included in Draft EIR, Table III-1. The Lane Ranch project is included as Related Project No. 78 in this table. For an analysis of the cumulative impacts associated with these related projects and the proposed project, cumulative impact discussions are provided under each individual environmental impact category in Chapter IV. of the Draft EIR.

Comment No. 64-2

1. P I-4, section B: What commitment has Wal-Mart actually made to building their Supercenter, given the change in the economy?

Response to Comment No. 64-2

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-3

2. P I-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?

Response to Comment No. 64-3

See Response to Comment 17-1 regarding project impacts with respect to police protection.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project near existing schools.

See Response to Comment 22-1 regarding the availability of alcohol and tobacco.

The remainder of the comment inquires about what security provisions Walmart will provide, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-4

3. P I-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 ... "?

Response to Comment No. 64-4

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-5

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?

Response to Comment No. 64-5

With implementation of Mitigation Measures D-1 through D-10, which reflect the requirements under AVAQMD Rule 403, and Mitigation Measures D-11 through D-13, the construction emissions associated with the proposed project would be reduced. In particular, implementation of Mitigation Measures D-13 would reduce the emissions of NO_x during the grading phase to below the thresholds of significance recommended by the AVAQMD.

Comment No. 64-6

5. P I-13, table I-1, *Air Quality Plan Operational Impacts Operational Emissions - Mass Annual 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, "...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?

Response to Comment No. 64-6

Daily emissions of PM₁₀ and PM_{2.5} and mass annual emissions of CO and PM₁₀ from operational activities would continue to exceed the thresholds set by AVAQMD. Therefore, because the majority of operational emissions are generated by motor vehicles, the only way to reduce these emissions would be to reduce the size of the proposed project. Therefore, impacts from operational emissions would remain significant and unavoidable.

Comment No. 64-7

6. P I-13, table I-1, *Air Quality Plan Operational Impacts Operational Emissions - Mass Annual Emissions*: 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 Mass Annual Emissions or local traffic patterns or any other factors within the DEIR?

Response to Comment No. 64-7

The air quality analysis is based on the traffic volumes generated by the proposed project. The air quality analysis is not based on where those vehicles trips are currently traveling to; rather, the project is a traffic generator and those vehicles traveling to the site will have emissions and their impact upon the environment was analyzed as such.

The project consistency with the CAT strategy (whether the project provides "measures to improve transportation energy efficiency") is discussed in Table IV.D-13 of Section IV.D., Air Quality. The discussion addresses the strategy that states that "the location of the project promotes fuel conservation by reducing vehicle emissions in the area by providing retail facilities to serve the local community." The

intent is that residents would not have to drive as many miles to reach retail serving uses like those proposed.

Twenty-four hour operation was taken into account when analyzing environmental factors potentially affected by the proposed project, including both air quality and traffic. A condition has been added to the conditions of approval prohibiting overnight camping in accordance with the City's Municipal Code. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-8

7. P I-14, table I-1, *Local CO Concentrations*: " ...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?

Response to Comment No. 64-8

CO hotspots are analyzed on page IV.D-26 of the Draft EIR:

Motor vehicles are the primary source of pollutants in the project vicinity. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. For this analysis, CO concentrations were calculated based on the simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and utilized by the AVAQMD. The results of these calculations are presented in Table IV.D-10, Future (2012) Plus Project (Weekday) Localized Carbon Monoxide Concentrations and Table IV.D-11, Future (2012) Plus Project (Saturday) Localized Carbon Monoxide Concentrations. As shown therein, future CO concentrations near the study intersections would not exceed national or State ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future with operation of the proposed project. Therefore, impacts related to local CO concentrations at these intersections would be less than significant.

As such, no mitigation is required with respect to CO concentrations.

Comment No. 64-9

8. P I-16, table I-1, *Odors*: 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?

Response to Comment No. 64-9

Project impacts with respect to odors are analyzed on Draft EIR page IV.D-38. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no odors are anticipated. In addition, odors related to any potential kitchen use may result. However, these odors would be considered consistent with odors generated in other areas of the City due to existing residents and restaurants and impacts associated with objectionable odors would be less than significant, and no mitigation measures are required.

Comment No. 64-10

9. P I-32, table I-1, *Drainage*: 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?

Response to Comment No. 64-10

See Response to Comment 33-10. If the project is approved, the drainage outlet will be determined in conjunction with the City of Lancaster as part of the permitting process.

Comment No. 64-11

10. P I-33, table I-1, *Flooding*: 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?

Response to Comment No. 64-11

See Response to Comment 33-10 regarding project impacts with respect to flooding and drainage.

Comment No. 64-12

11. P I-34, table I-1, *Community Division*: 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?

Response to Comment No. 64-12

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. The traffic analysis considered existing conditions and layered in the proposed project as well as cumulative projects in the analysis. As discussed in this section, with implementation of the identified mitigation measures, all project traffic impacts would be less than significant. See also Responses to Comments 74-4 and 74-5 regarding school rush hour traffic, which would occur at a different time than project peak hour traffic.

Comment No. 64-13

12. P I-35, table I-1, *Consistency with City Zoning Classification. Density*: How is changing the zoning from residential to "commercial development of a site larger than two acres" consistent with the general plan?

Response to Comment No. 64-13

As stated on Draft EIR page IV.J-6, project consistency is dependent upon City Council approval of the proposed General Plan Amendment (GPA). As shown in Table IV.J-1, the proposed project would be consistent with the goals and policies contained in the General Plan. With the GPA approval, the Commons at Quartz Hill project uses would be considered consistent with the Commercial (C) development standards.

Comment No. 64-14

13. P I-37, table I-1, *Construction Noise*: 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?

Response to Comment No. 64-14

Project impacts with respect to noise were analyzed in Section IV.K. of the Draft EIR. Impacts related to construction noise and vibration are analyzed on Draft EIR pages IV.K-12 through IV.K-15. Due to the use of construction equipment during the construction phase, the surrounding off-site sensitive receptors would be exposed to increased ambient exterior noise and groundborne vibration levels. However, as construction noise levels would not exceed the 80 dBA threshold, and as vibration levels would not exceed the 80 VdB threshold for residences, construction noise and vibration impacts would be less than significant.

Comment No. 64-15

14. P I-38, table I-1, *Construction-Related Groundborne Vibration*: 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 International Baccalaureate calculus while sitting next to a rumbling freight train. How will the project mitigate the deleterious effect of the groundborne vibration on academic studies in QHHS?

Response to Comment No. 64-15

See Response to Comment 64-14 regarding project impacts with respect to construction vibration.

Comment No. 64-16

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?

Response to Comment No. 64-16

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

See Comment Letter No. 13 from Southern California Edison regarding available electricity and associated infrastructure to serve the proposed project.

As stated on Draft EIR page IV.O-2, the increase in wastewater generation from the proposed project is well within the 1.6 mgd of remaining capacity of wastewater that the LWRP currently is able to process. In addition, According to the Los Angeles County Sanitation Districts, the project site's contribution of sewage to the wastewater flows would continue to be served by the existing local sewers and the trunk sewer line conveying wastewater from the project site. As part of the proposed project permitting process, the project applicant would verify with the Los Angeles County Sanitation Department the 15-inch trunk line's capacity. If capacity is lacking to accommodate the proposed project, the applicant would be required to pay their share of the necessary upgrades (Draft EIR pages IV.O-2 and IV.O-3).

The remainder of the comment about effects on existing homes does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-17

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?

Response to Comment No. 64-17

The Draft EIR intends the use of "fair share contribution" to mitigation measures where the project does not create the full impact at an intersection, which is why the mitigation is proposed to be shared. The City of Lancaster has adopted Ordinances establishing the following traffic impact fees programs that require: (i) new development projects in the City to contribute a fair share toward the cost of road and traffic signal improvements in the City, and (ii) new development projects in one area of the City to contribute toward the cost of improving County roads that provide direct access to City projects.

Ordinance 507 identifies traffic problems in the City of Lancaster, that the City is financially unable to correct, which the City has determined will be aggravated by traffic from new development projects in the City. To mitigate traffic impacts from these new developments, the Ordinance has established a Traffic Impact Fee (TIF) Program (the "Program"), which requires the new development projects to pay a fair share of the improvement costs associated with traffic associated with those projects. The Ordinance authorizes the Program to spend TIF funds to complete the following improvements: street construction, roadway purchase when necessary, utility relocation and installation, and other items necessary to complete roadway construction throughout the City as determined by the Department of Public Works, and as prioritized by the City Council.

Ordinance 339 found existing traffic problems that the City was financially unable to resolve, which would be aggravated by traffic from new development, and required traffic signal improvements as mitigation. These improvements were to be paid for by new development through the establishment of a Traffic Signal Fee (TSF).

Ordinance 850 authorizes the City to collect a TIF from new development in the City, to fund road improvements and traffic signals in LA County. Because traffic from new development in the City would create an adverse impact on streets in the adjacent County area, and the County has no mechanism to collect a TIF from new development in the City, Ordinance 850 authorizes the City to collect a TIF on behalf of the County, segregate the funds in a special account, and remit them to LA County to construct the improvements.

Comment No. 64-18

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?

Response to Comment No. 64-18

Mitigation Measures O.2-1 through O.2-3 are provided in order to reduce water use associated with sprinklers. Additionally, the proposed project would be required to comply with the City's water conservation and landscaping ordinances. The recommendation provided in the comment nevertheless is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 64-19

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)?

Response to Comment No. 64-19

This recommendation is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 65

Muriel Mouring
42018 Tilton Dr.
Lancaster, CA 93536

Comment No. 65-1

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.

Response to Comment No. 65-1

The first portion of the comment lists stores that are closing or filing for bankruptcy but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. See also Response to Comment 22-1.

Impacts with respect to rezoning the project site are analyzed in Section IV.J. of the Draft EIR, and concluded therein, all impacts would be less than significant.

The comment also states opinions about Wal-Mart and similar stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Response to Comment 57-1 regarding an alternative use that was considered for the project site. Further, as discussed on page VI-3 of the Draft EIR, the following alternative sites were analyzed for the proposed project: the property immediately north of the project site, the property immediately west of the project site, and the property at the northwest corner of 60th Street West and Avenue N.

LETTER NO. 66

Tom Sloan
6029 W Ave K1
Lancaster, CA 93536

Comment No. 66-1

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.

Response to Comment No. 66-1

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 66-2

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."

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.

Response to Comment No. 66-2

As stated on Draft EIR, page IV.J-6, the approval of the General Plan Amendment is at the discretion of the City Council. While the General Plan does provide the City's long-term outlook for the future, it is a dynamic document as evidenced by state law that allows the land use element to be amended up to four times per year. Therefore, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment provides the commenter's opinion but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR.

Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 66-3

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.

Response to Comment No. 66-3

See Response to Comment 66-2.

Comment No. 66-4

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 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.

Response to Comment No. 66-4

See Response to Comment 66-2.

As analyzed in Draft EIR Sections IV.B. through IV.O., all impacts of the proposed project can be mitigated to a less than significant level with the exception of air quality emissions of PM₁₀ and PM_{2.5} during project operation.

Comment No. 66-5

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 1-1, 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.

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.

Response to Comment No. 66-5

The comment is correct that in certain sections Code requirements are listed under the "Mitigation Measures" heading. However, all efforts have been made to identify any Code requirements as such, as the proposed project is required to comply with Code requirements regarding of the project's impact.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 66-6

- 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."

Response to Comment No. 66-6

The comment reiterates Code requirements that are similar to some of the mitigation measures provided in Section IV.B. of the Draft EIR. However, 15 mitigation measures are provided for the proposed project with respect to light and glare (B-1 through B-15) while the comment only lists two.

Comment No. 66-7

- Agriculture
 - ◊ No mitigation measures

Response to Comment No. 66-7

The Draft EIR analyzed impacts to agricultural resources in Section IV.C. The EIR concludes that there will not be an impact to agricultural resources and therefore no mitigation is required.

Comment No. 66-8

- Air Quality
 - ◊ AQMD requirements, Title 8 Chapter 8.16 Lancaster Municipal Code (LMC) requirements, and construction measures

Response to Comment No. 66-8

Air quality mitigation measures required by AVAQMD Rule 403 are identified as such (Mitigation Measures D-1 through D-10).

Comment No. 66-9

- Biological Resources
 - ◊ 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.

Response to Comment No. 66-9

Biological resources are analyzed in Section IV.E, Biological Resources, of the Draft EIR. Site surveys were conducted for biological species and jurisdictional waters to determine potential impacts and any necessary mitigation measures. Mitigation measures have been incorporated into the EIR to lessen any potential impacts to less than significant levels. Additionally, the City has adopted by Ordinance a

Biological Impact Fee (based on the West Mojave Plan) which is applicable to all development projects regardless of the level of impact.

Comment No. 66-10

- Cultural Resources
 - ◊ Required by CEQA

Response to Comment No. 66-10

A cultural resources survey was completed for the project site in August of 2007 for the project site and incorporated into the discussion in Section IV.F, Cultural Resources, of the Draft EIR. A copy of this survey is included as Appendix F to the Draft EIR. In the event that buried or concealed resources are discovered, all work shall cease in the vicinity of the find and a qualified archaeologist shall be notified. The find shall be properly investigated and appropriate mitigative and/or protective measures shall be taken.

Comment No. 66-11

- Geology and Soils
 - ◊ Geotechnical investigation is required by the California Building Code (CBC).

Response to Comment No. 66-11

Geology and soils impacts were analyzed in Section IV.G, Geology/Soils, of the Draft EIR. The project will require a comprehensive geotechnical investigation and compliance with all applicable local and state regulations and requirements.

Comment No. 66-12

- Hazards and Hazardous Materials
 - ◊ 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."

Response to Comment No. 66-12

Section IV.H, Hazards and Hazardous Materials, analyzed potential impacts associated with hazards and hazardous materials. A Phase I Environmental Site Assessment and Limited Soils Assessment were completed to analyze any potential hazardous materials on site. These surveys did not identify any such materials that would impact development of the project.

Comment No. 66-13

- Hydrology and Water Quality
 - ◇ 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.

Response to Comment No. 66-13

The Draft EIR analyzed potential impacts to Hydrology and Water Quality in Section IV.I. The proposed project will be required to comply with all design and regulatory requirements to ensure that any impacts will be less than significant.

Comment No. 66-14

- Land Use Planning
 - ◇ No mitigation measures
- Noise
 - ◇ No mitigation measures
- Population and Housing
 - ◇ No mitigation measures

Response to Comment No. 66-14

Land use impacts were analyzed in Section IV.J, Land Use Planning, of the Draft EIR. No significant impacts were identified and therefore, no mitigation is required.

Noise impacts were analyzed in Section IV.K, Noise, of the Draft EIR. Data used to prepare the analysis were obtained from the City of Lancaster General Plan (1997), the City of Lancaster Municipal Code and by measuring and modeling existing and future noise levels at the project site and the surrounding area. The analysis concluded that there will be no significant impacts related to noise and no mitigation is required.

Population and Housing impacts were analyzed in Section IV.L of the Draft EIR. Although some growth is anticipated as a result of the project, no significant impacts have been identified;. Therefore, no mitigation is required.

Comment No. 66-15

- Public Services - Fire Protection
 - ◊ Code requirements. Drive clearances, turning radii, distances to hydrants, and fire lanes are all required by code.

Response to Comment No. 66-15

Potential impacts to Fire Services were analyzed in Section IV.M.1 of the Draft EIR. Compliance with code requirements lessens any potential impacts to a less than significant level and no additional mitigation is required.

Comment No. 66-16

- Public Services - Police Protection
 - ◊ 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.

Response to Comment No. 66-16

As these are code requirements, the project would be required to comply with the above listed recommendations, although not specifically enumerated in the Draft EIR. The Draft EIR analyzed impacts police services in Section IV.M.2. The Los Angeles Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impacts to police services, the project incorporates crime prevention features such as nighttime security lighting and building security systems.

Comment No. 66-17

- Public Services - Schools
 - ◊ No mitigation measures
- Public Services - Parks
 - ◊ No mitigation measures
- Public Services - Library
 - ◊ No mitigation measures

Response to Comment No. 66-17

Impacts to schools, parks, and libraries were analyzed in Sections IV.M.3, IV.M.4, and IV.M.5, respectively, of the Draft EIR. As the project is a retail project, it is not expected to increase population

such as to require the need for additional school facilities, parks, and libraries. Further, the project does not reduce the availability of these facilities. No mitigation is required.

Comment No. 66-18

- Transportation and Traffic
 - ◇ 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 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.

Response to Comment No. 66-18

Traffic impacts and related mitigation measures were fully assessed in Section IV.N., Transportation/Traffic, of the Draft EIR. Mitigation measures are shared when the proposed project does not create the full impact at the intersection. The number of mitigation measures does not represent a “shotgun approach” but rather a list of measures that could lessen the impacts at each of the impacted intersections or street segments. In other words, each mitigation measure is tied to a specific impact (at a specific intersection or street segment).

Comment No. 66-19

- Utilities - Wastewater
 - ◇ No mitigation measures

Response to Comment No. 66-19

Potential impacts related to wastewater utilities were analyzed in Section IV.O.1, Wastewater, of the Draft EIR. The project will not have a significant impact on such facilities and no mitigation is required.

Comment No. 66-20

- 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.

Response to Comment No. 66-20

See Response to Comment 66-5.

Comment No. 66-21

- Utilities - Solid Waste
 - ◇ No mitigation measures
- Utilities - Natural Gas
 - ◇ No mitigation measures
- Utilities - Electricity
 - ◇ No mitigation measures

Response to Comment No. 66-21

Potential impacts related to utilities, including solid waste, natural gas, and electricity, were analyzed in Sections IV.O.3, IV.O.4, and IV.O.5, respectively of the Draft EIR. No potential impacts were identified and no mitigation is required.

LETTER NO. 67

Ray Chavira
3753 E. Avenue I, Spc. 113
Lancaster, CA 93535

Comment No. 67-1

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.

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.

Response to Comment No. 67-1

The cover page of the economic study contained in Appendix L of the Draft EIR mistakenly states that it was prepared in March 2008. However, a final version of the report was prepared in November 2008 and was used in the urban decay analysis provided in Draft EIR Section IV.B. Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained as Appendix B to this Final EIR.

Comment No. 67-2

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.

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."

Response to Comment No. 67-2

See Responses to Comments 22-1 and 67-1 regarding the revision of the economic study to reflect current market conditions. See also Response to Comment 22-1 regarding project impacts with respect to urban decay.

Comment No. 67-3

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

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.

Response to Comment No. 67-3

As stated on pages 52 and 53 of the revised economic study, while the actual timing and delivery of the proposed residential units is open to some question due to the downturn in the housing market and economy in general where mortgage foreclosures have spiked and access to mortgage debt has become more difficult, the forecasts appear to be realistic in their expectation that major growth is likely to continue in the Antelope Valley subregion after the current recession and extend well beyond 2012.

Comment No. 67-4

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

Response to Comment No. 67-4

See Response to Comment 67-1.

Comment No. 67-5

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.

Response to Comment No. 67-5

The economic report prepared for the proposed project analyzes whether the construction of the proposed project in conjunction with other potential projects in the applicable market area would lead to urban decay. Whether an existing Wal-Mart store somewhere else has caused urban decay does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 67-6

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

Response to Comment No. 67-6

The comment names stores that are closing but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 67-7

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.

Response to Comment No. 67-7

See Response to Comment 67-1.

LETTER NO. 68

William Deskin
42311 Camellia Drive
Quartz Hill, CA 93536

Comment No. 68-1

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

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

Response to Comment No. 68-1

The figures regarding the traffic at 60th Street West and Avenue L (and the other intersections/segments analyzed in the Draft EIR) came from the traffic study prepared for the proposed project by Overland Traffic Consultants, Inc. The traffic study is included as Appendix K to the Draft EIR. As stated on Draft EIR pages IV.N-4 and IV.N-5, traffic volume data was based on traffic counts conducted during 2007 by an independent traffic count company (NDS Data Services) while schools were in session and there were no holidays. The weekday AM and PM peak period counts were conducted manually from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, on the following days: Wednesday, May 30, 2007; Thursday, May 31, 2007; Wednesday, June 6, 2007; Tuesday, August 23, 2007; and Tuesday, August 28, 2007. The Saturday counts were conducted from 12 noon to 2:00 PM, on Saturday, June 2, 2007. The traffic counts were conducted by counting the number of vehicles at each of the study intersections making each allowed move. The peak-hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements combined. The counts were then increased by 2% to account for the year 2008 traffic conditions.

Comment No. 68-2

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

Response to Comment No. 68-2

See Response to Comment 24-5 regarding the availability of water for the proposed project. As stated on page IV.O-11 of the Draft EIR, the water consumption rates used to calculate the expected water consumption for the proposed project were provided by Los Angeles County Sanitation Districts.

Comment No. 68-3

**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 commercial spots? Please check your statistics on this.

Response to Comment No. 68-3

See Response to Comment 60-1 regarding existing vacant buildings.

Comment No. 68-4

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.

Response to Comment No. 68-4

See Responses to Comments 17-1 and 21-2 regarding crime. The reader is also referred to Comment Letter No. 12 from the Sheriff's Department regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 69

Daniel Dominguez

dandominguez001@yahoo.com

Comment No. 69-1

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.

Response to Comment No. 69-1

See Response to Comment 22-1 regarding impacts to small businesses in the community.

See Response to Comment 21-1 regarding the safety of placing a Wal-Mart store near Quartz Hill High School.

The proposed project would not sell firearms. See Response to Comment 22-1 regarding the availability of alcohol and tobacco.

The remainder of the comment states opinions about Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 70

Joseph Luthern
joelut35@verizon.net

Comment No. 70-1

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.

Response to Comment No. 70-1

As stated on page IV.N-1 of the Draft EIR, based on discussions with City of Lancaster staff, 16 intersections and eight street segments within the project's sphere of influence have been included in the traffic impact analysis for the AM and PM peak hours. These intersections and street segments are those that are most likely to be impacted by the proposed project. Further, the intersection of 57th Street West and Avenue L was analyzed as part of the traffic impact analysis, and concluded therein, no significant impacts would occur at this intersection as a result of the project.

LETTER NO. 71

Amy Nelms

anelms@roadrunner.com

Comment No. 71-1

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.

Response to Comment No. 71-1

Traffic impacts with respect to the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts, including those at the intersection of 60th Street West and Avenue L, would be less than significant with implementation of the identified mitigation measures.

See also Response to Comment 21-1 regarding the safety of placing the proposed project near Sundown Elementary School, Joe Walker Middle School, and Quartz Hill High School.

Comment No. 71-2

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.

Response to Comment No. 71-2

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety impacts of placing the proposed project near the above-mentioned schools. See also Response to Comment 21-1 regarding truancy.

See Response to Comment 17-1 for a discussion of project impacts with respect to crime.

Comment No. 71-3

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 shoplifters 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.

Response to Comment No. 71-3

See Response to Comment 71-1 regarding traffic impacts of the proposed project.

See Response to Comment 17-1 regarding crime.

Project impacts with respect to odors are analyzed on page IV.D-38 of the Draft EIR. As stated therein, odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no odors are anticipated. However, odors related to any potential kitchen use may result. However, these odors would be considered consistent with odors generated in other areas of the City due to existing residents and restaurants and impacts associated with objectionable odors would be less than significant.

See Responses to Comments 31-4 and 33-10 with respect to nighttime lighting.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 71-4

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.

Response to Comment No. 71-4

See Responses to Comments 31-4 and 33-10 regarding nighttime lighting.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record has been forwarded to the decision makers for their review and consideration.

Comment No. 71-5

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.

Response to Comment No. 71-5

See Response to Comment 22-1 regarding market support for the proposed project.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 71-6

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

Response to Comment No. 71-6

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 71-7

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?

Response to Comment No. 71-7

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 72

Margie L. Smith
4547 W Ave L-12
Quartz Hill, CA 93536

Comment No. 72-1

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.)

Response to Comment No. 72-1

This comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 72-2

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.

Response to Comment No. 72-2

See Response to Comment 47-1 regarding water availability.

Comment No. 72-3

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.

Response to Comment No. 72-3

See Response to Comment 47-1 regarding the traffic count methodology used in the Draft EIR. In addition, see Response to Comment 46-1 regarding the selection of peak hours used in the traffic impact analysis.

As part of the roadway improvements, crosswalks and signalized intersections will facilitate the flow of pedestrians with traffic. The remainder of the comment about pedestrian and bicycle traffic does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 72-4

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

Response to Comment No. 72-4

See Response to Comment 22-1 regarding impacts to existing stores in the community.

The remainder of the comment states that the commenter does not mind driving a few extra miles to shop, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 73

Michael Thacker
6239 W. Ave L 6
Lancaster, CA 93536

Comment No. 73-1

In regards to the EIR for the Walmart Supercenter at 60th St. West and Ave. Lin 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 runoff?

Response to Comment No. 73-1

The City of Lancaster runoff rate design standards require that the site release no more than 85% of the pre-development flow. All flow in excess of that amount must be determined. As discussed in the Draft EIR, the project applicant is required to construct a 60-inch storm drain along the site in Avenue L. At the terminus, the drain will connect into a proposed storm drain, or outlet through an energy dissipating structure.

Comment No. 73-2

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?

Response to Comment No. 73-2

The project applicant would pay for the drainage improvements described in the Draft EIR, Section IV.I., Hydrology and Water Quality.

See Section IV., Mitigation Monitoring and Reporting Program, of this Final EIR for information about the monitoring of all mitigation measures, including those with respect to water quality. Some of the measures include preparation of a Stormwater Pollution Prevention Plan (SWPPP) and other Best Management Practices such as cleaning up leaks/spills quickly, street sweeping, the covering of dumpsters with tarps, and implementing dust-suppression techniques. For a complete list of mitigation measures see Draft EIR Section IV.I., Hydrology and Water Quality.

Comment No. 73-3

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?

Response to Comment No. 73-3

Any improvements are required by the City of Lancaster for the proposed project would be the responsibility of the developer.

Comment No. 73-4

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?

Response to Comment No. 73-4

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

See Response to Comment 17-1 regarding crime. See also Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

The remainder of the comment about the total impact on Quartz Hill High School, does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 73-5

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?

Response to Comment No. 73-5

As mentioned in Response to Comment 73-4, the Sheriff's Department does not believe that the proposed project will create any significant public safety hazards for the students or staff at the high school. Therefore, no additional security would be needed at QHHS. See also Comment Letter No. 12 from the County of Los Angeles Sheriff's Department.

Comment No. 73-6

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?

Response to Comment No. 73-6

See Response to Comment 73-5. The Sheriff's Department does not see a need for additional security or deputies. Thus, no additional security would be required for the high school and thus no additional costs to the taxpayer would be anticipated.

Comment No. 73-7

7. Specifically, how much onsite security will be required of "The Commons at Quartz Hill"?

Response to Comment No. 73-7

As discussed in the Draft EIR and in Comment Letter No. 12 from the Los Angeles County Sheriff's Department, the project would increase the demand for police protection but no additional deputies are required to accommodate the project. Thus, no additional onsite security is required. However, it will be up to the decision-makers whether they require onsite security at the proposed project. Therefore, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 73-8

8. Who or what agency will pay for onsite security?

Response to Comment No. 73-8

See Response to Comment 73-7. If additional on-site security is required at the proposed project, provision of such would be the responsibility of the project applicant.

Comment No. 73-9

9. How will the owners of "The Commons at Quartz Hill" mitigate the migration of truant students to their property during school hours?

Response to Comment No. 73-9

Truancy is not an environment impact. However, as Comment Letter No. 12 has stated, there are a number of resources that address truancy and the Lancaster Sheriff's Station fields a two-man truancy car that patrols eight hours per day, Monday through Friday. The Sheriff's Department believes that there are sufficient resources available in place that deal with truancy issues. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See also Response to Comment 21-1 regarding truancy.

Comment No. 73-10

10. How many hours a day will onsite security be available and will they be armed?

Response to Comment No. 73-10

See Response to Comment 73-7.

Comment No. 73-11

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?

Response to Comment No. 73-11

See Response to Comment 11-19.

Comment No. 73-12

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?

Response to Comment No. 73-12

See Response to Comment 11-19 for the rationale for not including the intersection of 65th Street West and Avenue L-8. The proposed project is only required to mitigate its significant impacts.

Comment No. 73-13

13. Will crosswalks be put in at Ave. L 4 and 65th St. west and who will pay for this?

Response to Comment No. 73-13

At this time, there is no plan to put crosswalks at Ave. L-4 and 65th Street West. Traffic mitigation involves the flow of vehicular movement through an intersection to ensure specific levels of service. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 73-14

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?

Response to Comment No. 73-14

See Response to Comment 11-19.

Comment No. 73-15

15. Who or what agency will pay for infrastructure upgrades that Southern California Edison may need to install?

Response to Comment No. 73-15

See Comment Letter No. 13 from Southern California Edison, specifically Comment 13-4. As stated therein, if infrastructure upgrades are required, the project applicant will be responsible for such upgrades.

Comment No. 73-16

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?

Response to Comment No. 73-16

Disruption of service to SCE customers is not a CEQA issue. Further, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 73-17

17. Will Southern California Edison be able to accommodate the proposed projects demand for electricity services without infrastructure upgrades?

Response to Comment No. 73-17

The Draft EIR addressed electrical services in Section IV.O.5 Utilities, Electricity. See also Comment Letter No. 13 from Southern California Edison, specifically Comment 3-2. As stated therein, the electrical loads of the project have been determined to be within the parameters of the projected load growth which SCE is planning to meet in this area.

Comment No. 73-18

18. What is the projected "electrical load demand" of the project?

Response to Comment No. 73-18

The Draft EIR addressed the projected electrical load demand on Draft EIR page IV.O-30. See also Response to Comment 73-17.

Comment No. 73-19

19. Who or what agencies will pay for the sewer upgrades required in the project?

Response to Comment No. 73-19

As stated on page IV.O-2 of the Draft EIR, if any sewer infrastructure upgrades are required for the proposed project, the project applicant would be responsible for such upgrades.

Comment No. 73-20

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.

Response to Comment No. 73-20

Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained in Appendix B to this Final EIR. As shown on page C-3 of the revised economic study, the current economic conditions have been taken into account when projecting individual income for 2008 through 2012. For specific details, see Table C1A on page C-4 of the revised economic study. Further, see Section III., Additions and Corrections of this Final EIR for incorporation of the revised economic study.

Comment No. 73-21

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.

Response to Comment No. 73-21

See Response to Comment 22-1 regarding impacts to existing businesses.

Comment No. 73-22

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?

Response to Comment No. 73-22

All letters that were received on the Draft EIR have been included. See Response to Comment 47-1 regarding water availability to serve the proposed project.

Comment No. 73-23

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?

Response to Comment No. 73-23

See Section IV.K., Noise, of the Draft EIR. No noise mitigation is required due to increased traffic as a result of the project. See also Response to Comment 34-1 regarding project impacts with respect to noise.

Comment No. 73-24

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?

Response to Comment No. 73-24

The Draft EIR included a noise section that analyzed potential impacts from construction and operation of the project to noise sensitive uses such as the high school and nearby single-family residential uses. No mitigation measures are proposed for the project with respect to noise, as the construction and operational noise impacts are less than significant. See also Response to Comment 34-1 regarding project impacts with respect to noise.

Comment No. 73-25

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

Response to Comment No. 73-25

The Draft EIR is a public document of the City of Lancaster and all mitigation measures included are authorized by the City.

Comment No. 73-26

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?

Response to Comment No. 73-26

Light and glare analysis was provided in Section IV.B., Aesthetics, of the Draft EIR. A number of mitigation measures have been proposed (B-1 through B-12) in the Aesthetics section that address potential night lighting impacts. Also, three mitigation measures have been proposed (B-13 through B-15) that address potential glare impacts. See also Responses to Comments 31-4 and 33-10 regarding project impacts with respect to lighting.

See Section IV., Mitigation Monitoring and Reporting Program, of this Final EIR for information about the monitoring of all mitigation measures, including those with respect to lighting.

LETTER NO. 74

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

Comment No. 74-1

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.

Response to Comment No. 74-1

This comment provides general introductory information and opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-2

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.

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.

Response to Comment No. 74-2

This comment states general information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-3

#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.

Response to Comment No. 74-3

See Responses to Comments 74-4 and 74-5.

Comment No. 74-4

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.

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.

Response to Comment No. 74-4

The purpose of the traffic study is to evaluate under CEQA the potential traffic flow impacts of the proposed project. Pursuant to CEQA, the traffic study analyzed the current and future traffic flow conditions of the major arterials serving the project site and vicinity. The parameters of the traffic study were developed with the City of Lancaster including the list of intersections and street segments, and the list of related projects. Analysis of pedestrian traffic and bicycle traffic was not part of the parameters of the study, which was determined by the City. Further, bicycle and pedestrian traffic are not issue areas or identified thresholds of significance as provided in Appendix G of the CEQA Guidelines.

The Draft EIR Traffic Section (Section IV.N.) and the traffic study provided an illustration and discussion of trip distributions. The City did not include analysis of diverted traffic into housing tracts as part of the parameters of the traffic study. The analysis provided in the traffic study and Draft EIR Section IV.N. represents worst case traffic conditions on the major arterials and thus potential impacts can be identified and mitigated.

The traffic study evaluated the potential traffic impacts using default parameters of standard traffic study Highway Capacity Software. School peak conditions typically occur for 20 minutes to half an hour. Identifying and creating mitigation for what represents a short time period during school days only may create intersections which are over designed or too wide. The wider roadway creates poorer conditions for pedestrians and bicyclist who need to navigate the wider roadway and reduce sidewalk width.

Comment No. 74-5

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 3:30 p.m. and 7:30 p.m. on a week day/school day, then they are inadequate and inaccurate and MUST be redone.

Response to Comment No. 74-5

As stated on pages IV.N-4 and IV.N-5 of the Draft EIR (and on page 24 of the traffic impact analysis prepared for the proposed project, contained as Appendix K to the Draft EIR), the traffic counts were conducted between 7:00 to 9:00 AM and 4:00 to 6:00 PM during peak commuter hours at the study intersections and for 24-hours on the street segments on a day when schools were session, and from 12 noon to 2:00 PM on a Saturday. An evaluation of the 24-hour counts indicate a peak traffic period slightly earlier than the evening peak hour evaluated (3:00 to 4:00 PM). However, the evaluation time period coincides with the peaks of the proposed land uses, and the majority of the related projects, which will overshadow the existing peak hour counts by a great percentage. If the earlier time period was evaluated (3:00 to 4:00 PM) it would also have been appropriate to reduce the traffic volumes of the project and related projects by some percentage. Therefore, the evaluated time periods provide a most conservative analysis with respect to identification of significant traffic impacts.

Comment No. 74-6

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.

Response to Comment No. 74-6

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12). Please refer to Response to Comment 26-5 for information on overnight camping.

Comment No. 74-7

#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.

Response to Comment No. 74-7

It is acknowledged in Section IV.D. of the Draft EIR that the proposed project would impact air quality, although all impacts were deemed to be less than significant, with the exception of mass annual emissions of CO and PM₁₀ and daily emissions of PM₁₀ and PM_{2.5}. However, it should be noted, (as stated on page IV.D-20 of the Draft EIR) that the development of the proposed commercial use on the project site would serve to reduce vehicle emissions in the City by providing retail facilities to serve the local community. This would reduce vehicle miles traveled as residents would not have to travel as great a distance to reach shopping opportunities and would further goals contained in the General Plan.

Comment No. 74-8

#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!

Response to Comment No. 74-8

The comment is correct that the nearest fire station is approximately 1.8 miles from the project site and that the LACFD requires a one mile distance for a fire engine company. Project impacts with respect to fire protection are analyzed on Draft EIR pages IV.M-3 and IV.M-4. As stated on page IV.M-3, the Fire Department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70th Street; however, the station is not currently funded for construction. This station was planned before the project was proposed, and the need for this station at Avenue K and 70th Street has no connection to the proposed project.

As stated on page IV.M-4 of the Draft EIR, based on the existing staffing levels, equipment, facilities, and most importantly, response distance from existing stations, LACFD would not be able to accommodate the proposed project's demand for fire protection service without the addition of manpower, equipment and facilities. With the payment of the required developer fees, the impacts to LACFD would be less than significant.

Comment No. 74-9

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.

Response to Comment No. 74-9

See Response to Comment 74-8 regarding project impacts with respect to fire protection. The reader is also referred to the Comment Letter from the Los Angeles County Fire Department (Comment Letter no. 97.)

The remainder of the comment provides the commenter's opinion about rescue vehicles traveling on two lane roads, but does not state a specific concern or question regarding the adequacy of the analysis of the environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. In addition, as stated in Section IV.N., Transportation/Traffic, of the Draft EIR, the proposed project would not result in any significant traffic impacts after mitigation, and therefore it would not be expected that rescue vehicles would have a more difficult time travelling the roads in the project vicinity.

Comment No. 74-10

#4 Public services- Police. The DEIR's state that the Lancaster Sheriffs 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.

Response to Comment No. 74-10

As stated on page IV.M-7 of the Draft EIR, the proposed project would be served by the Lancaster Station of the County of Los Angeles Sheriff's Department, which is located at 501 West Lancaster Boulevard (at the intersection with Sierra Highway), approximately six and one-half miles from the project site.

Comment No. 74-11

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?

Response to Comment No. 74-11

Impacts of the proposed project on crime are analyzed in Section IV.M.2. of the Draft EIR. Concluded therein, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

Comment No. 74-12

The DEIR's state that the Lanc. Sheriffs 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?

Response to Comment No. 74-12

The information in the Draft EIR came from the Sheriff's Department as documented in a letter dated June 4, 2007 from John R. Todd, Chief Forestry Division Protection Services Bureau (see Appendix M, Volume II, Draft EIR) and in a letter dated June 21, 2007 from Gordon E. Carn, Acting Captain of the Lancaster Station (Appendix M, Volume II, Draft EIR). See also Response to Comment 74-1 regarding project impacts with respect to police protection services.

Comment No. 74-13

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.

Response to Comment No. 74-13

A condition of approval has been added to the project prohibiting overnight camping in accordance with the City's municipal code. Nevertheless, overnight RV parking does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA, but this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12).

Comment No. 74-14

#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.

Response to Comment No. 74-14

A cultural resources survey was prepared for the proposed project by Applied Earthworks, Inc., dated August 2007, and is included as Appendix F to the Draft EIR. As identified in this survey, the project site is a currently vacant and undeveloped open field with no standing structures. One concrete foundation and presumably associated historic and modern debris were observed during the Cultural Resources

survey; however, there were no indications that the foundations were more than 50 years old and the refuse scatter consisted of mixed historic and modern debris. Therefore, neither the foundation nor the trash scatter is considered a historic resource, and the proposed project would have no impact with respect to historical resources. The foundation has since been removed from the project site.

As discussed in Draft EIR, Section IV.F., Cultural Resources, the records search found that there are no identified prehistoric or archaeological sites, prehistoric isolates, or historic isolates within the boundaries of the site. The site has been previously disturbed with agricultural use. Nevertheless, there is a possibility that archaeological resources previously undisturbed could be found during project construction. Thus, Mitigation Measure F-1 was provided in the Draft EIR regarding protocol for potential archaeological and paleontological discoveries during project construction.

Comment No. 74-15

#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).

Response to Comment No. 74-15

Lane Ranch is not a part of the project site. See Response to Comment 74-14 regarding project site conditions.

Comment No. 74-16

#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 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.

Response to Comment No. 74-16

The Draft EIR, Section IV.F., Cultural Resources, identified under “Environmental Setting” the prehistory of the project site and the Lancaster area including the Native American groups that lived in the area. The archaeological resources analysis identified and acknowledged that prehistoric resources may be found beneath the soil, and as such, Mitigation Measure F-1 was identified to provide protocol for discovery during construction.

Further, the impact of a particular modern day population is not an environmental effect pursuant to CEQA. If the population is displaced due to project implementation, then analysis is provided (see Section IV.L., Population and Housing, of the Draft EIR, Thresholds of Significance). The Thresholds of Significance are provided in accordance with Appendix G of the State CEQA Guidelines.

Quartz Hill High School is not a historic resource. As such, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-17

#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.

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.

Response to Comment No. 74-17

The City of Lancaster General Plan envisions the transformation of the project site from the current condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. Quartz Hill High School (QHHS) has not been identified as an historic resource (see Response to Comment 74-16). The academic achievements of QHHS is not an environmental issue subject to CEQA, nor does it fall within the Thresholds of Significance for analysis (from Appendix G of the State CEQA Guidelines, adopted by the City of Lancaster).

Further, with respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12). Please refer to Response to Comment 26-5 for information on overnight camping.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-18

#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.

Response to Comment No. 74-18

This comment reiterates information written about the No Project Alternative, contained in Section VI., of the Draft EIR. As such, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-19

#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 60th 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.

Response to Comment No. 74-19

The comment lists a number of existing businesses in the area surrounding the project site. See Response to Comment 22-1 regarding project impacts with respect to existing businesses. Further, see Section III., Additions and Corrections, of the Final EIR for updated information regarding current market conditions. The economic study prepared for the project took into account surrounding retail centers in the applicable market area (see "Market Delineation" in Section III of this Final EIR). With respect to the Quartz Hill Business District, see footnote 3 on page III-21 of this Final EIR.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-20

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 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.

Response to Comment No. 74-20

See Responses to Comments 22-1 regarding blight, 60-1 regarding vacant buildings, and 74-19 regarding inclusion of existing businesses in the market area.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-21

#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.

Response to Comment No. 74-21

The Draft EIR provides a Noise Section (Section IV.K., Noise) that evaluated the potential for construction and operational noise and groundborne vibration impacts resulting from project implementation. The analysis included existing undeveloped site conditions and evaluated the transformation of the site to urban uses with a retail shopping center. The analysis took into consideration the location of the site in proximity to sensitive receptors such as the residential uses and QHHS. Further, cumulative analysis was provided that includes consideration of 82 related projects that could potentially be constructed and in operation at the same time as the proposed project.

Cumulative noise impacts as a result of increased traffic are analyzed on Draft EIR pages IV.K-20 and IV.K-21:

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed project to the future year 2012 cumulative base traffic volumes on the roadway segments in the project vicinity. The noise levels associated with existing

traffic volumes and cumulative base traffic volumes with the proposed project (i.e., future cumulative traffic volumes) are identified in Table IV.K-12, Cumulative Project Roadway Noise Impacts with Proposed Project. As shown, cumulative development along with the proposed project would increase local noise levels by a maximum of 16.8 dBA CNEL at Avenue K-8, east of 60th Street West. However, the traffic generated by the operation of the proposed project would only contribute a maximum of 1.7 dBA CNEL for the roadway segment of Avenue L, between 65th Street West and 60th Street West, when compared with the future traffic volumes without the project. Because this is below the 3.0 dBA threshold, this impact would be less than significant.

Comment No. 74-22

#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.

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.

Response to Comment No. 74-22

This comment provides information about Valley fever. Health hazards such as Valley Fever are not an environmental issue addressed under CEQA. CEQA Guidelines, Appendix G, provides environmental issues with thresholds of significance to measure impacts. These thresholds have been adopted by the City of Lancaster for measuring a development project's potential impacts upon the environment and community. Other hazards are covered under the thresholds which address transport, use, and disposal of hazardous materials; accident conditions involving the release of hazardous materials into the environment; hazardous materials emissions; hazardous sites; hazards associated with airport land or use; impairment of emergency evacuation plans; and exposure of people or structures to wildland fires.

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-23

#13 The DEIR states that the proposed project would cause no significant impact to public services. This is inaccurate. The Antelope Valley Sheriffs Station is ALREADY under staffed and inadequate for the population of the AV. There is plenty of data available, including walmaticrimereport.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 Sheriffs station saying that there will be no need for added public services is inadequate and inaccurate.

Response to Comment No. 74-23

As stated by the Captain of the Lancaster Station, the project would not have a significant impact on the Sheriff's Department and would not create a public safety hazard for the surrounding community. See

also Response to Comment 17-1 regarding crime, as well as Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

Comment No. 74-24

#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.

Now, a new study of official police reports proves how serious the issue crime of crime at WalMart 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.

Response to Comment No. 74-24

The Draft EIR analyzed police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

See Response to Comment 17-1 regarding crime as well as Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

The remainder of the comment provides Wal-Mart statistics, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-25

#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.

Response to Comment No. 74-25

As stated in Draft EIR Section IV.O., water for the proposed project would be provided via the City's allotment of water from Waterworks District 40. See also Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. 74-26

#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.

Response to Comment No. 74-26

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12). Please refer to Response to Comment 26-5 for information on overnight camping.

The remaining comment about obesity is an opinion and social issue not subject to CEQA. Further, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Societal issues, such as obesity, are not considered environmental issues under CEQA Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-27

#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.

Response to Comment No. 74-27

The comment provides the commenter's opinion about the generation of revenue for the City, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this

comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-28

#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.

Response to Comment No. 74-28

As stated on page IV.L-3 of the Draft EIR, in addition to the creation of construction-related jobs, the proposed project would provide full and part time employment opportunities for approximately 927 individuals.

The comment states the opinion that these jobs will just redistribute workers from other stores. Further, the comment provides suggestions to the decision makers about other potential job inducing uses. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-29

#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 homed owl nests, were not only cut down, but any trace was completely removed from the site. This was never again, addressed by the City, 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 comers).

Response to Comment No. 74-29

The proposed project site is located at the northwest corner of 60th Street West and Avenue L and the proposed development's potential impacts on biological resources were analyzed for that site (see Section IV.E., Biological Resources, of the Draft EIR). Further, 82 related projects are analyzed in conjunction with the proposed project in the cumulative analysis.

The discussion about horned owls on the 60th Street West/Avenue K site does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR,

as this comment refers to a different project. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

However, as described in Section IV.E. of the Draft EIR, focused burrowing owl surveys were conducted for the project site. As stated on pages IV.E-10 and IV.E-11, the results of the focused burrowing owl surveys were negative, indicating that no burrowing owls were present on or adjacent to the site; however, marginally suitable habitat is still present for this species. The burrowing owl, although not observed on-site during focused surveys, still has a low potential to occur on-site due to the presence of potential burrows that the species may colonize in the future prior to development activities. Therefore, Mitigation Measure E-2 is provided to ensure that no burrowing owls are present on the project site before project construction.

Comment No. 74-30

#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 comer 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.

Response to Comment No. 74-30

Project impacts with respect to biological resources were analyzed in Section IV.E., Biological Resources, of the Draft EIR. As discussed in this section, with implementation of the identified mitigation measures, all impacts would be less than significant. The reader is also referred to the responses to the CDFG letter, Comment Letter No. 14.

Lane Ranch is not located on the project site. See also Response to Comment 74-15.

Comment No. 74-31

#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.

Response to Comment No. 74-31

The commenter provides a partial quote with no page number and paragraph reference as well as the context. The comment provides the commenter's opinion but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 74-32

#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.

Response to Comment No. 74-32

See Response to Comment 22-1 regarding project impacts with respect to urban decay and blight.

See Response to Comment 60-1 regarding existing vacant buildings in the community.

Comment No. 74-33

#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.

Response to Comment No. 74-33

An economic impact analysis was completed to analyze the impact of the proposed project and determine the retail demand for the project. This analysis took into account the available retail space. The study determined that the market would support the additional retail space and would not have an environmental impact.

Comment No. 74-34

#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.

Response to Comment No. 74-34

Odors are discussed in Section IV.D. of the Draft EIR. As stated on page IV.D-38, odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no odors are

anticipated. Odors related to any potential kitchen use may result. However, these odors would be considered consistent with odors generated in other areas of the City due to existing residents and restaurants and impacts associated with objectionable odors would be less than significant.

LETTER NO. 75

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

Comment No. 75-1

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.

Response to Comment No. 75-1

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, traffic impacts as a result of the proposed project would be less than significant with implementation of the identified mitigation measures.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. Noise impacts as a result of the proposed project would be less than significant during both project construction and operation.

The proposed project would not sell weapons. The fact that the project proposes to sell alcohol and tobacco is not considered an environmental impact under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

As stated in the Draft EIR, pages IV.B-6 and IV.B-7, whether the alteration of the project site would degrade or improve the visual character of the project site is a subjective assessment. Project implementation would change the existing character of the project site from undeveloped to an urban use with retail buildings and associated parking. However, the City of Lancaster General Plan presently envisions the transformation of the project site from the current undeveloped condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. As a result, the project is likely to blend in with the intensifying suburban and urban land uses in the area.

The remainder of the comment states an opinion that the project will destroy the quality of life and small town atmosphere, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 75-2

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.

Response to Comment No. 75-2

The page referenced in the comment is actually from Section VI., Alternatives to the Proposed Project, of the Draft EIR, and not from the traffic section itself. Traffic impacts of the proposed project are analyzed in Section IV.N. of the Draft EIR. Concluded therein, with implementation of the provided mitigation measures, all project impacts would be less than significant.

Comment No. 75-3

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.

Response to Comment No. 75-3

The page referenced in the comment is actually from Section VI., Alternatives to the Proposed Project, of the Draft EIR, and not from the noise section itself. Noise analysis has been provided in Section IV.K. of the Draft EIR. See also Response to Comment 34-1 for a discussion of project impacts with respect to noise.

Comment No. 75-4

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 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"?

Response to Comment No. 75-4

Impacts of the proposed project on crime are analyzed in Section IV.M.2. of the Draft EIR. Concluded therein, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

See Response to Comment 75-1 regarding the availability of alcohol and tobacco.

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12).

A condition of approval has been added to the project prohibiting overnight parking, in accordance with the City's Municipal Code.

The statement to which the comment refers (from Draft EIR page VI-6) is from the Draft EIR section entitled "Alternatives to the Proposed Project." This statement does not refer to the proposed project, but to the "No Project Alternative." The No Project Alternative analyzes the condition in which no development would occur on the project site. Page IV.M-9 of the Draft EIR states that due to the currently undeveloped condition of the project site, the proposed project would result in an increase in demand for police protection services on the project site.

Comment No. 75-5

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.

Response to Comment No. 75-5

The Draft EIR provided analysis of solid waste in the Utilities section of the Draft EIR (Section IV.O.3, Utilities, Solid Waste). The remainder of the comment opines about trash blown into local fields providing an eyesore and potential environmental health hazards, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR.

Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 75-6

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

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.

Response to Comment No. 75-6

See Response to Comment 22-1 regarding blight and impacts to small businesses in the community.

See Response to Comment 60-1 regarding existing vacant buildings in the community.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 76

Bob Curry
4757 West Avenue K-12
Lancaster, CA

Comment No. 76-1

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.

Response to Comment No. 76-1

This comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-2

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.

Response to Comment No. 76-2

Appendix D to this Final EIR shows the effects of the project with existing plus ambient growth only. As can be seen from this table, without the addition of the related projects, the number significant traffic impacts would be reduced. The proposed mitigation in the traffic study reduces these impacts to a level of insignificance as defined by the City of Lancaster and required under CEQA.

Comment No. 76-3

For example, look at the 60th and Ave L intersection weekend data set:

Data from Tables 7, 10, 11, 15

60th 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) 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.

Response to Comment No. 76-3

Significant traffic impacts are identified by the City of Lancaster for intersections at LOS E or F which have a greater than 2% increase in traffic. Mitigation is required to reduce the impacts to LOS D or better to less than a 2% increase. This is achieved as noted in the calculations included in Appendix D to this Final EIR.

Comment No. 76-4

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.

Response to Comment No. 76-4

The traffic study and Draft EIR assume a worst-case scenario which would be ultimate development and operation of the proposed project and all of the related projects. The related projects incorporated in the “without project” conditions worsen roadway conditions such that significant impacts are identified where there may not have been impacts if the other projects were in place. The future conditions do not incorporate traffic improvements implemented by other projects and increase the LOS so that significant impacts are more likely to be identified than if the LOS stays low. This is demonstrated in the calculations contained in Appendix D to this Final EIR when “Existing + Ambient + Project” and “Future with Project” significant impacts are compared.

Comment No. 76-5

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 Lowes stores as a fait accompli, the DEIR shows contempt for the rights of the community to influence future development.

Response to Comment No. 76-5

The traffic study and Draft EIR are prepared under the assumption of a worst-case scenario in which all of the related projects and the proposed project are built. The traffic study evaluates potential traffic conditions without and with the project. The without project conditions evaluate all currently envisioned projects (whether ever approved or not) to evaluate worst-case traffic conditions. The traffic study and the Draft EIR do not influence the approval of any project. Pursuant to CEQA Guidelines Section 15121, an EIR is an informational document in which its purpose is to inform public agency decision makers and the public generally of the significant environmental effect of a project, and identify mitigation measures and alternatives that minimize or eliminate those effects. The public agencies consider the information in the EIR along with other information (i.e., traffic study, geotechnical study, economic impact study, etc.), which is presented to the agency and decision makers. An EIR and related documents provide data and information so the decision makers can make an informed decision (approval, denial, or modification) on the project. The Final EIR includes community input and comment that is included for the decision makers to make an informed decision.

Comment No. 76-6**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.

Response to Comment No. 76-6

The calculations requested are presented in Appendix D to this Final EIR. Based upon CEQA standards, the traffic impacts based on these new calculations are all mitigated to a less than significant level.

Comment No. 76-7

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.

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.

Response to Comment No. 76-7

The comment is correct with respect to the timing of the preparation of the economic impact analysis relative to significant changes in the national, state and regional economies. A revised economic impact analysis was prepared in June 2009 (and is included in Appendix B to this Final EIR) to account for these changes in background conditions, among others. But because 2012 is the project's expected first full year of operation, the basic conclusions of the "urban decay" analysis in the Draft EIR remain unchanged.

Comment No. 76-8

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.

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.

Response to Comment No. 76-8

See Response to Comment 76-7 above. The revised economic impact analysis utilizes the authoritative UCLA Anderson School economic forecast for the nation and State of California as the basis for projecting changes in market circumstances through 2011, by which time economic conditions are expected to stabilize.

Comment No. 76-9

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.

Response to Comment No. 76-9

The comment expresses an opinion about corporate development motivations, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-10

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.

Response to Comment No. 76-10

The comment provides the commenter's opinion but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-11

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.

Response to Comment No. 76-11

The revised economic impact analysis (June 2009, contained in Appendix B to this Final EIR) includes additional discussion about the Quartz Hill shopping district, and why no "urban decay" impacts on that district are reasonably foreseeable as a result of the project. The additional analysis notes, for example that these businesses offer goods and services that are substantially different from those planned for the project, though there could be limited overlap, depending on the project's specific retail or service businesses when the project is fully leased. Moreover, the district has no dominant business or group of stores that anchors it and is similar to the project. Therefore, any limited competition between the project and any individual store(s) in the district would not have an impact on the district so severe that it could foreseeably lead to "urban decay" within the meaning of CEQA.

Comment No. 76-12

Proposed Mitigation:

Re-evaluate the Appendix L analysis with the inclusion of the existing retail stores in Quartz Hill.

Indicate which small businesses will receive competition from the proposed project and what number of lost jobs can be expected.

Response to Comment No. 76-12

See Response to Comment 76-11 and pages 9 and 60 of the revised economic study, where potential urban decay impacts on the Quartz Hill shopping district are discussed.

Comment No. 76-13

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.

Response to Comment No. 76-13

As stated on Draft EIR page IV.D-20, the development of the proposed commercial use on the project site would serve to reduce vehicle emissions in the City by providing retail facilities to serve the local community. In addition, the proposed project would also serve to generate employment opportunities for the local area. The proposed project is a large commercial/retail development which could serve to decrease the distance City residents would have to travel for consumer goods. This in turn would reduce the trip lengths residents would need to travel and the emissions associated with those vehicle trips. Thus, development of the proposed project would not conflict with or obstruct implementation of the 2004 *Ozone Attainment Plan* (the applicable air quality plan for the AVAQMD).

However, it is acknowledged in the Draft EIR (Section IV.D.) that development of the proposed project would result in increased emissions from the project site when compared to existing conditions, and would result in a significant and unavoidable impact with respect to daily PM₁₀ and PM_{2.5} emissions and mass annual CO and PM₁₀ emissions.

Comment No. 76-14

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.

Response to Comment No. 76-14

The Draft EIR in Section IV.D. provides an analysis of adding emissions from an additional facility (i.e. the proposed project). See also Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. 76-15

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".

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.

Response to Comment No. 76-15

This comment is correct that the proposed project will increase the greenhouse gas emissions, as discussed in Section IV.D. of the Draft EIR.

Comment No. 76-16

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.

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)

Response to Comment No. 76-16

Mitigation Measure D-15 states that the project shall follow the guidelines and recommendations outlined by AB32 and the 2006 CAT Report Strategies.

These strategies are specifically identified and addressed in the Draft EIR as to which are applicable and/or consistent with the current project design, as well as which further strategies can be implemented into the project. In addition to the CAT and AB32 strategies, the project implements measures which would add to the reduction of green house gas emissions. These measures include a “daylighting” system featuring skylights, electronic dimming ballasts and computer controlled daylight sensors, utilization of efficient lamps and ballasts; high efficiency packaged HVAC units; heat recapture systems; “cool roof technology”; and the use of recycled materials in construction, including use of nearly 100 percent recycled structural steel for the Walmart building.

While the project may generate some GHG emissions, the overall project site and structures are designed so as to minimize any such emissions in accordance with current State recommendations.

The remainder of the comment provides the commenter’s opinion but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-17

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.

Response to Comment No. 76-17

These strategies are specifically identified and addressed in the Draft EIR as to which are applicable and/or consistent with the current project design, as well as which further strategies can be implemented into the project. In addition to the CAT and AB32 strategies, the project implements measures which would add to the reduction of green house gas emissions. These measures include a “daylighting” system featuring skylights, electronic dimming ballasts and computer controlled daylight sensors, utilization of efficient lamps and ballasts; high efficiency packaged HVAC units; heat recapture systems; “cool roof

technology”; and the use of recycled materials in construction, including use of nearly 100 percent recycled structural steel for the Walmart building.

While the project may generate some GHG emissions, the overall project site and structures are designed so as to minimize any such emissions in accordance with current State recommendations.

The remainder of the comment provides the commenter’s opinion but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-18

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.

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.

Response to Comment No. 76-18

Project impacts with respect to pervious and impervious surfaces were analyzed on Draft EIR page IV.I-5. The proposed project would develop the project site with pervious and impervious surfaces including structures, paved areas, and landscaping. As such, the proposed development on the project site would reduce the rate of erosion on the project site. Nonetheless, if not properly designed and constructed, the proposed development could increase the rate of urban pollutant introduction into storm water system. While some infiltration through landscape areas would occur, the project site would primarily rely on the implementation of treatment control BMPs to control storm water runoff contamination.

Project impacts with respect to flooding are analyzed on Draft EIR page IV.I-7. As stated therein, the project site, as well as much of the City of Lancaster, is located in an area susceptible to flooding. However, under the proposed project, most runoff from the project site would be collected by drainage

improvements which would then direct rainfall to the storm drain system, which would reduce the project site's contribution to the street flooding that occurs in the project area.

Project impacts with respect to drainage are analyzed on Draft EIR page IV.I-6. As stated therein, the project applicant would be required to construct a 60-inch storm drain along the site in Avenue L. This improvement would ensure that development of the proposed project would not redirect drainage patterns in a manner that would cause flooding or erosion elsewhere. In addition, detailed plans for the project site would be submitted to the City as part of the development plan approval process prior to issuance of building and grading permits.

Comment No. 76-19

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.

Response to Comment No. 76-19

A comprehensive hydrology study was prepared for the project site (included as Appendix I to the Draft EIR) and is incorporated into Draft EIR Section IV.I. See also Response to Comment 76-18 regarding the project impacts with respect to flooding and drainage.

Comment No. 76-20

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 PM_{2.5}) 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 rezone the property.

Response to Comment No. 76-20

The comment reiterates the significant and unavoidable operational air quality impacts with respect to daily emissions of PM₁₀ and PM_{2.5}, and provides the opinion that it is unacceptable that the impacts

remain significant and unavoidable. Further, as shown in Draft EIR Table IV.D-8, the proposed project would also result in a significant and unavoidable impact with respect to mass annual emissions of CO and PM₁₀. This comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-21

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.

Response to Comment No. 76-21

Pursuant to CEQA Guidelines Section 15121, the EIR must identify possible ways to minimize significant effects, which can be in the form of mitigation measures and/or through a reasonable range of alternatives. Mitigation measures are provided in Section IV.D., Air Quality, of the Draft EIR; however, the measures do not minimize significant effects to less than significant. The Draft EIR provided a reasonable range of alternatives in which the purpose is to minimize or eliminate such significant effects.

Comment No. 76-22

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.

Response to Comment No. 76-22

The year 2012 is the anticipated future date in which the proposed project could be built and in operation. This future date also anticipates that all 82 related projects could be built and in operation, thus providing a worst-case scenario for environmental conditions, such as traffic and the air emissions from the vehicles associated with the proposed project and the related projects.

Comment No. 76-23

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)

Response to Comment No. 76-23

See Response to Comment 76-22.

Comment No. 76-24

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.

Response to Comment No. 76-24

Thresholds of significance by which to analyze air quality impacts relative to the project are provided on pages IV.D-17 through IV.D-19 of the Draft EIR. As stated on page IV.D-26, future CO concentrations near the study intersections would not exceed national or state ambient air quality standards. Therefore, CO hotspots would not occur near these intersections in the future with operation of the proposed project, and impacts would be less than significant.

Comment No. 76-25

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.

Response to Comment No. 76-25

See Response to Comment 76-24.

Comment No. 76-26

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.

Response to Comment No. 76-26

The Draft EIR analyzed land use in Section IV.J, Land Use Planning, and the potential aesthetic and visual impacts of the proposed project in Section IV.B, Aesthetics. After taking into consideration the proposed elevations and surrounding features, the Draft EIR concluded that the impact from the project would not be significant.

The comment provides the commenter's disagreement with the conclusion reached regarding the visual character of the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, with the exception of disagreeing with the conclusion. In addition, property values are not protected under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-27

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.

Response to Comment No. 76-27

The comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-28

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.

Response to Comment No. 76-28

The comment provides the commenter's opinion regarding aesthetic analysis and proposes a different conclusion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. The comment provides the commenter's opinion that the project should be re-designed. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 76-29

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 1-14 Freeway, the effects of truck travel between the freeway and the proposed development site must be analyzed.

Response to Comment No. 76-29

Vehicular traffic identified in the traffic study includes a mix of passenger vehicles and delivery services. The national trip generation rates do not distinguish between types of vehicles. In projects where there is a large influx of trucks, such as a distribution center or refuse center, the effects of the truck trips are evaluated separately. The proposed project will have delivery services accommodated on site and will be a small percentage of the trips to and from the site. Typically, these types of services are attempted during off-peak traffic commuter hours for efficiency in operation of the deliveries. However, having some mixed in the traffic flow is not anticipated to create any changes to the traffic conclusions presented.

Comment No. 76-30

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.

Response to Comment No. 76-30

Truck trips are represented in the mixed flow traffic evaluated in the traffic study. Truck trips away from the area of the site are dispersed to/from their destination points and are not anticipated to be the bulk of the trips created by the project or influence the outcome of the analysis.

Comment No. 76-31

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**

Prepared for:

Planning Department
City of Lancaster
44933 Fern Avenue
Lancaster, CA 93534

Prepared in association with
Whitney & Whitney, Inc.

March 2008

Response to Comment No. 76-31

The economic study has been updated. See Appendix B to this Final EIR for the revised study.

See Response to Comment 67-1 regarding the date of the economic study.

LETTER NO. 77

Gary and Cindi Dickerson
cindidickerson@hotmail.com
Quartz Hill

Comment No. 77-1

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.

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.

Response to Comment No. 77-1

See Response to Comment 34-1 regarding project impacts with respect to noise.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 77-2

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.

Response to Comment No. 77-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 21-1, 21-2, and 33-3 regarding safety impacts of placing the proposed project next to Quartz Hill High School.

The remainder of this comment provides the commenter's opinion, but does not state a specific concern regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a

response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 77-3

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?

Response to Comment No. 77-3

This comment provides the commenter's opinion, but does not state a specific concern regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 77-4

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.

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.

Response to Comment No. 77-4

See Response to Comment 17-1 regarding crime.

See Response to Comment 24-7 regarding project impacts with respect to pollution.

The remainder of this comment provides the commenter's opinion, but does not state a specific concern regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 78

John Dougherty
42845 Elena St.
Lancaster, CA 93536

Comment No. 78-1

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.

Please move it out to 70th and L. JUST NOT NEAR OUR SCHOOL!

Response to Comment No. 78-1

The first portion of the comment states a general opposition to the project, but does not state a specific concern or question regarding the adequacy of analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this portion of the comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The Draft EIR analyzed the proposed land uses for the project in Section IV.J, Land Use Planning, including the consistency of the proposed uses with the surrounding land uses.

The remainder of the comment asks that the project be moved to 70th Street and Avenue L, and not near Quartz Hill High School. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. The location provided in this comment was not studied. As the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. The reader is also referred to Response to Comment 42-2 regarding an alternative location at Avenue L and 70th St.

Further, for a discussion of the safety of placing the proposed project near Quartz Hill High School, please see the Response to Comment 33-3.

LETTER NO. 79

Tammany Fields

tammanykfields@hotmail.com**Comment No. 79-1**

Re: Eir here is a perfect example and one that wasn't addressd in the EIR. ABC did a storty 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.

Response to Comment No. 79-1

California Public Resources Code Section 21000 et seq., requires that an EIR analyze potentially significant changes in the physical condition of the area affected by the project.

See Response to Comment 3-3 regarding obesity. This comment does not state a specific concern or question regarding the adequacy of the analysis of environment impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 80

Channa Gardner
42846 59th St. W
Lancaster, CA 93536

Comment No. 80-1

I am writing this notice of refute to oppose the commercial re-zoning for three projects at the locations of 60th street Wand Ave L (NW and SE corners) and 60th Street Wand 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.

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:

Response to Comment No. 80-1

The comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 80-2

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?

Response to Comment No. 80-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts of the proposed project would be less than significant with implementation of the identified mitigation measures, including the signalization of some intersections.

The comment also states the commenter's opinion that signalizing the entrance to the commenter's housing tract will cause people to drive around the commenter's neighborhood when trying to leave the

proposed project. This comment is an opinion of the commenter and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 80-3

2. INCREASE CRIME in our area. Walmart is open 24 hours. 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.

Response to Comment No. 80-3

See Response to Comment 17-1 regarding project impacts with respect to crime.

Comment No. 80-4

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?

Response to Comment No. 80-4

See Response to Comment 21-1, 21-2, and 33-3 regarding the safety of placing the project near a school. See also Response to Comment 17-1 with respect to crime.

The remainder of the comment provides the commenter's opinion of what will happen, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 80-5

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?

Response to Comment No. 80-5

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 80-6

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.

Response to Comment No. 80-6

The comment inquires about property taxes, which are not considered an environmental issue protected under CEQA. As such, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 80-7

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?

Response to Comment No. 80-7

See Response to Comment 34-1 regarding project impacts with respect to noise.

Comment No. 80-8

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.

Response to Comment No. 80-8

See Response to Comment 22-1 regarding project impacts to small businesses in the community.

The remainder of the comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 81

Heidi Gesirlech
14355 Joshua Tree Drive
Elizabeth Lake, CA 93532

Comment No. 81-1

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.

Response to Comment No. 81-1

This comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 81-2

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.

Thank you for your attention. I would like these concerns addressed prior to any decisions being made.

Response to Comment No. 81-2

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 17-1 regarding crime.

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As discussed in this section, all impacts would be less than significant.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 82

Richard Hecker
gr8birds@qnet.com

Comment No. 82-1

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.

Response to Comment No. 82-1

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 82-2

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.

Response to Comment No. 82-2

The traffic mitigation measures provided in Section IV.N. of the Draft EIR often require a "fair share contribution" in order to mitigate a specific project impact. The reason that the mitigation is shared is that the project does not create the entire impact, and therefore, a specific improvement may be shared by multiple projects that when taken together create an impact. In addition, the entire impact that the improvements are designed to mitigate will not be created until the related projects are also constructed. When these related projects are constructed, they will be conditioned to either install the improvement or to pay their fair share contribution.

Comment No. 82-3

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.

Response to Comment No. 82-3

See Response to Comment 33-10 regarding project impacts with respect to flooding.

Comment No. 82-4

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.

Response to Comment No. 82-4

The data to support the conclusion for the delineation of PMA and SMA for the proposed project is contained in the economic study (Appendix L to the Draft EIR, Appendix B to this Final EIR for the revised study).

LETTER NO. 83

Roy Henstrand
P.O. Box 3312
Quartz Hill, CA 93586

Comment No. 83-1

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(t)(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 then a comparable retail store (in this case Lancaster Target).

Response to Comment No. 83-1

This comment provides crime statistics for the existing Wal-Mart stores in Lancaster, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 83-2

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 then 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 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.

Response to Comment No. 83-2

The comment states that there is risk associated with placing a Wal-Mart store next to Quartz Hill High School. However, according to the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools (see Comment Letter No. 12). See also Response to Comment 33-3.

The comment also states that the Wal-Mart store should be placed further north, possibly across from the prison, but does not provide a specific alternative location. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. Without a specific location identified, a more detailed response cannot be provided. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 83-3

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 1-49)" 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 await 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.

Response to Comment No. 83-3

As stated on page IV.M-9 of the Draft EIR, an increase in demand for police protection services is anticipated as a result of the proposed project. The juxtaposition of the proposed project near sensitive uses such as residences and schools could potentially result in additional crime to the area. Therefore, the number of requests for assistance for police response to retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to increase with the greater onsite activity and increased traffic on adjacent streets and arterials. However, while the number

of calls is expected to increase, such calls are typical of problems experienced in existing commercial and residential neighborhood in the project area and the City of Lancaster in general, and do not represent unique law enforcement issues specific to the proposed project.

The EIR analyzed police services in Section IV.M.2, Police, of the EIR. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

See also Comment Letter No. 12 and Responses to Comments 17-1 and 21-2.

Comment No. 83-4

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.

Response to Comment No. 83-4

See Responses to Comments 83-2 and 83-3.

Comment No. 83-5

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 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.

Response to Comment No. 83-5

See Responses to Comments 83-2 and 83-3. See also Response to Comment 17-1 and Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

LETTER NO. 84

Theresa Lea
4582 W. L-10
Quartz Hill, CA 93536

Comment No. 84-1

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.

Response to Comment No. 84-1

Information about the Antelope Valley Integrated Regional Water Management Plan (IRWMP) has been added to Section III, Additions and Corrections, of this Final EIR. The IRWMP was prepared in 2007.

See Response to Comment 47-1 regarding availability of water for the proposed project. The remainder of the comment provides information about other uses in the Lancaster area that don't have sufficient water available, but as discussed in Response to Comment 47-1, sufficient water would be available to serve the proposed project.

In addition, as discussed on page IV.M-4 of the Draft EIR the Waterworks Division of the Los Angeles County Department of Public Works would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary.

Comment No. 84-2

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.

Response to Comment No. 84-2

The proposed project would generate full and part time employment for approximately 927 persons (Draft EIR, page IV.L-3). The remainder of the comment states opinions about the kinds of jobs Wal-Mart offers, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 84-3

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!

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?

Response to Comment No. 84-3

See Response to Comment 22-1 regarding project impacts to small businesses in the community.

See Response to Comment 60-1 regarding existing vacant buildings in the community.

Project impacts with respect to land use were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. As stated on page IV.J-6, as the project site is situated at the northwest corner of 60th Street West and Avenue L, both of which are arterial streets, it would not physically divide an established community.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. All project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 17-1 and 21-2 regarding project impacts with respect to crime.

See Response to Comment 24-7 regarding pollution.

See Response to Comment 33-3 regarding the safety of placing a Wal-Mart store near schools. See also Response to Comment 24-11 regarding the availability of alcohol and tobacco.

LETTER NO. 85

Janelle Smith
4833 West Avenue K 8
Lancaster, CA 93536

Comment No. 85-1

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.

Response to Comment No. 85-1

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-2

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.

Response to Comment No. 85-2

The Antelope Valley Air Quality Management District (AVAQMD) maintains jurisdiction over the western portion of the Mojave Desert Air Basin (MDAB) in which Lancaster is located. The AVAQMD monitors air quality in the MDAB and performs this task with monitoring stations throughout the MDAB. As stated on Draft EIR, page IV.D-5, the Division Street monitoring station is the closest station and is located approximately six miles from the project site.

The error messages found in the Draft EIR have been corrected in Section III., Additions and Corrections of this Final EIR.

Comment No. 85-3

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?

Response to Comment No. 85-3

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12).

Comment No. 85-4

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.

It also does not address concerns about the amount of pollution that a shopping center with almost 2,000 parking spaces will generate.

Response to Comment No. 85-4

Project impacts with respect to emissions of VOC are analyzed in the Draft EIR, pages IV.D-20 through IV.D-23. As stated on page IV.D-23, VOC emissions would exceed the AVAQMD thresholds. However, with implementation of Mitigation Measures D-1 through D-10, which reflect the requirements under AVAQMD Rule 403, and Mitigation Measures D-11 through D-13, the construction emissions associated with the proposed project would be reduced to a less than significant level.

Section IV.D., Air Quality, of the Draft EIR addresses the amount of pollution and impacts to air quality as a result of the proposed project.

Comment No. 85-5

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.**"

Please. A 41'6" Walmart façade 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?

Response to Comment No. 85-5

The comment provides the commenter's opinion that the project would not present a desirable image for the area. However, as stated on Draft EIR page IV.B-6, the conclusion about visual quality and character

is highly subjective and parties may disagree. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-6

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..."

This conveniently neglects the Tehachapi Mountains completely. They present a lovely view from the front of the school.

Response to Comment No. 85-6

The Tehachapi Mountains have been added to this discussion. See Section III., Additions and Corrections, of this Final EIR.

Comment No. 85-7

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 lead 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."

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.

Response to Comment No. 85-7

The comment reiterates conclusions from the economic study prepared for the Draft EIR in November 2008 based on an oversupply of Drug Store/Pharmacy space. Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report, contained as Appendix B to this Final EIR, found that while there could be a serious oversupply of drug store/pharmacy space in the proposed project's PMA if the proposed project and the Lane Ranch project open as currently scheduled, this oversupply is not likely to create conditions at any of the specific locations studied that would likely lead to significant urban decay. The four major drug store chains with stores in the PMA identified above are all capable of holding on to their market shares for the long term, due both to their brand strengths and to their respective geographic positioning. However, it is also very possible that the sales achieved per square foot at these stores may fall below the standard threshold utilized in this analysis for determining supportable drug store space. Thus, impacts related to the proposed project's Food Store Space and Drug Store/Pharmacy space would be less than significant.

Comment No. 85-8

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. 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.

Response to Comment No. 85-8

This comment provides the commenter's opinion regarding their objection to the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-9

7. From the Draft EIR: "...would provide full and parttime employment for approximately 927 persons."

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.

Response to Comment No. 85-9

This comment provides the commenter's opinion regarding the number of anticipated people who could be employed at the proposed retail center, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-10

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."

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.

Response to Comment No. 85-10

The comment states the commenter's opinion that the proposed project is not consistent with General Plan policy 19.1.1. Conceptual architectural design and site planning has been proposed for the project and would be subject to approval by the Planning Commission. All site design and architecture proposed will be reviewed and approved by the City of Lancaster Planning Department. The site design and architecture proposed and discussed in detail in Section IV.B. Aesthetics of the Draft EIR is consistent with surrounding uses. In addition, the proposed project has been designed to be compatible with the surrounding community and the physical attributes of the proposed project have been designed in a style complementary to the surrounding community. Further, the project would be available for pedestrian use as it is located near existing residential uses.

Comment No. 85-11

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.

Response to Comment No. 85-11

Proposed as part of the intersection improvements, cross-walk improvements will be incorporated into the project site.

Discussions of bicycle and pedestrian traffic are not issues protected under CEQA, and as such, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-12

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?

Response to Comment No. 85-12

No such restrictions are proposed. The westerly driveway (mid driveway for the project) is proposed to be signalized and will include a school driveway.

Comment No. 85-13

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 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.

Response to Comment No. 85-13

Per AASHTO, lane widths of 9 to 12 feet are generally used. The requirements noted are for most high-type highways. While wider lanes are desirable, they can encourage increased speeds. Many cities, including the City of Lancaster, have developed local standards that require a minimum of 11 feet on a city street of the regional and major arterial designation. See Typical Cross Sections in the Lancaster General Plan 2030 Figure 6-2.

Comment No. 85-14

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.

Response to Comment No. 85-14

The comment about where students will park does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-15

Also, while a minor point, it appears as though there should be two ramps at each corner, not just one, as currently depicted.

Response to Comment No. 85-15

The number of ramps will be subject to approval by the decision-makers. Therefore, this comment is acknowledged for the record and has been forwarded to the decision makers bodies for their review and consideration.

Comment No. 85-16

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?

Response to Comment No. 85-16

A condition of approval has been added to the proposed project prohibiting overnight camping in accordance with the City of Lancaster's Municipal Code.

Nevertheless, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-17

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.

Response to Comment No. 85-17

Peak conditions in the afternoon for the school are typically 20 minutes to half an hour in duration and do not coincide with peak conditions of the shopping center. The focus of the school hours would not create the highest traffic volumes to evaluate worst-case traffic conditions. The combination of the peak commuter hours and peak shopping center trips creates the most potential significant traffic impact and is the appropriate, and most conservative, time period to evaluate.

Comment No. 85-18

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.

Response to Comment No. 85-18

Traffic impacts and related mitigation measures were fully analyzed in Section IV.N, Transportation/Traffic, of the Draft EIR.

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 85-19

12. Draft EIR, section 18.2.1: "Encourage appropriate infill development." This is not infill development. It is the opposite.

Response to Comment No. 85-19

The proposed project could be considered suburban infill development as it would develop that land that is currently vacant while some parcels around the project site are being developed.

Comment No. 85-20

13. And how about selling alcohol, tobacco, and ammunition 1,000 feet from a school?

Response to Comment No. 85-20

The fact that the project proposes to sell alcohol, tobacco, and ammunition is not considered an environmental issue under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

Comment No. 85-21

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.

Response to Comment No. 85-21

See Responses to Comments 21-1, 21-2, and 33-3 regarding student safety.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

See Responses to Comments 31-4 and 33-10 regarding project impacts with respect to lighting.

See Response to Comment 17-1 regarding crime.

See Response to Comment 21-1 regarding truancy.

See Response to Comment 33-10 regarding project impacts with respect to flooding.

The remainder of the comment (regarding real estate values, sense of community, trash, and quality of life) does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 86

Alexis Upton-Knittle
Lloyd J. Cook
auk9@earthlink.net

Comment No. 86-1

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.

Response to Comment No. 86-1

See Response to Comment 24-7 regarding project impacts with respect to air pollution.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

Comment No. 86-2

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.

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.

Response to Comment No. 86-2

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality, including health effects. See also pages IV.D-9 through IV.D-12 of the Draft EIR for a discussion of health effects of air pollutants.

Comment No. 86-3

While there are many questionable conclusions drawn by the DEIR, I will refer to one other which has to do with flood waters. The prepared 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.

Response to Comment No. 86-3

See Response to Comment 33-10 for a discussion of project impacts with respect to flooding and drainage.

LETTER NO. 87

Robert and Nancy Vatcher
Vatcher0905@aol.com

Comment No. 87-1

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.

Response to Comment No. 87-1

See Response to Comment 24-7 regarding project impacts with respect to air quality.

See Response to Comment 34-1 regarding project impacts with respect to noise.

See Responses to Comments 31-4 and 33-10 regarding impacts with respect to lighting.

Comment No. 87-2

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.

Response to Comment No. 87-2

As stated on page IV.B-6 of the Draft EIR, the proposed project would materially change the visual character of the site from an undeveloped site to a built environment with retail structures and surface parking. The proposed development would employ multiple architectural elements and details in the design to provide interest to the anchor and sub-major buildings. Landscaping, including ornamental trees, shrubs and groundcover would be provided in the landscape setbacks all around the perimeter of the project site. Further, ornamental trees and plantings would be provided around all of the new structures and throughout the common parking area. This landscaping would serve to soften the appearance of the parking lot.

See Responses to Comments 31-4 and 33-10 regarding nighttime lighting.

See Response to Comment 34-1 regarding project impacts with respect to noise (including noise from delivery trucks, as well as from general vehicular traffic).

See Responses to Comments 24-7 and 46-1 regarding project impacts with respect to air quality.

Comment No. 87-3

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!

Response to Comment No. 87-3

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 88

Amy Vincent

amy.vincent@hotmail.com

Comment No. 88-1

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.

Response to Comment No. 88-1

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts, including those at 60th Street West and Avenue L, would be less than significant with implementation of the identified mitigation measures.

Comment No. 88-2

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]

Response to Comment No. 88-2

See Response to Comment 17-1 regarding crime.

See Response to Comment 88-1 regarding project impacts with respect to traffic.

Home prices are not considered environmental issues under CEQA, and therefore a response is not required. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Response to Comment 22-1 regarding project impacts to small businesses in the community.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 88-3

There are so many vacant stores in the AV why do they need to build new buildings- focus on bringing in new businesses to fill the empty buildings.

Response to Comment No. 88-3

See Response to Comment 60-1 regarding existing vacant buildings in the community.

Comment No. 88-4**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]

Response to Comment No. 88-4

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 88-5**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.]

Response to Comment No. 88-5

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 88-6

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.

Response to Comment No. 88-6

The comment provides the commenter's opinion about Wal-Mart, and opines that the project should be built by the prison, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 89

Patricia O. Williams
6060 Ryans Place
Lancaster, CA 93536

Comment No. 89-1

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.

Response to Comment No. 89-1

Property values are not considered environmental issues under CEQA, and therefore a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

CEQA Guidelines Section 15087 provides that Notice of Availability of the Draft EIR may be accomplished by one of the following methods:

- (1) Publication, at least one time, in a newspaper of general circulation in the area affected by the proposed project;
- (2) Posting of notice by the public agency on and off the site in the area where the project is to be located; or
- (3) Direct mailing to the owners and occupants of property contiguous to the parcel or parcels on which the project is located.

Notice of availability of the Draft EIR for the proposed project was provided in accordance with both (1) and (3) above. The notice of availability was published in the AV Press on January 11, 2009. The notice was mailed to property owners within a 500 foot radius of the project site, as is standard practice per the Municipal Code. The notice was also mailed to all individuals who asked to be included on the mailing list and the Draft EIR was posted on the City's website.

Comment No. 89-2

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.

Response to Comment No. 89-2

See Response to Comment 33-1 regarding project impacts with respect to rezoning the project site.

The remainder of the comment is about property values. Property values are not considered environmental issues under CEQA, and therefore a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 89-3

The rationale 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.

Response to Comment No. 89-3

See Response to Comment 22-1 regarding blight and project impacts to small businesses in the community.

See Response to Comment 60-1 regarding existing vacant buildings in the community.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 89-4

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.

Response to Comment No. 89-4

See Response to Comment 17-1 regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 89-5

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.**

Response to Comment No. 89-5

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 89-6

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.

Response to Comment No. 89-6

See Response to Comment 89-2 regarding property values.

See Response to Comment 74-34 regarding odors from the proposed project.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 89-7

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.

Response to Comment No. 89-7

See Response to Comment 89-2 regarding property values.

Comment No. 89-8

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!

Response to Comment No. 89-8

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 90

Richard Hecker
42906 47th Street West
Lancaster, California 93536

Comment No. 90-1

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.

Response to Comment No. 90-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-2

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.

Response to Comment No. 90-2

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-3

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 145 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.

Response to Comment No. 90-3

As stated on page IV.M-4 of the Draft EIR, as provided via written correspondence from the Los Angeles County Fire Department, the overall fire flow requirement for the proposed project is 5,000 gpm from the fire hydrants flowing the a 20 PSI minimum residual pressure.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. 90-4

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.

I am attaching to this letter a list of specific page numbers that exemplify my concerns.

Response to Comment No. 90-4

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. The attached list of concerns is addressed as Comments No. 90-5 through 90-20. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-5

Page I-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?

Response to Comment No. 90-5

All references to the General Plan in the Draft EIR refer to the City of Lancaster 2020 General Plan.

Comment No. 90-6

Page I-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.

Response to Comment No. 90-6

The comment provides the commenter's opinion that mitigation measures may not suffice, but does not state a specific concern or question about the mitigation measures. Data about lumens and/or distance measurements will be provided to the satisfaction of the City of Lancaster once the project has been

approved. Lighting will be required to comply with all applicable local and state regulations, and will necessarily be required to meet the limitations set forth with regard to off-site spillage, shielding, and other mitigation measures set forth in the EIR. To accomplish this, the developer shall be required to submit a Lighting Mitigation Plan for review and approval that incorporates these reduction measures. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-7

Page I-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?

Response to Comment No. 90-7

The comment refers to the summary of the air quality section contained in Section I. Introduction/Summary of the Draft EIR. More elaboration is contained in the actual air quality section, Section IV.D. of the Draft EIR. As stated in Section IV.D., as the project will provide commercial and retail opportunities near existing residences, vehicle miles traveled could be reduced as residents will not have to drive as many miles to reach these sort of uses.

Comment No. 90-8

Page I-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?

Response to Comment No. 90-8

See Response to Comment 64-9 regarding project impacts with respect to odors.

Comment No. 90-9

Page I-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?

Response to Comment No. 90-9

The Draft EIR can only analyze existing conditions at the project site at the time the report is prepared. The Draft EIR analyzed conditions for the project site based upon current site conditions. The chain link fence was installed at the request of the City and upon purchase of the property by the developer so as to assure current site conditions are maintained as well as limit any illegal dumping or other trespass.

Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-10

Page I-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?

Response to Comment No. 90-10

See Response to Comment 74-15 regarding the foundation. The Draft EIR analyzed the foundation for potential historical significance, but found that there were no indications that the foundation was more than 50 years old. The qualifications of the firm that prepared the cultural resources survey (Applied Earthworks, Inc.) is provided as part of the survey, which is contained as Appendix F to the Draft EIR.

Comment No. 90-11

Page I-22 Will I be given a copy of the report documenting the comprehensive geotechnical investigation?

Response to Comment No. 90-11

The geotechnical evaluation prepared for the project site is included as Appendix G to the Draft EIR.

Comment No. 90-12

Page I-25 Has the evaluation of Ninyo & Moore been published? Proper attribution again is lacking. Where is the data?

Response to Comment No. 90-12

See Response to Comment 90-11.

Comment No. 90-13

Page I-30 I would like a copy of the NOI when it is ready.

Response to Comment No. 90-13

This comment is noted and has been forwarded to the decision makers for their review and consideration.

Comment No. 90-14

Page I-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.

Response to Comment No. 90-14

The street sweeping identified as a mitigation measure by the commenter is required during construction of the proposed project to prevent runoff from the site. The project is subject to development of a storm water management plan that will reduce any stormwater runoff once construction has been completed and the project is operational. The project applicant is bound by the City of Lancaster to comply with the required mitigation measures. See Section IV., Mitigation Monitoring and Reporting Program, of this Final EIR for information about the monitoring and enforcement of this mitigation measure.

Comment No. 90-15

Page I-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?

Response to Comment No. 90-15

The comment references a summary of the land use compatibility discussion, of which the entire discussion is provided in Section IV.J., Land Use Planning, of the Draft EIR. Land use compatibility is a subjective determination, and as stated in the Draft EIR, developing residential neighborhoods surrounding the project site would benefit from a commercial project, which includes a Wal-Mart and other retail shops and restaurants. Through its proposed uses and architectural urban form, the proposed project would become fully integrated into the existing streetscape and community.

Comment No. 90-16

Page I-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.

Response to Comment No. 90-16

Noise measurements were analyzed in Section IV.K., Noise, of the Draft EIR, and contained therein, are noise measurements for the intersection of 60th Street West and Avenue L.

Comment No. 90-17

Page I-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.

Response to Comment No. 90-17

The comment echoes information provided in Section IV.L. of the Draft EIR, which states that if the project results in the need for the extension of roads or other infrastructure, the project applicant would be required to implement such upgrades (Draft EIR pages IV.L-2 and IV.L-3). The project shall be subject to the mitigation measures and conditions of approval set forth at the time of approval with regard to road and infrastructure improvements.

Comment No. 90-18

Page I-42 Some statistical information is provide 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.

Response to Comment No. 90-18

As stated on Draft EIR page IV.L-3, the proposed project would provide full and part time employment opportunities for approximately 927 individuals.

Comment No. 90-19

Page I-45 Does not meet the LACFD's requirements. Mitigation measures are questionable. The General Plan calls for infill development to avoid these type of infrastructure problems.

Response to Comment No. 90-19

The Draft EIR analyzed potential impacts related to fire services in Section IV.M.1. The project is required to meet standards for sprinkler systems and fire flow for the project site. The Los Angeles County Department of Public Works (LACDPW) currently provides fire flow for the project site. LACDPW would perform a fire flow study at the time of permit review in order to ascertain whether further water system or site-specific improvements would be necessary.

Comment No. 90-20

Page I-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?

Response to Comment No. 90-20

See Response to Comment 17-1 and also see Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

LETTER NO. 91

Timothy M. May
 May Centers
 23052-H Alicia Parkway, Suite 428
 Mission Viejo, California 92692

Comment No. 91-1

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".

Response to Comment No. 91-1

The referenced "Preliminary Working Draft" headers on the versions of the economic, fiscal and urban decay impact analyses of each project were inadvertently retained at the time the Draft EIR was published, but should have been removed.

Comment No. 91-2

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.

Response to Comment No. 91-2

There is no mathematical error in the per-capita personal income values used in the economic study. See Response to Comment 91-5 for further details on the differences between U.S. Bureau of Economic Analysis ("US BEA") and Claritas income concepts and measurements.

Comment No. 91-3

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.

Response to Comment No. 91-3

The comment concerns alleged differences between aggregate personal income in the market areas surrounding each project using Claritas income data rather than U.S. BEA income data as they concern the "urban decay" analysis. Both Claritas and U.S. BEA were utilized, but for different purposes, as discussed in detail in Appendix C to the economic report. See also Response to Comment 91-5.

Comment No. 91-4

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.**

Response to Comment No. 91-4

The comment concerns alleged differences between aggregate personal income in the market areas surrounding each project using Claritas income data rather than U.S. BEA income data as they concern the "urban decay" analysis. Both Claritas and US BEA were utilized, but for different purposes, as discussed in detail in Appendix C to the economic report. See also Response to Comment 91-5.

Comment No. 91-5

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.

Response to Comment No. 91-5

The comment concerns alleged differences between aggregate personal income in the market areas surrounding each project using Claritas income data rather than U.S. BEA income data, which the commenter states was unfamiliar to him, as they concern the "urban decay" analysis. The reasons that the economic report primarily utilizes the U.S. BEA per capita income values is documented in Appendix C, pages C-3 through C-5. The following summarizes and amplifies the information:

1. "BEA" is an acronym for the United States Bureau of Economic Analysis, an agency of the United States Department of Commerce. The agency is the official source of economic data about the United States economy (please refer to its Website www.bea.gov for more information), including data on U.S. economic regions and counties. BEA's national economic statistics provide a comprehensive view of U.S. production, consumption, investment, exports and imports, and income and saving. These statistics are best known by summary measures such as gross domestic product (GDP), corporate profits, personal income and spending, and personal saving. Estimates for these statistics are published monthly for the U.S. economy and annually for states, metropolitan statistical areas and counties, but with a two-year lag. The 2007 county estimates, which were the latest available at the time the original and revised (June 2009) technical appendices were prepared, were used in the urban decay analyses of the project.
2. As discussed in Appendix C, BEA and Claritas utilize fundamentally different concepts of "personal income," which accounts for the differences noted in several comments in this letter. The U.S. BEA defines "personal income" as the income received by, or on behalf of, all the residents of an area (nation, state, or county) from all sources.¹ It consists of the income received by persons from participation in production, from government and business in the form of

¹ Source: US BEA at <http://www.bea.gov/regional/docs/lapi2007> (accessed June 22, 2009).

transfers, and from government in the form of interest (which is treated like a transfer receipt). “Persons” consist of individuals, nonprofit institutions that primarily serve individuals, private noninsured welfare funds, and private trust funds. The last three categories are referred to as “quasi-individuals.”

Alternatively, personal income can be defined as the sum of wage and salary disbursements, supplements to wages and salaries, proprietors’ income, dividends, interest, and rent, and personal current transfer receipts, less contributions for government social insurance.

Because the personal income of an area represents the income that is received by, or on behalf of, all the persons who live in that area, and because the estimates of the earnings component of personal income is made on a place-of-work basis, state and county personal income includes an adjustment for residence. The residence adjustment represents the net flow of compensation (less contributions for government social insurance) of inter-county commuters.

Personal income does not include realized or unrealized capital gains (or losses). This is because personal income was designed primarily as a measure of income arising from current production. It therefore excludes income that arises from price changes of existing assets (i.e. capital gains or losses). In addition, personal income was designed to analyze long-term macroeconomic trends and business cycles. Capital gains are exceedingly erratic and can overwhelm those trends and cycles.

The county estimates of personal income are designed to be conceptually and statistically consistent with the national estimates of personal income in the National Income and Product Accounts (NIPA). County estimates sum to state totals which, in turn, together with the District of Columbia, sum to a national total which is very similar to the NIPA estimate except for some minor differences in the treatment of U.S. residents working abroad and the income of foreign residents working in the U.S.

In contrast, Claritas utilizes “money income” from decennial data collected by the U.S. Census Bureau. Money income is based on self-reported information on the decennial census long-form and then updated annually at the national level based on household surveys. Money income consists of income in cash and its equivalents before taxes and does not include the value of noncash benefits.² It excludes, but personal income includes, employer contributions for employee pension and insurance funds, lump-sum payments except those received as part of earnings, certain in-kind personal current transfer receipts — such as Medicaid, Medicare, and food stamps — and imputed income. Money income includes, but personal income excludes, personal contributions for government social insurance, income from government employee retirement plans and from private pensions and annuities, and income from regular interpersonal transfers, such as child support. In addition, personal income at the national, state, and local area

² Source: *Alternate Sources of Personal Income*, in David G. Lenze, “State Personal Income, Fourth Quarter of 2007, Annual Estimates for 2007, US Census Bureau, April 2008, available at <http://www.bea.gov/regional/methods.cfm> (accessed June 22, 2009).

levels is presented annually on a per capita (or simple average per person) basis. Money income at the national level is presented annually both on a per capita basis and on a median household basis; median money income for states from the Current Population Survey is presented annually as 2- and 3- year averages.

Claritas reports money income from the 2000 census, which actually refers to household estimates for 1999, and then projects these values for standard and custom geographies into future years using a proprietary adjustment process.

Inasmuch as the U.S. BEA definition is more inclusive of income available for spending, it is updated annually in a way that is transparent and consistent within states and across the U.S., and it is integrated with all other measures of the national economy, it is considered by the consultants who prepared the Draft EIR technical appendices to be a superior data source for purposes of the urban decay analysis.

3. Page C-4, Table C-3 in the economic report shows the relationship between Total Personal Income, Total Retail Sales, and both the US BEA and Claritas income concepts.
4. The Claritas data were used, however, in the demographic analysis as a guide to fine tune the projections for the local market areas, as Clarita's projections provide a way to consider variations between various geographical sub-areas of Los Angeles counties.
5. In the June 2009 updates to the economic, fiscal and urban decay impacts of the project, revised growth trends for total and per-capita personal income, per U.S. BEA, were used to reflect recent changes in economic conditions and the UCLA Anderson Forecast's projections for the State of California through 2011.

Comment No. 91-6

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.

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?"

Response to Comment No. 91-6

Contrary to the comment, no "inflation" or "error" in the computation of household income was made in the urban decay analyses prepared for the Draft EIR. The technical analyses utilize projections of population and per-capita personal income using the U.S. BEA definition, not household income, to define income available for retail purchases.

Comment No. 91-7

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.

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.

Response to Comment No. 91-7

See Response to Comment 91-6.

Comment No. 91-8

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.

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.**

Response to Comment No. 91-8

See Response to Comment 91-6. It should also be noted that the California Department of Finance estimates that the average household size in Lancaster is 3.039 as of January 1, 2009.

Comment No. 91-9

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.

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.

Response to Comment No. 91-9

Contrary to the comment, population growth in Lancaster is not based on the volume of new single-family home construction. It is a function of the difference between births and deaths plus net migration into the city, which can be accommodated in a variety of new and existing dwelling units and other residential facilities. As discussed in Appendix C of the economic report, Claritas was used as the primary data source for the population growth projected to 2012 within the Primary Market Area and Secondary Market Area that were used in the urban decay analysis, in combination with population estimates and projections prepared by the U.S. Census Bureau, U.S. BEA, and the California Department of Finance.

Comment No. 91-10

I have also attached for your review page HE-C-3 from the Lancaster General plan Housing Element-Public Draft-May 1, 2008.

I believe the following statement would be 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.

Response to Comment No. 91-10

See Response to Comment 91-9.

Comment No. 91-11

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.

Response to Comment No. 91-11

The comment expresses an opinion, the basis for which is addressed in Responses to Comments 91-5 and 91-9.

Comment No. 91-12

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.

Response to Comment No. 91-12

The comment proposes an alternative approach to projecting supportable demand for Shopper Goods floor area that is incorrect for the reasons discussed in Responses to Comments 91-5, 91-8 and 91-9.

Comment No. 91-13

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.

Response to Comment No. 91-13

Additional information is unnecessary for the analysis because all of the relevant data were included in the Draft EIR technical reports on economic, fiscal, and urban decay impacts, including total and per-capita income and population growth.

Comment No. 91-14

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.

Response to Comment No. 91-14

The comment proposes an alternate definition of the Primary Trade Area used in the urban decay analysis of the project. The rationale for the definition of the Primary and Secondary Trade Areas is discussed in the economic impact analysis.

Comment No. 91-15

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.

Response to Comment No. 91-15

The comment expresses an opinion about a data source allegedly used by Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 91-16

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.

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.

Response to Comment No. 91-16

The comment expresses a summary of opinion regarding all of the preceding comments, each of which was responded to.

Comment No. 91-17

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.

Response to Comment No. 91-17

The comment includes a suggestion that the urban decay analysis be reviewed by an independent third party. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 91-18

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.

Response to Comment No. 91-18

This comment expresses general opinions about urban decay impacts of the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a specific response other than those related to other comments in the same letter is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

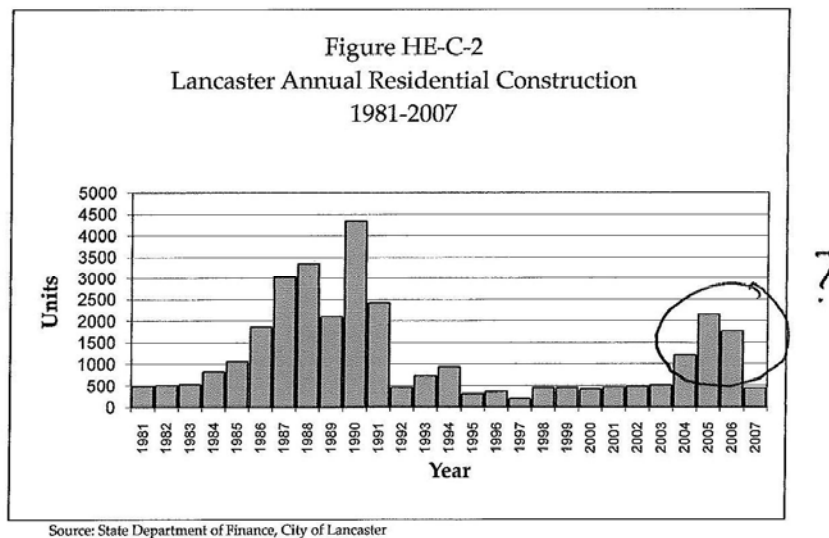
Comment No. 91-19

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.

Response to Comment No. 91-19

See Response to Comment 91-1.

Comment No. 91-20**Response to Comment No. 91-20**

The comment provides a figure of Lancaster residential construction between 1981 and 2007, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 91-21

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
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	

Response to Comment No. 91-21

The comment provides a figure of Lancaster household income, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 92

Michael and Cleo Goss
611 Landau Place
Quartz Hill, CA 93536

Comment No. 92-1

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.

Response to Comment No. 92-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-2

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.

Response to Comment No. 92-2

The comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-3**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.

Response to Comment No. 92-3

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR, and determined that all impacts would be less than significant.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-4

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.

Response to Comment No. 92-4

Truancy is not an environmental issue under CEQA. However, as Comment Letter No. 12 has stated, there are a number of resources that address truancy and the Lancaster Sheriff's Station fields a two-man truancy car that patrols eight hours per day, Monday through Friday. The Sheriff's Department believes that there are sufficient resources available in place that deal with truancy issues. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-5

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?

Response to Comment No. 92-5

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at

any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12).

Comment No. 92-6

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.

Response to Comment No. 92-6

Societal issues such as obesity are not an environmental issues under CEQA and, as such, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-7

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.

Response to Comment No. 92-7

The Draft EIR addressed potential increase in crime and public safety in Section IV.M.2, Police, of the Draft EIR. Further, the Sheriff's Department has indicated (see Comment Letter No. 12, Comment 12-8) that it can handle increased crime associated with both proposed retail centers, should they arise. The Sheriff's Department recently formed special teams to address such activity and the Department has the ability to increase staffing in the area by adding or shifting resources. See also Response to Comment 92-4 regarding truancy. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The recommendation that the project should provide funding for additional truancy officers has been forwarded to the decision makers for their review and consideration of this recommendation as a potential condition of project approval.

Comment No. 92-8

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?

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.

Response to Comment No. 92-8

See Response to Comment 22-1 regarding the character of the neighborhood.

Property values are not considered environmental issues under CEQA and, as such, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-9

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.

Response to Comment No. 92-9

Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards.

Comment No. 92-10

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 DEIR for Lane Ranch.

Response to Comment No. 92-10

This comment addresses the Lane Ranch property and is therefore not applicable to the proposed project and a response is not required. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-11

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.

Response to Comment No. 92-11

As discussed on pages VI-2 and VI-3, a 28.05 acre park was approved as part of Tentative Tract Map 53229 on October 17, 2005. This park is to be located at approximately 65th Street West and Avenue K-8, immediately northwest of the project site, and would consist of picnic areas, open space areas, tot lots, athletic fields, and ball courts. This approved park, in addition to the fact that the City does not own the project site, led to the conclusion that the park alternative was infeasible.

Comment No. 92-12

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.

Response to Comment No. 92-12

The comment states the opinion that the proposed project should be built somewhere else. The Draft EIR (page VI-3) analyzed three alternative locations for the proposed project, but determined that each of the alternative locations would be infeasible for a variety of reasons. The comment does not provide a specific location where the project should be built. Nevertheless, this comment has been forwarded to the decision makers for their review and consideration.

See Response to Comment 92-5 regarding project impacts with respect to nearby schools.

Comment No. 92-13**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.

Response to Comment No. 92-13

As stated in the Draft EIR, pages IV.B-6 and IV.B-7, whether the alteration of the project site would degrade or improve the visual character of the site is a subjective assessment. Project implementation would change the existing character of the site from undeveloped to an urban use with retail buildings and associated parking. However, the City of Lancaster General Plan presently envisions the transformation of the site from the current undeveloped condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. As a result, the project is likely to blend in with the intensifying suburban and urban land uses in the area.

Impacts of the proposed project on crime are analyzed in Section IV.M.2. of the Draft EIR. Concluded therein, the proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

See Response to Comment 34-1 regarding project impacts with respect to noise and traffic.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-14

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.

Response to Comment No. 92-14

No electronic billboards are proposed as part of this project. The size and types of signs allowed on the proposed development would be subject to the conditions of the condition use permit and the development's sign criteria program.

Comment No. 92-15

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 housing 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?

Response to Comment No. 92-15

The comment refers to the related projects discussed in Section III., of the Draft EIR. As stated on page III-7 of the Draft EIR, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are included in the cumulative analysis under each environmental issue area. All projects that are reasonably foreseeable are included, regardless of whether some of the projects are never approved nor built. Analyzing all reasonably foreseeable projects provides the most conservative cumulative impact, and as all related projects are not likely to be constructed, most cumulative impacts are most likely overstated in the Draft EIR. Nevertheless, it is likely that at least some of the related projects will be constructed.

See Response to Comment 60-1 regarding existing vacant buildings.

Comment No. 92-16

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 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 cafe

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 drug store

1 pet store 1 electronics store

1 restaurant 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.

Response to Comment No. 92-16

The comment provides a listing of existing stores in the community to support the commenter's opinion that mores stores are not needed. The comment provides a listing of stores in the project area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-17

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 tires from nails and a bolt. Many other residents as far away as a mile also had flat tires due to nails and one from sheet metal debris. The projects should establish a fund to replace or repair resident's tires that are flattened by construction debris

Response to Comment No. 92-17

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-18

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.
- S. 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%.

Response to Comment No. 92-18

Odors are discussed in Section IV.D. of the Draft EIR. As stated on page IV.D-38, odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the proposed project involves no elements related to these types of activities, no odors are anticipated. Odors related to any potential kitchen use may result. However, these odors would be considered consistent with odors generated in other areas of the City due to existing residents and restaurants and impacts associated with objectionable odors would be less than significant.

Comment No. 92-19

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?

Response to Comment No. 92-19

While construction of the project is projected to last for approximately one year, this includes site preparation, construction of the project buildings, paving the site, and application of architectural coatings. Therefore, the entire project site would not be exposed for the entire construction period. Further, as discussed on Draft EIR pages IV.G-6 and IV.G-7, regulatory measures are required to be implemented during the construction period to minimize water-borne erosion. The proposed project would be required to obtain a grading permit from the Public Works Department, and project construction would be performed in accordance with the Storm Water Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) to prevent all soil from moving off-site due to erosion. Mitigation Measures I-1 through I-3 have also been provided to ensure that impacts with respect to erosion during project construction remain less than significant.

Comment No. 92-20**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.

Response to Comment No. 92-20

The comment regarding the Lane Ranch site does not apply to the proposed project. See Response to Comment 22-1 regarding project impacts with respect to the visual character of the project site.

Comment No. 92-21

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.

Response to Comment No. 92-21

As the project site is located within the City of Lancaster, it is governed by the Lancaster General Plan.

Comment No. 92-22

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, 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.

Response to Comment No. 92-22

As stated on page IV.B-2 of the Draft EIR, physical development in the project area is primarily characterized by residential uses, institutional uses (i.e., churches and schools such as Quartz Hill High School), low-rise commercial/retail uses and undeveloped or vacant land. The project area is also not limited to 60th St. West. This statement does not appear to contradict the statement that the General Plan envisions the transformation of the current rural condition to urban uses, which could mean the development of existing vacant land, giving more of an urban, rather than a rural feel to the area.

Comment No. 92-23

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.

Response to Comment No. 92-23

Based on comments received on the Draft EIR, the economic impact analysis was revised in June 2009 to reflect current market conditions (see Appendix B to this Final EIR). The economic impact analysis was completed to analyze the impact of the project and determine the retail demand for the project. This analysis took into account the available retail space. The study determined that the market would support the additional retail space and would not have an environmental impact.

Comment No. 92-24**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?

Response to Comment No. 92-24

The Antelope Valley Air Quality Management District (AVAQMD) follows the methodology used by the South Coast Air Quality Management District (SCAQMD). For dispersion modeling, the SCAQMD, and therefore also the AVAQMD, follows the model developed by the Bay Area Air Quality Management District. While this methodology was developed in 1996, the model uses 2007 emission values, which are the most recent inventory available.

Comment No. 92-25

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 the Commons project? Does the air quality magically change depending on the side of the street you are standing on?

Response to Comment No. 92-25

The comment is correct that based on Table IV.D-8, the proposed project would result in a significant and unavoidable impact with respect to mass annual emissions of CO and PM₁₀.

The assumption was made that vehicles would travel a maximum of 0.1 miles *within* the project site. This means driving in the parking lot, and does not mean that vehicles would only travel 0.1 miles to reach the project site.

While the commenter is correct that the Lane Ranch project is larger than the proposed project, the localized emission values provided on Table IV.D-9 are based on project traffic generation. As shown in Table IV.N-5, the proposed project would generate 17,076 daily trips, whereas the Lane Ranch project would generate 13,683 daily trips.

Comment No. 92-26

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 area and is likely more polluted than the current air at 60th Street West and Ave. L Ranch property and Commons vacant lot.

Response to Comment No. 92-26

The monitoring station at Division Street is the closest monitoring station to the project site.

Comment No. 92-27

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.

Response to Comment No. 92-27

See Response to Comment 92-24 for a discussion of why the model is not outdated. See also Responses to Comments 74-4 and 74-5 regarding the selection of the traffic peak hours.

Comment No. 92-28

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.

Response to Comment No. 92-28

Vehicular traffic identified in the traffic study (and used to model air quality) includes a mix of passenger vehicles and delivery services. The national trip generation rates do not distinguish between types of vehicles. In projects where there is a large influx of trucks, such as a distribution center or refuse center, the effects of the truck trips are evaluated separately. The proposed project will have delivery services accommodated on site and will be a small percentage of the trips to and from the site. Typically, these types of services are attempted during off-peak traffic commuter hours for efficiency in operation of the deliveries.

In addition, a health risk assessment was prepared for the proposed project and included in Section IV.D., Air Quality, of the Draft EIR to evaluate the impacts of annual average diesel exhaust emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks). Furthermore, impacts with respect to diesel particulate emissions are discussed on Draft EIR pages IV.D-27 and IV.D-28:

A Health Risk Assessment was conducted by Kleinfelder West, Inc. (contained in Appendix D of the Draft EIR) to evaluate the impacts of annual average diesel exhaust emissions from vehicular sources (specifically heavy-duty, diesel delivery trucks). Using an air quality dispersion model, Kleinfelder estimated the potential diesel concentrations generated from the proposed project's operations at nearby sensitive receptors. The inhalation cancer risk at the closest exposed individual resident is 3 in one million and the chronic non-cancer hazard index (HI) at this receptor is <0.01. The inhalation cancer risk and chronic non-cancer HI at the nearest individual worker and the nearest sensitive receptor (students at Quartz Hill High School) were 0.2 in one million and <0.01 respectively.

The AVAQMD CEQA guidelines specify that a project is significant if it exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million; and/or a HI (noncancerous) greater than or equal to 1. The inhalation cancer risk at the maximum exposed sensitive receptor is 3 in a million. This is below the AVAQMD CEQA significance threshold of 10 in a million. The chronic non-cancer HI at the maximum exposed sensitive receptor is <0.01. This is below the AVAQMD CEQA significance threshold of 1.

Comment No. 92-29

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.

Response to Comment No. 92-29

Greenhouse gas impacts and effects were identified and addressed in the air quality analysis included in Section IV.D, Air Quality, of the Draft EIR. The air quality analysis takes into account vehicular traffic and overall emissions anticipated to be generated by the proposed project during both construction and operation.

See Response to Comment 92-28 regarding diesel emissions.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-30

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.

Response to Comment No. 92-30

See Response to Comment 92-27. The air quality analysis followed AVAQMD protocol in analyzing whether or not the project would result in a significant air quality impact.

Comment No. 92-31

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.

Response to Comment No. 92-31

The data that was used for determining CO hotspots was obtained from the October 2008 Traffic Study, which can be found in Appendix K of Volume II of the Appendices for the Draft EIR. As shown in Appendix C (Air Quality Data) of Volume I of the Appendices for the Draft EIR, the turning movements which were included as part of the 2008 Traffic Study are the same ones found in Appendix C. In addition, as shown on the data sheets for Appendix C the CO concentrations for existing and future plus project are the same ones found in Table IV.D-3 Existing (Weekday Localized Carbon Monoxide Concentrations) on page IV.D-8 of the Draft EIR, Table IV.D-4 Existing (Saturday) Localized Carbon monoxide Concentrations on page IV.D-9 of the Draft EIR, Table IV.D-10 Future (2012) Plus Project (Weekday) Localized Carbon Monoxide Concentrations on page IV.D-27 of the Draft EIR and on Table IV.D-11 Future (2012) Plus Project (Saturday) Localized Carbon Monoxide Concentrations on page IV.D-27 of the Draft EIR.

Comment No. 92-32

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
83 383 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?

Response to Comment No. 92-32

See Responses to Comments 74-4 and 74-5 regarding the selection of traffic peak hours. See also Response to Comment 92-31.

Comment No. 92-33

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.

Response to Comment No. 92-33

The average speed estimates to which the comment refers are linked to the Level of Service (LOS) for the study intersections. The average speed assumed for LOS A, B and C is 20 mph, while LOS D is 15 mph and LOS E and F is 10 mph. These speeds are considered an average speed through the intersection which must account for the fact that 50% of the time, traffic flowing in the opposite direction would not be moving due to signalized intersections. Therefore, if the north/south traffic of a given intersection was allowed to move freely through a signalized intersection due to a green light at 45 mph, the east/west traffic would be idling at the opposing red light. This would result in an average speed of 22.5 mph. This number is then rounded down to 20 mph. For intersections that are not signalized, an LOS of F, or 10 mph, is assumed due to the fact that all cars must come to a complete stop before proceeding through the intersection. Therefore, while roadway segments may have a posted speed limit of 45 mph, it is unrealistic to assume that 100% of the vehicles traveling through that intersection would do so unimpeded.

Comment No. 92-34

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?

Response to Comment No. 92-34

See Response to Comment 92-33 for a discussion on the use of LOS as a speed indicator for vehicles traveling through an intersection. In addition, any intersection which was assumed to have a speed of 5 mph would have had a corresponding LOS of F in the traffic study.

Comment No. 92-35

6. How come PM average speed is the same 20 mph as the AM speed when PM traffic did not capture school commuters.

Response to Comment No. 92-35

See Response to Comment 92-33. Average speed is the function of the LOS of an intersection.

Comment No. 92-36

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.

Response to Comment No. 92-36

Travel conditions are an average as are estimates of speed. While some residents travel more than 12.7 miles to work, some are also likely to travel less. The same goes for speed.

Comment No. 92-37

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?

Response to Comment No. 92-37

The size of the store type is provided in the operational emissions data (provided in Draft EIR Appendix C). Under the "Summary of Land Uses" the land use types are listed and are the same as in the project description. The unit type is listed as 1,000 square feet and then the number of units is listed in the next column (i.e., how many thousand square feet for each store type).

Comment No. 92-38

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.

Response to Comment No. 92-38

See Response to Comment 92-37.

Comment No. 92-39

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.

Response to Comment No. 92-39

This response assumes the commenter is referring to the Receptor Pathway report and the concentration isopleths figures (“colored pictures”) included in Appendix C to the Draft EIR. The Industrial Source Complex Short Term (ISCST3) model is the US EPA’s current regulatory model for many New Source Review (NSR) and other air permitting applications. The ISCST3 model is based on a steady-state Gaussian plume <<http://home.pes.com/iscst3.htm##>> algorithm, and is applicable for estimating ambient impacts from point <<http://home.pes.com/iscst3.htm##>> , area, and volume sources out to a distance of about 50 kilometers. ISCST3 includes algorithms for addressing building downwash influences, dry and wet deposition algorithms, and also incorporates the complex terrain screening algorithms from the Terrain Screening Model (COMPLEX1 model). The Industrial Source Complex Short Term (ISCST3) model is the US EPA’s current regulatory model for many New Source Review (NSR) and other air permitting applications. The ISCST3 model is based on a steady-state Gaussian plume <<http://home.pes.com/iscst3.htm##>> algorithm, and is applicable for estimating ambient impacts from point <<http://home.pes.com/iscst3.htm##>> , area, and volume sources out to a distance of about 50 kilometers. ISCST3 includes algorithms for addressing building downwash influences, dry and wet deposition algorithms, and also incorporates the complex terrain screening algorithms from the Terrain Screening Model (COMPLEX1 model). The Receptor Pathway report was generated to describe the locations where air concentrations were estimated using the ISCST3 dispersion model. The concentration isopleths figures present a geographical representation of the results of the ISCST3 modeling. With respect to the “options” and “sources”, not all options and sources were necessary and applicable to conduct the dispersion modeling. Therefore, if an option was not selected or a source type was not evaluated, the generated report lists these as “not in use” and “no [type] sources specified,” respectively.

Comment No. 92-40

11. What is the Meteorological Station data? Why use 1981 data -from 28 years ago. Again sources are not specified (points, volume, area, etc.).

Response to Comment No. 92-40

This response assumes the commenter is referring to the Meteorological Pathway report included in Appendix C to the Draft EIR. A Meteorological Pathway report was generated to describe the meteorological inputs used for the ISCST3 dispersion modeling conducted for the air quality evaluation. For this evaluation, the data for the nearest meteorological station to the site was obtained from the South

Coast Air Quality Management District's (SCAQMD) website. The SCAQMD has selected the 1981 meteorological data as it was identified as providing conservative results due to low average wind speeds and more persistent wind directions, resulting in less dispersion of pollutants. See the response above regarding the "sources." The SCAQMD has stated that the 1981 data is widely used not because it is the worst year on record, but because it is the year that the SCAQMD has the most complete meteorological data for any one year. Other years can be used if sufficient data are available. In addition, this data is only used for describing the meteorological conditions of the District and not used for determining concentrations of area pollutants.

Comment No. 92-41

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.

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.

Response to Comment No. 92-41

See Response to Comment 92-28 regarding diesel particulate emissions.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-42

2. Page 4 notes that the non-cancer health impacts from inhalation exposure to diesel exhaust usually outweighs the multipathway cancer risk form 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.

Response to Comment No. 92-42

See Response to Comment 92-41. Further, the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this

comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-43

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?

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.

Response to Comment No. 92-43

As discussed on Page 5 of the Health Risk Assessment (Appendix D of the Draft EIR) the only stores that are anticipated to receive freight from HHDTs are the Wal-Mart Supercenter and the Major 2 anchor. The project proponent anticipates Wal-Mart to have 4-5 semi-type trucks delivering each day (5 semi-type trucks per day was used in calculations), including dry groceries, general merchandise, and fresh produce/deli/meats (via a transportation refrigerated unit [TRU]). Additionally, the Major 2 is expected to have approximately 3 truck deliveries per week (0.5 semi-type trucks per day was used in calculations). The out parcels would likely require less than 2 deliveries per day, the majority of which will be smaller trucks than the HHDTs that will be utilized for the Wal-Mart deliveries. Only the semi-type trucks were used in this analysis; furthermore, they were assumed to be heavy-duty, diesel trucks (HHDT). Therefore, the estimate of trucks was developed in consultation with the City and the project proponent and then incorporated into the HRA.

Comment No. 92-44

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?

b. A Target Supercenter will require Transport Refrigeration Units to bring in the frozen foods, fresh produce, meat, and dairy on a daily bases.

Response to Comment No. 92-44

This comment does not apply to the proposed project.

Comment No. 92-45

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 261

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 sufferer, the rate of ail adult exercising or the rate of an athlete? It looks like the only person evaluated was an adult at rest.

Response to Comment No. 92-45

It is more accurate to model emissions based on the traffic generated by a proposed project in conjunction with the existing air quality in the vicinity of a site. This is also the methodology promulgated by the AVAQMD.

The respiration rate modeled is that of average person over a lifetime.

Comment No. 92-46

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.

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? .

Response to Comment No. 92-46

The specific tenants of the outparcels are not known at this point in time and therefore, it cannot be ascertained with specificity as to the age and type of actual delivery trucks that will be utilized. The Draft EIR utilizes modeling methodology for air quality analysis in order to provide certain built-in assumptions with regard to uses and technology. It can be assumed that all TRU units and other transportation means utilized for delivery will comply with applicable local, State, and Federal regulations.

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-47

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.

Response to Comment No. 92-47

The proposed project does not include a Super Target.

Comment No. 92-48

The commenter identifies asphalt parking lots and stores as sources of heat, describing the absorption of the sun during the day and radiation of heat after sunset and thus creating a “heat island effect”. While the commenter is correct that asphalt parking lots, on a hot, sunny summer day, can heat to temperatures hotter than the air, such an effect is considered to create “surface urban heat islands”. Surface urban heat islands are typically present day and night, but contrary to the comment, tend to be strongest during the day when the sun is shining.

In contrast, atmospheric urban heat islands, in which areas far greater than the immediate parking area would be affected, are often weak during the late morning and throughout the day and become more pronounced after sunset due to the slow release of heat from urban infrastructure. Atmospheric urban heat islands are more common in large, dense urban environments. For example, the annual mean air temperature of a city with 1 million people or more can be 1.8-5.4°F (1-3°C) warmer than its surroundings. In cities such as Lancaster, where density is much less, such temperature increases are less likely to occur.

Response to Comment No. 92-48

The Draft EIR analyzed power consumption in Section IV.O., Utilities, Electricity. The impact of residents potentially using more power is not a CEQA issue. The analysis provided in the Draft EIR considered the project’s impact upon the environment pursuant to CEQA Section 15126. Further, it is remote and speculative to assume that residents may consume more power due to construction of project parking lots, and the comment did not include facts or data to back the assumption. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-49

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.

Response to Comment No. 92-49

Property values are not considered environmental issues under CEQA, and as such, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The Draft EIR provided analysis of proposed project impacts and mitigation measures regarding Traffic (Section IV.N.), Noise (Section IV.K.), and Light (Section IV.B.).

Comment No. 92-50**Noise Appendix**

1. The traffic noise model used, FHWA-RD-I08, 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?

Response to Comment No. 92-50

The traffic model includes existing conditions such as roadway width, as well as signals and stop signs. While the traffic model used was developed over 20 years ago, noise calculations do not change. The attenuation of noise over surfaces does not change as years go by, and therefore, the model is still relevant to use.

Comment No. 92-51

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.

Response to Comment No. 92-51

Data used for calculating emissions based on the number of vehicle trips to and from the project site are based on a daily amount. As shown in Appendix K of Volume II of the Draft EIR, the regional dispersion model assumed a total number of trips of 17,555 per day regardless of the type of vehicle. This differs from peak hour the CO hotspot analysis is that it analyses the daily emissions from all sources associated with operation of the proposed project and compares it to a daily SCAQMD threshold. Conversely, the CO hotspots analysis uses peak hour data because this is the only data this is available over such a large area. Plus CO hotspots thresholds are based on 1-hour and 8-hour exposure, so a 24-hour traffic count would not be the recommend approach to analyzing this pollutant.

In order to get a perceptible increase in noise (3 dBA) traffic volumes on any given roadway would need to more then double over a 24-hour period. The noise analysis calculated vehicular noise over a 24-hour period rather then peak hour. It should be noted that when vehicular traffic increases, noise levels can actually drop due to the increased number of vehicles trying to utilize the same area that fewer cars utilize during non-peak hour. Therefore, even though a doubling of traffic may occur, if the LOS of the study roadway segments or intersections drops to an unacceptable LOS of D, E or F, noise levels can actually be reduced.

See also Responses to Comments 74-4 and 74-5 regarding the selection of traffic peak hours.

Comment No. 92-52

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 than 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).

Response to Comment No. 92-52

See Responses to Comment 74-4 and 74-5 regarding the selection of traffic peak hours. The data used to model noise comes from the traffic study prepared for the proposed project (and is included as Appendix K to the Draft EIR).

Comment No. 92-53

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.

Response to Comment No. 92-53

It is unclear where the commenter finds the information that the future prediction for noise on 60th Street West south of Avenue L-4 would increase by 5.1 dBA. As shown in Table IV.K-10 of the Draft EIR, the increase in noise shown as a result of the project is 0.9 dBA during weekdays. The noise level shown in the "Future Without Project Traffic" column of the same table includes noise traffic from the related projects as well as assumed ambient growth.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-54

The final EIR should eliminate deliveries after 9:00 at night or before 9:00 on weekends so residents can sleep;

Response to Comment No. 92-54

This comment provides a recommendation about project delivery times. This comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration of this recommendation.

Comment No. 92-55**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 prediction.

Response to Comment No. 92-55

According to SCAG 2008 RTP Growth Forecasts, the population of the City of Lancaster is still expected to increase but no longer to the extent identified in the Draft EIR. The City of Lancaster population is estimated to be 160,650 in 2010, 181,493 in 2015, and 202,406 in 2020.

Comment No. 92-56

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 jobs these projects create would have a less than a significant benefit to the local community job market.

Response to Comment No. 92-56

As stated on Draft EIR page IV.L-3, the proposed project would generate approximately 865 full and part time jobs during project construction. This number was provided for the proposed project from the economic impact analysis (contained as Appendix L to the Draft EIR). While some construction workers may commute to the project site, the total number of trips per day by construction workers would be

significantly less than the number of daily trips that would be generated by project operation. Therefore, no impact to air quality is expected as a result of some workers commuting to the site.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-57

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 low 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.

Response to Comment No. 92-57

As stated on Draft EIR page IV.L-3, the proposed project would provide full and part time employment opportunities for approximately 927 individuals. The remainder of the comment discusses salaries, types of jobs, and people's ability to purchase homes which are not issues under CEQA. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-58

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 developer fees. Payment of the fee does not guarantee the availability of the service during the construction or operational phases.

Response to Comment No. 92-58

As stated on Draft EIR page IV.M-6:

Due to the proximity to existing fire facilities, recommended service response times for fire safety cannot be met and project impacts would be significant. With inclusion of sprinklers in the project buildings in accordance with Mitigation Measure M.1-3, above, impacts with respect to service response times would be reduced to less than significant. With the payment of developer's fees at the time a building permit is issued, the proposed project will have fully satisfied its requirement to fund the LACFD proportionate to its demand for fire protection services. LACFD would then have the option to add the additional manpower, equipment and facilities needed to meet the needs of the proposed project. The implementation of the required Mitigation Measure M.1-9 would reduce the proposed project's impact, and its contribution to a cumulative impact, to less than significant, as the payment of the developer fees fully mitigates all potential impacts to fire services.

Comment No. 92-59

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.

Response to Comment No. 92-59

The EIR analyzed police services in Section IV.M.2, Police, of the EIR. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

See Response to Comment 17-1 and Comment Letter No. 12 from the County of Los Angeles Sheriff's Department, regarding project impacts on sheriff's protection services. As concluded in Section IV.M-2 of the Draft EIR, while the proposed project would result in an increase in the demand for sheriff's

protection services at the project site when compared to existing conditions, the project would not result in a significant impact, and therefore, no mitigation measures are required. However, the recommendation provided in this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration of this recommendation as a potential condition of approval.

Comment No. 92-60

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.

Response to Comment No. 92-60

This comment is not applicable to the proposed project, and as such, no response is required.

Comment No. 92-61

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.

Response to Comment No. 92-61

See Response to Comment 92-59.

Comment No. 92-62

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.

Response to Comment No. 92-62

See Response to Comment 92-59. This comment identifies the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-63

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.

Response to Comment No. 92-63

See Response to Comment 92-59.

With respect to the safety of placing a Wal-Mart near a school, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department does not feel that the proposed project will create any significant public safety hazards for students, parents, or staff at any neighboring schools. In addition, the Sheriff's Department feels that they have adequate resources to sufficiently handle criminal issues generated by the proposed project (see Comment Letter No. 12). Please refer to Response to Comment 26-5 for information on overnight camping.

This comment identifies the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-64

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 though requested for its inclusion in the draft EIR can be found in the public comments appendix.

Response to Comment No. 92-64

As stated in Section IV.M. of the Draft EIR, the proposed project would be within the jurisdiction of the County of Los Angeles Sheriff's Department (LASD), which would be agency responsible for responding to calls from the project site. Nevertheless, backup support would be provided through mutual aid agreements between the LASD and the California Highway Patrol.

Comment No. 92-65

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 anyone of their already existing super centers.

Response to Comment No. 92-65

The Sheriff's Department was contacted regarding potential increase in crime and analysis was provided in the Draft EIR. The Department's ability to provide service was reiterated in Comment Letter No. 12 and crime rate statistics were provided by the Sheriff's Department.

See also Response to Comment No. 92-59.

Comment No. 92-66**Transportation and Traffic**

1. Traffic data gathered for use in the DEIR was collected using manual methods instead of an automated device.

Response to Comment No. 92-66

Traffic counts at intersections are counted manually to identify the number of vehicles making turning movements. These turning movements are needed to evaluate the operating conditions at the intersection. Automatic counts were conducted along the roadway segments.

Comment No. 92-67

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.

Response to Comment No. 92-67

See Response to Comment 92-66.

Comment No. 92-68

3. Instead of collecting 24 hours of data to determine peak hours, data was only collected for 4 hours on 5 days.

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.

Response to Comment No. 92-68

See Response to Comment 92-66. Traffic counts were conducted on weekdays when school was in session during May and August 2007. Very similar results were found. The days selected for counting were selected to be representative of the typical traffic conditions on the roadways and intersections without attempting to choose days with lower traffic volumes. Only one hour of data is needed during the peak commuter time periods. The two hours are evaluated to determine the highest of the two hours to include in the analysis for worst-case traffic conditions.

Comment No. 92-69

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).

Response to Comment No. 92-69

As stated on pages IV.N-4 and IV.N-5 of the Draft EIR (and on page 24 of the traffic impact analysis prepared for the proposed project, contained as Appendix K to the Draft EIR), the traffic counts were conducted between 7:00 to 9:00 AM and 4:00 to 6:00 PM during peak commuter hours at the study intersections and for 24-hours on the street segments on a day when schools were session, and from 12 noon to 2:00 PM on a Saturday. An evaluation of the 24-hour counts indicate a peak traffic period slightly earlier than the evening peak hour evaluated (3:00 to 4:00 PM). However, the evaluation time period coincides with the peaks of the proposed land uses, and the majority of the related projects, which will overshadow the existing peak hour counts by a great percentage. If the earlier time period was evaluated (3:00 to 4:00 PM) it would also have been appropriate to reduce the traffic volumes of the project and related projects by some percentage. Therefore, the evaluated time periods provide a most conservative analysis with respect to identification of significant traffic impacts.

Comment No. 92-70

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.

Response to Comment No. 92-70

See Response to Comment 92-69.

Comment No. 92-71

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?

Response to Comment No. 92-71

The traffic counts are conducted during a time period without regard to the origin or destination. The vehicle counts would represent all traffic in the area on that day during that time period.

Comment No. 92-72

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.

Response to Comment No. 92-72

The traffic counts were conducted by an independent count company with many years of experience conducting traffic counts. Company records indicate they have been in business since 1989. This company conducts counts in many jurisdictions in Southern California, Northern California, Arizona and Nevada. They have no motives to alter the counts in one direction or the other. The observations of vehicles are made with employees recording the information on electronic handheld devices. The device sums the data included for each movement in each direction. Counts may differ somewhat from day to day. No unusual circumstances were noted on the days the counts were conducted. Counts conducted during May and August 2007 indicate slightly different counts with some higher and some lower. The data is used to represent a typical day.

Comment No. 92-73

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.

Response to Comment No. 92-73

As noted, new traffic signals would be coordinated to optimize progression along the major routes and assign right-of-way in and out of the neighborhoods.

Comment No. 92-74

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.

Response to Comment No. 92-74

The comment provides a suggestion regarding hours of delivery but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR.

Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-75

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.

Response to Comment No. 92-75

Traffic impacts and related mitigation requirements were fully assessed in Section IV.N, Transportation/Traffic, of the Draft EIR. Trip generation rates and traffic flow have been analyzed and mitigation included so as to accommodate the flow of traffic. Delivery trucks will be required to abide by those conditions placed upon the project.

The comment provides a suggestion regarding delivery trucks and opines about residential traffic circulation, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-76

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.

Response to Comment No. 92-76

The number of additional lanes recommended in the mitigation section of the report are sufficient to mitigate the significant traffic impacts to a level of insignificance as required by CEQA.

Comment No. 92-77

12. What is a 'fair share' of road improvement costs? Fair is not a definitive number. Is the share based on the number of purposed projects to be built? Does it assume all projects will be built? When would the roads be improved, after all purposed 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 purposed change to commercial zoning would cause to this residential/rural neighborhood.

Response to Comment No. 92-77

Fair share of the roadway improvements is based on the number of trips created by the project in comparison to the number of trips created by all of the combined related projects. For instance, if there are 50 trips created by the project through an intersection, and 100 additional trips overall; the project would contribute 50% of the costs. The other 50 trips would be paid by those projects generating the additional trips. The improvements to roadways are completed when all projects have paid for such improvements.

Comment No. 92-78

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.

Response to Comment No. 92-78

The improvements noted in the traffic study are needed with the related projects and the proposed project. Without the related projects in place, the improvements may not be needed until a later date when the related projects are contributing to the traffic volumes in the area.

Comment No. 92-79

Utilities & Electricity Appendix

Emissions of greenhouse gas consumption lists 5 single residential units @ 6,695 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 purposed 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?

Response to Comment No. 92-79

The comment misinterprets the single-family residential unit rate. It is 6,695 cubic feet per single-family residential unit per month.

The rate for a restaurant, fast food use, and grocery store is 2.9 cubic feet/square foot/month.

Comment No. 92-80

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 $53.3 \times 88,695$ (112 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.

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.

Response to Comment No. 92-80

The comment misinterprets the single-family residential unit rate. It is 5,626.5 kWh per single-family residential unit per year.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-81

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.

Response to Comment No. 92-81

As stated in Section IV.D. of the Draft EIR, the project would result in a significant and unavoidable operational air quality impact with respect to PM₁₀ and PM_{2.5} emissions. This comment is therefore acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Responses to Comments 22-1 and 85-7.

Comment No. 92-82

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.

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.

Shopping centers near a freeway may draw in out-of-area customers but it 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.

Response to Comment No. 92-82

An economic impact analysis was prepared for the proposed project (included as Appendix L to the Draft EIR) to assess whether there was enough market support for the project. Further, a revised economic analysis was prepared in June 2009 to reflect current market conditions (included as Appendix B to this Final EIR). It was concluded in the economic analysis that the addition of the proposed project would not have a significant negative impact with respect to existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and

drug stores), and eating and drinking facilities, and therefore would not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

See also Response to Comment 76-11.

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-83

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.

Response to Comment No. 92-83

See Response to Comment 76-11 regarding the Quartz Hill Business District.

Comment No. 92-84

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.

Response to Comment No. 92-84

See Response to Comment 32-9 regarding the shifting of revenue from one store to another.

Comment No. 92-85

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.

Response to Comment No. 92-85

An economic impact analysis was completed to analyze the impact of the project and determine the retail demand for the project. This analysis took into account the available retail space. The study determined that the market would support the additional retail space and would not have an environmental impact.

This comment refers to an opinion about shopping centers in Lancaster but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision-makers for their review and consideration.

Comment No. 92-86

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.

Response to Comment No. 92-86

An economic analysis was completed to determine the potential market demand in the area for the proposed project and uses contemplated therein. The analysis determined that there is adequate demand to support the proposed uses of the project without substantial impact on surrounding businesses. The comment provides the statement that retail stores are closing but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See also Response to Comment 22-1.

Comment No. 92-87

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.

Response to Comment No. 92-87

An economic impact analysis was completed to analyze the impact of the project and determine the retail demand for the project. This analysis took into account the available retail space. The study determined that the market would support the additional retail space and would not have an environmental impact.

This comment refers to residential homes built and foreclosed and potential association of financial problems, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 92-88

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.

Response to Comment No. 92-88

As stated on page 30 of the revised economic analysis (contained as Appendix B to this Final EIR), two market areas were established in order to evaluate the potential for Shopper Goods Space: (1) a *Primary Market Area* (PMA), defined geographically as the land area contained within a circle having a 5-mile radius whose center is the intersection of 60th Street West and West Avenue L; and (2) a *Secondary Market Area* (SMA), represented by a circular ring around the PMA extending from five to 10 miles from the intersection of 60th Street West and West Avenue L. The general economic impacts were estimated for Los Angeles County as a whole. The tax revenue impacts of the project are specific to Lancaster. Therefore, the market areas may include portions of Palmdale and the community of Quartz Hill.

Comment No. 92-89

7. The attached economic document is incomplete; it has numerous blank costs values and empty values in the tables.

Response to Comment No. 92-89

See Appendix C to this Final EIR, for the completed study. Anything that was left blank did not change or affect the conclusion of the study.

Comment No. 92-90

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.

Response to Comment No. 92-90

See Response to Comment 76-11 regarding the Quartz Hill Business District.

As stated on page 32 of the revised economic analysis, in addition to the Lane Ranch project, discussions with the City of Lancaster Planning Department staff indicated that there were 12 additional projects with major retail components that were known to the City. These projects were likely to be entitled, constructed and operational by the year 2012. Together with Lane Ranch, these projects, listed in Table

14 of the revised economic study along with a description of their basic characteristics, represent potential competitive retail space that will likely be developed over the analysis period 2007-2012.

Comment No. 92-91

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 Vans or Albertsons shopping centers. Why are the nearby existing stores ignored creating a false no impact conclusion to urban decay?

Response to Comment No. 92-91

See Response to Comment 92-90.

Comment No. 92-92

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 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?

Response to Comment No. 92-92

See Response to Comment 92-90.

LETTER NO. 93

Edwin Valencia
42444 57th Street West
Lancaster, CA 93536

Comment No. 93-1

The Environmental Impact Report fails to take into account the reality of today's economic and environmental situation.

Response to Comment No. 93-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 93-2

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?

Response to Comment No. 93-2

The proposed project would not be served by Quartz Hill Water District, but would actually be served by Los Angeles County Waterworks District 40. See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. 93-3

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 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.

Response to Comment No. 93-3

See Response to Comment 22-1 regarding urban decay and impacts to existing businesses.

See Response to Comment 60-1 regarding vacant buildings.

See also Section III., Additions and Corrections, of this Final EIR for the incorporation of the revised economic report into Section IV.B.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 93-4

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!

Response to Comment No. 93-4

The proposed project would be located on the northwest corner of 60th St. West and Ave. L and would not be located adjacent to 57th St. West.

Property values are not considered environmental issues under CEQA, and therefore a response is not required. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures,.

See Response to Comment 34-1 regarding project impacts with respect to noise.

See Response to Comment 22-1 regarding blight.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 93-5

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.

Response to Comment No. 93-5

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 94

David Lake
42158 Ash Court
Lancaster, CA 93536

Comment No. 94-1

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.

Response to Comment No. 94-1

The Draft EIR was prepared based on the standards and requirements of CEQA and the State CEQA Guidelines. As stipulated in CEQA, Public Resources Code, Section 21061, the purpose of an environmental impact report is to provide public agencies and the public in general, with detailed information about the effect a proposed project is likely to have on the environment; list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project. The Draft EIR prepared for the proposed project provides such discussions and analysis pursuant to Section 21061 of the Public Resources Code.

Comment No. 94-2***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.

Response to Comment No. 94-2

The Draft EIR in the Aesthetics Section (Section IV.B.) acknowledged that implementation of the project would substantially change the existing character of the site from an undeveloped parcel to an urban use. The proposed project includes a request for a General Plan Amendment to redesignate the site from Urban Residential to Commercial. In the absence of a General Plan Amendment, the City of Lancaster General Plan envisions the transformation of the site from undeveloped to urban use. The surrounding area is in transition with the intensification of rural or undeveloped land to suburban and urban uses.

Comment No. 94-3***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 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.

Response to Comment No. 94-3

The comment states that some residences will have a new view of the project site. However, private views are not protected under CEQA. As stated on Draft EIR page IV.B-1, regarding viewshed, "significant impacts" for the purposes of the CEQA typically consist of loss or obstruction of a valued public view (e.g., scenic vista or views of the horizon).

With respect to the existing views from Quartz Hill High School, the proposed project would not result in the obstruction of any permanent, public scenic views. Pedestrians and motorists traveling in vehicles would have a temporary, passing view of the proposed project from public vantage points such as Avenue L and 60th Street West, as the vantage point would be constantly changing. As such, the proposed project would not obstruct any scenic views from permanent, public vantage points. Long-range views of the Tehachapi Mountains to the north would not be substantially altered. Considering the distance of the mountains from the project site, long-range views from the surrounding area would still be available above and around the proposed development. Therefore, impacts relative to public scenic views would be less than significant.

Comment No. 94-4***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.

Response to Comment No. 94-4

Impacts with respect to lighting are analyzed on pages IV.B-14 and IV.B-15 of the Draft EIR. While the project would introduce new sources of light to a currently undeveloped site, all lighting would be shielded and focused on the project site and away from the neighboring land uses. Furthermore, Mitigation Measures B-1 through B-12 would be implemented to reduce the potential impacts of night lighting to a less than significant level.

The vehicles moving to and from the site would be using existing roadways that are at grade along with existing volumes of traffic. There would be additional lights emanating from project vehicles; however, these vehicles would not be forging into areas that are not currently affected by nighttime glare. On the contrary, the area includes nighttime glare from existing vehicles, street lights, and other commercial uses.

Project vehicles would contribute to daytime glare that already exists due to vehicles traveling in the area. However, these glare effects, both daytime and nighttime, currently exist and the project's contribution would be less than significant.

Comment No. 94-5***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.

Response to Comment No. 94-5

As stated in Section IV.J., Land Use Planning, of the Draft EIR, impacts with respect to rezoning the project site in order to accommodate the proposed project would be less than significant. Section IV.J. of the Draft EIR also states that it is the decision of the City Council whether to grant the request zone change. As such, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The reader is also referred to Response to Comment 66-2.

Comment No. 94-6

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 other **four** existing super centers will now also be commuting to this new project. Local residents will also drive to 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.

Response to Comment No. 94-6

The air quality analysis is based on the traffic volumes generated by the proposed project. The air quality analysis is not based on where those vehicles trips are currently traveling to; rather, the project is a traffic generator and those vehicles traveling to the site will have emissions and their impact upon the environment was analyzed as such.

The project consistency with the CAT strategy (whether the project provides “measures to improve transportation energy efficiency”) is discussed in Table IV.D-13 of Section IV.D., Air Quality. The discussion addresses the strategy that states that “the location of the project promotes fuel conservation by reducing vehicle emissions in the area by providing retail facilities to serve the local community.” The intent is that residents would not have to drive as many miles to reach retail serving uses like those proposed.

The remainder of the comment provides the commenter’s opinion about those who will be employed at the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required

pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-7

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.

Response to Comment No. 94-7

A cultural resources survey was prepared for the proposed project by Applied Earthworks, Inc., dated August 2007, and is included as Appendix F to the Draft EIR. As identified in this survey, the project site is a currently vacant and undeveloped open field with no standing structures. One concrete foundation and presumably associated historic and modern debris were observed during the Cultural Resources survey; however, there were no indications that the foundations were more than 50 years old and the refuse scatter consisted of mixed historic and modern debris. Therefore, neither the foundation nor the trash scatter is considered a historic resource, and the proposed project would have no impact with respect to historical resources. The foundation has since been removed from the project site.

As discussed in Draft EIR, Section IV.F., Cultural Resources, the records search found that there are no identified prehistoric or archaeological sites, prehistoric isolates, or historic isolates within the boundaries of the site. The site has been previously disturbed with agricultural use. Nevertheless, there is a possibility that archaeological resources previously undisturbed could be found during project construction. Thus, Mitigation Measure F-1 was provided in the Draft EIR regarding protocol for potential archaeological and paleontological discoveries during project construction.

Comment No. 94-8

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.

Response to Comment No. 94-8

An economic analysis was completed in order to analyze the potential for closure of surrounding businesses and related employment opportunities. The studies referenced by the commenter are not site specific and do not identify site specific changes to the environment that may result from implementation of the project.

The comment provides the commenter's opinion regarding jobs generated by big box stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-9

Housing

It is time 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 mayor 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 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.

Response to Comment No. 94-9

The comment refers to the related projects discussed in Section III., of the Draft EIR. As stated on page III-7 of the Draft EIR, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in

conjunction with the proposed project are included in the cumulative analysis under each environmental issue area. All projects that are reasonably foreseeable are included, regardless of whether some of the projects are never approved nor built. Analyzing all reasonably foreseeable projects provides the most conservative cumulative impact, and as all related projects are not likely to be constructed, most cumulative impacts are most likely overstated in the Draft EIR. Nevertheless, it is likely that at least some of the related projects will be constructed.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

The remainder of the comment provides information about Wal-Mart workers, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-10

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.

Response to Comment No. 94-10

The project is required to mitigate its impact upon the environment which has been identified in the Draft EIR with mitigation measures. The comment regarding existing funds is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-11

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.

Response to Comment No. 94-11

The EIR analyzes police services in Section IV.M.2, Police, of the EIR. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting, and building security systems.

See Comment Letter No. 12 from the County of Los Angeles Sheriff's Department. See also Response to Comment 17-1.

The comment provides information from other Wal-Mart stores but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-12***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.

Response to Comment No. 94-12

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR, and determined that all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

The remainder of the comment is regarding school activities and large events which are not effects of the proposed project upon the environment. These comments are not a specific concerns or questions regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-13***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).

Response to Comment No. 94-13

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR, and determined that all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

It is acknowledged that the construction period will likely affect traffic at Quartz Hill High School; however, efforts will be made to disrupt the school environmental as little as possible. In addition, the construction period will be temporary.

Mitigation measures are listed as shared when the project does not create the entire impact at an intersection. This is not equal to a subsidy as the comment suggests, but rather a sharing of a mitigation (or an improvement) among multiple projects that when taken together all create an impact.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 94-14***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 beat 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.

Response to Comment No. 94-14

The City of Lancaster hired the consultant through a competitive bid process. The developer pays the consultant fees to the City along with other required fees for processing the application. The EIR was prepared based on the standards and requirements of CEQA and the State CEQA Guidelines. Concerns of the residents don't always fall within the parameters of CEQA. The CEQA analyses are directed by the CEQA Guidelines and Thresholds of Significance that are found as Appendix G to the State CEQA Guidelines, all which have been adopted by the City of Lancaster. However, CEQA does provide the public the opportunity for input and acknowledges that the EIR is an informational document (CEQA Guidelines, Section 15121) to inform the public agency decision makers and the public generally about the potential significant effects of a project, as well as the mitigation measures and alternatives provided to minimize these effects. As stipulated in CEQA Guidelines Section 15121(a), the EIR is one form of information for the decision makers and that other information may also be presented to the decision makers when considering approval, denial, or modification of a proposed project. The request of the applicant will be considered by the decision makers including re-zoning of the site to accommodate the proposed development.

The commenter's opinion about the project's placement at the proposed site, re-zoning, financial considerations do not state specific concerns or questions regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 95

Terry Roberts
Senior Planner, State Clearinghouse
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
P.O. Box 3044
Sacramento, California 95812-3044

Comment No. 95-1

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.

Response to Comment No. 95-1

The comment letter forwards a letter received by the State Clearinghouse from the California Department of Transportation. This letter was received separately by the City of Lancaster and has been addressed as Comment Letter No. 16. No further response is necessary.

LETTER NO. 96

Michael D. Antonovich, Supervisor
Board of Supervisors, County of Los Angeles
Room 869 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Comment No. 96-1

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.

Again, thank you for writing and best regards.

Response to Comment No. 96-1

The letter from Supervisor Antonovich forwards a letter received by his office concerning the proposed Walmart development. This letter from Cleo Goss was received separately by the City of Lancaster and has been addressed as Comment Letter No. 92. No further response is necessary.

LETTER NO. 97

Frank Vidales, Acting Chief, Forestry Division
Prevention Services Bureau
County of Los Angeles
Fire Department
1320 North Eastern Avenue
Los Angeles, California 90063-3294

Comment No. 97-1

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:

Response to Comment No. 97-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 97-2**PLANNING DIVISION:****PUBLIC SERVICES – FIRE PROTECTION OPERATIONAL – RESPONSE DISTANCE:
TABLE 1-1 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 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.

Response to Comment No. 97-2

See Section III., Additions and Corrections, of this Final EIR for the requested edits.

Comment No. 97-3

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.

Response to Comment No. 97-3

See Section III., Additions and Corrections, of this Final EIR for the requested edits.

Comment No. 97-4

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.

Response to Comment No. 97-4

See Section III., Additions and Corrections, of this Final EIR for the requested edits.

Comment No. 97-5

ENVIRONMENTAL IMPACTS, PROJECT IMPACTS, RESPONSE DISTANCE

4. The paragraph should be replaced with the paragraph provided above under the heading Operational - Response Distance.

Response to Comment No. 97-5

See Section III., Additions and Corrections, of this Final EIR for the requested edits.

Comment No. 97-6**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.

Response to Comment No. 97-6

See Section III., Additions and Corrections, of this Final EIR for the requested edits.

Comment No. 97-7**LAND DEVELOPMENT UNIT:**

1. We have no comments at this time.

Response to Comment No. 97-7

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 97-8**FORESTRY DIVISION - OTHER ENVIRONMENTAL CONCERNS:**

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

Response to Comment No. 97-8

The comment states the Forestry Division's Statutory responsibilities but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 97-9

2. The areas germane to the statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division have been addressed.

Response to Comment No. 97-9

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 97-10

HEALTH HAZARDOUS MATERIALS DIVISION:

1. We have no comments at this time.

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

Response to Comment No. 97-10

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 98

Steve Smith
Lancaster, California
becroxanne@aol.com

Comment No. 98-1

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.

Response to Comment No. 98-1

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 98-2

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.

Response to Comment No. 98-2

Traffic impacts of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts of the proposed project would be less than significant with implementation of the identified mitigation measures.

See also Responses to Comments 74-4 and 74-5 regarding the differences in traffic peak hours between Quartz Hill High School and the proposed project.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 98-3

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?

Response to Comment No. 98-3

As stated on page IV.L-3 of the Draft EIR, the proposed project would provide full and part time employment for approximately 927 individuals.

The remainder of the comment provides the commenter's opinion about the type of jobs Wal-Mart provides, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 98-4

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' 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?

Response to Comment No. 98-4

The comment provides the commenter's opinion about Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 98-5

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.

Response to Comment No. 98-5

See Response to Comment 22-1 regarding blight.

See Response to Comment 60-1 regarding vacant buildings.

The remainder of the comment provides the commenter's opinion that there are enough Wal-Mart stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 98-6

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.

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.

Response to Comment No. 98-6

See Response to Comment 22-1 regarding impacts to small businesses in the community.

See Response to Comment 17-1 regarding safety. See also Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project near existing schools.

See Response to Comment 98-2 regarding project impacts with respect to traffic.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. 99

Timothy M. May
May Centers
23052-H Alicia Parkway
Suite 428
Mission Viejo, California 92692

Comment No. 99-1

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 Lin the WalMart 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.

Response to Comment No. 99-1

The comment about the Target store does not apply to the proposed project. The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 99-2

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.**

The Foothill Ranch report is 24 pages discussing the effects on **existing and future Food Stores**.

Response to Comment No. 99-2

The comment provides information about an economic impact analysis for a Wal-Mart in Lake Forest, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. 99-3

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 Vans 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.

Response to Comment No. 99-3

The beginning of the comment provides the commenter's opinion about other projects, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is

acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The project applicant provided the square footage included in the economic impact analysis for the proposed food/beverage space.

Comment No. 99-4

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.

Response to Comment No. 99-4

The comment provides the commenter's opinion that based on other Wal-Mart stores, the proposed Wal-Mart store would include 71,000 square feet of food/beverage components. However, as stated on page 45 of the revised economic impact analysis (contained in Appendix B to this Final EIR), the proposed Wal-Mart store would include 45,736 square feet GLA of food/beverage space, which when combined with 27,000 square feet GLA of food/beverage space for the proposed Lane Ranch project amounts to 72,736 square feet GLA at the intersection of 60th Street West and Avenue L.

Comment No. 99-5

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.

Response to Comment No. 99-5

The economic impact analysis prepared for the proposed project was revised in June 2009 to reflect current market conditions (the revised economic impact analysis is contained in Appendix B to this Final EIR). The commenter will have an opportunity to address concerns about the food and beverage operators in the trade area again at the public hearings for the proposed project.

Comment No. 99-6

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.

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.

Response to Comment No. 99-6

The comment is about the Lane Ranch site and does not apply to the proposed project, and therefore, no response is required.

LETTER NO. 100

Terry Roberts
Senior Planner, State Clearinghouse
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
P.O. Box 3044
Sacramento, California 95812-3044

Comment No. 100-1

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.

Response to Comment No. 100-1

The comment letter forwards a letter received by the State Clearinghouse from the Native American Heritage Commission. This letter was received separately by the City of Lancaster and has been addressed as Comment Letter No. 5. No further response is necessary.

LETTER NO. 101

Terry Roberts
Senior Planner, State Clearinghouse
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
1400 10th Street
P.O. Box 3044
Sacramento, California 95812-3044

Comment No. 101-1

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.

Response to Comment No. 101-1

The comment letter acknowledges that the City has complied with the State Clearinghouse review requirements for Draft Environmental documents. It also forwarded the letter received from the Department of Toxic Substances Control during the comment period. The City received this letter separately and it has been addressed as Comment Letter No. 7. No further response is necessary.

LETTER NO. A1

Jeffrey and Tamara Salo
6529 W. Ave L-4
Lancaster, CA 93536

Comment No. A1-1

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 rezoning.

Response to Comment No. A1-1

This comment provides general opposition to the proposed project but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A1-2

I am concerned for a number of reasons:

- 1: Crime in area due to 24 hour operation.

Response to Comment No. A1-2

Impacts of the proposed project on crime were analyzed in Section IV.M.2. of the Draft EIR. The proposed project would have a less than significant impact with respect to crime and police protection services. Further, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department has adequate resources to sufficiently handle criminal issues if any should arise as a result of the proposed project.

Comment No. A1-3

- 2: Selling cigarettes, alcohol etc across the street from a high school.

Response to Comment No. A1-3

The fact that some of the uses within proposed development propose to sell alcohol and tobacco is not an environmental issue under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Notwithstanding the previous discussion, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing

compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

Comment No. A1-4

3: Traffic congestion

Response to Comment No. A1-4

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

Comment No. A1-5

4: Already enough “super stores” and home improvement stores in the AV.

Response to Comment No. A1-5

This comment states the opinion that there are enough of these stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A2

Tamara Wiggins
1452 W Avenue H 14
Lancaster, CA 93534

Comment No. A2-1

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 rezoning.

Response to Comment No. A2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Comment Letter A1, Response to Comment A1-1.

Comment No. A2-2

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 little town until greed made it a big town with crime and Section 8.

Response to Comment No. A2-2

Traffic impacts of the proposed project were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts (including those at the intersection of 60th Street West and Avenue L where Quartz Hill High School is located) would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 17-1 regarding crime.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A3

Jim Fields
5814 W. Columbia Way
Quartz Hill, CA 93536

Comment No. A3-1

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 rezoning.

Response to Comment No. A3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Comment Letter A1, Response to Comment A1-1.

Comment No. A3-2

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.

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.

Response to Comment No. A3-2

This comment provides the commenter's opinion about "Native Americans", but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The comment also states that Quartz Hill High School is a historical resource per the definition provided in Comment No. A3-3 but does not provide any analysis to support this conclusion. Furthermore, the continued use and operation of the facility as a school will not be impacted by the project. Therefore, this comment only provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a

response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A3-3

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.

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.

Response to Comment No. A3-3

This comment provides the definition of a historic resource and provides facts about Quartz Hill High School, but the identified facts do not provide any reasoning or support as to why Quartz Hill High School should be classified as a historic resource. Further, the school is not listed in the California Register of Historical Resources. This comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See also Responses to Comments 21-1, 21-2, and 33-3 regarding impacts associated with placing the proposed project next to Quartz Hill High School.

LETTER NO. A4

Tammany Fields
5814 W. Columbia Way
Quartz Hill, CA 93536

Comment No. A4-1

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 rezoning.

Response to Comment No. A4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A4-2

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.

Response to Comment No. A4-2

The comment states that the commenter does not agree with the traffic study and reiterates project characteristics provided in Section II., Project Description, of the Draft EIR, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Project impacts with respect to traffic and congestion were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts, including the impacts at the intersection of 60th Street West and Avenue L, would be less than significant, with implementation of the identified mitigation measures.

See Response to Comment 34-1 regarding project impacts with respect to noise.

See Response to Comment 22-1 regarding blight.

LETTER NO. A5

Bob Lea
4582 W. L-10
Quartz Hill, CA 93536

Comment No. A5-1

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 rezoning.

Response to Comment No. A5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A5-2

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.V. we have enough water supplies to meet increasing demands on new projects through 2030, the report is out of date and should be reevaluated, under the current zoning and plans 197 residences would create demand of 54,392 gallons per day, whereas the proposed project would demand 56,785 gallons per day. And with the pumping curtailment in the Sacramento Delta, how can you say we have enough water for this project or any other?

Response to Comment No. A5-2

See Responses to Comments 15-3 and 47-1 regarding the availability of water to serve the proposed project.

LETTER NO. A6

Theresa Lea
4582 W. L-10
Quartz Hill, CA 93536

Comment No. A6-1

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 rezoning.

Response to Comment No. A6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A6-2

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 devastate communities as far as other commerce and they do not produce livable wage jobs. Stores like this not only create, but perpetuate a welfare state and the only people that benefit are the CEO's and politicians!

Response to Comment No. A6-2

See Response to Comment 22-1 regarding the sale of alcohol and tobacco close to a school.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of identified mitigation measures.

See Response to Comment 47-1 regarding water supply.

See Response to Comment 24-7 with respect to pollution.

See Response to Comment 22-1 regarding blight and impacts to small businesses in the community.

The remainder of the comment provides the commenter's opinion about superstores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A7

Natalie Armstrong
43507 Hampton St.
Lancaster, CA 93536

Comment No. A7-1

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 rezoning.

Response to Comment No. A7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see, Response to Comment A1-1.

Comment No. A7-2

This will be absolutely heinous!

Response to Comment No. A7-2

This comment states an opinion regarding the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A8

Mr. & Mrs. Reginald & Giovanna Alvarez
42003 Tiffany Street
Quartz Hill, CA 93536

Comment No. A8-1

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 rezoning.

Response to Comment No. A8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A9

Scott Francis
7319 Ridge View Dr.
Lancaster, CA 93536

Comment No. A9-1

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 rezoning.

Response to Comment No. A9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A9-2

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! Listen to your public. We don't want it. For God's sake we have enough Walmarts and Targets and we don't mind the extra drive. Keep them out. Please!

Response to Comment No. A9-2

See Response to Comment 34-1 regarding noise.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A10

Ann Wright
43102 59th St. W
Lancaster (Quartz Hill), CA 93536

Comment No. A10-1

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 rezoning.

Response to Comment No. A10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A10-2

It seems obvious to me the proximity to the high school of these projects is a potential disaster for the students and the increase in traffic at an already difficult intersection should give one pause. Not to mention the destruction of the beauty of the countryside.

Response to Comment No. A10-2

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts, including the impacts at 60th Street West and Avenue L, would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 22-1 regarding impacts to the visual character of the project site.

LETTER NO. A11

Michael Beatty
5235 W. L-6
Quartz Hill, CA 93536

Comment No. A11-1

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 rezoning.

Response to Comment No. A11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see, Response to Comment A1-1.

Comment No. A11-2

Traffic and policing 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. Jay walking across 60th St. will be increased substantially from present levels.

Response to Comment No. A11-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 21-1, 21-2, and 33-3 regarding policing concerns and the safety of high school students.

Comment No. A11-3

Students will probably park cars on store property, causing liability issues.

Response to Comment No. A11-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A11-4

I have several friends who are in business in Q.H, these proposed, large stores and centers will probably kill most of the small businesses on 50th St. West, causing another blight in the A.V.

Response to Comment No. A11-4

See Response to Comment 22-1 regarding blight and impacts to small businesses in the community.

LETTER NO. A12

Robert and Marla Barker
6311 Sandstone Court
Lancaster, CA 93536

Comment No. A12-1

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 rezoning.

Response to Comment No. A12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A12-2

I am sending this with strong opposition to the proposed building of Target/Walmart stores – 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 our Wal-Mart.; Loitering, our neighborhood being used for a pass through. Crime went up – the sheriff cannot handle what they have up here. How many Wal-Marts and Supercenters are needed in this valley! This is a perfect example of the city & its greedy ways trying to horn in at others expense no matter if it ruins there living environment. When election time comes I know who I vote 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 and the City – count my wife and I out – No Wal-Mart, Target, Lowes in our area!

Response to Comment No. A12-2

Loitering is not an environmental issue under CEQA. Therefore, a response is not required pursuant to CEQA. However, in Comment Letter No. 12 provided by the County of Los Angeles, Sheriff's Department, it is recommended that the project applicant/management post loitering prohibitions and aggressively enforce loitering laws. Therefore, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration of this potential condition of approval.

See Response to Comment 34-1 regarding traffic impacts of the proposed project. While it is possible some people may travel through neighborhoods, as stated on Draft EIR page IV.N-1, a list of 16 intersections and eight street segments within the project's sphere of influence were identified in conjunction with City of Lancaster staff as those most likely to be affected by project traffic.

See Response to Comment 17-1 regarding project impacts with respect to crime. See also Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A13

Stanley Brugh
P.O. Box 843
Lancaster, CA 93536

Comment No. A13-1

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 rezoning.

Response to Comment No. A13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment please see Response to Comment A1-1.

LETTER NO. A14

Marilee Bishop
43421 Bale Ct.
Lancaster, CA 93536

Comment No. A14-1

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 rezoning.

Response to Comment No. A14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A14-2

Concerned about traffic.

Response to Comment No. A14-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

LETTER NO. A15

Erin Burls
45125 N. 30th St. E #35
Lancaster, CA 93536

Comment No. A1-1

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 rezoning.

Response to Comment No. A15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A15-2

Why? Do we need another Walmart? I understand new jobs. We have enough of them.

But don't you think people need help here! Why don't you take one of these BIG EMPTY building and 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 building and make them help to earn their keep. The money can go to support the cost of the building.

Think about the people!

What a concept!

Response to Comment No. A15-2

As stated in Section IV.L., Population and Housing, of the Draft EIR, the proposed project would provide full and part time employment opportunities for approximately 927 individuals.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A16

Kevin Chandler
4854 West Ave L-4
Lancaster, CA 93536

Comment No. A16-1

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 rezoning.

Response to Comment No. A16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A16-2

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!

Response to Comment No. A16-2

See Response to Comment 22-2 regarding project impacts with respect to re-zoning the project site.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the impacts of placing the proposed project next to Quartz Hill High School.

See Response to Comment 34-1 regarding traffic impacts of the proposed project.

The remainder of the comment states there is a shortage of parking at the high school, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A16-3

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.

Response to Comment No. A16-3

See Response to Comment 17-1 regarding project impacts with respect to crime.

See Response to Comment 22-1 regarding blight.

The remainder of the comment provides the commenter's opinion about Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A17

Lori Cook
44856 N. Lorimer Ave.
Lancaster, CA 93536

Comment No. A17-1

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 rezoning.

Response to Comment No. A17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A18

JoAnn Correll
P.O. Box 2706
Lancaster, CA 93536

Comment No. A18-1

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 rezoning.

Response to Comment No. A18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A19

Misty Edwards
2206 West Ave M4
Palmdale, CA 93551

Comment No. A19-1

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 rezoning.

Response to Comment No. A19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A19-2

The increase in crime is a concern in this community.

Response to Comment No. A19-2

See Response to Comment 17-1 regarding project impacts with respect to crime.

LETTER NO. A20

William and Nadine Ford
42011 Summer Lane
Lancaster, CA 93536-3787

Comment No. A20-1

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 rezoning.

Response to Comment No. A20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A20-2

1) Increase traffic – survey was not made at peak traffic hours.

Response to Comment No. A20-2

See Response to Comment 46-1 regarding the selection of peak hours used in the traffic impact analysis.

Comment No. A20-3

2) Crime increase – we know it has happened both at Valley Center Way and EastSide Walmart.

Response to Comment No. A20-3

See Response to Comment 17-1 regarding project impacts with respect to crime.

Comment No. A20-4

3) Water shortage – we have been asked to cut our use. These stores would make shortage worse.

Response to Comment No. A20-4

See Response to Comment 47-1 regarding water supply and availability to serve the proposed project.

Comment No. A20-5

4) Drainage, runoff and shading – hasn't gotten any better in Quartz Hill and this many stores will increase problems.

Response to Comment No. A20-5

See Response to Comment 33-10 regarding project impacts with respect to drainage and runoff.

Project impacts with respect to shading are analyzed in Section IV.B., Aesthetics, of the Draft EIR. As stated on Draft EIR page IV.B-15, as the anchor buildings of the proposed project would be set back a minimum of 80 feet from the western property line, the single family homes located east of the project site would not be subject to significant shade or shadows produced by the proposed project. With respect to shade impacts on Quartz Hill High School, the minimal height of the proposed structures coupled with the distance from the school create a situation where shade or shadow would not affect the school buildings or any athletic or recreational areas. Therefore, impacts related to shade and shadow would be less than significant.

Comment No. A20-6

- 5) Decline of Quartz Hill businesses, possible closure of existing stores at QH Plaza and Albertsons center at 50th St. West & Ave. N.

Response to Comment No. A20-6

See Response to Comment 22-1 regarding project impacts to other businesses in the community.

Comment No. A20-7

- 6) AV has 4 Walmarts – How many is enough? We already have numerous empty stores in the area

Response to Comment No. A20-7

The comment states that there are already enough Wal-Marts in the area, as well as empty stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. An economic impact analysis was completed to analyze the impact of the project and determine the retail demand for the project. This analysis took into account the available retail space. The study determined that the market would support additional retail space and would not have an environmental impact. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A20-8

- 7) Health of school kids and safety.

Response to Comment No. A20-8

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to a school.

The remainder of the comment about the health of school kids does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A20-9

8) Pollution – air, noise, traffic, lighting.

Response to Comment No. A20-9

See Response to Comment 24-7 regarding air pollution.

See Response to Comment 34-1 regarding project impacts with respect to noise and traffic.

See Responses to Comments 31-4 and 33-10 regarding project impacts with respect to lighting.

LETTER NO. A21

Channa Gardner
42846 59th St. W
Lancaster, CA 93536

Comment No. A21-1

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 rezoning.

Response to Comment No. A21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A21-2

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 rezoning.

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:

Response to Comment No. A21-2

The comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A21-3

I. 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?

Response to Comment No. A21-3

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts of the proposed project would be less than significant with implementation of the identified mitigation measures) including the signalization of some intersections.)

The comment also states the commenter's opinion that signalizing the entrance to the commenter's housing tract will cause people to drive around the commenter's neighborhood when trying to leave the proposed project. This comment is an opinion of the commenter and does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See also Response to Comment 17-1 regarding safety impacts with respect to the proposed project.

Comment No. A21-4

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.

Response to Comment No. A21-4

See Response to Comment 17-1 regarding project impacts with respect to crime. The EIR analyzed police services in Section IV.M.2. The Los Angeles County Sheriff's Department has stated that the Lancaster Station is staffed and equipped to provide full service to the project and will not need to expand police services in order to accommodate the potential for an increase in the number of calls. In addition, as mitigation for any potential impact to police services, the project incorporates crime prevention features such as nighttime security lighting and building security systems.

Comment No. A21-5

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?

Response to Comment No. A21-5

See Responses to Comment 21-1, 21-2, and 33-3 regarding the safety of placing the project near a school. See also Response to Comment 17-1 with respect to crime.

The remainder of the comment provides the commenter's opinion of what will happen, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A21-6

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?

Response to Comment No. A21-6

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, Walmart will be subject to the conditions of approval and to City Municipal Code requirements with regards to landscaping and maintenance of the project site. The City has the authority to ensure that the project complies with City standards. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A21-7

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.

Response to Comment No. A21-7

The comment inquires about property taxes, which is not an environmental issue under CEQA. As such, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A21-8

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?

Response to Comment No. A21-8

See Response to Comment 34-1 regarding project impacts with respect to noise.

Comment No. A21-9

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.

Response to Comment No. A21-9

See Response to Comment 22-1 regarding impacts to small businesses in the community.

The remainder of the comment states general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A22

Jeff Gardner
42846 59th West
Lancaster, CA 93536

Comment No. A22-1

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 rezoning.

Response to Comment No. A22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A22-2

1. All roads leading to and from are single lane. Traffic is already bad. How will that be fixed.

Response to Comment No. A22-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project impacts with respect to traffic would be less than significant with implementation of the identified mitigation measures (some of which include the provision of additional traffic lanes.)

Comment No. A22-3

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

Response to Comment No. A22-3

See Response to Comment 17-1 regarding project impacts with respect to crime.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the project near schools.

Comment No. A22-4

3. From 60th West and Ave. L there are already 4 Walmarts within 17 ½ miles. To many already.

Response to Comment No. A22-4

The comment provides the opinion that there are already too many Wal-Mart stores in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A22-5

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.

Response to Comment No. A22-5

See Response to Comment 17-1 regarding project impacts with respect to safety.

See Response to Comment 22-1 regarding the visual character of the surrounding area.

Comment No. A22-6

5. Their already is a water shortage.

Response to Comment No. A22-6

See Response to Comment 47-1 regarding water availability to serve the proposed project.

Comment No. A22-7

6. Residents will no longer be able to enjoy quiet peaceful nights.

Response to Comment No. A22-7

See Response to Comment 34-1 regarding project impacts with respect to noise.

LETTER NO. A23

Jeff Gardner
42846 59th West
Lancaster, CA 93536

Comment No. A23-1

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 rezoning.

Response to Comment No. A23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A23-2

1. All roads leading to and from are single lane. Traffic is already bad. How will that be fixed.

Response to Comment No. A23-2

See Response to Comment A22-2.

Comment No. A23-3

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

Response to Comment No. A23-3

See Response to Comment A22-3.

Comment No. A23-4

3. From 60th West and Ave. L there are already 4 Walmarts within 17 ½ miles. To many already.

Response to Comment No. A23-4

See Response to Comment A22-4.

Comment No. A23-5

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.

Response to Comment No. A23-5

See Response to Comment A22-5.

Comment No. A23-6

5. Their already is a water shortage.

Response to Comment No. A23-6

See Response to Comment A22-6.

Comment No. A23-7

6. Residents will no longer be able to enjoy quiet peaceful nights.

Response to Comment No. A23-7

See Response to Comment A22-7.

LETTER NO. A24

Heidi Gesiriech
14355 Joshua Tree Dr.
Elizabeth Lake, CA 93532

Comment No. A24-1

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 rezoning.

Response to Comment No. A24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A24-2

I am very concerned about the developments near Quartz Hill High School at 60th St. West & 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 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.

Response to Comment No. A24-2

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

See Response to Comment 34-1 regarding project impacts with respect to traffic.

The comment also states the opinion that there are enough Wal-Mart stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

The remainder of the comment asks to keep the area rural and not change the zoning. See Response to Comment 22-2 regarding impacts associated with re-zoning the project site.

LETTER NO. A25

Jamie Gilbreath
44159 Dahlia St.
Lancaster, CA 93535

Comment No. A25-1

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 rezoning.

Response to Comment No. A25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A25-2

Too many already

Response to Comment No. A25-2

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A26

Sofia Gonzales
44427 Palm Vista Ave.
Lancaster, CA 93535

Comment No. A26-1

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 rezoning.

Response to Comment No. A26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A26-2

Will be more traffic – do not need more stores built.

Response to Comment No. A26-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

The remainder of the comment states the opinion that more stores should not be built, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A27

Rachel Guzman
44263 Sancroft Ave.
Lancaster, CA 93536

Comment No. A27-1

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 rezoning.

Response to Comment No. A27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A27-2

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)!

Response to Comment No. A27-2

See Response to Comment 60-1 regarding vacant buildings in the community.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A28

Sharon Guzman
44263 Sancroft Ave.
Lancaster, CA 93535

Comment No. A28-1

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 rezoning.

Response to Comment No. A28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A29

Michelle Hart
6563 Lacotte Pl.
Lancaster, CA 93536

Comment No. A29-1

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 rezoning.

Response to Comment No. A29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A30

Tamara Mabery
43945 Freer Way
Lancaster, CA 93536

Comment No. A30-1

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 rezoning.

Response to Comment No. A30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A31

Erica Marrujo
262 E Ave P2
Palmdale, CA 93550

Comment No. A31-1

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 rezoning.

Response to Comment No. A31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A31-2

Too many Walmarts and empty stores in the Antelope Valley.

Response to Comment No. A31-2

See Response to Comment 60-1 regarding vacant buildings in the community.

The remainder of the comment states the opinion that there are too many Wal-Mart stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A32

Jennifer Powers
5302 West Ave. L-4
Lancaster, CA 93536

Comment No. A32-1

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 rezoning.

Response to Comment No. A32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A33

Joyce Roldan
5309 Sunburst Dr.
Palmdale, CA 93552

Comment No. A33-1

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 rezoning.

Response to Comment No. A33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A33-2

Please address traffic, increased crime, water usage.

Response to Comment No. A33-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 17-1 regarding crime.

See Response to Comment 24-5 regarding the availability of water to serve the proposed project.

LETTER NO. A34

Dallas Sanchez
4369 Sungate Dr.
Lancaster, CA 93551

Comment No. A34-1

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 rezoning.

Response to Comment No. A34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A34-2

Traffic will increase. Safety for students at nearby schools. We don't need another Walmart or Target, there are plenty around.

Response to Comment No. A34-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 21-1, 21-2, and 33-3 regarding safety for students at nearby schools.

The remainder of the comment states the opinion that another Wal-Mart is not needed, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A35

Tamara Speight
43654 21st St. West
Lancaster, CA 93536

Comment No. A35-1

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 rezoning.

Response to Comment No. A35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

LETTER NO. A36

Bryan Thrasher
Ashley Ford
Jean and Andy Alcalá
Dave and Karen Thrasher

Comment No. A36-1

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 rezoning.

Response to Comment No. A36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A36-2

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.

Response to Comment No. A36-2

Project impacts with respect to biological resources were analyzed in Section IV.E., Biological Resources, of the Draft EIR. As discussed in this section, all impacts to biological resources would be less than significant with implementation of the identified mitigation measures.

LETTER NO. A37

Diana L. Wallick
P.O. Box 323
Lake Hughes, CA 93532

Comment No. A37-1

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 rezoning.

Response to Comment No. A37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A37-2

Traffic increase.

Noise increase.

Crime increase.

Environmental issues (water, waste etc.).

Response to Comment No. A37-2

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 34-1 regarding noise.

See Response to Comment 17-1 regarding crime.

See Response to Comment 24-5 regarding the availability of water to serve the proposed project.

Project impacts with respect to solid waste were analyzed in Section IV.O.3. Solid Waste, of the Draft EIR, and it was determined that all project impacts with respect to solid waste would be less than significant.

LETTER NO. A38

Susan Whitton
4526 W. Ave L-2
Quartz Hill, CA 93536

Comment No. A38-1

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 rezoning.

Response to Comment No. A38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A38-2

Too much traffic, crime, flooding in area.

Response to Comment No. A38-2

Project impacts with respect to traffic are analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures..

See Response to Comment 17-1 regarding crime.

See Response to Comment 33-10 regarding flooding.

LETTER NO. A39

David Wright
43102 59th St. W.
Quartz Hill, CA 93536

Comment No. A39-1

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 rezoning.

Response to Comment No. A39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A39-2

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.

Response to Comment No. A39-2

See Response to Comment 24-6 regarding project impacts with respect to views.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A40

Derek Bounds
5613 West M-4
Quartz Hill, CA 93536

Comment No. A40-1

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 rezoning.

Response to Comment No. A40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A40-2

Where is the impact of jobs lost. Do to stores and businesses closing. Full time jobs with benefits and medical ins.

Response to Comment No. A40-2

See Response to Comment 22-1 regarding impacts to small businesses in the community.

As stated in Section IV.L., Population and Housing, of the Draft EIR, the proposed project would provide full and part time employment for approximately 927 individuals. Whether these jobs would provide benefits and medical insurance is not considered an environmental impact under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A40-3

Where is there any data about car versus kids? Since there will be a lot of kids cutting across parking lots.

Response to Comment No. A40-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. A40-4

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 d.b. at 50 feet?

Response to Comment No. A40-4

See Responses to Comments 24-11 and 34-1 regarding project impacts with respect to noise.

As discussed on pages IV.K-11 and IV.K-12 of the Draft EIR:

The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered “excessive.” This analysis uses the Federal Railway Administration’s vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day during construction of the proposed project. These thresholds are 65 VdB at buildings where vibration would interfere with interior operations, 80 VdB at residences and buildings where people normally sleep, and 83 VdB at other institutional buildings.³ The 65 VdB threshold applies to typical land uses where vibration would interfere with interior operations, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and institutional uses such as university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. The 80 VdB threshold applies to all residential land uses and any buildings where people sleep, such as hotels and hospitals. The 83 VdB threshold applies to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. No uses employing vibration-sensitive equipment are located in the vicinity of the project site. Therefore the 80 VdB threshold for residential uses was used as the threshold of significance for construction vibration in this EIR.

The CEQA Guidelines also do not define the levels at which temporary and permanent increases in ambient noise are considered “substantial.” As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, a significant off-site roadway noise impact could occur if project traffic would cause daily average roadway noise levels to increase by 3 dBA or greater. This is consistent with Section 8.0, Noise, of the Final EIR for the City’s General Plan.

³ United States Department of Transportation. *Federal Railroad Administration, High-Speed Ground Transportation Noise and Vibration Impact Assessment, December 1998.*

The delivery truck noise of 71-75 dB at 50 feet is associated with truck unloading and loading activities rather than the roadway noise created by a delivery truck. Accordingly, the potential noise impact from delivery trucks was analyzed separately from traffic noise on page IV.K-19 of the Draft EIR.

LETTER NO. A41

Sharron Eberhardt
5601 West Ave M4
Quartz Hill, CA 93536

Comment No. A41-1

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 rezoning.

Response to Comment No. A41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A41-2

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?

Response to Comment No. A41-2

Trucks used for construction traffic will travel along an identified haul route which will take the trucks to the freeway. If the project is approved, the haul route will be identified as part of the permitting process in coordination with the City of Lancaster.

See Response to Comment 34-1 regarding project traffic impacts with respect to project operation.

Comment No. A41-3

Impact on local sm business – what happened to sm business?

Response to Comment No. A41-3

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Comment No. A41-4

Across from school.

Homes built in small retirement community – impact on home values go way down. Every one of us that bought in neighborhoods for our way of living now have to sell.

Response to Comment No. A41-4

See Responses to Comments 21-1, 21-2, and 33-3 regarding impacts of placing the project next to Quartz Hill High School.

Home values are not considered an environmental issue under CEQA. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. A42

Raymund and Ginger Jacinto
43360 Hampton St.
Lancaster, CA 93536

Comment No. A42-1

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 rezoning.

Response to Comment No. A42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment A1-1.

Comment No. A42-2

My family just moved in at the end of Summer 2008 here close to Ave. K & 60th St. W. in hopes to get away from crime and rude section 8 family homes that disturbs the peace 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 a great nice rural community where a lot 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.

Response to Comment No. A42-2

See Response to Comment 17-1 regarding project impacts with respect to crime.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B1

Robert H. Graham
42010 67th St. W., Apt. B
Quartz Hill, CA 93536

Comment No. B1-1

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.

Response to Comment No. B1-1

The comment states that the project will impact family owned businesses. An economic report was prepared for the proposed project in November 2008 (included as Appendix L to the Draft EIR) and concluded that the addition of the proposed project would not have a significant negative impact with respect to the existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities. Therefore, the proposed project would not lead to urban decay or blight at any of the existing or proposed shopping centers and business districts found in the competitive market area.

Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained in Appendix B to this Final EIR, and concluded that, while the proposed project together with new shopping centers will add new cumulative retail and restaurant facilities to the Antelope Valley region, there is no reasonable likelihood that the operation of the proposed project and the other projects identified in the analysis as they are presently conceived, would result in significant adverse economic competition to the degree that this competition would lead to urban decay and blight. Section III., Additions and Corrections, of this Final EIR revises the discussion in Section IV.B., Aesthetics, of the Draft EIR to reflect the updated information.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, project traffic impacts would be less than significant with implementation of the identified mitigation measures.

Project impacts with respect to noise were analyzed in Section IV.K., Noise, of the Draft EIR. As discussed in this section, noise impacts as a result of the proposed project would be less than significant during both project construction and operation.

The proposed project would not sell weapons. The fact that the project proposes to sell alcohol and tobacco is not considered an environmental issue under CEQA. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the

decision makers for their review and consideration. Additionally, as stated in Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department Headquarters, the Sheriff's Department conducts ongoing compliance checks at locations that are licensed to sell alcohol and tobacco products, and will continue to conduct compliance checks and aggressively investigate any reports of locations selling alcohol or tobacco products to minors (see Comment Letter No. 12).

As stated in the Draft EIR, pages IV.B-6 and IV.B-7, whether the alteration of the project site would degrade or improve the visual character of the site is a subjective assessment. Project implementation would change the existing character of the site from undeveloped to an urban use with retail buildings and associated parking. However, the City of Lancaster General Plan presently envisions the transformation of the site from the current undeveloped condition to urban uses. Further, the surrounding area is in transition with intensification of rural or undeveloped land uses to suburban and urban land uses. As a result, the project is likely to blend in with the intensifying suburban and urban land uses in the area.

The remainder of the comment opines that the project will destroy the quality of life, but the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. However, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. B1-2

Walmart is not wanted.

Response to Comment No. B1-2

The comment states opposition to Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B2

Deborah Clark
42822 52nd St. West
Quartz Hill, CA 93536

Comment No. B2-1

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.

Response to Comment No. B2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B2-2

Too much traffic on L. I have trouble already get out on to L.

Response to Comment No. B2-2

See Response to Comment 33-4 regarding traffic on Avenue L.

LETTER NO. B3

John and Lillie Molloy
42429 55th Street West
Quartz Hill, CA 93536

Comment No. B3-1

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.

Response to Comment No. B3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B3-2

This will impact the visual quality and neighborhood character, biological resources, historic resources, traffic and circulation. Also to include the water supply and drainage, air quality, neighboring properties, noise, light pollution and of course, public safety, among other things.

Response to Comment No. B3-2

See Response to Comment 22-1 regarding visual quality and neighborhood character.

Project impacts with respect to biological resources were analyzed in Section IV.E., Biological Resources, of the Draft EIR. As discussed in this section, all impacts would be less than significant with implementation of the identified mitigation measures.

Project impacts with respect to historic resources were analyzed in Section IV.F., Cultural Resources, of the Draft EIR. As stated on page IV.F-6, the project site is currently vacant and undeveloped. However, a concrete foundation and trash scatter were previously observed on the project site but neither is considered to be a historic resource.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

See Response to Comment 33-10 regarding drainage.

See Responses to Comments 24-7 and 46-1 regarding air quality.

See Response to Comment 34-1 regarding noise.

See Responses to Comments 31-4 and 33-10 regarding impacts with respect to lighting.

See Responses to Comments 21-1 and 21-2 regarding public safety.

LETTER NO. B4

Albino Garcia
43013 59th St. West
Lancaster, CA 93536

Comment No. B4-1

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.

Response to Comment No. B4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B4-2

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.

Response to Comment No. B4-2

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B5

Ed and Sandy Bales
42622 Roadrunner Way
Lancaster, CA 93536

Comment No. B5-1

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.

Response to Comment No. B5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B5-2

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!

Response to Comment No. B5-2

See Response to Comment 26-1 regarding alternative locations for the proposed project.

The remainder of the comment states the opinion that there are enough Wal-Mart and Target stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B6

April Burgis
42635 Roadrunner Way
Lancaster, CA 93536

Comment No. B6-1

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.

Response to Comment No. B6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B7

Gary Burgis
42635 Roadrunner Way
Lancaster, CA 93536

Comment No. B7-1

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.

Response to Comment No. B7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B8

Dustin Foster
42631 Roadrunner Way
Lancaster, CA 93536

Comment No. B8-1

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.

Response to Comment No. B8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B9

Judy Foster
P.O. Box 1326
Lancaster, CA 93584

Comment No. B9-1

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.

Response to Comment No. B9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B10

Ron Foster
42631 Roadrunner Way
Lancaster, CA 93536

Comment No. B10-1

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.

Response to Comment No. B10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B10-2

No water, bad economy, unemployed...

Response to Comment No. B10-2

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

An economic analysis was completed to determine the potential market demand in the area for the proposed project and uses contemplated therein. The analysis determined that there is adequate demand to support the proposed uses of the project without substantial impact on surrounding businesses. The comment makes reference to a bad economy and unemployment, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

As stated on page IV.L-3 of the Draft EIR, the proposed project would provide full and part time employment for approximately 927 persons.

LETTER NO. B11

Franklin E. Lees
43216 41st Street West
Lancaster, CA 93536

Comment No. B11-1

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.

Response to Comment No. B11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B12

Ann M. Pratt
42623 Roadrunner Way
Lancaster, CA 93536

Comment No. B12-1

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.

Response to Comment No. B12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B12-2

As underlined above (destroy the quality of life and small town atmosphere). 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.

Response to Comment No. B12-2

See Response to Comment B1-1 regarding the quality and life and small town atmosphere.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

LETTER NO. B13

David W. Pratt
42623 Roadrunner Way
Lancaster, CA 93536

Comment No. B13-1

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.

Response to Comment No. B13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B13-2

These developments are not needed – will use too much water.

Response to Comment No. B13-2

See Response to Comment 24-5 regarding the availability of water to serve the proposed project.

The remainder of the comment states that the opinion that the project is not needed, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B14

Carol Toepfer
2804 W. Dartmouth Dr.
Lancaster, CA 93536

Comment No. B14-1

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.

Response to Comment No. B14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B14-2

Keep that area rural! We don't need another Wal-Mart in the valley.

Response to Comment No. B14-2

See Response to Comment B1-1 regarding the rural nature of the area.

The remainder of the comment states the opinion that another Wal-Mart is not needed in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B15

Dawn White
3536 W. Ave. J-14
Lancaster, CA 93536

Comment No. B15-1

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.

Response to Comment No. B15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B15-2

The above paragraph says it all. NOT next to a school. Very poor planning.

Response to Comment No. B15-2

See Response to Comment 21-1 regarding the safety of placing the proposed project next to local schools.

LETTER NO. B16

Lester White
3536 W. Ave. J-14
Lancaster, CA 93536

Comment No. B16-1

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.

Response to Comment No. B16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B16-2

Wrong place to develop so near to a school and already a high traffic area. We already have three WalMarts and Target stores in easy driving distance of the area. Leave the area with its rural atmosphere.

Response to Comment No. B16-2

See Response to Comment 21-1 regarding the safety of placing the proposed project near a school.

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project impacts with respect to traffic, including impacts at 60th Street West and Avenue L, would be less than significant with implementation of the identified mitigation measures.

See Response to Comment B1-1 regarding the rural atmosphere.

The remainder of the comment states that there are already Wal-Mart and Target stores in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B17

Marie White
42656 Roadrunner Way
Lancaster, CA 93536

Comment No. B17-1

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.

Response to Comment No. B17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B18

Mary White
42656 Roadrunner Way
Lancaster, CA 93536

Comment No. B18-1

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.

Response to Comment No. B18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B19

Nicole Balok
5819 W. Ave. K13
Lancaster, CA 93536

Comment No. B19-1

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.

Response to Comment No. B19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B19-2

I recently relocated to Edwards AFB and after researching all of my options of where to buy a home and raise my family I chose 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. I will be forced to reconsider where I will raise my family if they are built.

Response to Comment No. B19-2

See Response to Comment 17-1 regarding security.

See Response to Comment 34-1 regarding noise.

See Responses to Comments 31-4 and 33-10 about nighttime lighting.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. B20

Deborah Deskin
42311 Camellia Drive
Quartz Hill, CA 93536

Comment No. B20-1

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.

Response to Comment No. B20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B20-2

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?

Response to Comment No. B20-2

See Response to Comment 68-1 for a discussion of the methodology used to calculate traffic levels at the intersection of 60th Street West and Avenue L.

The proposed project does not include a hardware store.

See Response to Comment 60-1 regarding vacant buildings in the community.

See Response to Comment 76-11 regarding the Quartz Hill Business District.

LETTER NO. B21

Virginia Dryer
42215 Ringston Ave #03
Lancaster, CA 93536

Comment No. B21-1

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.

Response to Comment No. B21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B21-2

No way. Don't need at a school.

Response to Comment No. B21-2

See Response to Comment 21-1 regarding the safety of placing the proposed project next to a school.

LETTER NO. B22

Sallie Keck
43026 Lemonwood Dr.
Lancaster, CA 93536

Comment No. B22-1

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.

Response to Comment No. B22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B23

Annette Trani
5819 West Avenue K13
Lancaster, CA 93536

Comment No. B23-1

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.

Response to Comment No. B23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

Comment No. B23-2

Would be to mention the pollution factors. With the additional traffic, we will lose the pleasure of having clean, clear air to breathe! That makes living here such a blessing. And, the thought of losing our beautiful, historical ranch, would be an unforgivable act!

Response to Comment No. B23-2

See Response to Comment 3-3 regarding impacts to air quality as a result of increased vehicular traffic. See also Responses to Comments 24-7 and 46-1.

The project site is vacant does not contain a ranch.

LETTER NO. B24

Maurine Terborch
42007 Ringsten #54-B
Lancaster, CA 93536-1201

Comment No. B24-1

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.

Response to Comment No. B24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. B25

Grace Williams
42255 Ringston Ave. G1
Lancaster, CA 93536

Comment No. B25-1

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.

Response to Comment No. B25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment B1-1.

LETTER NO. C1

Priscilla Ful___ (illegible)
1126 W. Norberry St.
Lancaster, CA 93534

Comment No. C1-1

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."

Response to Comment No. C1-1

This comment reiterates information that is provided in Draft EIR Table IV.J-1, namely that the proposed project would be consistent with General Plan Objective 16.3.

Comment No. C1-2

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.

Response to Comment No. C1-2

This comment provides information supporting the idea that the proposed project would contribute net fiscal gains to the City, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. C2

Karen L. Del___ (illegible)
1316 E. Ave. J-3
Lancaster, CA 93535

Comment No. C2-1

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."

Response to Comment No. C2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C2-2

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.

Response to Comment No. C2-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C3

Merrick Velasquez (???)
1725 W. Jenner St.
Lancaster, CA 93536

Comment No. C3-1

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."

Response to Comment No. C3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C3-2

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.

Response to Comment No. C3-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C4

Ladamson _____ (illegible)
3152 Kildare
Lancaster, CA 93536

Comment No. C4-1

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."

Response to Comment No. C4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C4-2

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.

Response to Comment No. C4-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C5

Jesse _____ (illegible)
3217 West K-4
Lancaster, CA 93536

Comment No. C5-1

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."

Response to Comment No. C5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C5-2

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.

Response to Comment No. C5-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C6

Ama___ly ___ones (illegible)
38462 Glenbush Ave.
Palmdale, CA 93550

Comment No. C6-1

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."

Response to Comment No. C6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C6-2

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.

Response to Comment No. C6-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C7

Dan H. _____ (illegible)
4048 Jonathon St.
Lancaster, CA 93536

Comment No. C7-1

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."

Response to Comment No. C7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C7-2

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.

Response to Comment No. C7-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C8

Kit A. C_____ (illegible)
42954 Pearlwood Dr.
Lancaster, CA 93536

Comment No. C8-1

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."

Response to Comment No. C8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C8-2

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.

Response to Comment No. C8-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C9

_____ (illegible)
43200 16th St. W.
Lancaster, CA 93536

Comment No. C9-1

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."

Response to Comment No. C9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C9-2

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.

Response to Comment No. C9-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C10

_____ (illegible)
43324 16th St. West
Lancaster, CA 93536

Comment No. C10-1

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."

Response to Comment No. C10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C10-2

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.

Response to Comment No. C10-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C11

Je____ N____ (illegible)
43328 Gadsden Ave. 254
Lancaster, CA 93534

Comment No. C11-1

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."

Response to Comment No. C11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C11-2

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.

Response to Comment No. C11-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C12

C. D____ (illegible)
43340 N. 7th St. East
Lancaster, CA 93535

Comment No. C12-1

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."

Response to Comment No. C12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C12-2

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.

Response to Comment No. C12-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C13

__ara Mus__ (illegible)
43460 Gadsden Ave. 179
Lancaster, CA 93534

Comment No. C13-1

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."

Response to Comment No. C13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C13-2

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.

Response to Comment No. C13-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C14

_____ Mo_____ (illegible)
44041 37th St. W
Lancaster, CA 93536

Comment No. C14-1

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."

Response to Comment No. C14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C14-2

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.

Response to Comment No. C14-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C15

C_____ M_____ (illegible)
44044 Engle Way Apt. #60
Lancaster, CA 93536

Comment No. C15-1

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."

Response to Comment No. C15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C15-2

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.

Response to Comment No. C15-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C16

Judy Mashi
44221 Kingtree Ave. #233
Lancaster, CA 93534

Comment No. C16-1

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."

Response to Comment No. C16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C16-2

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.

Response to Comment No. C16-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C17

Jonetta Cloise
44321 Cedar Ave.
Lancaster, CA 93534

Comment No. C17-1

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."

Response to Comment No. C17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C17-2

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.

Response to Comment No. C17-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C18

Patricia Jones
44437 11th St. West
Lancaster, CA 93534

Comment No. C18-1

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."

Response to Comment No. C18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C18-2

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.

Response to Comment No. C18-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C19

Mario Ayala
45117 Redwood Ave.
Lancaster, CA 93534

Comment No. C19-1

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."

Response to Comment No. C19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C19-2

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.

Response to Comment No. C19-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C20

Jody Easley
45413 Date Ave.
Lancaster, CA 93534

Comment No. C20-1

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."

Response to Comment No. C20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C20-2

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.

Response to Comment No. C20-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C21

Erica Valenguela
47525 5th West
Lancaster, CA 93534

Comment No. C21-1

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."

Response to Comment No. C21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C21-2

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.

Response to Comment No. C21-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C22

Ja_____ (illegible)
505 W. Ave. #13
Lancaster, CA 93534

Comment No. C22-1

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."

Response to Comment No. C22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C22-2

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.

Response to Comment No. C22-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C23

Todd M_____ (illegible)
803 W Ave J1
Lancaster, CA

Comment No. C23-1

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."

Response to Comment No. C23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C23-2

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.

Response to Comment No. C23-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C24

_____ Self (illegible)
9037 E Ave E
Lancaster, CA 93535

Comment No. C24-1

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."

Response to Comment No. C24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C24-2

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.

Response to Comment No. C24-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C25

Allen Willy
45044 28th St. West
Lancaster, CA 93535

Comment No. C25-1

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."

Response to Comment No. C25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C25-2

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.

Response to Comment No. C25-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C26

April R. Beach
No address given

Comment No. C26-1

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."

Response to Comment No. C26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C26-2

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.

Response to Comment No. C26-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C27

Ashten Robinson
700 West Avenue I Apt. A204
Lancaster, CA

Comment No. C27-1

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."

Response to Comment No. C27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C27-2

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.

Response to Comment No. C27-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C28

Barbara L. Mallonie
627 W Ave H-8
Lancaster, CA

Comment No. C28-1

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."

Response to Comment No. C28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C28-2

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.

Response to Comment No. C28-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C29

C. Owens
Lancaster, CA

Comment No. C29-1

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."

Response to Comment No. C29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C29-2

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.

Response to Comment No. C29-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C30

Chris Johnson
45900 Barham Ct
Lancaster, CA 93534

Comment No. C30-1

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."

Response to Comment No. C30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C30-2

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.

Response to Comment No. C30-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C31

Danielle Cantero
6117 W Ave K2
Lancaster, CA 93536

Comment No. C31-1

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."

Response to Comment No. C31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C31-2

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.

Response to Comment No. C31-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C32

David R. Sinclair, Jr.
42506 32nd St. West
Lancaster, CA 93536

Comment No. C32-1

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."

Response to Comment No. C32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C32-2

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.

Response to Comment No. C32-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C33

Debra R. Brown
44744 20th St. West
Lancaster, CA 93534

Comment No. C33-1

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."

Response to Comment No. C33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C33-2

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.

Response to Comment No. C33-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C34

Denise R. Hech
3737 Balmont St.
Lancaster, CA 93536

Comment No. C34-1

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."

Response to Comment No. C34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C34-2

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.

Response to Comment No. C34-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C35

Lee Harrison
45050 Lorimer Ave.
Lancaster, CA 93534

Comment No. C35-1

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."

Response to Comment No. C35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C35-2

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.

Response to Comment No. C35-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C36

Margaret Terrill
1552 E Ave J2
Lancaster, CA 93535

Comment No. C36-1

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."

Response to Comment No. C36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C36-2

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.

Response to Comment No. C36-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C37

Nicholas Garcia
44513 Valley Central Way
Lancaster, CA 93536

Comment No. C37-1

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."

Response to Comment No. C37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C37-2

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.

Response to Comment No. C37-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C38

K_____ (illegible)
P.O. Box 2853
Lancaster, CA 93537

Comment No. C38-1

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."

Response to Comment No. C38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C38-2

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.

Response to Comment No. C38-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C39

Roniece Brown
803 W Ave J1
Lancaster, CA 93534

Comment No. C39-1

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."

Response to Comment No. C39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C39-2

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.

Response to Comment No. C39-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C40

Tameka Cannon
44138 N. Beech Ave. #5
Lancaster, CA 93534

Comment No. C40-1

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."

Response to Comment No. C40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C40-2

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.

Response to Comment No. C40-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. C41

Timothy Paez
2037 W. Milling St.
Lancaster, CA 93536

Comment No. C41-1

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."

Response to Comment No. C41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment C1-1.

Comment No. C41-2

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.

Response to Comment No. C41-2

For response to this comment, please see Response to Comment C1-2.

LETTER NO. D1

Brenda McIntosh
1020 W. Ave. J-8
Lancaster, CA 93534

Comment No. D1-1

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.**"

Response to Comment No. D1-1

This comment reiterates information that is provided in Draft EIR Table IV.J-2, namely that the proposed project would be consistent with the Regional Comprehensive Plan and Guide Policy 3.12.

Comment No. D1-2

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.

Response to Comment No. D1-2

The comment reiterates information that is provided in the Draft EIR regarding the proximity of the project site to transit.

Comment No. D1-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D1-3

The comment states the opinions that the project will provide a variety of every day shopping needs and will be accessible for residents who want to walk to the project site, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

LETTER NO. D2

Mark A. Patton
1127 W. J-15
Lancaster, CA 93534

Comment No. D2-1

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.**"

Response to Comment No. D2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D2-2

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.

Response to Comment No. D2-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D2-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D2-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D3

(illegible)
115 W. Kettering
Lancaster, CA 93534

Comment No. D3-1

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.**"

Response to Comment No. D3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D3-2

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.

Response to Comment No. D3-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D3-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D3-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D4

Mario Silva
1358 Holpern St.
Lancaster, CA 93534

Comment No. D4-1

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.**"

Response to Comment No. D4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D4-2

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.

Response to Comment No. D4-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D4-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D4-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D5

(illegible) Allen-Hunter
1501 15th St W #176
Lancaster, CA 93534

Comment No. D5-1

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.**"

Response to Comment No. D5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D5-2

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.

Response to Comment No. D5-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D5-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D5-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D6

James (illegible)
1824 W Avenue K-11
Lancaster, CA 93534

Comment No. D6-1

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.**"

Response to Comment No. D6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D6-2

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.

Response to Comment No. D6-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D6-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D6-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D7

Vanessa (illegible)
2842 W Ave K-8 #10
Lancaster, CA 93536

Comment No. D7-1

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.**"

Response to Comment No. D7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D7-2

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.

Response to Comment No. D7-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D7-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D7-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D8

(illegible)

300 W Ave L-2

Lancaster, CA (no zip)

Comment No. D8-1

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.**"

Response to Comment No. D8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D8-2

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.

Response to Comment No. D8-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D8-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D8-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D9

(illegible)

3004 W Ave L-2

Lancaster, CA 93536

Comment No. D9-1

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.**"

Response to Comment No. D9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D9-2

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.

Response to Comment No. D9-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D9-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D9-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D10

Bobby Parker
3340 Arthur Avenue
Mohave, CA 93501

Comment No. D10-1

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.**"

Response to Comment No. D10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D10-2

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.

Response to Comment No. D10-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D10-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D10-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D11

Bayce Harvey
339 E Woodlark St
Lancaster, CA 93535

Comment No. D11-1

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.**"

Response to Comment No. D11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D11-2

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.

Response to Comment No. D11-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D11-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D11-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D12

(illegible)

3609 W Avenue K-10

Lancaster, CA 93536

Comment No. D12-1

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.**"

Response to Comment No. D12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D12-2

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.

Response to Comment No. D12-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D12-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D12-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D13

April L. (illegible)
3622 W Pondera
Lancaster, CA 93536

Comment No. D13-1

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.**"

Response to Comment No. D13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D13-2

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.

Response to Comment No. D13-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D13-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D13-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D14

(illegible)
3622 Pondera
Lancaster, CA 93536

Comment No. D14-1

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.**"

Response to Comment No. D14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D14-2

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.

Response to Comment No. D14-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D14-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D14-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D15

(illegible)
3716 Vireo Dr
Lancaster, CA 93536

Comment No. D15-1

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.**"

Response to Comment No. D15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D15-2

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.

Response to Comment No. D15-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D15-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D15-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D16

(illegible)
41248 Crispi Lane
Palmdale, CA 93551

Comment No. D16-1

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.**"

Response to Comment No. D16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D16-2

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.

Response to Comment No. D16-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D16-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D16-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D17

(illegible)
41934 Estrella Lane
Palmdale, CA 93551

Comment No. D17-1

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.**"

Response to Comment No. D17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D17-2

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.

Response to Comment No. D17-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D17-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D17-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D18

(illegible) Martinez
42435 Butterscotch Lane
Lancaster, CA 93536

Comment No. D18-1

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.**"

Response to Comment No. D18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D18-2

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.

Response to Comment No. D18-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D18-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D18-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D19

Darlene Rogins
42936 Amoy St
Lancaster, CA 93536

Comment No. D19-1

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.**"

Response to Comment No. D19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D19-2

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.

Response to Comment No. D19-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D19-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D19-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D20

Joanna Jiminez
43317 Gadsden Ave #547
Lancaster, CA 93534

Comment No. D20-1

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.**"

Response to Comment No. D20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D20-2

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.

Response to Comment No. D20-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D20-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D20-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D21

(illegible)
43404 Gadsden Ave
Lancaster, CA 93534

Comment No. D21-1

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.**"

Response to Comment No. D21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D21-2

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.

Response to Comment No. D21-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D21-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D21-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D22

Joseph C. (illegible)
43437 32nd St W
Lancaster, CA 93536

Comment No. D22-1

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.**"

Response to Comment No. D22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D22-2

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.

Response to Comment No. D22-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D22-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D22-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D23

(illegible)
43445 Cottage Ln
Lancaster, CA 93536

Comment No. D23-1

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.**"

Response to Comment No. D23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D23-2

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.

Response to Comment No. D23-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D23-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D23-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D24

(illegible)

43511 37th St W

Lancaster, CA 93536

Comment No. D24-1

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.**"

Response to Comment No. D24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D24-2

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.

Response to Comment No. D24-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D24-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D24-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D25

(illegible)

43526 Gadsden Ave #298

Lancaster, CA 93535

Comment No. D25-1

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.**"

Response to Comment No. D25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D25-2

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.

Response to Comment No. D25-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D25-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D25-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D26

Theresa Guerrero
44030 25th St. W #A2
Lancaster, CA 93536

Comment No. D26-1

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.**"

Response to Comment No. D26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D26-2

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.

Response to Comment No. D26-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D26-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D26-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D27

(illegible)
44126 Kingtree Ave
Lancaster, CA 93534

Comment No. D27-1

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.**"

Response to Comment No. D27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D27-2

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.

Response to Comment No. D27-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D27-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D27-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D28

Maria Heimer
44329 Coyote Brush St
Lancaster, CA 93536

Comment No. D28-1

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.**"

Response to Comment No. D28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D28-2

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.

Response to Comment No. D28-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D28-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D28-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D29

Marcus A. Williams
44329 Coyote Brush St
Lancaster, CA 93536

Comment No. D29-1

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.**"

Response to Comment No. D29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D29-2

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.

Response to Comment No. D29-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D29-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D29-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D30

(illegible)

44901 15th St W

Lancaster, CA 93534

Comment No. D30-1

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.**"

Response to Comment No. D30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D30-2

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.

Response to Comment No. D30-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D30-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D30-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D31

(illegible)
45340 Elvelyn Ct
Lancaster, CA 93534

Comment No. D31-1

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.**"

Response to Comment No. D31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D31-2

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.

Response to Comment No. D31-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D31-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D31-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D32

Dianna (illegible)
45435 Corkwood
Lancaster, CA 93534

Comment No. D32-1

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.**"

Response to Comment No. D32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D32-2

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.

Response to Comment No. D32-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D32-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D32-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D33

Deonna Overstreet
45446 7th St E #35
Lancaster, CA 93535

Comment No. D33-1

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.**"

Response to Comment No. D33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D33-2

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.

Response to Comment No. D33-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D33-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D33-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D34

Luz Maria Magana
45510 5th St E
Lancaster, CA 93535

Comment No. D34-1

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.**"

Response to Comment No. D34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D34-2

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.

Response to Comment No. D34-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D34-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D34-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D35

(illegible)
45725 Trafalgar Drive
Lancaster, CA 93534

Comment No. D35-1

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.**"

Response to Comment No. D35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D35-2

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.

Response to Comment No. D35-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D35-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D35-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D36

(illegible)

45800 Challenger Way #209

Lancaster, CA 93535

Comment No. D36-1

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.**"

Response to Comment No. D36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D36-2

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.

Response to Comment No. D36-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D36-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D36-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D37

LaQulla Mitchell
4815 Jude Court
Lancaster, CA 93536

Comment No. D37-1

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.**"

Response to Comment No. D37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D37-2

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.

Response to Comment No. D37-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D37-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D37-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D38

(illegible)
933 E Ave Q-4
Lancaster, CA 93536

Comment No. D38-1

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.**"

Response to Comment No. D38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D38-2

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.

Response to Comment No. D38-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D38-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D38-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D39

(illegible)
9801 Spur Ave
Lancaster, CA (no zip)

Comment No. D39-1

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.**"

Response to Comment No. D39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D39-2

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.

Response to Comment No. D39-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D39-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D39-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D40

Chris Harlow
43316 N 16th St W #23
Lancaster, CA 93534

Comment No. D40-1

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.**"

Response to Comment No. D40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D40-2

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.

Response to Comment No. D40-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D40-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D40-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D41

Elodia Alvarado
45519 Corkwood Ave
Lancaster, CA 93534

Comment No. D41-1

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.**"

Response to Comment No. D41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D41-2

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.

Response to Comment No. D41-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D41-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D41-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D42

Kara E. Jeffries
44244 23rd St W
Lancaster, CA 93536

Comment No. D42-1

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.**"

Response to Comment No. D42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D42-2

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.

Response to Comment No. D42-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D42-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D42-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D43

Kelly Miller
6240 W Ave J-2
Lancaster, CA 93536

Comment No. D43-1

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.**"

Response to Comment No. D43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D43-2

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.

Response to Comment No. D43-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D43-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D43-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D44

Maria Luna
41444 38th St W
Lancaster, CA 93536

Comment No. D44-1

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.**"

Response to Comment No. D44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D44-2

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.

Response to Comment No. D44-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D44-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D44-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D45

Michael Marquez
717 W Ave H-11
Lancaster, CA 93534

Comment No. D45-1

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.**"

Response to Comment No. D45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D45-2

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.

Response to Comment No. D45-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D45-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D45-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D46

(illegible)
P.O. Box 661
93584

Comment No. D46-1

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.**"

Response to Comment No. D46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D46-2

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.

Response to Comment No. D46-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D46-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D46-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D47

Venice Crutchfield
43850 Beech Ln
Lancaster, CA 93534

Comment No. D47-1

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.**"

Response to Comment No. D47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D47-2

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.

Response to Comment No. D47-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D47-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D47-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. D48

Veronica Arroyo
45115 11th St W
Lancaster, CA 93534

Comment No. D48-1

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.**"

Response to Comment No. D48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment D1-1.

Comment No. D48-2

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.

Response to Comment No. D48-2

For response to this comment, please see Response to Comment D1-2.

Comment No. D48-3

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.

Thank you for all of your hard work on this project. And thank you for taking my comments into consideration.

Response to Comment No. D48-3

For response to this comment, please see Response to Comment D1-3.

LETTER NO. E1

Shallon Davie
1169 W. Jackman St.
Lancaster, CA 93536

Comment No. E1-1

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.

Response to Comment No. E1-1

The comment states the opinion that the traffic mitigation measures required for the proposed project are fair and adequate and will improve traffic conditions. Therefore, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also provides a general statement in support of the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. E2

(illegible) Wood
12410 Lancaster Rd
Lancaster, CA 93536

Comment No. E2-1

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.

Response to Comment No. E2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E3

Cheryl Stone
1301 E Ave D #140
Lancaster, CA 93535

Comment No. E3-1

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.

Response to Comment No. E3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E4

Kim (illegible)
1341 W Kirklan
Lancaster, CA 93535

Comment No. E4-1

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.

Response to Comment No. E4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E5

(illegible)

1530 W Ave K-8

Lancaster, CA 93534

Comment No. E5-1

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.

Response to Comment No. E5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E6

(illegible)

1722B E Ave J-4

Lancaster, CA 93534

Comment No. E6-1

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.

Response to Comment No. E6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E7

Tammie Weptune
213 Desert Breeze Dr
California City, CA 93505

Comment No. E7-1

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.

Response to Comment No. E7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E8

(illegible)
21601 Hidden Canyon
Tehachapi, CA 93561

Comment No. E8-1

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.

Response to Comment No. E8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E9

Shirley Entwistle
231 W Ave G#29
Lancaster, CA (no zip)

Comment No. E9-1

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.

Response to Comment No. E9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E10

(illegible)

25135 W Avenue B-8

Lancaster, CA 93536

Comment No. E10-1

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.

Response to Comment No. E10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E11

D.R. Wheeler
2738 W Secure Place
Lancaster, CA (no zip)

Comment No. E11-1

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.

Response to Comment No. E11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E12

Robin Evans
335 E Ave K-6 #C
Lancaster, CA 93535

Comment No. E12-1

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.

Response to Comment No. E12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E13

(illegible)
3817 Gem Ct
Quartz Hill, CA (no zip)

Comment No. E13-1

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.

Response to Comment No. E13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E14

(illegible) Price
3827 W Ave J-12
Lancaster, CA 93536

Comment No. E14-1

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.

Response to Comment No. E14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E15

Terri Winters
40701 Rancho Vista Blvd #253
Palmdale, CA 93551

Comment No. E15-1

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.

Response to Comment No. E15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E16

Megan Yost
42005 Thornbush Ave
Quartz Hill, CA 93536

Comment No. E16-1

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.

Response to Comment No. E16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E17

Dianna Lu
42328 Daniel Dr
Quartz Hill, CA 93536

Comment No. E17-1

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.

Response to Comment No. E17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E18

(illegible)
42330 Portland Ln
Quartz Hill, CA 93536

Comment No. E18-1

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.

Response to Comment No. E18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E19

(illegible)

42435 Butterscotch Lane

Lancaster, CA 93536

Comment No. E19-1

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.

Response to Comment No. E19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E20

(illegible)
43315 N 16th
Lancaster, CA 93534

Comment No. E20-1

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.

Response to Comment No. E20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E21

(illegible)

43336 16th St W #25

Lancaster, CA 93534

Comment No. E21-1

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.

Response to Comment No. E21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E22

Kim Slaughter
43503 17th St W
Lancaster, CA 93534

Comment No. E22-1

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.

Response to Comment No. E22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E23

(illegible)
43632 Nicole St
Lancaster, CA 93535

Comment No. E23-1

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.

Response to Comment No. E23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E24

Den'Nay Walker
43850 Beech Ave
Lancaster, CA 93534

Comment No. E24-1

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.

Response to Comment No. E24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E25

(illegible)
43929 (illegible)
Lancaster, CA 93536

Comment No. E25-1

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.

Response to Comment No. E25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E26

(illegible)

44153 32nd St W

Lancaster, CA (no zip)

Comment No. E26-1

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.

Response to Comment No. E26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E27

Nettie Burrell
44221 Kingtree #115
Lancaster, CA 93534

Comment No. E27-1

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.

Response to Comment No. E27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E28

Elaine Owens
44347 Lively Ave
Lancaster, CA 93536

Comment No. E28-1

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.

Response to Comment No. E28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E29

Marieta Escobar
44656 Stanridge Ave
Lancaster, CA 93536

Comment No. E29-1

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.

Response to Comment No. E29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E30

(illegible)
44842 Spearman Ave
Lancaster, CA 93534

Comment No. E30-1

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.

Response to Comment No. E30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E31

(illegible)
45128 Redwood Ave
Lancaster, CA 93534

Comment No. E31-1

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.

Response to Comment No. E31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E32

(illegible)
45516 Lostwood Ave
Lancaster, CA 93534

Comment No. E32-1

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.

Response to Comment No. E32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E33

Suzanne Hillis
4553 W Lancaster Blvd
Lancaster, CA 93536

Comment No. E33-1

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.

Response to Comment No. E33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E34

(illegible)
45852 Berkshire St
Lancaster, CA 93534

Comment No. E34-1

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.

Response to Comment No. E34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E35

Vanetla J. Stringer
4770 W Ave J7
Lancaster, CA 93536

Comment No. E35-1

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.

Response to Comment No. E35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E36

Cory Rea
4782 W Ave L-12
Lancaster, CA 93536

Comment No. E36-1

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.

Response to Comment No. E36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E37

Melissa Villanueva
4814 W Ave J1
Lancaster, CA 93536

Comment No. E37-1

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.

Response to Comment No. E37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E38

Michelle (illegible)
4814 W Ave J1
Lancaster, CA 93536

Comment No. E38-1

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.

Response to Comment No. E38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E39

Angela Lye
53363 Nicole St
Lancaster, CA 93536

Comment No. E39-1

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.

Response to Comment No. E39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E40

(illegible)

5518 W Ave L-2

Lancaster, CA 93536

Comment No. E40-1

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.

Response to Comment No. E40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E41

(illegible)

5753 W Ave M-4

Quartz Hill, CA (no zip)

Comment No. E41-1

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.

Response to Comment No. E41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E42

(illegible)
6121 Plaza Ct
Palmdale, CA 93552

Comment No. E42-1

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.

Response to Comment No. E42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E43

(illegible)
6307 W Ave K
Lancaster, CA 93536

Comment No. E43-1

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.

Response to Comment No. E43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E44

Marlon Barnes
648 Tina Ct
Lancaster, CA 93535

Comment No. E44-1

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.

Response to Comment No. E44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E45

Charisse Crosby
6672 Holiday
Rosamond, CA 93560

Comment No. E45-1

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.

Response to Comment No. E45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E46

Barbara (illegible)
726 W Kettering St #10W
Lancaster, CA 93534

Comment No. E46-1

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.

Response to Comment No. E46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E47

(illegible)
7509 Ridgeview Dr
Lancaster, CA 93536

Comment No. E47-1

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.

Response to Comment No. E47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E48

(illegible)

7509 Ridgeview Dr
Lancaster, CA 93536

Comment No. E48-1

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.

Response to Comment No. E48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E49

Patrice Moise
850 W Ave H-14
Lancaster, CA 93534

Comment No. E49-1

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.

Response to Comment No. E49-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

LETTER NO. E50

Karen Sterling
44453 Shadowcrest Drive
Lancaster, CA 93536

Comment No. E50-1

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.

Response to Comment No. E50-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

Comment No. E50-2

I support Wal-Mart whole heartedly!

Response to Comment No. E50-2

This comment provides a general statement of support for Wal-Mart, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. E51

Ed Sterling
44453 Shadowcrest Drive
Lancaster, CA 93536

Comment No. E51-1

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.

Response to Comment No. E51-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment E1-1.

Comment No. E51-2

I support Wal-Mart whole heartedly!

Response to Comment No. E51-2

See Response to Comment E50-2.

LETTER NO. F1

Geo Olsen
1124 Stetson Ave
Rosamond, CA 93560

Comment No. F1-1

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.

Response to Comment No. F1-1

The comment states the commenter's opinion that shopper goods are needed in the area surrounding the project site, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. F1-2

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.

Response to Comment No. F1-2

The comment reiterates information contained in the economic study prepared for the proposed project regarding estimated population by 2012.

The comment reiterates information contained in the economic analysis but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. F1-3

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.

Response to Comment No. F1-3

This comment reiterates information contained in the economic study for the proposed project that the oversupply should balance out by 2015.

The comment also states the commenter's opinion, but does not state a specific concern or question about the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. F1-4

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.

Response to Comment No. F1-4

The comment provides the opinion that everyday goods should be closer to where people live, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. F2

(illegible)
1126 E Kettering St
Lancaster, CA 93535

Comment No. F2-1

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.

Response to Comment No. F2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F2-2

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.

Response to Comment No. F2-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F2-3

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.

Response to Comment No. F2-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F2-4

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.

Response to Comment No. F2-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F3

(illegible)

1126 Norberry St

Lancaster, CA (no zipcode)

Comment No. F3-1

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.

Response to Comment No. F3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F3-2

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.

Response to Comment No. F3-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F3-3

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.

Response to Comment No. F3-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F3-4

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.

Response to Comment No. F3-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F4

Zoila Grimaldi
1358 Holguin St
Lancaster, CA 93534

Comment No. F4-1

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.

Response to Comment No. F4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F4-2

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.

Response to Comment No. F4-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F4-3

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.

Response to Comment No. F4-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F4-4

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.

Response to Comment No. F4-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F5

Cyrus Goodwin
1752 E Ave J #309
Lancaster, CA 93535

Comment No. F5-1

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.

Response to Comment No. F5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F5-2

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.

Response to Comment No. F5-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F5-3

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.

Response to Comment No. F5-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F5-4

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.

Response to Comment No. F5-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F6

Namico Acasta
2045 W Ave J9
Lancaster, CA 93536

Comment No. F6-1

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.

Response to Comment No. F6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F6-2

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.

Response to Comment No. F6-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F6-3

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.

Response to Comment No. F6-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F6-4

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.

Response to Comment No. F6-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F7

Launice Cummings
2101 E Greentree St
Lancaster, CA 93535

Comment No. F7-1

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.

Response to Comment No. F7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F7-2

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.

Response to Comment No. F7-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F7-3

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.

Response to Comment No. F7-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F7-4

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.

Response to Comment No. F7-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F8

Barbara Harman
2720 Secure Place
Lancaster, CA 93536

Comment No. F8-1

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.

Response to Comment No. F8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F8-2

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.

Response to Comment No. F8-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F8-3

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.

Response to Comment No. F8-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F8-4

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.

Response to Comment No. F8-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F9

(illegible)
2761 W Avenue J-4
Lancaster, CA 93536

Comment No. F9-1

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.

Response to Comment No. F9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F9-2

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.

Response to Comment No. F9-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F9-3

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.

Response to Comment No. F9-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F9-4

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.

Response to Comment No. F9-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F10

Erika Orellana
2845 W Pillsbury St
Lancaster, CA 93536

Comment No. F10-1

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.

Response to Comment No. F10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F10-2

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.

Response to Comment No. F10-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F10-3

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.

Response to Comment No. F10-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F10-4

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.

Response to Comment No. F10-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F11

LaChandra Chavez
3135 W Ave K-4 #201
Lancaster, CA 93536

Comment No. F11-1

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.

Response to Comment No. F11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F11-2

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.

Response to Comment No. F11-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F11-3

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.

Response to Comment No. F11-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F11-4

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.

Response to Comment No. F11-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F12

(illegible)
3143 W Kildare St
Lancaster, CA 93536

Comment No. F12-1

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.

Response to Comment No. F12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F12-2

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.

Response to Comment No. F12-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F12-3

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.

Response to Comment No. F12-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F12-4

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.

Response to Comment No. F12-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F13

(illegible)

3340 W Avenue J-4 #27

Lancaster, CA 93536

Comment No. F13-1

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.

Response to Comment No. F13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F13-2

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.

Response to Comment No. F13-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F13-3

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.

Response to Comment No. F13-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F13-4

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.

Response to Comment No. F13-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F14

(illegible)
38308 Division St #7
Palmdale, CA 93550

Comment No. F14-1

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.

Response to Comment No. F14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F14-2

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.

Response to Comment No. F14-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F14-3

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.

Response to Comment No. F14-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F14-4

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.

Response to Comment No. F14-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F15

(illegible)
3833 E Ave R-12
Palmdale, CA 93550

Comment No. F15-1

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.

Response to Comment No. F15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F15-2

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.

Response to Comment No. F15-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F15-3

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.

Response to Comment No. F15-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F15-4

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.

Response to Comment No. F15-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F16

Michael Cose
38457 4th St E
Palmdale, CA 93550

Comment No. F16-1

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.

Response to Comment No. F16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F16-2

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.

Response to Comment No. F16-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F16-3

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.

Response to Comment No. F16-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F16-4

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.

Response to Comment No. F16-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F17

Annette Vasquez
4034 Via Constance
Lancaster, CA 93536

Comment No. F17-1

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.

Response to Comment No. F17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F17-2

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.

Response to Comment No. F17-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F17-3

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.

Response to Comment No. F17-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F17-4

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.

Response to Comment No. F17-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F18

Josie Garcia
429 E Lingard St
Lancaster, CA 93535

Comment No. F18-1

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.

Response to Comment No. F18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F18-2

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.

Response to Comment No. F18-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F18-3

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.

Response to Comment No. F18-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F18-4

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.

Response to Comment No. F18-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F19

Drucilla Boyle
2970 Cherbourg
Lancaster, CA 93536

Comment No. F19-1

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.

Response to Comment No. F19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F19-2

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.

Response to Comment No. F19-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F19-3

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.

Response to Comment No. F19-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F19-4

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.

Response to Comment No. F19-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F20

Susan Layford
43021 Sachs
Lancaster, CA 93536

Comment No. F20-1

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.

Response to Comment No. F20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F20-2

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.

Response to Comment No. F20-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F20-3

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.

Response to Comment No. F20-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F20-4

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.

Response to Comment No. F20-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F21

James (illegible)
3325 Gadsden #639
Lancaster, CA 93534

Comment No. F21-1

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.

Response to Comment No. F21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F21-2

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.

Response to Comment No. F21-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F21-3

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.

Response to Comment No. F21-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F21-4

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.

Response to Comment No. F21-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F22

Jessica Castilla
43540 Kirkland Ave
Lancaster, CA 93535

Comment No. F22-1

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.

Response to Comment No. F22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F22-2

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.

Response to Comment No. F22-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F22-3

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.

Response to Comment No. F22-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F22-4

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.

Response to Comment No. F22-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F23

Velma Garrett
43707 Challenger Way #5
Lancaster, CA 93535

Comment No. F23-1

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.

Response to Comment No. F23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F23-2

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.

Response to Comment No. F23-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F23-3

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.

Response to Comment No. F23-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F23-4

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.

Response to Comment No. F23-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F24

Bonnie A. Buckner
43738 Beech Ave
Lancaster, CA 93534

Comment No. F24-1

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.

Response to Comment No. F24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F24-2

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.

Response to Comment No. F24-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F24-3

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.

Response to Comment No. F24-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F24-4

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.

Response to Comment No. F24-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F25

Hector A. Angula
44020 Quarter St
Lancaster, CA 93536

Comment No. F25-1

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.

Response to Comment No. F25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F25-2

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.

Response to Comment No. F25-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F25-3

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.

Response to Comment No. F25-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F25-4

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.

Response to Comment No. F25-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F26

(illegible)
44240 20th St E #2
Lancaster, CA 93535

Comment No. F26-1

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.

Response to Comment No. F26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F26-2

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.

Response to Comment No. F26-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F26-3

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.

Response to Comment No. F26-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F26-4

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.

Response to Comment No. F26-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F27

Occan Britt
44251 Watsford Ave
Lancaster, CA 93535

Comment No. F27-1

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.

Response to Comment No. F27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F27-2

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.

Response to Comment No. F27-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F27-3

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.

Response to Comment No. F27-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F27-4

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.

Response to Comment No. F27-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F28

Stella Cole
44302 33rd St W
Lancaster, CA 93536

Comment No. F28-1

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.

Response to Comment No. F28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F28-2

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.

Response to Comment No. F28-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F28-3

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.

Response to Comment No. F28-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F28-4

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.

Response to Comment No. F28-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F29

Barbara A. (illegible)
44521 Buena Vista Way
Lancaster, CA 93536

Comment No. F29-1

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.

Response to Comment No. F29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F29-2

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.

Response to Comment No. F29-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F29-3

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.

Response to Comment No. F29-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F29-4

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.

Response to Comment No. F29-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F30

Ernest Nelson
44703 Painted Desert Ct
Lancaster, CA 93536

Comment No. F30-1

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.

Response to Comment No. F30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F30-2

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.

Response to Comment No. F30-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F30-3

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.

Response to Comment No. F30-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F30-4

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.

Response to Comment No. F30-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F31

(illegible)
44706 Yucca Ave
Lancaster, CA 93534

Comment No. F31-1

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.

Response to Comment No. F31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F31-2

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.

Response to Comment No. F31-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F31-3

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.

Response to Comment No. F31-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F31-4

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.

Response to Comment No. F31-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F32

Veronica Keup
44744 20th St W
Lancaster, CA 93534

Comment No. F32-1

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.

Response to Comment No. F32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F32-2

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.

Response to Comment No. F32-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F32-3

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.

Response to Comment No. F32-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F32-4

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.

Response to Comment No. F32-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F33

Michelle Bellotti
44757 Ranchwood Ave
Lancaster, CA 93536

Comment No. F33-1

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.

Response to Comment No. F33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F33-2

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.

Response to Comment No. F33-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F33-3

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.

Response to Comment No. F33-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F33-4

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.

Response to Comment No. F33-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F34

Tawana Wall
45027 Redwood Ave #101
Lancaster, CA 93534

Comment No. F34-1

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.

Response to Comment No. F34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F34-2

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.

Response to Comment No. F34-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F34-3

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.

Response to Comment No. F34-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F34-4

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.

Response to Comment No. F34-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F35

N. Marie Willy
45044 E 28th St
Lancaster, CA 93535

Comment No. F35-1

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.

Response to Comment No. F35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F35-2

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.

Response to Comment No. F35-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F35-3

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.

Response to Comment No. F35-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F35-4

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.

Response to Comment No. F35-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F36

(illegible)
45246 Kingtree Ave
Lancaster, CA 93534

Comment No. F36-1

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.

Response to Comment No. F36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F36-2

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.

Response to Comment No. F36-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F36-3

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.

Response to Comment No. F36-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F36-4

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.

Response to Comment No. F36-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F37

Jessica Martinez
45310 Rodin Ave
Lancaster, CA 93535

Comment No. F37-1

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.

Response to Comment No. F37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F37-2

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.

Response to Comment No. F37-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F37-3

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.

Response to Comment No. F37-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F37-4

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.

Response to Comment No. F37-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F38

(illegible)
45534 Rodin Ave
Lancaster, CA 93535

Comment No. F38-1

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.

Response to Comment No. F38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F38-2

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.

Response to Comment No. F38-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F38-3

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.

Response to Comment No. F38-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F38-4

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.

Response to Comment No. F38-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F39

Wilbert Jones
45800 Challenger Way
Lancaster, CA 93535

Comment No. F39-1

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.

Response to Comment No. F39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F39-2

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.

Response to Comment No. F39-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F39-3

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.

Response to Comment No. F39-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F39-4

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.

Response to Comment No. F39-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F40

(illegible)
4653 Spice St
Lancaster, CA 93536

Comment No. F40-1

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.

Response to Comment No. F40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F40-2

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.

Response to Comment No. F40-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F40-3

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.

Response to Comment No. F40-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F40-4

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.

Response to Comment No. F40-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F41

Kathy Hopkins
4787 W Ave J-6
Lancaster, CA 93536

Comment No. F41-1

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.

Response to Comment No. F41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F41-2

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.

Response to Comment No. F41-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F41-3

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.

Response to Comment No. F41-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F41-4

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.

Response to Comment No. F41-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F42

Bert Olsen
48303 20th St W
Lancaster, CA 93534

Comment No. F42-1

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.

Response to Comment No. F42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F42-2

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.

Response to Comment No. F42-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F42-3

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.

Response to Comment No. F42-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F42-4

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.

Response to Comment No. F42-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F43

(illegible)
5220 W Ave L-8
Lancaster Quarz Hill

Comment No. F43-1

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.

Response to Comment No. F43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F43-2

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.

Response to Comment No. F43-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F43-3

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.

Response to Comment No. F43-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F43-4

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.

Response to Comment No. F43-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F44

Juniper Mead
5711 Columbia Way #233
Lancaster, CA 93536

Comment No. F44-1

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.

Response to Comment No. F44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F44-2

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.

Response to Comment No. F44-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F44-3

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.

Response to Comment No. F44-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F44-4

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.

Response to Comment No. F44-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F45

Tanoi Dorsey
606 W Ave H 12
Lancaster, CA 93534

Comment No. F45-1

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.

Response to Comment No. F45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F45-2

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.

Response to Comment No. F45-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F45-3

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.

Response to Comment No. F45-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F45-4

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.

Response to Comment No. F45-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F46

Lina Marquez
717 W Avenue H-11
Lancaster, CA 93534

Comment No. F46-1

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.

Response to Comment No. F46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F46-2

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.

Response to Comment No. F46-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F46-3

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.

Response to Comment No. F46-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F46-4

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.

Response to Comment No. F46-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F47

Linda Adams
753 E Ave K-6
Lancaster, CA 93535

Comment No. F47-1

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.

Response to Comment No. F47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F47-2

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.

Response to Comment No. F47-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F47-3

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.

Response to Comment No. F47-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F47-4

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.

Response to Comment No. F47-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F48

Michelle Penn
(no address)
Lancaster, CA (no zipcode)

Comment No. F48-1

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.

Response to Comment No. F48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F48-2

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.

Response to Comment No. F48-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F48-3

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.

Response to Comment No. F48-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F48-4

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.

Response to Comment No. F48-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F49

(illegible)

(no address)

Palmdale (no zipcode)

Comment No. F49-1

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.

Response to Comment No. F49-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F49-2

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.

Response to Comment No. F49-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F49-3

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.

Response to Comment No. F49-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F49-4

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.

Response to Comment No. F49-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F50

Bobbie Jo Kulisch
43416 16th St. W #13
Lancaster, CA 93534

Comment No. F50-1

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.

Response to Comment No. F50-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F50-2

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.

Response to Comment No. F50-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F50-3

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.

Response to Comment No. F50-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F50-4

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.

Response to Comment No. F50-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. F51

Beverly Chavamu
P.O. Box 1629
Tehachapi, CA 93581

Comment No. F51-1

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.

Response to Comment No. F51-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment F1-1.

Comment No. F51-2

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.

Response to Comment No. F51-2

For response to this comment, please see Response to Comment F1-2.

Comment No. F51-3

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.

Response to Comment No. F51-3

For response to this comment, please see Response to Comment F1-3.

Comment No. F51-4

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.

Response to Comment No. F51-4

For response to this comment, please see Response to Comment F1-4.

LETTER NO. G1

J___ R. J___ (illegible)
1008 W. Ave J-2
Lancaster, CA 93534

Comment No. G1-1

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!

Response to Comment No. G1-1

The comment reiterates information contained in Section IV.L. of the Draft EIR, that the proposed project is expected to provide full and part time employment for approximately 927 persons.

The remainder of the comment provides the commenter's opinion that this estimate is accurate, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. G2

Wanda Lee Dun
1022 W. H-6
Lancaster, CA 93534

Comment No. G2-1

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!

Response to Comment No. G2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G3

Linda Bledsoe
1102 W. Ave. J-14
Lancaster, CA 93534

Comment No. G3-1

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!

Response to Comment No. G3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G4

Christal Jones
111 Lingard St.
Lancaster, CA 93535

Comment No. G4-1

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!

Response to Comment No. G4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G5

Jala (illegible)
602 W. Ave. H-12
Lancaster, CA 93534

Comment No. G5-1

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!

Response to Comment No. G5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G6

Donna Morales
1133 W. Ave. H-11
Lancaster, CA 93534

Comment No. G6-1

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!

Response to Comment No. G6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G7

Kelly M__(illegible)
44328 Albeek St.
Lancaster, CA 93536

Comment No. G7-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G8

Macy Morales
1203 W. Ave. H-12
Lancaster, CA 93534

Comment No. G8-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G9

Bob (illegible)
1756 W. Ave. J12 #202
Lancaster, CA 93534

Comment No. G9-1

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!

Response to Comment No. G9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G10

(illegible) Landon
1322 W. Ave. H-15
Lancaster, CA 93536

Comment No. G10-1

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!

Response to Comment No. G10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G11

Nichole (illegible)
44533 Shadowcrest Dr.
Lancaster, CA 93536

Comment No. G11-1

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!

Response to Comment No. G11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G12

Jerre B__ (illegible)
43534 18St. West.
Lancaster, CA 93536

Comment No. G12-1

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!

Response to Comment No. G12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G13

(illegible)
1532 W. Ave. H-10
Lancaster, CA 93534

Comment No. G13-1

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!

Response to Comment No. G13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G14

(illegible)

1535 W. Ave H-11

Lancaster, CA 93534

Comment No. G14-1

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!

Response to Comment No. G14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G15

Michael J. Hines
1601 Regents St.
Lancaster, CA 93534

Comment No. G15-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G16

Lynn M. Willardson
1622 W. Ave. L-12
Lancaster, CA 93534

Comment No. G16-1

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.

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Response to Comment No. G16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G17

Kelly M_(illegible)
44328 Albeek St.
Lancaster, CA 93536

Comment No. G17-1

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.

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Response to Comment No. G17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G18

Melissa Manzano
5121 Batris Ln.
Lancaster, CA 93536

Comment No. G18-1

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.

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Response to Comment No. G18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G19

Lori L. Mullings
44502 Elm Ave.
Lancaster, CA 93534

Comment No. G19-1

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.

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Response to Comment No. G19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G20

J(illegible __)(illegible)
602 W. Ave. H-12
Lancaster, CA 93534

Comment No. G20-1

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.

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Response to Comment No. G20-1

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LETTER NO. G21

Tonita Marshall
44321 31st. St. West
Lancaster, CA 93536

Comment No. G21-1

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.

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Response to Comment No. G21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G22

Nichole G. B __ (illegible)
44533 Shadowcrest Dr.
Lancaster, CA 93536

Comment No. G22-1

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.

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Response to Comment No. G22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G23

Lucille Davis
1815 Louise Ave.
Lancaster, CA 93534

Comment No. G23-1

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.

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Response to Comment No. G23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G24

Joel C. Potts
2015 Valiant St.
Lancaster, CA 93536

Comment No. G24-1

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.

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Response to Comment No. G24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G25

(illegible)
2048 W. Krystal Ave.
Lancaster, CA 93536

Comment No. G25-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G26

Corrin DeLeto
2057 Astor Ct.
Lancaster, CA 93536

Comment No. G26-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G27

Sondra Moreno
2109 W. Ave. K-13
Lancaster, CA 93536

Comment No. G27-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G28

Laura M. Moreno
2111 Sunswept Circle
Lancaster, CA 93536

Comment No. G28-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G29

Richard Frisch
231 W. Ave G #19
Lancaster, CA 93536

Comment No. G29-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G30

Richard Stafford
2719 W. Ave. L-4
Lancaster, CA 93536

Comment No. G30-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G31

Juan Delgado
11417 W. Jackman St.
Lancaster, CA 93536

Comment No. G31-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G32

John Gomez
2933 W. Ave 6-2
Lancaster, CA 93536

Comment No. G32-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G33

(illegible)
3534 W. Ave K-12
Lancaster, CA 93536

Comment No. G33-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G34

Patricia (illegible)
3632 West Avenue K14
Lancaster, CA 93536

Comment No. G34-1

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.

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Thanks for all of your hard work on this project. You are doing a great job for the City!

Response to Comment No. G34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G35

Vickie Hawk
3731 W. Ave. K-12
Lancaster, CA 93536

Comment No. G35-1

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!

Response to Comment No. G35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G36

(illegible)
37457 Conifer St.
Lancaster, CA 93531

Comment No. G36-1

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!

Response to Comment No. G36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G37

Theresa Alexander
38308 Division St. Apt. 7
Palmdale, CA 93550

Comment No. G37-1

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!

Response to Comment No. G37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G38

(illegible)
4004 Via Rebecca
Lancaster, CA 93536

Comment No. G38-1

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!

Response to Comment No. G38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G39

Delia Rodriguez
402 Langhorn Ave.
Lancaster, CA 93535

Comment No. G39-1

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!

Response to Comment No. G39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G40

Jeff Yost

42005 Thornbush Ave.
Lancaster, CA 93536

Comment No. G40-1

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!

Response to Comment No. G40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G41

Art Hernandez
43049 37th L
Lancaster, CA 93536

Comment No. G41-1

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!

Response to Comment No. G41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G42

Mary Hults
43112 41st St. W.
Lancaster, CA 93536

Comment No. G42-1

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!

Response to Comment No. G42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G43

Filicia Page
43159 7th St. E.
Lancaster, CA 93535

Comment No. G43-1

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!

Response to Comment No. G43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G44

Tony Rogers
43209 16th St. W.
Lancaster, CA 93534

Comment No. G44-1

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!

Response to Comment No. G44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G45

Teresa L. (illegible)
4336 N 16th St. Apt. #23
Lancaster, CA 93534

Comment No. G45-1

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!

Response to Comment No. G45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G46

Crystal Emerald
1627 W. Ave. K-10
Lancaster, CA 93534

Comment No. G46-1

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!

Response to Comment No. G46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G47

(illegible)
43442 Yew St.
Lancaster, CA 93536

Comment No. G47-1

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!

Response to Comment No. G47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G48

Melissa Murphy
43446 5th St. East
Lancaster, CA 93535

Comment No. G48-1

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!

Response to Comment No. G48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G49

Emryn Tam
43450 Gadsden Ave. #144
Lancaster, CA 93534

Comment No. G49-1

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!

Response to Comment No. G49-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G50

Farah (illegible)
43469 30th St. W. Unit 4
Lancaster, CA 93536

Comment No. G50-1

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!

Response to Comment No. G50-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G51

Cassandra Daily
43526 Gasden Ave.
Lancaster, CA 93535

Comment No. G51-1

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!

Response to Comment No. G51-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G52

Jerre B__ (illegible)
43534 18th St. W.
Lancaster, CA 93536

Comment No. G52-1

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!

Response to Comment No. G52-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G53

Erica Gutierrez
45465 25th St. E. #131
Lancaster, CA 93535

Comment No. G53-1

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!

Response to Comment No. G53-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G54

F. Gladys Wentky
1844 W. Lancaster Blvd.
Lancaster, CA 93534

Comment No. G54-1

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!

Response to Comment No. G54-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

Comment No. G54-2

I support Wal-Mart.

Response to Comment No. G54-2

See Response to Comment E50-2.

LETTER NO. G55

(Illegible)
1744 W. Imperial St.
Lancaster, CA 93534

Comment No. G55-1

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!

Response to Comment No. G55-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

Comment No. G55-2

I support Wal-Mart.

Response to Comment No. G55-2

See Response to Comment E50-2.

LETTER NO. G56

(illegible)
1339 W. Ave. I
Lancaster, CA 93534

Comment No. G56-1

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!

Response to Comment No. G56-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G57

Vanessa Mailleigh
2842 West Ave. K-8 #10
Lancaster, CA 93536

Comment No. G57-1

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!

Response to Comment No. G57-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G58

(illegible)
16470 E. Ave. G
Lancaster, CA 93535

Comment No. G58-1

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!

Response to Comment No. G58-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. G59

Taylor Jones
43534 N. Fairbanks Ave.
Lancaster, CA 93534

Comment No. G59-1

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!

Response to Comment No. G59-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment G1-1.

LETTER NO. H1

Chanel H. McCampbell
1102 West Ave. H-14
Lancaster, CA 93534

Comment No. H1-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H1-1

The comment states the opinion that the traffic mitigation measures provided are adequate to improve traffic on the west side, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. H1-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H1-2

The comment states the opinion that the traffic mitigation measures provided will resolve the current traffic conditions and improve the traffic flow. The comment also provides the opinion that City staff has done a great job, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. H2

John Arnold
1256 Valiant St.
Lancaster, CA 93534

Comment No. H2-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H2-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H2-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H3

Sindy Padilla
1301 E. Ave I #224
Lancaster, CA 93535

Comment No. H3-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H3-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H3-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H4

(illegible)

1311 West Ave. H-9
Lancaster, CA 93534

Comment No. H4-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H4-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H4-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H5

Norman Turner
1334 W. Ivyton St.
Lancaster, CA 93534

Comment No. H5-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H5-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H5-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H6

Tecia B. Lee
1341 W. Ave. J-4 #208
Lancaster, CA 93534

Comment No. H6-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H6-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H6-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H7

Timothy Brown
1427 Indian Sage Rd.
Lancaster, CA 93536

Comment No. H7-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H7-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H7-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H8

Torentino Parez
1433 West Ave. I
Lancaster, CA 93534

Comment No. H8-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H8-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H8-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H9

Angelique Rahley
14740 Sandrock Dr.
Lancaster, CA 93532

Comment No. H9-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H9-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H9-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H10

(illegible)

15329 Sutherland St.
Lancaster, CA 93536

Comment No. H10-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H10-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H10-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H11

Ernesteen Lee
1530 W. Ave. K-8 #159
Lancaster, CA 93534

Comment No. H11-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H11-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H11-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H12

Lisa Ratcliff
1634 Tara Ct.
Lancaster, CA 93535

Comment No. H12-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H12-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H12-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H13

Miguel Montano
1635 E. Silvia St.
Lancaster, CA 93535

Comment No. H13-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H13-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H13-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H14

Aleta Boyd
1809 Stratford St.
Lancaster, CA 93534

Comment No. H14-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H14-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H14-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H15

(illegible)
1833 Harlow St.
Lancaster, CA 93534

Comment No. H15-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H15-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H15-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H16

Lisa Rogers
18348 Wayed
Lancaster, CA 93536

Comment No. H16-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H16-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H16-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H17

Dean Bailey
18608 W. Ave. E4
Lancaster, CA 93536

Comment No. H17-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H17-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H17-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H18

Erin Valencia
2011 W. Ave K-10
Lancaster, CA 93536

Comment No. H18-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H18-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H18-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H19

Jesse A. Cuddeback
2011 W. Ave. K-10
Lancaster, CA 93536

Comment No. H19-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H19-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H19-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H20

Ana Penn
2032 Aster Court
Lancaster, CA 93536

Comment No. H2-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H20-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H20-2

For response to this comment, please see Response to Comment H1-2.

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LETTER NO. H21

Ned Bobo
2048 W. Ave. K4
Lancaster, CA 93536

Comment No. H21-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H21-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H21-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H22

Ina Salazar
2070 Spike St.
Lancaster, CA 93536

Comment No. H22-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H22-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H22-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H23

Pam Gleason
2107 E. Ave. J-8, #18
Lancaster, CA 93535

Comment No. H23-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H23-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H23-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H24

Marcus Mayer
2107 E. Ave. J-8 #18
Lancaster, CA 93535

Comment No. H24-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H24-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H24-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H25

Jamie (illegible)
231 W. Ave. G #9
Lancaster, CA 93534

Comment No. H25-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H25-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H25-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H26

Sonia Hernandez
2535 W. Oldfield St.
Lancaster, CA 93536

Comment No. H26-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H26-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H26-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H27

David Henderson
2552 W. Lingard St.
Lancaster, CA 93536

Comment No. H27-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H27-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H27-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H28

Shelli Garner
2660 Desert St.
Lancaster, CA 93530

Comment No. H28-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H28-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H28-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H29

W..(illegible)
2761 W. Ave. J-4
Lancaster, CA 93563

Comment No. H29-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H29-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H29-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H30

Leslie (illegible)
3044 Minford St.
Lancaster, CA 93536

Comment No. H30-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H30-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H30-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H31

Ana Heudia
3107 W. Ave K-4
Lancaster, CA 93536

Comment No. H31-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H31-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H31-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H32

Posbirico Valenzuela
319 West Ave. J-8
Lancaster, CA 93534

Comment No. H32-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H32-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H32-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H33

Frank W. Katzman
3245 E. Ave H-10
Lancaster, CA 93535

Comment No. H33-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H33-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H33-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H34

Betty Weser
3312 West Ave. J-10
Lancaster, CA 93536

Comment No. H34-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H34-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H34-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H35

(illegible)
3630 E. Ave. H-10
Lancaster, CA 93535

Comment No. H35-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H35-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H35-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H36

Judi Maria Cruz
37931 28th St. E.
Lancaster, CA 93550

Comment No. H36-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H36-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H36-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H37

(illegible)
3841 Jonathan Ct.
Lancaster, CA 93536

Comment No. H37-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H37-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H37-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H38

Evelyn Erhard
4048 Jonathan
Lancaster, CA 93536

Comment No. H38-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H38-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H38-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H39

(illegible)

40701 Rancho Vista Ave. W.

Palmdale, CA 93550

Comment No. H39-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H39-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H39-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H40

John (illegible)
4083 W. Ave. L, #156
Lancaster, CA 93536

Comment No. H40-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H40-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H40-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H41

Courtney Deshazer
4108 W. Ave L, #10
Lancaster, CA 93536

Comment No. H41-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H41-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H41-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H42

Anastazre Draper
41334 159th. St. E.
Lancaster, CA 93535

Comment No. H42-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H42-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H42-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H43

Clifford Uphold
41854 93rd St. W.
Lancaster, CA 93536

Comment No. H43-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H43-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H43-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H44

Percy Abrams
42120 Madison Ct.
Lancaster, CA 93536

Comment No. H44-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H44-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H44-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H45

(illegible)
42411 52nd St. West
Lancaster, CA 93536

Comment No. H45-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H45-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H45-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H46

Diann Sinclair
42506 32nd St. W.
Lancaster, CA 93536

Comment No. H46-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H46-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H46-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H47

Ronald & Nora Riley
42521 36th St. W.
Lancaster, CA 93536

Comment No. H47-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H47-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H47-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H48

Holly Thompson
42908 Algood Drive
Elizabeth Lake, CA 93532

Comment No. H48-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H48-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H48-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H49

(illegible)
43023 Alexo Drive.
Lancaster, CA 93536

Comment No. H49-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H49-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H49-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H49-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H50

(illegible)
43200 16th St. W. #12
Lancaster, CA 93536

Comment No. H50-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H50-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H50-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H50-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H51

Anthony (illegible)
43219 16th St. W.
Lancaster, CA 93534

Comment No. H51-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H51-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H51-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H51-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H52

Richard Ostos
43320 N. Gadsden Ave. #126
Lancaster, CA 93534

Comment No. H52-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H52-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H52-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H52-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H53

Donnika Hopkins
43323 16th St. W.
Lancaster, CA 93536

Comment No. H53-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H53-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H53-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H53-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H54

Jennifer Adams
43329 7th St. E.
Lancaster, CA 93535

Comment No. H54-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H54-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H54-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H54-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H55

Charity Howard
43431 16th St. W. #13
Lancaster, CA 93536

Comment No. H55-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H55-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H55-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H55-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H56

(illegible)

43443 N. 7th St. E.

Lancaster, CA 93535

Comment No. H56-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H56-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H56-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H56-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H57

Benito Diaz
43450 Gadsden Ave.
Lancaster, CA 93534

Comment No. H57-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H57-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H57-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H57-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H58

Patricia Appodaca
43454 32nd St. W. Apt. 101
Lancaster, CA 93536

Comment No. H58-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H58-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H58-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H58-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H59

Timothy Morton
43455 6th St. E.
Lancaster, CA 93536

Comment No. H59-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H59-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H59-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H59-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H60

(illegible)
43610 57th St. W.
Lancaster, CA 93536

Comment No. H60-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H60-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H60-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H60-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H61

Maria Liego
43719 7th St. E.
Lancaster, CA 93536

Comment No. H61-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H61-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H61-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H61-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H62

Wayne A. Lynch
43759 15th St. W. #29
Lancaster, CA 93534

Comment No. H62-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H62-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H62-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H62-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H63

Cindy Larry
43837 Sierra Vista
Lancaster, CA 93536

Comment No. H63-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H63-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H63-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H63-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H64

Neyli Cortez
44020 Quarter St.
Lancaster, CA 93536

Comment No. H64-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H64-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H64-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H64-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H65

Courtney Gardner
44026 Buttercup Way
Lancaster, CA 93535

Comment No. H65-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H65-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H65-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H65-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H66

Anna Williams
2032 Astor Ct.
Lancaster, CA 93536

Comment No. H66-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H66-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H66-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H66-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H67

Joanne D(illegible)
44045 Ruthrum Ave.
Lancaster, CA 93536

Comment No. H67-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H67-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H67-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H67-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H68

Lorraine Vazquez
44068 Engle Way Apt. 89
Lancaster, CA 93536

Comment No. H68-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H68-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H68-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H68-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H69

Glorious Russeau
44121 Elm Avenue
Lancaster, CA 93536

Comment No. H69-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H69-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H69-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H69-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H70

Angel Cruz
44121 Elm Avenue
Lancaster, CA 93534

Comment No. H70-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H70-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H70-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H70-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H71

Chanel Russeau
44121 Elm Ave.
Lancaster, CA 93534

Comment No. H71-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H71-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H71-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H71-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H72

Joyce Ashton
44129 Georgia Ct.
Lancaster, CA 93536

Comment No. H72-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H72-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H72-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H72-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H73

(illegible)
44156 Kirkland Ave.
Lancaster, CA 93535

Comment No. H73-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H73-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H73-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H73-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H74

Melanie Marcy
44240 20th St. E. #2
Lancaster, CA 93535

Comment No. H74-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H74-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H74-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H74-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H75

(illegible)
44300 Albeck St.
Lancaster, CA 93536

Comment No. H75-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H75-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H75-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H75-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H76

Edwin Jones
44315 Harbor St.
Lancaster, CA 93536

Comment No. H76-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H76-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H76-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H76-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H77

William (illegible)
44338Beech Ave. #2
Lancaster, CA 93534

Comment No. H77-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H77-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H77-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H77-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H78

Cynthia Thomas
44406 Wastford Ave.
Lancaster, CA 93535

Comment No. H78-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H78-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H78-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H78-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H79

Elliot Jones
44437 11th St. W.
Lancaster, CA 93536

Comment No. H79-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H79-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H79-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H79-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H80

Lindsey Wagner
4447 10th St. West
Lancaster, CA 93534

Comment No. H80-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H80-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H80-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H80-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H81

Theresa Vargas
44205 Dave Ave
Lancaster, CA 93534

Comment No. H81-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H81-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H81-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H81-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H82

Kerri Michael
44531 32nd W.
Lancaster, CA 93536

Comment No. H82-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H82-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H82-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H82-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H83

Samantha Zuniza
44609 17th St. E.
Lancaster, CA 93535

Comment No. H83-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H83-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H83-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H83-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H84

Debra R. Brown
44744 20th St. W.
Lancaster, CA 93534

Comment No. H84-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H84-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H84-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H84-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H85

Rosemary Allen
44833 Gadsden Ave.
Lancaster, CA 93535

Comment No. H85-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H85-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H85-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H85-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H86

(illegible)
44940 Spearman Ave.
Lancaster, CA 93534

Comment No. H86-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H86-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H86-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H86-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H87

(illegible)
45029 Lorimer
Lancaster, CA 93534

Comment No. H87-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H87-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H87-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H87-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H88

(illegible)
45077 Redwood
Lancaster, CA 93534

Comment No. H88-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H88-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H88-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H88-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H89

LaVerne Whats
45118 Sancroft Ave.
Lancaster, CA 93535

Comment No. H89-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H89-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H89-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H89-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H90

Lillian Leyve
45232 Thornwood St.
Lancaster, CA 93536

Comment No. H90-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H90-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H90-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H90-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H91

Jo Allen
45287 Elm Ave.
Lancaster, CA 93534

Comment No. H91-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H91-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H91-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H91-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H92

Olga Gonzalez
45315 12th St. W.
Lancaster, CA 93534

Comment No. H92-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H92-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H92-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H92-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H93

Valerie Walsh
45403 Gingham Ave.
Lancaster, CA 93535

Comment No. H93-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H93-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H93-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H93-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H94

Liliana Pagaza, Erica Pagaza, Roberto Vaniges, Maria Nicolas
45503 Barrymore Ave.
Lancaster, CA 93536

Comment No. H94-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H94-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H94-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H94-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H95

Jose Maguna
45516 5th St. E.
Lancaster, CA 93535

Comment No. H95-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H95-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H95-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H95-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H96

Tracy J. Gajewski
45523 Kingtree Ave.
Lancaster, CA 93536

Comment No. H96-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H96-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H96-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H96-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H97

Veronica Pineda
45530 Corkwood Ave.
Lancaster, CA 93534

Comment No. H97-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H97-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H97-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H97-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H98

(illegible)
45538 Lorimer Ave.
Lancaster, CA 93534

Comment No. H98-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H98-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H98-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H98-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H99

(illegible)
45540 12th St. W.
Lancaster, CA 93534

Comment No. H99-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H99-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H99-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H99-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H100

(illegible)
45566 Barrymore Ave.
Lancaster, CA 93534

Comment No. H100-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H100-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H100-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H100-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H101

(illegible)

45800 Chalinyer Way #213

Lancaster, CA 93536

Comment No. H101-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H101-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H101-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H101-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H102

(illegible)
45841 Picadilly St.
Lancaster, CA 93534

Comment No. H102-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H102-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H102-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H102-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H103

Katie Whit
45928 Foxtail St.
Lancaster, CA 93534

Comment No. H103-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H103-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H103-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H103-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H104

Jack L. Barber
4604 Trojan Ct.
Lancaster, CA 93536

Comment No. H104-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H104-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H104-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H104-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H105

Susan Brandow-Leirsen
4811 W. Ave. K-6
Lancaster, CA 93536

Comment No. H105-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H105-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H105-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H105-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H106

Nina Lowery
49717 Maryalo Dr.
Lancaster, CA 93536

Comment No. H106-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H106-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H106-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H106-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H107

Rosa Garcia
5041 Wave L-14 #12
Lancaster, CA 93536

Comment No. H107-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H107-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H107-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H107-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H108

Rosa Reina
5220 West Ave. L-8
Lancaster, CA 93536

Comment No. H108-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H108-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H108-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H108-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H109

(illegible) Ramirez
530 West Jackman Apt. 405
Lancaster, CA 93536

Comment No. H109-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H109-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H109-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H109-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H110

Kienna Smith
530 Jackman Apt. 414
Lancaster, CA 93536

Comment No. H110-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H110-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H110-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H110-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H111

(illegible)
530 W. Jackman Ave.
Lancaster, CA 93536

Comment No. H111-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H111-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H111-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H111-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H112

Gayle J. Reanier
5320 Meridith Ave.
Lancaster, CA 93552

Comment No. H112-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H112-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H112-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H112-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H113

Erin Parkinson
5324 West Ave. L
Lancaster, CA 93536

Comment No. H113-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H113-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H113-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H113-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H114

Charles Provinsal
5555 Laurel Ave
Palmdale, CA 93552

Comment No. H114-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H114-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H114-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H114-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H115

Nicqueos D. English
5556 Symphony Ct.
Lancaster, CA 93536

Comment No. H115-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H115-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H115-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H115-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H116

Stacey Payton
556 W. Newgrove St.
Lancaster, CA 93534

Comment No. H116-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H116-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H116-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H116-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H117

(illegible)

5711 W. Columbia Way #26

Lancaster, CA 93536

Comment No. H117-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H117-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H117-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H117-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H118

Patricia Donis
5722 W. Vahan Ct.
Lancaster, CA 93536

Comment No. H118-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H118-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H118-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H118-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H119

Ron Donis
5722 W. Vahan
Lancaster, CA 93536

Comment No. H119-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H119-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H119-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H119-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H120

(illegible)
5805 West Avenue K-9
Lancaster, CA 93536

Comment No. H120-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H120-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H120-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H120-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H121

Jenny Lugo
601 E. Avenue I #117
Lancaster, CA 93535

Comment No. H121-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H121-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H121-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H121-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H122

Cherie Harrison
606 W. Ave. M-12
Lancaster, CA 93534

Comment No. H122-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H122-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H122-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H122-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H123

Cecilise Davis
606 W. H12
Lancaster, CA 93534

Comment No. H123-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H123-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H123-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H123-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H124

Luis Cantero
6117 West Avenue K-2
Lancaster, CA 93536

Comment No. H124-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H124-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H124-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H124-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H125

Eunice Brizendine
6655 W. Avenue J.
Lancaster, CA 93536

Comment No. H125-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H125-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H125-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H125-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H126

Pamela Campbell
6818 Teasdale St.
Lancaster, CA 93536

Comment No. H126-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H126-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H126-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H126-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H127

Victor Acosta
717 W. Avenue H11
Lancaster, CA 93534

Comment No. H127-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H127-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H127-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H127-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H128

BillieJean Mcoore
737 W. Jackman St. #110
Lancaster, CA 93534

Comment No. H128-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H128-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H128-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H128-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H129

Brenda Uphold
744 Trixis Avenue
Lancaster, CA 93534

Comment No. H129-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H129-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H129-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H129-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H130

Kelly (illegible)
808 Trixis Ave.
Lancaster, CA 93534

Comment No. H130-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H130-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H130-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H130-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H131

Rose Marie Martinez
834 E. Jackman St.
Lancaster, CA 93535

Comment No. H131-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H131-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H131-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H131-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H132

Denise Neal
845 W. Holguin St.
Lancaster, CA 93534

Comment No. H132-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H132-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H132-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H132-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H133

Frank Windley
855 W. Jackman St.
Lancaster, CA 93536

Comment No. H133-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H133-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H133-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H133-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H134

Lynn Gates
(No Address)

Comment No. H134-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H134-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H134-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H134-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H135

JoAnn Oke
(No Address)

Comment No. H135-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H135-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H135-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H135-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H136

Dorothy Duncan, Maurice Gardino
(No Address)

Comment No. H136-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H136-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H136-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H136-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. H137

Latheresa Edwards
P.O. Box 45
Lancaster, CA 93534

Comment No. H137-1

I'm happy to see that the Draft Environmental Impact Report (DEIR) is providing adequate mitigation measures to improve traffic on the west side.

Response to Comment No. H137-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment H1-1.

Comment No. H137-2

I'm familiar with the traffic problems that are created by the underdeveloped intersection at Avenue L and 60th Street West. I believe the mitigation measures requiring the developer to contribute a fair share proportion toward adding lanes and signalization not only at this intersection, but along these arterial corridors will adequately resolve the current traffic concerns and improve traffic flow.

City staff has done a great job addressing the issues of most concern in this report.

Response to Comment No. H137-2

For response to this comment, please see Response to Comment H1-2.

LETTER NO. 11

_____ (illegible)
1016 Wedgewood Ave.
Lancaster, CA 93534

Comment No. 11-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. 11-1

This comment reiterates information contained in Table IV.J-1 of the Draft EIR, namely that the proposed project would be consistent with General Plan Objective 17.1.

Comment No. 11-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. 11-2

The comment references the job/housing imbalance discussed in Section IV.L. of the Draft EIR and provides the opinion that the project will balance the mix of uses in the area, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. I2

(illegible)
1102 West Avenue H-8
Lancaster, CA 93534

Comment No. I2-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I2-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I2-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I2-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I3

Justin M. (illegible)
1121 W. Ave. H-1
Lancaster, CA 93534

Comment No. I3-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I3-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I3-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I3-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I4

Linda Howard
1168 W. Lancaster Blvd.
Lancaster, CA 93534

Comment No. I4-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I4-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I4-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I4-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I5

(illegible)
1222 Valiant St.
Lancaster, CA 93534

Comment No. I5-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I5-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I5-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I5-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I6

(illegible)
1324 W. Ivyton St.
Lancaster, CA 93534

Comment No. I6-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I6-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I6-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I6-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I7

Cynthia Hernandez
1372 Jenner St.
Lancaster, CA 93534

Comment No. I7-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I7-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I7-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I7-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I8

(illegible)

1408 W. Indian Sage Rd.

Lancaster, CA 93534

Comment No. I8-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I8-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I8-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I8-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I9

Joe McDally
1414 Leebar Drive
Lancaster, CA 93536

Comment No. I9-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I9-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I9-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I9-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I10

(illegible)

1511 Granicy Dr.
Lancaster, CA 93534

Comment No. I10-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I10-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I10-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I10-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I11

JoAnne Bierbrauer
1530 W. Avenue K8 #39
Lancaster, CA 93534

Comment No. I11-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I11-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I11-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I11-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I12

James Matherry
1546 Regents St.
Lancaster, CA 93534

Comment No. I12-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I12-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I12-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I12-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I13

Leo
1549 Monte Vista
Rosamond, CA 93560

Comment No. I13-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I13-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I13-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I13-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I14

(illegible)

1611 W. Avenue J-8 #205

Lancaster, CA 93534

Comment No. I14-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I14-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I14-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I14-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I15

Lindsey A. Lopez
1611 West Avenue J-8 #205
Lancaster, CA 93534

Comment No. I15-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I15-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I15-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I15-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I16

Maryrose Willardsen
1622 West Avenue L-12
Lancaster, CA 93534

Comment No. I16-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I16-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I16-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I16-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I17

Chantelle Ratcliff
1634 Tara Ct.
Lancaster, CA 93535

Comment No. I17-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I17-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I17-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I17-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I18

D S (illegible)
1809 W. Avenue H-1
Lancaster, CA 93534

Comment No. I18-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I18-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I18-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I18-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I19

Maria Berrios
1833 W. Avenue H-8
Lancaster, CA 93534

Comment No. I19-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I19-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I19-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I19-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I20

D (illegible)
18608 W. Avenue E-4
Lancaster, CA 93534

Comment No. I20-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I20-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I20-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I20-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I21

Aulia J.....
2012 Keaton Way
Lancaster, CA 93534

Comment No. I21-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I21-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I21-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I21-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I22

E...(illegible)
2040 W. Avenue J-13 #40
Lancaster, CA 93534

Comment No. I22-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I22-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I22-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I22-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I23

E... (illegible)
2051 Valiant St.
Lancaster, CA 93536

Comment No. I23-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I23-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I23-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I23-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I24

Sandra T. Logan
25124 Ives Drive
Lancaster, CA 93505

Comment No. I24-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I24-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I24-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I24-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I25

(illegible)
2308 E. Newgrove St.
Lancaster, CA 93534

Comment No. I25-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I25-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I25-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I25-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I26

Y...(illegible)
2309 Dallin St.
Lancaster, CA 93536

Comment No. I26-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I26-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I26-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I26-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I27

Sonya (illegible)
2315 Dallin St.
Lancaster, CA 93534

Comment No. I27-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I27-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I27-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I27-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I28

B (illegible)
2549 Diamond St. #B
Lancaster, CA 93560

Comment No. I28-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I28-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I28-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I28-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I29

Margaret Wheeler
2738 Secure Pl.
Lancaster, CA 93534

Comment No. I29-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I29-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I29-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I29-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I30

Christia
2813 West Pillsbury Lane
Lancaster, CA 93536

Comment No. I30-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I30-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I30-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I30-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I31

Adriane (illegible)
2847 W. Pondera St.
Lancaster, CA 93536

Comment No. I31-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I31-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I31-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I31-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I32

Judith Tuttle
2848 W. Avenue K-8 #6
Lancaster, CA 93536

Comment No. I32-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I32-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I32-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I32-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I33

Tiffany (illegible)
3060 W Avenue L-2
Lancaster, CA 93534

Comment No. I33-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I33-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I33-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I33-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I34

Jamie (illegible)
3115 Larwood Drive.
Lancaster, CA 93536

Comment No. I34-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I34-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I34-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I34-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I35

Cynthia M. McMahon
3142 Softwood Ct.
Lancaster, CA 93536

Comment No. I35-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I35-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I35-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I35-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I36

(illegible)
3164 Gingerwood Lane
Lancaster, CA 93536

Comment No. I36-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I36-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I36-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I36-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I37

Samantha DaSilva
3170 Lemonwood Drive
Lancaster, CA 93536

Comment No. I37-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I37-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I37-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I37-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I38

Ba...(illegible)
339 Woodlark St.
Lancaster, CA 93534

Comment No. I38-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I38-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I38-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I38-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I39

(illegible)
37350 Del Mar St.
Lancaster, CA 93552

Comment No. I39-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I39-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I39-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I39-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I40

(illegible)
3744 West Avenue J-14
Lancaster, CA 93536

Comment No. I40-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I40-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I40-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I40-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I41

(illegible)
3814 Gem Ct.
Lancaster, CA 93534

Comment No. I41-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I41-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I41-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I41-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I42

Beverly A. Price
3827 W. Ave J-12
Lancaster, CA 93536

Comment No. I42-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I42-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I42-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I42-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I43

Bruce (illegible)
4034 Via Constance
Lancaster, CA 93536

Comment No. I43-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I43-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I43-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I43-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I44

(illegible)

4160 E. Avenue R2 #104

Lancaster, CA 93552

Comment No. I44-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I44-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I44-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I44-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I45

Ellen K. Yost
42005 Thornbush Avenue
Lancaster, CA 93536

Comment No. I45-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I45-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I45-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I45-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I46

Elena (illegible)
42314 Alicante
Quartz Hill, CA 93536

Comment No. I46-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I46-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I46-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I46-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I47

Anthony Sales
42407 3rd St E.
Lancaster, CA 93535

Comment No. I47-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I47-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I47-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I47-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I48

Danny (illegible)
42915 Arp St.
Lancaster, CA 93534

Comment No. I48-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I48-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I48-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I48-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I49

Robert Gilliam
4320 Jonathon St.
Lancaster, CA 93536

Comment No. I49-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I49-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I49-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I49-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I50

(illegible)
43200 16th St. W
Lancaster, CA 93534

Comment No. I50-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I50-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I50-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I50-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I51

Eileen DeLeon
43219 16St West #22
Lancaster, CA 93534

Comment No. I51-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I51-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I51-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I51-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I52

(illegible)
43219 16th St. West
Lancaster, CA 93534

Comment No. I52-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I52-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I52-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I52-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I53

Marie Palmer
43228 Crestwood Ct.
Lancaster, CA 93536

Comment No. I53-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I53-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I53-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I53-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I54

Sally Trucke
43230 Gadsden Aven #199
Lancaster, CA 93534

Comment No. I54-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I54-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I54-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I54-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I55

Heidi (illegible)
43231 North 16th Street W. Apt 14
Lancaster, CA 93534

Comment No. I55-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I55-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I55-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I55-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I56

Jennifer Hughes
43320 Harbor St.
Lancaster, CA 93536

Comment No. I56-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I56-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I56-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I56-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I57

(illegible)
43336 16th St. West #26
Lancaster, CA 93534

Comment No. I57-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I57-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I57-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I57-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I58

Jessika R. Owen
43337 Fenner Ave
Lancaster, CA 93536

Comment No. I58-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I58-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I58-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I58-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I59

Rochelle Allen
44833 Gadsden Ave
Lancaster, CA 93535

Comment No. I59-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I59-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I59-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I59-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I60

Herbert Walls
43424 N 16th St W. #22
Lancaster, CA 93534

Comment No. I60-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I60-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I60-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I60-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I61

Birdie McClane
42429 32nd St. West
Lancaster, CA 93534

Comment No. I61-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I61-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I61-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I61-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I62

Marlene Cobert
43444 32nd St. W. #201
Lancaster, CA 93534

Comment No. I62-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I62-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I62-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I62-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I63

(illegible)

43610 57th W.

Lancaster, CA 935(illegible)

Comment No. I63-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I63-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I63-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I63-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I64

N...(illegible) R....
43705 16th St. E.
Lancaster, CA 93535

Comment No. I64-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I64-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I64-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I64-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I65

Kellie (illegible)
43733 Rialto
Lancaster, CA 93535

Comment No. I65-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I65-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I65-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I65-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I66

(illegible)
43920 33rd St. W
Lancaster, CA 93536

Comment No. I66-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I66-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I66-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I66-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I67

Jenoah Curry
43923 Vintage Street
Lancaster, CA 93534

Comment No. I67-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I67-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I67-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I67-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I68

Wayne (illegible)
44004 Eagle Way Apt. 1
Lancaster, CA 93536

Comment No. I68-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I68-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I68-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I68-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I69

Scott Worley
44118 Fine Circle
Lancaster, CA 93536

Comment No. I69-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I69-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I69-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I69-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I70

Brandy Russeau
44121 Elm Avenue
Lancaster, CA 93534

Comment No. I70-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I70-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I70-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I70-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I71

James H. Laidlaw
44126 Precise St.
Lancaster, CA 93536

Comment No. I71-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I71-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I71-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I71-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I72

Kelli (illegible)
44128 Radcliffe Ct.
Lancaster, CA 93536

Comment No. I72-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I72-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I72-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I72-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I73

DeeDee
44132 Eagle Way #139
Lancaster, CA 93536

Comment No. I73-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I73-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I73-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I73-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I74

Jackie T. Cannon
44138 N. Beech Avenue. #5
Lancaster, CA 93534

Comment No. I74-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I74-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I74-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I74-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I75

Robert Morten
44221 Kingtree Ave. #127
Lancaster, CA 93534

Comment No. I75-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I75-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I75-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I75-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I76

M...(illegible)
44233 Sancroft
Lancaster, CA 93535

Comment No. I76-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I76-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I76-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I76-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I77

James (illegible)
44249 Palo Verde St.
Lancaster, CA 93536

Comment No. I77-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I77-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I77-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I77-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I78

Tamyie Wilson
44253 Benald St.
Lancaster, CA 93535

Comment No. I78-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I78-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I78-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I78-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I79

S (illegible)
44259 King Tree #210
Lancaster, CA 93534

Comment No. I79-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I79-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I79-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I79-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I80(2)

S...(illegible)
44259 King Tree #210
Lancaster, CA 93534

Comment No. I80(2)-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I80(2)-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I80(2)-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I80(2)-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I81

(illegible)
44314 Coyote Brush St
Lancaster, CA 93536

Comment No. I81-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I81-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I81-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I81-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I82

Karen Gilmore
44323 Galion St.
Lancaster, CA 93534

Comment No. I82-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I82-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I82-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I82-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I83

(illegible)
44347 Glen Raven Rd
Lancaster, CA 93535

Comment No. I83-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I83-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I83-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I83-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I84

Kenny Deshaler
44528 42nd St West #27
Quartz Hill, CA 93534

Comment No. I84-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I84-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I84-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I84-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I85

Willie Tolman
44554 Lostwood Ave.
Lancaster, CA 93534

Comment No. I85-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I85-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I85-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I85-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I86

Priscilla Wheatley
44643 Foxten Avenue
Lancaster, CA 93535

Comment No. I86-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I86-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I86-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I86-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I87

Virginia Salenger
44658 Tarrogon Dr.
Lancaster, CA 93536

Comment No. I87-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I87-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I87-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I87-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I88

Ericka Jones
44716 Elm Avenue
Lancaster, CA 93534

Comment No. I88-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I88-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I88-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I88-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I89

(illegible)
44719 Genoa Ave.
Lancaster, CA 93534

Comment No. I89-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I89-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I89-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I89-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I90

J..(illegible)
44724 Stonebridge Lane
Lancaster, CA 93536

Comment No. I90-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I90-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I90-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I90-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I91

Sylvia Moore
44745 Ranchwood Ave.
Lancaster, CA 93536

Comment No. I91-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I91-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I91-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I91-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I92

Steven Nyberg
44826 Rock Island Drive
Lancaster, CA 93535

Comment No. I92-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I92-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I92-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I92-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I93

Keyonna Stewart
44829 Gadsden Ave
Lancaster, CA 93535

Comment No. I93-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I93-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I93-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I93-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I94

Leroy Jones
44829 Gadsden Ave.
Lancaster, CA 93535

Comment No. I94-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I94-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I94-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I94-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I95

Rochelle Allen
44833 Gadsden Ave.
Lancaster, CA 93535

Comment No. I95-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I95-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I95-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I95-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I96

Lynn Bradley
44834 Logue Ave.
Lancaster, CA 93535

Comment No. I96-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I96-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I96-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I96-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I97

(illegible)
45003 15th St. W.
Lancaster, CA 93534

Comment No. I97-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I97-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I97-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I97-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I98

Cody Westfall
45029 17th St. W.
Lancaster, CA 93534

Comment No. I98-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I98-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I98-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I98-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I99

(illegible)
45118 Colleen Dr.
Lancaster, CA 93538

Comment No. I99-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I99-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I99-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I99-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I100

(illegible)
45126 N. Date
Lancaster, CA 93534

Comment No. I100-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I100-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I100-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I100-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I101

(illegible)
452 East Ave J-7
Lancaster, CA 93535

Comment No. I101-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I101-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I101-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I101-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I102

(illegible)
45409 Pickford Ave.
Lancaster, CA 93534

Comment No. I102-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I102-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I102-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I102-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I103

Maria Lopez
45423 Cedar Ave.
Lancaster, CA 93534

Comment No. I103-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I103-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I103-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I103-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I104

Luis Vazquez
45555N. Rodin Ave.
Lancaster, CA 93535

Comment No. I104-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I104-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I104-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I104-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I105

Maria (illegible)
45603 Coventry Ct.
Lancaster, CA 93534

Comment No. I105-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I105-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I105-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I105-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I106

Maria Asala
45800 Challenger Way #213
Lancaster, CA 93535

Comment No. I106-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I106-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I106-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I106-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I107

(illegible)
45841 Picadilly St.
Lancaster, CA 93534

Comment No. I107-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I107-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I107-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I107-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I108

(illegible)
45841 Picadilly St.
Lancaster, CA 93534

Comment No. I108-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I108-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I108-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I108-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I109

..... Martinez
45929 Foxtail St.
Lancaster, CA 93534

Comment No. I109-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I109-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I109-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I109-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I110

Janay Stanike
4640 W. Ave. K-4 #J-5
Lancaster, CA 93534

Comment No. I110-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I110-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I110-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I110-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I111

Deborah Birchfield
4782 W. Ave L-12
Lancaster, CA 93536

Comment No. I111-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I111-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I111-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I111-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I112

Electra Rodriguez
4814 W. Ave. J-1
Lancaster, CA 93536

Comment No. I112-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I112-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I112-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I112-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I113

(illegible)

4849 W. Ave L-14, #4

Lancaster, CA 93536

Comment No. I113-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I113-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I113-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I113-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I114

Rev. C.W. Lowes
49717 Maryalo Dr.
Lancaster, CA 93536

Comment No. I114-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I114-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I114-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I114-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I115

Miguel Garcia
5041 W. Ave. L-14 #12
Lancaster, CA 93534

Comment No. I115-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I115-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I115-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I115-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I116

(illegible)
5053 Quartz Hill
Lancaster, CA 93536

Comment No. I116-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I116-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I116-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I116-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I117

Nicqueos English
5556 Symphony Ct.
Lancaster, CA 93536

Comment No. I117-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I117-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I117-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I117-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I118

Vera Walker
5833 W. Ave K13
Lancaster, CA 93536

Comment No. I118-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I118-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I118-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I118-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I119

Amber Nova
5851 Corinthian Pl.
Lancaster, CA 93536

Comment No. I119-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I119-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I119-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I119-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I120

Adam Orona
5851 Corinthian Pl.
Lancaster, CA 93536

Comment No. I120-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I120-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I120-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I120-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I121

Maria E. Vidal
6053 W. Oak Fence Lane
Lancaster, CA 93536

Comment No. I121-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I121-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I121-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I121-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I122

Kim Brizendine
6655 West Ave. J
Lancaster, CA 93536

Comment No. I122-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I122-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I122-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I122-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I123

Lauryn Arizmendis
725 E. Ave. K-4
Lancaster, CA 93535

Comment No. I123-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I123-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I123-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I123-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I124

Kari (illegible)
815 W. Ave L #189
Lancaster, CA 93534

Comment No. I124-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I124-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I124-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I124-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I125

Kelly Ehrlich
820 W. Ave h4
Lancaster, CA 93534

Comment No. I125-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I125-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I125-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I125-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I126

Diana (illegible)
824 West Milling St.
Lancaster, CA 93534

Comment No. I126-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I126-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I126-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I126-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I127

Hazel Byrn
855 W. Jackman St. #246
Lancaster, CA 93534

Comment No. I127-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I127-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I127-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I127-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I128

(illegible)

8921/2 North Loop Blvd.
California City, CA 93505

Comment No. I128-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I128-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I128-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I128-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I129

(illegible)

no address

Lancaster, CA 93534

Comment No. I129-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I129-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I129-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I129-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I130

Rudee D. White
No Address
Lancaster, CA 93536

Comment No. I130-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I130-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I130-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I130-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I131

Kelly Lamt
No Address
Lancaster, CA 93534

Comment No. I131-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I131-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I131-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I131-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I132

A. Marks
P.O. Box 446
Lancaster, CA 93584

Comment No. I132-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I132-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I132-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I132-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I133

Austin Kraft
P.O. Box 665
Lancaster, CA 93584

Comment No. I133-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I133-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I133-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I133-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I134

(illegible)

No Address

Lancaster, CA 93551

Comment No. I134-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I134-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I134-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I134-2

For response to this comment, please see Response to Comment I1-2.

LETTER NO. I135

Shirley J. Durens
44615 Grove Lane
Lancaster, CA 93534

Comment No. I135-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I135-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I135-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I135-2

For response to this comment, please see Response to Comment I1-2.

Comment No. I135-3

I support Wal-Mart.

Response to Comment No. I135-3

See Response to Comment E50-2.

LETTER NO. I136

Jo Anne H. Costa
1556 W. Ave L
Lancaster, CA 93534

Comment No. I136-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I136-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I136-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I136-2

For response to this comment, please see Response to Comment I1-2.

Comment No. I136-3

I support Walmart.

Response to Comment No. I136-3

See Response to Comment E50-2.

LETTER NO. I137

Judy _____ (illegible)
1102 W. Ave H-4
Lancaster, CA 93534

Comment No. I137-1

I support the finding in the EIR that the proposed development would be consistent with Objective 17.1 of the General Plan to: "Designate adequate land for a balanced mix of rural and urban residential and non-residential uses."

Response to Comment No. I137-1

This letter is a form letter signed by the above-mentioned party. For response to this comment, please see Response to Comment I1-1.

Comment No. I137-2

It has bothered me for some time that there have been nothing but housing tracts built out on the west side, with no supporting commercial land uses. I see that most of the city has some type of commercial at almost every major intersection. But there is currently no commercial anywhere on the west side. It's nice to know that the EIR has considered this imbalance and has made an accurate finding that this proposed development would actually serve to provide a balanced mix of residential and non-residential uses.

Thank you for considering this important aspect of the proposed project.

Response to Comment No. I137-2

For response to this comment, please see Response to Comment I1-2.

Comment No. I137-3

I support Wal Mart.

Response to Comment No. I137-3

See Response to Comment E50-2.

LETTER NO. TRANSCRIPT

City of Lancaster
Planning Commission, Public Hearing
Transcript of Public Hearing Held in re Draft Environmental Impact Report
60th Street West and Avenue L Projects
Wednesday, February 18, 2009
Lancaster, California
5:00 p.m.
Reported by: Timothy Scott, CSR No. 8517

Comment No. T-1

ASSOCIATE PLANNER SWAIN: Neal Weisenberger.

MR. WEISENBERGER: My name is Neal Weisenberger.

I teach at Antelope Valley College. I've been a director of -- a past director of Antelope Valley water. My wife has taught at Quartz Hill High school for many years, and so I'm kind of familiar with that area.

I need my glasses.

Let's see. As a long time resident I would like to applaud the flood control mitigation measure discussed in the environmental impact report for this project. Avenue 60th and L intersection has always been a real interesting process trying to get through there on the rainy days with all of the water and all of the flooding and all of the traffic that is going through there. And with these last rainy days, I'm sure it has really been great.

By requiring the installation of a 1300-foot, 60-inch storm drain, the project will significantly improve flood protection for local residents and enhance traffic and pedestrian safety during the periods of bad weather.

I concur with the conclusion of the EIR that the proposed 60th and L commercial projects will actually provide local residents with better flood control protection than would normally exist if the property remained vacant.

I would like to commend the commission, the planning staff on a diligent effort on this issue.

Thank you.

Response to Comment No. T-1

This comment provides agreement with the flood control mitigation measures provided in the Draft EIR, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA.

Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-2

ASSOCIATE PLANNER SWAIN: Newton Chelette.

MR. CHELETTE: Good evening. Thank you for the opportunity to speak this evening.

As you said, my name is Newton Chelette, and I'm here to speak for Marvin Crisp and the A.V. Sheriffs Booster club. Marvin is the president and had a medical emergency this afternoon. I am a member of the board of directors of the Sheriffs Booster Club, and he asked me to make this presentation on his behalf.

Marvin is in support of the environmental impact report on the 60th and L Street project. As president of the Lancaster Sheriff's Boosters, it is my responsibility to advocate for the safety concerns of Lancaster residents. That is why I'm here in support of the EIR.

Response to Comment No. T-2

This comment provides general support for the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-3

Specifically, I commend the traffic safety mitigations contained in the EIR. The 60th and L intersection is currently a traffic fatality time bomb waiting to explode. There are no traffic controls. Students park on the dirt, walk across the road, which vehicles are traveling at high rates of speed.

By signaling the ingress and egress of Quartz Hill High School and by widening streets to create turn lanes, the EIR would dramatically improve safety for both drivers and pedestrians.

Response to Comment No. T-3

The comment provides support for the traffic mitigation measures included in Section IV.N., Transportation/Traffic, of the Draft EIR. This comment has been forwarded to the decision makers for their review and consideration.

Comment No. T-4

In addition, the project will generate millions of dollars of new revenue for Lancaster, which will pay for enhanced law enforcement and public safety services that will benefit west side residents.

Response to Comment No. T-4

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-5

I believe that this EIR represents a positive outcome for our entire community. I appreciate the hard work that the commissioners and city staff have put into this issue, and I'm proud to support the EIR.

Response to Comment No. T-5

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-6

ASSOCIATE PLANNER SWAIN: Kevin Sanders.

MR. SANDERS: Good evening, Commissioners.

My name is Kevin Sanders, and I'm here to support the EIR. I live about a mile and a half from the intersection of 60th and L.

I agree with the EIR's assessment that this project will actually result in fewer car trips and less pollution in our valley. Due to the lack of local shopping centers, west Lancaster residents have to drive a significant distance to shop or dine in Palmdale. Building a shopping center at 60th and L will enable the residents to shop in a local neighborhood and reduce their vehicle trips. Locating shopping facilities near residential communities is a cornerstone to smart growth.

I commend the EIR for recognizing this important principle.

Thank you for your time.

Response to Comment No. T-6

This comment provides support for the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-7

ASSOCIATE PLANNER SWAIN: Geraldine Godde.

MS. GODDE: Good evening.

CHAIRWOMAN SMITH: Good evening.

MS. GODDE: I'm Geraldine Godde, born and raised here. I live one half mile from this development.

I look out across that property and I think, what are we thinking? What are we thinking, people? With a high school on the corner? No. Use a little bit of common sense here and let's not build a Wal-Mart or a Super Target. Okay?

Thank you.

Response to Comment No. T-7

This comment provides general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-8

ASSOCIATE PLANNER SWAIN: Doug Burgis.

MR. BURGIS: Good evening, commissioners. My name is Doug Burgis. As announced, I'm the president of the Quartz Hill Town Council.

And I want to say I can -- she was at our meeting. I couldn't say her name.

Anyway, I have two grandsons in the high school, elementary -- intermediate school. Each of them have 4.0 averages, and they've been that way for the last six years, and they are in seventh grade now. It didn't come from Grandpa, trust me.

Anyway, I'm writing this and presenting this based on the EIRs under review for the properties of 60th and L and the commercial -- proposed commercial projects on the corner. I am speaking on behalf of the Quartz Hill Town council regarding items that do not appear to be addressed on the EIR. The best I can tell these items weren't.

Response to Comment No. T-8

This comment provides general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a

response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-9

One very important item is that of the proliferation of the fast foods directly across the roadway from the Quartz Hill High school, and I'm addressing that from the standpoint of the obesity factor. The students will gravitate to these outlets at any given opportunity -- off campus breaks, after school, and even ditching school -- that's an old Michigan term.

But, anyway, school boards throughout the Antelope Valley have either removed or are in the process of removing fast foods and sodas from the schools. A concern is the obesity of children and young adults, and research indicates that this is either directly or indirectly the cause of many of our other medical problems among growing children. And I have looked at and am referencing about four pages of reference stuff that I have turned in to you folks.

It is very disturbing that the various school boards, public entities like yourself, the city council, tend to completely disregard this problem. The onus is on all of us as city leaders, parents, grandparents to protect and show guidance to our children. The issues of our children's health and welfare must supersede any monetary gain. And I say that because I don't think there's any opposition to say we shouldn't have those fast food vendors out there. And you know if they have taken them off of the schools, where are those kids going to go? Bingo.

Oooh, I'd better hurry up.

Response to Comment No. T-9

Societal issues, such as obesity, are not considered to be an environmental impact under CEQA, and therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Response to Comment 21-1 regarding truancy.

Comment No. T-10

Another issue is also the health related as -health related as to the effect of respiratory asthma incidents on the children as it relates to the increased close proximity of vehicular traffic in regard to the emissions, not to exclude road debris that has -- will make airborne a great increase in the traffic flow. I understand there are going to be 17,000 more cars per day in that area. Students are constantly involved in outdoor activities next to this purpose -- proposed heavy grid of traffic and will be unnecessarily exposed to its effects.

Response to Comment No. T-10

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. T-11

CHAIRWOMAN SMITH: okay. Your three minutes are up. I do invite you, Mr. Burgis, to submit the rest of the information in writing.

MR. BURGIS: I have a paragraph and a half. That's about all.

CHAIRWOMAN SMITH: Go ahead. Go ahead and finish your paragraph then.

MR. BURGIS: The opinions and concerns being stated by this council should not be construed in any way that we are against the commercial developments. And I want that understood strongly.

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 schools. Lancaster --

Response to Comment No. T-11

See Response to Comment 3-4 regarding moving the project to another location.

Comment No. T-12

You're going to love this one.

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

CHAIRWOMAN SMITH: Thank you very much.

Response to Comment No. T-12

This comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-13

ASSOCIATE PLANNER SWAIN: Lee Barron.

MR. BARRON: Good evening, Vice Chair Smith and Commissioners.

My name is Lee Barron. I'm president of the Quartz Hill Chamber of Commerce and the new owner of Rancho Home Gifts. I am -- we are all opposed to this project, both projects.

We have deep concerns over the water issue. Supposedly in District 10 there's enough water to suffice 100,000 gallons per day usage through both these developments, where in housing developments water is not available. There's a conflict of interest there.

Response to Comment No. T-13

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-14

Also, the storm the water runoff that was mentioned earlier, there is a 1300-foot drainage line that will leach off into a holding bin that will not hold all of the water that does generate from that intersection. It also will flow as a backup up towards avenue -- down 60th to Avenue K, where there supposedly is an existing storm drain. That existing storm drain does not come into effect until you get farther on down the road. so there's not adequate runoff there.

Response to Comment No. T-14

See Response to Comment 33-10 regarding project impacts with respect to drainage.

Comment No. T-15

The other thing is -- in the EIR report, there is no mention on who's going to ensure the kids get across the street safely. YOU know, I hate to see one -- one of you have to go to the funeral of the first kid that's hit. And this is very important that it is addressed.

Response to Comment No. T-15

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-16

I don't understand how this got to this point, how investors from outside this area that used to live in this area can come in, buy land, sell it, and not reinvest that money into our area. I'm off track. sorry. I did want to say that.

My kids went to Quartz Hill High school. They graduated with good honors. Two of them are in college right now. Quartz Hill High School has the highest level of students going on to schools -- further education, I should say.

When you drive around L.A. and you see the schools that are near commercial outlets, they have huge walls. They are going through an education system that is more like a prison. And our kids don't deserve that. We have children that left Quartz Hill High School and went on to Pensacola and Annapolis. How many schools do we have up here that that happens?

You know, we need to focus on education. we need to focus on our rural environment that is out there. This is west Lancaster. It is not Quartz Hill. It is not Quartz Hill Commons.

As Doug mentioned earlier, you have a responsibility of taking care of these kids.

CHAIRWOMAN SMITH: And I want to remind you, tonight is to focus on the --

MR. BARRON: I understand.

CHAIRWOMAN SMITH: -- environmental impact report. I appreciate it very much, Mr. Barron.

Response to Comment No. T-16

This comment provides the commenter's opinion as well as general opposition to the project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-17

ASSOCIATE PLANNER SWAIN: Mike Roberts.

MR. ROBERTS: I just have a few items that I dispute in the EIR.

First -- and these are quotes -- the project would have less than significant impact with regard to visual character, and it will have no visual impact. It's a Wal-Mart. What do you mean, no impact? no visual impact? Maybe we are looking at different stores.

Response to Comment No. T-17

See Response to Comment 22-1 regarding the visual character of the project site.

Comment No. T-18

What else do we have? By the year 2010 they project a 40 percent growth in housing. we might want to rethink that with the current economic condition. There is no 40 percent growth.

Response to Comment No. T-18

Based upon comments received on the Draft EIR, the economic report was revised in June 2009 to reflect current market conditions. The revised economic report is contained in Appendix B to this Final EIR.

Comment No. T-19

Okay. What else? It states in there that the jobs created would result in a beneficial impact. what? More minimum wage jobs a beneficial impact? They don't spend money. These are kids making, what, \$7 an hour?

Response to Comment No. T-19

As stated on page IV.L-3 of the Draft EIR, the proposed project would provide full and part time employment for approximately 927 individuals. This comment also provides the commenter's opinion regarding the type of job, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-20

All right. What else do I have? They state in there there is going to be an additional 11,000 homes listed for housing impact. The EIR needs to be redrawn with the current economic. 11,000 additional houses? Most of them are in foreclosure -- that's wrong. There is a lot of -- they aren't -- they are not building out there anymore.

Response to Comment No. T-20

See Response to Comment T-18.

Comment No. T-21

Now, let's see. Quote, there is an -- in the EIR there is a need for increased parkland in Lancaster. And this is what our proposal is? we're going to build a Wal-Mart when we need increased parkland? And it states that in the EIR. The closest park on the west side is Rawley Duntley, by the college. Why do we -- we need parks out there. I'll let that one go.

Response to Comment No. T-21

A park was considered as an alternative use for the project site on Draft EIR pages VI-2 and VI-3. This idea was rejected on the basis that the City does not own the project site and that it would not be economically viable and would not maximize the potential of the project site. Additionally, a 28.05 acre park was approved as part of Tentative Tract Map 53229 on October 17, 2005. This park is to be located at approximately 65th Street West and Avenue K-8, immediately northwest of the project site, and would consist of picnic areas, open space areas, tot lots, athletic fields, and ball courts.

Comment No. T-22

Okay. Traffic. States in the EIR on the way -- that this Wal-Mart is on the way to and from other destinations, and they will stop at the project as part of another trip. People don't whip into Wal-Mart for their milk like an AM/PM, which is right up the street. Wal-Mart is a destination. You actually plan it. It's like a Costco. You're not going to stop in to do your grocery shopping. You're going to go there specifically for that reason.

Response to Comment No. T-22

Draft EIR page IV.N-13 provides the rationale for using pass-by trip reduction:

Since both Avenue L and 60th Street West are arterial roadways, it would be reasonable to assume that some of the patrons to the shopping center would already be utilizing the roadways (not new vehicle trips) on the way to/from other destinations and make a stop at the project as part of another trip. The Trip Generation Handbook, An ITE Recommended Practice identifies a range of pass-by trips from about 8% to 68% of the trips for shopping centers. Typically, the smaller the shopping center, the larger the pass-by reduction. A conservative to average 25% reduction in the vehicle trips was incorporated into the analysis to reflect the pass-by activity for the proposed project. No pass-by reductions were taken at the site adjacent intersection of 60th Street West and Avenue L, or at the driveways. Interaction between the land uses where one person stops at more than one venue would be expected for a shopping center of this size. According to the ITE Recommended Practice reference noted above, internal capture differs based on the land uses. As a large anchor, a conservative 10% internal capture was applied to the super discount store, a 30% internal capture was applied to the fast food restaurants, a 25% internal capture was applied to the bank, and a 20% internal capture was applied to the pharmacy and restaurants. The internal capture rate is already represented in the shopping center rate so it is not applied a second time.

Comment No. T-23

Fifteen intersections will require signal lights in the area.

Response to Comment No. T-23

As demonstrated in Table IV.N-12 of the Draft EIR, it is recommended that 10 intersections and driveway locations be signalized in order to mitigate the potential significant impacts of the proposed project. The significant impacts would be reduced to a less than significant level with the signalization of the provided intersections. However, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-24

And let's see. Last but not least, the traffic count. The traffic count was taken on a Tuesday, August 28th. Middle of summer, no school traffic, Tuesday. It was also taken on a Saturday -- on a Saturday, June 2nd. On a Saturday. How can they justify or accurately count traffic when it's in the middle of summer or it's a Saturday. They need to be out there 7:00 o'clock in the morning in maybe October and see what the traffic is.

Response to Comment No. T-24

See Responses to Comments 74-4 and 74-5 regarding the traffic count methodology employed in the traffic impact analysis.

Comment No. T-25

And last, but not least, it states in the EIR the project will generate 17,000 daily trips. Seven that project will generate 17,000 daily trips, and they're not even doing an accurate traffic count. Imagine what it would be if they did an accurate one.

Thank you.

Response to Comment No. T-25

See Responses to Comments 74-4 and 74-5 regarding the traffic count methodology employed in the traffic impact analysis.

Comment No. T-26

ASSOCIATE PLANNER SWAIN: Stephen Walden.

MR. WALDEN: Good evening, Madam Vice and Commissioners. Thank you for the opportunity to speak tonight.

My name is Stephen J. Walden, Master sergeant Retired, United states Air Force.

I'm up here tonight to oppose and refute the draft EIR on the following conditions:

I have studied, I have researched and reviewed your draft EIR. I have numerous questions and concerns of possible errors and omissions in the analysis and the data in this report. They are significant enough to affect the conclusion in this report and possibly influence the voting council. I'm going to go over just a mere five or six and get out of your way this evening.

Number one, the high school impact. The effect that it will have on these high school kids has been mentioned numerous times this evening already, number one being the fact that the children will migrate towards these commercial zonings, head out to the fast food restaurants, hang out in the stores, be around the increased possibilities of crime.

Response to Comment No. T-26

See Response to Comment 17-1 regarding crime.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

See Response to Comment 21-1 regarding truancy.

Comment No. T-27

The second, the traffic that was taken. It has been mentioned twice already and I need not go into any further. The traffic that -- we did an independent research and study was on a Friday evening at 5:00 to 7:30 in the morning in which 1500-plus vehicles were trafficking -- moved through the 60th street and Avenue L in a two-hour period.

If we do take this draft EIR, we're going into it with speed analysis and skewed data. I request greatly that you guys please reevaluate and do another analysis on it.

Response to Comment No. T-27

See Responses to Comments 74-4 and 74-5 regarding the traffic count methodology employed in the traffic impact analysis.

Comment No. T-28

The second is the water drainage problem has been mentioned two or three times already this evening. The 1300-foot drainage, 60-inch drainage pipe that is planned to go in this -- into this to help with the runoff is inadequate. It's going to go into a termination point that can't handle the effects of the increased water drainage problem.

Response to Comment No. T-28

See Response to Comment 33-10 regarding project impacts with respect to drainage.

Comment No. T-29

Something that hasn't been addressed this evening is the environmental emissions that are going to go in. Any time a commercial shopping center, any type of commercial industry comes into an area that has no industry whatsoever in it, the emissions are found to go up. In the draft EIR it specifically states that there will be no significant impact. I refute that and wish to have this readdressed.

Response to Comment No. T-29

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. T-30

Next, the water usage. currently this area of Lancaster and Quartz Hill are told that they cannot put residential homes in here because of the water issues, and now we're asking to put in commercial -- commercial areas in here that's actually going to increase the amount of use of water at that time.

Response to Comment No. T-30

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-31

Finally, and my last point in the last ten seconds that I have, is that it states that there is going to be an increase in revenue. I'm sorry. But the people in Lancaster and Palmdale are not going to give you more money because you guys are moving out to 60th Street West and Avenue L. They are just simply going to move it from one side of the city to the other.

Thank you and have a good evening.

Response to Comment No. T-31

This comment expresses the opinion of the commenter but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-32

ASSOCIATE PLANNER SWAIN: Michael Rosales.

MR. ROSALES: Good evening, commissioners. My name is Michael Rosales, and I am a resident of Lancaster.

I don't live by the site where the Wal-Mart is going to be built, but I am opposed to the building of it, and I am going to address some of the issues. I do live by the Super Center that is off of valley Central and Avenue J.

Public service, police. Lancaster station, according to the EIR, is approximately six-and-a-half miles from the site. well, I live five miles from that site, and the police station, the sheriffs station, is about three to four miles from my house, which goes the opposite direction.

One police officer for 833 citizens is considered adequate to meet the current demand for police service. Where do they come up with those figures? And with the growth that this community is enduring.

Talking about where -- that there would be very little increase of crime to the potential site because of the fact it's going to be a center. It doesn't matter if it's a center or not. crime -- anytime you to call it. It's a retail store. It doesn't matter if it's a -- what kind of retail store you put in there across from the store, it will be seen serving alcohol. It will have tobacco. They are claiming not to sell firearms, but they will have ammunition there if they choose to. These are things that the environmental build an industry, any kind of sort of retail, it does attract -- I'm sorry, but it does attract thieves, and it does attract people that come in and steal and rob from these places. And in the environmental impact report it does not state --

it's not saying that it's going to increase it by much. It will. I live by the other one where we do experience that all the time.

Response to Comment No. T-32

See Response to Comment 17-1 regarding crime.

As stated on page IV.M-7 of the Draft EIR, the proposed project would be served by the Lancaster Station which is located at 501 West Lancaster Boulevard, approximately six and one-half miles from the project site.

The factor of one police officer per 833 citizens came from the Sheriff's Department.

The proposed project would not sell firearms. See Response to Comment 22-1 regarding the availability of alcohol and tobacco. See also Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

Comment No. T-33

Average response time for emergency calls in the city of Lancaster for 2006 was 5.5 minutes. I'm sorry to say, but we're in 2009. I think our city has increased in that response time. It will probably be a little bit longer, I think that needs to be reviewed by the study.

Response to Comment No. T-33

The response times included in the Draft EIR were current as of Draft EIR publication. However, see Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

Comment No. T-34

We're building -- we're building this retail property this retail monster or whatever people want to call it. It's a retail store. It doesn't matter if it's a -- what kind of retail store you put in there across from the store, it will be seen serving alcohol. It will have tobacco. They are claiming not to sell firearms, but they will have ammunition there if they choose to. These are things that the environmental impact has to take into consideration for the young people that do go to that school. It will attract them to that place to hang out or even to have truancy; so it will increase crime, and it will increase other situations for that area.

Thank you.

Response to Comment No. T-34

See Response to Comment 17-1 regarding crime.

The proposed project would not sell firearms. See Response to Comment 22-1 regarding the availability of alcohol and tobacco. See also Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

See Response to Comment 21-1 regarding truancy.

Comment No. T-35

ASSOCIATE PLANNER SWAIN: Paul Harris.

MR. HARRIS: Good evening. My name is Paul Harris, and I'm a 21-year resident of the Antelope valley. I'm a proud parent of three young adults that graduated from Quartz Hill High School.

This has brought a lot of recognition to our area. They say your children are your greatest investment in life, and that's why I strongly oppose the EIR draft. The major concerns regarding this draft are the following:

Delineation of the market. Proposed is over 840,000 square feet of new retail space, which is well beyond the normal range of 400,000 square feet. I ask you, why?

Response to Comment No. T-35

See Response to Comment 24-2 regarding delineation of the market area.

Comment No. T-36

It goes on to state the cannibalization by anchor tenants will be coming to the super centers. Wal-Mart, Lowe's, Target. This draft clearly states that they have taken this into account. Thus, this will eliminate sales at existing store locations in the proximity. This will cause urban blight and affect our environment.

Response to Comment No. T-36

See Response to Comment 32-9 regarding the shifting of revenue from one store to another.

See Response to Comment 22-1 regarding blight.

Comment No. T-37

Correction to the EIR. The draft EIR states under the project description it is situated within the community of Quartz Hill. This is not true. This is Lancaster, California.

Response to Comment No. T-37

Page II-1 of the Draft EIR states that the project site is located in the City of Lancaster.

Comment No. T-38

Other measured concerns. According to the draft EIR, you will not burden existing capacity of water. As previously stated by some of the other people in this room, I believe the residents of Lancaster are under a water rationing program. How can this be, I ask you.

Response to Comment No. T-38

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-39

Long term effects: It will impact the physical, esthetic, and the human environment that we live in. This project definitely affects all three categories. physical, we will no longer have the views within the area that I moved out here for.

Response to Comment No. T-39

As stated on page IV.B-7 of the Draft EIR, the proposed project would not result in the obstruction of any permanent, public scenic views. Pedestrians and motorists traveling in vehicles would have a temporary, passing view of the proposed project from public vantage points such as Avenue L and 60th Street West, as the vantage point would be constantly changing. As such, the proposed project would not obstruct any scenic views from permanent, public vantage points. Long-range views of the San Gabriel Mountains to the south and southwest would not be substantially altered. Considering the distance of the mountains from the project site, which is approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development. In addition, private views are not protected under CEQA. Therefore, impacts relative to public scenic views would be less than significant.

Comment No. T-40

Incremental degradation of local and regional air quality. It states this in the EIR report. This is irreversible. There will be pollution. All of this for an estimated, as it shows in the EIR from the Quartz Hill Commons project, \$1.2 million. I ask you, is it worth 1.2 million annually to do this to our community? I think not.

Response to Comment No. T-40

See Response to Comment 24-7 regarding degradation of local and regional air quality. See also Responses to Comments 3-3 and 46-1 regarding the project's impacts with respect to air quality.

Comment No. T-41

The draft EIR also states that there will be an increase in traffic volume noise. We have to live with this forever. What price justifies such an altering of our environment for tax base revenues from the Super center Quartz Hill Commons in Quartz Hill.

Based on this, I urge all planning commission members here tonight not -- and to reject the need for a zone change in the general plan amendment, and after this the Lane Ranch proposal, too.

Thank you for your time.

Response to Comment No. T-41

See Response to Comment 24-11 regarding noise impacts as a result of vehicular traffic.

The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-42

ASSOCIATE PLANNER SWAIN: Loretta Berry.

MS. BERRY: Thanks for having us here.

I'm a 48-year resident of Lancaster, except for the time I spent in the United States Air Force. I graduated from Quartz Hill High school, as well as my kids did.

And first of all, I want to say that I feel that 45 weeks would not be enough time to list all the inadequacies in these two draft EIRS.

First of all, the economic blight was not addressed at all. The city's economic plan for retail needs is based on mass housing tracts that are not going to be built, as was mentioned before. We are in an economic decline. We are not building all of these housing tracts that are on the city's housing tract map that is about four feet by six feet big. This map shows all the future houses, and this was done in the 1980s, when there was a housing boom. Again, that's no longer true.

Response to Comment No. T-42

See Response to Comment 22-1 regarding blight.

See Response to Comment T-18 regarding the projection of new homes to be built.

Comment No. T-43

The economic study is based on a false premise, and it needs to be readdressed in the EIR, the environmental impact report.

The economic blight in the valley is valley wide. You can drive down any street in Lancaster and see empty storefront after empty storefront after empty storefront. I mean, I have got a list here. It's ridiculous.

Response to Comment No. T-43

See Response to Comment 22-1 regarding blight.

Comment No. T-44

The City keeps building strip malls and shopping centers, while ones that were built five years ago, even three and two years ago stands empty. Avenue P and 30th, six empty storefronts. The west side of the valley cannot support two or three more, including the Avenue K proposed center.

There are six empty storefronts in the Avenue P and 30th west shopping center.

Avenue L and 45th street West, there is two empty storefronts.

Avenue L and 40th, two empty storefronts.

Avenue L and 30th, four empty storefronts alone in the McDonald's strip mall that is there. That's not including the empty ones that are in the Stater Brothers shopping center right next door.

Avenue L and 20th west, there are four more empty storefronts.

Avenue N and 50th Street West there are two empty storefronts.

And as of late there have been six restaurants that I know of, that I have read about in the Antelope valley press that have closed and have gone out of business, three near the Antelope Valley Mall, which is supposed to be booming. I mean, that's where people are supposed to go to shop, and stores are closing there. Three of them were open -- have been open for less than a year and are now closed.

Mervyn's closed. Gottschalks is closing one of their stores. Circuit city left Lancaster a couple years ago, and now they are closing in Palmdale. And the list goes on and on.

Avenue J on the east -- 10th Street East and Avenue J just closed an Albertsons and a Rite-Aid less than one mile from the east Lancaster Super Wal-Mart.

Again, we cannot sustain these shopping centers on the west side.

Response to Comment No. T-44

See Response to Comment 60-1 regarding vacant buildings in the community.

Comment No. T-45

The \$1.2 million of new tax revenue was already discussed. That's a fallacy. There will not be any new tax revenue. It will be just redibursed tax revenue from the Wal-Marts the five Wal-Marts that the valley already has. That was not addressed in the Environmental Impact Report.

Response to Comment No. T-45

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to

CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration. Further, there are only four Wal-Marts in the Antelope Valley

Comment No. T-46

The traffic reports are inadequate, as mentioned.

Response to Comment No. T-46

This comment states an opinion regarding the traffic report, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-47

Child obesity was mentioned.

Response to Comment No. T-47

Societal issues, such as obesity, are not considered environmental impacts under CEQA and as such, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-48

Health risks from emissions was mentioned.

Response to Comment No. T-48

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. T-49

It's not in the EIR that Quartz Hill High School is a California state distinguished school, and the impact on those students have not been addressed.

Response to Comment No. T-49

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project next to Quartz Hill High School.

Comment No. T-50

Someone mentioned about severe drought. I brought with me half a dozen newspaper articles from the last two weeks that says California is in a severe drought. L.A. just announced yesterday that they are going to face three water conservation rules. There is no water. This is a desert. That was not addressed in the -- it was addressed inadequately in the EIR report. Thank you.

Response to Comment No. T-50

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-51

ASSOCIATE PLANNER SWAIN: Bob Lea.

MR. LEA: Good evening. Thank you for the opportunity to speak.

I have two subjects tonight I would like to address.

One that was in the environmental report and one that was omitted that should have been in there, in my judgment. I am concerned about the commercial rezoning of 60th street and L and 60th and K. Is where is the water -- 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 consistent demands through 2030.

Response to Comment No. T-51

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-52

A lot of things have happened in the last four years. I think we will all agree that the buildings here in the valley that -- and I think that this report is out of date and should be reevaluated.

Even if the report was true, then please tell me why Sundown Elementary School at 60th street West and Avenue J is currently installing a water pump, not only to handle the convenience of the children, you know, for their plumbing and so forth and so on; they have no water pressure. And if there's a fire, God forbid, I would hate to have one of my kids out there.

And one of the residents in the homes on 90th street West and J, they are already having a significant water pressure problem. These people have to get up at 4:00 o'clock, 5:00 o'clock in the morning just to take a shower before the guy down the street does or before the sprinklers go off. That's ridiculous. And in the event of a wildfire out in that area or, God forbid, a fire in one of these -- these residential areas that's packed so tight, we're going to end up like that trailer park down below. It's going to be devastating. Where is the water -- the water pressure going to come from and the water for that?

The Antelope valley is well, it's obviously we're in a drought right now, and the residents are being required to conserve. I think as long as this problem exists, there should be no residential or commercial buildings at all in Antelope valley.

Response to Comment No. T-52

See Response to Comment 22-1 regarding the revision of the economic study to reflect current market conditions, as well as a discussion of project impacts with respect to urban decay.

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-53

And one of the other subjects I would like to hit on is -- that was not mentioned in the environmental report was the jobs that I keep hearing about. I get sick to hear about politicians talk about all these jobs and stuff being created through the big-box stores and the news media, while the truth be known, 90 percent of those stores are part time -- part time, minimum wage. Minimum wage, it doesn't take an intellectual giant to figure the math on that. They are not going to buy no homes; they are not going to buy goods and services in our community.

Response to Comment No. T-53

As stated on page IV.L-3 of the Draft EIR, the proposed project would provide full and part time employment opportunities for approximately 927 individuals.

The remainder of the comment provides the commenter's opinion about these jobs, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-54

And kids, where are they going to go when they graduate? Great. We're going to leave them a Wal-Mart or some other big-box store to go to work at? we are going to lose all of our children out here. They are going to be forced to leave. We are driving them out. What are we doing to keep them here with higher pay, better jobs, better communities? we're not. We're doing nothing. We're collecting money and -- from these big-box stores and so on and --

Response to Comment No. T-54

The comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-55

MR. LEA: Okay. Thank you for your time.

Response to Comment No. T-55

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-56

ASSOCIATE PLANNER SWAIN: Jessica Burnias.

MS. BURNIAS: Good evening. Thank you very much for giving me the time to speak with you today.

My name is Jessica Burnias, and I have been a resident of Lancaster for approximately 20 years. I graduated from Quartz Hill. I'm currently a children's social worker with the Department of Children and Family services; so I work with our foster unit here and in the City of Lancaster.

One of the things I wanted to address with you this evening is the omission of the EIR regarding truancy and crime with the children that attend the local school of the proposed commercial site. In the sheriff's report for the last month -- the last six months of 2008 we had 375 arrests by our truancy officers of our local high school children that are truant. And then this Sunday we just had something in the newspaper of the importance of the revenue of the attendance of our children in school for the school district.

With all the budget cuts that we are having, truancy was definitely an issue, and it was not addressed. Me going to Quartz Hill High School, I knew that if I tried to ditch, the only place that I could go was Burger King, and there was a sheriff there that would arrest everybody and give them tickets.

My brother currently attends Quartz Hill High School, and his options are a little bit more broad as to where he can go. My brother is going to be there about three years, and if that Wal-Mart is there, I mean, you just can't control something like that.

I work with our foster youth, and one of the biggest problems that I have with the children that I work with when they start hitting high school is those truancy tickets that they are getting and the theft.

And when I talk to my kids, I can tell you from personal experience where they steal from and where they hang out at is Wal-Mart. And the problem actually goes beyond that because, you know, there was mention there's not going to be firearms, but the tobacco and the alcohol, these kids are stealing --

CHAIRWOMAN SMITH: Make sure you keep it on the environmental impact.

MS. BURNIAS: But, I mean, you have got the truancy issue. The truancy and the crime rate need to be addressed, and it needs to be taken into consideration.

Response to Comment No. T-56

See Response to Comment 21-1 regarding truancy.

See also Response to Comment 17-1 regarding crime.

See Response to Comment 22-1 regarding the availability of alcohol and tobacco.

Comment No. T-57

MS. BURNIAS: Okay. And I definitely believe that that's something that wasn't considered, and it definitely needs to be taken into account. Me and my husband just moved in. we just purchased a home a half a mile from the -- and traffic. Traffic is another issue that needs to be addressed.

Response to Comment No. T-57

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

Comment No. T-58

You know, we've mentioned before, I went to school. I remember getting into -- I got into two or three car accidents going back and forth from school, and it is something that is not being looked at when you can once again, not just for our regular community and, like, the people, but our children. And I can speak from personal experience with the position I have in our community.

So thank you very much for listening.

Response to Comment No. T-58

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-59

ASSOCIATE PLANNER SWAIN: Bob Curry.

MR. CURRY: Good evening.

I have reviewed all three of these environmental impact reports and found a number of deficiencies in all of them. I have submitted them by writing, but I would like to focus just on the one that I think is the most pervasive, and that is the lack of supporting data for the urban decay conclusions.

And this state, of course, depends on their outlook for population growth, the market demand for these stores. And there's not much data in the report about all of these topics except that you can see when you look in the appendices that were supplied in the studies, the one for Wal-Mart was dated October of 2008. A lot of things have happened in the economy since then.

The Lane Ranch, the last data was October '07.

The one from Lowe's, the last data was in 2006. And we've had the most severe change in the national economy in the last six months. These reports have no indication of that in -- that they looked at that. so, first, I might say, well, you can never predict the future. YOU can never tell where the economic growth is going, but that's not -- that's not a reasonable answer. Any engineer could tell you that in a period of uncertainty the proposer would need to come in and say, "sure, you can look at the rosy outlook that they have right now, but you should also look at moderate growth, slow growth. You should really look right now at severe recession for several years, or depression."

And in those scenarios, the impact that you're going to see in this report is a whole lot different. You're going to see -- very likely you're going to see underutilized capacity; you're going to see abandoned buildings; you are going to see what few jobs we have in town are going to get passed around from one store to the next. There aren't going to be any new ones. You're going to see infrastructure that we're building up right now that we don't need, but we are going to have to pay for for years to come.

These are the real impacts, and they are just over -- overignored by everyone of these reports because they are working on old data. And, see, you really can't possibly consider a rezoning position when you're looking at data that is out of date and irrelevant. YOU may as well be looking at population data for Peoria, Iowa, or something like that.

So all I would like to say, I think this is a severe deficiency, and all -- all of the environmental impact reports doesn't just affect urban decay. It really places into all of the arguments regarding traffic, waste, air quality, and I really encourage you to -- the only real solution to this would be for the EIRs to be rewritten by taking a serious look at a wide range of economic scenarios, not just the rosy picture they put in in the one that they presented.

Thank you.

Response to Comment No. T-59

See Response to Comment 22-1 regarding the revision of the economic study to reflect current market conditions, as well as a discussion of project impacts with respect to urban decay.

Comment No. T-60

ASSOCIATE PLANNER SWAIN: Richard Hecker.

CHAIRWOMAN SMITH: Good evening.

MR. HECKER: I want to thank you commissioners for allowing me the opportunity to speak.

My name is Richard Hecker. I'm with the Quartz Hill Care organization, and I actually brought my copies of the environmental impact reports with me. I realize that tonight's meeting is about these draft reports, and I wanted to express that I find them inadequate. They are very large, difficult to go through. Loretta already mentioned that 45 weeks probably would not be enough time to completely analyze them. And if you compare just these two reports with, you know, the size of the report on the 60th and K proposal, you see that the information is -- is just amazing, and it's really difficult to go through.

So with that thought in mind, I'm not going to run past my time this evening. I'm going to keep it very brief, but I wanted to promise you I'm going to write my concerns in a letter and submit the full length of it because three minutes is just not adequate tonight to address all these things.

As I stated, I believe these reports are flawed. one of the things I wanted to mention, the previous speaker talked about the rosy -- or the rosy projections. one of the things I notice in this report is it does not list the assumptions that were in hand when these professionals drew their conclusions.

And without providing adequate data like that or using old data, if they had flawed assumptions when they had these discussions, there's no way their conclusions can be valid.

Response to Comment No. T-60

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-61

One of the specific things in the report that I just found appalling, myself, was on the comments at Quartz Hill on page 145, in talking about the issue of fire stations, I wanted to actually read two sentences for you.

It said, "The fire department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70th street; however, the station is not currently funded for construction."

Second sentence, "Therefore, the project site' s proximity to its jurisdictional fire station is" -- and I'll emphasize this word -- "inadequate and is considered a potentially significant impact."

Here in the report it clearly says "inadequate." I guess I am going to provide in writing my full concerns, but I wanted to go on record and let you guys know I believe this report is flawed, and I would second the idea of starting from scratch.

Response to Comment No. T-61

See Response to Comment 61-7 regarding project impacts with respect to fire protection.

Comment No. T-62

ASSOCIATE PLANNER SWAIN: Brad Miccio.

MR. MICCIO: Good evening. Thanks a lot for your time.

The gentleman before me touched on everything I'm up here to touch on right now. That's -- that's the one thing that jumped off the page at me is the issue of fire safety. And just to add on to what he said, the closest L.A. County Fire Department station is 1.8 miles away, which does not meet their requirement for one mile for an engine company.

And I'm a graduate of Palmdale High School, but I can't wait for my girls to go to Quartz Hill High school because I live right down the street. And I really oppose these EIRS. Thanks a lot.

Response to Comment No. T-62

See Response to Comment T-61.

Comment No. T-63

MS. FIELDS: Good evening. I live at 60th and Columbia, and my children will, in essence, in the future be going to Quartz Hill High School. They presently go to Quartz Hill Elementary school; so they do have their time to go there.

But I also refute many of the things in the EIR, and especially the safety issues that I didn't see in there, children riding their bicycles. Not just the high schoolers, but the junior high schoolers that would be traversing back and forth.

Response to Comment No. T-63

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-64

I don't agree with the fact that they did the study in the summertime. In the last few days I have sat and I have watched and I observed, because I do live in such close proximity, the amount of cars that have gone back and forth, back and forth, and at one point I start counted in two hours 1582 cars. That is insane. And what we're going to have is much, much more of that.

Response to Comment No. T-64

See Responses to Comments 74-4 and 74-5.

Comment No. T-65

My concern is Wal-Mart allows campers in their parking lot. The EIR didn't discuss the safety of that kind of issue. That could be potentially dangerous to children, both junior high, high school, elementary. I know that the County, from what I understand, is not willing to widen their section of the road, which it's a great concern for children to be able to know that they can go to and from the schools safely. It wasn't there. I would likely have my children possibly riding their bikes to school because of the close proximity, but at this point there would be no way in Helsinki that they would for the fear of them being hit by cars, people not paying attention, which is a common practice. You see the car accidents that we presently have.

Response to Comment No. T-65

A condition of approval has been added to the project prohibiting overnight parking in accordance with the City's municipal code.

See also Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the project near existing schools.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-66

I know that the County, from what I understand, is not willing to widen their section of the road, which then we have a -- we have a meeting of the minds there that probably won't become to agreement.

Response to Comment No. T-66

The project will comply with the mitigation measures required to reduce project impacts to less than significant. Whether the County is willing to widen their section of the road does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-67

So I am asking you, based on the many other people who have also seen inaccuracies and the economic obsolescence that this will cause the community, not just Quartz Hillians, but Lancasterans who go to different businesses, who own businesses in Quartz Hill, who make their living with their businesses, those businesses would be decimated within two years.

Please reconsider and think of everybody concerned. It's not just Lancaster's revenue. It's the people of Quartz Hill as well.

Thank you.

Response to Comment No. T-67

See Response to Comment 22-1 regarding impacts to independent businesses in the community.

Comment No. T-68

ASSOCIATE PLANNER SWAIN: Amelia Jennings.

MS. JENNINGS: Good evening, Commissioners and staff.

My name is Amelia Jennings. I'm a resident of Lancaster. I live about one mile from this high school where they're going to put these two shopping centers across from the high school.

I very much oppose this. I think your EIRs have a lot of things in it that are not adequate, but I -- actually the EIR is -- kind of reminds me of the stimulus package. So be it.

I have two big issues. The first one has been touched upon already, and that is the water shortage. This issue has been as -- has not been resolved in your EIR or even discussed enough. We have already been cut back on our water usage without more building in the city. The -- we -- we just can't afford any more building with the water shortage that we have.

Response to Comment No. T-68

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-69

The second issue I have is on the traffic around the school. The traffic is going to be a danger to all of our children there, but I think about this is where our young drivers are coming out of daily and how much

danger they are going to be in. This also includes the children that are walking as well as those that are on their bicycles.

So please reconsider all of these things before we make a decision and go back to the drawing board on this. It's just not good for our children to have all this there.

Thank you very much and then have a great evening.

Response to Comment No. T-69

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-70

ASSOCIATE PLANNER SWAIN: Paul Jennings.

MR. JENNINGS: Commissioners and staff, thank you for this opportunity to address you on this proposition, which I oppose. I have to admit that I haven't had the opportunity to read through all of these EIRS. They are just too much, too thick. I tried to do other commitments that I have already previously committed to. I wasn't able to obtain hard copies of these; so I tried to get it on the Internet. That was a useless exercise. I tried to get readable copies of this EIR, draft EIR, on the Internet.

I do -- I did get access to the EIR for the Avenue K and 60th project, and it has a lot of similarities.

Looking at the summary of relative impacts, which is Table 5.1 in that DEIR, the following conclusions were classified as significant and unavoidable even after the recommended mitigation measures were implemented.

Table 3.3 concerns traffic. And all of these that I'm fixing to talk about are under this significant and unavoidable category.

Traffic impact 3.3-1 talked about the intersection traffic.

Impact 3.3.2 talked about the roadway traffic being inadequate.

Also, the -- there's another page, Page 3.5.15, that said within a two-mile radius -- all of the plans and pending projects within a two-mile radius of this project would generate 89,000 daily traffic trips. I find that really amazing.

The next item was noise. Impact 3.4.1 was noise during the project construction. .2 was during the project operation.

The next was air quality. That conflicted with the implementation of the air quality plan generation during construction of criteria air pollutants, air pollution omissions project-related traffic, stationary sources, and on-site sources.

And the last was visual quality due to the heavy lighting on the project.

Since all of these problems affect the project at Avenue K and 60th of a similar, significant, and unavoidable manner, it's only reasonable to assume that these same negative impacts would also apply to the projects that are on west Lancaster.

And I thank you very much.

Response to Comment No. T-70

The comments provided are about the project located at 60th Street West and Avenue K. Nevertheless, project impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. Concluded therein, with implementation of the provided mitigation measures, all project traffic impacts would be less than significant.

Project impacts with respect to noise are analyzed in Section IV.K. of the Draft EIR, and concluded therein, all noise impacts (during both project construction and operation) would be less than significant.

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

See Responses to Comments 31-4 and 33-10 regarding lighting.

Comment No. T-71

ASSOCIATE PLANNER SWAIN: Michael Lansing.

MR. LANSING: Good evening.

I'm going to talk about the draft environmental impact report and truancy. Truancy is not addressed at all in the draft environmental impact report, but it is a concern that many specifically requested to be included. Truancy will be a problem for both Joe walker Junior High school and Quartz Hill High school. Ask any student, parent, or sheriff, all agree building fast food and stores across the street from a school will increase truancy. The center will become a center for students attending sporting events and other activities outside school hours, bringing loud music, smoking of both kinds, drinking, fights, and spending -- speeding to the residential neighborhood. Truancy will cost parents time off work to attend court and money to pay the truancy fines.

Truancy will decrease federal fundings. On February 15th, 2009, the AP press reported that students attending a critical -- attendance is critical to the district cash flow revenue. Schools are only paid when a

child attends. The Westside School District has a daily average attendance rating 95 percent, while Lancaster attendance rates are 92 percent. Each percentage point translates into approximately 1 million extra revenues for the district. That 3 percent difference means \$3 million.

Why is there a 3 percent difference? Are the students in the city of Lancaster sicker or do they have more places to go within walking distance?

Currently Quartz Hill High School and Joe Walker Junior High School have only one commercial store within walking distance, the AM/PM on the corner of L and 60th. They will only allow a limited number of students in the store at a time and none with backpacks, to prevent shoplifting and other problems.

It doesn't take much to tempt some students away from school. placing two shopping centers directly across the street will be too much to resist. No other school in the Antelope valley is surrounded by supersized commercial centers.

Why has the draft environmental impact report failed to include truancy in its investigation? The school zone is not limited to only the school property. Rezoning to commercial will have a major effect on the school's environmental, and this should be addressed in the environmental impact report.

Response to Comment No. T-71

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA and the comment has been forwarded to the decision makers for their review and consideration. Nevertheless, see Response to Comment 21-1 regarding truancy.

Comment No. T-72

ASSOCIATE PLANNER SWAIN: Amber Goss.

MS. GOSS: Hi. My name is Amber Goss, graduating class of 2003 for Quartz Hill High School. I'm here to talk to you about the obesity that was not -- the obesity issue that was not discussed in your environmental impact report. The link between fast food and obesity was not addressed in the environmental draft impact report. It is a quality of life issue for both students and parents. surrounding the high school and junior high with fast food will increase obesity. students will stop at fast food establishments on their way to and from school.

Parents have worked hard to provide students with healthy snacks and lunches. Vending machines are no longer stocked with junk food. But who has the willpower to eat healthy when you smell greasy fast food -- when the smell of greasy fast food reminds you that it is that way.

Many students who are not allowed to leave campus for lunch will sneak off and not bother to return to school. It is just as hard to sneak back on campus as it is to get off campus, being a person who has experience with that, and I would stay off.

Students waiting for a ride and a chance to get out of the weather and a place to meet with friends will hang out at a fast food place. The temptation will always be there to eat just one more burger or cookie or have three times more Coke or cappuccino.

The school zone is not limited to only school property. school zone warning signs that reduce speed limits are posted well beyond the school boundaries. The schools nearby and across the street from the proposed shopping centers are a major environmental element in the neighborhood of Avenue L and 60th Street West.

The job of the environmental impact report needs to investigate all of the effects of rezoning commercial into school zones will have on the students.

Thank you very much.

Response to Comment No. T-72

Societal issues, such as obesity, are not considered to be an environmental impact under CEQA, and therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-73

Christina and I can't pronounce your last name.

CHAIRWOMAN SMITH: What is your last name?

MS. SEEPAN: Seepan.

CHAIRWOMAN SMITH: Thank you.

MS. SEEPAN: Thank you for hearing me.

I'm speaking of hopefully representing some of the parents. I'm here. I'm a long-time resident. Actually, I was born in Lancaster; so I have been here for almost 33 years. I have lived in Lancaster, Palmdale, Mojave, California City, Big Bear -- you name it, I have lived there.

And with the experience that I have had, I have lived on the east side of Palmdale before the Target and the Wal-Mart were built out there. And if you want to only hear about the environmental issues, what higher rate of pollution caused by emissions from the commercial buildings and the traffic do you think my daughter and I breathe in or did breathe in when we were taking our walks and going to the park. Obviously it's a higher rate.

Response to Comment No. T-73

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. T-74

I have spent a lot of time saving money in order to go to the west side of Lancaster because growing up here that was the place to be. And I have just bought property out there, and to hear that, by chance, you're going to develop out there is very unheartening to me and I take it very personally because I spent a long time getting to the spot I'm in right now. And I take my family out to do the parkways and the walks out on the west side of Lancaster now to get away from the smog and to get away from the cars and to get away from all of the pollution and the crime. And this is why I oppose the development. And I just have one question: If this happens, where am I supposed to go now? where am I supposed to take my daughter for a healthy walk on the street?

Response to Comment No. T-74

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

See Response to Comment 17-1 regarding crime.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-75

ASSOCIATE PLANNER SWAIN: Janelle Smith.

MS. SMITH: Thank you, Commissioners. I appreciate the opportunity.

I did go through the draft EIR. And I'm not a civil engineer, but my son is, and he pointed out a few things.

He said that the objective of 18.2 is to encourage appropriate increment development. This is not really increment development. Business is going out on the edge of an area.

Response to Comment No. T-75

As stated in Section IV.B., Aesthetics, of the Draft EIR, the project site is located in an area within the City of Lancaster that is in transition. The City envisions the transformation of the area to more urban uses and the development of the proposed project would further the City's vision.

Comment No. T-76

And along those lines, this will also take us to 145 percent for the total proposed supply of retail space by 2012, and that's if all of the current housing projects go in, and they probably will not.

Response to Comment No. T-76

See Response to Comment 85-7.

Comment No. T-77

This also allows 1728 parking spaces. That's a lot of trips.

Response to Comment No. T-77

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-78

I have three children that graduated from Quartz Hill High, and that area has never been safe for foot traffic.

Response to Comment No. T-78

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-79

Parking has always been an issue. I know that's not Wal-Mart's problem, but the kids are going to park there, the parents are going to park there; the kids will run across the street to be picked up. So that's a problem.

Response to Comment No. T-79

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-80

It's going to be the same amount of retail jobs.

Response to Comment No. T-80

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for the review and consideration. In addition, as stated on Draft EIR page IV.L-3, the proposed project would provide full and part time employment for approximately 927 individuals.

Comment No. T-81

The future urban blight. When Wal-Mart closes stores, they just build new ones. Nothing ever gets done with the old ones.

Forgive my voice, but this makes me nervous.

Response to Comment No. T-81

See Response to Comment 22-1 regarding blight.

Comment No. T-82

And it also states that it would present a desirable image for the area. A 41-foot 600 Wal-Mart façade is not a desirable image. Thank you very much.

Response to Comment No. T-82

The comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-83

ASSOCIATE PLANNER SWAIN: Bruce MacPherson.

MR. MACPHERSON: Good evening. My name is Bruce MacPherson. I'm a Lancaster resident, and I have lived in the Antelope valley for over 31 years. I was born here, went to high school here. I'm also a licensed architect for the state of California.

There's many concerns with the EIR -- the draft EIR, as has been mentioned already. I have three that I think I can add a little bit to.

The first one is relative to the transportation and traffic. The mitigation -- there's a number of street widenings and traffic signals that are mitigation measures they say they need to be put in, which is very true. That's the case. However, the mitigation measures say that the project document shall provide fair share contributions, which does not mean that the street widenings would go in or the traffic signals would go in prior to the occupancy of these stores, these developments.

I believe that each one of the proposed developments would require the improvements that are listed in the EIR. Those together demand that those mitigation measures be installed, the street widening the street improvements be installed prior to occupancy of these developments. That's a flaw in the mitigation measures and the results of that.

Response to Comment No. T-83

See Response to Comment 15-4 regarding the rationale and implementation of fair share contributions to mitigation measures.

Comment No. T-84

The next item is under public service, police protection. we have recent experience in the city of Lancaster where shopping centers on the east side went in. Wal-Mart one of them, I believe. And they ended up requiring an extra police officer strictly funded by those stores to be provided for that area of the community. There is no reason why this development would not have the same type of requirement. As some of the other folks have mentioned tonight, the crime -- incidents of crime will increase. The project should be required to fund a full-time extra police officer, a sheriffs officer, as well as a full-time truancy officer for the related problems there.

Response to Comment No. T-84

See Response to Comment 17-1 regarding crime. See also Comment Letter No. 12 from the County of Los Angeles, Sheriff's Department.

The remainder of the comment provides the recommendation that the project should be required to fund an extra police office and truancy officer. This recommendation is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-85

And then in the final area -- this strikes me as an architect. The -- under land use compatibility, the EIR -- draft EIR states the proposed structures are compatible with the surrounding one to two store residential and institutional buildings.

That is not the case. They would not be compatible with the existing development or future developments that are slated to go out there. Quartz Hill High school is a is a low-scale, actually rural high school. It's got a large gym building in the rear; however, its massing is definitely on the low scale. It builds up to a crescendo in the middle.

One- and two-story houses are definitely low scale.

This type of building is a big box. And for it to properly fit into the character, it would need to be redesigned to have a smaller scale. Also a smaller footprint be broken up into smaller buildings in order to fit into the character of that area. That is a flaw in the EIR.

Thank you.

Response to Comment No. T-85

See Response to Comment 22-1 regarding impacts to visual character.

The remainder of the comment provides the commenter's opinion that the project should be redesigned, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-86

ASSOCIATE PLANNER SWAIN: Karen Smeltzen.

MS. SMELTZEN: Hello. My name is Karen Smeltzen, Major USAR retired and former member of GAVAR. That's the National Association of Realtors in the Antelope Valley.

One of the things that -- I tried very desperately to get the EIR off the computer so I could read it from cover to cover; however, it was very difficult to even find it.

Plus, the amount of volume that was in there, I really couldn't go through the whole thing. But I did not see in there where they mentioned too much the number of children that were going to be truant, crossing the street by jaywalking. This is currently a problem.

Response to Comment No. T-86

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

See Response to Comment 21-1 regarding truancy.

Comment No. T-87

And they only mention the number of traffic lights that would be required, but no mention that there was going to be this constant traffic. crossing in front of cars and all times of the day, Wednesdays especially, are a problem because they get out of school. I believe I have seen children leave there as early as 11:00 o'clock and constantly see children truant in that area and wonder often why that's not more addressed in the first place.

Response to Comment No. T-87

See Response to Comment 21-1 regarding truancy.

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-88

And having a Wal-Mart across from the high school to me is a no-brainer. These kids are going to be over there. Are we going to have a full-time truant officer?

Response to Comment No. T-88

See Response to Comment 21-1 regarding truancy.

Comment No. T-89

Quartz Hill High School is the school I should have attended. I grew up in Quartz Hill, for the most part, and I lived at L-4. And my mother's house was just recently sold when - and then she ended up dying, but I know that area very well, and that whole street is a flooding nightmare, and I don't think that has been addressed.

Response to Comment No. T-89

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to

CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-90

Is Wal-Mart going to pick up the cost of widening that street clear down to 40th? I somehow doubt it. And that's really what it's going to take in order to make that halfway safe.

Response to Comment No. T-90

As provided in Mitigation Measure N-23, the project applicant shall provide fair share contribution for the widening of Avenue L between 55th Street West and 60th Street for three additional lanes.

Comment No. T-91

Plus the fact that as a former member of GAVAR, as a realtor I always suggested to people buying homes in the area, that they go to check the zoning on a property that was nearby, especially if it was vacant, because it would affect the values of their homes. There is no mention of that.

The home values have already taken a huge hit. Those are all very expensive homes and that is not -- you know, putting a new Wal-Mart across the street is certainly going to make them even more of a problem.

Response to Comment No. T-91

Property values are not considered an environmental issue under CEQA, and as such, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-92

Plus the fact we have no water. I'm getting a water evaluation next week from Quartz Hill Water District because they are telling me I'm already using too much. where are we going to get it from? There isn't any, folks.

Thank you.

Response to Comment No. T-92

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

Comment No. T-93

MS. GOSS: Before I speak I would like to make a comment on your comments about truancy and the degradation of property values. Both of those are issues totally ignored in the draft EIR. I read it. It's not there.

Response to Comment No. T-93

See Response to Comment 21-1 regarding truancy.

Property values are not considered an environmental issue under CEQA, and as such, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-94

And I would like to ask Joycelin, what day do we actually have to turn in our stuff? Is that on Monday? Do we have until the end of close of business or not?

ASSOCIATE PLANNER SWAIN: They need to be in by the close of business on the 23rd. If something is postmarked by the 23rd, when it comes in I will accept it.

MS. GOSS: Where can they turn it in?

ASSOCIATE PLANNER SWAIN: Just turn it in to City Hall. Fax it in to City Hall. E-mail it to me.

MS. GOSS: I have had a number of people telling me they have had difficulty e-mailing it to you.

ASSOCIATE PLANNER SWAIN: Did they put the "ca" at the end of my e-mail address?

MS. GOSS: I don't know.

ASSOCIATE PLANNER SWAIN: That happens a lot of times, the "ca" gets left off and it bounces back.

MS. GOSS: All right.

ASSOCIATE PLANNER SWAIN: So give them my phone number, have them call me, and we'll figure it out.

MS. GOSS: Okay. All right.

Response to Comment No. T-94

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to

CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-95

Addressing the draft EIR. The traffic data used in the draft EIR does not represent true conditions. Instead of using an automated collection method, the data was collected manually. The National Data Surveying services company that was used to collect the traffic data doesn't even have a website. What kind of data collection company is this? The kind that can't even afford an automatic traffic counter.

Response to Comment No. T-95

See Responses to Comments 74-4 and 74-5.

Comment No. T-96

Data was only collected on five days for two hours at a time, throwing away one of the hours from each of the collection times. The days in which the data was collected represents two minimum school days in May during the Memorial week. Two days in August, just after school started; and one Saturday, the day after school was out. okay?

Response to Comment No. T-96

See Responses to Comments 74-4 and 74-5.

Comment No. T-97

The hours were also very carefully chosen. The 9 a.m. time only covers the last half hour before school starts, missing much of the student drop-off traffic. The p.m. hours doesn't even cover the student time. They leave at 3:00. The hours were 4:00 to 6:00. It doesn't even cover the residents who gets off at 5:00, the majority of them, and it takes an hour to get home. Traffic counts is gone. And they call that peak traffic.

Response to Comment No. T-97

See Responses to Comments 74-4 and 74-5.

Comment No. T-98

Okay. Interestingly enough, the difference in traffic counts between the a.m. and the p.m. supposed peak hours, as in most cases, is less than 50 cars. Where are all these kids getting to school? Are they flying?

Okay. Remember, the school traffic time does not include school being let out. An independent manual count of the cars going in a single direction on Avenue L and 60th identified hundreds of more cars than the draft EIR calls it.

This bad traffic data is then used again to model noise and pollution. If the data is garbage going in, it's going to be garbage coming out of the model. Okay?

Response to Comment No. T-98

See Responses to Comments 74-4 and 74-5.

Comment No. T-99

And there's problems with the noise calculation. They use a model that's 20 years old. All right?

Response to Comment No. T-99

As stated on Draft EIR page IV.K-10, roadway noise levels have been calculated for selected study intersection locations around the project site. The noise levels were calculated using the FHWA-RD-77-108 model and traffic volumes from the project traffic analysis. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by the State Department of Transportation (Caltrans).

Comment No. T-100

And interestingly enough, the air pollution quality data has an increase of cars versus the traffic. So increased cars, you're going to have more air pollution. Interestingly, how that works out, cars disappear when you do air pollution -- or increase when you do air pollution and they disappear when you go to count traffic.

Response to Comment No. T-100

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Comment No. T-101

An automated traffic count of the true peak hours needs to be taken before the final environmental impact report so that the same major flaws will not be represented in the final count and not passed on to the air quality and the noise.

Thank you.

Response to Comment No. T-101

See Responses to Comments 74-4 and 74-5.

Comment No. T-102

ASSOCIATE PLANNER SWAIN: Al Garcia.

MR. GARCIA: Good evening. My name is Al Garcia.

And I'm like everybody else so far that -- from what I have heard. I only lived here since December of 2008, and I moved directly across the street. I'm 59th and K-12, which is going to be directly across the street from where this project is coming in. The little bit I got to read about the EIRs, I understand that K-12 is going to be extended. It's going to go directly into the shopping center. And I'm just wondering how that traffic coming into my community is -- has been talked about or how it impacted and affected anybody, and if anybody has even considered it or talked about how that traffic will be coming into the community when K-12 is being extended directly in there.

Thank you.

Response to Comment No. T-102

Project impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. Based on discussions with City of Lancaster staff, 16 intersections and 8 street segments within the sphere of influence of the project were chosen for analysis. As concluded therein, with implementation of the provided mitigation measures all project traffic impacts would be less than significant.

Comment No. T-103

ASSOCIATE PLANNER SWAIN: Shelby Lynn Sanderson.

MS. SANDERSON: Hello, and good evening everyone. I'm Shelby Lynn Sanderson, your reigning Miss Quartz Hill. I have attended Quartz Hill High School for four years. I am currently a senior. I am a proud resident of Quartz Hill for the past 16 years.

I'm here to express this evening -- or here his evening to express a few of my concerns on the potential rezoning of the property.

As an ambassador for my community I have had he privilege of becoming involved with my community. I have attended luncheons, business mixers, different chamber functions where I have developed personal relationships with the small business owners of my town. I feel in these hard economic times we need to preserve our local businesses. In my town alone we have family owned tire stores, beauty salons, candy shops, a pharmacy, and feed stores, just to name a few. And I feel by rezoning this property it could possibly put those businesses out of business, basically.

Response to Comment No. T-103

See Response to Comment 22-1 regarding impacts to small businesses in the community.

Comment No. T-104

As a student at Quartz Hill High School, I'm concerned about the possible construction that may take place and the distractions that may occur with traffic, noise, and pollution. The traffic there is absolutely horrible. I don't even come to school until second period, and I have no place to park. So, trust me, I would be one of those people that park in the Wal-Mart parking lot.

Response to Comment No. T-104

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

Project impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. As concluded therein, with implementation of the provided mitigation measures all project traffic impacts would be less than significant.

Project impacts with respect to noise are analyzed in Section IV.K. of the Draft EIR, and concluded therein, all impacts would be less than significant during both project construction and operation.

See also Response to Comment 6-2 regarding disruptions to Quartz Hill High School.

Comment No. T-105

I'm also concerned about the dust and potential health issues of thousands -- that the thousands of students could be exposed to Valley Fever in the dirt.

Response to Comment No. T-105

See Responses to Comments 3-3, 24-7, and 46-1 regarding project impacts with respect to air quality.

The comment about Valley Fever does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-106

Currently Quartz Hill High School is the leader in academic scores within the Antelope valley, and I feel having a commercially zoned area across the street from my school may have a negative impact on our student learning, attendance, health, including tobacco and alcohol. We already have bad alcohol problems at our school. Kids bring it onto campuses all the time. And the choice of food because we have gotten rid of every horrible food that you can possibly think of.

Response to Comment No. T-106

See Response to Comment 22-1 regarding the availability of alcohol and tobacco.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-107

The noise with the construction that would be coming along with it you'll be able to hear from Quartz Hill, and you definitely don't want to take away learning from students that could possibly be running the businesses out here. I mean, learning is huge and with the noise -- I mean we have our classrooms are right next to where there would be construction. You would hear it horribly.

So I'm here tonight just asking you to take the youth into consideration when you're casting your vote, as we are the future of the Antelope Valley.

Response to Comment No. T-107

Project impacts with respect to noise are analyzed in Section IV.K. of the Draft EIR, and concluded therein, all impacts would be less than significant during both project construction and operation.

See also Response to Comment 6-2 regarding disruptions to Quartz Hill High School.

Comment No. T-108

ASSOCIATE PLANNER SWAIN: Diana Tirado.

MS. TIRADO: Good evening. My name is Diana Tirado. I am an Antelope Valleyan. I was born and raised here, forty years.

And I guess I got my information messed up because I came to fight for Quartz Hill High School because I'm a parent of a junior at Quartz Hill High. And she has to leave the house -- and we live right there on K and 50th, and she has to leave the house at, like, 6:55 in the morning to get to school to find a parking and be there by 7:30.

CHAIRWOMAN SMITH: And I know -- you know, I know that you feel passionate

MS. TIRADO: Yeah.

CHAIRWOMAN SMITH: -- and I do want to assure you that -- that what you have to say to us is very, very important to us. It's important for us to hear. And I hate that you came all the way out here tonight to kind of talk about the impact --

MS. TIRADO: Yeah.

CHAIRWOMAN SMITH: -- but I really -- I really do look forward to hearing what you have to say.

MS. TIRADO: But this traffic would be one of the issues?

CHAIRWOMAN SMITH: Yeah.

MS. TIRADO: So definitely traffic.

Response to Comment No. T-108

Project impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. Concluded therein, with implementation of the provided mitigation measures, all project traffic impacts would be less than significant.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-109

And safety -- safety of the children, the crossing the streets, having public stores so close to the school to me would just have -- you know, people being able to stalk the high schoolers more easily. You know, right now there's empty fields, and you can always see someone to me that doesn't belong in the area. And the public facilities there, I think it would be harder to, you know, decipher people who are stalking our kids. It's. all about the safety of our kids.

So sorry for taking up your time

CHAIRWOMAN SMITH: That's fine.

MS. TIRADO: -- but that's my problem.

Response to Comment No. T-109

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project near existing schools.

Comment No. T-110

ASSOCIATE PLANNER SWAIN: Jose Arias.

MR. ARIAS: Good evening, everyone.

There's two things I wanted to talk about. Visual characteristics of the area that were mentioned in the environmental impact report. Pretty limited when they spoke about how they can take that into consideration, but one part that really stood out to me was that the CEQA standards don't designate it as a state scenic highway; therefore, it's not a big impact. I think that's kind of a ridiculous standard, and it needs to be elaborated because -- just because we don't live on a scenic highway designated by the state doesn't mean that people didn't buy homes in the area because of what it looked like. Okay?

Response to Comment No. T-110

See Responses to Comments 22-1 and T-39.

Comment No. T-111

The other thing that I don't think I have seen addressed anywhere is -- and it might be too late for this part of it, but the information distribution. The last thing I ever even heard of was that you only receive mailers if you lived within some ridiculous short distance from the project sites. I think because this is something supposedly something that the City of Lancaster is developing, proposing, considering, that those mailers, especially in the area, should have been expanded at least a couple of miles, at least as far as the environmental report states that it's considering having an impact. People in those residences should have received something. All I have heard is it's just a project site, a couple hundred feet. Those people weren't informed. I don't think that's very fair to us.

CHAIRWOMAN SMITH: I believe it's 500 feet; is that correct?

ASSOCIATE PLANNER SWAIN: It was 500 feet for an automatic mailing, but for the past year and a half anybody that has wanted to be on the mailing list could be added. And I sent out, beyond just the draft EIRs, over 750 notices to people who had requested to be on the distribution list.

MR. ARIAS: 750 is a couple of square blocks. Thank you for the effort, but --

ASSOCIATE PLANNER SWAIN: Actually, it went all the way into Lake Elizabeth.

MR. ARIAS: Okay. Well, thank you, but I haven't heard anything like that because I do believe that more people would have showed up to here and to other meetings if they were forewarned, especially the first one when this environmental report was first brought up at Quartz Hill High School.

Response to Comment No. T-111

See Response to Comment 89-1.

Comment No. T-112

And the other thing is that -- I understand that we're talking about why we should have a project site here and the effects of the EIR in the area, and everybody is concerned about the high school.

We should also mention that if we were to build a high school, how about the reasons why we wouldn't build it next to Wal-Mart and the mall? Okay?

Thank you very much.

Response to Comment No. T-112

The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-113

ASSOCIATE PLANNER SWAIN: Richard Lewis.

MR. LEWIS: Good evening, Commissioners. Thank you for the opportunity to address this issue tonight.

I understand that you are receiving comments strictly on the adequacy of the CEQA document. I'm not a CEQA planner; so I'm -- I'll admit I don't know what's adequate and what isn't. But just in reading it, I do have some comments that are restricted to the public services sections of both the documents for both projects, Section 4-M, page 4-M-7, the documents state that:

"It is logical to anticipate that the crime rate in a given area will increase as the level of activity or population, along with the opportunities for crime increases."

It seems odd to me here that the document doesn't distinguish between types of activities. Certainly a large commercial center is going to create different sorts of crime opportunity and residential uses as the properties are currently zoned.

Page 4-M-8, regarding the CEQA finding of significant impact, there's a reference to service ratios and response times and the performance objectives of local law enforcement. And I want to say I have a great amount of confidence and gratitude to our local peace officers.

And I don't question their ability to do their best to police whatever uses are applied to these tracts. However, do we really want to be thinking in terms of response times when it comes to our kids' safety? If there is a response time, that means a crime has happened, and that concerns me.

Page 4-M-9 makes reference to an increased demand for police services coming out of this project and that crimes against persons would be anticipated to increase with the increased level of activity.

And, again, I don't know if this is adequate, but to state persons here generally I don't think is enough because we're talking about a large number of minors and children in the adjacent school. And I don't think saying crimes against persons generally is sufficient.

In Section 4-M-10, Mitigation Measure 2-2 refers to crime prevention features. I really don't think we can talk about crime prevention as though multiple crime will be prevented. I think we can talk about crime reduction, but if you were to refer back to section 4-M-9 where it says that "crimes against persons will be anticipated to increase."

Moreover, I think that the public safety risks for our youth in the school as a result of the proposed commercial projects are unacceptable. I think this is why the project or these parcels are currently zoned residential; because it best meets the needs of the community and protects the safety of our kids.

I'm not a CEQA planner, but my understanding is that because this project would require a zoning change, that it is a discretionary matter for the commission and for the council, irrespective of the adequacy of the CEQA document.

So I ask on both levels as you address CEQA in the matter of public safety and at your discretion under this zoning change, that you please deny this project.

CHAIRWOMAN SMITH: Thank you.

Response to Comment No. T-113

See Response to Comment 17-1 regarding crime. See Responses to Comments 21-1, 21-2, and 33-3 regarding public safety. See also Comment Letter No. 12 from the County of Los Angeles Sheriff's Department.

Comment No. T-114

ASSOCIATE PLANNER SWAIN: Patricia Williams.

MS. WILLIAMS: Good evening.

I have lived in the Antelope valley for since '90 -- 1990 I moved here. In all of those years, you know, I have seen this valley change tremendously. Okay?

And I have recently -- well, in the last two years I moved to the west side specifically to get away from changes that I saw that came in with the Wal-Marts that they brought to the east side of Lancaster and all the things that came along with that. Many homeowners, you know, as well as myself, purchased homes in this area to escape the urban city environment. Now these people are bringing it in to change the entire character of the neighborhood.

We didn't invest the amounts of money that we did to move out in this area to have it impacted by commercial businesses and the things that come along with that.

You know, I'm just -- I'm just really disappointed in the city. I think that it's to a point where we have no neighborhood within Lancaster that is just going to be exclusively a neighborhood.

Thank you.

Response to Comment No. T-114

Property values are not considered an environmental impact under CEQA, and therefore, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-115

PLANNING DIRECTOR LUDICKE: Michael Thacker.

MR. THACKER: Good evening.

I didn't realize I would be the first one to speak after your break here.

But my main concerns are with the high school. And I know that the environmental impact report does not seem to specifically mention the impact of safety, as far as I could -- you know, it's a large environmental impact report. But the safety of the students at Quartz Hill High School should be paramount, and I don't think it is. And I don't see it mentioned in the environmental impact report as to the effects this project would have on the safety of the students.

Response to Comment No. T-115

See Response to Comment 17-1 regarding crime. See Responses to Comments 21-1, 21-2, and 33-3 regarding public safety. See also Comment Letter No. 12 from the County of Los Angeles Sheriff's Department. The impacts to public safety are analyzed in Section IV.M. of the Draft EIR, to the extent that they may require the construction of a new police facility, the construction of which could be a significant impact on the environment.

Comment No. T-116

In addition, there's no reference to the traffic flow on 65th Street and L-8. There's no mention of putting in a light at 65th street and L-8, which I know would be impacted a lot.

Response to Comment No. T-116

Mitigation measures (such as signalization of an intersection) are only required where the project would result in a significant impact.

Comment No. T-117

Runoff, I'm not sure -- it mentioned that they had paid for part of the catch basin. I don't know what catch basin they paid for. I would like to know. Specifically in the environmental impact, if you've ever -- I live on that side, and if you have been down 60th Street in a major storm, you know that the amount of runoff is extreme.

Response to Comment No. T-117

This comment refers to the Lane Ranch project and therefore a response is not required.

Comment No. T-118

I don't see any response from L.A. County Water Department as to their -- I see letters from Edison. I see letters from other agencies, but nothing from L.A. County water as far as whether they will be able to serve this project, if we have enough water available. Edison, in their letter, say they don't have enough information to even see -- to say that there will be enough electricity for the project.

Response to Comment No. T-118

No response was received from LA County Waterworks on the Draft EIR, and all letters that were received were included in the Draft EIR.

See Response to Comment 47-1 regarding availability of water to serve the proposed project.

See also Comment Letter No. 13 from Southern California Edison.

Comment No. T-119

Per se, I'm not -- you know, I don't object to having a shopping center -- large shopping center on the west side. I think that's a good idea eventually. We need something over there eventually.

But my concern, my fit daughter is beginning her ninth grade year next year, and I believe it is a California distinguished school, and I do believe that this will definitely have an impact on -- on the -- on the school. And anybody who denies that and doesn't understand that in my opinion has ulterior motives, profit mainly.

And understanding how much land is on the west side, it's, you know, really ridiculous to put two super centers over there. And not to say that it doesn't have any impact on the environment of the children? I don't see anything in the report about the effect on the kids. It's ridiculous, absurd.

CHAIRWOMAN SMITH: Thank you.

MR. THACKER: Please look for somewhere else to put your super center.

Response to Comment No. T-119

See Response to Comment 3-4 about placing the project somewhere else.

See Response to Comment 33-3 regarding impacts of placing the project next to a school.

Comment No. T-120

ASSOCIATE PLANNER SWAIN: Bruce Hailstone

MR. HAILSTONE: Hello, Commissioners. My name is Bruce B. Hailstone, real estate broker.

I operate business out at 5008 west Avenue L, which is the intersection one mile due east of the proposed project. I have been located at that location for some 15-plus years, and I am here to state that the environmental impact report I think insufficiently addressed the traffic issue. And I know you heard a lot about traffic issues earlier this evening, but that corridor being two single lanes, and two -- one single lane in each direction is horrendous. We average approximately, in a severe accident, fender-bender of some sort, on a weekly basis already at that intersection, and it's largely because of the children exiting and

coming out of school because that's obviously the peak traffic hour, both in the morning and again in the afternoon.

The development of this kind of project obviously is going to substantially impact that entire Avenue L corridor. I realize that's someday going to be further developed and those streets widened, but any time in the near future the impact is not just the immediate area in and around the 60th street West and Avenue L location where these entities are planning on residing.

We obviously are going to have a horrendous problem down the entire Avenue L corridor that currently is still two lane, one each way, up to 40th street West. So we're actually dealing with a two-mile stretch of highway that needs some serious attention if any of these projects are approved in that general area.

Response to Comment No. T-120

Project impacts with respect to traffic are analyzed in Section IV.N. of the Draft EIR. Concluded therein, with implementation of the provided mitigation measures all project traffic impacts would be less than significant.

The remainder of the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-121

The concept of flood control, I mean, I of all people are really familiar with what that problem is down there, and even though that is -- the water is flowing down through our area, there is a substantial amount that is coming down through that 50th to 60th corridor area, and it's heading north. But it's still a substantial problem.

I think additional development along 60th -- because my three children went to Quartz Hill High School is -- we recognize that entire area needs to be addressed and dealt with -- some of the flood control problem that Quartz Hill is already experiencing.

The connection right now just down 50th Street West is still a problem, makes a 90 degree turn at L and 50th, again continuing north down 52nd-ish. But that entire corridor is a mess, and we -- that needs to be addressed severely as a condition of any development.

Response to Comment No. T-121

See Response to Comment 33-10 regarding project impacts with respect to drainage and flooding.

Comment No. T-122

Personally, I think the development of any kind, super center or anything large, our forefathers saw the wisdom in zoning that area residential for the benefit of the high school. I think it would be irresponsible of our government to make any decision to allow any kind of substantial commercial development in that area.

Thank you.

Response to Comment No. T-122

Project impacts with respect to rezoning the project site were analyzed in Section IV.J., Land Use Planning, of the Draft EIR. All project impacts with respect to rezoning the project site to accommodate the proposed project would be less than significant. In addition, the site at the southeast corner of the intersection, the Lane Ranch site, is already zoned for commercial uses (Commercial Planned Development and Office Professional).

Comment No. T-123

PLANNING DIRECTOR LUDICKE: David Gaspen

MR. GASPEN: Hi, Mr. Ludicke. My name is Dave Gaspen, and I live in Quartz Hill, 4855 West Avenue N.

And I have heard a lot of reports. And I attempted to access the environmental impact report that was presented, but I couldn't do it today.

I've had a couple of thoughts. I actually do live in Quartz Hill, not from the -- not very close to the proposed development, but I am still a Quartz Hill resident. And I have one concern -- or several concerns.

One is, we're going to put a -- this proposed shopping center that's going to consume an awful lot of water. And we don't seem to have -- and -- or I should say we seem to have a lot of problems with the fact that we don't have enough water here in the valley right now. And that, I would presume, would be a problem because if the shopping centers go in, individually or collectively, where are we going to get that water that we're now going to be using? Although it's not part of the environmental impact report, do we really need five Wal-Marts in this valley?

Thank you very much.

Response to Comment No. T-123

See Response to Comment 47-1 regarding the availability of water to serve the proposed project.

The remainder of the comment provides the commenter's opinion that there are enough Wal-Mart stores in the Antelope Valley, but does not state a specific concern or question regarding the adequacy of the

analysis of environmental impacts contained in the Draft EIR. Therefore, a response is not required pursuant to CEQA. Nevertheless, this comment is acknowledged for the record and has been forwarded to the decision makers for their review and consideration.

Comment No. T-124

PLANNING DIRECTOR LUDICKE: Lee Simmons.

CHAIRWOMAN SMITH: Welcome.

MS. SIMMONS: Hi. Thank you.

I live on 52nd and Avenue L, and I know that we -- that area is -- took me a long time to -- okay.

I have to take my kids -- I have two kids in Quartz Hill High. And it took me -- just for my house to -- I have to -- the traffic part, I have to take a bicycle there because I cannot go up straight Avenue L.

Anyway, the main thing I'm talking about, I'm very concerned about if you put the Wal-Mart in, the crime will -- because once you have store, you're going to have a bank. Once you have store, business coming, the -- what do you call? -- the bank will be close to -- and the -- I'm sorry.

CHAIRWOMAN SMITH: It's okay.

MS. SIMMONS: What I want to start to say is that Wal-Mart will not be only one come in. Supermart -- Target will not be the only one there. You will possible have -- what is that? -- another store coming. Impossible with gunshot and possible have cigarette -- cheap retail space. Possible will be have liquor stores come in. Possible have -- in the future, possible nightclub come in.

Once you rezoning, is the commercial zone, any store can come in. All the store coming in, you're bringing the crime, bring the different type of people in.

So if you put that -- the kids, 3,000, 4,000 kids surrounded by that kind of environment, you have hodgepodge.

And besides the cross here, we also have the -- the school on the north side. We also have Joe Walker on the south side of the future Target shopping center. So it's not just Quartz Hill affected. Also elementary school, Joe Walker Elementary School also will be surrounding that new store coming in.

So we are not -- I know, you know, right now we talking about Quartz Hill High, but it's not just Quartz Hill High. We are talking about small kids, elementary school, middle school, and high school. And those other stores bringing in from the Wal-Mart, from the Target, you will multiple, and we have to consider about the future of our kids.

Thank you.

Response to Comment No. T-124

Project impacts with respect to traffic were analyzed in Section IV.N., Transportation/Traffic, of the Draft EIR. As discussed in this section, all project traffic impacts would be less than significant with implementation of the identified mitigation measures.

See Response to Comment 17-1 regarding crime.

See Responses to Comments 21-1, 21-2, and 33-3 regarding the safety of placing the proposed project near existing schools.

III. CORRECTIONS AND ADDITIONS

The following corrections and additions are set forth to update the Commons at Quartz Hills Project Draft Environmental Impact Report (Draft EIR) in response to the comments received during and after the public review period. Changes to the Draft EIR are listed by chapter and page number.

I. INTRODUCTION

Pages I-8 and I-9, Table I-1 Aesthetics – Views and View Corridors, of the Draft EIR is revised as follows:

The proposed project would not result in the obstruction of any permanent, public scenic views. Pedestrians and motorists traveling in vehicles would have a temporary, passing view of the proposed project from public vantage points such as Avenue L and 60th Street West, as the vantage point would be constantly changing. As such, the proposed project would not obstruct any scenic views from permanent, public vantage points. Long-range views of the San Gabriel Mountains to the south and southwest and the Tehachapi Mountains to the northwest would not be substantially altered. Considering the distance of the mountains from the project site, which is approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development. Therefore, impacts relative to public scenic views would be less than significant.

Mitigation Measure B-2, on page I-8, Table I-1 is revised as follows:

B-2 The height of the proposed on-site light standards shall be of such height as not to create a nuisance to the adjacent neighbors as approved by the City Department of Building and Safety based on the results of a photometric study.

The following paragraph is added to page I-9 of Table I-1 (before the heading “Light and Glare”):

Physical Degradation (Urban Decay) of Other Retail Centers

The purpose of the economic analysis was, among other things, to determine any potential physical impacts to competing commercial uses that might result from economic effects of the project. That is, would implementation of the project as proposed result in significant market shifts in the region resulting in declining sales of like commercial activities leading eventually to store closures, with a subsequent increase in long-term commercial vacancies that leads to physical deterioration or other manifestations of “urban decay”. The analysis evaluates whether development of the retail and dining space contained in the proposed project would result in such intense competition that there is likely to be a significant adverse economic impact on existing retail developments in the City of Lancaster and other nearby jurisdictions. It was concluded in the economic analysis that the addition of the proposed project would not have a significant negative impact with respect to existing and proposed supply of competitive uses of shopper goods, building materials and garden supplies, convenience goods (including food stores and drug stores), and eating and drinking facilities, and therefore would not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

Pages I-13 and I-14, Table I-1 Air Quality – Operational Impacts – Mass Annual Emissions, is revised as follows:

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Annual emissions of CO and PM₁₀ from operational activities would exceed the thresholds set by AVAQMD. Therefore, based on the AVAQMD thresholds, impacts from operational emissions would constitute a significant impact. ~~However, the thresholds set by the AVAQMD do not account for the size of the project nor the services it provides. Therefore, the proposed project is actually expected to decrease total vehicle miles traveled throughout the city, thereby reducing the regional impacts from operations to a less than significant impact.~~

Page I-12, Table I-1, Air Quality – Level of Significance After Mitigation, is revised as follows:

~~Less than significant impact. Annual emissions of CO and PM₁₀ from operational activities would continue to exceed the thresholds set by AVAQMD. Daily emissions from PM₁₀ and PM_{2.5} from operational activities would continue to exceed the thresholds set by AVAQMD. Therefore, impacts from these operational emissions would remain significant and unavoidable. All other air quality impacts would be less than significant.~~

Mitigation Measure E-1 on pages I-16 and I-17 of Table I-1 is revised as follows:

E-1 To avoid disturbance to nesting birds during project construction, one of the following measures shall be implemented:

- Conduct vegetation clearing and grubbing associated with project construction during the non-breeding season (in general, September 1st through January 31st). Grading activities and other construction activities shall be initiated prior to the breeding season (which is generally in the same period identified above) and shall be ongoing throughout the breeding season to prevent birds from establishing nest in the surrounding habitat. If there is a lapse in grading activities of more than five days, a pre-construction survey and survey report (refer below) shall be completed.
- Conduct pre-construction surveys for nesting birds if vegetation clearing and grubbing, grading, and other construction activities are initiated during the nesting season (in general, February 1st through August 31st). Within 30 days of construction-related activities, A a qualified wildlife biologist shall conduct weekly a pre-construction nesting bird surveys with the last survey being conducted no more than 5 days prior to initiation of grading construction-related activities to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, grading construction-related activities in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction activities, depending on the species and location. The perimeter of the ~~nest~~

~~setback zone exclusion buffer~~ shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of ~~grading construction activities in the nest setback zone exclusion buffer~~. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

Mitigation Measure E-2 on page I-18 of Table I-1 is revised as follows:

E-2 In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site ~~within~~ not more than 30 days prior to initial ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols (CBOC 1993, CDFG 1995) by a qualified biologist. A qualified biologist is an individual who has sufficient knowledge, training, and experience identifying and performing surveys for burrowing owl. Following the completion of the survey and prior to initial ground disturbance, a survey results report shall be prepared and submitted. ~~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 disturbance 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.~~ The survey results report shall include (but shall not be limited to) (a) a discussion of the survey methods and results; (b) a map indicating the location of occupied burrows (if detected); and (c) a discussion of additional measures to be implemented to avoid and/or minimize adverse impacts to burrowing owls and associated foraging habitat (if necessary). Such avoidance and minimization measures shall be consistent with those provided below.

If the pre-construction survey results in negative findings of burrowing owl on the project site (including the 150 meter [approximately 500 foot] buffer zone), no further mitigation would be required. However, if burrowing owl is detected during the survey, proposed grading and development shall be redesigned to avoid destruction of occupied burrows and/or adverse impacts on burrowing owl habitat to provide compliance with the accepted burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995). The burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995) recommend no disturbance within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (generally defined as September 1st through January 31st) or within 75 meters (approximately 250 feet) during the breeding season (generally defined as February 1st through August 31st). Avoidance also includes maintaining a minimum of 6.5 acres of foraging habitat contiguous with occupied burrows for each pair of breeding burrowing owls (with or without dependent young) or single unpaired bird. Occupied burrows and associated foraging habitat shall be permanently preserved and managed to promote burrowing owl use.

Should occupied burrows and associated habitat be avoided, avoidance and preservation measures shall be described in the survey results letter to the satisfaction of the CDFG and the City.

If occupied burrows and associated foraging habitat cannot be avoided, then a Passive Relocation and Mitigation Plan (Plan) shall be developed. The Plan shall be developed by a qualified biologist to provide compliance with the accepted burrowing owl mitigation guidelines. Additionally, the Plan shall be developed in coordination with the CDFG. At a minimum, the Plan shall include (but shall not be limited to) (a) a description of the passive relocation methods, including (but not limited to) pre-relocation surveys, installation of one-way doors and monitoring, and burrow excavation; and (b) a description of the receiver site, including (but not limited to) location and extent of lands purchased or made part of a conservation easement, existing presence of burrowing owl, number of natural burrows enhanced and/or artificial burrows created, long-term management and monitoring efforts, success criteria (e.g., a pre-established number of breeding burrowing owls using the receiver site), and remedial measures. Approval of the Plan by CDFG shall be required by the City as a condition of project approval. Additionally, initial ground disturbance shall be postponed until completion of passive relocation efforts and associated report has been submitted to the CDFG.

Page I-43, Table I-1 Population and Housing – Housing, of the Draft EIR is revised as follows:

In addition, the Related Projects listing includes ~~77~~⁸ new housing developments (of the ~~81~~² related projects)

Page I-45, Table I-1 Public Services - Fire Protection – Operational – Response Distance, of the Draft EIR is revised as follows:

~~As previously mentioned, the project site is within a 1.8 mile radius of a LACFD fire station housing a Fire Engine Company and Fire Squad. In addition, the project site is within a 4 mile radius of a LACFD fire station housing another Fire Engine Company and USAR Engine Company. The proposed project's distance from these fire stations does not meet the LACFD's requirement of one mile for an engine company. The Fire Department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70th Street; however, the station is not currently funded for construction. Therefore, the project site's proximity to its jurisdictional fire station is inadequate and is considered a potentially significant impact. As the proposed project is not within LACFD's required distance, the project applicant will therefore be required to install a fire sprinkler system, in which to stop the spread of a fire before the LACFD could arrive. The construction of a new fire station would require a separate environmental review process outside of the EIR to evaluate the potential effects of the proposed new fire station.~~

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 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.

Page I-52, Table I-1, Traffic and Transportation – Street Segment Analysis, has been revised as follows:

~~The combined project~~ Traffic from the combined project (existing traffic + 2% ambient growth per year to 2012 + related projects) will create a significant impact along all of the roadway segments with the project based upon the impact criteria established by the County of Los Angeles. The impact criteria is the percentage increase in the passenger cars per hour ~~by~~ attributed to the project. Based on the pre-project LOS C, the percentage increase cannot exceed 4%. The percentage cannot exceed 2% at pre-project LOS D, or the percentage increase cannot exceed 1% with a pre-project LOS of E or F. All of the existing conditions are at LOS A. All of the pre-project levels of service and future with project conditions exceed the above LOS requirements. However, these impacts can be mitigated to a level of insignificance through roadway widening and improving mass transit amenities in the immediate area.

Page I-53, Table I-1, Traffic and Transportation – Impacts on Regional Transportation System, has been revised as follows:

For purposes of the CMP, a substantial change in freeway segments are defined as an increase 2% in the demand to capacity ratio and a change in LOS. In general, a CMP traffic impact analysis is required if a project will add 150 or more trips to a CMP roadway segment or intersection, in either direction during either the AM or PM weekday peak hour. A freeway evaluation was conducted and shows a 1.1% increase at LOS D in traffic on the Antelope Valley Freeway (14 Freeway) in Table 13 of the traffic study (included as Appendix K to this Draft EIR). No freeway impacts are therefore anticipated as a result of the proposed project.

Mitigation Measure N-7, on page I-53 of Table I-1 is revised as follows:

N-7 Currently the southbound direction provides a single left, two through lanes, and right turn lane. The project applicant shall provide fair share contribution for conversion of the right turn lane to a through/right turn lane ~~for replacement of the southbound right turn lane to a shared southbound through/right lane.~~

Page I-58, Table I-1, Utilities – Wastewater, first two sentences are revised as follows:

The proposed project is estimated to generate a total of ~~47,321~~ 74,192 gpd or ~~0.075~~ mgd. This increase in wastewater generation is well within the ~~46~~ 1.5 mgd of wastewater that the LRWP currently is able to process.

Page I-59, Table I-1, Utilities – Water, first sentence is revised as follows:

The proposed project is anticipated to consume approximately ~~56,785~~ 90,121 gallons per day (gpd) of water.

III. ENVIRONMENTAL SETTING

The second paragraph on page III-1 is revised as follows:

The project site for the proposed project is located in northern Los Angeles County within an urbanized area in the City of Lancaster (see Figure II-1, Regional and Project Vicinity Map). Regional access to the project area is provided via SR 14/138 (Antelope Valley Freeway), which is located approximately 4.5 miles east of the project site. The project site is located on the western side of the Antelope Valley within the City of Lancaster Quartz Hill community. The San Gabriel Mountains are located approximately seven miles south and southwest of the project site. The Tehachapi Mountains are located approximately 25 miles northwest of the project site.

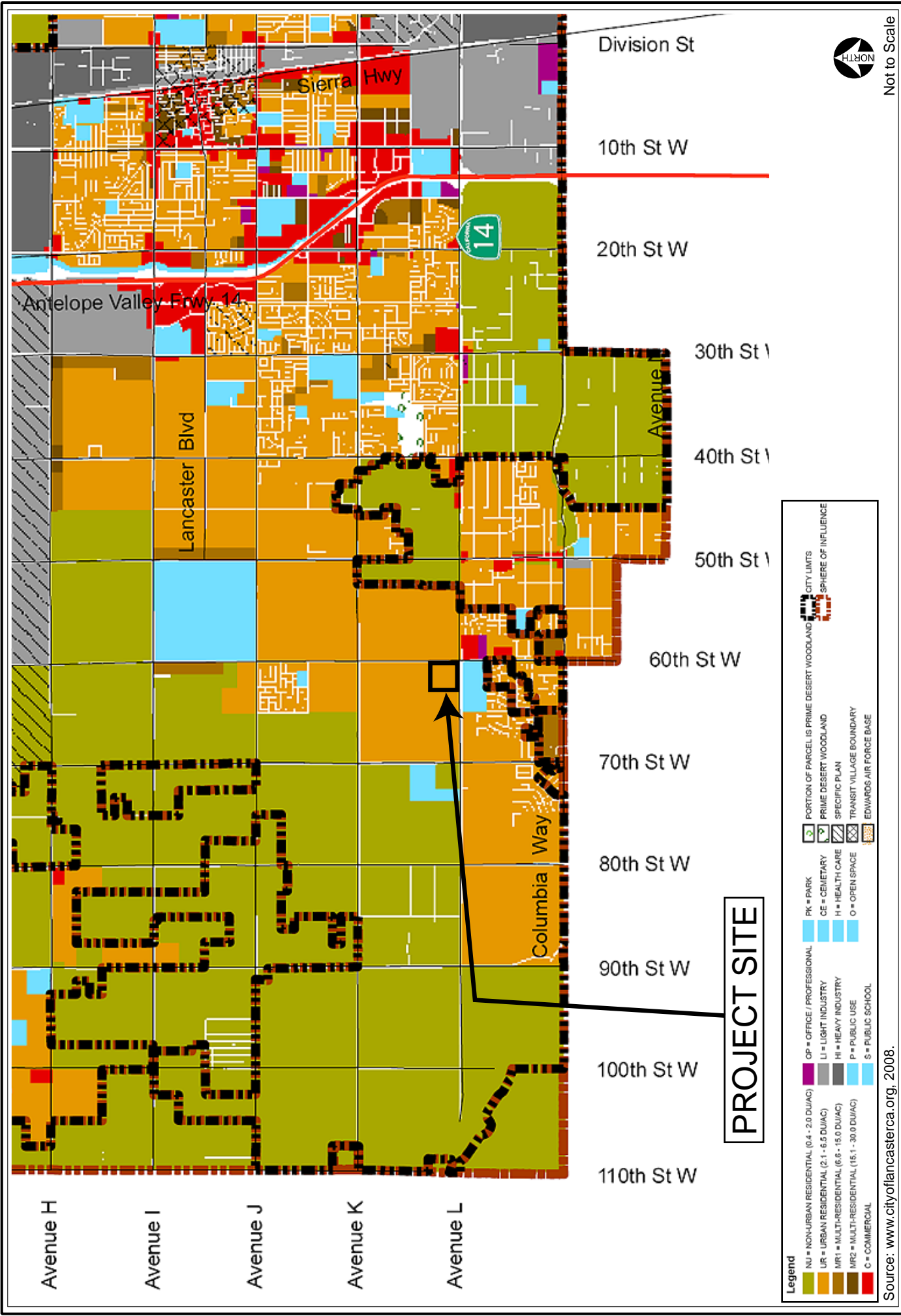
Figure III-1 is revised as follows.

Table III-1, Related Projects, is revised with the removal of related project #76 as shown:

Table III-1 (Continued)
Related Projects

No.	Location	Size	Description
76	60th Street & Avenue M-8	450 dwelling units	Single Family Homes
767	60th Street & Avenue M-4	650 dwelling units	Single Family Homes
778	60th Street & Avenue L	394,575 sf	Retail
789	47th Bte. Avenue M & Quartz Hill	9 dwelling units	Single Family Homes
7980	4609 Quartz Hill	14,112 sf	Retail
804	6705 Quartz Hill	75 dwelling units	Senior Housing
812	NW Corner 60th Street & Avenue K	267,494 sf	Retail

Source: Overland Traffic Consultants, Inc., October 2008.



Not to Scale

Figure III-1
Land Use Map

PROJECT SITE

Source: www.cityoflanasterca.org, 2008.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research



IV. ENVIRONMENTAL IMPACT ANALYSIS

B. AESTHETICS

The third paragraph of page IV.B-7 is revised as follows:

The proposed project would not result in the obstruction of any permanent, public scenic views. Pedestrians and motorists traveling in vehicles would have a temporary, passing view of the proposed project from public vantage points such as Avenue L and 60th Street West, as the vantage point would be constantly changing. As such, the proposed project would not obstruct any scenic views from permanent, public vantage points. Long-range views of the San Gabriel Mountains to the south and southwest and the Tehachapi Mountains to the northwest would not be substantially altered. Considering the distance of the mountains from the project site, which is approximately seven miles, long-range views from the surrounding area would still be available above and around the proposed development. Therefore, impacts relative to public scenic views would be less than significant.

The urban decay discussion on pages IV.B-7 through IV.B-14 is revised as follows to reflect the June 2009 economic analysis:

Physical Degradation (Urban Decay)

The CEQA Guidelines do not contain set standards of significance for economic impacts, because as stated in Section 15382, it does not consider an economic or social change by itself a significant effect on the environment. However, physical changes that could result from economic or social effects of projects are within the scope of CEQA considerations. Section 15131 echoes this statement and establishes that if included, these issues need only be mentioned to the extent necessary to "...trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn." Accordingly, an economic analysis was prepared assessing the project's potential to induce physical change as a result of its economic or social effects. The results of the project economic analysis are summarized below. The complete economic analysis, the Economic, Fiscal and "Urban Decay" Analysis of The Commons at Quartz Hill, a Proposed Shopping Center, in the City of Lancaster, California, prepared by HR&A Advisors, Inc., ~~November 2008~~ June 2009 is presented in Appendix ~~L~~ B to this Final EIR.

The revised economic impact analysis was prepared for the proposed project in June 2009, to account for changed economic circumstances associated with the current national recession, which were not reflected in the November 2008 study (contained as Appendix C to this Final EIR). The purpose of the economic analysis was, among other things, to determine any potential physical impacts to competing commercial uses that might result from economic effects of the project. That is, would implementation of the project as proposed result in significant market shifts in the region resulting in declining sales of like commercial activities leading eventually to store closures, with a subsequent increase in long-term commercial vacancies that leads to physical deterioration or other manifestations of "urban decay".

CEQA itself does not provide any specific direction as to what should be considered a significant urban decay impact. However, the Fifth District Court of Appeal in *Bakersfield Citizens for Local Control v. City of Bakersfield* indicated that a significant adverse physical change in the environment resulting from 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 Appeal, it is generally accepted that a proposed project would potentially have a significant impact if:

- The development of the proposed project would result in a diversion of sales from existing retailers within the primary market area that is severe enough to lead to business closures, and in turn, the resulting business closures are significant enough in scale to result in long-term vacancies which affect the viability of existing shopping centers or districts.

Urban Decay Analysis Methodology

The analysis evaluates whether development of the ~~proposed project retail and dining space contained in the proposed project~~ would result in such intense competition that there is likely to be a significant adverse economic impact on existing retail developments in the City of Lancaster and other nearby jurisdictions in the same market area. Methodologically, the potential for such an impact can be determined in a given market area through a comparison of the projected growth in demand for retail goods, as measured by the change in supportable retail space for particular retail store categories, with the amount of proposed additions to the supply of retail space. In this particular context, the analysis focuses on whether the proposed amount of floor area in each major retail and dining use category planned for the proposed project exceeds the likely increase in demand for those same uses within the relevant market area(s) serving the proposed project, where demand is measured by the anticipated growth in population and per capita personal income that would be available for expenditure on the specified retail goods and dining. If the proposed change in the supply of floor area for retail and eating and drinking activities exceeds anticipated growth in demand, the resulting competitive conditions could challenge existing retailers and restaurateurs to such a degree that net sales could be attracted away from their existing stores without their likely replacement by sales from the new sources of demand. Under such circumstances, further analyses would be required to assess whether it is foreseeable that this draining of sales from existing businesses would logically result in significant disinvestment, business closures, abandonment, or other forms of physical deterioration, leading to urban decay.

Conversely, if the amount of retail and eating and drinking facility space planned for the proposed project, together with proposed retail space for comparable uses in other planned projects within the same time frame, is less than the increase in space that can be supported by projected increases in future demand, it can be argued that the proposed project is not exerting significant adverse competitive pressures that could potentially lead to urban decay. This conclusion follows the logic that the growth in customer demand would be large enough to economically support both the proposed project and other existing and planned projects offering comparable retail and restaurant uses. Given such circumstances, there is no need to further evaluate the potential for urban decay as a consequence of the development of the proposed project.

Making these economic impact measurements requires: (1) establishing appropriate market areas for each retail and restaurant category in the proposed project for which such retail space will be provided; (2) projecting the scale of customer demand based on population growth, income growth and spending growth for those use categories over a relevant time period (i.e., 2007-2012); (3) converting projected changes in future customer retail spending and eating and drinking facility spending into magnitudes of supportable square feet of gross leasable floor area (GLA), so that the projected increase in supportable space can be compared directly with the projected change in supply proposed for each retail category in the proposed project's development program; and (4) comparing the magnitude(s) of supportable space with the proposed supply of space and evaluating the results of this comparison.

Accordingly, separate market impact analyses were conducted for the four basic types of retail and restaurant uses that are to be included in the proposed project: (1) Shopper Goods, consisting of stores offering General Merchandise (typically, department stores); Apparel and Accessories stores; Home Furnishings, Furniture and Appliance stores; and Other (or Specialty) retail stores; (2) Building Materials and Garden Supply stores; (3) Convenience Goods stores, including food stores (e.g., supermarkets, bakeries, liquor stores) and drug stores; and (4) Eating and Drinking Facility space, including both fast food facilities and "sit-down" restaurants serving alcohol.

Delineation of Market Areas

~~Given the dispersed character of existing development in the Antelope Valley and the location of existing retail development competition, two market areas were established for the determination of potential demand for the four classes of retail goods that were evaluated in the analysis~~ Given the proposed scale of the project, the unique geography and development patterns of the Antelope Valley, and the location of existing and proposed competitive retail facilities, two market areas were established in order to evaluate the potential for Shopper Goods space: (1) a *Primary Market Area* (PMA) encompassing the geographic area within a circle having a five mile radius of the project site, utilizing as a central point whose center is the intersection of 60th Street West and Avenue L; and (2) a *Secondary Market Area* (SMA) encompassing a circular ring around the PMA and extending from five to 10 miles around the intersection of 60th Street West and Avenue L project site. ~~For certain types of retail goods, notably Shopper Goods and Building Materials and Garden Supplies, the PMA would provide 70 percent of the market support and the SMA 30 percent of the market support. For other classes of goods (e.g., Convenience Goods and Eating and Drinking Facilities) market support would be expected almost entirely from the PMA.~~

~~It should be noted that the PMA for the proposed 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 proposed project. In addition, the proposed project's location coupled with its anchor stores and the presence of an adjacent proposed retail development known as Lane Ranch Towne Center ("Lane Ranch"), should draw additional market support from the SMA. Between 2007 and 2012 the SMA is projected to grow by 15,925 persons and contribute 30 percent of total market support to the Shopper Goods and Building Materials/Garden Supply space at the proposed project.~~

~~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.~~

The basic demographic characteristics of the two market areas are shown in Table 12 of the economic study (contained as Appendix B to this Final EIR). According to Claritas, Inc., a well-accepted third party demographic data source, the 2007 population in the PMA is estimated at 89,188 persons; by 2012 it is expected to increase by 13,245 residents to 102,433 persons. In comparison, the 2007 SMA population is estimated by Claritas to be 147,727 persons; by 2012 it is projected to reach 165,744 persons, realizing a net growth of 18,017 residents. Table 12 of the economic study also shows for each market area the projected increase in average per capita income for the period 2007 to 2012 and the resulting growth in Aggregate Income, a key indicator of the growth in retail sales potential. Over the five year forecasting period, Aggregate Income in the PMA is projected to increase by over \$1.25 billion; for the SMA, the projected increase is expected to exceed \$1.21 billion. As the equivalent of one-third of personal income is typically allocated for retail sales, this increase in Aggregate Income should translate into \$682 million in additional annual retail sales generated by the combined market areas.

Within the PMA and SMA there are a number of existing shopping centers that will compete for Shopper Goods sales with the proposed project, including four existing Wal-Mart stores. Most of these competitive facilities have been placed at locations that are immediately adjacent to or visible from the Antelope Valley Freeway. The largest and most dominant existing retail facility in the region is the Antelope Valley Mall, with over one million square feet GLA offering 135 stores and major anchor tenants that include Dillard's, Sears, JC Penney, and a Cinemark 16-theater complex. The mall is located immediately west of the Antelope Valley Freeway at its interchange with Avenue P. However, it should be noted that the development has lost one anchor store in recent months — Mervyn's — and will see the closure of two Gottschalk's outlets in the near future. The Antelope Valley Mall is located in the City of Palmdale within the Antelope Valley Freeway (S. R. 14/138) corridor on a site that is about six miles southeast of the project site.

In addition to the existing supply of retail space, the proposed project will also likely compete with a proposed retail development to be located across the intersection of 60th Street West and Avenue L on the southeast corner known as the Lane Ranch Towne Center ("Lane Ranch"), as well as other developments proposed to be completed by 2012 in the PMA. As presently conceived, the Lane Ranch project will have a total complement of 395,355 square feet GLA, and feature a Target Department Store and a major home improvement center as the anchor tenants. Like the proposed project, the Lane Ranch center is scheduled to be in operation by 2012. In addition to the Lane Ranch project, discussions with the City of Lancaster Planning Department staff indicated that there were 12 additional projects with major retail components that were known to the City. These projects were likely to be entitled, constructed, and operational by the year 2012. Together with the Lane Ranch project, these projects, listed in Table 14 of the economic study along

with a description of their basic characteristics, represent potential competitive retail space that will likely be developed over the analysis period 2007-2012.

~~As noted above, in addition to the proposed project, there is a proposed development known as Lane Ranch Towne Center that would be developed at the same intersection that would initiate operations in the same year, 2012. As presently conceived these two developments together would add a total of approximately 776,873 square feet GLA of retail space to the market area. Given their proximity and timing, they will function as one large project in terms of their potential impact on the local market area. In this regard, the juxtaposition of these two centers should yield “agglomerative” benefits in that the range of choice provided by the combined retail offerings on the two sites should enhance the location as a retail destination for SMA residents and enhance this location’s customer drawing power beyond the normal market reach of a single 400,000+/- square foot GLA shopping center.~~

Shopper Goods (General Merchandise, Apparel, Home Furnishings/Furniture and Specialty Goods)

The analysis of Shoppers Goods considered three different comparisons between projected demand potential market support for new retail space and potential future competitive supply. These three comparisons were as follows.

- **Project with PMA:** The proposed project’s proposed Shopper Goods space is compared to future PMA resident support for additional Shopper Goods space;
- **Project and Lane Ranch with the Combined PMA and SMA:** The total proposed Shopper Goods space from the proposed project and Lane Ranch is compared to the projected total supportable Shopper Goods space from all market sources, represented by both PMA residents and SMA residents; and
- **Cumulative Projects with the Combined PMA and SMA:** The total proposed Shopper Goods space (including the proposed project, Lane Ranch and all other identified developments proposed for completion by 2012) is compared to the projected total supportable Shopper Goods space from all market sources, represented by both PMA residents and SMA residents.

The results of the first of these comparisons indicate that the proposed project’s Shopper Goods space can be supported by the PMA, as it would provide the equivalent of ~~66~~ 81 percent of the PMA’s potential supportable Shopper Goods space. Under the assumptions for the second comparison, the results indicate that the combination of the proposed project and Lane Ranch together would provide an amount of Shopper Goods space that would constitute ~~43~~ 91 percent of the total supportable space from the combined demand from both PMA and SMA resident markets. This comparison recognizes that in this type of market context the two centers would draw patronage much like a regional shopping center, where the PMA would account for 70 percent of potential market support, and the SMA an additional 30 percent. In the final comparison, the projected supply of Shopper Goods space from all proposed developments is compared with the Total Supportable from all sources of market support as defined by the combination of PMA and SMA residents. Under these assumptions, the total proposed supply represents the equivalent of ~~44~~ 118 percent of total demand in 2012, though there would be more than adequate support for the proposed space by 2013. Thus,

while the development of the proposed project and the Lane Ranch project together would leave little capacity for additional new General Merchandise space in the PMA, it is unlikely that they would individually or collectively create adverse market conditions that could lead to urban decay. In addition to the results of the comparative analyses, this conclusion is based on the following considerations:

~~While the development of the proposed project together with (1) the development of Lane Ranch and (2) other planned retail projects in the PMA could theoretically lead to an oversupply of Shopper Goods space in the PMA by 2012, this oversupply is unlikely to create conditions that could lead to urban decay. The primary reasons that underline this summary observation are the following:~~

- ~~The market demand for Shoppers Goods in the PMA and SMA is growing with development of the residential base, and by 2012 the annual growth in supportable Shopper Goods space should exceed 100,000 square feet GLA on an annual basis. Thus, if there is excess supply, it would likely be a short-term phenomenon that would be resolved from growth in resident demand by 2013, or within the second calendar year after the project is planned to be fully operational. in the two market areas by 2014.~~
- The proposed major Shopper Goods anchor tenants for the two centers (including the proposed project) to be developed at 60th Street West and Avenue L generally are already well-established in the Antelope Valley market area. 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 stores that are already located in the region. Presumably, this potential loss in sales has already been considered in the decisions by the major department store chains to locate additional stores in this location.
- The threshold sales requirement per square foot for Shopper Goods that has been utilized in this analysis has been set at a level equivalent to the magnitudes achieved by mature stores, and therefore it may be conservative (i.e., too high) in the short term, particularly in the current economic climate, in which sales per square foot have declined for many retailers. Moreover, normally, there is a “ramp-up” period where stores take several years to achieve threshold sales levels, particularly in rapid-growth residential markets like the Antelope Valley. The anchor stores that are locating at this position in the market also appear to be making a strategic choice to establish new outlets in advance of the long-term demand that will ultimately be present in the growing community, and in their planning may have allowed for lower than typical sales performances in the first years of operation.
- ~~The threshold sales requirement for Shopper Goods that has been utilized in the analysis has been set at a standard for the industry that assumes that the stores have reached maturity, thus may be conservative (i.e., too high) for stores opening in a market area that is undergoing significant growth. These anchor stores appear to be making a strategic choice to establish new stores well in advance of the long-term demand that will ultimately be present in the growing Quartz Hill community, and may have allowed for slightly lower sales in the first years of operation.~~

- Developers of potentially competitive project will ~~other projects~~ have the option to delay or otherwise adjust their development programs to reflect evolving market conditions, particularly in recognition of the strength of the anchor tenants that will be present at the proposed project and Lane Ranch. Moreover, recent trends in the housing market may have a significant impact on the timing of some or all of the other new competitive retail projects, as development timing will be correlated with the presence of new residents in the market areas.

Therefore, the short-term oversupply of Shopper Goods space projected in the analysis would not create competitive conditions that would lend to urban decay. Thus, impacts related to the proposed project's Shopper Goods space would be less than significant.

Building Materials and Garden Supplies

The analysis of Building Materials and Garden Supplies retail space follows the same basic approach that was utilized for the Shopper Goods analysis, recognizing that shopping behavior for these types of goods and the anchor tenants that will provide this space, such as home improvement stores, Wal-Mart and Target, will likely attract significant sales from beyond the PMA, particularly from non-local builders constructing projects in the vicinity. Once again, three basic comparisons were made between supportable space and the proposed development supply, following the framework provided above for Shopper Goods. The results of these comparisons are as follows:

- **Project with PMA:** In this comparison, the total space proposed by the project represents only 24 percent of the projected increase in PMA demand, and thus could be supported without adversely impacting the existing pattern of sales in the market area. Therefore, the proposed project considered alone does not raise any urban decay issues. Growth in demand within the PMA for Building Material and Garden Supplies is sufficient to support the retail space proposed for this use in the proposed project. The proposed supply at the proposed project would effectively represent 103 percent of potential supportable space in this category, thus absorbing the entire projected increase in PMA demand by 2012.
- **Project and Lane Ranch with the Combined PMA and SMA:** The combined development of the proposed project and the Lane Ranch project as currently proposed would provide Building Materials and Garden Supplies space totaling 192,662 square feet GLA, an amount which is equivalent to 151 percent of the projected growth in demand from the combined market areas in 2012. Projections of future increases in demand after 2012 suggest that demand and supply would balance by 2015. The proposed cumulative supply of Building Materials and Garden Supplies space in the proposed project and Lane Ranch would represent 84 percent of the total demand generated by PMA and SMA residents that could be captured at the shared location of 60th Street W and Avenue L.
- **Cumulative Projects with the Combined PMA and SMA:** Projected growth in supply from known competitive sources would likely include the addition of an approximately 170,000 square foot Lowe's Home Improvement Center proposed for a shopping center undergoing entitlement

that would be located at the intersection of 60th Street West and Avenue K, as well as the space proposed for the project and the Lane Ranch project. The Lowe's Home Improvement Center is scheduled for the second phase of that center, and is presently scheduled for opening in 2014. Under these conditions, in 2014 the projected increase in supply in Building Materials and Garden Supplies floor area would represent more than double the amount of space that can be supported by growth in demand generated from residents in the PMA and SMA. The proposed supply represents 149 percent of total projected supportable space from the combined market areas, as it includes the space at the 60th Street/Avenue L complexes plus a proposed home improvement store with approximately 139,410 square feet GLA of space by 2012. At the projected rate of growth in demand for this type of space, the market would support all of the proposed space at the threshold sales level utilized in this analysis in 2015.

Assessment of the potential for urban decay caused by an oversupply of Building Materials and Garden Supplies space needs to recognize that the potential oversupply problem would be caused by the cumulative impact generated by three separate developments.¹ Under current circumstances, the total supply of additional space would come from the proposed project (21,624 square feet GLA, 6 percent of the total new space), the Lane Ranch project (171,038 square feet GLA, 47 percent of the new space) and the Avenue K/60th Street West center (171,069 square feet GLA, 47 percent of the new space). With its small share, the proposed project's Building Materials/Garden Supply component is not a major factor contributing to the oversupply, and could be easily absorbed in a future market context where there was only one additional major home improvement center added to the PMA between 2009 and 2014. Rather, the problem of a potential significant oversupply of Building Materials and Garden Supply space arises with the possible development of two major home improvement centers in the PMA during the next five years in a market that likely can support only one such facility at the proposed size of 170,000 square feet GLA.

Perhaps the major question that cannot be resolved in this analysis is whether or not the development of the two proposed home improvement centers is a reasonable proposition in the next five to seven years in the PMA at the two locations that have been identified to date. While it was not possible to confirm the identity of the home improvement center operator at each site,² the similarity of location, proposed building configuration and recent change in timing of the home improvement center at the Avenue K/60th Street West location to a future phase (2014) suggests that the two projects may have the same operator in mind, or, at a minimum, the developers will carefully consider the potential competitive circumstances presented by other projects before proceeding with such a commitment.

¹ *There are actually four developments that contribute to this supply, but one of these — the space from the center listed as project #7, in Table 14 (contained as Appendix B to this Final EIR) — has already been completed and is in operation, thus is effectively part of the existing supply.*

² *The operator of the home improvement center at the Avenue K/60th Street West location was identified in 2007 as Lowe's. The developer of the Project has indicated that the identity of its home improvement center is confidential at this time.*

These competitive market circumstances strongly suggest that only one major home improvement center will be built in the foreseeable future on 60th Street West, and that the superior location for such a retailer is the Lane Ranch site. Regardless, given the small contribution of Building Materials and Garden Supply space that will be contributed by the proposed project, it is unlikely that its development would contribute significantly to conditions of oversupply and potential urban decay. ~~The short term oversupply of building materials/garden supplies space projected in the analysis would not create competitive conditions that could lead to urban decay for essentially the same reasons as were noted in the discussion of potential oversupply of Shopper Goods.~~ Therefore, impacts related to the proposed project's Building Materials and Garden Supplies retail space would be less than significant.

Convenience Goods

Two types of Convenience Goods space were considered in this analysis: (1) Food and Beverage Facilities; and (2) Drug Store/Pharmacy space. Each type is reviewed below:

~~Analysis of the potential market support for Convenience Goods was based exclusively on the additional demand generated by PMA residents. Accordingly, the three comparisons were modified to the following for both Food Store Space and Drug Store/Pharmacy Space: (1) Project with PMA; (2) Project and Lane Ranch with the PMA; and (3) Cumulative Projects with the PMA. These comparisons are summarized below:~~

Food Stores, including Supermarkets, Other Food Stores and Beverage Stores

- ~~● **Project with PMA:** The proposed project will offer approximately 49,800 square feet GLA of this type of space. This is equal to 42 percent of the potential supportable demand, leaving considerable market share available for other projects.~~
- ~~● **Project and Lane Ranch with the PMA:** The two projects will offer approximately 59,800 square feet GLA, representing about 49 percent of the total demand for this category, again leaving considerable market share available for other projects.~~
- ~~● **Cumulative Projects with the PMA:** The cumulative proposed supply will represent 109 percent of total supportable demand for this category. This oversupply would be balanced by growth in PMA residents by mid 2014, and thus is not considered to be a significant issue with respect to potential impact on existing and future retailers that might lead to "urban decay."~~

The comparisons of projected growth in demand with projected additions to supply indicated that there will be ample support in 2012 for the 45,376 square feet GLA of Food and Beverage space at the proposed project, as well as the 27,000 square feet GLA proposed for development at the Lane Ranch project. However, the third comparison which evaluated the projected increase in demand with the combined space from all 14 retail developments under consideration in the PMA (as contained in Table 14 of the economic study, included as Appendix B to this Final EIR) indicates that there would likely be an oversupply of 19,905 square feet GLA of Food and Beverage space by 2012, if current development schedules were maintained. Further analysis suggests that the anticipated growth in market demand should be sufficient to

support all the proposed space by mid-2013, thus obviating any major concern that this short-term oversupply could lead to potential forces that promote urban decay.

Drug Stores/Pharmacies (including free-standing drug stores and pharmacies within major retailers)

- ~~**Project with PMA:** The proposed project will provide a freestanding drug store and pharmacy space within the Wal Mart, estimated to total 24,740 square feet GLA for the two facilities. This supply represents 82 percent of total projected PMA resident demand by 2012, leaving market share available for other projects.~~
- ~~**Project and Lane Ranch with the PMA:** The two projects together will provide two free-standing drug stores and two pharmacies within their respective anchor stores, for a combined square footage of approximately 91,467 square feet. This amount of space constitutes 158 percent of the total PMA resident demand for this expenditure category, and thus indicates a significant potential oversupply by 2012.~~
- ~~**Cumulative Projects with the PMA:** As presently proposed, the cumulative supply of proposed drug stores and pharmacies represents over three times (304 percent) total projected supportable demand from PMA residents for this category by 2012.~~

These results indicate that if all proposed drug stores and pharmacies are developed as currently proposed in the PMA by 2012, there could be a very significant condition of oversupply. While this condition would not be generated by the proposed project in isolation of other projects, the proposed development of four drug stores and pharmacies at the intersection of 60th Avenue West and Avenue L would appear to be unrealistic. In light of this information, and depending on which project signs up a drug store tenant first, it is likely that there would be adjustments to the tenant mix in one or both project development programs.

In recognition of the likely conditions of oversupply of drug store space in the PMA by 2012, field surveys and additional market research were conducted for four existing drug stores and one proposed drug store property in order to determine which, if any, would be susceptible to closure and significant urban decay from the forces of extreme competition caused by development of the proposed drug store and pharmacy facilities at the proposed project and other proposed developments. Five properties located closest to the intersection of 60th Avenue West and Avenue L are considered most at risk, due to the overlap of their respective markets with that of the proposed project. These investigations indicate, for the reasons presented in the urban decay analysis, that even in light of a serious oversupply of drug store and pharmacy space in the proposed project's PMA if the proposed project and Lane Ranch open as currently scheduled, it is unlikely that the competitive retail centers studied would experience the store closures, abandonment and physical deterioration that characterizes "urban decay." The four major drug store chains with stores in the PMA are all capable of holding on to their market shares for the long term due to their respective geographic positioning. However, it is also very possible that the sales achieved by these stores per square foot may be below the standard threshold utilized in this analysis for determining supportable drug store and pharmacy space.

~~Therefore, the oversupply of Food Store space and Drug Store/Pharmacy space projected in the analysis would not create competitive conditions that would lead to urban decay. Thus, impacts related to the proposed project's Food Store Space and Drug Store/Pharmacy space would be less than significant.~~

In contrast to the evaluation of other retail space categories, which suggests that growth in market demand will likely support proposed changes in supply by 2013, if all the proposed drug store and pharmacy space is completed as currently conceived in the 14 centers reviewed in this analysis (see Table 14 of the economic study) there will likely be a major oversupply of this type of space that will not easily be accommodated by continued growth in demand. Starting first with the proposed project, it should be noted that the developer proposes to provide two drug store/pharmacy facilities, one on a free-standing pad and the second within the Wal-Mart store. In total, the two outlets would provide 15,564 square feet GLA, an amount that is equivalent to 70 percent of the projected growth in supportable drug store space in the PMA between 2007 and 2012. Similarly, the developer of the Lane Ranch project also proposes two drug store/pharmacy facilities, bringing the number of such stores to four and the total square footage to 34,436 square feet GLA at the intersection of Avenue L and 60th Street West. While projected growth in market demand should reach levels sufficient to adequately support this amount of space by 2014, there are six additional major drug stores proposed in other developments (see Table 14 of the economic study) in the PMA that could add another 87,771 square feet of GLA to the market by 2012. Taken together with the proposed project and the Lane Ranch project, they represent more than four times the amount of space that can be supported by projected market area growth between 2007 and 2012 as defined in this analysis.

Given the abundance of proposed drug stores, field surveys were conducted in order to better understand the locational attributes of existing and proposed drug store facilities in and adjacent to the PMA that could be affected if all these new drug stores are actually built. The pattern that emerges is one that suggests that the proposed stores are not intended to serve the needs of the growing residential population conveniently located near these store sites. Rather, the locations of the proposed stores suggest that a primary factor driving the development of these facilities is the competition for visibility and market share between major drug store chains seeking advantageous locations in the Antelope Valley Freeway corridor near the Antelope Valley Hospital and Medical Center and the Lancaster Community Hospital. These two hospitals already serve as a strong magnet for doctors' offices and related medical service businesses that serve the health care needs of the Antelope Valley. Field investigation identified at least five existing major chain drug stores on their own sites and two additional chain drug stores embedded within supermarkets — seven facilities in total — located within a 1.5 mile radius of the Antelope Valley Hospital. This clustering pattern would be continued if four of the proposed drug stores — those contained in projects #8, #10, #11 and #12 in Table 14 of the economic study — were developed as currently proposed. Given that these decisions are being made by major chain store operators, it is unlikely that their individual or collective failure would create conditions of urban decay, as (1) they are not serving as "lynchpins" to urban districts or major shopping centers, and (2) if they fail, the space can be recycled to serve other uses.

The two remaining planned drug stores (in projects #1 and #2 in Table 14 of the economic study) are in shopping centers proposed for development along Avenue K. If developed per the current schedule they would likely encounter significant competitive issues with the cluster of facilities located around Antelope Valley Hospital as well as from other existing stores and the new facilities at the project site and the Lane

Ranch site. However, neither of these projects has finalized its building program. Also, each center has multiple anchor tenants, and therefore would likely survive the failure of the drug store component without suffering conditions leading to full-scale urban decay.

The projected supply-demand imbalance and resulting competition for customers could also have an impact on existing drug stores and on those centers where drug stores serve as important anchors or customer draws. Those retail centers considered most at risk would be older drug store facilities found at inferior locations or in existing or proposed convenience centers where a major drug store was the exclusive or dominant anchor tenant. In such circumstances, the failure of the anchor tenant drug store could lead to a major decline in patronage at the center, resulting in the failure of in-line tenants who were dependent on the drug store's drawing power.

Field surveys and related research were conducted to determine which drug stores, if any, would be most vulnerable to extreme competition if all or most of the proposed drug store space was developed at the intersection of 60th Street West and Avenue L. Four existing stores located westerly of the Antelope Valley Freeway commercial corridor within the PMA are considered most at risk, including the following facilities:

- CVS: 4105 Avenue L, Lancaster;
- Walgreens: 2840 Avenue L, Lancaster;
- Sav-On: 5038 Avenue N, Palmdale; and
- Rite Aid: 3105 Rancho Vista Boulevard, Palmdale.

Analysis of each drug store's susceptibility to conditions of extreme competition is provided below.

CVS. This drug store is the one located closest to the project site at a shopping center known as Quartz Hill Town Center. The site is located approximately two miles east of the project site on Avenue L, the major arterial that will provide major access to both the proposed project and the Lane Ranch project. The CVS store serves as a co-anchor with a Von's supermarket that has an embedded Sav-On pharmacy. It is a newer shopping center that enjoys a high occupancy rate for its available space. Many of the existing spaces are occupied by services and office-users. Given its existing and project local market base, accessibility, age, configuration, tenant mix and the presence of anchor stores, this center is not considered at great risk to lose its pharmacy and be negatively impacted by development of the proposed project to such a degree that it would lead to conditions of urban decay.

Walgreens. The Walgreens is a newer drive-through store located as a "stand-alone" project at the southeast corner of the intersection of 30th Street West and Avenue L, opposite the West Lancaster Plaza Shopping Center. The site has excellent accessibility and visibility. If it were to close due to extreme competition, the building and its location would be attractive to other retailers. As the store does not anchor any other retail space, its possible closure should not materially impact other retailers.

Sav-on. The Sav-on facility co-anchors (with Albertson's) a recently-developed convenience shopping center located at the intersection of Avenue N and Rancho Vista Boulevard in the City of Palmdale. The location is at a key intersection with high traffic volume and excellent visibility. Moreover, the center's performance is likely to improve substantially with additional residential development in the immediate vicinity in the near future. Given the center's location, visibility, co-anchorage and relative age, the likelihood of its being severely impacted to such an extent that there would be store closures and urban decay is minimal.

Rite Aid. The Rite Aid store is located five miles from the project site at the intersection of Sierra Vista Boulevard and 30th Street West, and thus it is at the edge of the proposed project's PMA. The drug store serves as a co-anchor with a Von's supermarket at a well-established, modern convenience center known as Rancho Vista Plaza. Given this center's location, visibility, accessibility and design configuration, it is not likely to be materially impacted by development of the proposed project and suffer from the effects of extreme competition.

Summarizing the assessment of existing drug stores in the PMA, the site-specific analyses indicate that while there could be a serious oversupply of drug store/pharmacy space in the proposed project's PMA if the proposed project and the Lane Ranch project open as currently scheduled, this oversupply is not likely to create conditions at any of the specific locations studied that would likely lead to significant urban decay. The four major drug store chains with stores in the PMA identified above are all capable of holding on to their market shares for the long term, due both to their brand strengths and to their respective geographic positioning. However, it is also very possible that the sales achieved per square foot at these stores may fall below the standard threshold utilized in this analysis for determining supportable drug store space. Thus, impacts related to the proposed project's Food Store Space and Drug Store/Pharmacy space would be less than significant.

Eating and Drinking Facilities

Analysis of the potential impact of the proposed Eating and Drinking Facility component of the proposed project indicates that there is sufficient market support generated by the PMA resident population and other market sources to fully support the proposed addition of this type of space by 2013. As the addition of the proposed eating and drinking uses in the proposed project represents such a small share of the total space that it will not have a significant negative impact on the existing and proposed supply of existing restaurant uses in the PMA, this component of the proposed project will not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area.

The analysis of the potential impact of the proposed Eating and Drinking Facility component of the proposed project utilized the same comparison framework that was followed in the Convenience Goods analysis where market support is derived from PMA residents.

Two types of restaurant space are considered in the analysis: fast food restaurants and "sit-down" restaurants serving alcohol. The analysis indicates that the PMA can adequately support the proposed project's proposed fast food restaurants and all other proposed fast food restaurant space that was considered in the analysis. With regard to restaurants serving alcohol, the analysis indicates that there would be a short-

~~term oversupply in 2012, though this would be satisfied by growth in demand by 2013. Given these findings, there is little likelihood that the proposed restaurant space at the proposed project would have major competitive impacts on other existing or future eating and drinking facilities in the PMA.~~

~~As the addition of the proposed eating and drinking uses in the proposed project will not have a significant negative impact on the existing and proposed supply of competitive uses in the PMA, this component of the proposed project will not lead to urban decay at any of the existing or proposed shopping centers and business districts found in the competitive market area. Therefore, impacts related to the proposed project's Eating and Drinking Facilities would be less than significant.~~

Urban Decay Analysis Conclusion

Overall, this analysis concludes that, while the proposed project together with other new shopping centers will add new competitive retail and restaurant facilities to the Antelope Valley region, there is no reasonable likelihood that the operation of the proposed project and the other projects identified in this analysis as they are presently conceived, would result in significant adverse economic competition to the degree that this competition would lead to urban decay.³

Page IV.B-15, Cumulative Impacts, is revised as follows:

As presented in Table III-1 of this Draft EIR, there are a total of ~~812~~ related projects proposed in the vicinity of the project site. Development of the related projects is expected to occur in accordance with adopted plans and regulations. Related project No. ~~778~~, Lane Ranch, is located near the project site.

Page IV.B-16, Mitigation Measure B-2 is revised as follows:

B-2 The height of the proposed on-site light standards shall be of such height as not to create a nuisance to the adjacent neighbors as approved by the City Department of Building and Safety based on the results of a photometric study.

³ This includes consideration of the commercial district located at the intersection of Avenue M/Quartz Hill Road and 50th Street West in the unincorporated community of Quartz Hill, approximately 1.4 miles from the proposed project. Anchoring this district are a number of local-serving institutions, including County facilities (fire station and library) as well as a post office and an elementary school. Existing businesses include: an Antelope Valley Bank branch; animal hospital; several veterinary clinics; mini-storage facilities; equipment rental; feed and tack stores; garden center; building supplies; beauty salons; fitness/karate facilities; casual eating and drinking facilities; and numerous automobile-oriented businesses, including service stations, auto repair garages, automotive painting, and auto parts and muffler stores. These businesses offer goods and services that are substantially different from those planned for the proposed project, though there could be limited overlap, depending on the proposed project's specific retail or service businesses when the proposed project is fully leased. Moreover, the district has no dominant business or group of stores that anchors it and is similar to the proposed project. Therefore, any limited competition between the proposed project and any individual store(s) in the district would not have an impact on the district so severe that it could foreseeably lead to "urban decay" within the meaning of CEQA.

D. AIR QUALITY

The bottom two paragraphs on page IV.D-5 are revised as follows:

The AVAQMD operates a monitoring station in the City of Lancaster. The Division Street air quality monitoring station at 43301 Division Street, Lancaster, California, is approximately 6 miles east of the project site. The station monitors O₃, CO, PM₁₀, PM_{2.5}, and NO₂. Table IV.D-2, Summary of Ambient Air Quality in the Proposed Project Vicinity, identifies the national and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the Division Street monitoring station between 2004 and 2006.

According to the air quality data from the Division Street monitoring station shown in Table IV.D-2, the national 1-hour ozone standard has been exceeded for a total of three days from 2004 to 2006, while the State 1-hour ozone standard has been exceeded for a total of 101 days from 2004 to 2006. The national 8-hour ozone standard was exceeded a total of 71 days from 2004 to 2006. No national or State 24-hour standards for PM₁₀ or CO have been exceeded from 2004 to 2006, while the national 24-hour standard for PM_{2.5} was also not exceeded from 2004 to 2006. In addition, the State 1-hour standard for NO₂ was not exceeded from 2004 to 2005.⁴

The last paragraph on page IV.D-17 is revised as follows:

The AVAQMD prepared the *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines* in 2008. Construction and operational emissions associated with the proposed project would be significant if they exceed the thresholds shown in **Error! Reference source not found.** Table IV.D-5, AVAQMD's Significant Emissions Thresholds.

Page IV.D-18 is revised as follows:

A project's impacts will also be considered significant if it exposes sensitive receptors to substantial pollutant concentrations of toxic air contaminants including those resulting in a cancer risk greater than or equal to ten in a million and/or a Hazard Index (HI)(non-cancerous) greater than or equal to 0.1.

The discussion of building energy standards in place and in progress in Draft EIR Table IV.D-13 on page IV.D-34 is revised as follows:

The project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development, and these standards are part of the City of Lancaster's Title 24.

⁴ As indicated in Table IV.D-2, insufficient (or no) data was available from the Division Street monitoring station to determine whether the annual average level of NO₂ had exceeded the national annual average NO₂ standard in 2006.

The discussion of the California Solar Initiative in Draft EIR Table IV.D-13 on page IV.D-36 is revised as follows:

~~Consistent~~ Potentially Consistent

Although solar roofs are not proposed as part of the project, they could be installed and used in the future if they become cost effective from a purchase and maintenance standpoint.

The first paragraph on page IV.D-41 is revised as follows:

Mitigation Measures D-11 through D-13, the construction emissions associated with the proposed project would be reduced. In particular, implementation of Mitigation Measures D-13 would reduce the emissions of NO_x during the grading phase to below the thresholds of significance recommended by the AVAQMD. Table IV.D-14 shows the resulting NO_x emissions after implementation of Mitigation Measures D-13. As shown, the mass daily construction emissions of NO_x would not exceed the thresholds set by the AVAQMD. Therefore, impacts from mass daily emissions of these criteria pollutants during construction of the proposed project would be reduced to a less than significant level.

Page IV.D-41 is further revised as follows:

Operational Emissions – Mass ~~Daily~~ Annual Emissions

Annual emissions of CO and PM₁₀ ~~and PM_{2.5}~~ from operational activities would continue to exceed the thresholds set by AVAQMD. Therefore, because the majority of operational emissions are generated by motor vehicles, the only way to reduce these emissions would be to reduce the size of the proposed project. Therefore, impacts from operational emissions would remain significant and unavoidable.

Operational Emissions – Mass Daily Emissions

Daily emissions of PM₁₀ and PM_{2.5} from operational activities would continue to exceed the thresholds set by AVAQMD. Therefore, because the majority of operational emissions are generated by motor vehicles, the only way to reduce these emissions would be to reduce the size of the proposed project. Therefore, impacts from operational emissions would remain significant and unavoidable.

E. BIOLOGICAL RESOURCES

The text on page IV.E-15, Cumulative Impacts, of the Draft EIR has been revised as follows:

Although the project site is a vacant parcel, which supports marginally suitable habitat for common native wildlife species, ~~and~~ the loss of such habitat is not a substantial adverse impact for native wildlife species. Therefore, the loss of marginally suitable habitat from the implementation of the proposed project, when considered with the related projects, would not be cumulatively considerable. However, a few of the related projects are located on undeveloped lands which may support nesting and foraging birds, burrowing owls and/or potentially jurisdictional waterways; potential impacts to these sensitive biological resources, when considered with the potential impacts to these resources from the proposed project, may

result in cumulatively considerable adverse impacts. However, with the implementation of the mitigation measures below, impacts would be less than significant.

Mitigation Measure E-1 is revised as follows:

E-1 To avoid disturbance to nesting birds during project construction, one of the following measures shall be implemented:

- Conduct vegetation clearing and grubbing associated with project construction during the non-breeding season (in general, September 1st through January 31st). Grading activities and other construction activities shall be initiated prior to the breeding season (which is generally in the same period identified above) and shall be ongoing throughout the breeding season to prevent birds from establishing nest in the surrounding habitat. If there is a lapse in grading activities of more than five days, a pre-construction survey and survey report (refer below) shall be completed.
- Conduct pre-construction surveys for nesting birds if vegetation clearing and grubbing, grading, and other construction activities are initiated during the nesting season (in general, February 1st through August 31st). Within 30 days of construction-related activities, A a qualified wildlife biologist shall conduct weekly a ~~pre-construction~~ nesting bird surveys with the last survey being conducted no more than 5 days prior to initiation of ~~grading construction-related activities~~ to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, ~~grading construction-related activities~~ in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction activities, depending on the species and location. The perimeter of the ~~nest-setback zone~~ exclusion buffer shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of ~~grading construction activities~~ in the ~~nest-setback zone~~ exclusion buffer. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.

Mitigation Measure E-2 is revised as follows:

E-2 In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site ~~within~~ not more than 30 days prior to initial ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols (CBOC 1993, CDFG 1995) by a qualified biologist. A qualified biologist is an individual who has sufficient knowledge, training, and experience identifying and performing surveys for burrowing owl. Following the completion of the survey and prior to initial ground

disturbance, a survey results report shall be prepared and submitted. 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 disturbance 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. The survey results report shall include (but shall not be limited to) (a) a discussion of the survey methods and results; (b) a map indicating the location of occupied burrows (if detected); and (c) a discussion of additional measures to be implemented to avoid and/or minimize adverse impacts to burrowing owls and associated foraging habitat (if necessary). Such avoidance and minimization measures shall be consistent with those provided below.

If the pre-construction survey results in negative findings of burrowing owl on the project site (including the 150 meter [approximately 500 foot] buffer zone), no further mitigation would be required. However, if burrowing owl is detected during the survey, proposed grading and development shall be redesigned to avoid destruction of occupied burrows and/or adverse impacts on burrowing owl habitat to provide compliance with the accepted burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995). The burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995) recommend no disturbance within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (generally defined as September 1st through January 31st) or within 75 meters (approximately 250 feet) during the breeding season (generally defined as February 1st through August 31st). Avoidance also includes maintaining a minimum of 6.5 acres of foraging habitat contiguous with occupied burrows for each pair of breeding burrowing owls (with or without dependent young) or single unpaired bird. Occupied burrows and associated foraging habitat shall be permanently preserved and managed to promote burrowing owl use. Should occupied burrows and associated habitat be avoided, avoidance and preservation measures shall be described in the survey results letter to the satisfaction of the CDFG and the City.

If occupied burrows and associated foraging habitat cannot be avoided, then a Passive Relocation and Mitigation Plan (Plan) shall be developed. The Plan shall be developed by a qualified biologist to provide compliance with the accepted burrowing owl mitigation guidelines. Additionally, the Plan shall be developed in coordination with the CDFG. At a minimum, the Plan shall include (but shall not be limited to) (a) a description of the passive relocation methods, including (but not limited to) pre-relocation surveys, installation of one-way doors and monitoring, and burrow excavation; and (b) a description of the receiver site, including (but not limited to) location and extent of lands purchased or made part of a conservation easement, existing presence of burrowing owl, number of natural burrows enhanced and/or artificial burrows created, long-term management and monitoring efforts, success criteria (e.g., a pre-established number of breeding burrowing owls using the receiver site), and remedial measures. Approval of the Plan by CDFG shall be required by the City as a condition of project approval.

Additionally, initial ground disturbance shall be postponed until completion of passive relocation efforts and associated report has been submitted to the CDFG.

F. CULTURAL RESOURCES

Page IV.F-9, Cumulative Impacts, is revised as follows:

Development of the proposed project in conjunction with the development of the 81~~2~~ related projects has the potential to increase the risk to cultural resources in the project area.

H. HAZARDS AND HAZARDOUS MATERIALS

Page IV.H-12, Cumulative Impacts, is revised as follows:

Development of the proposed project in conjunction with the development of the 81~~2~~ related projects has the potential to increase the risk for accidental release of hazardous materials.

I. HYDROLOGY AND WATER QUALITY

Page IV.I-17, Cumulative Impacts, is revised as follows:

Development of the proposed project in conjunction with the 81~~2~~ related projects listed in Section III, Environmental Setting, would impact storm drainage and water quality in the area.

J. LAND USE PLANNING

The header of Table IV.J-2 on pages IV.J-16 through IV.J-18 is revised as follows:

Table IV.J-2
Comparison of ~~the Lane Ranch Towne Center~~ The Commons at Quartz Hill Project
to RCPG Policies

The discussion of RCPG Policy 3.18 in Table IV.J-2 on page IV.J-16 is revised as follows:

While the project site is located in an urbanized portion of the City with existing infrastructure, development of the project site has the potential to generate environmental impacts to a variety of resource areas. However, mitigation measures have been provided to reduce these impacts to less than significant levels where feasible. Therefore, the development of the project site would be generally consistent with this RCPG policy.

The discussion of RCPG Policy 3.20 in Table IV.J-2 on page IV.J-16 is revised as follows:

The project site potentially contains ~~Burrowing Owl~~ habitat suitable for burrowing owl. Therefore, mitigation measures, including pre-construction surveys have been required ~~have been provided~~ to reduce

the potential impacts to that species to less than significant. Therefore, the development of the proposed project would be consistent with RCPG policy.

K. NOISE

Footnote 1 on page IV.K-3 is revised as follows:

Ambient noise readings are taken during mid-day weekdays in order to capture ambient noise levels. While traffic is considered part of the overall noise environment, during heavy peak hours, noise from traffic is actually reduced due to the slowing effect that traffic has on itself, which therefore reduces the ~~and therefore the reduce~~ noise levels generated by vehicular traffic.

The second full paragraph on page IV.K-4 is revised as follows:

In addition, due to the expectation that the proposed project may attract more customers during the weekend peak hour than during the week day peak hour, existing Saturday peak hour roadway noise levels were calculated for the roadway links, which were identified in the traffic study, in the project vicinity for comparison with nearby noise-sensitive uses. The average daily noise levels along these roadway segments are presented in Table IV.K-4, Existing Roadway Noise Levels Offsite (Saturday).

The second paragraph under Cumulative Impacts on page IV.K-20 has been revised as follows:

Future construction associated with the related projects could result in a cumulatively significant impact with respect to temporary or periodic increases in ambient noise levels. Construction noise is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed project. The nearest related project to the project sites is the proposed retail project located at 60th Street & Avenue L, (related project No. 78 as shown in Table III-3). However, at the time of this analysis the construction timeframe of related project No. 78 is unknown. Nonetheless, because there is a possibility that the construction phase of related project No. 78 and the construction phase of the proposed project may occur simultaneously and impacts from construction of the related project No. 78 are already significant, if construction of these projects occurs simultaneously, cumulative noise impacts may be significant and unavoidable for the existing single-family residential units located east of 60th Street West across the street from the project site, as well as existing single-family residences to the north of the project site. Noise impacts cumulatively would be significant and unavoidable for residents to the east and north of the project site.

L. POPULATION AND HOUSING

Page IV.L-4, Housing,, of the Draft EIR is revised as follows:

In addition, the Related Projects listing includes ~~778~~ new housing developments (of the ~~812~~ related projects)

Page IV.L-5, Cumulative Impacts - Employment, paragraph 1 of the Draft EIR is revised as follows:

There are 812 related projects in proximity to the project site, although not all of the related projects are located within the City of Lancaster.

Page IV.L-5, Cumulative Impacts - Employment, paragraph 2, of the Draft EIR is revised as follows:

Out of the 812 related projects, 778 projects are residential in nature.

Page IV.L-5, Cumulative Impacts - Housing, of the Draft EIR is revised as follows:

There are 812 related projects in the City of Lancaster and surrounding communities that are in close proximity to the project site.

Page IV.L-6, Cumulative Impacts - Population, of the Draft EIR is revised as follows:

There are 812 related projects in the City of Lancaster and surrounding area that are in close proximity to the project site.

M. PUBLIC SERVICES

1. FIRE PROTECTION

Page IV.M-1, Environmental Setting paragraph 1 and 2 of the Draft EIR is revised as follows:

Fire prevention, fire suppression, and life safety services are provided throughout the City of Lancaster by the Los Angeles County Fire Department (LACFD). Fire protection and paramedic services to the project site would be provided by the LACFD from Fire Station No. 84 located approximately 1.8 miles southeast of the project site at 5070 West Avenue L-14 in Quartz Hill. Station No. 84 is staffed by Engine Company 84 and Squad 84. ~~Approximate response time to the project site would be 5.4 minutes.~~ The estimated response time to the project site is approximately 6 minutes.

Other LACFD units that would serve the project site are Engine 134 and Urban Search and Rescue (USAR) Engine 134 located 4 miles from the project site with an estimated response time of 12 minutes, and Engine 130 and Haz Mat Engine 130 located 4.2 miles from the project site with an estimated response time of 12 minutes. 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.

Page IV.M-2, end of General Plan paragraph of the Draft EIR is revised as follows:

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 is well within the Fire Department's response time goals.

Page IV.M-3, Response Distance, paragraph 1 of the Draft EIR is revised as follows:

~~As previously mentioned, the project site is within a 1.8-mile radius of a LACFD fire station housing a Fire Engine Company and Fire Squad. In addition, the project site is within a 4-mile radius of a LACFD fire station housing another Fire Engine Company and USAR Engine Company. The proposed project's distance from these fire stations does not meet the LACFD's requirement of one mile for an engine company. The Fire Department's current facilities plan includes a future fire station in the vicinity of Avenue K and 70th Street; however, the station is not currently funded for construction and would not be within one mile of the project site. Therefore, the project site's proximity to its jurisdictional fire station is inadequate and is considered a potentially significant impact. As the proposed project is not within LACFD's required distance, the project applicant will therefore be required to install a fire sprinkler system, in order to stop the spread of a fire before the LACFD could arrive. The construction of a new fire station would require a separate environmental review process outside of the EIR to evaluate the potential effects of the proposed new fire station.~~

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 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.

Page IV.M-4, Cumulative Impacts paragraph 1 of the Draft EIR is revised as follows:

This need would be funded via existing mechanisms (i.e., developer fees, property taxes, ~~government funding~~) to which the applicants of the proposed projects and related projects would be required to contribute.

2. POLICE PROTECTION

Page IV.M-10, Cumulative Impacts, paragraph 1 of the Draft EIR is revised as follows:

As most of the ~~812~~ related projects identified in the related projects list (see Table III-1) are located within the Lancaster Station's service area, these projects would be provided police protection service by LACSD Lancaster Station.

Page IV.M-10, Cumulative Impacts, paragraph 2 of the Draft EIR is revised as follows:

As discussed in Section IV.L, Population and Housing, the proposed project, combined with the ~~812~~ related projects located within the Lancaster Station's service area, would result in a cumulative increase (including residents and employees) in the police service population in the Lancaster Station's Service Area.

3. SCHOOLS

Page IV.M-15, Cumulative Impacts, of the Draft EIR is revised as follows:

As shown in Table IV.M-5, Cumulative Student Generation, the ~~812~~ related projects in combination with the proposed project would generate approximately ~~8,201~~ 8,589 students.

Table IV.M-5, Cumulative Student Generation, on page IV.M-17 is revised with the removal of related project #76 as shown:

**Table IV.M-5 (Continued)
Cumulative Student Generation**

No.	Land Use	Size	Elementary School Students ^a	Middle School Students ^a	High School Students ^b	Total Students
76	Single Family Homes	450 du	195	62	131	388
767	Single Family Homes	650 du	282	90	190	562
778	Commercial	394,575 sf	13	8	3	24
789	Single Family Homes	9 du	4	1	3	8
7980	Retail^c	14,112 sf	1	0	0	1
804	Senior Housing	75 du	0	0	0	0
812	Retail^c	267,494 sf	9	6	2	17
Subtotal Related Projects						8,181 <u>8,569</u>
Subtotal Proposed Project						20
Cumulative Total						8,201 <u>8,589</u>

4. PARKS

Page IV.M-20, Cumulative Impacts of the Draft EIR is revised as follows:

Of the 812 related projects, 778 projects would generate residents and, therefore, would create a cumulative demand for parkland in the project area.

5. LIBRARIES

Page IV.M-24, Cumulative Impacts of the Draft EIR is revised as follows:

Of the 812 related projects, 778 projects would generate residents and, therefore, would create a cumulative demand for library services in the project area.

N. TRANSPORTATION/TRAFFIC

Due to a word processing error for a portion of Draft EIR Section IV.N., pages IV.N-12 through IV.N-15 are provided below. All information is the same as that contained on Draft EIR pages IV.N-12 through IV.N-15, but the order of information was slightly different.

- a) Caused an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);
- b) Exceeded, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;
- c) Resulted in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks;
- d) Substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e) Resulted in inadequate emergency access;
- f) Resulted in inadequate parking capacity; or,
- g) Conflicted with adopted policies, plans, or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks).

According to the standards adopted by the City of Lancaster, a traffic impact is considered significant if the project related increase in the ICU/HCS value degrades an intersection currently operating at an acceptable level of service (LOS A – D) to a deficient level (LOS E or F) or if the project related increase in the ICU value equals or exceeds the thresholds shown in Table IV.N-4 below for signalized and unsignalized intersections.

Table IV.N-4
Significant Impact Criteria for Signalized and Unsignalized
Intersections

Pre-Project LOS	<u>Signalized Intersections – Project V/C Increase</u>	<u>Unsignalized Intersections – Project Percentage Delay Increase</u>
<u>E</u>	<u>0.02</u>	<u>2%</u>
<u>F</u>	<u>0.02</u>	<u>2%</u>

Source: Overland Traffic Consultants, Inc., October 2008.

Project Impacts

As discussed in Section IV.A, Impacts Found Less Than Significant of this Draft EIR, the proposed project would have no impact with respect to Threshold c), Threshold d), Threshold e), and Threshold g) listed above. The following impact analysis addresses Threshold a), b), and f) as listed above.

Trip Generation

Trip generation rates for the proposed project were obtained from published rates contained in the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition. This publication of traffic generation studies has become the industry standard for estimating traffic generation of different land uses.

On the basis of the ITE trip generation rates contained in the traffic study (included as Appendix K of this Draft EIR), estimates of the project's traffic were calculated and are summarized in Table IV.N-5 (weekday) and Table IV.N-6 (weekend). Since both Avenue L and 60th Street West are arterial roadways, it would be reasonable to assume that some of the patrons to the shopping center would already be utilizing the roadways (not new vehicle trips) on the way to/from other destinations and make a stop at the project as part of another trip. The Trip Generation Handbook, An ITE Recommended Practice identifies a range of pass-by trips from about 8% to 68% of the trips for shopping centers. Typically, the smaller the shopping center, the larger the pass-by reduction. A conservative to average 25% reduction in the vehicle trips was incorporated into the analysis to reflect the pass-by activity for the proposed project. No pass-by reductions were taken at the site adjacent intersection of 60th Street West and Avenue L, or at the driveways. Interaction between the land uses where one person stops at more than one venue would be expected for a shopping center of this size. According to the ITE Recommended Practice reference noted above, internal capture differs based on the land uses. As a large anchor, a conservative 10% internal capture was applied to the super discount store, a 30% internal capture was applied to the fast food restaurants, a 25% internal capture was applied to the bank, and a 20% internal capture was applied to the pharmacy and restaurants. The internal capture rate is already represented in the shopping center rate so it is not applied a second time.

As shown in Table IV.N-5 and Table IV.N-6, the proposed project would be expected to add an average of 17,076 daily vehicle trips with 670 weekday AM peak hour trips, 1,528 weekday PM peak hour trips,

and 2,012 midday Saturday trips to the roadway network. Figure IV.N-5 through Figure IV.N-7 illustrate the AM, PM and Saturday peak hour turn volumes for the proposed project.

Trip Distribution

A primary factor affecting trip direction is the location of the origination points of the patrons and employees of the shopping center. The estimated project directional trip distribution used in this analysis was based on the location of the employment and population centers and the available freeways and surface streets used to access the project site. Figure IV.N-8 illustrates the trip distribution used for the proposed project.

Table IV.N-5
Estimated Weekday Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Bldg 1 – Super Discount Store	195,906 sf	9,641	360	184	176	758	372	386
Internal Capture	10%	(964)	(36)	(18)	(18)	(76)	(37)	(39)
Subtotal Building 1	195,906 sf	8,677	324	166	158	682	335	347
Bldg 3 - Fast Food	2,448 sf	1,215	130	66	64	85	44	41
Bldg 5 – Fast Food	1,750 sf	868	93	47	46	61	32	29
Internal Capture	30%	(625)	(67)	(34)	(33)	(44)	(23)	(21)
Subtotal Buildings 3 & 5	4,198 sf	1,458	156	79	77	102	53	49
Bldg 6A – Restaurant	3,200 sf	407	37	19	18	35	21	14
Bldg 6B – Restaurant	7,895 sf	1,004	91	47	44	87	53	34
Internal Capture	20%	(282)	(25)	(13)	(12)	(25)	(15)	(10)
Subtotal Buildings 6A & 6B	11,095 sf	1,129	103	53	50	97	59	38
Bldg 4 – Pharmacy	14,740 sf	1,299	39	22	17	127	62	65
Internal Capture	20%	(260)	(7)	(4)	(3)	(25)	(12)	(13)
Subtotal Building 4	14,470 sf	1,039	32	18	14	102	50	52
Bldg 2 – Retail	89,911 sf	6,337	147	90	57	584	280	304
Bldg 8 – Retail	20,000 sf	2,386	60	37	23	216	104	112
Bldg 6A - Retail	3,200 sf	725	20	12	8	65	31	34
Subtotal Buildings 2, 8, 6A	113,111 sf	9,448	227	139	88	865	415	450
Bldg 7 – Bank	5,500 sf	1,356	68	38	30	252	126	126
Internal Capture	25%	(339)	(18)	(10)	(8)	(64)	(32)	(32)
Subtotal Building 7	5,500 sf	1,017	52	29	23	190	95	95
Proposed Project Subtotal	344,550 sf	22,768	894	484	410	2,038	1,007	1,031
Pass-By Discount	25%	(5,692)	(224)	(121)	(103)	(510)	(252)	(258)
TOTAL	344,550 sf	17,076	670	363	307	1,528	755	773

Source: Overland Traffic Consultants, Inc., October 2008.

Background Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the LA County and City of Lancaster traffic impact guidelines, the following scenarios have been analyzed:

- (a) Existing traffic + ambient growth (added two percent per year ambient growth to 2012 study year);
- (b) Existing traffic + ambient growth + related projects (“without project” scenario);
- (c) Traffic in (b) + the proposed project traffic (“with project” scenario);

Table IV.N-6
Estimated Weekend Project Traffic Generation

<u>Description</u>	<u>Size</u>	<u>Saturday Daily</u>	<u>Saturday Mid-Day Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>
<u>Bldg 1 – Super Discount Store</u>	<u>195,906 sf</u>	<u>11,265</u>	<u>982</u>	<u>502</u>	<u>480</u>
<u>Internal Capture</u>	<u>10%</u>	<u>(1,127)</u>	<u>(98)</u>	<u>(50)</u>	<u>(48)</u>
<u>Subtotal Building 1</u>	<u>195,906 sf</u>	<u>10,139</u>	<u>884</u>	<u>452</u>	<u>432</u>
<u>Bldg 3 - Fast Food</u>	<u>2,448 sf</u>	<u>1,768</u>	<u>145</u>	<u>74</u>	<u>71</u>
<u>Bldg 5 – Fast Food</u>	<u>1,750 sf</u>	<u>1,264</u>	<u>104</u>	<u>53</u>	<u>51</u>
<u>Internal Capture</u>	<u>30%</u>	<u>(910)</u>	<u>(75)</u>	<u>(38)</u>	<u>(37)</u>
<u>Subtotal Buildings 3 & 5</u>	<u>4,198 sf</u>	<u>2,122</u>	<u>174</u>	<u>89</u>	<u>85</u>
<u>Bldg 6A – Restaurant</u>	<u>3,200 sf</u>	<u>2,310</u>	<u>64</u>	<u>40</u>	<u>24</u>
<u>Bldg 6B – Restaurant</u>	<u>7,895 sf</u>	<u>1,250</u>	<u>157</u>	<u>99</u>	<u>58</u>
<u>Internal Capture</u>	<u>20%</u>	<u>(712)</u>	<u>(44)</u>	<u>(28)</u>	<u>(16)</u>
<u>Subtotal Buildings 6A & 6B</u>	<u>11,095 sf</u>	<u>2,848</u>	<u>177</u>	<u>111</u>	<u>66</u>
<u>Bldg 4 – Pharmacy</u>	<u>14,740 sf</u>	<u>1,157</u>	<u>116</u>	<u>58</u>	<u>58</u>
<u>Internal Capture</u>	<u>20%</u>	<u>(231)</u>	<u>(24)</u>	<u>(12)</u>	<u>(12)</u>
<u>Subtotal Building 4</u>	<u>14,470 sf</u>	<u>926</u>	<u>92</u>	<u>46</u>	<u>46</u>
<u>Bldg 2 – Retail</u>	<u>89,911 sf</u>	<u>8,641</u>	<u>808</u>	<u>420</u>	<u>388</u>
<u>Bldg 8 – Retail</u>	<u>20,000 sf</u>	<u>3,352</u>	<u>304</u>	<u>158</u>	<u>146</u>
<u>Bldg 6A - Retail</u>	<u>3,200 sf</u>	<u>1,057</u>	<u>92</u>	<u>48</u>	<u>44</u>
<u>Subtotal Buildings 2, 8, 6A</u>	<u>113,111 sf</u>	<u>13,050</u>	<u>1,204</u>	<u>626</u>	<u>578</u>
<u>Bldg 7 – Bank</u>	<u>5,500 sf</u>	<u>392</u>	<u>204</u>	<u>104</u>	<u>100</u>
<u>Internal Capture</u>	<u>25%</u>	<u>(98)</u>	<u>(51)</u>	<u>(26)</u>	<u>(25)</u>
<u>Subtotal Building 7</u>	<u>5,500 sf</u>	<u>294</u>	<u>153</u>	<u>78</u>	<u>75</u>
<u>Proposed Project Subtotal</u>	<u>344,550 sf</u>	<u>29,379</u>	<u>2,684</u>	<u>1,402</u>	<u>1,282</u>
<u>Pass-By Discount</u>	<u>25%</u>	<u>(7,345)</u>	<u>(672)</u>	<u>(351)</u>	<u>(321)</u>
<u>TOTAL</u>	<u>344,550 sf</u>	<u>22,034</u>	<u>2,012</u>	<u>1,051</u>	<u>961</u>

Source: Overland Traffic Consultants, Inc., October 2008.

- (d) Traffic in (c) + the proposed traffic and mitigation, if necessary.

Ambient growth represents projects being developed outside the analysis area or projects not currently identified which may add traffic to the area intersections. An increase of 2% per year has been identified by the City of Lancaster as the applicable rate of ambient growth for current development in the City. Existing conditions with the ambient growth is displayed in Table IV.N-7 below.

Comparing the changes in the traffic conditions between the scenarios provides the necessary information to determine if the added traffic volume creates a significant impact on the study intersections, based on the significance criteria described above.

Page IV.N-21 is revised as follows:

These lists were reviewed and 812 related projects were identified that could produce additional traffic at the study intersections.

Page IV.N-22 is revised as follows:

Table IV.N-9 contains the results of the traffic impact analysis with the full development of the project. Future traffic volumes with project are shown in Figure IV.N-13 through Figure IV.N-15. As shown, ten 17 significant traffic impacts are created by the project.

Page IV.N-36 is revised as follows:

~~The combined project~~ Traffic from the combined project (existing traffic + 2% ambient growth per year to 2012 + related projects) will create a significant impact along all of the roadway segments with the project based upon the impact criteria established by the County of Los Angeles. The impact criteria is the percentage increase in the passenger cars per hour ~~by~~ attributed to the project. Based on the pre-project LOS C, the percentage increase cannot exceed 4%. The percentage cannot exceed 2% at pre-project LOS D, or the percentage increase cannot exceed 1% with a pre-project LOS of E or F. All of the existing conditions are at LOS A. All of the pre-project levels of service and future with project conditions exceed the above LOS requirements. However, these impacts can be mitigated to a level of insignificance through roadway widening and improving mass transit amenities in the immediate area.

Page IV.N-37 is revised as follows:

The Congestion Management Program (CMP) was enacted by Los Angeles County to monitor regional traffic growth and related transportation improvements. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Countywide approach includes designating a facilities network that includes all state highways and principal arterials within the County and monitoring the network's Level of Service standards. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If Level of Service standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the Countywide plan.

For purposes of the CMP, a substantial change in freeway segments are defined as an increase 2% in the demand to capacity ratio and a change in LOS. In general, a CMP traffic impact analysis is required if a project will add 150 or more trips to a CMP roadway segment or intersection, in either direction during either the AM or PM weekday peak hour. A freeway evaluation was conducted and shows a 1.1% increase at LOS D in traffic on the Antelope Valley Freeway (14 Freeway) in Table 13 of the traffic study (included as Appendix K to this Draft EIR). No freeway impacts are therefore anticipated as a result of the proposed project.

Page IV.N-38, *Cumulative Impacts*, is revised as follows:

The 812 related projects are incorporated into the Future (2012) without Project and Future (2012) with Project traffic generation scenarios and, therefore, cumulative impacts are considered throughout the traffic section.

Mitigation Measure N-7 is revised as follows:

N-7 Currently the southbound direction provides a single left, two through lanes, and right turn lane. The project applicant shall provide fair share contribution for conversion of the right turn lane to a through/right turn lane for replacement of the southbound right turn lane to a shared southbound through/right lane.

O. UTILITIES

1. WASTEWATER

Page IV.O-1, *Environmental Setting paragraph 1 of the Draft EIR* is revised as follows:

The project site is ~~within~~ outside the jurisdictional boundaries of the Los Angeles County Sanitation District No. 14, which serves the City of Lancaster, northern portions of the City of Palmdale, and surrounding areas of unincorporated Los Angeles County. Thus, the project will require annexation into District No. 14 before sewage service can be provided to the proposed development. Treatment of wastewater flow generated in District No. 14 is performed by the Lancaster Water Reclamation Plant (WRP), which is located approximately two miles north of the City of Lancaster. Currently the WRP serves a population of approximately 160,000 people. The WRP has a design capacity of 16 million gallons per day (mgd) and processes an average flow of 14.45 mgd.

Page IV.O-1, *Environmental Setting paragraph 2 of the Draft EIR* is revised as follows:

This sewer line has a design capacity of 1.66 million gallons per day and conveyed a peak flow at capacity when last measured in 2006~~8~~.⁴

⁴Written correspondence from Ruth L. Frazen, Facilities Planning Department, County Sanitation Districts of Los Angeles County, ~~September 27, 2006~~ January 15, 2009.

Page IV.O-2, *Project Impacts, paragraph 2 of the Draft EIR* is revised as follows:

This increase in wastewater generation is well within the 1.65 mgd of remaining capacity of wastewater that the LWRP currently is able to process.

Page IV.O-2, *of the Draft EIR* is revised as follows:

As indicated in Table IV.O-1 below, Proposed Project Wastewater Generation, the proposed project is estimated to generate a total of ~~47,324~~ 74,192 gpd or 0.057 mgd. This increase in wastewater generation

is well within the 1.65 mgd of remaining capacity of wastewater that the LWRP currently is able to process.

Page IV.O-2, Table IV.O-1 of the Draft EIR is revised as follows:

**Table IV.O-1
Proposed Project Wastewater Generation**

Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
Retail	330,255 sf	100 gallons/1,000 sf/day	33,026
Restaurant	14,295 sf	1,000 gallons/1,000 sf/day	14,295
Proposed Project Total	344,550 sf		47,321
Super Discount Store (Building 1)	196,906 sf	100 gallons/1,000 sf	19,591
Fast Food (Buildings 3, 5)	4,198 sf	1000 gallons/1,000 sf	4,198
Restaurant (Buildings 6A, 6B)	11,905 sf	1000 gallons/1,000 sf	11,905
Pharmacy (Building 4)	14,470 sf	100 gallons/1,000 sf	1,447
Retail (Buildings 2, 6A, 8)	113,111 sf	325 gallons/1,000 sf	36,761
Bank (Building 7)	5,500 sf	200 gallons/1,000 sf	1,100
	Proposed Project Total		74,192
<i>Notes:</i> sf = square feet, gpd = gallons per day ^a LACSD website http://www.lacsd.org/civica/filebank/blobload.asp?BlobID=3531 and verbal written correspondence with Ruth Frazen, Engineering Technician, Facilities and Planning Department, LACSD on July 12, 2007 January 15, 2009.			

Page IV.O-3, Cumulative Impacts paragraph 1 of the Draft EIR is revised as follows:

Implementation of the proposed project in conjunction with the 812 identified related projects in Section III, Environmental Setting, would further increase wastewater generation. The related projects in conjunction with the proposed project are anticipated to generate approximately ~~2,372,502~~ 3,331,323 gpd of wastewater (see Table IV.O-2). The cumulative development in the project area would continue to increase wastewater flows in the project area and incrementally decrease the capacity at the Lancaster Water Reclamation Plant (WRP). It is assumed that all of the related projects would rely on the wastewater services provided by WRP. As previously discussed, the design capacity of the WRP is 16 million gpd and the WRP's current average wastewater flow is 14.45 million gpd.

Page IV.O-5, Table IV.O-2 of the Draft EIR is revised as follows:

**Table IV.O-2
Cumulative Wastewater Generation**

No.	Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
1	Single Family Homes	111 du	230 260 gallons/du/day	25,530 28,860
2	Single Family Homes	183 du	230 260 gallons/du/day	42,090 47,580

Table IV.O-2 (Continued)
Cumulative Wastewater Generation

No.	Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
3	Single Family Homes	300 du	230 <u>260</u> gallons/du/day	69,000 <u>78,000</u>
4	Single Family Homes	204 du	230 <u>260</u> gallons/du/day	46,290 <u>53,040</u>
5	Single Family Homes	62 du	230 <u>260</u> gallons/du/day	14,260 <u>16,120</u>
6	Single Family Homes	64 du	230 <u>260</u> gallons/du/day	14,720 <u>16,640</u>
7	Single Family Homes	2 du	230 <u>260</u> gallons/du/day	460 <u>520</u>
8	Active Adult (Residential)	600 du	230 <u>260</u> gallons/du/day	138,000 <u>156,000</u>
9	Active Adult (Residential)	600 du	230 <u>260</u> gallons/du/day	138,000 <u>156,000</u>
10	Single Family Homes	23 du	230 <u>260</u> gallons/du/day	5,290 <u>5,980</u>
11	Single Family Homes	207 du	230 <u>260</u> gallons/du/day	47,610 <u>53,820</u>
	Single Family Homes	31 du	230 <u>260</u> gallons/du/day	7,130 <u>8,060</u>
12	Single Family Homes	245 du	230 <u>260</u> gallons/du/day	56,350 <u>63,700</u>
13	Single Family Homes	59 du	230 <u>260</u> gallons/du/day	13,570 <u>15,340</u>
	Single Family Homes	59 du	230 <u>260</u> gallons/du/day	13,570 <u>15,340</u>
14	Single Family Homes	176 du	230 <u>260</u> gallons/du/day	40,480 <u>45,760</u>
15	Single Family Homes	56 du	230 <u>260</u> gallons/du/day	12,880 <u>14,560</u>
16	Single Family Homes	1,594 du	230 <u>260</u> gallons/du/day	366,620 <u>414,440</u>
	Park	1,221,858 sf	Unknown ^b 200 gallons/1,000 sf/day	0 <u>244,372</u>
	School ^{cd}	500 students	12 <u>20</u> gallons/student/day	6,000 <u>10,000</u>
17	Single Family Homes	84 du	230 <u>260</u> gallons/du/day	19,320 <u>21,840</u>
18	Single Family Homes	77 du	230 <u>260</u> gallons/du/day	17,710 <u>20,020</u>
19	Single Family Homes	21 du	230 <u>260</u> gallons/du/day	4,830 <u>5,460</u>
20	Single Family Homes	77 du	230 <u>260</u> gallons/du/day	17,710 <u>20,020</u>
21	Single Family Homes	36 du	230 <u>260</u> gallons/du/day	8,280 <u>9,360</u>
22	Single Family Homes	19 du	230 <u>260</u> gallons/du/day	4,370 <u>4,940</u>
23	Single Family Homes	49 du	230 <u>260</u> gallons/du/day	11,270 <u>12,740</u>
24	Single Family Homes	36 du	230 <u>260</u> gallons/du/day	8,280 <u>9,360</u>
25	Single Family Homes	650 du	230 <u>260</u> gallons/du/day	149,500 <u>169,000</u>
26	Single Family Homes	104 du	230 <u>260</u> gallons/du/day	23,920 <u>27,040</u>
27	Single Family Homes	32 du	230 <u>260</u> gallons/du/day	7,360 <u>8,320</u>
28	Single Family Homes	41 du	230 <u>260</u> gallons/du/day	9,430 <u>10,660</u>
29	Single Family Homes	112 du	230 <u>260</u> gallons/du/day	25,760 <u>29,120</u>
30	Single Family Homes	85 du	230 <u>260</u> gallons/du/day	19,550 <u>22,100</u>
31	Single Family Homes	33 du	230 <u>260</u> gallons/du/day	7,590 <u>8,580</u>
32	Single Family Homes	40 du	230 <u>260</u> gallons/du/day	9,200 <u>10,400</u>
33	Single Family Homes	58 du	230 <u>260</u> gallons/du/day	13,340 <u>15,080</u>
34	Single Family Homes	41 du	230 <u>260</u> gallons/du/day	9,430 <u>10,660</u>
35	Single Family Homes	43 du	230 <u>260</u> gallons/du/day	9,890 <u>11,180</u>
36	Single Family Homes	156 du	230 <u>260</u> gallons/du/day	35,880 <u>40,560</u>
37	Single Family Homes	86 du	230 <u>260</u> gallons/du/day	19,780 <u>22,360</u>
38	Single Family Homes	58 du	230 <u>260</u> gallons/du/day	13,340 <u>15,080</u>
39	Single Family Homes	58 du	230 <u>260</u> gallons/du/day	13,340 <u>15,080</u>
40	Single Family Homes	60 du	230 <u>260</u> gallons/du/day	13,800 <u>15,600</u>
41	Single Family Homes	254 du	230 <u>260</u> gallons/du/day	58,420 <u>66,040</u>
42	Single Family Homes	22 du	230 <u>260</u> gallons/du/day	5,060 <u>5,720</u>
43	Single Family Homes	106 du	230 <u>260</u> gallons/du/day	24,380 <u>27,560</u>
44	Single Family Homes	73 du	230 <u>260</u> gallons/du/day	16,790 <u>18,980</u>

Table IV.O-2 (Continued)
Cumulative Wastewater Generation

No.	Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
45	Single Family Homes	108 du	230 <u>260</u> gallons/du/day	24,840 <u>28,080</u>
46	Single Family Homes	73 du	230 <u>260</u> gallons/du/day	16,790 <u>18,980</u>
47	Single Family Homes	20 du	230 <u>260</u> gallons/du/day	4,600 <u>5,200</u>
48	Single Family Homes	42 du	230 <u>260</u> gallons/du/day	9,660 <u>10,920</u>
49	Single Family Homes	152 du	230 <u>260</u> gallons/du/day	34,960 <u>39,520</u>
50	Single Family Homes	65 du	230 <u>260</u> gallons/du/day	14,950 <u>16,900</u>
51	Single Family Homes	78 du	230 <u>260</u> gallons/du/day	17,940 <u>20,280</u>
52	Single Family Homes	39 du	230 <u>260</u> gallons/du/day	8,970 <u>10,140</u>
53	Single Family Homes	88 du	230 <u>260</u> gallons/du/day	20,240 <u>22,880</u>
54	Single Family Homes	38 du	230 <u>260</u> gallons/du/day	8,740 <u>9,880</u>
55	Middle School ^d	700 students	8-20 gallons/student/day	5,600 <u>14,000</u>
56	Single Family Homes	215 du	230 <u>260</u> gallons/du/day	49,450 <u>55,900</u>
57	Single Family Homes	54 du	230 <u>260</u> gallons/du/day	12,420 <u>14,040</u>
58	Single Family Homes	307 du	230 <u>260</u> gallons/du/day	70,610 <u>79,820</u>
59	Single Family Homes	95 du	230 <u>260</u> gallons/du/day	21,850 <u>24,700</u>
60	Single Family Homes	20 du	230 <u>260</u> gallons/du/day	4,600 <u>5,200</u>
61	Single Family Homes	169 du	230 <u>260</u> gallons/du/day	38,870 <u>43,940</u>
62	Single Family Homes	34 du	230 <u>260</u> gallons/du/day	7,820 <u>8,840</u>
63	Single Family Homes	101 du	230 <u>260</u> gallons/du/day	23,230 <u>26,260</u>
64	Single Family Homes	29 du	230 <u>260</u> gallons/du/day	6,670 <u>7,540</u>
65	Single Family Homes	116 du	230 <u>260</u> gallons/du/day	26,680 <u>30,160</u>
66	Single Family Homes	87 du	230 <u>260</u> gallons/du/day	20,010 <u>22,620</u>
67	Single Family Homes	242 du	230 <u>260</u> gallons/du/day	55,660 <u>62,920</u>
68	Single Family Homes	61 du	230 <u>260</u> gallons/du/day	14,030 <u>15,860</u>
69	Single Family Homes	94 du	230 <u>260</u> gallons/du/day	21,620 <u>24,440</u>
70	Single Family Homes	240 du	230 <u>260</u> gallons/du/day	55,200 <u>62,400</u>
71	Single Family Homes	61 du	230 <u>260</u> gallons/du/day	14,030 <u>15,860</u>
72	Single Family Homes	19 du	230 <u>260</u> gallons/du/day	4,370 <u>4,940</u>
73	Single Family Homes	77 du	230 <u>260</u> gallons/du/day	17,710 <u>20,020</u>
74	Single Family Homes	74 du	230 <u>260</u> gallons/du/day	17,020 <u>19,240</u>
75	Single Family Homes	61 du	230 <u>260</u> gallons/du/day	14,030 <u>15,860</u>
76	Single Family Homes	450 du	230 <u>260</u> gallons/du/day	103,500 <u>117,000</u>
767	Single Family Homes	650 du	230 <u>260</u> gallons/du/day	149,500 <u>169,000</u>
778	Commercial	394,575 sf	100 <u>325</u> gallons/1,000 sf/day	39,458 <u>128,237</u>
789	Single Family Homes	9 du	230 <u>260</u> gallons/du/day	2,070 <u>2,340</u>
7980	Retail	14,112 sf	100 <u>325</u> gallons/1,000 sf/day	1,411 <u>4,586</u>
801	Senior Housing	75 du	75 <u>156</u> gallons/du/day	5,625 <u>11,700</u>
812	Retail	267,494 sf	100 <u>325</u> gallons/1,000 sf/day	26,749 <u>86,936</u>
Subtotal Related Projects				2,325,181 <u>3,257,131</u>
Subtotal Proposed Project				47,321 <u>74,192</u>
Cumulative Total				2,372,502 <u>3,331,323</u>

Table IV.O-2 (Continued)
Cumulative Wastewater Generation

No.	Land Use	Size	Generation Rate ^a	Total Wastewater Generation (gpd)
<p>Notes: du=dwelling unit; sf=square feet ^a LACSD website http://www.lacsd.org/civica/filebank/blobload.asp?BlobID=3531 and verbal <u>written</u> correspondence with Ruth Frazen, Engineering Technician, Facilities and Planning Department, LACSD on July 12, 2007 <u>January 15, 2009</u>. ^b No generation rates available, however any wastewater generation is expected to be minimal. ^c California Department of Education, School Facility Recommendations for Class Size Reduction, website: http://www.cde.ca.gov/ls/cs/k3/recommend.asp, August 18, 2005. Calculated based on an average of 1 student/30 sf of school uses. Current California Code of Regulations, Title 5, Section 14030(g)(1)(A) states that classrooms be "960 sq. ft. or an equivalent space that provides not less than 30 sq. ft. per student." The current Title 5 regulations are based on an average of 30 students per classroom. In addition, revisions to the Title 5 Regulations are being pursued that would establish 960 sf as the standard for all grade 1-6 classrooms. As a conservative estimate, this 1 student/30 sf factor was utilized for calculating day care center and school sf for all levels ^d Middle school uses are expected to generate wastewater at a rate of 8 gallons per student per day. As related project 16 does not specify the type of school to be constructed, a high school use was assumed (as the most conservative) with a wastewater generation rate of 12 gallons per student per day.</p>				

2. WATER

Pages IV.O-7 through IV.O-9 of the Draft EIR are revised as follows:

Water Supplies and Infrastructure

~~Water is supplied to the project site by the Los Angeles County Water Works District 40 of the County of Los Angeles Department of Public Works (DPW). Water supplies are derived from the following sources: groundwater, aquifer storage and recharge (ASR), water reclamation, and wholesale (imported) water from the State Water Project (SWP) which is then purchased by Antelope Valley East Kern Water Agency (AVEK).⁵ Water availability from these sources varies depending upon the weather and demand. In Lancaster, ground water levels fluctuate on a year to year basis while the amount of rainfall and runoff determines the amount of water available from the SWP.⁶ Beginning in 2007, the Lancaster Water Reclamation Plant will be expanded to provide an additional 4,000 acre-feet of reclaimed water for use during high demand periods at reuse locations.⁷~~

~~The water obtained by the AVEK is sold to local retail water agencies that include:~~

⁵ ~~Ibid.~~

⁶ ~~Ibid.~~

⁷ ~~Los Angeles County Sanitation Districts, Projects, Lancaster Water Reclamation Plant Expansion, website: <http://www.lacsd.org>, accessed April 11, 2007.~~

- ~~Antelope Park Mutual Water Companies #1 and #2~~
- ~~Averydale Mutual Water Company~~
- ~~California Water Service~~
- ~~El Dorado Mutual Water Company~~
- ~~Evergreen Mutual Water Corporation~~
- ~~Green Grove Mutual Water Company~~
- ~~Lancaster Water Company~~
- ~~Los Angeles County Waterworks District 40~~
- ~~Palmdale Water District~~
- ~~Palm Ranch Irrigation District~~
- ~~Quartz Hill Water District~~
- ~~Shadow Acres Municipal Water District~~
- ~~Sunnyside Farms Municipal Water District~~
- ~~Westside Park Water Company~~
- ~~White Fence Farms Mutual Water Company #1 and #3~~

~~On August 31, 2007, a historic court ruling was made concerning the Delta smelt. The Delta smelt is a small fish endemic to the Sacramento River Delta. The court ordered limits on the pumping of water from the Sacramento River Delta, which supplies much of the water to the California Aqueduct. The pumping will be shut down or limited during winter and spring as this is the breeding season for the Delta smelt. Actual water supply curtailment will depend on fish, weather and flow conditions in the Delta.⁸~~

~~AVEK is supplied a large part of its water from the California Aqueduct under the SWP and therefore limitations on water pumping in the Delta has the potential to affect water supplies in the project area. Public outreach and education about water conservation measures are an important step to ensuring that water supplies are adequate given the pump shutdown and the drought conditions currently affecting the region.⁹~~

~~The majority of the City of Lancaster, including the project site, is served by the Los Angeles County Waterworks District 40. District 40 has recently allocated 1,000 acre feet of water to the City of Lancaster to allocate for projects considered important. A draft policy regarding distribution of this water is currently being prepared. As the project site is currently undeveloped, no water consumption currently exists on the project site.~~

Water Supply Infrastructure

~~The majority of the City of Lancaster is located in the Antelope Valley in Region 4, part of District 40 of the County of Los Angeles Waterworks Districts. Region 4 and Region 34, representing Palmdale, are~~

⁸ ~~Metropolitan Water District of Southern California, News Release, August 31, 2007.~~

⁹ ~~Metropolitan Water District of Southern California website:
<http://www.mwdh2o.com/mwdh2o/pages/news/press%5Freleases/2007%2D05/banks%5Fshutdown.htm>~~

~~integrated and operated as one water distribution system.¹⁰ The infrastructure needed to supply residents and businesses includes: water storage facilities, transmission and distribution pipelines, water treatment plants, and other related facilities to deliver water to the City's residents.¹¹~~

~~Water storage is essential for the conservation of water to supply daily peaks, meet high demand conditions, and provide for firefighting emergencies. The County water system has four 8 million gallon water storage facilities near Mojave and one 3 million gallon reservoir at Vincent Hill Summit.¹² District 40 has been a signatory to the California Urban Water Conservation Council (CUWCC) Memorandum of Understanding since 1996, and as such has pledged to comply with the 14 Demand Management Measures¹³ (DMM) required under the CUWCC, including:~~

- ~~• DMM1, Water Survey Programs for single family residential and multi family residential sources;~~
- ~~• DMM2, Residential plumbing retrofit;~~
- ~~• DMM3, System water audits, leak detection, and repair;~~
- ~~• DMM4, Metering with commodity rates for all new connections and retrofit of existing connections;~~
- ~~• DMM5, Large landscape conservation programs and incentives;~~
- ~~• DMM6, High efficiency washing machine rebate programs;~~
- ~~• DMM7, Public information programs;~~
- ~~• DMM8, School education programs;~~
- ~~• DMM9, Conservation programs for commercial, industrial, and institutional accounts;~~
- ~~• DMM10, Wholesale agency programs;~~
- ~~• DMM11, Conservation Pricing;~~
- ~~• DMM12, Water conservation coordinator;~~
- ~~• DMM13, Water waste prohibition; and~~
- ~~• DMM14, Residual ultra low flush toilet replacement programs.~~

~~Much of the City's water supplies flow from north to south and enter the Antelope Valley from the East Branch of the California Aqueduct and through these four treatment facilities: the Quartz Hill Water Treatment Plant, the Eastside Water Treatment Plant, the Rosamond Water Treatment Plant, and the Acton Water Treatment Plant, which are operated by the Antelope Valley East Kern Water Agency.¹⁴ Water entering these four facilities undergoes treatment and disinfection before being distributed~~

¹⁰—*Los Angeles County Department of Public Works, Los Angeles County Water Works Districts, 2005 Integrated Urban Water Management Plan for the Antelope Valley, website: <http://ladpw.org/WWD/Web/>, accessed April 4, 2007.*

¹¹—*Ibid.*

¹²—*Ibid.*

¹³—*Ibid.*

¹⁴—*Antelope Valley East Kern Water Agency, AVEK Facilities, website: <http://www.avek.org/index.html>, accessed April 4, 2007.*

~~throughout the water service area. The Quartz Hill Water Treatment Plant was expanded in 1989 and is capable of producing 65 million gallons per day of filtered water and is currently being upgraded to produce 90 million gallons of treated water per day upon completion.¹⁵ The Eastside Water Treatment Plant was expanded in 1988 and is capable of producing 10 million gallons per day of filtered water. The Rosamond Water Treatment Plant is capable of producing 14 million gallons per day of filtered water. The Acton Water Treatment Plant is capable of producing 4 million gallons per day of filtered water. The project site is adjacent to a network of water mains located beneath all major streets that deliver water to the project area.~~

Water resources in the Antelope Valley region include water from precipitation, the State Water Project (“SWP”), Surface Water Storage, and Groundwater Basins.¹⁶ Water imported to the Antelope Valley Region is generally SWP water that is released from Lake Oroville into the Feather River where it then travels down the river to its convergence with the Sacramento River, the state’s largest waterway.¹⁷ Water flows down the Sacramento River into the Sacramento-San Joaquin Delta. From the Delta, water is pumped into the California Aqueduct. The Antelope Valley Region is served by the East Branch of the California Aqueduct. Water taken from the California Aqueduct from the local SWP Contractors is then treated before distribution to their customers.¹⁸ Although the groundwater basin is not currently adjudicated, an adjudication process has begun and is in the early stages.¹⁹ Since the basin is not adjudicated and has not been deemed in overdraft by DWR, there are no existing restrictions on pumping.²⁰ However, water rights may be assigned as part of the adjudication process.²¹

The proposed project site is served by Los Angeles Waterworks District 40 (“WWD 40”). WWD 40 is a public water agency that serves portions of the Cities of Lancaster and Palmdale, and several small communities in the eastern portion of the Antelope Valley. WWD 40 provides water service to approximately 162,000 residents through 53,000 service connections, and operates and maintains 46 wells, approximately 923 miles of water mains, 30 booster pumping stations, 59 water storage tanks with 65 million gallons of storage capacity. LACWWD 40’s permanent water supply is from its own groundwater wells. In order to protect this invaluable resource, LACWWD 40 utilizes water from the SWP to meet its customers’ demands whenever the SWP supply is available. SWP water is obtained through connections to AVEK’s facilities. During 2005, LACWWD 40 supplied 54,421 AF of water to its customers. Approximately 66 percent of the water served in its service area was purchased water from AVEK and the remaining 34 percent was groundwater from its wells. AVEK is the third largest SWP

¹⁵ ~~Phone correspondence with Michael Flood, Engineer, Antelope Valley East Kern Water Agency, April 11, 2007.~~

¹⁶ Antelope Valley Integrated Regional Water Management Plan, page 3-2.

¹⁷ Id. at 3-3.

¹⁸ Id.

¹⁹ Id. at 3-36.

²⁰ 2005 Integrated UWMP for the Antelope Valley, page 9.

²¹ IRWMP, page 3-36.

contracting agency with a current contractual Table A amount of 141,400 AFY. Table A water is a reference to the amount of water listed in “Table A” of the contract between the SWP and the contractors and represents the maximum amount of water a contractor may request each year. Currently AVEK customers utilize approximately 75,000 AFY of its Table A Amount.²²

Currently, District No. 40 has 36 active wells with a combined pumping capacity of 27,947 gallons per minute (gpm) (maximum 45,187 AFY).²³ District No. 40 has 7 new wells currently under construction with an additional pumping capacity of 3,955 gpm (6,395 AFY).²⁴ While District No. 40 has the capacity to pump more water, it maintains a pumping rate of 20,000 AFY. Furthermore, the groundwater levels in District No. 40 wells show fluctuations on a year-to-year basis, but over the last ten years, the groundwater levels in District No. 40 wells have remained steady.²⁵

The groundwater pumping history for District 40 is as follows:²⁶

	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>
Groundwater Pumping	<u>17419</u>	<u>21736</u>	<u>21195</u>	<u>16837</u>	<u>21357</u>
<i>All figures in Acre-Feet</i>					

The total storage capacity of the Antelope Valley Groundwater Basin has been reported at 68 to 70 million acre-feet. The groundwater basin is principally recharged by deep percolation of precipitation and runoff from the surrounding mountains and hills. Estimates of groundwater natural recharge rates range from about 31,200 to 80,400 acre-feet per year (AFY) based on a variety of approaches (USGS 2003, USGS 1993).²⁷

One typical source of artificial recharge is through Aquifer Storage and Recovery (ASR) projects. ASR projects involve the storage of water in an aquifer via artificial groundwater recharge when water is available (usually during spring runoff), and recovery of the stored water from the aquifer when water is needed (usually late summer). The source of water used for ASR can vary. Currently, the only sources of ASR water available to the Antelope Valley Region are SWP water and recycled water. These two sources of water may be injected individually or blended (mixed) before being injected. LACWWD 40 is currently the only agency within the Antelope Valley Region that is actively using ASR as a water supply

²² *Id.*

²³ *UMWP, page 11.*

²⁴ *Id at 12.*

²⁵ *Id.*

²⁶ *UMWP, page 9.*

²⁷ *Id.*

management practice. Their program includes the use of new or existing wells for direct injection of water into the aquifer.²⁸

Since long-term recharge is expected to be stable, it is anticipated that groundwater pumping, and hence supply, will be reliable even in short-term and multiple year droughts. Thus groundwater is considered a very reliable supply for the Antelope Valley Region.²⁹ Although a deficit is shown for average and dry years, the 68 million acre-foot capacity of the basin will ensure that water is available for the project.³⁰

Page IV.O-11, Project Impacts of the Draft EIR is revised as follows:

The proposed project is anticipated to consume approximately 90,121 ~~56,785~~ gallons per day (gpd) of water (see Table IV.O-3). According to the 2005 Integrated Urban Water Management Plan for the Antelope Valley, all water purveyors, including District 40 which serves the City of Lancaster, will have enough water supplies to meet the increasing demands projected through the year 2020 under an average water year assessment and through 2030 under single dry-year and multi dry-year water assessments. While the Urban Water Management Plan would have considered the site for residential uses (under the current zoning and general plan designation), the water demand for the proposed project would be similar as for a residential project on the site. As shown in Section VI Alternatives, the existing zoning alternative consisting of 197 single-family residences would create demand for 54,372 gallons per day, whereas the proposed project would create demand for 90,121 ~~56,785~~ gallons per day. However, while as discussed above, the pumping curtailments in the Sacramento Delta area have the potential to affect water supplies in all of Southern California including the project site, water would be supplied to the project site as part of the City of Lancaster's water allotment from District 40. Therefore, as water supply can be verified for the proposed project, impacts with respect to water supply would be less than significant.

Page IV.O-12, Cumulative Impacts of the Draft EIR is revised as follows:

With respect to water supplies, the proposed project combined with the identified 812 related projects listed in Section III, Environmental Setting, would be expected to increase regional demand for water supplies. The cumulative projects, including the proposed project, are anticipated to consume approximately 3,998,678 ~~3,209,776~~ gpd of water (see Table IV.O-4).

²⁸ *Id.*

²⁹ *Id. at 3-6.*

³⁰ *Id. at 2-16.*

**Table IV.O-3
Proposed Project Water Consumption**

Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
Retail	330,255 sf	120 gallons/1,000 sf/day	39,631
Restaurant	14,295 sf	1,200 gallons/1,000 sf/day	17,154
Proposed Project Total	344,550 sf		56,785
Super Discount Store (Building 1)	196,906 sf	120 gallons/1,000 sf	23,628
Fast Food (Buildings 3, 5)	4,198 sf	1200 gallons/1,000 sf	5,038
Restaurant (Buildings 6A, 6B)	11,905 sf	1200 gallons/1,000 sf	14,286
Pharmacy (Building 4)	14,470 sf	120 gallons/1,000 sf	1,736
Retail (Buildings 2, 6A, 8)	113,111 sf	390 gallons/1,000 sf	44,113
Bank (Building 7)	5,500 sf	240 gallons/1,000 sf	1,320
	Proposed Project Total		90,121
<p>Notes: sf.=square feet ^a LACSD website http://www.lacsd.org/civica/filebank/blobload.asp?BlobID=3531 and verbal written correspondence with Ruth Frazen, Engineering Technician, Facilities and Planning Department, LACSD on July 12, 2007 January 15, 2009. Water consumption is assumed to be 120% of wastewater generation.</p>			

Table IV.O-4, Cumulative Water Consumption, is revised as follows:

**Table IV.O-4
Cumulative Water Consumption**

No.	Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
1	Single Family Homes	111 du	312 276 gallons/du/day	34,632 30,636
2	Single Family Homes	183 du	312 276 gallons/du/day	57,076 50,508
3	Single Family Homes	300 du	312 276 gallons/du/day	93,600 82,800
4	Single Family Homes	204 du	312 276 gallons/du/day	64,648 56,304
5	Single Family Homes	62 du	312 276 gallons/du/day	19,344 17,112
6	Single Family Homes	64 du	312 276 gallons/du/day	19,968 17,664
7	Single Family Homes	2 du	312 276 gallons/du/day	624 552
8	Active Adult (Residential)	600 du	312 276 gallons/du/day	187,200 165,600
9	Active Adult (Residential)	600 du	312 276 gallons/du/day	187,200 165,600
10	Single Family Homes	23 du	312 276 gallons/du/day	9,984 6,348
11	Single Family Homes	207 du	312 276 gallons/du/day	64,584 57,132
	Single Family Homes	31 du	312 276 gallons/du/day	9,672 8,556
12	Single Family Homes	245 du	312 276 gallons/du/day	76,440 67,620
13	Single Family Homes	59 du	312 276 gallons/du/day	18,408 16,284
	Single Family Homes	59 du	312 276 gallons/du/day	18,408 16,284
14	Single Family Homes	176 du	312 276 gallons/du/day	54,912 48,576
15	Single Family Homes	56 du	312 276 gallons/du/day	17,472 15,456
16	Single Family Homes	1,594 du	312 276 gallons/du/day	497,328 439,944
	Park	1,221,858 sf	240 gallons/1,000 sf/day Unknown ^b	293,246 0
	School ^c	500 students	24 9-6 gallons/student/day	12,000 7,200

Table IV.O-4 (Continued)
Cumulative Water Consumption

No.	Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
17	Single Family Homes	84 du	<u>312</u> 276 gallons/du/day	<u>26,208</u> 23,184
18	Single Family Homes	77 du	<u>312</u> 276 gallons/du/day	<u>24,024</u> 21,252
19	Single Family Homes	21 du	<u>312</u> 276 gallons/du/day	<u>6,552</u> 5,796
20	Single Family Homes	77 du	<u>312</u> 276 gallons/du/day	<u>24,024</u> 21,252
21	Single Family Homes	36 du	<u>312</u> 276 gallons/du/day	<u>11,232</u> 9,936
22	Single Family Homes	19 du	<u>312</u> 276 gallons/du/day	<u>5,928</u> 5,244
23	Single Family Homes	49 du	<u>312</u> 276 gallons/du/day	<u>15,288</u> 13,524
24	Single Family Homes	36 du	<u>312</u> 276 gallons/du/day	<u>11,232</u> 9,936
25	Single Family Homes	650 du	<u>312</u> 276 gallons/du/day	<u>202,800</u> 179,400
26	Single Family Homes	104 du	<u>312</u> 276 gallons/du/day	<u>32,448</u> 28,704
27	Single Family Homes	32 du	<u>312</u> 276 gallons/du/day	<u>9,984</u> 8,832
28	Single Family Homes	41 du	<u>312</u> 276 gallons/du/day	<u>12,792</u> 11,316
29	Single Family Homes	112 du	<u>312</u> 276 gallons/du/day	<u>34,944</u> 30,912
30	Single Family Homes	85 du	<u>312</u> 276 gallons/du/day	<u>26,520</u> 23,460
31	Single Family Homes	33 du	<u>312</u> 276 gallons/du/day	<u>10,296</u> 9,108
32	Single Family Homes	40 du	<u>312</u> 276 gallons/du/day	<u>12,480</u> 11,040
33	Single Family Homes	58 du	<u>312</u> 276 gallons/du/day	<u>18,096</u> 16,008
34	Single Family Homes	41 du	<u>312</u> 276 gallons/du/day	<u>12,792</u> 11,316
35	Single Family Homes	43 du	<u>312</u> 276 gallons/du/day	<u>13,416</u> 11,868
36	Single Family Homes	156 du	<u>312</u> 276 gallons/du/day	<u>48,672</u> 43,056
37	Single Family Homes	86 du	<u>312</u> 276 gallons/du/day	<u>26,832</u> 23,736
38	Single Family Homes	58 du	<u>312</u> 276 gallons/du/day	<u>18,096</u> 16,008
39	Single Family Homes	58 du	<u>312</u> 276 gallons/du/day	<u>18,096</u> 16,008
40	Single Family Homes	60 du	<u>312</u> 276 gallons/du/day	<u>18,720</u> 16,560
41	Single Family Homes	254 du	<u>312</u> 276 gallons/du/day	<u>79,248</u> 70,104
42	Single Family Homes	22 du	<u>312</u> 276 gallons/du/day	<u>6,864</u> 6,072
43	Single Family Homes	106 du	<u>312</u> 276 gallons/du/day	<u>33,072</u> 29,256
44	Single Family Homes	73 du	<u>312</u> 276 gallons/du/day	<u>22,776</u> 20,148
45	Single Family Homes	108 du	<u>312</u> 276 gallons/du/day	<u>33,696</u> 29,808
46	Single Family Homes	73 du	<u>312</u> 276 gallons/du/day	<u>22,776</u> 20,148
47	Single Family Homes	20 du	<u>312</u> 276 gallons/du/day	<u>6,240</u> 5,520
48	Single Family Homes	42 du	<u>312</u> 276 gallons/du/day	<u>13,104</u> 11,592
49	Single Family Homes	152 du	<u>312</u> 276 gallons/du/day	<u>47,424</u> 41,952
50	Single Family Homes	65 du	<u>312</u> 276 gallons/du/day	<u>20,280</u> 17,940
51	Single Family Homes	78 du	<u>312</u> 276 gallons/du/day	<u>24,336</u> 21,528
52	Single Family Homes	39 du	<u>312</u> 276 gallons/du/day	<u>12,168</u> 10,764
53	Single Family Homes	88 du	<u>312</u> 276 gallons/du/day	<u>27,456</u> 24,288
54	Single Family Homes	38 du	<u>312</u> 276 gallons/du/day	<u>11,856</u> 10,488
55	Middle School	700 students	<u>24</u> 9.6 gallons/student/day	<u>16,800</u> 6,720
56	Single Family Homes	215 du	<u>312</u> 276 gallons/du/day	<u>67,080</u> 59,340
57	Single Family Homes	54 du	<u>312</u> 276 gallons/du/day	<u>16,848</u> 14,904
58	Single Family Homes	307 du	<u>312</u> 276 gallons/du/day	<u>95,784</u> 84,732
59	Single Family Homes	95 du	<u>312</u> 276 gallons/du/day	<u>29,640</u> 26,220
60	Single Family Homes	20 du	<u>312</u> 276 gallons/du/day	<u>6,240</u> 5,520
61	Single Family Homes	169 du	<u>312</u> 276 gallons/du/day	<u>52,728</u> 46,644
62	Single Family Homes	34 du	<u>312</u> 276 gallons/du/day	<u>10,608</u> 9,384
63	Single Family Homes	101 du	<u>312</u> 276 gallons/du/day	<u>31,512</u> 27,876

**Table IV.O-4 (Continued)
Cumulative Water Consumption**

No.	Land Use	Size	Consumption Rate ^a	Total Water Consumption (gpd)
64	Single Family Homes	29 du	312 276 gallons/du/day	9,048 8,004
65	Single Family Homes	116 du	312 276 gallons/du/day	36,192 32,016
66	Single Family Homes	87 du	312 276 gallons/du/day	27,144 24,012
67	Single Family Homes	242 du	312 276 gallons/du/day	75,504 66,792
68	Single Family Homes	61 du	312 276 gallons/du/day	19,032 16,836
69	Single Family Homes	94 du	312 276 gallons/du/day	29,328 25,944
70	Single Family Homes	240 du	312 276 gallons/du/day	74,880 66,240
71	Single Family Homes	61 du	312 276 gallons/du/day	19,032 16,836
72	Single Family Homes	19 du	312 276 gallons/du/day	5,928 5,244
73	Single Family Homes	77 du	312 276 gallons/du/day	24,024 21,252
74	Single Family Homes	74 du	312 276 gallons/du/day	23,088 20,424
75	Single Family Homes	61 du	312 276 gallons/du/day	19,032 16,836
76	Single Family Homes	450 du	276 gallons/du/day	124,200
767	Single Family Homes	650 du	312 276 gallons/du/day	202,800 179,400
778	Commercial	394,575 sf	390 120 gallons/1,000 sf/day	153,884 47,349
789	Single Family Homes	9 du	312 276 gallons/du/day	2,808 2,484
7980	Retail	14,112 sf	390 120 gallons/1,000 sf/day	5,504 1,693
801	Senior Housing	75 du	187 90 gallons/du/day	14,025 6,750
812	Retail	267,494 sf	390 120 gallons/1,000 sf/day	104,323 32,099
Subtotal Related Projects				3,152,991 3,908,557
Subtotal Proposed Project				56,785 90,121
Cumulative Total				3,209,776 3,998,678

Notes:

du=dwelling unit; sf=square feet

^a LACSD website <http://www.lacsd.org/civica/filebank/blobload.asp?BlobID=3531> and ~~verbal~~ written correspondence with Ruth Frazen, ~~Engineering Technician~~, Facilities and Planning Department, LACSD on ~~July 12, 2007~~ January 15, 2009.

Water consumption is assumed to be 120% of wastewater generation.

^b ~~No generation rates available, however any wastewater generation is expected to be minimal.~~

^c California Department of Education, School Facility Recommendations for Class Size Reduction, website: <http://www.cde.ca.gov/ls/cs/k3/recommend.asp>, August 18, 2005. Calculated based on an average of 1 student/30 sf of school uses. Current California Code of Regulations, Title 5, Section 14030(g)(1)(A) states that classrooms be "960 sq. ft. or an equivalent space that provides not less than 30 sq. ft. per student." The current Title 5 regulations are based on an average of 30 students per classroom. In addition, revisions to the Title 5 Regulations are being pursued that would establish 960 sf as the standard for all grade 1-6 classrooms. As a conservative estimate, this 1 student/30 sf factor was utilized for calculating day care center and school sf for all levels

3. SOLID WASTE

Threshold b) on page IV.O-18 is revised as follows:

- b) Fail to comply with federal, State, and local statutes and regulations related to solid waste.

Page IV.O-19, Cumulative Impacts of the Draft EIR is revised as follows:

The proposed project, in conjunction with the ~~812~~ identified related projects in Section III, Environmental Setting, would increase the solid waste generation. The related projects in combination with the proposed project are anticipated to generate approximately ~~142,087~~ 147,590 pounds of solid waste per day or ~~71.04~~ 73.79 tons (see Table IV.O-6).

Table IV.O-6, Cumulative Solid Waste Generation, is revised as follows:

Table IV.O-6 (Continued)
Cumulative Solid Waste Generation

No.	Land Use	Size	Generation Rate ^a	Total Solid Waste Generation (lbs) per day
76	Single Family Homes	450 du	12.23 lbs/du/day	5,504
767	Single Family Homes	650 du	12.23 lbs/du/day	7,950
778	Commercial	394,575 sf	5 lbs/1,000 sf/day	1,973 2
789	Single Family Homes	9 du	12.23 lbs/du/day	110
7980	Retail	14,112 sf	5 lbs/1,000 sf/day	71
804	Senior Housing	75 du	12.23 lbs/du/day	917
812	Retail	267,494 sf	5 lbs/1,000 sf/day	1,338
Subtotal Related Projects				140,364 <u>145,867</u>
Subtotal Proposed Project				1,723
Cumulative Total				142,087 <u>147,590</u>

Page IV.O-22, Cumulative Impacts of the Draft EIR is revised as follows:

As such, it would have adequate capacity to handle the ~~71.04~~ 73.80 tons per day as a result of the proposed project in combination with the related projects.

4. NATURAL GAS

Page IV.O-25 is revised as follows:

The related projects evaluated in this cumulative impacts analysis comprise the planned or projected development identified in the related projects list. ~~The geographic context for cumulative energy resources analysis pertaining to natural gas entails a two mile radius around the project site.~~ These projects in combination with the proposed project would greatly intensify the land usage and natural gas consumption in the immediate project area.

Implementation of the proposed project in conjunction with the ~~812~~ related projects would increase the demand for natural gas. As shown in Table IV.O-8, Cumulative Natural Gas Consumption, the estimated natural gas consumption by the related projects in combination with the proposed project would be approximately ~~1,517,438~~ 1,577,614 cubic feet per day. In addition, like the proposed project, all of the related projects would be required to comply with Title 24 of the CCR, which establishes energy

conservation standards for new construction. As a result, cumulative natural gas impacts are not expected to be significant.

Table IV.O-8, Cumulative Natural Gas Consumption, is revised as follows:

Table IV.O-8 (Continued)
Cumulative Natural Gas Consumption

No.	Land Use	Size	Consumption Rate ^a	Total Natural Gas Consumption (cf)
76	Single Family Homes	450 du	4,011.5 cf/du/mo	60,173
767	Single Family Homes	650 du	4,011.5 cf/du/mo	86,916
778	Commercial	394,575 sf	2.9 cf/sf/mo	38,142
789	Single Family Homes	9 du	4,011.5 cf/du/mo	1,204
7980	Retail	14,112 sf	2.9 cf/sf/mo	1,364
804	Senior Housing	75 du	4,011.5 cf/du/mo	10,029
812	Retail	267,494 sf	2.9 cf/sf/mo	25,858
Subtotal Related Projects				1,484,131 1,544,304
Subtotal Proposed Project				33,307
Cumulative Total				1,517,438 1,577,611

5. ELECTRICITY

Page IV.O-30 is revised as follows:

The related projects evaluated in this cumulative impacts analysis comprise the planned or projected development identified in the related projects list. ~~The geographic context for cumulative energy resources analysis pertaining to electricity entails all projects within a two-mile radius around the project site.~~ These projects in combination with the proposed project would greatly intensify the land use and electricity consumption in the immediate project area.

Implementation of the proposed project in conjunction with the ~~812~~ related projects would increase the demand for electricity. As shown in Table IV.O-10, Cumulative Electricity Consumption, the estimated electricity consumption by the related projects in combination with the proposed project would be approximately ~~236,642~~ 243,579 kilowatt hours per day. SCE expects that electricity demand will continue to increase annually and execution of plans for new distribution resources will maintain their ability to serve customers through the decade of the 2000s. Therefore; these ~~812~~ related projects have been factored into the projected load growth electricity demands.

Table IV.O-10, Cumulative Electricity Consumption, is revised as follows:

**Table IV.O-10 (Continued)
Cumulative Electricity Generation**

No.	Land Use	Size	Generation Rate ^a	Total Electricity Consumption (kWh) per day
76	Single Family Homes	450 du	5,626.50 kWh/du/yr	6,937
767	Single Family Homes	650 du	5,626.50 kWh/du/yr	10,020
778	Commercial	394,575 sf	13.55 kWh/sf/yr	14,648
789	Single Family Homes	9 du	5,626.50 kWh/du/yr	139
7980	Retail	14,112 sf	13.55 kWh/sf/yr	524
804	Senior Housing	75 du	5,626.50 kWh/du/yr	1,156
812	Retail	267,494 sf	13.55 kWh/sf/yr	9,930
Subtotal Related Projects				222,524 229,461
Subtotal Proposed Project				14,118
Cumulative Total				236,642 243,579
<i>Notes:</i>				
<i>du=dwelling unit; sf=square feet; lbs=pounds; kWh=kilowatt hours; yr=year (365 days)</i>				
<i>^a Source: SCAQMD, CEQA Air Quality Handbook, Table A9-11-A, 1993.</i>				
<i>^b It is assumed that one student equals 30 square feet.</i>				

V. GENERAL IMPACT CATEGORIES

A. SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Page V-1 is revised as follows:

Operational Air Quality

The average daily emissions associated with stationary and area sources, and motor vehicles operating within the project site have the potential to generate localized emissions of CO, NO_x, PM₁₀ and PM_{2.5}. The average daily emissions have been calculated using URBEMIS 2007, assuming that each vehicle would travel a maximum of 0.1 miles within the project site. The average daily emissions were then modeled using the ISC model to determine localized pollution concentrations generated by project operations. As discussed in Section IV.D, Air Quality, of this Draft EIR, localized emissions of ~~CO~~ PM_{2.5} and PM₁₀ from operational activities would exceed the thresholds set by AVAQMD thus resulting in a significant and unavoidable impact.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and cooking appliances, the operation of landscape maintenance equipment, the use of consumer products, and the application of architectural coatings (paints). Mobile emissions would be generated by the motor vehicles traveling to and from the project site. The analysis of annual operational emissions from the proposed project has

been prepared utilizing the URBEMIS 2007 computer model. The model was adjusted so that trip generation rates match the rates given in the traffic study. As discussed in Section IV.D, Air Quality, of this Draft EIR, annual emissions of CO and PM₁₀ from operational activities would exceed the thresholds set by AVAQMD. Therefore, based on the AVAQMD thresholds, impacts from operational emissions would constitute a significant impact.

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
B-1	The project applicant shall submit a Lighting Mitigation Plan that incorporates reduction of night lighting "spill" onto adjacent parcels to the Lancaster for review and approval. The approved Lighting Mitigation Plan shall be installed to the satisfaction of the Lancaster.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-2	The height of the proposed on-site light standards shall be of such height as not to create a nuisance to the adjacent neighbors.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-3	Entrance and all forms of exterior lighting shall focus illumination downward and onto the project site. A combination of shielding, screening, and directing the lighting away from off-site areas shall be utilized to minimize "spill-over" effects onto adjacent roadways, properties, and open space areas.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-4	Exterior lighting shall be the lowest intensity necessary for security and safety purposes, while still adhering to the recommended levels of the Illuminating Engineering Society of North America.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-5	In order to minimize illumination wash onto adjacent areas, parking lot lighting shall utilize non-glare fixtures directed downward onto the project site.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-6	Parking lot lights shall be oriented to minimize off-site impacts (i.e., the maximum candlepower shall be aimed away from the off-site viewer).	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan,	Lancaster Planning Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
		to occupancy	site observation and documentation				
B-7	Atmospheric light pollution shall be minimized by utilizing street lighting fixtures that cut-off light directed to the sky.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-8	The use of exterior uplighting fixtures for building facades and trees shall be prohibited.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-9	Use of "glowing" fixtures that would be visible from existing communities or public roads shall be prohibited. A glowing fixture is a lantern style fixture, or any fixture that allows light through its vertical components.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-10	Only downlighting for exterior-building mounted fixtures shall be permitted.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-11	The adverse effects of night-lighting shall be mitigated by provision of one or more of the following: (1) low-elevation lighting poles and (2) shielding by internal silvering of the globe or external opaque reflectors.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-12	Exterior lighting fixtures that cut-off light directed to the sky shall be installed to minimize atmospheric light pollution, reflected heat, and daytime glare.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-13	Expansive areas of highly reflective materials, such as mirrored glass, shall not be permitted.	Prior to construction, during construction, prior	Receipt of Lighting Mitigation Plan,	Lancaster Planning Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
		to occupancy	site observation and documentation				
B-14	The proposed buildings shall incorporate non-reflective exterior building materials (such as plaster and masonry) in their design. Any glass to be incorporated into the façade of the building shall be either of low-reflectivity, or accompanied by a non-glare coating.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
B-15	All roofs shall be surfaced with non-reflective materials.	Prior to construction, during construction, prior to occupancy	Receipt of Lighting Mitigation Plan, site observation and documentation	Lancaster Planning Department			
AIR QUALITY							
D-1	Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more).	During construction	Confirmation from project contractor	AVAQMD / Lancaster Public Works Department			
D-2	Apply chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.	During construction	Confirmation from project contractor	AVAQMD / Lancaster Public Works Department			
D-3	Water active grading sites at least three times daily.	During construction	Confirmation from project contractor / Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-4	Enclose, cover, water three times daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, and dirt) according to manufacturers' specifications.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-5	Replace ground cover in disturbed areas as	During construction	Site observation	AVAQMD /			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	quickly as possible.		and documentation	Lancaster Public Works Department			
D-6	Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-7	Provide temporary wind fencing consisting of 3- to 5-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-8	Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-9	Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-10	Enforce traffic speed limits of 10 mph or less on all unpaved roads	During construction	Site observation and documentation	AVAQMD / Lancaster Public Works Department			
D-11	The project applicant shall require in the construction specifications for the proposed project that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, are turned off when not in use for an extended period of time (i.e., 5 minutes or longer). The contract specifications shall be reviewed by the City prior to the issuance of excavation permits.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-12	The project applicant shall require in the construction specifications for the proposed	During construction	Confirmation from project contractor	Lancaster Public Works Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	project that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible. The contract specifications shall be reviewed by the City prior to the issuance of excavation permits.						
D-13	The project applicant shall be required to use off-road equipment with a diesel oxidation catalyst to reduce emissions of NOx by 25% to mitigate impacts from NOx during the grading phase.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-14	Architectural coatings with a VOC content of 50 g/liter or less shall be used to mitigate impacts from VOCs during the paving/architectural coatings phase.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
D-15	The proposed project shall follow the guidelines and regulations outlined by AB 32 and the 2006 CAT Report Strategies.	During construction	Confirmation from project contractor	Lancaster Public Works Department			
BIOLOGICAL RESOURCES							
E-1	To avoid disturbance to nesting birds during project construction, one of the following measures shall be implemented: <ul style="list-style-type: none"> Conduct vegetation clearing and grubbing associated with project construction during the non-breeding season (in general, September 1st through January 31st). Grading activities and other construction activities shall be initiated prior to the breeding season (which is generally in the same period identified above) and shall be ongoing throughout the breeding season to 	No more than 5 days prior to grading	Receipt of nesting bird survey	Lancaster Planning Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<p>prevent birds from establishing nest in the surrounding habitat. If there is a lapse in grading activities of more than five days, a pre-construction survey and survey report (refer below) shall be completed.</p> <ul style="list-style-type: none"> Conduct pre-construction surveys for nesting birds if vegetation clearing and grubbing, grading, and other construction activities are initiated during the nesting season (in general, February 1st through August 31st). Within 30 days of construction-related activities, A qualified wildlife biologist shall conduct weekly nesting bird surveys with the last survey being conducted no more than 5 days prior to initiation of construction-related activities to provide confirmation on presence or absence of active nests in the vicinity (at least 300 feet around the project site). If active nests are encountered, species-specific measures shall be prepared by a qualified biologist in consultation with the CDFG and implemented to prevent abandonment of the active nest. At a minimum, construction-related activities in the vicinity of the nest shall be deferred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction activities, depending on the species and location. The perimeter of the exclusion buffer shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by 						

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	the qualified biologist verifying that (1) no active nests are present, or (2) that the young have fledged, shall be submitted to the City prior to initiation of construction activities in the exclusion buffer. The qualified biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.						
E-2	In order to avoid adverse impacts to burrowing owl, a pre-construction survey for burrowing owls shall be performed on the project site not more than 30 days prior to initial ground disturbance. The survey shall be performed according to accepted burrowing owl survey protocols (CBOC 1993, CDFG 1995) by a qualified biologist. A qualified biologist is an individual who has sufficient knowledge, training, and experience identifying and performing surveys for burrowing owl. Following the completion of the survey and prior to initial ground disturbance, a survey results report shall be prepared and submitted to CDFG and the City. The survey results report shall include (but shall not be limited to) (a) a discussion of the survey methods and results; (b) a map indicating the location of occupied burrows (if detected); and (c) a discussion of additional measures to be implemented to avoid and/or minimize adverse impacts to burrowing owls and associated foraging habitat (if necessary). Such avoidance and minimization measures shall be	Within 30 days prior to ground disturbance	Receipt of burrowing owls survey	Lancaster Planning Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<p>consistent with those provided below.</p> <p>If the pre-construction survey results in negative findings of burrowing owl on the project site (including the 150 meter [approximately 500 foot] buffer zone), no further mitigation would be required. However, if burrowing owl is detected during the survey, proposed grading and development shall be redesigned to avoid destruction of occupied burrows and/or adverse impacts on burrowing owl habitat to provide compliance with the accepted burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995). The burrowing owl mitigation guidelines (CBOC 1993, CDFG 1995) recommend no disturbance within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (generally defined as September 1st through January 31st) or within 75 meters (approximately 250 feet) during the breeding season (generally defined as February 1st through August 31st). Avoidance also includes maintaining a minimum of 6.5 acres of foraging habitat contiguous with occupied burrows for each pair of breeding burrowing owls (with or without dependent young) or single unpaired bird. Occupied burrows and associated foraging habitat shall be permanently preserved and managed to promote burrowing owl use. Should occupied burrows and associated habitat be avoided, avoidance and preservation measures shall be described in the survey results letter to the satisfaction of the CDFG and the City.</p>						

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<p>If occupied burrows and associated foraging habitat cannot be avoided, then a Passive Relocation and Mitigation Plan (Plan) shall be developed. The Plan shall be developed by a qualified biologist to provide compliance with the accepted burrowing owl mitigation guidelines. Additionally, the Plan shall be developed in coordination with the CDFG. At a minimum, the Plan shall include (but shall not be limited to) (a) a description of the passive relocation methods, including (but not limited to) pre-relocation surveys, installation of one-way doors and monitoring, and burrow excavation; and (b) a description of the receiver site, including (but not limited to) location and extent of lands purchased or made part of a conservation easement, existing presence of burrowing owl, number of natural burrows enhanced and/or artificial burrows created, long-term management and monitoring efforts, success criteria (e.g., a pre-established number of breeding burrowing owls using the receiver site), and remedial measures. Approval of the Plan by CDFG shall be required by the City as a condition of project approval. Additionally, initial ground disturbance shall be postponed until completion of passive relocation efforts and associated report has been submitted to the CDFG.</p>						
E-3	<p>If development activities will result in impacts to the off-site active constructed drainage (such as during development of more detailed grading plans), the applicant shall apply for and receive the following regulatory permits (or exemptions) prior to grading near the off-site active</p>	Prior to grading and construction	Receipt of regulatory permits (or exemptions) identified in the mitigation measure	Lancaster Planning Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	constructed drainage: • A Streambed Alteration Agreement from CDFG (Section 1600 permit) • A Notice of Intent to receive coverage under the Lahontan RWQCB's General Permit R6T-2003-0004 for minor streambed alteration projects where the Corps does not have jurisdiction. Mitigation shall include construction measures including Best Management Practices for erosion control, as well as compensatory measures such as restoration of the drainage to the pre-existing condition (or better) and installation of riparian or wetland vegetation at a 1:1 ratio to removed vegetation. These measures, if not included as permit requirements, shall be enforced by the City and shall conform to a mitigation plan to be prepared by the applicant and approved by the City prior to receiving grading permit approvals for the project. The mitigation plan shall include methods for implementation as well as monitoring methods, performance criteria, and contingency measures in case of mitigation failure.						
CULTURAL RESOURCES							
F-1	All contractors and subcontractors shall be informed about the potential for archaeological and paleontological discoveries during construction, and all construction personnel should be informed on the appropriate responses to such discoveries. The information will include a description of the kinds of cultural resources that might be encountered during construction and the steps to be taken if such a find is unearthed. If buried or concealed cultural resources are	During grading and construction	Field verification that procedure for cultural resource discovery was followed	Lancaster Planning Department / Lancaster Building and Safety Division			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	discovered during excavation, construction, or related development work, all such work is to cease in the vicinity of the find and a qualified archaeologist shall be notified. The find shall be properly investigated and appropriate mitigative and/or protective measures (if necessary) shall be taken. If human remains are found, procedures for their treatment shall follow CEQA guidelines in 14 CCR 15064.5(e).						
GEOLOGY AND SOILS							
G-1	A comprehensive geotechnical investigation for the project site shall be conducted and submitted to the Lancaster as part of the permitting process for the proposed project. The specific design recommendations presented in the comprehensive geotechnical reports, specifically with respect to soil corrosivity, shall be incorporated into the design and construction of the proposed project.	Prior to issuance of grading permits	Receipt of geotechnical investigation	Lancaster Planning Department / Lancaster Building and Safety Division			
HAZARDS AND HAZARDOUS MATERIALS							
H-1	If historic septic systems or cesspools are discovered during site development, they shall be abandoned by the project applicant in general accordance with current county and state regulations.	During grading and construction	Receipt of proper abandonment by current county and state regulations	Lancaster Planning Department / Lancaster Building and Safety Division			
HYDROLOGY AND WATER QUALITY							
I-1	The project applicant shall prepare and submit a Notice of Intent (NOI) to comply with the Construction General Permit to the State Water Resources Control Board.	Prior to construction	Receipt of Notice of Intent	State Water Resources Control Board			
I-2	The project applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and erosion	Prior to issuance of	Receipt of SWPPP	Lancaster Planning			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	control plan per the requirements of the Construction General NPDES Permit.	grading permits		Department / Lancaster Building and Safety Division			
I-3	<p>The project applicant shall implement the following SWPPP BMPs:</p> <ul style="list-style-type: none"> • During construction and operation, all waste shall be disposed of in accordance with all applicable laws and regulations. Properly labeled recycling bins shall be utilized for recyclable construction materials including solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials and wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed, regulated disposal site by a licensed waste hauler. • All leaks, drips and spills occurring during construction shall be cleaned up promptly and in compliance with all applicable laws and regulations to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. • If materials spills occur, they should not be hosed down. Dry cleaning methods shall be employed whenever possible. • Construction dumpsters shall be covered with tarps or plastic sheeting if left uncovered for extended periods. All dumpsters shall be well maintained. • The project applicant/developer shall conduct street sweeping and truck wheel cleaning to prevent dirt in storm water. • The project applicant/developer shall provide regular sweeping of private streets and parking 	Prior to issuance of grading permits	Receipt of SWPPP	Lancaster Planning Department / Lancaster Building and Safety Division			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	lots with equipment designed for removal of hydrocarbon compounds. <ul style="list-style-type: none"> • The amount of exposed soil shall be limited and erosion control procedures implemented for those areas that must be exposed. • Grading activities shall be phased so that graded areas are landscaped or otherwise covered, as quickly as possible after completion of activities. • Appropriate dust suppression techniques, such as watering or tarping, shall be used in areas that must be exposed. • The area shall be secured to control off-site migration of pollutants. • Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site, by passive means such as paved/graveled roadbeds, and/or by active means such as truck washing facilities. • Truck loads shall be tarped. • Roadways shall be swept or washed down to prevent generation of fugitive dust by local vehicular traffic. • Simple sediment filters shall be constructed at or near the entrances to the storm drainage system wherever feasible. 						
I-4	The project applicant shall construct the proposed 60-inch storm drain along the site in Avenue L. At the terminus, the drain shall connect into a proposed storm drain, or outlet through an energy dissipater structure. The onsite runoff can be outletted into the proposed drain in Avenue L, or the existing storm drain in 60th Street West, with the approval of the City	Prior to issuance of grading permits	Confirmation from project contractor	Lancaster Planning Department / Lancaster Building and Safety Division			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	Engineer.						
I-5	Detention shall be required to reduce the post development runoff to 85 percent of the predevelopment runoff rate.	Prior to issuance of grading permits	Confirmation from project contractor	Lancaster Planning Department / Lancaster Building and Safety Division			
PUBLIC SERVICES – FIRE PROTECTION							
M.1-1	The development of this project shall comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-2	Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-3	Fire sprinkler systems are required in most commercial occupancies. For those occupancies not requiring fire sprinkler systems, fire sprinkler systems shall be installed.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-4	The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-5	Fire hydrant spacing shall be 300 feet and shall meet the following requirements: a. No portion of lot frontage shall be more than	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<p>200 feet via vehicular access from a public fire hydrant.</p> <p>b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.</p> <p>c. Additional hydrants will be required if hydrant spacing exceeds specified distances.</p> <p>d. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block.</p> <p>e. A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use.</p>			and Safety Division			
M.1-6	Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-7	All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior wall of the first story of any building. The centerline of the access driveway shall be located parallel to, and with 30 feet of an exterior wall on one side of the proposed structure.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			
M.1-8	Driveway width for non-residential developments shall be increased when any of the following conditions will exist: a. Provide 34 feet in width, when parallel parking is allowed in one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Fire Department / Lancaster Building and Safety Division			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	b. Provide 42 feet in width, when parallel parking is allowed on each side of the access roadway/driveway. c. Any access way less than 34 feet in width in width shall be labeled "Fire Lane" on the final recording map, and final building plans. d. For streets or driveway with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.						
M.1-9	Prior to the issuance of a building permit, the applicant shall pay fire protection fees to the Lancaster pursuant to Section 15.76 of the Municipal Code.	Prior to issuance of building permit	Receipt of fire protection fees	Lancaster Planning Department/ Lancaster Building and Safety Division			
PUBLIC SERVICES – POLICE PROTECTION							
M.2-1	The applicant shall fence off the project site during the construction phase.	During construction	Site observation and documentation	Lancaster Planning Department			
M.2-1	The building and layout design of the proposed project shall include crime prevention features, such as nighttime security lighting, and building security systems.	Prior to construction, during construction	Site and building construction plans and specifications	Los Angeles County Sheriff's Department/ Lancaster Building and Safety Division			
TRANSPORTATION AND TRAFFIC							
N-1	Currently 60 th Street West and Avenue J is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. Therefore, the project applicant shall provide fair share contribution towards this	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	improvement.						
N-2	Currently the southbound direction provides a left turn lane and a shared lane for the through and right turn directions. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-3	Currently 60 th Street West and Avenue J-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The southbound and eastbound directions currently provide a left, through, and right turn lane. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-4	Currently 60 th Street West and Avenue K is signalized. The southbound direction currently provides a single left, through, and right turn lane. The project applicant shall provide fair share contribution for a second southbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-5	Currently the westbound direction provides a single left, through, and right turn lane. The project applicant shall provide fair share contribution for a second left turn lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-6	Currently 60 th Street West and Avenue K-8 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-7	Currently the southbound direction provides a single left, two through lanes, and right turn lane. The project applicant shall provide fair share contribution for conversion of the right turn lane to	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

Mit. / Cond. No.	Mitigation Measure/ Conditions of Approval	Monitoring Milestone (Frequency)	Method of Verification	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	a through/right turn lane						
N-8	Currently 60 th Street West and Avenue K-12 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-9	Currently the northbound direction provides a through lane and a right turn lane. Future conditions with other projects indicate a need for a fourth leg to the intersection. The project applicant shall provide fair share contribution towards a second northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-10	Currently 60 th Street West and Avenue L is signalized. The northbound direction currently provides a left, through, and right turn lane. The project applicant shall provide fair share contribution to a second northbound through lane. Currently southbound 60 th Street West at Avenue L provides a left turn lane, a through lane with the curb lane wide enough to provide a right turn movement out of the through lane. The southbound and eastbound ultimate roadway improvements were incorporated into this analysis. However, the project applicant shall provide fair share contribution toward an additional northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-11	Currently 60 th Street West and Avenue L-4 is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-12	Currently, the northbound direction provides a left turn lane and a through lane. The project applicant shall provide fair share contribution to a	Prior to or concurrent with the issuance of	Payment of Fair Share of	Lancaster Planning Department /			

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					Initials	Date	Remarks
	second northbound through lane.	building permits	Intersection improvement cost	Lancaster Public Works Department			
N-13	Currently 60 th Street West and Avenue L-8 is signalized. The northbound direction provides a left turn lane, a through lane, and a right turn lane. The project applicant shall provide fair share contribution to a second northbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-14	Currently 60 th Street West and Avenue M/Columbia is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-15	The north and eastbound directions provide a single travel lane. The westbound direction provides a shared through/left turn lane and right turn lane and the southbound direction provides a left and shared through/right turn lane. The lanes should be changed to provide left turn lanes in all directions with a second northbound through lane and in the westbound direction a left, through, through/right, and right turn lane. The project applicant shall provide a fair share contribution to this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-16	Currently 70 th Street West and Avenue L is not signalized. The intersection warrants a traffic signal in future conditions. The project applicant shall provide fair share contribution towards this improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-17	Currently 65 th Street West at Avenue L is a single lane in the northbound direction. The project applicant shall provide fair share contribution to the separation of the right and left turn moves in	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection	Lancaster Planning Department / Lancaster Public			

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	the northbound lane, to their own lanes.		improvement cost	Works Department			
N-18	Currently 55 th Street West and Avenue L is not signalized. The intersection warrants a traffic signal in future conditions without and with the project. The project applicant shall provide fair share contribution towards the improvement.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-19	Currently the eastbound direction is a single lane and the westbound direction provides a through and right turn lane. The project applicant shall provide fair share contribution toward a second east and westbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-20	This intersection is currently signalized. Currently, there are single through lanes in the east and westbound direction. The project applicant shall provide fair share contribution toward an additional east and westbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-21	This intersection is currently signalized. Currently there is a single through lane in the eastbound direction. The project applicant shall provide fair share contribution toward an additional eastbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-22	This intersection is currently signalized. A single through lane is provided in the eastbound direction. The project applicant shall provide fair share contribution toward a second eastbound through lane.	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			
N-23	The addition of one to three lanes will reduce the significant impacts along the study street segments. The project applicant shall provide fair share contribution to the improvement of Avenue L between 55 th Street West to 60 th Street West for three additional lanes, from 60 th Street West to 62 nd Street West for two additional lanes, and from 62 nd Street West to 65 th Street West for one	Prior to or concurrent with the issuance of building permits	Payment of Fair Share of Intersection improvement cost	Lancaster Planning Department / Lancaster Public Works Department			

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	additional lane. The project applicant shall provide fair share contribution to the improvement of 60 th Street West between Avenue K-8 and Avenue L-8 for three additional lanes.						
UTILITIES - WATER							
O.2-1	The project developer shall ensure that the landscape irrigation system be designed, installed and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to minimize over spray onto walkways and streets.	During construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-2	The project developer shall install either a "smart sprinkler" system to provide irrigation for the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times for all zones shall be adjusted seasonally, reducing water times and frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be adjusted to avoid water runoff, especially when irrigating sloped property.	During construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-3	The project developer shall select and use drought-tolerant, low-water-consuming plant varieties to reduce irrigation water consumption.	During landscaping	Field verification	Lancaster Planning Department / Lancaster Public Works Department			
O.2-4	The project developer shall install low-flush water toilets in new construction. Low-flow faucet aerators should be installed on all sink faucets.	During interior design construction	Field verification	Lancaster Planning Department / Lancaster Public Works Department Division			

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					Initials	Date	Remarks
O.2-5	The Lancaster shall allocate water to the proposed project from the 1,000-acre feet of water allotted to the City from County Waterworks.	Prior to occupancy	Field verification	Lancaster Planning Department / Lancaster Public Works Department			