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General Plan EIR NOP Comments

From: Judith Fuentes
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The following eight comments are a clarification of the remarks I submitted at the Scoping Meeting on June 26, 2014

Please use this revised list along with several other new integrated observations.

1. *Agricultural Opportunity Areas must be included in the Plan. They have been completely eliminated. Economic Opportunity Areas are not the answer for a rural lifestyle and do not provide the chance for a non-urban education.*
2. *EOA should not be in rural zones past 70th Street West.*
3. *All rural town areas and rural town centers, with the exception of one or two, look exactly alike in the photo representations. Each place has its distinct look but will blend in with every other town center to "look rural" if build out is like the photos. Disneylandish.*
4. *Solar generating facilities must be in industrial areas. They are not economical, not rural, not commercial and only support a few full time, permanent jobs (that are not agricultural, either). They take up open space, farmland and reduce the space available for rural residential living that Antelope Acres had planned on in developing their unique community.*
5. *Fox Field contributes to industrial sprawl in a rural area. Fox Field creates light pollution, more traffic and noise due to warehouse trucking business. No more commercial overlay or manufacturing should be designated in this area. There are abundant vacant buildings and locations in the interior, not outskirts, of cities of Lancaster and Palmdale to fulfill any commercial or manufacturing needs.*
6. *Highway 138 (west section) should not be improved other than for safety (two lanes, pull outs, slightly inclined shoulders).*
 - *Put up more Speed Limit 55 mph signs, placed at closer intervals, and more Headlights On signs.*

- *Embed large, raised, yellow or white painted dots on the lanes so drivers stay on their side.*
- *Keep heavy trucking traffic from using 138 as a by-pass.*
- *Improve the State 5 Freeway so it is safer.*
- *Install more lanes on State 5 Freeway for LA commerce.*
- *Expansion of the NW corridor should not occur. It only encourages development, more traffic, noise, pollution, and it divides in half the rural communities of Antelope Acres, Fairmont and Neenach with any expansion of Avenue D (Highway 138).*
- *Expressways bring development with them. Development in the northwest Antelope Valley would produce undesirable urban sprawl.*
- *Additional lanes and connector ramps would lead to more traffic in a rural area.*
- *Additional traffic would produce more air pollution from diesel and gas fumes, along with increased respiratory and health problems.*
- *It will disrupt wildlife movement across the valley.*
- *Any 'improvements' for increasing mobility options create a region permanently ready to cater to a vehicle-dependent population.*
- *Rural property owners would be affected by improvements where a 200-foot width must encroach on their land.*
- *A goal of the MTA to ease truck traffic from north I-5 to Riverside area and beyond, and vice-versa for traffic from east to central or north California, is completely flawed.*

Please note: Little, if any, of that traffic is generated in the Gorman-Grapevine area or the Victorville area. Since SR-58 (2004) is almost all freeway from Bakersfield to Kramer Junction, it seems a better and less expensive option to upgrade SR-58 and US-395 to the freeway from Kramer Junction to its intersection with I-5. Millions of dollars have already been spent to create a truck-friendly bypass in the Mojave area.

7. *There are no buffer zones for rural areas. Land use in the Antelope Acres goes from commercial to sparsely inhabited. Economic Areas will be commercial centers.*

8. *I request specifically to not be in the EOA.*

9. The scope of the Plan takes in overwhelming consideration for build-out and growth, favoring the cities' pressure against anything rural around Antelope Acres. No further development, light manufacturing or commercial building should be planned. Please take it out. There is enough of this on the outskirts of Lancaster that infringes on the rural heritage of our area.

10 I strongly object to the zoning and land use adjacent to Fox Field. The section of land there should be left undeveloped and as a buffer zone upon leaving the cities. Manufacturing and industrial uses there will demolish open space and contribute to unsightly mechanized sprawl. What was once a small county airport is now hidden among a rambling construction of trucking warehouses and business park enterprise zone.

11. The Economic Opportunity Area designated for Antelope Acres must be removed and it should be replaced to reflect an Agricultural Opportunity Area. The recently constructed over-sized market/gas station/meat market/sandwich shop competes with a tiny market, a small restaurant, and a feed/hardware store, which is enough enterprise for a non-urban locale. Truck storage and truck parking businesses are undesirable and incompatible.

12. Populations of rural unincorporated areas have as much right to be objective about where manufacturing belongs. Since a majority of workers would supposedly come from more densely occupied areas, cities should fill the vacant buildings and land within the city core, keeping a buffer on all sides for a transition to rural. This was the strategy a while ago. It was even an attraction point to west Los Angeles County.

13. Parks (other than those that currently exist) should not be considered a priority or a necessity for rural strategy. They are temporary destinations. Farmland, Agricultural Opportunity Areas, Equestrian Trails, and Open Spaces are what make final destinations rural.

14. Town centers are too structured, like a smaller downtown version of the city. When older structures are torn down and 'convenience' or brand-name chain stores get here, rural areas become another part of a city, an extension of businesses contributing to leapfrog development and sprawl.

15. One of the goals to promote filming in the AntelopeValley won't happen if, in the background, there are transmission lines, switching stations and miles of solar panels. Before additional massive solar generating projects on open space land are approved, an equivalent amount of energy provided by roof-top solar/electric systems should be worked into a system that alleges to be renewable.

16. The goal to promote recreation and tourism is for people to come to see the poppies and wildflowers. The promotion of solar panels puts this goal at odds because no one will be able to stop and walk out among the wildflowers that cover a great deal of the west Antelope Valley and Antelope Acres area. There will be no more.

17. There is light industry at 70th Street West, and no more are needed in an area where everyone is trying to live a rural lifestyle. Residents either live across the street from that location or within a few miles.

18. Although several scenic highways were proposed but never adopted in the previous general plan, there must be serious consideration to fulfill this mandate in the new Plan. Avenue I from 90th Street West through Lancaster Road all the way to Highway 138, (where the road ends) and 90th Street West from Avenue J to Avenue A must be considered as Scenic Highways.

19. Several years of effort went to document GPS information for Equestrian Trails. They are recorded with the Parks and Recreation. They must be included and documented in the Plan. This is to help encourage and promote the rural lifestyle by anticipating rural residential growth.

20. The Centennial Development must strongly figure into the Plan. The loss of open space, the amount of county resources to maintain an urban environment, the number of affordable houses proposed, and the impact of urban sprawl will result in diminishing the incentive of a rural lifestyle. The uniqueness of the WestAntelopeValley must not be ruined.

Thank you for your attention and taking my comments. Please contact me at 661-723-1882 if you have any questions, or at the above address.

Judith Fuentes