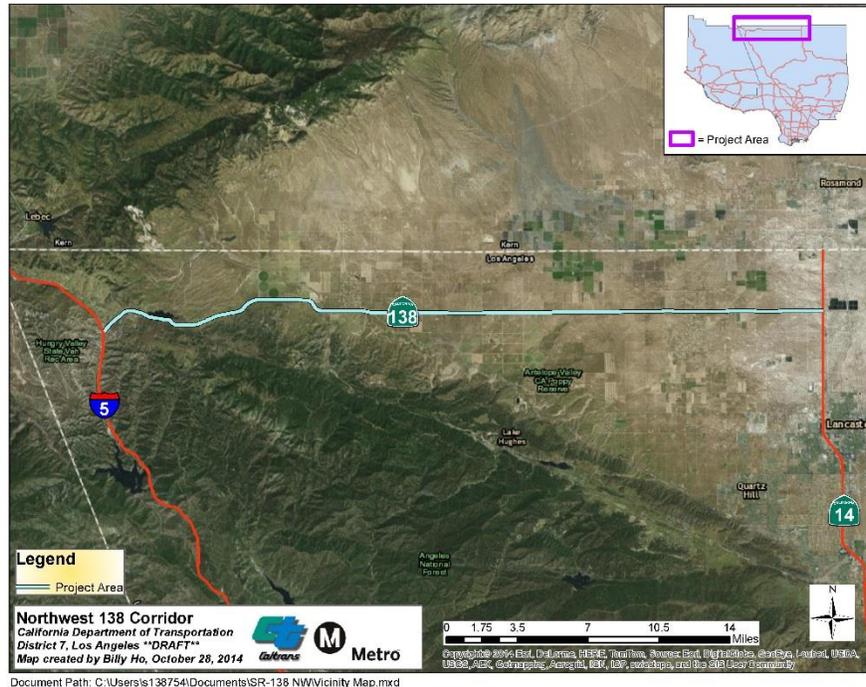


Northwest State Route 138 Corridor Improvement Project



Community Impact Assessment

Located in Northwest Los Angeles County

Between Interstate 5 and State Route 14

07-LA-138-0.0/36.8

07-LA-05-PM 79.5/83.1

07-LA-14-PM 73.4/74.4

EA# 26510 / EFIS # 0700001816

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

April 2016



Summary

Land Use

All build alternatives are consistent with State, regional, and local land use plans. The 2040 California Transportation Plan, the Southern California Association of Governments Regional Transportation Plan, and the Antelope Valley Area Plan are in support of all build alternatives which would bring the existing roadway to current design standards. Improving roadway geometries would help facilitate a vibrant economy, improve safety, mobility, productivity, and accessibility for all people and goods in the region.

Conversely, the no build alternative is inconsistent as the current SR-138's roadway deficiencies remain uncorrected. Furthermore, with major development projects on the horizon such as Centennial and the three Economic Opportunity Areas, the existing SR-138 may not be able to accommodate the significant increase in vehicular traffic due to increased travel demand within the region.

Growth

Relative to the other major proposed development projects such as Centennial and the three Economic Opportunity Areas in the vicinity, all of the build alternatives for this project would have negligible impact on growth. All of the proposed build alternatives for the Northwest 138 Corridor project are in response to the forecasted increase in vehicular traffic generated from the major future developments in the region.

Community Character

Residents and small communities within the Northwest 138 Corridor have expressed concern about future development in the region. Many locals fear that the overall look and feel of their distinct towns and communities would change dramatically with urbanization and growth. With that in mind, the Los Angeles County Department of Regional Planning has worked very closely with locals in revising the Antelope Valley Area Plan by implementing protective measures to preserve their scenic resources. Such measures restrict development to the following three Economic Opportunity Areas: Gorman Post Ranch at the I-5 and SR-138 junction, William J. Fox Airfield at the SR-138 and SR-14 junction, and the East Economic Opportunity Area near Sun Village. The remainder of the Northwest 138 Corridor would be prohibited from further development in order to preserve open space and dark skies for local residents.

The proposed build alternatives would impact the community of Antelope Acres. There is a high likelihood that the use of a limited access expressway configuration with Build Alternative 1 would spatially separate the town. Build Alternative 1 with the bypass option would have no direct impact on the community of Antelope Acres, and Build Alternative 2 may have a minor impact on community character and cohesion. The use of a limited access conventional highway design is less intrusive than the limited access expressway; however, it may still spatially separate the community or make north/west travel within the neighborhood more restrictive than the no-build configuration.

Traffic and Transportation/Pedestrian and Bicycle Facilities

All of the build alternatives for the Northwest 138 Project are consistent with county, state, and regional General Plans. Proposed Build Alternatives 1, 1 with the bypass option, and 2 are in sync with some of the major objectives outlined in the 2040 California Transportation

Plan, as well as the Southern California Association of Governments (SCAG) Regional Transportation Plans and the Antelope Valley Area Plans. In short, some of the common themes include supporting infrastructure that helps facilitate a vibrant economy, improvement in public safety, as well as improvement in mobility, productivity, and accessibility for all people and goods in the region. As for the existing pedestrian and bicycle facilities, all would be maintained and or enhanced with any of the build alternatives.

Public Involvement

Please see the Appendix C for the attached meeting summary matrix for a detailed list of meeting dates, meeting location and type of meetings.

Summary of Major Potential Impacts From Alternatives

Potential Impact		Alternative 1	Alternative 1 w/ Antelope Acres Bypass Option	Alternative 2	No-Build Alternative
Land Use	Consistency with the Regional (SCAG) General Plan	Yes - consistent	Yes - consistent	Yes - consistent	Inconsistent b/c existing roadway has many nonstandard features; safety and mobility could be enhanced.
	Consistency with the County / State General Plan	Yes - consistent	Yes - consistent	Yes - consistent	Inconsistent b/c existing roadway has many nonstandard features; safety and mobility could be enhanced.
Coastal Zone		N/A	N/A	N/A	N/A
Wild and Scenic Rivers		N/A	N/A	N/A	N/A
Parks and Recreation		1 full use, 3 De minimis impacts (all historic properties)	1 full use, 3 De minimis impacts (all historic properties)	1 full use, 3 De minimis impacts (all historic properties)	No Impact
Growth		No impact	No impact	No impact	No Impact
Farmland		Permanent Impacts to 141.2 acres and Temporary impacts to 106.8 acres	Permanent Impacts to 140.7 acres and Temporary Impacts to 106.0 acres	Permanent Impacts to 124.2 acres and Temporary Impacts to 112.3 acres	No Impact
Community Character and Cohesion		Impact to Antelope Acres	No Impact	Minor impact to Antelope Acres	No Impact
Utilities/Emergency Services		Temporary Impacts to Utilities and Emergency services	Temporary Impacts to Utilities and Emergency services	Temporary Impacts to Utilities and Emergency services	No Impact
Relocations	Housing Displacements	17	11	14	0
	Business Displacements	2	2	2	0
	Utility Displacements	Yes; please refer to Section 4.3.1.3 Utilities for details	Yes; please refer to Section 4.3.1.3 Utilities for details	Yes; please refer to Section 4.3.1.3 Utilities for details	No Impact
Environmental Justice		No Impact	No Impact	No Impact	No Impact

Potential Impact	Alternative 1	Alternative 1 w/ Antelope Acres Bypass Option	Alternative 2	No-Build Alternative
Traffic and Transportation/ Pedestrian and Bicycle Facilities	Existing facilities would be maintained and or enhanced	Existing facilities would be maintained and or enhanced	Existing facilities would be maintained and or enhanced	No Impact

Table of Contents

Summary	1
Table of Contents	5
Chapter 1 Introduction	8
1.1 What is a Community Impact Assessment	8
1.2 Laws and Regulation	8
1.3 Assessment Process and Methodology Used	9
1.4 Proposed Project	9
1.5 Study Area	13
Chapter 2 Land Use	14
2.1 Existing and Future Land Use	14
2.1.1 Affected Environment	14
2.1.2 Environmental Consequences	20
2.1.2.1 Temporary Impacts	20
2.1.2.2 Permanent Impacts	20
2.1.3 Avoidance, Minimization, and Mitigation Measures	21
2.2 Consistency with State, Regional, and Local Plans	22
2.2.1 Affected Environment	22
2.2.2 Avoidance, Minimization, and Mitigation Measures	32
2.3 Farmlands/Timberlands	32
2.3.1 Affected Environment	33
2.3.2 Environmental Consequences	35
2.3.2.1 Temporary Impacts	35
2.3.2.2 Permanent Impacts	35
2.3.3 Avoidance, Minimization, and Mitigation Measures	36
2.4 Coastal Zone	37
2.4.1 Affected Environment	37
2.4.2 Environmental Consequences	37
2.4.3 Avoidance, Minimization, and Mitigation Measures	37
2.5 Wild and Scenic Rivers	37
2.5.1 Affected Environment	37
2.5.2 Environmental Consequences	37
2.5.3 Avoidance, Minimization, and Mitigation Measures	38
2.6 Parks and Recreation	38
2.6.1 Affected Environment	38
2.6.2 Environmental Consequences	39
2.6.2.1 Temporary Impacts	39
2.6.2.2 Permanent Impacts	39
2.6.3 Section 4(f) de minimis finding	40
Chapter 3 Growth	43
Chapter 4 Community Character	48
4.1 Population and Housing	48
4.1.1 Affected Environment	48
4.1.1.1 Regional Population Characteristics/Community Character	48
4.1.1.2 Neighborhoods/Communities/Community Character	48
4.1.1.3 Housing	50
4.1.2 Environmental Consequences	54

Table of Contents

4.1.3	Avoidance, Minimization, and Mitigation Measures	57
4.2	Economic Conditions	57
4.2.1	Affected Environment	57
4.2.1.1	Business Activity	57
4.2.1.2	Employment and Income	59
4.2.1.3	Business Activity	61
4.2.1.4	Fiscal Conditions	62
4.2.2	Environmental Consequences.....	63
4.2.2.1	Regional Economy	63
4.2.2.2	Employment and Income.....	63
4.2.2.3	Business Activity.....	64
4.2.2.4	Fiscal Conditions	64
4.2.3	Avoidance, Minimization, and Mitigation Measures	64
4.3	Community Facilities and Services.....	65
4.3.1	Affected Environment	65
4.3.1.1	Community Facilities	65
4.3.1.2	Emergency Services	66
4.3.1.3	Utilities	67
4.3.2	Environmental Consequences.....	68
4.3.2.1	Community Facilities	69
4.3.2.2	Emergency Services	70
4.3.2.3	Utilities	70
4.3.3	Avoidance, Minimization, and Mitigation Measures	71
4.4	Relocations	71
4.4.1	Affected Environment	71
4.4.2	Environmental Consequences.....	72
4.5	Environmental Justice	74
4.5.1	Affected Environment	74
4.5.2	Avoidance, Minimization, and Mitigation Measures	75
Chapter 5	Traffic and Transportation/ Pedestrian and Bicycle Facilities.....	76
5.1	Affected Environment	76
5.1.1	Access, Circulation, and Parking Access & Circulation	76
5.1.2	Public Transportation	76
5.2	Environmental Consequences	77
5.2.1	Access, Circulation, and Parking Access & Circulation	78
5.2.2	Public Transportation	80
5.3	Avoidance, Minimization, and Mitigation Measures.....	80
5.3.1	Access and Circulation	81
5.3.2	Parking.....	81
5.3.3	Public Transportation	81
Chapter 6	Public Involvement	82
6.1	Stakeholders	82
6.2	Outreach to Minority and Low-Income Communities.....	82
6.3	Community Participation Program.....	82
Appendix A	Antelope Valley Area Plan Land Use Map	84
Appendix B	NRCS Farmland Conversion Form AD-1006	86
Appendix C	Public Outreach Summary.....	88
Appendix D	References	90
Appendix E	Summary of Relocation Benefits.....	92

Appendix F List of Preparers..... 94

Chapter 1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), propose to widen and improve approximately 36.8 miles of State Route 138 (SR-138) between the Interstate 5 (I-5) interchange and the State Route 14 (SR-14) interchange.

The existing facility is a 2-lane highway that contributes to the local circulation network and provides an alternate route for east-west traffic in northwest (NW) Los Angeles County. The NW SR-138 Corridor Improvement Project (project) would widen SR-138 and provide operational and safety improvements. The project corridor spans east-west approximately 36.8 miles (Post Mile [PM] 0.0 to PM 36.8) in the NW portion of Los Angeles County, just south of the Kern County border.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions would be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

Both the National Environmental Policy Act and the California Environmental Quality Act require consideration of social and economic impacts of projects in the preparation of environmental documents.

1.2 Laws and Regulation

The following list of existing laws, either directly or indirectly, require investigation to determine potential impacts to communities from a proposed action:

- California Environmental Quality Act (CEQA)
- National Environmental Policy Act (NEPA)
- Title VI of the Civil Rights Act of 1964
- Executive Order (EO) 12898 - Environmental Justice
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and as amended in 1987.
- The Americans with Disabilities Act (ADA) of 1990
- The Farmland Protection Policy Act (FPPA)
- The California Land Conservation Act of 1965 (Williamson Act)
- The California Timberland Productivity Act of 1982
- CFR 652 Accommodation for Pedestrians and Bicyclists
- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) incorporates Sections 109(h)
- 128 of Title 23 (Highways) of the United States Code of Federal Regulations (CFR)

1.3 Assessment Process and Methodology Used

The initial assessment of the proposed project was attained through review of aerial photographs and maps of the study area. Windshield surveys, interviews, and internet searches were then conducted to achieve a better understanding of the neighborhoods and communities that may be impacted by the proposed project. A field review of the project site and adjacent community was conducted on March 25th, 2015 to identify physical characteristics that naturally delineate areas, parks, community facilities, and general neighborhood cohesion. It also identified potential social and economic impacts to the adjacent community, as well as, to verify existing land uses.

The data was collected from the United States Census, American Fact Finder, California Department of Finance, Southern California Association of Governments (SCAG), and Los Angeles County Department of Regional Planning was used to assess the social, environmental, and economic impacts of the proposed project.

The collected data were evaluated in spreadsheets, figures, and GIS analysis to understand the socioeconomic impacts of the project. The most recent data (2009-2013) from Census tracts within the project were compared to the demographic characteristics of the reference populations of Los Angeles County in order to identify potential impacts.

Caltrans and Metro have initiated an outreach program that has included a number of meetings with elected officials, town councils, stakeholders, and the community at large. The public has been kept apprised of the status of the project and provided input through the scoping process. A Notice of Preparation (NOP) and Notice of Intent (NOI) were issued in November 2013. Two scoping meetings were held in March 2014 and four Cooperating and Participating agency meetings were held between March 2014 and June 2015. In May 2015, two open houses were held to update the public and other interested stakeholders on the proposed project, and to provide information on the Alternatives. In addition, briefings and project update meetings were held with elected officials, resource agencies, and homeowner associations in the project area to present project updates and receive feedback. After the public hearing and circulation of the environmental document, Caltrans would continue the outreach effort with the community.

1.4 Proposed Project

This section describes the proposed action and the project alternatives that were developed to achieve the identified purpose and need of the project while avoiding or minimizing environmental impacts. The alternatives are the No Build Alternative, Alternative 1 (Freeway/Expressway) with or without a design option for a bypass around Antelope Acres, and Alternative 2 (Expressway/ Conventional Highway). SR-138 is an undivided 2-lane highway that travels from I-5 around the south side of Quail Lake and east to SR-14. SR-138 is not a controlled-access facility; access and egress points include at-grade intersections with paved and unpaved roads and driveways. The existing roadway consists of two 12-foot lanes with variable shoulders ranging from 2- to 4-foot paved to 8 foot unpaved non-standard shoulders.

The purpose of the project is to improve mobility and operations in northwest Los Angeles County, enhance safety within the SR-138 Corridor based on future projected traffic conditions, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

The need for the proposed project is derived from foreseeable increases in travel demand that would exceed the current capacity of SR-138 and higher than average state-wide fatal accident rates at several locations.

ALTERNATIVES

NO- BUILD ALTERNATIVE

Implementation of the No-Build Alternative would maintain the existing configuration of SR-138 and would not result in improvements to the route. However, additional residential, commercial, and interregional development is anticipated to occur in Antelope Valley in the future.

The No-Build Alternative would not accommodate the projected population growth or expected substantial increase in goods movement truck traffic in Northern Los Angeles County and the existing corridor would not be improved. As discussed in the Project Study Report/ Project Development Study (PSR/PDS), the existing SR-138 corridor is projected to degrade and operate consistently at a Level of Service (LOS) E and F for 2040 conditions (Caltrans, 2008). The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County. There would be increased maintenance costs to maintain the route without any other improvements.

BUILD ALTERNATIVE 1 | Freeway - Expressway

Alternative 1 (Freeway/Expressway) would include a 6-lane freeway from the I-5 interchange connector ramps to County Road 300th Street West, and a 4-lane expressway from County Road 300th Street West to the SR-14 interchange generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and structure over the SR-14. Study limits on I-5 are from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

BUILD ALTERNATIVE 1 WITH DESIGN OPTION | Antelope Acres Bypass

Antelope Acres Bypass. There is a design option with this alternative to include a bypass route around the Antelope Acres community. This option was developed to reduce the impacts to the existing residences of Antelope Acres due to the proposed four-lane expressway along the existing alignment of SR-138. The alignment would bypass the community to the north along West Avenue C and going from west to east, the alignment would begin to deviate from the existing SR-138 near 100th Street West and continue in a northeasterly direction towards West Avenue C. After paralleling West Avenue C for approximately one mile, the alignment would continue in a southeasterly direction back towards the existing SR-138, and eventually join the existing SR-138 near 70th Street West. The existing highway would be relinquished to the County as a local roadway between 100th Street West and 70th Street West, with additional speed reduction measures proposed to reduce cut-through traffic.

BUILD ALTERNATIVE 2 | Expressway – Conventional Highway

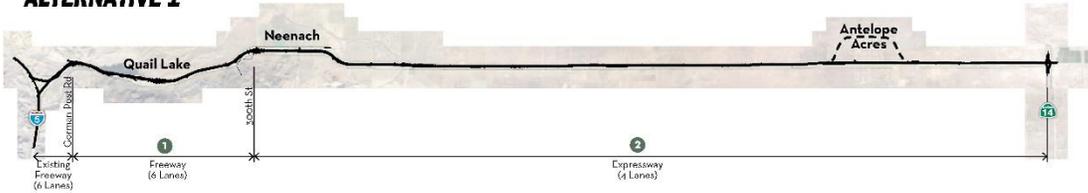
Alternative 2 (Expressway/Highway) would include a 6-lane freeway from the I-5 interchange connector ramps to Gorman Post Road, a 6-lane expressway from the Gorman Post Road interchange to County Road 300th Street West, a 4-lane expressway from 300th Street West to County Road 240th Street West, and a 4-lane limited access Conventional Highway from County Road 240th Street West to the SR-14 interchange, generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and the structure over the SR-14. The study limits on these connectors would be the same as Alternative 1; on I-5 from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

For Alternative 1 (with or without the Antelope Acres Bypass design option), and Alternative 2, new overcrossings would also be considered at various intersections with local roads including 60th Street West, 90th Street West, 110th Street West, 170th Street West, 190th Street West, 210th Street West, and Three Points Road to enhance traffic safety and improve local vehicular, pedestrian and bicycle circulation.

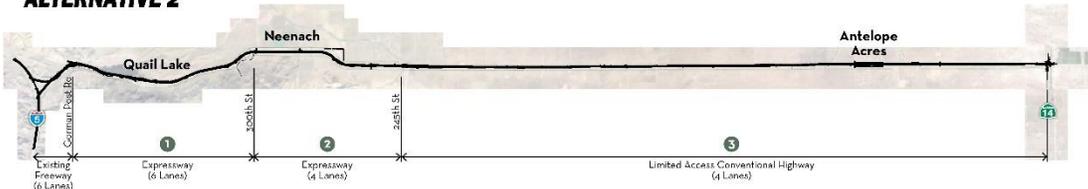
Figure 1. Alternatives Alignment



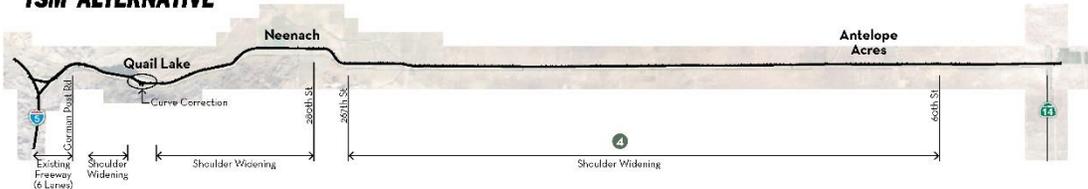
ALTERNATIVE 1



ALTERNATIVE 2



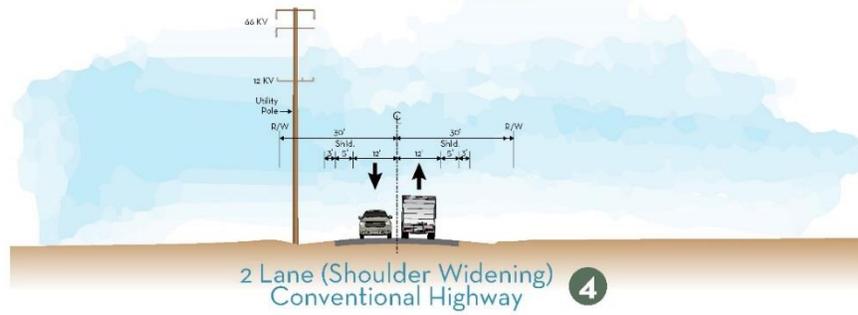
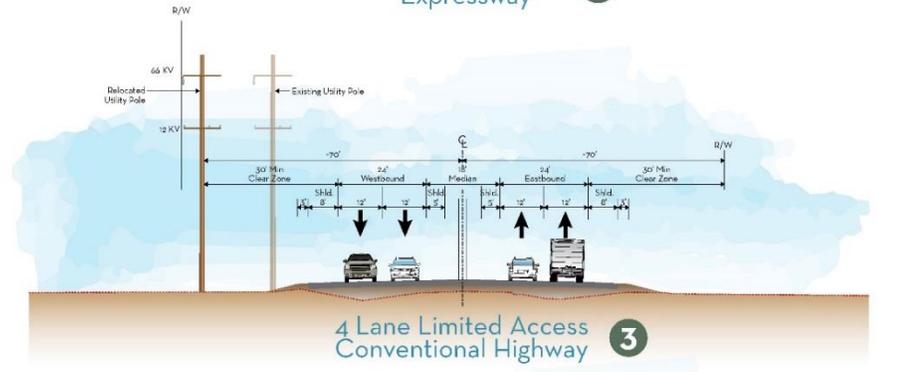
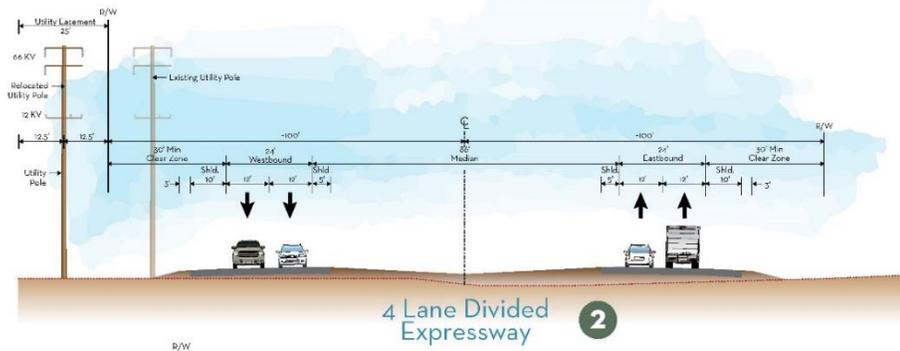
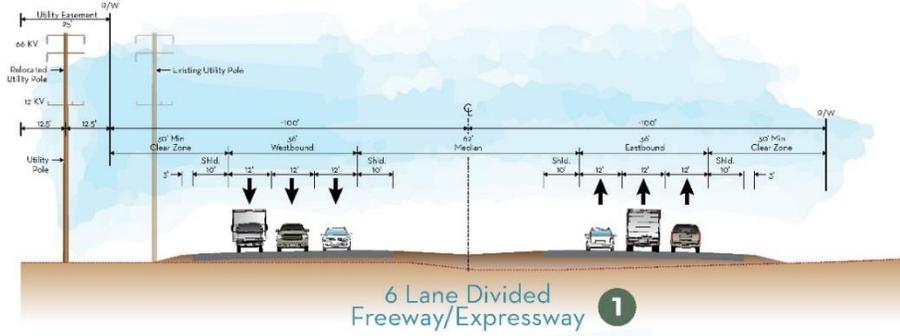
TSM ALTERNATIVE



Highway Definitions:
 • Freeway: Access limited to interchanges
 • Expressway: Access limited to intersections
 • Conventional: No Access Restrictions

Figure 2. Alternatives Cross Sections

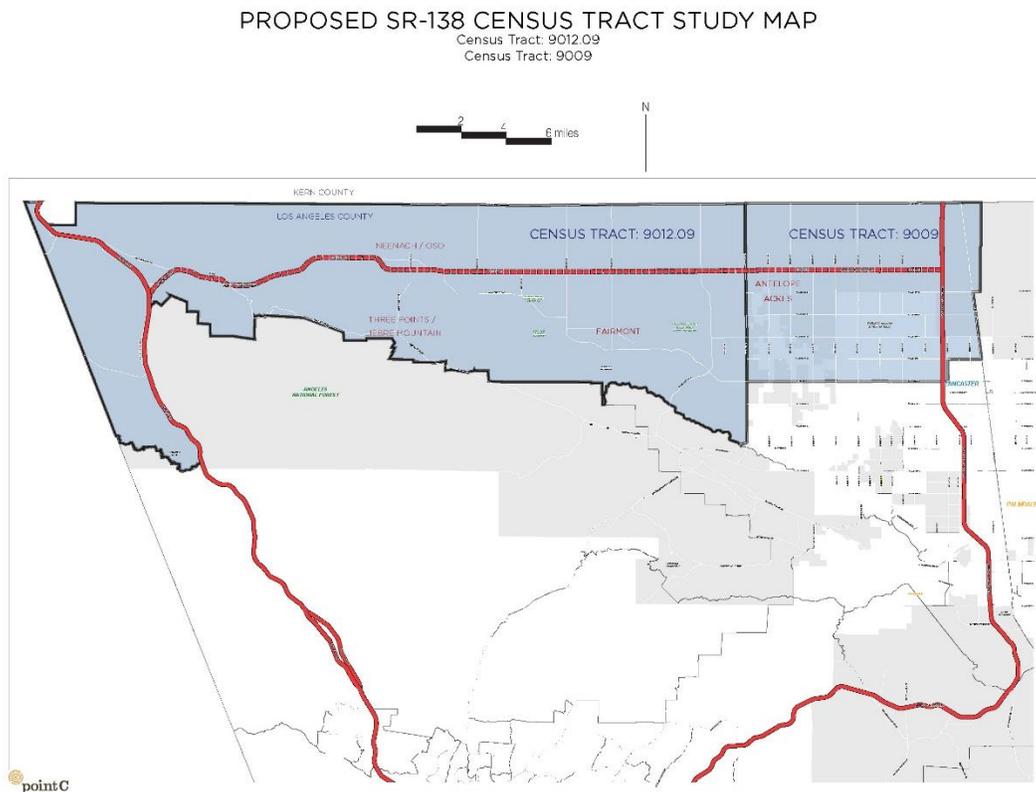
Northwest 138 Corridor Improvement Project



1.5 Study Area

The Community Impact Assessment study area for this project was delineated by using aerial photographs, municipal boundaries, and physical characteristics that naturally delineate an area and the area in which both direct and indirect effects would likely occur at their greatest intensity. The study area is comprised of the small unincorporated towns and communities of Town of Antelope Acres, Fairmont, Gorman, Neenach, and Three Points, Los Angeles County and the unincorporated agricultural land in Los Angeles County (Figure 3). These communities fall within census tracts 9009 and 9012.09 respectively. In addition, Lancaster and Palmdale are larger metropolitan areas just south of the eastern project limits within the Antelope Valley.

Figure 3: Project Location Map



Chapter 2 Land Use

2.1 Existing and Future Land Use

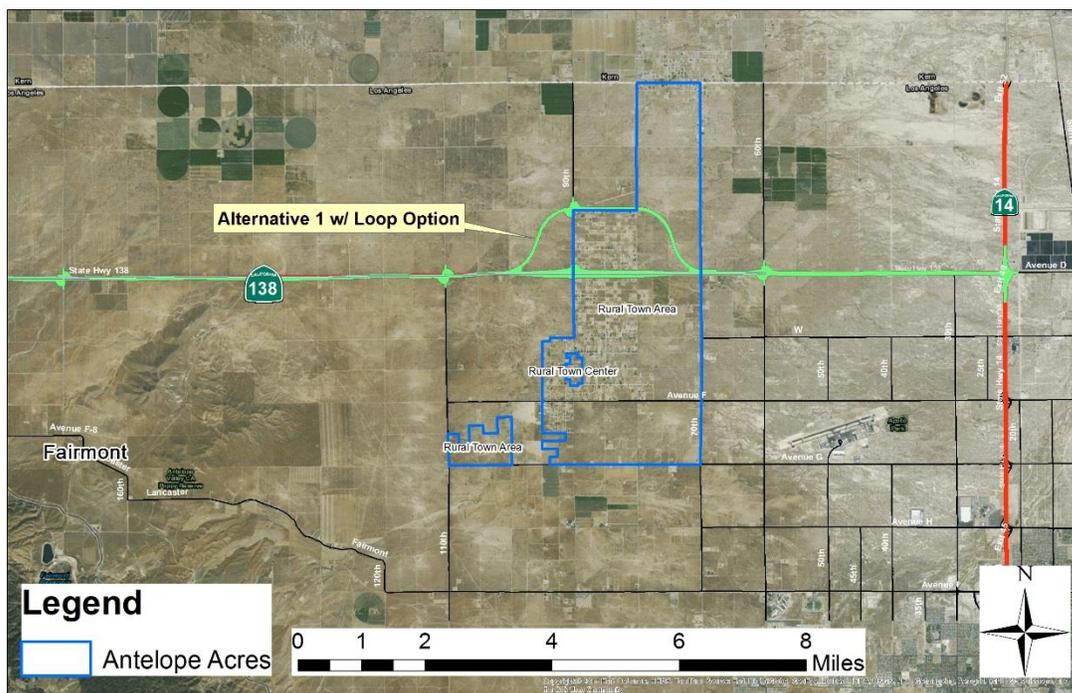
The Northwest 138 Corridor Project is located in a largely rural, ex-urban settlement. Residents within the communities value the quiet and slower pace of living. The Los Angeles County Department of Regional Planning (Los Angeles County DRP) Antelope Valley Area Plan describes each community varying “in its nature, form, and character...the unincorporated Antelope Valley “is a mosaic of unique small towns” and the “Community-Specific Land Use Concepts are intended to reflect each community’s unique nature, form, and character, as well as each community’s unique vision of the future”. The Area Plan’s Rural Preservation Strategy seeks to achieve the Area Plan’s Vision Statement through a framework of rural town center areas, rural town areas, rural preserve areas and economic opportunity areas” (Los Angeles County Department of Regional Planning, 2015, p. Comm-2&3).

Therefore, based on the Antelope Valley Area Plan, except for the focused development in the three “Economic Opportunity Areas” located in the western end at the intersections of I-5 and SR-138, central region just north of William J Fox Airfield, and in the east, at the intersection of SR-14 and the proposed High Desert Corridor (HDC), the majority of the northwest region of Los Angeles County would largely be reserved for conservation areas (Los Angeles County Department of Regional Planning, 2015).

2.1.1 Affected Environment

There are 5 town councils within the project limits and they are the following:

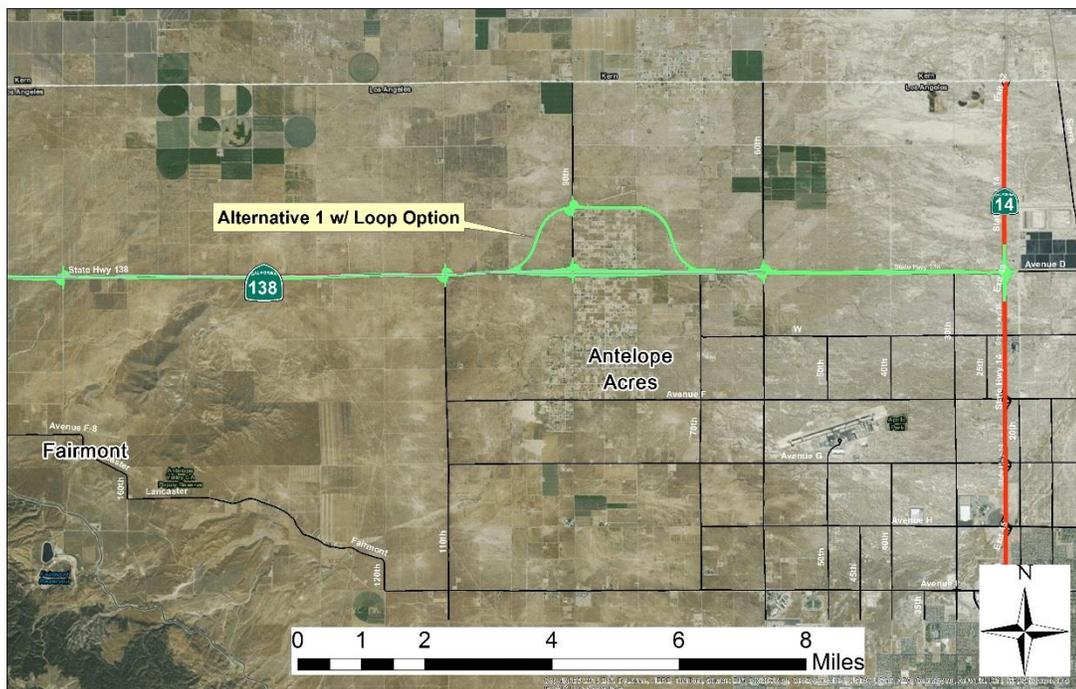
Figure 4. Antelope Acres



Antelope Acres is an unincorporated community in Los Angeles located in the northwestern portion of Antelope Valley, west of the City of Lancaster (Figure 4). Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas and Agricultural Resource Areas. The community has a rural town center area located along 90th Street West between Avenue E-4 and Avenue E-12. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

The community includes rural town areas that surround the rural town center area and are generally bounded by Avenue E and Avenue C to the north, 80th Street West to the east, Avenue F and Avenue F- 8 to the south, and 95th Street West and 90th Street West to the west. These areas have been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit per 2 gross acres of land. This designation is intended to reflect the existing density of the rural town areas and is not intended to promote further land divisions (Los Angeles County Department of Regional Planning, 2015). The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land (Appendix A). These very low densities reflect the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate (Los Angeles County Department of Regional Planning, 2015).

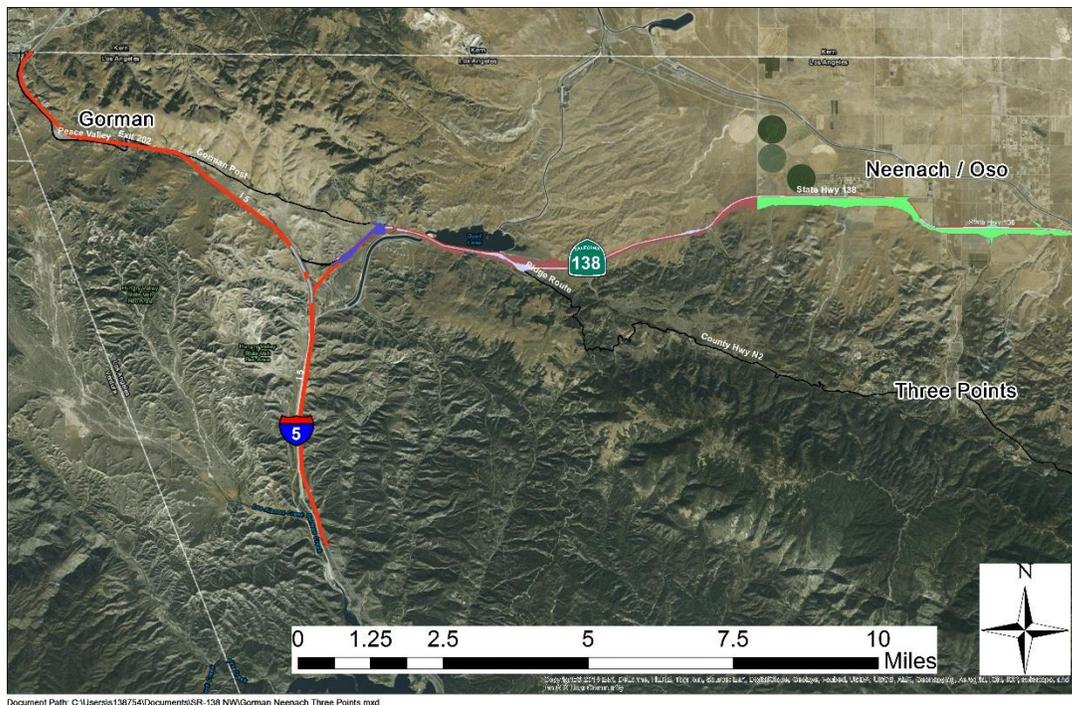
Figure 5. Fairmont



Document Path: C:\Users\138754\Documents\SR-138\NW\Antelope Acres and Fairmont.mxd

Fairmont is an unincorporated community in Los Angeles located in the northwestern portion of the Antelope Valley, west of Antelope Acres and near the Antelope Valley California Poppy Reserve (Figure 5). The Fairmont community is largely undeveloped. It does not have a rural town center area and consists of some single-family homes on large lots and some agricultural uses. The community includes environmental resources, such as Significant Ecological Areas. No portion of the community has been designated for commercial or industrial use, except for a parcel along Avenue D to reflect an existing use. The entire community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

Figure 6. Gorman

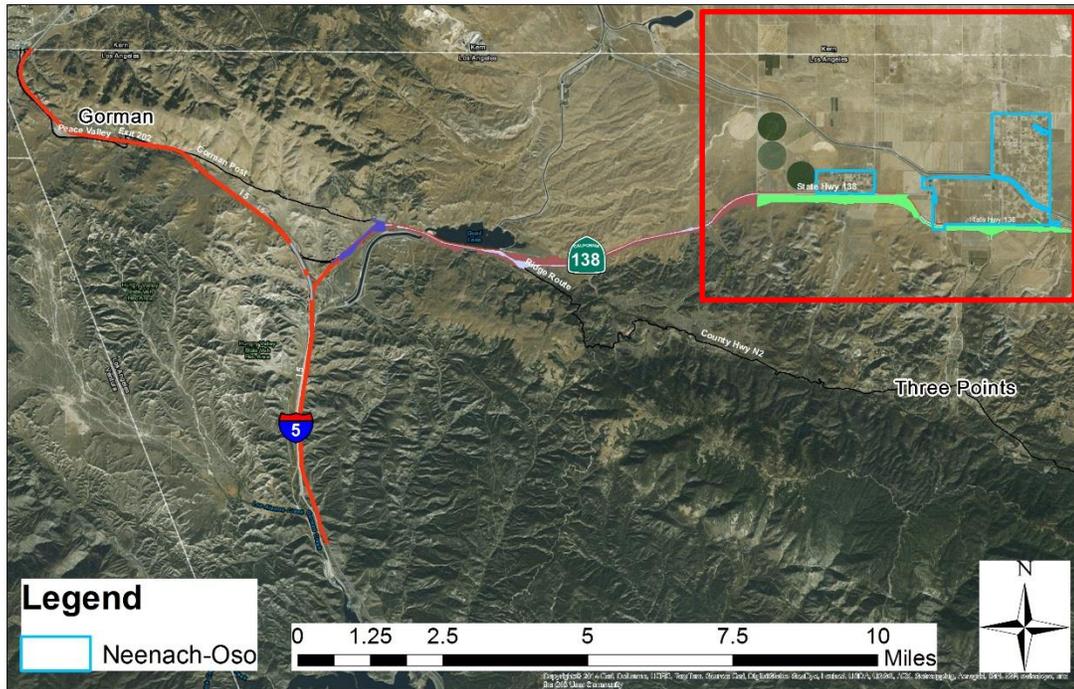


The town of Gorman is an unincorporated community in Los Angeles located in the northwestern portion of Antelope Valley near the Los Angeles / Kern County boundary (Figure 6). The community has a rural town center that consists of single family homes and light agricultural uses alongside Interstate 5 at Gorman School Road. The rural town center is zoned commercial use (zoned CM for Major Commercial) and Rural Commercial (CR) for interstate travel.

Outside of the rural town center, the land is largely undeveloped and designated as Rural Land 20 (RL20) limiting development to single-family homes on large lots, with light and heavy agriculture, equestrian and animal-keeping uses (Appendix A). The town of Gorman also consists of environmental resources such as Hillside Management Areas and Significant Ecological Areas. (Los Angeles County Department of Regional Planning, 2015, p. Comm 10-11).

Gorman is an unincorporated community in Los Angeles located in the far northwestern portion of Antelope Valley along the Golden State Freeway (Interstate 5) (Figure 5). A portion of the community is partially developed with commercial uses that primarily serve travelers along the Freeway, along with some single-family homes and light agricultural uses. The remainder of the community is largely undeveloped, is generally not served by existing infrastructure, and contains environmental resources such as Hillside Management Areas and Significant Ecological Areas. The community has a rural town center area surrounding the Golden State Freeway interchanges at Gorman School Road. The rural town center area has been designated as Major Commercial (CM) to serve the daily needs of residents and interstate travelers. Some areas outside the rural town center area have also been designated Rural Commercial (CR) in recognition of existing commercial uses and future opportunities to serve interstate travelers. The existing Flying J Travel Plaza on Frazier Park Road and two parcels east of it also have been designated as Rural Commercial (CR) (Los Angeles County Department of Regional Planning, 2015). Several parcels surrounding Smokey Bear Road have been designated as Rural Commercial. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside these CR and CM designations. The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

Figure 7. Neenach / Oso

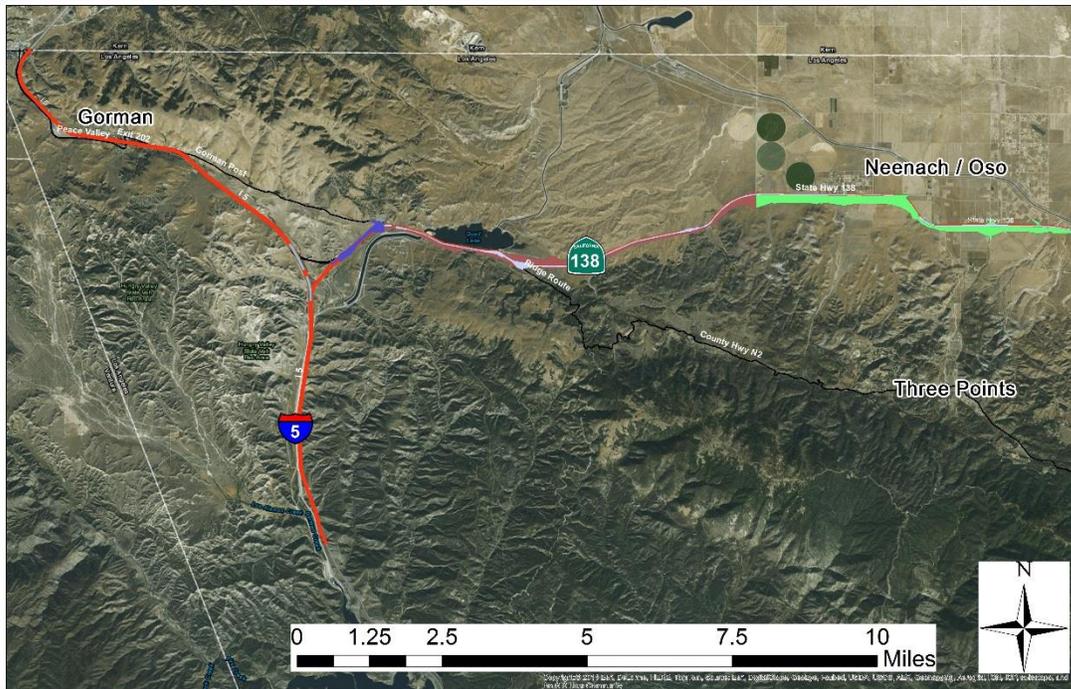


Neenach/Oso is an unincorporated community in Los Angeles located in the far western portion of the Antelope Valley, along Avenue D (State Route 138) (Figure 7). Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely undeveloped and contain

environmental resources, such as Significant Ecological Areas and Agricultural Resource Areas. The community does not have a rural town center area but is served by the rural town center areas in Antelope Acres and Lake Hughes. A few parcels on Avenue D have been designated as Rural Commercial (CR) or Light Industrial (IL) in recognition of existing and/or planned commercial and industrial uses (Appendix A). No other portions of the community have been designated for commercial or industrial use (Los Angeles County Department of Regional Planning, 2015).

The community includes rural town areas that are generally bounded by Avenue B to the north, 270th Street West and 260th Street West to the west, Avenue D to the south, and 250th Street West on the east. These areas have been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

Figure 8. Three Points



Three Points is an unincorporated community in Los Angeles located in the far western portion of the Antelope Valley, south of Neenach and northwest of Lake Hughes (Figure 8). The community is adjacent to the National Forest, includes environmental resources, such as scenic hillsides and Significant Ecological Areas. The community does not have a rural town center area but is served by the rural town center area in Lake Hughes. Aside from the parcel at the southwest corner of Three Points Road and Pine Canyon Road has been designated as Rural Commercial (CR) in recognition of an existing commercial use, no other

portions of the community have been designated for commercial or industrial use (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

The entire community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area is limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

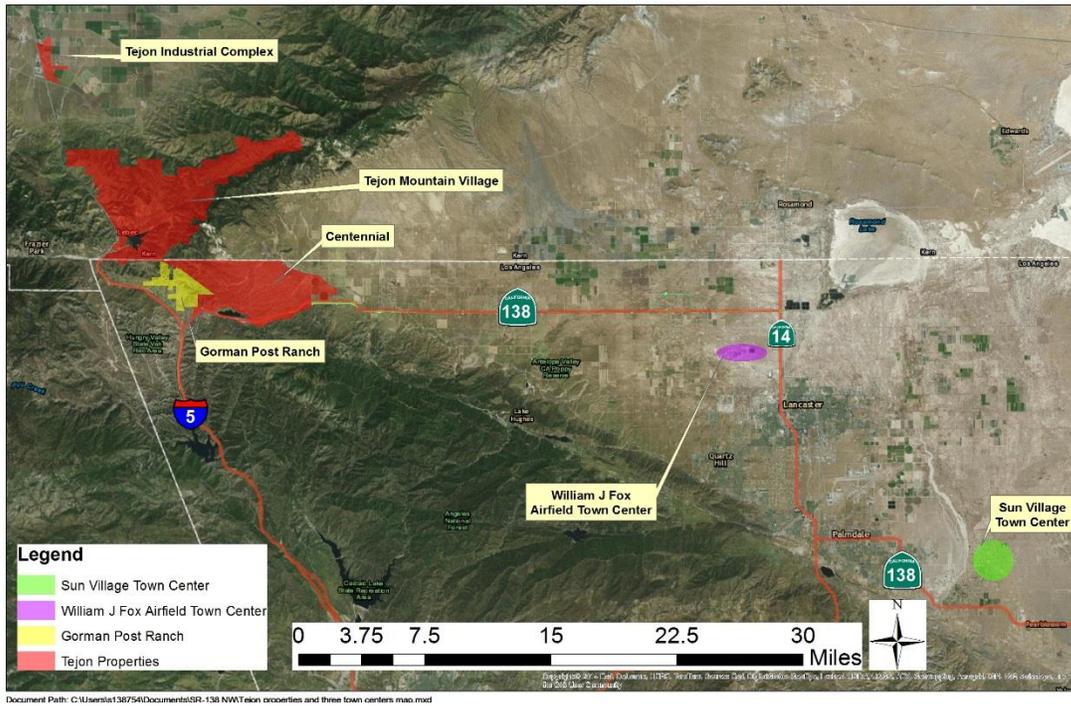
Development Trends in the Project Area

Table 1 lists the development projects located near the project vicinity and Figure 9 depicts the location of the planned development projects.

Table 1. Planned Local Developments

Name	Jurisdiction	Proposed Uses	Status
Centennial Development	Tejon Ranch property / Los Angeles County	New master planned suburban community; 23,000+ homes	Planned
Tejon Ranch Commerce Center	Tejon Ranch property / Kern County	1,450 acre commercial / industrial center	Completed
Tejon Mountain Village	Tejon Ranch property / Southern Kern County	3,400 estate homes, hotels, condominiums and golf courses	Planned
William J Fox Airfield Town Center	William J. Fox Airfield	All future development near SR-138 Northwest corridor would be contained to one of the three Town Centers	Planned
Sun Village Town Center	Sun Village	All future development near SR-138 Northwest corridor would be contained to one of the three Town Centers	Planned

Figure 9: Planned Development Projects



2.1.2 Environmental Consequences

2.1.2.1 Temporary Impacts

Construction of the Build Alternatives is expected to last approximately 3 years. Typical roadway construction activities would result in some temporary, localized impacts to land uses in the area, including additional truck traffic, pollutant emissions from construction activities, increased noise and vibration, temporary delays and/or detours. However, such potential construction impacts would be temporary and intermittent, and would not result in changes in existing land uses or General Plan land use designations in this area. Temporary construction impacts are further discussed in the following sections on Farmlands, Growth, Community Character / Cohesion, and Community Facilities / Services as they may indirectly affect land uses in the proposed project area.

2.1.2.2 Permanent Impacts

Alternative 1

Build Alternative 1 would result in 17 residential displacements, Build Alternative 1 with the bypass option would result in 11 residential displacements. Additionally, Build Alternatives 1 and 1 with the bypass option would result in 2 business displacements.

Alternative 2

Build Alternative 2 would result in 14 residential displacements and 2 business displacements.

No Build

The “No-Build” alternative would not result in any changes to existing or proposed land use nor would it conflict with land use plans or planned development in the study area.

Tables 2 and 3 summarize these findings and identify the types of residential displacements by Alignment:

Table 2: Estimated Total Displacement Units

Estimated Total Displacement Units by Alignment			
Type of Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass option)	Build Alternative 2
Total Residential Units	17	11	14
Total Non-Residential Units	2	2	2
Total Units	19	13	16

(Source: 5-13-15 Draft Relocation Impact Report)

Table 3: Type of Residential Displacement Units

Types of Residential Displacements by Alignment			
Type of Residential Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass option)	Build Alternative 2
Single-Family Residences	15	9	13
Duplex/Triplex (2 or 3 units)	0	0	0
Apartments (4 or more units)	0	0	0
Sleeping Rooms / Shared Quarters	0	0	0
Mobile Homes	2	2	1
Total Units	17	11	14

(Source: 5-13-15 Draft Relocation Impact Report)

2.1.3 Avoidance, Minimization, and Mitigation Measures

Many of the local communities want to avoid changes to the existing rural character and feel of the region along SR-138. If build alternatives are chosen, then avoidance, minimization, and mitigation measures should be considered.

Alternatives 1 & 2

The presence of an expressway and or limited access conventional highway through Neenach / Oso, Three Points, Fairmont, and Antelope Acres may change community aesthetics. Since the existing SR-138 would be relinquished to local jurisdictions and

converted into a frontage road, it is essential to maintain safe access for pedestrians, cyclists, equestrians, and motorists, especially for those needing to cross the corridor in a northerly and southerly direction. Because the community of Antelope Acres runs north and south of the existing SR-138, this community would be spatially divided if Alternatives 1 or 2 are to follow the current alignment; therefore, careful design considerations must be given in order to prevent community fragmentation.

Locations would remain more or less the same, with enhanced safety improvements.

No Build Alternative

The no build alternative would ensure the preservation of the low density, open space living for the local communities.

2.2 Consistency with State, Regional, and Local Plans

Several land use plans and transportation policies are applicable within the study area for the proposed project. Section 2.2.1 provides a brief description of the purposes, goals, and policies for each of these planning documents. The project site is not subject to a Coastal Zone Management Plan, and there are no designated wild and scenic rivers.

2.2.1 Affected Environment

Federal Transportation Improvement Program (FTIP)

The Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period for the Southern California Association of Governments region. The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization for Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. Projects included on the FTIP include, but not limited to, highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, and freeway ramps in the SCAG region, and a biennial FTIP update is produced on an even-year cycle. The proposed project is in the 2015 FTIP, with Project ID LA0G949, which was found to be conforming by the FHWA/FTA on December 15, 2014. The proposed project is consistent with the scope of the design concept of the FTIP.

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality. The 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2012) is a comprehensive 20-year transportation plan that provides a vision for the future of the multimodal transportation system in the SCAG region and how that vision can be achieved. The 2012 RTP/SCS priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvement to ensure that future projects are consistent with other

planning goals for the area. Project being constructed within the SCAG region must be listed in the RTP/SCS.

The following goals adopted by SCAG in the 2012 RTP/SCS are relevant to the proposed project:

- Goal 2: Maximize mobility and accessibility for all people and goods in the region.
- Goal 3: Ensure travel safety and reliability for all people and goods in the region.
- Goal 4: Preserve and ensure a sustainable regional transportation system.
- Goal 5: Maximize the productivity of our transportation system
- Goal 6: Protect the environment and health of residents by improving air quality and encouraging active transportation (non-motorized transportation such as bicycling and walking).

The Federal Clean Air Act requires all states to develop a general plan to attain and maintain the National Ambient Air Quality Standards (NAAQS) as well as a specific plan to attain the NAAQS for each area designated nonattainment for an NAAQS. These plans, known as State Implementation Plans (SIPs), are developed by state and local air quality management agencies and submitted to the United States Environmental Protection Agency (EPA) for approval. The SCAG 2012 RTP/SCS describes improvements to SR-138 between I-5 and SR-14, by adding two mixed-flow lanes in each direction (project ID# S1120072). Alternatives 1 and 2 propose two additional lanes in each direction between Gorman Post Road and 300th Street West, and one additional lane in each direction between 300th Street West and SR-14. The 2012 financially constrained RTP/SCS, was found to conform to the SIP by SCAG on April 4, 2012, and by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on June 5, 2012.

Los Angeles County General Plan

The Los Angeles County General Plan is the guide for long-term physical development and conservation through a framework of goals, policies, and implementation programs. It also provides the policy framework for how and where the unincorporated areas will grow through the year 2035, establishing the goals, policies, and programs to foster healthy, livable, and sustainable communities. In all, the Los Angeles County General plan guides growth countywide through goals, policies, and programs that discourage sprawling development patterns; protect areas with hazard, environment and resource constraints; encourage infill development in areas near transit, services and existing infrastructure; and make a strong commitment to ensuring sufficient services and infrastructure. It also lays the foundation for future community-based planning initiatives that will identify additional opportunities for accommodating growth, and the development of plans that respond to the unique and diverse character of local communities.

The Los Angeles County General Plan identifies 11 planning areas. The proposed project is entirely within the Antelope Valley Planning Area of Los Angeles County. The Antelope

Valley Area Plan is a comprehensive long-range plan to guide development in the Antelope Valley. The Area Plan is the foundational planning document for the development of the Antelope Valley for the next 20 to 30 years. The Plan was created to achieve the communities' shared vision of the future through specific goals, policies, land use and zoning maps, and other planning instruments. The Plan was adopted on June 16, 2015, and replaces the previously adopted 1986 Antelope Valley Areawide General Plan. The Area Plan's Rural Preservation Strategy addresses issues of Valleywide significance in a manner that builds upon the communities' vision statement.

Through the planning and visioning process, the County identified issues of Valleywide significance that, it determined, were best addressed in a comprehensive and coordinated manner. In anticipation of future growth, the planning effort focused on ways to manage this growth and addressed the need for balance on the following issues:

1. Preservation and enhancement of each unique town's rural character, allowing for continued growth and development without compromising the rural lifestyle;
2. Preservation of open space around existing towns, in order to preserve hillside areas and significant ridgelines, conserve biological resources, provide opportunities for recreation, and make more efficient use of existing infrastructure in the core areas;
3. Planning for integrated circulation systems, including bikeways, walkways, and multi-purpose trails;
4. Conservation of significant resources, including agricultural lands, mineral resources, water supply, and scenic areas;
5. Preservation of public health, safety, and welfare, through identification of natural and environmental hazards, including noise, seismic, fire, and airborne emissions, and designation of land uses in an appropriate manner to mitigate these impacts; and
6. Coordination on enhancing public and community services such as law enforcement, fire protection, and parks.

The Antelope Valley Area Plan puts forth various policies in support of the proposed project. The policies in support of the proposed project include the following:

Policy M 5.1: Support development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project, to provide a route for truck traffic between Interstate 5, State Route 14, and Interstate 15.

Policy M 6.3: Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project between Interstate 5, State Route 14, and Interstate 15, and encourage the participation of private enterprise and capital.

Policy ED 1.4: Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement projects to improve the east-west movement of goods, particularly

between the Antelope Valley and the industrial areas of Kern and San Bernardino counties and beyond.

Policy ED 1.6: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Projects.

Policy ED 1.20: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment centers in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Project, as directed in the policies of the Mobility Element.

All other relevant policies, along with an evaluation of the project’s consistency with the policies, are presented in the following table.

Consistency Determination for Relevant Policies, Goals, and Objectives

Goal LU 5: A land use pattern that decreases greenhouse gas emissions.
Policy LU 5.1: Ensure that development is consistent with the Sustainable Communities Strategy adopted in 2012, an element of the Regional Transportation Plan developed by the Southern California Association of Governments.
Consistent: The SCAG Regional Transportation Plan (RTP) Sustainable Communities Strategy (SCS) 2012-2035 describes improvements to SR-138 between I-5 and SR-14 by adding two mixed-flow lanes in each direction (project ID# S1120072). Alternatives 1 and 2 propose two additional lanes in each direction between Gorman Post Road and 300 th Street West and one additional lanes in each direction between 300th Street West and SR-14.
Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.
Policy M 2.4: Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.
Consistent: The North County Combined Highway Corridors Study (NCCHCS) was initiated to develop a multi-modal transportation plan for the northern portion of Los Angeles County that would address both short-term (2010) and long-term (2025) requirements to accommodate a variety of trip purposes and goods movements within the study area. Metro, in collaboration with the County of Los Angeles and the Cities of Lancaster, Los Angeles, Palmdale, and Santa Clarita, completed the study in 2004. The NCCHCS study evaluated three major North County Corridors (I-5, SR-14 and SR-138) to create an integrated major highway and transit investment strategy along the approximately 250 miles of transportation facilities in Northern Los Angeles County. The NCCHCS recommended improving the portion of SR-138 between the I-5 and SR-14 into a six-lane freeway/expressway.
Goal M 3: An efficient network of major, secondary, and limited secondary highways to serve the Antelope Valley.

Policy M 3.1: Implement the adopted Highway Plan for the Antelope Valley, in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.
Consistent: The adopted Highway Plan shows the SR-138 as a Proposed Expressway within the project limits.
Policy M 3.3: Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.
Consistent: The need for the project is based on an assessment of the existing and future transportation demand in the project area compared to the existing capacity of the facility. According to existing travel conditions and projected future traffic (2035) based upon the SCAG 2012 V6.1 Model, SR-138 experiences and is anticipated to experience traffic volumes in excess of its existing capacity.
Policy M 3.6: Engage local communities and agencies in the planning and implementation of transportation improvements.
Consistent: Caltrans and Metro have initiated an outreach program that has included a number of meetings with elected officials, town councils, stakeholders, and the community at large. The public has been kept apprised of the status of the project and provided input through the scoping process. A Notice of Preparation (NOP) and Notice of Intent (NOI) were issued in November 2013. Two scoping meetings were held in March 2014 and four Cooperating and Participating agency meetings were held between March 2014 and June 2015. In May 2015, two open houses were held to update the public and other interested stakeholders on the proposed project, and to provide information on the Alternatives. In addition, briefings and project update meetings were held with elected officials, resource agencies, and homeowner associations in the project area to present project updates and receive feedback. After the public hearing and circulation of the environmental document, Caltrans would continue the outreach effort with the community.
Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.
Policy M 9.1: Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
Consistent: The Los Angeles County Bicycle Master Plan map does not identify existing or proposed bike trails along SR-138. However, the Bicycle Master Plan does identify several proposed north-south and east-west Class III Bike Trails within Antelope Valley just south of SR-138. Within the immediate project area, a proposed Class III Bike Route would run north-south along Ridge Route Road, connecting SR-138 and Ridge Route Road at Quail Lake. The new proposed alignment would also provide further continuity with the bike trails and provide cyclists access to new County trails within Antelope Valley in the region south of SR-138. Specific improvement include a Class I bike path, which will be established by utilizing the proposed utility corridor and remnant portions of the existing SR-138. Other improvements include pedestrian and bike refuge areas, cross-walks, and median cut-throughs for bikes.

<p>Policy M 9.3: Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.</p>
<p>Consistent: Pedestrian overcrossings help reduce the distance that pedestrians and bicyclists need to travel between proposed crossings. Since a significant part of the corridor is currently rural and undeveloped, the three potential pedestrian overcrossings considered are in the communities of Antelope Acres and Neenach, serving current pedestrian needs. The three locations include 75th Street or 77th Street, 100th Street, and 280th Street. Community input from the High Desert Cyclists also indicated that 60th Street and 90th Street are used as the primary routes for north-south movements across SR-138. Intersection treatment options such as signalized intersections, roundabouts, and vehicular overcrossings provide an improved bicycle crossing at these two locations.</p> <p>To accommodate bicycle access across the proposed SR-138 right of way, seven new standard box culverts are proposed under Alternative 1, including one east of Quail Lake near the Quail Lake Skypark, one east of 300th Street, one at 269th Street West (existing Pacific Crest Trail crossing), one east of Three Points Road, two at the east branch of the California Aqueduct crossing near 245th Street West (one on each side of the canal to provide access along the levee roads), and one east of 140th Street. Full standard widths will be used for all proposed structures.</p> <p>Alternative 2 proposes the same structures as those under Alternative 1 with the exception of the undercrossing structures at Cement Plant Road and 300th Street West, where at-grade signalized intersections are proposed instead of grade-separated interchanges. In addition, new overcrossings will be considered at various intersections with local roads including 60th Street West, 90th Street West, 110th Street West, 170th Street West, 190th Street West, 210th Street West, and 3 points Road to enhance traffic safety and improve local vehicular, pedestrian and bicycle circulation.</p>
<p>Goal M 10: A unified and well-maintained multi-use (equestrian, hiking, and mountain bicycling) trail system that links destinations such as rural town centers and recreation areas throughout the Antelope Valley.</p>
<p>Policy M 10.1: Implement the adopted Trails Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.</p>
<p>Consistent: The project area includes a trail network that is used by hikers, bicyclists, and equestrians. This network is comprised of the Adopted County Backbone Trail System, Pacific Crest National Trail, Federal/National Forest Trails, and Incorporated City Trails. Hiking trails would be maintained and/or enhanced with the SR-138 corridor project.</p>
<p>Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town center areas, schools, services, transit, parks, and open space areas.</p>
<p>Policy M 11.1: Improve existing pedestrian routes and create new pedestrian routes, where appropriate and feasible. If paving is deemed necessary, require permeable paving consistent with rural community character instead of concrete sidewalks.</p>
<p>Consistent: Existing pedestrian facilities would be maintained and/or enhanced. In general, pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. All pedestrian features associated with the project would require compliance with ADA regulations and design guidelines. Three potential pedestrian overcrossings will be considered in the communities of Antelope Acres and Neenach. The three locations include 75th Street or 77th Street, 100th Street, and 280th Street.</p>

Goal COS 3: A clean water supply untainted by natural and man-made pollutants and contaminants.
Policy COS 3.5: Protect underground water supplies by enforcing controls on sources of pollutants.
Consistent: The project would include BMPs to reduce pollutants of concern in runoff from the project area, and the proposed storm drain system would be sized to accommodate the build-out of the project.
Goal COS 4: Sensitive habitats and species are protected to promote biodiversity.
Policy COS 4.4: Require new development in Significant Ecological Areas, to consider the following in design of the project, to the greatest extent feasible:
o Preservation of biologically valuable habitats, species, wildlife corridors and linkages;
Consistent: The final project design shall include design features such as appropriate sized culverts to facilitate wildlife movement. Most of the unnamed drainages have bridge structures and culverts that would maintain hydrologic integrity and support wildlife movement. These concrete box culverts would be further analyzed during final design phases with proposals for full-span or non-embedded culverts above the bed, bank and channels to avoid permanent direct impacts to the extent feasible. Beneficial impacts include cooler temperatures and shelter within the box culverts for wildlife species and their movement.
o Maintenance of watershed connectivity by capturing, treating, retaining and/or infiltrating storm water flows on site;
Consistent: Storm Water Treatment Best Management Practices (BMPs) would be incorporated into the project to mitigate the impacts to water quality because of the proposed increase in impervious areas within the project limits. Given the high to moderate infiltration rates anticipated in native soils and the flat terrain, infiltration trench appears to be an ideal treatment BMP option for the project.
Policy COS 4.6: Encourage connections between natural open space areas to allow for wildlife movement.
Consistent: The final project design shall include design features such as appropriate sized culverts to facilitate wildlife movement. Most of the unnamed drainages have bridge structures and culverts that would maintain hydrologic integrity and support wildlife movement. These concrete box culverts would be further analyzed during final design phases with proposals for full-span or non-embedded culverts above the bed, bank and channels to avoid permanent direct impacts to the extent feasible. Beneficial impacts include cooler temperatures and shelter within the box culverts for wildlife species and their movement.
Policy COS 4.8: Ensure ongoing habitat preservation by coordinating with the California Department of Fish and Game to obtain the latest information regarding threatened and endangered species.
Consistent: Caltrans would consult with USFWS and CDFW to determine project level impacts through the Streambed Alteration Agreement and ESA Section 7 consultation.

Goal COS 9: Improved air quality in the Antelope Valley.
Policy COS 9.2: Develop multi-modal transportation systems that offer alternatives to automobile travel to reduce the number of vehicle trips, including regional transportation, local transit, bicycle routes, trails, and pedestrian networks, as directed in the policies of the Mobility Element.
Consistent: The NCCHCS was initiated to develop a multi-modal transportation plan for the northern portion of Los Angeles County that would address both short-term (2010) and long-term (2025) requirements to accommodate a variety of trip purposes and goods movements within the study area. Metro, in collaboration with the County of Los Angeles and the Cities of Lancaster, Los Angeles, Palmdale, and Santa Clarita, completed the study in 2004. The NCCHCS study evaluated three major North County Corridors (I-5, SR-14 and SR-138) to create an integrated major highway and transit investment strategy along the approximately 250 miles of transportation facilities in Northern Los Angeles County. The NCCHCS recommended improving the portion of SR-138 between the I-5 and SR-14 into a six-lane freeway/expressway.
Policy COS 9.7: Encourage reforestation and the planting of trees to sequester greenhouse gas emissions.
Consistent: Caltrans has committed to re-planting or relocating sensitive tree species that are removed as part of the proposed project. These trees could help offset any potential CO ₂ emissions increases. Large trees and shrubs marked for removal would be relocated to a nursery by a qualified arborist and preserved to be replaced on-site once construction is complete, whenever possible.
Policy COS 15.1: Ensure that outdoor lighting, including street lighting, is provided at the lowest possible level while maintaining safety.
Policy COS 15.4: Require compliance with the provisions of the Rural Outdoor Lighting District throughout the unincorporated Antelope Valley.
Consistent: The project's lighting design shall be consistent with Caltrans and County lighting guidelines and standards and would be developed in coordination with Caltrans Landscape Architecture staff for areas within state right-of-way as well as with County staff. To preserve the dark night sky as a natural resource in the desert region communities, dark-sky compliant lighting should be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground, as appropriate. A lighting plan shall be developed that requires project lighting to be appropriately shielded.
Policy COS 16.2: Maximize the use of native vegetation in landscaped areas, provided that vegetation meets all applicable requirements of the Fire Department and the Department of Public Works.
Consistent: Native vegetation would be planted to replace the vegetation removed or affected by construction activity. Also, the vegetation would be consistent with the character of the adjacent community landscape.
Policy COS 17.6: Require new landscaping to comply with applicable water efficiency requirements in the County Code.

<p>Consistent: The highway planting concept for the corridor focuses on replanting of disturbed areas with native plant species and community to the extent feasible. Specific plant choices will be made during PS&E. Any proposed plants should not require irrigation after plant establishment. Additionally, development of a new water supply connection with the local water or irrigation district should not be needed. Highway planting features include non-irrigated hydroseed mix, rock blankets, decomposed granite, aesthetic treatments, and visual landmarks at major intersections.</p>
<p>Policy COS 17.9: Require reduction, reuse, and recycling of construction and demolition debris.</p>
<p>Consistent: Measures taken to conserve resources include potential recycling of existing asphalt concrete on-site for reuse as subgrade. This measure would be further investigated during the final design phase along with other potential ways to conserve resources including reuse of existing rail, steel, and lumber wherever possible, such as for falsework, shoring, and other applications during the construction process.</p>
<p>Policy PS 2.4: Ensure that new development does not cause or contribute to slope instability.</p>
<p>Consistent: Measures from the Preliminary Geotechnical Design Report prepared for the project would be implemented to minimize surficial instability and erosion for cut slopes with a gradient of 2H:1V:.</p>

Environmental Consequences

No Build Alternative

Implementation of the No-Build Alternative would maintain the existing configuration of SR-138 and would not result in improvements to SR-138. This alternative would potentially be inconsistent with regional plans and programs such as the 2012 RTP/SCS and 2015 FTIP since the project would not be constructed as approved in the Regional Transportation Plan for the area.

The No-Build Alternative would not accommodate the projected population growth or expected substantial increase in goods movement truck traffic in Northern Los Angeles County and the existing corridor would not be improved. As discussed in the Project Study Report/ Project Development Study (PSR/PDS), the existing SR-138 corridor is projected to degrade and operate consistently at a Level of Service (LOS) E and F for 2040 conditions (Caltrans, 2008). The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County.

Build Alternatives 1 & 2

The build alternatives are consistent with state, regional, and local plans and programs and/or will be consistent with the incorporation of the proper avoidance, minimization and/or mitigation measure. Relevant goals and policies have been considered and it was found that the goals, objectives, and policies of the plans and programs discussed earlier in this section promote improvement in the transportation infrastructure, improve traffic circulation, accommodate many modes of transportation, improve air quality, support

economic growth, accommodate existing and future residents, as well as businesses, and other similar goals and policies.

The existing SR-138 facility is a two-lane rural highway with non-standard features, unpaved shoulders, and limited sight distance in some areas. The route contributes to the local circulation network and provides an alternate route for east-west traffic in northwest Los Angeles County. To avoid the congestion of the Los Angeles metropolitan area, this route is being increasingly used as an alternate for recreation vehicles and heavy trucks coming from the north and going to Las Vegas, Barstow, Victorville, San Bernardino County, and Riverside County. The NW SR-138 Corridor Improvement Project would upgrade SR-138 and provide operational and safety improvements.

The need for the project is based on an assessment of the future transportation demands, existing capacity of the facility, historic accident data, existing non-standard roadway features, present and future social demands, and forecasted economic development. Providing operational and safety improvement such as improving sight distances and bringing non-standard roadway features up to standard will help accommodate future demand, emergency access and improve connection to residential and business properties along the corridor.

Due to the nature of the built environment and surrounding land uses, the north-south roadways connecting to SR-138 do not have sidewalks, and bicycle facilities are limited. The County of Los Angeles Bicycle Plan and a Trails Plan identifying existing and future planned facilities throughout the County were adopted into the Antelope Valley General Plan. The project area also includes a trail network that is used by hikers, bicyclists, and equestrians. This network is comprised of the Adopted County Backbone Trail System, Pacific Crest National Trail, Federal/National Forest Trails, and Incorporated City Trails. Several bicycle and pedestrian facilities as well as hiking trails will be maintained and/or enhanced with the SR-138 corridor project. Specific improvements include a Class I bike path, which will be established by utilizing the proposed utility corridor and remnant portions of the existing SR-138. Other improvements include pedestrian and bike refuge areas, cross-walks, and median cut-throughs for bikes. Pedestrian overcrossings that help facilitate safe pedestrian and bicycle travel across the corridor have also been considered at three locations and deemed to be feasible.

To the extent that this project relieves congestion by enhancing operations and improving travel times, GHG emissions, particularly CO₂, would be reduced. In addition, measures AQ-7 through AQ-9 listed below in the Air Quality Section would reduce the GHG emissions and potential climate change impacts from the project. Therefore, with implementation of measures AQ-7 – AQ-9, the cumulative impacts and impacts related to GHG emissions are not expected to be adverse.

On December 2, 2014, the Transportation Conformity Working Group (TCWG) determined that the project is not a project of air quality concern. An updated PM hot-spot analysis has been submitted to the TCWG for their review on July 28, 2015. Per the transportation conformity rules and regulations, all nonexempt projects must go through review by the TCWG. This project was approved and concurred upon by Interagency Consultation at the TCWG meeting as a project not having adverse impacts on air quality, and it meets the

requirements of the CAA and 40 CFR 93.116. Also, the proposed project is consistent with the scope of the design concept of the FTIP. Therefore, the proposed project is in conformance with the State Implementation Plan (SIP), and is determined to be in local conformity.

2.2.2 Avoidance, Minimization, and Mitigation Measures

LU-1 Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.

LU-2 Engage local communities and agencies in the planning and implementation of transportation improvements.

2.3 Farmlands/Timberlands

Congress enacted the Farmland Protection Policy Act (FPPA) in 1981. It is intended to minimize the extent to which federal activities contribute to the conversion of agricultural land to nonagricultural uses. It also seeks to ensure that federal policies are administered in a manner that would be compatible with state, local, and private policies that protect farmland. The FPPA requires federal agencies to examine the impact of their programs before they approve any activity that would convert farmland, and to coordinate with the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use.

The California Department of Conservation (CDC) has adopted and modified farmland definitions developed by the NRCS, and monitors farmland through the Farmland Mapping and Monitoring Program (FMMP). FMMP was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the NRCS. The Program prepared and maintains an automated map and database system to record and report changes in the use of agricultural lands. FMMP identifies five agriculture-related categories: prime farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land.

Projects where farmland may be adversely affected require close coordination with the NRCS and completion of a Farmland Conversion Impact Rating Form. The rating form provides a basis for assessing the extent of farmland impacts relative to federally established criteria. The rating form is based on a Land Evaluation and Site Assessment (LESA) system, which is a numerical system that measures the quality of farmland. LESA systems have two components. The Land Evaluation element rates soil quality. The Site Assessment component measures other factors that affect the viability of a farm including, but not limited to, proximity to water and sewer lines and the size of the parcel. Sites receiving a combined score of less than 160 points do not require further evaluation. Alternatives should be proposed for sites with a combined score greater than 160. On the basis of this analysis, a federal agency may, but is not required to, deny assistance to private parties and state and local governments undertaking projects that would convert farmland.

Williamson Act Contract

Enacted in 1965, the California Land Conservation Act, better known as the Williamson Act, is an agricultural land protection program intended to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Act creates an arrangement whereby private landowners contract with counties and cities to voluntarily restrict land to agricultural and open space uses for 10-year contract periods. The lands under a Williamson Act Contract are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

2.3.1 Affected Environment

Based on the 2012 U.S. Department of Agriculture (USDA) Census of Agriculture, Los Angeles County had 1,294 farms totaling 91,689 acres (average of 71 acres) in 2012 (CITE).

The California FMMP 2012 data indicate the presence of 35,333 acres of Important Farmland in Los Angeles County. Most of the Important Farmland in Los Angeles County is concentrated near the project limits. The Northwest 138 Corridor Project mostly traverses grazing land across rural areas in the northwestern portion of Los Angeles County. Los Angeles County Summary and Change by Land Use Category

LAND USE CATEGORY	2010-12 ACREAGE CHANGES					
	TOTAL ACREAGE		ACRES	ACRES	TOTAL	NET
	INVENTORIED		LOST	GAINED	ACREAGE	ACREAGE
	2010	2012	(-)	(+)	CHANGED	CHANGED
Prime Farmland	30,876	27,733	3,710	567	4,277	-3,143
Farmland of Statewide Importance	952	841	132	21	153	-111
Unique Farmland	1,131	1,088	69	26	95	-43
Farmland of Local Importance	6,855	5,671	1,184	0	1,184	-1,184
IMPORTANT FARMLAND SUBTOTAL	39,814	35,333	5,095	614	5,709	-4,481
Grazing Land	231,475	235,829	408	4,762	5,170	4,354
AGRICULTURAL LAND SUBTOTAL	271,289	271,162	5,503	5,376	10,879	-127
Urban and Built-up Land	174,888	175,594	51	757	808	706
Other Land	674,570	673,991	1,100	521	1,621	-579
Water Area	3,318	3,318	0	0	0	0
TOTAL AREA INVENTORIED	1,124,065	1,124,065	6,654	6,654	13,308	0

Between 2010 and 2012, Los Angeles County suffered a net loss of Important Farmland. During this period, population growth and associated urban development drove the loss of Important Farmland; however, losses also can occur if land is used for habitat conservation or confined animal facilities. Gains in Important Farmland can also occur, for example, when grazing land is converted to crop production.

Farmland Classifications

The California Department of Conservation, through the FMMP, classifies agricultural lands as follows:

Prime Farmland: Prime Farmland consists of land that has the best combination of physical and chemical features capable of sustaining long-term production of agricultural crops. This land possesses optimal soil quality, growing season, and moisture supply required to produce sustained high yields. Land must have been used for irrigated crop production four years prior to the mapping date.

Farmland of Statewide Importance: Similar to Prime Farmland, this land has a good combination of physical and chemical features capable of sustaining long-term production of agricultural crops. This land has minor shortcomings, such as a decreased ability to store soil moisture and greater slopes in comparison to Prime Farmland. Land must have been used for irrigated crop production four years prior to the mapping date.

Unique Farmland: This land tends to have decreased quality soils used for production of the state's leading agricultural crops. It is generally irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. This land is used for specific, high-economic-value crop production, such as oranges, olives, avocados, rice, grapes, or cut flowers. Land must have been used for crop production four years prior to the mapping date.

Farmland of Local Importance: Each county's board of supervisors, with additional assistance from a local advisory committee, determines important land to the local agricultural economy. The County Board of Supervisors has designated producing lands that would meet the standard criteria for Prime Farmland or Farmland of Statewide Importance, but are not irrigated, as being of "local Importance".

Grazing Land: This land consists of existing vegetation that is suitable for livestock grazing. This particular category was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

Urban and Built-Up Land: The Land is generally occupied by structures consisting of a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, and sewage treatment and water control structures.

Other Land: This category includes land that is excluded from other mapping categories. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas unsuitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines or borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land greater than 40 acres and surrounded on all sides by urban development is mapped as Other Land.

Land Committed to Non-Agricultural Use: This optional designation is an overlay to the standard farmland categories described above. It represents existing farmland and grazing land, and vacant areas with a permanent commitment for development. Examples of this category include an area undergoing permanent infrastructure installation or for which bonds or assessments have been issued for public utilities. Such lands represent planning

areas where there are commitments for future nonagricultural development that are not reversible by a city council or board of supervisors' majority vote.

Prime Farmland and Farmland of Statewide Importance are located in the project area as identified in the FMMP. Prime Farmland is defined as farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. *Farmland of Statewide Importance* is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.

2.3.2 Environmental Consequences

2.3.2.1 Temporary Impacts

Temporary air quality and noise impacts may result from project construction activities such as structure demolition, grading, pavement grinding and paving operations, use of heavy-duty construction equipment, and fugitive dust emissions. Since these activities are intermittent and temporary, there would be no substantial adverse impacts to farmland associated with the project during construction. Construction staging would not occur on agricultural land outside the project footprint. Farm equipment and worker access to the farmland would not be impacted.

2.3.2.2 Permanent Impacts

No-Build Alternative

No construction activities would occur under this alternative. As a result, it would neither convert agricultural land, nor would it result in changes to existing land use in the study area. Consequently, this alternative would not result in farmland impacts.

Build Alternatives

Projects where farmland may be adversely affected require close coordination with the NRCS, and completion of a Farmland Conversion Impact Rating Form. The rating form provides a basis for assessing the extent of farmland impacts relative to federally established criteria. The rating form is based on a Land Evaluation and Site Assessment (LESA) system, which is a numerical system that measures the quality of farmland. The table below shows the amount of farmland that would be converted under each alternative.

Farmland Conversion (Acres)

Farmland Type (Source: California Department of Conservation)	Alternative 1		Alternative 2	
	Permanent Impacts (Acres)	Temporary Impacts (Acres)	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Unique Farmland	0.3	0.1	0.3	0.1
Prime Farmland	15.1	1.7	15.1	2.7
Farmland of Statewide Importance	0.0	0.0	0.0	0.0
Farmland of Local Importance	125.8	105.0	108.8	109.5

Total Farmland Impacts	141.2	106.8	124.2	112.3
-------------------------------	--------------	--------------	--------------	--------------

Farmland Conversion (Acres)

Farmland Type (Source: California Department of Conservation)	Alternative 1 with the Antelope Acres Bypass	
	Permanent Impacts	Temporary Impacts
Unique Farmland	0.3	0.1
Prime Farmland	14.6	0.9
Farmland of Statewide Importance	0.0	0.0
Farmland of Local Importance	125.8	105.0
Total Farmland Impacts	140.7	106.0

The project would require the acquisition of parcels zoned for agricultural uses by the County of Los Angeles, as shown in Table 12a, but no relocation of farm operations would be required. Also, none of the affected parcels are under Williamson Act contract. A maximum of 8 affected parcels are currently in agricultural production.

Impacts to Agricultural Uses (Acres)

Agricultural Impacts	Alternative 1 (ACRES)	Alternative 1-with	Alternative 2 (ACRES)
Permanent &	1336.884	1307.574	972.224
Permanent Impacts	894.957	924.397	692.223

2.3.3 Avoidance, Minimization, and Mitigation Measures

AG-1: In cases where farming is unlikely to continue, the small remainder parcels are to be identified as a farmland conversion, and Caltrans will acquire these property remainders and offer them to adjacent farmland property owners.

AG-2: Caltrans will enter into an agreement with the DOC California Farmland Conservancy Program to preserve farmland by placing long-term farmland protection tools on Important Farmland or cause the conversion of Grazing Land into Important Farmland. Caltrans will contribute to the California Farmland Conservancy Program’s work to identify suitable agricultural land for mitigation of impacts to farmland and to fund the purchase of agricultural conservation easements from willing sellers. The performance standards for this measure are to preserve Important Farmland in an amount commensurate with the quantity and quality of the converted farmlands, within the same agricultural regions as the impacts occur, at a replacement ratio of not less than 2:1.

AG-3: Upon approval of the project, and when sufficient design details are known, Caltrans ROW staff will contact any potentially affected livestock owner to discuss how the project may affect grazing operations and to address compensation strategies as part of the Relocation Assistance Program (RAP).

AG-4: Within a 100-foot buffer area from future property lines with farmland, disturbed surface areas will be stabilized utilizing native vegetation and soils clear of invasive plant species. Soil amendments, if used, must comply with the requirements in the California Food and Agricultural Codes. Soil amendment must not contain paint, petroleum products, pesticides, or any other chemical residues harmful to animal life or plant growth. The construction contract will include provisions to protect against the spread of invasive species.

AG-5: Infill material to be used in the project shall not be obtained from borrow sites comprised of Prime Farmland. When selecting sites for wetland mitigation Prime Farmland will be avoided to the extent possible.

2.4 Coastal Zone

The project location for the Northwest 138 Corridor is not within a coastal zone. Hence, subsections 2.4.1, 2.4.2 and 2.4.3 do not apply.

2.4.1 Affected Environment

Not applicable

2.4.2 Environmental Consequences

Not applicable

2.4.3 Avoidance, Minimization, and Mitigation Measures

Not applicable

2.5 Wild and Scenic Rivers

There are no impacts to Wild and Scenic Rivers in this project. The closest river that is considered is Piru Creek which is approximately 9 miles south of the western terminus of project limits. It starts downstream of Pyramid Lake and extending south towards Los Angeles and Ventura County lines. This is outside of the project limits and is therefore not considered.

2.5.1 Affected Environment

Not applicable

2.5.2 Environmental Consequences

Not applicable

2.5.3 Avoidance, Minimization, and Mitigation Measures

Not applicable

2.6 Parks and Recreation

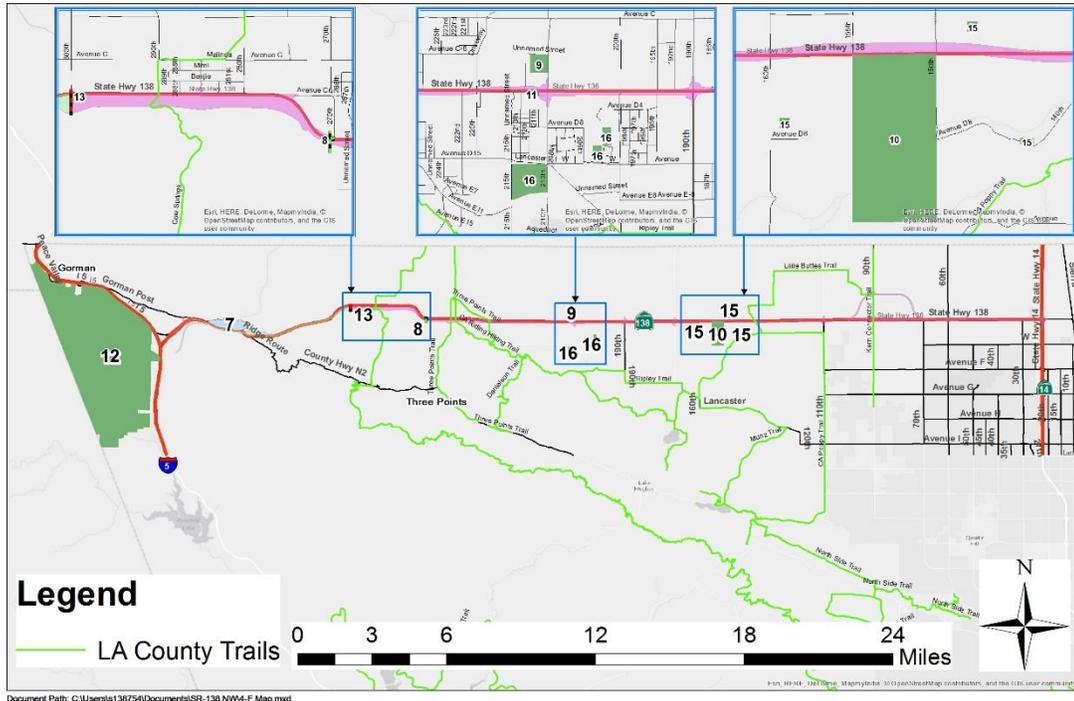
2.6.1 Affected Environment

Table 5 shows parks and recreational facilities within ½ mile of the project limits:

Table 5: Parks and Recreational Facilities

Reference # on Map	Name of Property	Type of Property
7	Quail Lake	Recreation
8	Existing Pacific Crest Trail	Recreation
9	Neenach Wildlife Sanctuary @ 210th Street, north of SR-138	Wildlife refuge
10	Desert and Mountain Conservation Authority; Natural Reserve @ southside of SR-138 and 150th Street	Wildlife Refuge
11	Conservation parcel owned by Mountain Recreation and Conservation Authority @ SR 138 and 212th Street, south of SR-138	Wildlife Refuge
12	Hungry Valley Off Road Vehicle Recreation Area (west of I-5 and SR-138 junction)	Recreation
13	Proposed relocation of Pacific Crest Trail to 300th Street and SR-138	Recreation
14	Various trails that intersect SR-138 @ Three Points Road; 300 th Street east of Three Points Road; 245 th Street and California Aqueduct; 90 th Street; East of 140 th Street along the power line. These trails are County adopted planned trails and may already have existing recreational uses.	Recreation
15	3 other conservation parcels owned by the Mountain Recreation and Conservation Authority in the vicinity, but not directly adjacent to the project footprint	Wildlife refuge
16	2 conservation parcels owned by the Transition Habitat Conservancy in the vicinity, but not directly adjacent to the project footprint	Wildlife management area

Figure 9: Location of Parks and Recreational Facilities



2.6.2 Environmental Consequences

2.6.2.1 Temporary Impacts

Typical roadway construction activities would result in some temporary, localized impacts such as additional truck traffic, pollutant emissions from construction activities, and increased noise and vibration. Potential construction impacts would be temporary and intermittent, and would not be considered adverse.

2.6.2.2 Permanent Impacts

Alternative 1

The preliminary design for Alternative 1 would impact two Section 4(f) park / recreational facilities at the following locations:

- Parcel # 3236001900 located on the southside of SR-138 between 155th Street West and 150th Street West.
- Parcel # 3238027900 located on the southeast corner of 212th Street West and SR-138 intersection

However, Design has made revisions on March 2015 to avoid these parcels. Please refer to Section 2.6.3 for details.

Alternative 2

The preliminary design for Alternative 2 would have the same impacts as listed in Alternative 1.

However, Design has made revisions on March 2015 to avoid these parcels. Please refer to Section 2.6.3 for details.

No-Build Alternative:

The “No-Build” alternative would not impact parks and recreational facilities.

2.6.3 Section 4(f) de minimis finding

“The Safe Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6009(a) amended existing 4(f) legislation to allow the U.S. Department of Transportation (DOT) to determine that certain uses of 4(f) land would have no adverse affect on the activities, features, and attributes of the 4(f) resource. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, the proposed project would result in a de minimis impact on that property and no further Section 4(f) evaluation would be required. The de minimis finding considers avoidance, minimization, and compensation or enhancement measures. Caltrans has assumed the responsibility for making the de minimis determination pursuant to 23 U.S.C. 327.

It has been determined that the construction and encroachment of the proposed Build Alternatives would not affect the general public’s recreational use of, or access to publicly owned parks, recreational areas, and wildlife and waterfowl refuges . Therefore, it is appropriate that a de minimis impact finding be made since the project would not adversely affect the activities, features and attributes that qualify the property for protection under Section 4(f). There is an individual 4(f) historic property within the limits and is further described in Appedix B. Table 6 describes the List of Section 4(f) properties and the use status.

Table 6: List of Section 4(f) properties and use status

	Name of Property	Type of Property	Alternative 1	Alternative 2	No Build
1	The Kinsey Mansion located south of Quail Lake at 34860 Lancaster Road	Historic	<i>Use</i>	<i>Use</i>	No use
2	Angeles Aqueduct (which intersects SR-138 near the community of Neenach, around 300m east of Three Points Road)	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
3	The Big Creek East-West Transmission Line that intersects SR-138 below the Bailey Substation	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
4	Big Creek Hydroelectric System Historic District	Historic	<i>De minimis impact</i>	<i>De minimis impact</i>	No use
5	The Bell Telephone and Telegraph Switching Station located southeast of Quail Lake along SR-138	Historic	No use	No use	No use
6	The Antelope-Magunden #2 Transmission Line that intersects SR-138 just east of 140th Street West	Historic	No use	No use	No use
7	Los Angeles Department of Water and Power Transmission Line	Historic	No use	No use	No use
8	Hungry Valley Off Road Vehicle Recreation Area (west of I-5 and SR-138 intersection)	Recreation	No use	No use	No use

	Name of Property	Type of Property	Alternative 1	Alternative 2	No Build
9	Neenach Wildlife Sanctuary at 210 th Street, north of SR-138	Wildlife Refuge	No use	No use	No use
10	Desert and Mountain Conservation Authority Natural Reserve at SR-138 (south of) and 150 th Street	Wildlife Refuge	No use	No use	No use
11	The conservation parcel owned by the MRCA (Mountain Recreation and Conservation Authority) at SR-138 and 212 th Street, south of SR-138	Wildlife Refuge	No use	No use	No use
12, 13, 14	The conservation parcels owned by the MRCA (Mountain Recreation and Conservation Authority) in the vicinity of the project	Wildlife Refuge	No use	No use	No use

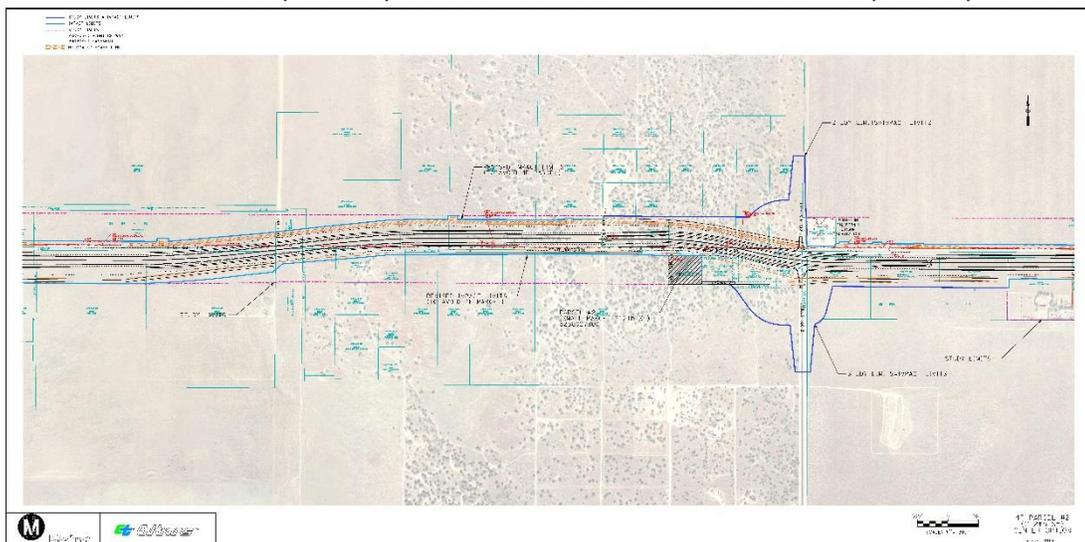
The Los Angeles County Department of Parks and Recreation, the official with jurisdiction, has been consulted, and a letter notifying our intention of a de minimis finding has been sent. The public would be afforded the opportunity to review and comment on the effects of the project on the identified 4(f) resource as part of the CEQA / NEPA public review process. Written concurrence from Los Angeles County Department of Parks and Recreation would be requested after the public comment period.

The de minimis finding is warranted due to the following:

1. The build alternatives would not jeopardize the integrity of existing recreational resources. Furthermore, access to nearby recreational facilities would not be impacted.
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the nearby properties that originally qualify for Section 4(f) protection.

2.6.3.1 Avoidance, Minimization, and Mitigation Measures

For Alternatives 1 and 2, the following below are the specific spot adjustments made in March 2015 to avoid impacts to parcels 3238027900 and 3236001900 respectively:





As shown in the maps, these subtle changes shift the roadway north of the affected parcels to avoid direct impact. They are still within the study limits.

Additionally, coordination with Los Angeles County Department of Parks and Recreation would continue to finalize additional minimization measures for the de minimis impact finding. Project construction BMPs would be employed to minimize dust and manage stormwater runoff.

Chapter 3 Growth

Different transportation projects may influence growth to different degrees and in different ways. Factors that influence land use and development in any area may include population and economic growth, desirability of certain locations, the costs and availability of developable land, physical and regulatory constraints, transportation, and the costs of sewer and water services. Transportation agencies play a role in land use changes by providing infrastructure that can improve mobility, and/or open up access to new locations. At the same time, new development generates travel to that location and this additional travel creates the need for new transportation facilities. The relationship between transportation and land use, and the topic of which one influences the other is a matter of ongoing debate.

In California, projects are rarely designed to encourage or facilitate growth. Most Caltrans capacity-increasing projects are proposed as a response to traffic congestion that results from growth that has already occurred or would soon occur, rather than attracting new growth to an area that otherwise would not receive it. From this perspective, growth causes the project—the project is not designed to cause growth. However, even if the project purpose is to respond to existing or projected growth, an unintended result could be to increase accessibility by reducing congestion. Increased accessibility could possibly drive growth into areas where it was not planned. Analyzing these types of growth-transportation relationships is required by NEPA and CEQA.

The growth-related impacts of the proposed project was assessed using the *Guidance for Preparers of Growth-Related, Indirect Impacts Analyses by California Department of Transportation*. The guidance specifically deals with the subset of indirect effects that are referred to as “growth-related impacts” associated with highway projects that encourage or facilitate land use or development that changes the location, rate, type, or amount of growth.

3.1 Affected Environment

The study area for the growth impacts discussion is defined by the census tract blocks that encompass or are adjacent to the SR-138 corridor within the project limits. This study area extends beyond the physical boundaries of the proposed Build Alternative improvements to include a diverse mix of land uses and communities that may be affected by the project. The study area is comprised of the small unincorporated towns and communities in Northwestern Los Angeles County. Unincorporated areas in the Antelope Valley are primarily undeveloped, except near Lancaster and Palmdale and in a few scattered communities. Rural residential communities include Antelope Acres, Fairmont, Gorman, Neenach, Oso, and Three Points. These areas include commercial and other nonresidential uses but primarily contain parcels that are residential or undeveloped.

Existing and Planned Growth

Antelope Valley as a whole has experienced population, housing and employment growth and decline in the last century and is anticipated to grow at a slower pace through 2035. The growth projections adopted by SCAG (SCAG 2012 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] Growth Forecast, April 2012) indicate increases in both

housing and employment within the westernmost portion of the study area. The central and eastern portion of the study area is projected to have little to no growth. As of 2012, the Bureau of Labor Statistics reported 3,977,297 persons employed in the County of Los Angeles in addition to 10.9 percent unemployment.^[1] In Antelope Valley, there are 148,817 persons employed in the civilian labor force, and 12.2 percent unemployment.^[2] Antelope Valley has a higher unemployment rate than the County. Future growth is projected to focus on job creation to provide a better job and housing relationship and increasing the quality of life for existing and future residents. Antelope Valley offers employment opportunities that do not exist elsewhere in the County such as space technology and alternative energy. Improvements in this corridor were anticipated in the SCAG 2012 RTP (RTP ID S1120072). Therefore, the improvements are considered to have been planned in conjunction with forecasted changes in demographic characteristics.

The proposed project is entirely within the Antelope Valley Planning Area of Los Angeles County. The Antelope Valley Area Plan is a comprehensive long-range plan to guide development in the Antelope Valley. The Area Plan is the foundational planning document for the development of the Antelope Valley for the next 20 to 30 years. The Plan was created to achieve the communities' shared vision of the future through specific goals, policies, land use and zoning maps, and other planning instruments. The Plan was adopted on June 16, 2015, and replaces the previously adopted 1986 Antelope Valley Areawide General Plan. The Area Plan's Rural Preservation Strategy addresses issues of Valleywide significance in a manner that builds upon the communities' vision statement. The Rural Preservation Strategy is based on four types of environments. Collectively, these environments preserve the rural character of the region, conserve environmental resources, and protect residents from potential hazards while allowing for additional growth and development.

The Rural Preservation Strategy includes 1) Rural Preserve Areas, where residential densities would be reduced from the previous Area Plan in order to protect important ecological and agricultural resources as well as minimize development in very high hazard areas; 2) Rural Town Areas, where maximum residential densities and minimum lot sizes would be established to preserve rural character; 3) Rural Town Centers, where urban commercial uses would be discouraged but rural commercial uses would be incentivized; and 4) Economic Opportunity Areas (EOA), where future planning may be needed to determine any appropriate land use and zoning changes needed as infrastructure projects are completed.

Development Trends

Development projects are proposed within the Western EOA and Central EOA, both of which are within the study area. Within the Western EOA, the Centennial Specific Plan and Project is a master-planned new town on nearly 12,000 acres of land located near the I-5 and SR-138 junction, surrounding the north and east sides of Quail Lake. The project is located both in unincorporated Los Angeles and Kern Counties. The Specific Plan and Project propose a maximum of 23,000 dwelling units and 14 million total square feet of non-residential development of employment areas and retail serving centers anticipated to be built over a period of approximately 25 to 30 years.

^[1] Bureau of Labor Statistics, 2012

^[2] United States Census: 5-Year American Community Survey (2008 – 2012 Estimate)

Development plans for the Fox Airfield within the Central EOA are currently underway. Fox Airfield is generally located south of Avenue F, north of Avenue G, east of 60th Street and west of 30th Street. The Airport is located within an area that is currently open space including a 56-acre park and recreational facility named Apollo Park located adjacent to the eastern limit of the Airport. A small church is located to the northeast of the Airport. The City of Lancaster General Plan characterizes land area directly adjacent to Fox Airfield as light industrial with small areas of land to the northeast and southwest designated as heavy industrial land use. Land to the north and northwest of Fox Airfield is designated as non-urban residential land use. Land to the south and southeast of Fox Airfield is designated as urban residential. Small portions of the land to the southwest of Fox Airfield are also characterized as multifamily residential and commercial use.

Growth Constraints

Growth in the study area would be restricted by several factors. The primary restriction is a diminishing aquifer and water limitations. Currently, an adjudication of the Antelope Valley Groundwater Basin is ongoing and the process seeks to create and abide by a plan to stabilize groundwater supply and to prevent additional loss that results from declining groundwater levels. The Antelope Valley Regional Water Management Group (RWMG) 2013 Integrated Regional Water Management Plan (IRWMP) states that water supply in Antelope Valley is variable and uncertain and a fundamental challenge is that demand exceeds supply in dry years, which constrains future growth.

The majority of the study area falls under the Rural Preserve Area designation. Rural Preserve Areas are designated as Rural Land with a range of very low densities that reflect the underlying constraints, environmental resources, and safety hazards. These areas are largely undeveloped and generally not served by existing or planned infrastructure and public facilities. According to the Antelope Valley Area Plan, residents of Rural Preserve Areas should be prepared to forego additional infrastructure in order to live in a very remote rural environment and enjoy the benefits offered by such an environment. The Rural Preserve Area designation would serve to constrain development in much of the study area.

3.2 Environmental Consequences

The nature of a development project can be described as tending toward growth inducement or growth accommodation; the former being a project that creates potential for further development where it is not planned, and the latter being a project that is planned as a response to existing or foreseeable demands of the community served. This distinction generally explains the intent and purpose of a proposed project. The proposed project is intended to accommodate planned growth.

The Build Alternatives have been compared to assess their ability to meet the defined purposes of the proposed project related to improving mobility and operations in northwest Los Angeles County, as well as accommodating foreseeable increases in travel and goods movement within northern Los Angeles County.

Alternative 1 (Freeway/Expressway) would include a six-lane freeway from the I-5 interchange connector ramps to County Road 300th Street West, and a four-lane expressway from County Road 300th Street West to the SR-14 interchange generally

following the existing alignment of SR-138 except for the implementation of a loop roadway around Antelope Acres to reduce the impacts to the community. The existing roadway would be used as a local frontage road to provide local circulation or to maintain current parcel access. The existing highway would be relinquished to the County as a local roadway in these areas.

Along the corridor, a combination of grade separation and at-grade access locations would be provided between I-5 and SR-14 as part of Alternative 1. This alternative would propose a grade-separated interchange near the current Gorman Post Road intersection on SR-138 to provide access to Department of Water Resource (DWR) facilities and private properties in this area. Grade-separated interchanges area also proposed at Cement Plant Road and 300th Street West. To the east until SR-14, there are a number of existing at-grade intersection with local roadways throughout. These intersections would be modified to operate in a free-flow configuration, such as displaced left turns, median U-turns, jug-handle and right-in-right-out. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections.

Alternative 2 (Expressway and Four-Lane Conventional Highway) would include a six-lane freeway from the I-5 interchange connector ramps to Gorman Post Road, a six-lane expressway from the Gorman Post Road interchange to County Road 300th Street West, a four-lane expressway from 300th Street West to County Road 240th Street West, and a limited access Conventional Highway from County Road 240th Street West to the SR-14 interchange, generally following the existing alignment of SR-138. Access along the corridor would be provided by at-grade intersections with the exception of a tight diamond interchange at Gorman Post Road. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections.

Under both alternatives, existing intersections would be improved and consolidated where appropriate to improve the access and operations of the facility. Also, operational improvements under these alternatives, such as improving site distances and bringing non-standard roadway features to standard, would help accommodate future demand, emergency access and improve connections to residential and business property located along the corridor.

SR-138 would operate at LOS A or B at all study segment locations due to the additional lane capacity provided under both of these alternatives in the opening year. The capacity improvements would meet the near-term increase in travel demand along the corridor and improve operations from LOS C and D in the western portion of the corridor to LOS A or B, and from LOS B to C in the central and eastern portions of the corridor to LOS A or B. Traffic volumes would not be expected to increase under 2040 condition for these alternatives.

Currently, SR-138 is not a controlled-access facility; access and egress point include at-grade intersections with paved and unpaved roads and driveways. Based on the operational and capacity improvements, Alternatives 1 and 2 would potentially change accessibility in the study area. Improving mobility, accessibility, and safety has the potential to enhance the attractiveness of the area for additional economic and residential development.

While highway improvements in general have the ability to enhance accessibility within local communities, both build alternatives would generally follow the existing alignment of SR-138 and would not accommodate new access points to and/or from the study area that

would result in growth pressures in areas where such access does not presently exist. As a result, the project would not provide access to areas previously inaccessible or improve access in ways that would foster local development beyond that which is already planned, and would not affect the rate, amount, or type of growth envisioned in the Antelope Valley Area Plan.

Growth in the study area would be based largely on market conditions. The project would not change any existing constraints to growth. With or without the project, residential growth within the regional area would continue to be limited by natural resource constraints (e.g., water availability/supply), as well as geographic and regulatory factors (e.g., Rural Preserve Areas) that would guide future development to rural town center areas, rural town areas and economic opportunity areas. The proposed project would have a negligible degree of influence on regional growth. Because the project is not expected to influence growth substantially, it would not result in growth-related indirect impacts to environmental resources of concern.

Chapter 4 Community Character

4.1 Population and Housing

The character of the community generally provide residents with a sense of belonging and identity. This includes the socioeconomic characteristics of a community such as race, ethnicity, household income, age and housing as well as the natural environment. Within the project study area, the sense of rural living is maintained through land use designation of the Antelope Valley Area Plan.

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics/Community Character

The current community consists of single family residents on large land. The homes are isolated and spaced out between each property. A few of the properties have barns/storage, farm worker housing, and farm equipment. Dry farming (alphanpa/animal feed) is the main type of agriculture for the community. There were also several peach farms in the past, however, in the recent years much of the peach farms have gone out of business and only a few peach farms are left, such as the M & M Peach Ranch. The M&M Peach Ranch is a local business that is open to the public for peach and cherry picking.

Physical features within the community include the community centers, the National Cement Plant, various solar and wind farms, Antelope Valley California Poppy Reserve, Bob's Big Boy Mansion, Quail Lake, High Desert Hunt Club, Tejon Ranch Company, Quail Lake Sky Park and Hikertown.

The community identifies themselves as a peaceful and quiet community that places importance on open space and dark skies preservation. The community consists of unpaved rural roads that lack sidewalks, curbs and gutters, and with few street lights. Local activities include hiking, hunting and horseback riding.

4.1.1.2 Neighborhoods/Communities/Community Character

Antelope Acres

According to US Census, Antelope Acres is not a designated place and has not adopted a Community Standards District. In the past, Antelope Acres was a farming community for European settlers who raised sheep, cattle, and alfalfa crops. Once European settlers moved in, native plants such as Joshua Trees and Juniper forests with Greasewood were replaced with Euro grasses.

The community of Antelope “wish to remain an unincorporated rural community with a unique identity” (Los Angeles County Department of Regional Planning, 2015). Currently, the rural town consists of small scale public spaces such as plazas and community bulletin boards and trail and pedestian routes that connect to the rural town areas to create an intimate environment. In order to maintain its rural character, the Antelope Valley Area Plan required that new land divisions in the rural town areas shall maintain a large minimum lot size to ensure consistency with the existing community character. In addition, the majority of new residential development in Antelope Acres should be directed to the rural

town areas instead of the surrounding rural preserve areas, provided that such development is consistent with the existing community character and allows for light agriculture, equestrian, and animal-keeping uses should be allowed through the rural town area, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be discouraged in the rural town areas because of potential impacts on existing residents. Home-based occupations are also appropriate in the rural town areas, provided that they meet Zoning Code requirements (Antelope Valley Area Plan COMM-7, 2015).

The Antelope Acres Community Center is used by residents to host the Miss, Jr, Miss and Little Miss Antelope Acres, bake sales, fundraisers, festivities and a special dinner to honor the local volunteer Fire Department.

Neenach / Oso

The community of Neenach / Oso was founded by Danish settlers from Neenah, Wisconsin in the 1820s. Comprised of detached, single family homes on large rural lots, Oso extends north and south of SR-138 into the area known as Three Points. It was originally a trade route stop and was formerly known as Cowsprings. By the 1930s, gold was discovered in the "oh susanna" mine. Oso's town council was established in 1992 and although a draft Community Standards District has been crafted, the community lacks a Community Standards District boundary.

The Oso Community Center services as a meeting place for the town of Oso. The town council hosts picnic and town meetings. The community center is located in the same vicinity as the town hall, local grocer, restaurant and gas station and serves as a location for residents and workers to meet, relax and/or to conduct business.

Currently, it is home to approximately 800 residents, with the majority of them being elderly farmers (US Census, 2010). The local public school has closed due to the lack of youth in the neighborhood. The community relies on Antelope Acres and Lake Hughes for its rural town center, and Lancaster for their primary services (Antelope Valley Area Plan COMM-6, 2015).

According to the Antelope Valley Area Plan commercial and industrial uses outside of these CR and IL designations are strongly discouraged, as they may not be compatible with the community character.

This designation is intended to reflect the existing density of the rural town areas and is not intended to promote further land divisions. The majority of new residential development in Neenach should be directed to the rural town areas instead of the surrounding rural preserve areas, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses. Heavy agriculture uses should be prohibited in rural town areas because of potential impacts on existing residents. Home-based businesses are also appropriate in the rural town areas, provided that they meet Zoning Code requirements.

Three Points

The town of Three Points is against all forms of development and would like to preserve its scenic hillsides and Significant Ecological Areas. As designated by Los Angeles County

Department of Regional Planning, the area is located in a very high fire hazard severity zone and the San Andreas Fault line runs across the community (tiffany chao presentation, Comm 24).

Currently there are an estimated 35 proposals in the region for solar farms. Locals are very concerned about the spread of Valley Fever since the Solar 1 Project posed a serious health and environmental risk due to the clearing of topsoil and sandstorms.

The LA County Department of Regional Planning and local communities have been coordinating with the developers of Centennial Development. Tejon Mountain Village and Tejon Ranch which happen to be located in Kern County on the other hand, have not been coordinating with the small towns along SR-138.

Fairmont

New commercial or industrial uses are strongly discouraged, as they are not compatible with the community character. According to the the Antelope Valley Area Plan, development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate (Antelope Valley Area Plan, 2015).

Gorman

This very low density reflects the underlying infrastructure constraints and environmental resources. New industrial uses are strongly discouraged, as they are incompatible with the community character. According to the Antelope Valley Area Plan, development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate (Antelope Valley Area Plan, 2015).

4.1.1.3 Housing

Of the 2284 housing units in the project area, roughly 1950 units are occupied. Of the total occupied housing units, 1606 units are owner occupied and 334 units are rental occupied. The type of housing in the project include single detached housing in a large lot in the rural area. Buildings on the lot also include farm worker housing and large shed. The land use of the properties within the project area is designated R-10 and R-20. The average median value of the housing price for the project area is \$220,150 (Median Value (Dollars), 2009-2013 American Community Survey 5 Year Estimates). The average median value house in Los Angeles County is \$420,200.

Table 7 Housing Characteristics

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Total Housing units	1479	805	2284		3445076
Occupied Housing Units	1319	631	1950		3241204
Vacant Housing	160	174	334		203872
Owner Occupied	1094 82.9%	512 81.1%	1606 82.4%	82.1%	1544749 47.7%
Renter occupied	225 17.1%	119 18.9%	344 17.6%	17.9%	1696455 52.3%

2010 Demographic Profile Data (Profile of General Population and Housing Characteristics: 2010)

Table 8 Median House Value

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Median Value of House Dollars	\$205,600.00	\$234,700.00		\$220,150.00	\$420,200.00

Median Value Dollars (2009-2013 American Community Survey 5 Year-Estimates)
American FactFinder, US Census.

Residents living within the study area primarily work in the City of Lancaster or the County of Los Angeles. Based on the 2009-2013 American Community Survey 5-Year Estimates, most residents commute to work using in a car, truck or van. The average commute time to work in is 35.4 minutes for residents living in Antelope Acres and Gorman and 56.2 minutes for residents living in Neenach, Oso, Three Points and Fairmont. The average commute time for Los Angeles County is 29.3 minutes (Selected Economic Characteristics: 2009-2013 American Community Survey 5-Year Estimates). Residents in the area drive to work, shop, and to the bus or train station. There is no public transit services in the project area.

Table 9 Means of Transportation and Travel Time

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Means of transportation to work: Workers 16 years and over	1,429	476	1,905		4378758
Car, truck, van	1,173	385	1,558		3,170,087
Car, truck, van (carpool)	164	53	217		463284
Public Transportation	17	1	18		309,362
Walked	9	7	16		126034
Other means	10	10	20		91313
Worked at home	56	20	76		218678
Mean travel time to work (minutes)	35.4	56.2		45.8	29.3

Selected Economic Characteristics: 2009-2013 American Community Survey 5-Year Estimates

On average, the percent of the total population below poverty level in the project area is lower than the county average. Approximately 680 out of 4,841 individuals or 14% of the population that live below poverty in the project area. Los Angeles County has roughly about 18% of the population that live below poverty.

Table 10 Household Below Poverty

	Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Household Below Poverty Levels	Total Population	3648	1193	4841		9738370
	Total Below Poverty Level	495	185	680		1737224
	Below poverty level	13.6%	15.5%		14.0%	17.8%

Poverty Status (2009-2013 American Community Survey 5-Year Estimates)
American FactFinder, US Census.

Except for White, American Indian/Alaska Native, other (people who did not identify with the races options listed by the US Census Bureau) and ethnicities of 2 or more races, the average of all other races within the study area is lower than the rest of Los Angeles County. There is approximately 37.4% more White, 0.5% more American Indian/Alaska Native, 0.96% more other and 0.26% more 2 or more race residents living within the project area compared to those living in the County of Los Angeles.

Table 11 General Demographic Characteristics in the Study Area

	Town	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
	Total 2000 Population	3813	1633	5446		9818605
Not Hispanic or Latino Race Characteristics	White	2324	1135	3459		2728321
	% White	0.60949	0.69504	0.63515	0.65227	0.27787
	Black or African American	286	50	336		815086
	% Black or African American	0.07501	0.03062	0.06170	0.05281	0.08301
	American Indian/ Alaska Native	27	11	38		18886
	% American Indian/ Alaska Native	0.00708	0.00674	0.00698	0.00691	0.00192
	Asian	117	29	146		1325671
	% Asian	0.0306845	0.01775873	0.02680867	0.02422	0.1350162
	Native Hawaiian and other Pacific Islander	4	1	5		22464
	Native Hawaiian and other Pacific Islander	0.00105	0.00061	0.00092	0.00083	0.00229
	Other	13	6	19		25367
	Other	0.00340939	0.00367422	0.0034888	0.00354	0.0025836
	2 or more races	87	36	123		194921
	2 or more races	0.02282	0.02205	0.02259	0.02243	0.01985

2010 Demographic Profile Data
 American FactFinder, US Census

The project study area is comprised with 51.5% males and 48.5% females. The average median age of the population within the project area is 44.2 years old and the average median age of males and females living within the project area is 43.8 and 44.8 years old, respectively.

Table 12 2010 Demographic Profile Data

	Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
		Number Percentage				
	Total 2000 Population	3813	1633	5446		9818605
Sex Characteristics	Male	1927	857	2784		4839654
		50.5%	52.5%		51.5%	49.3%
Sex Characteristics	Female	1886	776	2662		4978951
		49.5%	47.5%		48.5%	50.7%
	Median Age	41.5	46.9		44.2	34.8
Age Characteristics	Median Age Male	40.5	47.1		43.8	33.6
	Median Age Female	42.7	46.8		44.75	35.9

(Profile of General Population and Housing Characteristics: 2010)
 American FactFinder, US Census.

4.1.2 Environmental Consequences

No Build

Under the No Build Alternative, SR-138 would operate at LOS E or worse conditions between Gorman Post Road and 300th Street during AM and PM peak hours. For all other study segment locations, SR-138 would operate at LOS D or better under the No Build Alternative. The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County.

Build Alternatives

Temporary construction impacts

Construction of the proposed project would likely have short-term effects on accessibility within the project area. During construction of the Build Alternatives, some impairment to the delivery of emergency services, including fire and police response times, as well as access to businesses in the area may occur as a result of lane restrictions, ramp closures, road closures, and/or detours. The proposed improvements could result in traffic delays to travelers and emergency service providers when traveling in and around construction areas. Total duration of construction is estimated at 3 years or 750 working days. These effects would be minimized through project staging, a Traffic Management Plan (TMP), as well as coordination with emergency service providers.

Permanent Impacts

The study area is comprised of the small unincorporated towns and communities of Town of Antelope Acres, Fairmont, Gorman, Neenach, and Three Points, Los Angeles County and the unincorporated agricultural land in Los Angeles County. The Build Alternatives would

modify the character of all adjacent communities because the existing two lane highway would become a 4 lane highway. Also, the displacement of businesses and residences under both Build Alternatives, as discussed in Section 3.1.4.2 Relocation and Real Property Acquisition, would adversely affect community character and cohesion. The proposed build alternatives would directly impact the community of Antelope Acres. Build Alternative 1 with the bypass option would have no direct impact on the community of Antelope Acres, however improvements associated with Build Alternative 1 without the bypass option and Build Alternative 2 would bisect the community. All other communities exist on either sides of the existing highway and proposed alignment

At the western end of the project area, Alternative 1 would maintain the existing connector ramps to the I-5 freeway and provide a six-lane freeway facility to the Gorman Post Road interchange, which would be a tight diamond interchange. East of Gorman Post Road interchange, the existing two-lane highway would be converted to future westbound lanes to orient the widening to the south to reduce impacts to Quail Lake. Alternative 1 would propose a grade-separated interchange near the current Gorman Post Road intersection on SR-138 to provide access to Department of Water Resource (DWR) facilities and private properties in this area. A tight horizontal curve located east of Quail Lake will be realigned to improve both the horizontal and vertical alignments with increased design speed and available stopping sight distance. Spread diamond interchanges are also proposed at Cement Plant Road and 300th Street West. To the east until SR-14, there are a number of existing at-grade intersections with local roadways which will be consolidated to restrict access to higher traffic roadways in order to improve safety and operations of the facility.

The use of a limited access conventional highway design under Alternative 2 would be less intrusive than the limited access expressway proposed under Alternative 1. Access along the corridor under Alternative 2 would be provided by signalized at-grade intersections with the exception of a tight diamond interchange at Gorman Post Road. Between Gorman Post Road and SR-14, all existing intersections with major roadways would be modified to restrict access to higher traffic roadways in order to improve safety and operations of the facility.

The presence of a freeway, expressway or limited access conventional highway would restrict northerly and southerly access in the project area. The resulting community aesthetic character would be changed because the presence of a highway / expressway infrastructure would detract from the open space look and feel of community. Such development conflicts with the dark skies preservation ordinance.

The community of Antelope Acres has a rural town center area located along 90th Street West between Avenue E-4 and Avenue E-12. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities (Appendix A) (Los Angeles County Department of Regional Planning, 2015).

The community includes rural town areas that surround the rural town center area and are generally bounded by Avenue E and Avenue C to the north, 80th Street West to the east, Avenue F and Avenue F- 8 to the south, and 95th Street West and 90th Street West to the west.

Neenach/Oso is an unincorporated community in Los Angeles located in the far western portion of the Antelope Valley, along Avenue D (State Route 138) (Figure 7). Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas and Agricultural Resource Areas. The community does not have a rural town center area but is served by the rural town center area in Antelope Acres. The rural town center area is located to the south of the proposed alignment would not be affected by the Build Alternatives. Also, the proposed project would not result in the relocation of community services and/or facilities.

Local access is provided at various uncontrolled at-grade intersections and residential/business driveways throughout the corridor. Pedestrians and bicycles use this corridor to varying degrees. In the areas around Antelope Acres, Neenach and at the Pacific Crest Trail, there are locations where bikes and/or pedestrians traverse the roadway. The proposed improvements under the Build Alternatives would disrupt movement across the roadway. However the project proposes several improvements that would connect the town and make it easier for pedestrians, bicyclists and vehicles to get to the other side of the highway. Also, diverting motorized and non-motorized modes of traffic to grade separated crossing points or signalized intersections may enhance safety for pedestrians, motorists, cyclists, and equestrians. Furthermore, the relinquishment of the existing highway to the County as a local roadway for use as a local frontage road in areas where the proposed alignment deviates from the existing alignment to provide local circulation or to maintain current parcel access would minimize impacts related to community cohesion.

Pedestrian overcrossings are proposed at 3 locations to facilitate pedestrian and bicycle movement through the corridor. The locations are near 75th Street, 100th Street, and 280th Street, and would be fully determined in the Design phase of the project. The Los Angeles County Bicycle Master Plan map does not identify existing or proposed bike trails along SR-138. However, the Bicycle Master Plan does identify several proposed north-south and east-west Class III Bike Trails within Antelope Valley just south of SR-138. Within the immediate project area, a proposed Class III Bike Route would run north-south along Ridge Route Road, connecting SR-138 and Ridge Route Road at Quail Lake. The new proposed alignment would provide further continuity with the bike trails and provide cyclists access to new County trails within Antelope Valley in the region south of SR-138.

Under both build alternatives, existing intersections would be improved and consolidated where appropriate to improve the access and operations of the facility. Also, operational improvements under these alternatives, such as improving site distances and bringing non-standard roadway features to standard, would help improve emergency access and improve connections to residential and business property located along the corridor. Emergency access is discussed further in Section 4.3 Community Services and Facilities.

4.1.3 Avoidance, Minimization, and Mitigation Measures

- All acquisition of property for improvements in the Build Alternatives will be conducted in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 as amended.
- The project will be designed to be sensitive to the existing environment in which it is constructed. Early coordination with local jurisdictions and community members will be conducted throughout the design of the project to ensure that the project is constructed in a manner that is acceptable to the community in which it is located.
- The project will be designed to conform with local, general, and specific plans.
- The project will be designed in compliance with the Rural Outdoor Lighting District Ordinance of Los Angeles County.

4.2 Economic Conditions

4.2.1 Affected Environment

4.2.1.1 Business Activity

Within the project area, local businesses include farming, solar farms, Golden Valley Real Estate, gas station, groceries, and restaurants. The agriculture farmed is primarily alfalfa/animal feed and some peach and cherry farms. A large number of residents are retired or work outside the project area. From section 4.1.1.3, residents primarily commute to work by car, truck or van and the commute on average takes about 45.8 minutes.

Based on the American Community Survey 5 Year Estimates, of the 3,999 population 16 years and over living within the project limit 1969 people are employed, 288 people are unemployed, 1742 people are not in the labor force and no one is part of the armed forces.

Table 13 Employment Status

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Los Angeles County
Civilian Force 16 years and Over	2,953	1,046	3,999	7,815,329
Civilian labor force	1,746	511	2,257	5,074,731
Employed	1,484	485	1,969	4,489,974
Unemployed	262	26	288	580,531
Armed forces	-	-	-	4,226
Not in labor force	1,207	535	1,742	2,740,598

Selected Economic Characteristics
 2009-2013 American Community Survey 5- Year Estimates
 American FactFinder, US Census

Of the 3,429 population 25 years and over, 12% have an education attainment less than high school graduate, 23% are high school graduates, and 47% have some college or associate's degree and 18% have a bachelor's degree of higher.

Table 14 Education Attainment

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Los Angeles County
Population 25 years and over	2,460	969	3,429	6,395,566
Less than high school graduate	270	126	396	1,488,728
High school graduate (includes equivalency)	533	265	798	1,306,726
Some college, associate's degree	1,218	404	1,622	1,690,947
Bachelor's degree or higher	439	174	613	1,909,165

Poverty Status in the Past 12 Months
 2009-2013 American Community Survey 5- Year Estimates
 American FactFinder, US Census

4.2.1.2 Employment and Income

The largest industry by occupation for civilians employed population 16 years and over is educational services, and healthcare and social assistance.

Table 16 Industry by Occupation for Civilian Population 16 Years and Over

Census Tract	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
American Community Survey 5 Year Estimates 2005-2009 Civilian population 16 years and over	1484	485	1969		4489974
Agriculture, forestry, fishing and hunting, and mining	8	14	22		22433
Construction	89	48	137		255359
Manufacturing	347	37	384		483592
Wholesale trade	13	21	34		162995
Retail trade	182	31	213		478076
Transportation and warehousing, and utilities	92	54	146		235944
Information	53	4	57		195741
Finance and insurance, and real estate and rental and leasing	13	14	27		286163
Professional, scientific, and management, and administrative and waste management services	130	62	192		551858
Educational services, and healthcare and social assistance	331	76	407		930098
Arts, entertainment, and recreation, and accommodation and food services	37	54	91		457287
Other services except public administration	47	0	47		278039
Public administration	142	70	212		152389

(2005-2009 American Community Survey Estimates)
American FactFinder, US Census.

Based on the 2009-2013 American 5 year survey, of the residents living within the project area, 39% work in management, business science and art, 16% have service, 21% have sales and office, 13% have natural resources, construction and maintenance, and 12% have production, transportation and material moving type of occupation.

Table 17 Selected Economic Characteristics-Occupation

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Los Angeles County
Civilian employed population 16 years and over	1484	485	1969	4489974
Management, business, science, and arts occupations	627	132	759	1584469
Service occupations	166	150	316	850692
Sales and office occupations	306	109	415	1123520
Natural resources, construction and maintenance occupations	201	47	248	355141
Production, transportation, and material moving occupations	184	47	231	576152

2009-2013 American Community Survey 5- Year Estimates
 American FactFinder, US Census

Of the 1,843 households, 12% make less than \$10,000 and 1.1% make \$200,000 or more. Households with incomes between \$75,000-\$99,000 and \$100,000-\$149,000 make up the largest group in the study area totaling 15% in each income bracket. The average median household income in the study area is \$56,316 and the average mean household income is \$68,566.

Table 18 Income and Benefits (in 2013 inflation-adjusted dollars)

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Total households	1,337	506	1,843		3,230,383
Less than \$10,000	117	99	216	0	209,050
\$10,000-\$14,999	60	26	86	0	190,300
\$15,000-\$24,999	89	49	138	0	341,120
\$25,000- \$34,999	119	25	144	0	310,181
\$35,000-\$49,000	206	56	262	0	410,856
\$50,000-\$74,999	161	46	207	0	545,369
\$75,000-\$99,000	196	98	294	0	384,881
\$100,000-\$149,999	240	51	291	0	437,818
\$150,000-\$199,999	139	46	185	0	189,195
\$200,000 or more	10	10	20	0	211,613

Table 19 Household Income

Demographic	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Total	Average	Los Angeles County
Number of Households Over 2009-2013	1,337	506	1,843		3,230,383
Median income	\$63,087.00	\$49,545.00		\$56,316.00	\$55,909.00
Mean income	\$73,425.00	\$63,707.00		\$68,566.00	\$ 81,416.00

4.2.1.3 Business Activity

In total there are 6 active businesses located along the existing SR-138 Corridor and are shown on the following table.

Table 20 List of Businesses in the Area

Business Name	Location	Status
Hikertown	26803 W Ave C-15	Established
Omstar Plaza (Centennial Market, Café and Gas Station)	SR-138 and 230 th St W	New; replaced Fairmont Market
Wee Vill Market	18348 W Ave D	Established
Grace Chapel Church	25649 W Ave D	Established
Fairmont Market	SR-138 and 230 th St W	Closed
Gil's Country Store	SR-138 and 280 th St W	Established
Golden Valley Real Estate Office	28101 W Ave C-6	Established

All of these businesses are small, independently owned and operated. Generally speaking, these businesses serve the needs of local residents and motorists traveling along the existing SR-138. Hikertown is the exception in which it serves the needs of hikers along the Pacific Crest Trail. Because the region is sparsely populated and rural, maintaining good access is critical for the vitality of these businesses.

4.2.1.4 Fiscal Conditions

There are no large/major firms located within the project limits. The following are potential impacts to residences and businesses located within the project limits:

Details of Displaced Residences under Build Alternatives						
Build Alternative	Assessor's Parcel Number (APN)	Community	Type of Residence	Number of Bedrooms / Bathrooms	Year Built	Total Estimated Value
2	3220-020-034	Antelope Acres	Mobile Home	4 bedrooms / 2 bathrooms	2006	\$130,640
2	3220-020-038	Antelope Acres	Single-Family Residence	3 bedrooms / 1 bathroom	1948	\$36,155
2	3220-020-039	Antelope Acres	Single-Family Residence	3 bedrooms / 3 bathrooms	2004	\$246,000
1 w/ Antelope Acres Bypass Option	3233-003-014	No Community Designation	Single-Family Residence	3 bedrooms / 2 bathrooms	2006	\$268,000
1	3233-021-027	Antelope Acres	Single-Family Residence	4 bedrooms / 3 bathrooms	2006	\$258,000
1	3233-021-028	Antelope Acres	Single-Family Residence	4 bedrooms / 2 bathrooms	2007	\$228,532
1 and 2	3233-021-031	Antelope Acres	Single-Family Residence	3 bedrooms / 2 bathrooms	1986	\$256,852
1 and 2	3233-022-027	Antelope Acres	Single-Family Residence	3 bedrooms / 2 bathrooms	1977	\$235,033
1	3233-022-028	Antelope Acres	Single-Family Residence	3 bedrooms / 3 bathrooms	1985	\$224,900
1 and 2	3233-022-029	Antelope Acres	Single-Family Residence	3 bedrooms / 2 bathrooms	1990	\$261,180
1	3233-022-030	Antelope Acres	Single-Family Residence	3 bedrooms / 3 bathrooms	2006	\$259,000
All Build Alternatives	3252-018-048	No Community Designation	Single-Family Residence (assume 3 residential displacements)	3 bedrooms / 3 bathrooms	1991	\$325,000
All Build Alternatives	3252-018-049	No Community Designation	Single-Family Residence (assume 2 residential displacements)	3 bedrooms / 3 bathrooms	2005	\$509,340
3	3253-002-013	Three Points / Liebre Mountain	Residential Apartments (5 units)	11 bedrooms / 9 bathrooms	1914	\$408,485
1 and 1 with Antelope Acres Bypass Option	3260-017-004	No Community Designation	Mobile Home	3 bedrooms / 2 bathrooms	1991	\$104,894
1 and 1 with Antelope Acres Bypass Option	3275-008-011	Neenach	Single-Family Residence	4 bedrooms / 2 bathrooms	1987	\$211,289
1, 1 with Bypass Option, and 2	3279-001-043	Fairmont	Single-Family Residence	3 bedrooms / 2 bathrooms	1947	\$204,925
1, 1 with Antelope Acres Bypass Option, and 2	3279-003-026	Fairmont	Single-Family Residence	2 bedrooms / 2 bathrooms	1978	\$115,605

1, 1 with Antelope Acres Bypass Option, and 2	3279-003-055	Fairmont	Mobile Home	3 bedrooms / 2 bathrooms	1989	\$95,000
---	--------------	----------	-------------	--------------------------	------	----------

Northwest 138 Draft Relocation Impact Report May 13, 2015.

Details of Displaced Businesses and Nonprofits under Build Alternatives						
Build Alternative	Assessor's Parcel Number (APN)	Community	Type of Business	Amenities	Year Built	Total Estimated Value
1, 1 with Antelope Acres Bypass Option, and 2	3252-018-049		Commercial Business?	Warehouse building, work vehicles, and small airplane; 5 acre property	2005?	\$509,340
1, 1 with Antelope Acres Bypass Option, and 2	3279-001-004	Fairmont	Light industrial warehouse	4,800 sq ft on 8 acre property	1948	\$70,426
TSM / TDM	3252-018-049		Commercial Business?	Warehouse building, work vehicles, and small airplane; 5 acre property	2005?	\$509,340

Northwest 138 Draft Relocation Impact Report May 13, 2015.

4.2.2 Environmental Consequences

4.2.2.1 Regional Economy

Any of the build alternatives along the Northwest 138 Corridor should help improve the regional economy. Updating highway geometrics and safety features to current highway design standards would likely facilitate safe and efficient movement of people and goods. It would increase Antelope Valley's accessibility to neighboring metropolitan regions via Interstate 5.

4.2.2.2 Employment and Income

There are 2 businesses within the project limits that may be impacted by the build alternatives.

Table 21 Business impacts:

Type of Nonresidential Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass Option)	Build Alternative 2
Commercial Businesses	1	1	1
Industrial/Manufacturing Businesses	1	1	1
Nonprofit Organizations	0	0	0
Agricultural/Farms	0	0	0
Total Nonresidential Units	2	2	2

Northwest 138 Corridor Improvement Project Draft Relocation Impact Report May 13, 2015.

As mentioned in Section 4.2.1.3, any changes or interruptions in access to the independently owned and operated roadside businesses along the existing SR-138 corridor may impact local businesses. If any of the build alternatives are to be considered, maintaining good access and visibility is critical as the majority of these businesses rely on motorists and locals within the community as their primary customer base. Assuming the completion of planned developments (as mentioned in Section 2.1.1) near the project area, improvements to the corridor may also introduce more visitors and commuters to these businesses for goods and services.

According to the Northwest 138 Corridor Improvement Project Draft Relocation Impact Report, there would be businesses displaced with any of the build alternatives. If build alternatives are to be chosen, these affected businesses would be relocated to a neighboring community within 10 miles that is most similar to the displacement area in character and socioeconomic status.

4.2.2.3 Business Activity

The relocation of established businesses along the corridor may pose a number of challenges to both the community and affected business owners. Based on information presented in Section 4.2.1.4, it appears that two businesses would be impacted: APN 3252-018-049, which is a small private airfield located adjacent to Quail Lake, and APN 3279-001-004, which is a vacant light industrial warehouse located on SR-138 at 269th St W, directly across from Hikertown. Due to limited access to private business information at the environmental planning phase, it is difficult to determine existing and projected profitability, customer base, and the importance of access, parking, and visibility from roadside to the respective businesses. These two businesses are unique in that they provide a niche service for a very specialized market, and appear to be not as heavily dependent on access, visibility, and ease of parking as roadside convenient stores that cater to motorists and local residents for their daily shopping needs.

4.2.2.4 Fiscal Conditions

The loss/ increase in local tax revenue affected by business and residential displacements has yet to be determined. The displaced parcels are all privately owned and are located in small, unincorporated communities. Assuming the completion of regional development projects listed in Section 2.1.1 and with a build alternative chosen for the corridor, it is likely that property values along the Project Limits would increase.

4.2.3 Avoidance, Minimization, and Mitigation Measures

The two businesses affected by any of the build alternatives would be offered relocation assistance. Please refer to Section 4.4, Relocations for details.

It is also anticipated that the local economy would be stimulated from construction expenditures if a build alternative is chosen. For the remaining businesses located adjacent to the corridor, maintaining good access, visibility, and ease of parking is critical for long term success.

4.3 Community Facilities and Services

4.3.1 Affected Environment

4.3.1.1 Community Facilities

The following below serve as major community facilities for the neighborhoods within and adjacent to the proposed project limits:

- Public meeting locations:
 - Antelope Acres Community Center
 - Omstar Plaza (Centennial Market, Café, and Gas Station) @ 230th St W (just east of Neenach)
 - Grace Chapel; 25649 W Ave D, Lancaster, CA 93536
 - Gil’s Country Store,
 - Wee Vill Market @ 18348 W Ave D

The community facilities in the area also include the Quail Lake and various conservation, sanctuary and recreational area.

Table 22 Community Facilities

	Name of Property	Type of Property
1	The Kinsley Mansion located south of Quail Lake at 34860 Lancaster Road	Historic
2	The Quail Lake	Recreation
3	Existing Pacific Crest Trail (PCT)	Recreation-Trail ??
4	Neenarch Wildlife Sanctuary at 210th Street, north of 138	Wildlife Refuge
5	Desert and Mountain conservation Authority Natural Reserve at 138 (south of) and 150th Street,	Wildlife Refuge
6	The conservation parcel owned by the MRCA (Mountain Recreation and Conservation Authority) at SR 138 and 212th Street, south of the SR138.	Wildlife Refuge
7	Hungry Valley Off Road Vehicle Recreation Area (west of I-5 and 138 intersection)	Recreation
8	Planned future relocated PCT trail at 300th Street and SR-138	Recreation
9	Various trails that intersect SR138 at Three Point Road; 300 east of Three Point road; 245th street/CA Aqueduct; 90th Street; East of 140th Street along the power line. These trails are County adopted planned trails and may already have existing recreational uses along their alignments.	Recreation
10	3 other conservation parcels owned by the Mountain Recreation and Conservation Authority in the vicinity but not immediately adjacent to the project footprints.	Wildlife Refuge
11	2 conservation parcels owned by the Transition Habitat Conservancy in the vicinity but not immediately adjacent to the project footprints.	Wildlife management area

The only school in the project area is Neenach Elementary School, which has been closed since October 1, 2002. Neenach Elementary school was part of the Westside Union Elementary School District. Most children within the area are either home schooled or

attend schools outside the project limits. These schools are part of the A.V. High School, El Tejon, Highs-Elizabeth lakes Union and Westside School Districts.

The main library and senior center is located in Lancaster. The town of Oso's community center is located in the same plaza as the town hall, gas station, restaurant and grocery. Residents of Antelop Acres stay locally or travel outside to other places for recreation. Local recreational activities include hunting and hiking.

4.3.1.2 Emergency Services

There are no emergency services within the project area. The nearest hospitals are located in Lancaster. The proposed Centennial development in Tejon Ranch would include a Kaiser Permanente facility which should bring healthcare and emergency services closer to local residents.

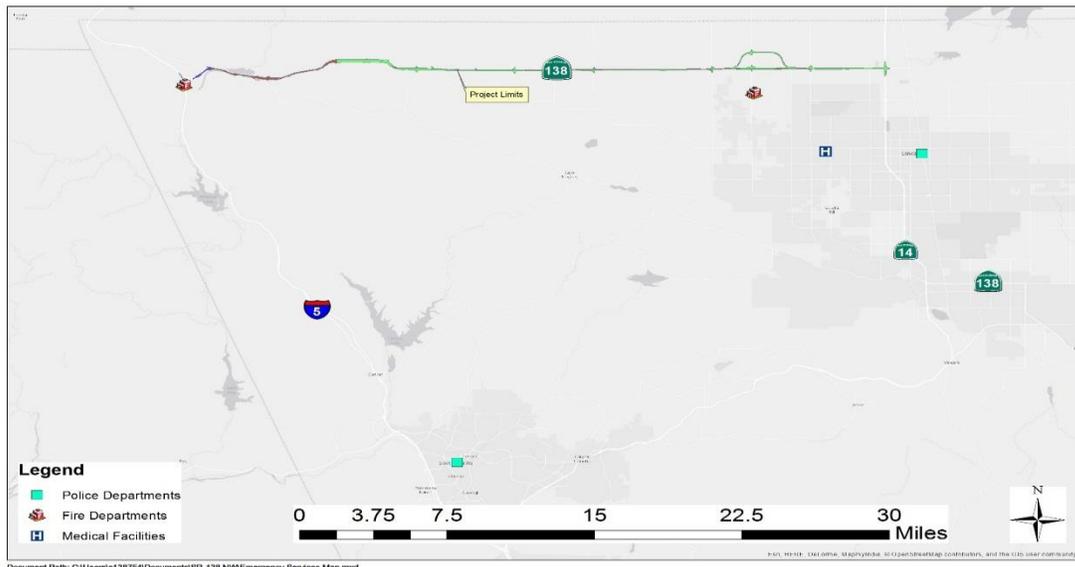
There is no fire and police department within the project area. The nearest fire departments are located towards both ends of the project limits. The nearest police/sheriff department (Lancaster and Santa Clarity Sheriff Station) are located further outside the project limits than the fire department on either side of highway 138. Currently the town of Neenach and Oso is proposing to use the currently closed Neenach Elementary School as a police substation and emergency shelter.

Medical: LA County Challenger Memorial Center located at 5300 W Ave I, Lancaster, CA 93536

Police: Los Angeles County Sheriff: Lancaster Station at 501 W Lancaster Blvd, Lancaster, CA 93534; Santa Clarita Valley Sherriff Station at 23740 W Magic Mountain Pkwy, Valencia, CA 91355

Fire: Los Angeles County Fire Station #77 in Gorman at 46833 Peace Valley Road, Gorman, CA 93243; Los Angeles County Fire Station #112 at 8812 W Ave E-8, Lancaster, CA 93536

Location of Emergency Services



4.3.1.3 Utilities

The following information has been summarized from the Northwest 138 Corridor Improvement Project Draft Right of Way Data Sheets report dated April 2015:

Alternative 1

Existing utilities within the study limits have been approximately located based on available as-built plans and record drawings obtained from Caltrans, Los Angeles County, and utility companies. Existing utilities were also located in the field for cost-estimation purposes. Alternative 1 proposes a wider right of way than the existing highway which would impact a number of overhead and underground utilities along and across the existing highway corridor.

Table 23 Summary of Utilities Impacted by the Build Alternative 1

OWNER	FACILITY TYPE	UNDER GROUND/ OVER HEAD	SIZE	TOTAL LENGTH or FACILITIES IDENTIFIED FOR RELOCATION
Southern California Edison	Electric	OH	12 kV	122 power poles; 31 joint power poles
			66 kV	168 power poles
			500 kV	1 transmission tower
Southern California Gas	Natural Gas	UG	4"	250 LF
			12"	8,500 LF
AT&T	Telephone	UG	TBD	250 LF
	Fiber/Telecom	OH	TBD	12 power poles
Verizon	Fiber/Telecom	UG	TBD	80,400 LF
		OH	TBD	31 joint power poles
Time Warner	Fiber/Telecom	UG	TBD	200 LF
West Valley Water District	Water Main	UG	12"	150 LF
Los Angeles Department of Water and Power	Water Line	UG	TBD	300 LF

All utility information within this report, including exact location and responsibility, would be verified with each corresponding utility agency during final design phase and prior to construction.

Alternative 2

Alternative 2 proposes a wider right of way than the existing highway and a slightly narrower right of way than Alternative 1. As a result, Alternative 2 impacts many of the same overhead and underground utilities, in smaller quantities.

Table 24 Summary of Utilities Impacted by the Build Alternative 2

OWNER	FACILITY TYPE	UNDER GROUND/ OVER HEAD	SIZE	TOTAL LENGTH or FACILITIES IDENTIFIED FOR RELOCATION
Southern California Edison	Electric	OH	12 kV	154 power poles; 31 joint power poles
			66 kV	141 power poles
			500 kV	1 power pole
Southern California Gas	Natural Gas	UG	4"	250 LF
			12"	8,500 LF
AT&T	Telephone	UG	TBD	250 LF
	Fiber/Telecom	OH	TBD	12 power poles
Verizon	Fiber/Telecom	UG	TBD	100,100 LF
		OH	TBD	31 joint power poles
Time Warner	Fiber/Telecom	UG	TBD	200 LF
West Valley Water District	Water Main	UG	12"	120 LF
Los Angeles Department of Water and Power	Water Line	UG	TBD	300 LF

All utility information within this report, including exact location and responsibility, would be verified with each corresponding utility agency during final design phase and prior to construction.

4.3.2 Environmental Consequences

During construction of the Build Alternatives, some impairment to the delivery of emergency services, including fire and police response times, may occur as a result of lane restrictions, ramp closures, road closures, and/or detours. The proposed improvements could result in traffic delays to travelers and emergency service providers when traveling in and around construction areas and to/from emergency scenes when lane restrictions, ramp closures, road closures, and/or detours are in effect. Also, refer to the discussion in Section 3.5.4 below regarding potential effects to local circulation.

It is anticipated that underground utilities within the proposed ROW may require removal or abandonment during construction activities, which may result in temporary service disruptions to some utility users in the vicinity of such activities. Measure UT-1 from Section 3.1.5 addresses coordination with affected private and public service utilities. This process would include evaluation of ways to avoid utility relocations by refining the project design and/or protecting existing utilities in place.

More specifically, the following addresses the specific impacts associated with each Alternative:

Alternative 1

For this alternative, approximately 53,130,124 square feet (sf) of right of way is required affecting a total of 560 parcels which include a variety of property types. Of the required acquisitions, approximately 10,800,231 sf is for full acquisitions, 36,351,757 sf for partial acquisitions and 5,978,136 sf for permanent easements required for access and utilities. There are 10 partial acquisitions and 13 full acquisitions of single family residential parcels. There are 9 partial acquisitions of commercial/industrial parcels and 1 full acquisition of a light industrial parcel assumed to be a small warehouse. There are 11 partial acquisitions and 1 full acquisition of farm land parcels. There are 369 partial acquisition and 50 full acquisitions of vacant land parcels. There are 3 partial acquisitions of parcels identified as "Other", which include a privately owned road and State owned parcels for the California Aqueduct. There are 93 permanent easements affecting various of the property types mentioned.

Alternative 1 with Antelope Acres Bypass option

For this alternative, approximately 55,848,759 square feet (sf) of right of way is required affecting a total of 575 parcels which include a variety of property types. Of the required acquisitions, approximately 12,385,612 sf is for full acquisitions, 37,828,594 sf for partial acquisitions and 5,634,553 sf for permanent easements required for access and utilities. There are 9 partial acquisitions and 7 full acquisitions of single family residential parcels. There are 9 partial acquisitions of commercial/industrial parcels and 1 full acquisition of a light industrial parcel assumed to be a small warehouse. There are 10 partial acquisitions and 1 full acquisition of farm land parcels. There are 388 partial acquisition and 68 full acquisitions of vacant land parcels. There are 3 partial acquisitions of parcels identified as "Other", which include a privately owned road and State owned parcels for the California Aqueduct. There are 79 permanent easements affecting various of the property types mentioned.

Alternative 2

For this alternative, approximately 40,100,167 square feet (sf) of right of way is required affecting a total of 603 parcels which include a variety of property types. Of the required acquisitions, approximately 6,940,451 sf is for full acquisitions, 26,070,449 sf for partial acquisitions and 7,089,267 sf for permanent easements required for access and utilities. There are 41 partial acquisitions and 10 full acquisitions of single family residential parcels, as well as 1 partial acquisition of a mobile home park. There are 6 partial acquisitions of commercial/industrial parcels and 1 full acquisition of a light industrial parcel assumed to be a small warehouse. There are 12 partial acquisitions and 1 full acquisition of farm land parcels. There are 429 partial acquisition and 17 full acquisitions of vacant land parcels. There are 4 partial acquisitions of parcels identified as "Other", which include a privately owned road and State owned parcels for the California Aqueduct. There are 81 permanent easements required affecting various of the property types mentioned.

4.3.2.1 Community Facilities

All proposed build alternatives for the Northwest 138 Corridor Project should not involve a considerable number of residential displacements. Currently, the existing community facilities are very small in size and can only accommodate small groups of people; if the

current population grows considerably, these facilities may be insufficient at meeting the needs of local residents.

4.3.2.2 Emergency Services

As briefly mentioned in Section 4.3.2, development and population growth near the Northwest 138 Corridor would help reduce emergency response times and improve access to facilities. Currently, the region is so sparsely populated that placing a dedicated Los Angeles County Fire and Sherriff's station along with a full service hospital is not economically feasible. Similar to public transportation, there needs to be sufficient population density in order to justify the operational costs associated with such infrastructure and the number of residents it would be serving. However, if Centennial is built along with the growth of Gorman and William J. Fox Airfield Town Centers, then the demand for emergency facilities are justified as it would serve a sizeable population in the area.

4.3.2.3 Utilities

Below is the list of utilities servicing the project area.

Propane

- Delta Liquid Energy
- Ferrellgas
- Proflame (also for Amerigas and Western Star Propane)
- Suburban Propane
- Mountain Propane

Electricity

- Southern California Edison

Gas

- Southern California Gas Company

Fiber / Telecom Cable

- AT&T
- Verizon
- Sprint
- Level 3 Communications
- TW Telecom

Trash

- AV Waste Management
- Los Angeles County Sanitation District – Desert Region

Water

- West Valley County Water District
- Sundale Mutual Water
- Land Project Mutual Water Company
- Los Angeles Department of Water and Power

- LA County Waterworks

4.3.3 Avoidance, Minimization, and Mitigation Measures

- Caltrans would coordinate the proposed project work with the emergency service providers in the area. Contractors would work closely with the Antelope Valley and Newhall CHP areas to determine the best time for closures and detours if necessary. Utilizing CHP officers for traffic control (COZEEP), potential temporary speed reductions, and proper signage would be utilized as needed.
- A Traffic Management Plan (TMP) has been prepared and will be implemented during project construction.
- The project would utilize staging to minimize construction impacts.

4.4 Relocations

Caltrans Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CRF) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.).

4.4.1 Affected Environment

As mentioned in Section 2.1.2.2, here is a summary of the relocations:

Alternative 1

Build Alternative 1 would result in 17 residential displacements, Build Alternative 1 with the Antelope Acres Bypass option would result in 11 residential displacements. Additionally, Build Alternatives 1 and 1 with the Bypass option would result in 2 business displacements.

Alternative 2

Build Alternative 2 would result in 14 residential displacements and 2 business displacements.

No Build

The “No-Build” alternative would not result in any changes to existing or proposed land use nor would it conflict with land use plans or planned development in the study area.

Table 25 Estimated Total Displacement Units by Alignment

Type of Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass option)	Build Alternative 2
Total Residential Units	17	11	14
Total Non-Residential Units	2	2	2
Total Units	19	13	16

(Source: 5-13-15 Draft Relocation Impact Report)

Table 26 Types of Residential Displacements by Alignment

Type of Residential Unit	Build Alternative 1	Build Alternative 1 (Antelope Acres Bypass option)	Build Alternative 2
Single-Family Residences	15	9	13
Duplex/Triplex (2 or 3 units)	0	0	0
Apartments (4 or more units)	0	0	0
Sleeping Rooms / Shared Quarters	0	0	0
Mobile Homes	2	2	1
Total Units	17	11	14

(Source: 5-13-15 Draft Relocation Impact Report)

4.4.2 Environmental Consequences

It has not been determined if there are any displaces within the displacement area receiving housing assistance for low-income households in accordance with Section 8 of the Housing Act. This would be determined during owner and owner and occupant interviews to be conducted during the preparation of the FRIR.

For business relocations, Build Alternatives 1, 1 with the Antelope Acres Bypass Option, and 2 would result in the displacement of two businesses (APNs 3252-018-049 and 3279-001-004), while Build Alternative 3 would result in the displacement of one business (APN 3252-018-049).

The business on APN 3252-018-049 is located on a 5-acre property with an approximate value of \$509,340 (ParcelQuest, 2015). The business is located on the same parcel as a single-family residence constructed in 2005. Based on preliminary research, the property includes a warehouse building, work vehicles, and a small airplane, and is assumed to be a commercial business for the purposes of this report. Additional information on this businesses, including the name and type of the business, or the employee and customer profile, was not readily available in public records.

The business on APN 3279-001-004 is a 4,800 square-foot light industrial warehouse constructed in 1948 on an 8-acre property with an approximate value of \$70,426 (ParcelQuest, 2015). The business is located in the community of Fairmont. Additional information on this businesses, including the name and type of the business, or the employee and customer profile, was not readily available in public records.

The replacement area includes the unincorporated communities of Green Valley, Lake Hughes, Elizabeth Lake, Leona Valley, and Quartz Hill, which are within 10 miles of the displacement area. As previously mentioned, the replacement area was determined by the availability of replacement single-family residences and comparable business sites for displaces. In addition, the replacement area is the most similar to the displacement area in rural character and socioeconomic status, and has the highest likelihood of receiving displaced residents and businesses because of the availability of replacement properties with similar average purchase prices as the displacement area. The communities within the replacement area are also located within 10 miles of the displacement area; therefore, the commute distance to jobs and schools would be reasonable and would not result in substantial hardships for the displacees. In addition, residential displacees would have access to schools within the same school district in the replacement area as they had in the displacement area.

Table 27 Demographic Characteristics of Displacement and Replacement Areas

Demographic Characteristic	Displacement Area		Replacement Area				
	Antelope Acres, Gorman	Neenach, Oso, Three Points, Fairmont	Green Valley	Lake Hughes	Elizabeth Lake	Leona Valley	Quartz Hill
Population (Number of Persons)	3,690	1,449	1,027	649	1,756	1,607	10,912
White (% of Population)	82.1	94.1	87.7	83.8	90.6	87.6	75.3
Hispanic (% of Population)	21.4	16.6	12.0	16.0	13.2	12.0	24.6
Average Household Size (Number of Persons Per Household)	2.88	2.67	2.32	2.09	2.61	2.75	2.93
Median Age (Years)	41.5	46.9	47.0	47.8	42.2	47.4	36.6
Median Household Income (2012 Inflation-Adjusted Dollars)	\$90,395	\$78,967	\$91,119	\$52,969	\$91,111	\$81,154	\$55,423

2010 U.S. Census and 2008-2012 American Community Survey 5-Year Estimates Avoidance, Minimization, and Mitigation Measures

If relocation becomes necessary, the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (March 2, 1989) would be followed. An independent appraisal of the affected property would be obtained, and an offer for the full appraisal would be made.

4.5 Environmental Justice

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” *Title VI* states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal or federally funded projects on minority and low-income populations.

4.5.1 Affected Environment

The study area for the consideration of adverse effects on environmental justice populations was defined as the census tracts for the communities directly adjacent to the project area.

The environmental justice analysis applies the following methodology to identify minority and low-income populations:

Census tracts are considered to have substantial minority populations if the percentage of minority residents within them is more than 10 percentage points higher than the County Subdivision and/or the County average.

Census tracts are considered to have substantial low-income populations if the percentage of residents within them who are living below the Census Bureau’s defined poverty threshold is more than 5 percentage points higher than the County Subdivision and/or the County average.

The environmental justice analysis was conducted using demographic information from the 2009–2013 American Community Survey 5-Year Estimates.

The low-income threshold was adapted in order to make use of available data.

The Census Bureau determines the number of persons living below poverty based on the Census Bureau’s poverty thresholds, which differ slightly from the poverty guidelines defined by the Department of Health and Human Services (DHHS). For 2013, the Census Bureau’s preliminary weighted average poverty threshold for a family of four was \$23,834. For 2013, DHHS established a poverty guideline of \$23,550 for a family of four.

As identified in the table below, the project area does not contain higher than average concentrations of environmental justice populations when compared to the area surrounding the project area or the county.

	Project Area Antelope Acres, Gorman Neenach, Oso, Three Points, and Fairmont				North Antelope Valley Census County Division (CCD)		Los Angeles County	
	2013 Population (9012.9)	Percent of Total Population	2013 Population (9009)	Percent of Total Population	2013 Population	Percent of Total Population	2013 Population	Percent of Total Population
Total Population	1,193	100	3,648	100	189,951	100	9,893,481	100
Hispanic or Latino (of any race)	191	16.0	867	23.8	71,569	37.7	4,741,492	47.9
African American (Not Hispanic or Latino)	80	6.7	27	0.7	31,071	16.4	803,913	8.1
American Indian and Alaska Native (Not Hispanic or Latino)	0	0.0	59	1.6	757	0.4	17,674	0.2
Asian (Not Hispanic or Latino)	38	3.2	285	7.8	9,021	4.7	1,356,049	13.7
Native Hawaiian and Other Pacific Islander (Not Hispanic or Latino)	0	0.0	0	0.0	532	0.3	23,289	0.2
Low- Income	185	15.5	495	13.6	38,689	21.2	1,737,224	17.8

4.5.2 Avoidance, Minimization, and Mitigation Measures

Because all of the build alternatives do not directly impact the Winterhaven Mobile Home Park, no minority or low-income populations have been identified that would be adversely affected by the proposed project as determined above. Therefore, this project is not subject to the provisions of Executive Order 12898.

Chapter 5 Traffic and Transportation/ Pedestrian and Bicycle Facilities

5.1 Affected Environment

5.1.1 Access, Circulation, and Parking Access & Circulation

Currently, SR-138 is a 2 lane high speed rural east / west highway with at grade crossings / intersections and unimpeded access from private driveways and lots. SR-138 connects these small towns to major urban centers via I-5 to the west and SR-14 to the east. The highway primarily serves motorists; with average speeds of 55 to 65 MPH throughout the corridor and the lack of paved shoulders for most of the way, local residents seldom use other methods of transportation for their daily needs.

Based on the public input received from the scoping comment period from Feb 28, 2014 to April 18, 2014, bicycling enthusiasts occasionally use SR-138 for recreational use on segments:

- from 110th St West to SR-14 and
- from Three Points Road to 245th St West.

Because the network of roads around the 138 (Ave D) are very straight and very quiet which has made them ideal cycling roads, the SR-138 and 60th St West crossing is a popular access point for cyclists going to and from the Rosamond community. The High Desert Cycling Club hosts an annual Fall Century event along SR-138.

The majority of residents living within the project limits and the surrounding areas travel to Lancaster or the Greater Los Angeles Metropolitan Area for work and general services. There is no fixed public transportation routes within the project limits and the majority of equestrian usage is primarily for recreational purposes. Due to the designation of the SR 138 as an alternate truck route since the Northridge quake, there has been an increase in freight traffic passing through the area in the recent years. As a result, noise pollution from passing freight trucks has become a growing concern in the local communities.

5.1.2 Public Transportation

Due to the expansive rural nature of the region, there is limited fixed route public transportation within the project study area. Fixed bus and or rail routes tend to be prevalent where population density clustered around corridors that are linked to places of interest such as shopping centers, healthcare facilities, places of employment, food, general community services, etc. Although the Antelope Valley Transit Authority does not provide fixed bus route service within the project study area, the residents within the project limits have access to Dial-A-Ride services. The project limits falls within Rural Zones 1 and 2 for their Dial-A-Ride services for senior citizens over the age of 65 and disabled residents. Reservations may be made up to two days in advance and on the same day, and are on a first-come, first-served basis. In addition, passengers are limited to three (3) rides per day, with service 7 days a week from 8AM to 5PM.

	roads, county roads	Controlled, Roundabouts		
Median Widths	N/A	Varies – 22 to 86 feet	Varies – 0 to 86 feet	N/A - TBD

5.2.1 Access, Circulation, and Parking Access & Circulation

Bicycle Pedestrian Network

The study area is primarily a rural environment. Due to the nature of the built environment and surrounding land uses, the north-south roadways connecting to SR-138 do not have sidewalks, and has limited bicycle facilities. The County of Los Angeles Bicycle Plan was adopted in 2012, and identifies existing and future planned facilities throughout the County. A Trails Plan was also adopted into the Antelope Valley General Plan by the County Board of Supervisors in 2007, and serves recreational travel for bicyclists.

Bicycle facilities are generally categorized into three types of facilities: Class I – bicycle paths, Class II – bicycle lanes, and Class III – bicycle routes. The facility types are described as follows:

- Class I bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.
- Class II bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway.
- Class III bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs and roadway markings, bike routes provide continuity to other bike facilities or designated preferred routes through corridors with high demand.

The County’s Bicycle Plan has proposed Class II and III bicycle facilities located primarily northwest of City of Lancaster, south of the SR-138 corridor.

The following bicycle and pedestrian facilities would be maintained and/or enhanced with the SR-138 corridor project:

- The existing bicycle routes south of SR-138 and east of 245th Street as outlined in the in the LA County Riding and Hiking Trails map would be maintained. The roadway alignment west of 245th Street is proposed to be located south of the existing SR-138. The existing SR-138 would remain in place to serve local vehicle and bicycle access. A crossing for cyclists and pedestrians would be maintained at 245th Street.
- An access road is proposed for utilities from west of 300th Street to the proposed Cement Road Interchange. This new access road would also accommodate bicycle access.

- The proposed crossings at Cement Road and west of the existing SR-138 & Old Ridge Road intersection would provide local access, facilitate bicycle travel, and provide connectivity to Quail Lake.
- The crossing for bicyclists at 110th St and 245th St would be maintained.
- Overcrossings proposed as a potential treatment option for 60th St and 90th St, as part of Alternative 2 could also facilitate bicycle and pedestrian travel across SR-138.
- A proposed bike path running parallel to the south shore of Quail Lake and a local access road connecting Quail Lake to Gorman Post Road would maintain the community of the bike routes at the western project limits.

Hiking Trails

The study area also includes a trail network that is used by hikers, bicyclists, and equestrians. This network is comprised of the Adopted County Backbone Trail System, Pacific Crest National Trail, Federal / National Forest Trails, and Incorporated City Trails.

The following trails would be maintained and/or enhanced with the SR-138 corridor project:

- An undercrossing at the Pacific Crest Trail crossing SR-138 at 269th Street is proposed to help improve the current conditions. The Pacific Crest Trail Association and Tejon Ranch are currently exploring the relocation of the Antelope Valley segment of the trail to the west. If the Pacific Crest Trail is realigned, the proposed interchange at 300th Street & SR-138 would provide a better crossing option for Hikers. It is also important to note that relocating the trail crossing at 269th Street would have a considerable impact on the small, independently-owned business named Hikertown.
- Hiking trails delineated in the LA County Trails Plan cross SR-138 west of 140th Street (trail parallels SCE transmission corridor), Three Points Road (trail parallels LA Aqueduct 1913), and 290th Street. Crossings at these locations would be maintained.
- The parking lot located on the west side of Quail Lake provides access to hiking trails around Quail Lake. The project is not expected to impact the parking lot or the trails, and additional access would be available with the proposed Gorman Road Interchange improvements.

Safety Enhancements with Build Alternatives

The proposed build alternatives are supposed to improve geometrics, sight distances and incorporate paved shoulders to bring the roadway up to current safety standards; improve mobility for all travel modes – motorists, pedestrians, and bicyclists, as well as provide safer wildlife corridor crossings (from Metro’s Transportation Analysis Report). More specifically, they would provide the following benefits:

- Improvement of three non-standard curve locations on existing alignment to 80 miles per hour (mph) design speed
- Improvements to the interchange at I-5 connectors to and from southbound and northbound I-5
- Improvements to the interchange at SR-14 to improve connections to the existing ramps

- Two existing bridges (Bridge #53-1798 L and R) within the project area have non-standard vertical clearance (within one inch of the standard); improving existing bridges within the project limits to meet current standards
- Intersection channelization
- Paved shoulders

Additional considerations for Alternatives 1 and 2 include:

- Truck inspection facilities within the corridor would be considered
- Maintenance pullout locations and other considerations would be coordinated with the Caltrans Maintenance staff
- The type, design and details of at-grade, non-signalized intersections would be considered to provide operational efficiencies

(Metro Multimodal Study Report, 2015)

5.2.2 Public Transportation

Since scheduled public transportation is currently non-existent in the area, all of the proposed build and non-build alternatives would have no affect on mass transit. If one of the build alternatives is selected, it is important to note that the Dial-A-Ride response / travel times may take longer than usual during the construction phases of the project due to route detours and temporary road closures.

5.3 Avoidance, Minimization, and Mitigation Measures

Design engineers are making a conscious effort at reducing impacts around Quail Lake; efforts to reduce impacts includes the elimination of the separated median and use of a barrier to reduce the impacts on a residence, hillside adjacent to Quail Lake, and Quail Lake (Metro Multimodal Study Report Jan 2015).

Potential for Park & Ride Facilities

The build alternatives do not propose the addition of a High Occupancy Vehicle (HOV) lane. Therefore, the presence of Park & Ride facilities along Northwest 138 would likely not be utilized under Opening Year (2020/2025) conditions under any of the build alternatives. However, as the study area continues to grow in both population and employment, more demand for Park & Ride facilities is likely to occur in the future.

Based on Caltrans guidance on the implementation of Park & Ride facilities, the following is recommended under each build alternative:

- Preserve right-of-way along the western end of SR-138 (between I-5 and 300th Street) for the installation of a Park & Ride facility.
- Preserve right-of-way along the eastern end of the SR-138 (between 40th Street and SR-14) for the installation of a Park & Ride facility.

The Project Development Team is exploring right-of-way opportunities for Park & Ride facilities along Northwest 138. It should be noted that Caltrans does not permit Park & Ride

facilities within interchange areas except with the review and approval from the Design Coordinator and the Traffic Liaison Engineer (Metro Park and Ride Study, 2015).

If a build alternative is selected, construction activities should be scheduled in the springtime to minimize the risk of spreading valley fever as spread of this fungus is more prevalent during the warmer months when the soil is arid and dust storms are more frequent.

5.3.1 Access and Circulation

If Alternatives 1 or 2 are chosen, then the following minimization and mitigation measures shall be implemented:

- Use of existing roadway as a local frontage road to provide local circulation or to maintain current parcel access; the existing highway would be relinquished to the County as a local roadway in these areas (Metro Multimodal Study Report, 2015)

Additional considerations for Alternatives 1 and 2 include:

- Traffic Management Plans (TMP) would be developed during final design (Metro Multimodal Study Report, 2015). TMPs may also include agreements with local agencies to provide enhanced infrastructure on arterial roads or intersections to deal with detoured traffic. It is important to note that enhancements *must* be temporary if federal funds are to be used.
- Construction staging would require that one lane of traffic in each direction is open to the public at all times; the anticipated construction staging would allow construction of new lanes adjacent to the existing lanes (either north or south of the existing roadway), allowing traffic to continue to use the existing lanes and then allow traffic to use the new lanes during construction of the remaining lanes over the existing roadway (Metro Multimodal Study Report, 2015)

5.3.2 Parking

The existing SR-138 is a major rural thoroughfare between Interstate 5 and SR-14. Similar to a freeway or expressway, vehicles traveling along the route typically stop alongside the shoulder only under emergency situations thus impacts to parking should be very minimal. Mitigation may be required, however, at locations in which motorists may stop for services, such as the recreational area (Quail Lake parking), a community storefront that faces SR-138 such as Wee Vill Market (@ 185th St W), and at residential properties that would need access if a build alternative is chosen.

5.3.3 Public Transportation

Caltrans shall assist AVTA in allocating more resources to the Dial-A-Ride program during the construction phases if a build alternative is chosen. Such measures may include extending Dial-A-Ride service hours and allocating more small buses and dispatchers to ensure timely service and reduce delays.

Chapter 6 Public Involvement

6.1 Stakeholders

The following are stakeholders in the Northwest 138 Corridor Project:

- CalFire
- Los Angeles County Department of Parks and Recreation
- California Department of Water Resources
- California Department of Fish & Wildlife Region 5
- Native American Heritage Commission
- California Highway Patrol
- California Air Resources Board
- Regional Water Quality Control Board (Los Angeles Region 4 and Lahontan Region 6)
- Jason W Cowin, Program Manager, Highways for National Defense, DOD
- Carolyn Mulvihill with USEPA Region IX
- Los Angeles County Fire
- California High Speed Rail Authority
- County Sanitation Districts of Los Angeles County
- County of Los Angeles Sherriff's Department
- City of Palmdale
- City of Lancaster
- West Valley County Water District

Native American Contacts:

- Beverly Salazar Folkes (Chumash, Tataviam, Fernandeno)
- Fernandeno Tatviam Band of Mission Indians
- LA City / County Native American Indian Commission
- Kitanemuk & Yowlumne Tejon Indians
- San Fernando Band of Mission Indians
- Randy Guzman – Folkes (Chumash, Fernandeno, Tataviam, Shoshone Paiute, Yaqui)
- San Manuel Band of Mission Indians

6.2 Outreach to Minority and Low-Income Communities

There were no outreach specifically to minority and low-income communities, however extensive focus and general outreach was made as a part of this project. Please see the Appendix C for the attached meeting summary matrix for a detailed list of meeting dates, meeting location and type of meetings.

6.3 Community Participation Program

Northwest 138 Public Scoping Meetings were held on:

Saturday, March 15, 2014

9:30am - 11:30am

Antelope Acres Community Center
8812 W Ave E-8
Antelope Acres, CA 93536

Tuesday, March 18, 2014

6:30pm - 8:30pm
Grace Chapel Neenach
25649 W Ave D
Lancaster, CA 93536

STAKEHOLDER OUTREACH:

North County Transportation Coalition (NCTC)
Town Councils
Association of Rural Town Councils (ARTC)
Greater Antelope Valley Economic Alliance (GAVEA)
Antelope Valley Board of Trade (AVBOT)
Concerned Citizens of Western Antelope Valley (CCWAV)
Edwards Air Force Base
LA County DPW – Aviation: William J Fox Airport
Antelope Valley Community College
LA County Air Show (March 21-22, 2014)

Appendix C describes the meeting community outreach and participation and meeting summary report.

Appendix A Antelope Valley Area Plan Land Use Map

Appendix B NRCS Farmland Conversion Form AD-1006

U.S. Department of Agriculture FARMLAND CONVERSION IMPACT RATING							
PART I (To be completed by Federal Agency)			Date Of Land Evaluation Request				
Name of Project			Federal Agency Involved				
Proposed Land Use			County and State county and state				
PART II (To be completed by NRCS)			Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)			YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size	
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %				
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS				
PART III (To be completed by Federal Agency)			Alternative Site Rating				
A. Total Acres To Be Converted Directly			Site A	Site B	Site C	Site D	
B. Total Acres To Be Converted Indirectly							
C. Total Acres In Site							
PART IV (To be completed by NRCS) Land Evaluation Information							
A. Total Acres Prime And Unique Farmland							
B. Total Acres Statewide Important or Local Important Farmland							
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted							
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value							
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)							
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)			Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use			(15)				
2. Perimeter In Non-urban Use			(10)				
3. Percent Of Site Being Farmed			(20)				
4. Protection Provided By State and Local Government			(20)				
5. Distance From Urban Built-up Area			(15)				
6. Distance To Urban Support Services			(15)				
7. Size Of Present Farm Unit Compared To Average			(10)				
8. Creation Of Non-farmable Farmland			(10)				
9. Availability Of Farm Support Services			(5)				
10. On-Farm Investments			(20)				
11. Effects Of Conversion On Farm Support Services			(10)				
12. Compatibility With Existing Agricultural Use			(10)				
TOTAL SITE ASSESSMENT POINTS			160	0	0	0	0
PART VII (To be completed by Federal Agency)							
Relative Value Of Farmland (From Part V)			100	0	0	0	0
Total Site Assessment (From Part VI above or local site assessment)			160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)			260	0	0	0	0
Site Selected:		Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>				
Reason For Selection:							
Name of Federal agency representative completing this form:						Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project		5. Federal Agency Involved	
2. Type of Project		6. County and State	

PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____	7. Amount of Farmland As Defined in FPPA Acres: _____ % _____	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix C Public Outreach Summary

Appendix D References

- Chao, Tiffany. Preliminary Research for the SR-138 NW Community Impact Assessment. January 17, 2014. Point C Partners.
- Kimley,-Horn and Associates, GPA Consulting, Caltrans District 7, and Los Angeles County Metro Transportation Authority. Northwest 138 Corridor Improvement Project Draft Relocation Impact Report; May 2015.
- Los Angeles County Department of Regional Planning, Antelope Valley Area Plan, Town and County; Chapter 7, Community Specific Concepts, June 2015.
- Los Angeles County Metro Transportation Authority Multimodal Study Report, January 2015.
- Los Angeles County Metro Transportation Authority Park and Ride Study, January 2015.
- Los Angeles County Metro Transportation Authority Draft Right of Way Data Sheets, April 2015
- Skaggs, Richard; Owner of Hikertown and Centennial Market & Gas Station, Omstar Plaza and Community Center; Field visit on March 25th, 2015.
- Kathy; Golden Valley Real Estate. Field visit on March 25th, 2015.
- Sahagun, Louis. "Tejon Ranch pact would allow 26,000 homes on the range". Los Angeles Times. May 8, 2008.
- Tae, Susan and Carl Nadela. Los Angeles County Department of Regional Planning; Community Studies North.
- Fuentes, Judith. Local resident
- United States Census; American Fact Finder and American Community Survey 5 year estimates.
- Wheeler, Paul. High Desert Cycling Club.
- Antelope Valley Transportation Authority.
- Los Angeles County Metro Transportation Authority Transportation Analysis Report.

United States Department of Agriculture 2012 Census of Agriculture

California Farmland Mapping and Monitoring Program 2012

Southern California Association of Governments 2012-2035 Draft RTP/SCS Print Version

LandVision

Appendix E Summary of Relocation Benefits

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) would provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Non-residential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VI of the Civil Rights Act of 1964, as amended. This assistance would also include supplying information concerning federal- and state-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

A brochure on the residential relocation program is available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

The Business and Farm Relocation Assistance Program

A brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable “decent, safe, and sanitary” replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the state.

Any person, business, farm, or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Caltrans’ Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from Caltrans’ Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans’ laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of Caltrans’ relocation programs.

Important Notice

To avoid loss of possible benefits, no individual, family, business, farm, or non-profit organization should commit to purchase or rent a replacement property without first contacting a Department of Transportation relocation advisor.

Appendix F List of Preparers

This document was prepared by the following Caltrans District 7 staff:

Billy Ho, Associate Environmental Planner. Masters, Urban & Regional Planning, University of Michigan; B.A., Geography / Environmental Studies, UCLA; 3.5 years environmental planning experience. Contribution: Author of Community Impact Assessment.

Susan Tse, Associate Environmental Planner. Masters, Public Health, Loma Linda University; Masters candidate, Transportation Management, San Jose State University; B.S, Biology/Environmental Analysis and Design, UC Irvine; 6 years environmental planning experience.

Cesar Moreno, Associate Environmental Planner. B.S, Environmental Analysis and Design, UC Irvine 8 years environmental planning experience.