

**PALMDALE BUSINESS PARK CENTER
SPECIFIC PLAN**

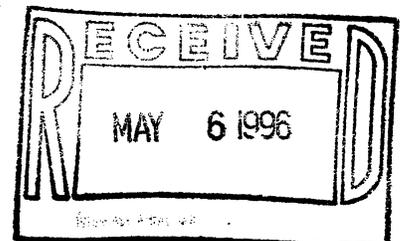
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March 20, 1996



**PALMDALE BUSINESS PARK CENTER
SPECIFIC PLAN**

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SECTION I - INTRODUCTION AND BACKGROUND

A. ORGANIZATION OF REPORT

The *Palmdale Business Park Center* Specific Plan is organized into eight sections as outlined below to systematically implement the City's General Plan as it relates to this property:

- I. **Introduction and Background:** Briefly describes the project, the goals and objectives of the plan, the Specific Plan's purpose, authority and scope.
- II. **Existing Conditions:** Describes the project location, site features, community and regional context, and existing infrastructure. An overview of current market conditions in the Antelope Valley also is presented.
- III. **Specific Development Plan and Program:** Describes the development concept and the components of the plan, including land use, grading concept, circulation, drainage, water, sewer, landscape, and desert vegetation.
- IV. **Land Use Regulations:** Defines the process for submittal and review of all site development plans, and denotes permitted and prohibited uses by land use category. Planning area boundaries and development standards for the various land uses also are presented.
- V. **Design Guidelines:** Defines a community design theme in terms of streetscapes, entry monumentation, land use interfaces, landscape requirements and maintenance, architectural design guidelines, and signage requirements. The section also provides criteria for the development of each component of the Specific Plan Area.
- VI. **Implementation:** Describes the Specific Plan and subdivision processes, as well as the provisions for changes, updates, and amendments to the plan. Proposed project phasing is discussed along with financing options, and implementation responsibilities as they relate to construction and maintenance.

VII. General Plan Analysis: Describes the project's conformance and compliance with the City's General Plan.

VIII. Appendices: Three appendices are included as follows: A. References; a summary of background and technical documentation for the Specific Plan. B. Legal Description of the Property. C. Mitigation Monitoring Program; to be developed to satisfy the requirements of the completed environmental documentation.

B. INTRODUCTION

1. Executive Summary.

Palmdale Business Park Center is owned by Lockheed Corporation, and consists of 632 gross acres of undeveloped land within the City of Palmdale. The General Plan designates the site as Specific Plan 10, *Palmdale Business Park Center* Specific Plan.

The property is bounded on the north by Avenue M, which also forms the boundary between the Cities of Palmdale and Lancaster west of Challenger Way; by USAF Plant 42 on the east and south; and by the Southern Pacific Railroad right-of-way, Metrolink Line, and Sierra Highway on the west. There are two out-parcels consisting of a seven acre Los Angeles County Waterworks site along Avenue M, and a five acre private party parcel along the southern margin of the property. Neither of these parcels are included in the Specific Plan Area, nor are they covered by the provisions of the Specific Plan.

Palmdale Business Park Center is a proposed master planned commercial and industrial complex with an integral 27-hole golf facility. The project's Foreign Trade Zone status, potential rail connection, direct taxi way access to Palmdale Regional Airport, and the championship and executive golf courses combine to give the project exceptional marketing presence in the Antelope Valley. A statistical summary of land uses is shown on **Table I-1**, and as noted, the site plan yields a total of 632.21 acres.

The 61.42 acre portion of the project fronting Avenue M is devoted to commercial use. The remaining 279.68 acres of commercial and industrial properties are proposed to have a balance of business park (26.15 acres), light industrial (165.61 acres) and airport related (87.92 acres) uses. The golf course covers 225.76 acres, project roadway rights of way require 59.45 acres, and the remainder of 5.90 acres is dedicated to public facilities. **Exhibit I-1** (Page I-11), graphically depicts the organization of land uses, the circulation system, and the relationship of the project to its surroundings.

At buildout, *Palmdale Business Park Center* is expected to have a gross building area of approximately 5.2 million square feet. Based on the land use mix, it also is expected to be the source for more than ten thousand jobs.

Table I-1

Land Use Statistical Summary

Land Use Type	% Of Total	
	Acres	Acres
Community Commercial (PCC) ¹	61.42	10%
Business Park (PBP)	26.15	4%
Light Industrial (PLI)	165.61	26%
Airport Related (PAR)	87.92	14%
Golf Course (GC)	225.76	36%
Public Facilities (PF) ¹	5.90	1%
Street Rights-of-Way (ROW)	<u>59.45</u>	<u>9%</u>
Total	632.21	100%

¹ The listed acreage may vary up to 3.5 acres. This is due to the dedication of land to the City of Palmdale in the northwest portion of Planning Area PCC-1 that appears in the Specific Plan graphics and text as "Interim Drainage Area Easement." The land is to be used for the construction and use of a regional detention facility, and is designated as Public Facility (PF) for land use purposes.

2. Specific Plan Goals and Objectives.

The overall goal of *Palmdale Business Park Center* Specific Plan is to provide a definitive blueprint for orderly property development, thereby fostering new employment opportunities within the City.

The Specific Plan also assures the implementation of other goals, objectives, and policies including:

a. Land Use.

Goal: Develop a planning framework that provides for the implementation of a large commercial, industrial, and recreation complex that is compatible with neighboring land uses.

Objective: Adopt a Development Plan that is compatible with the continued operation of USAF Plant 42, and the potential expansion of Palmdale Regional Airport.

- Policies:**
1. Locate airport-related and industrial land uses adjacent to existing facilities at USAF Plant 42.
 2. Include recreational facilities in areas where more intense development is not allowed.
 3. Develop project design guidelines which assure land uses that are both compatible with existing adjacent uses, and with each other.

b. Infrastructure.

Goal: Provide facilities and infrastructure plans necessary to accommodate new development.

Objective: Assure that essential public facilities, services, and utilities are phased economically, and in such a manner that they are in place at the time of project need.

- Policies:**
1. Phase development of *Palmdale Business Park Center* Specific Plan to match construction of on-site and off-site facilities and infrastructure to market opportunities.
 2. Establish plans and procedures to assure long-term facilities management through fair share user contributions, or a property owner's association as appropriate.

c. Circulation.

Goal: Provide a balanced transportation network that is safe and efficient.

Objective: Design and implement a transportation system that adequately serves the needs of projected travel demands, and that addresses the incorporation of alternative transportation modes.

- Policies:**
1. Assure that all development meets or exceeds the standards set by fire and safety planning with regard to traffic access.
 2. Integrate new development into the existing and planned regional roadway network.
 3. Secure approvals for an on-site connection to taxi way and runway facilities located at USAF Plant 42 and Palmdale Regional Airport.
 4. Secure approvals for an on-site railway spur connection to the Southern Pacific Railway mainline.
 5. Provide connections to adjacent regional bikeway routes.

6. Provide for bus service by planning for turnouts and shelters.

d. Flood Control.

Goal: Develop and maintain flood control facilities capable of meeting the normal and emergency demands within *Palmdale Business Park Center*, while minimizing adverse visual impacts.

Objective: Implement the City's Master Plan of Drainage in a way that meets flood control performance criteria and is aesthetically pleasing.

Policies: 1. Provide a non-structural channel within *Palmdale Business Park Center* that will adequately handle projected regional storm water flows.

2. Incorporate recreation and open space uses into the non-structural flood control facilities for use during non flood periods.

e. Environmental Resources.

Goal: Implement a development plan that is in harmony with Palmdale's desert climate, open spaces, and Joshua Tree resource which also reinforces the close proximity to, and importance of, aerospace related facilities.

Objective: Balance land development with protection of indigenous plant species and land forms. Encourage incorporation of scenic view sheds both on and off site.

Policies: 1. Locate airport related and industrial type facilities adjacent to existing aerospace land uses.

2. Encourage a feeling of spaciousness through the siting of facilities within generous landscaped areas.
3. Preserve and restore Joshua Tree woodland plant associations within the golf course, flood control, and roadway median areas.

f. Job Creation and Economic Development.

Goal: Provide a development plan that generates new employment opportunities within the City.

Objective: Implement a development plan that reduces the City's job-housing imbalance by fostering new employment opportunities within the City thereby reducing vehicle miles traveled by area residents.

- Policies:
1. Establish plans and procedures that facilitate opportunities for industry to locate, relocate and/or expand at *Palmdale Business Park Center*.
 2. Encourage new development which assures expanded employment opportunities within the City.

C. DOCUMENT PURPOSE

The purpose of *Palmdale Business Park Center* Specific Plan is to present a comprehensive development plan that is consistent with the City's General Plan. The Specific Plan is based on economic, planning and engineering studies which catalogue the site's unique development opportunities and constraints. It ensures a cohesive, integrated framework for commercial and industrial development, and the required infrastructure improvements.

Also, the Specific Plan serves as a foundation document to govern applicable property development policies, and it fulfills both local and state planning requirements by providing site specific land use and development standards. It is intended that the Specific Plan be adopted by City resolution to serve as the zoning ordinance for

development of the site. All subsequent parcel development will be reviewed and approved subject to consistency with this plan.

The Specific Plan document will be accompanied by an Environmental Impact Report (EIR), which addresses the environmental impacts of the proposed project. Together, these documents provide the City's elected officials and the public with the information necessary to fully understand the scope of the project and its associated impacts.

D. AUTHORITY AND SCOPE

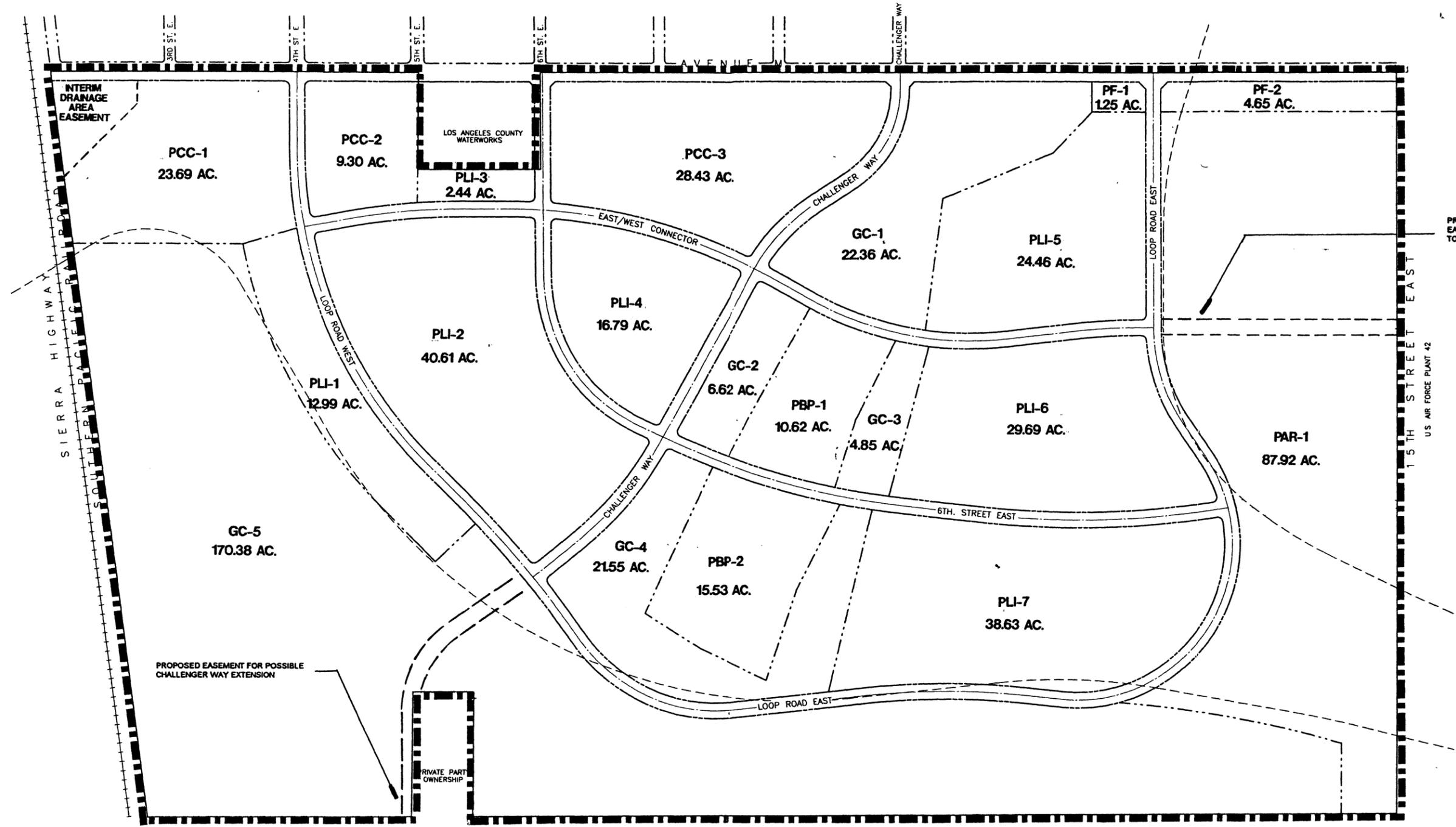
The City of Palmdale is empowered to prepare Specific Plans by California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. These regulations granted local planning agencies the authority to prepare specific plans once the City's legislative body had adopted a General Plan. The required contents of a Specific Plan, and the necessity for its consistency with the General Plan is clearly stated. According to Section 65451, a Specific Plan shall include a text and diagrams which specify all of the following in detail:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, extent, and intensity of use of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan, and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above paragraphs.

In addition, the California Government Code states that a Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan. The plan may not be adopted or amended unless found to be consistent with the General Plan.

The *Palmdale Business Park Center* Specific Plan has been prepared in conformance with City of Palmdale Council Resolution #90-43 which provides for uniformity in the format and content of Specific Plans prepared and processed within the City. Within this context, the standards and regulations contained in this document will govern development of the properties within the Specific Plan Area.





PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION

4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

PROJECT SUMMARY

PALMDALE COMMUNITY COMMERCIAL

PCC-1	23.69
PCC-2	9.30
PCC-3	28.43

SUBTOTAL 61.42 AC.

PALMDALE BUSINESS PARK

PBP-1	10.62
PBP-2	15.53

SUBTOTAL 26.15 AC.

PALMDALE AIRPORT RELATED

PAR-1	87.92
-------	-------

SUBTOTAL 87.92 AC.

PALMDALE LIGHT INDUSTRIAL

PLI-1	12.99
PLI-2	40.61
PLI-3	2.44
PLI-4	16.79
PLI-5	24.16
PLI-6	29.69
PLI-7	38.63

SUBTOTAL 165.61 AC.

GOLF COURSE

GC-1	22.36
GC-2	6.62
GC-3	4.85
GC-4	21.55
GC-5	170.38

SUBTOTAL 225.76 AC.

PUBLIC FACILITIES

PF-1	1.25
PF-2	4.65

SUBTOTAL 5.90 AC.

STREET RIGHT OF WAY 59.45 AC.

TOTAL 632.21 AC.

MARCH 20, 1996



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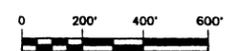


Exhibit I-1

LAND USE PLAN AND PROJECT SUMMARY

SECTION II - EXISTING CONDITIONS

A. COMMUNITY SETTING

1. Regional Location.

The City of Palmdale is located in Los Angeles County on the southwestern edge of the "high desert" in an area known as Antelope Valley. This valley is bordered by the Mojave Desert to the east, the Sierra-Pelona/San Gabriel Mountains to the south, the Tehachapi Mountains to the west and the Sierra Nevada Range to the north.

The Antelope Valley Freeway (State Route 14), links the Antelope Valley to the rest of Los Angeles County via Interstate 5, and is the major transportation route in and out of Antelope Valley for the desert communities. Highway 138 provides regional east-west circulation, and links Palmdale with other communities in the region.

The Specific Plan Area is located in the northeastern part of the City of Palmdale, and is approximately 60 miles north of downtown Los Angeles and 50 miles west of Victorville. **Exhibit II-1** (Page II-27), depicts the site in its regional context, and in relation to adjacent cities.

2. Site Description.

The 632 gross acre Specific Plan parcel is located approximately one mile north of Lockheed Plant 10, and directly south of the Lancaster City limits, and is undeveloped. **Exhibit II-2** (Page II-28), shows the relationship of the site to Palmdale, Lancaster, and neighboring facilities. The roughly rectangular parcel is bounded on the north by Avenue M, on the east and south by USAF Plant 42, and on the west by the Southern Pacific Railroad right-of-way, Metrolink Line and Sierra Highway.

Exhibit II-3 (Page II-29), is a topographic map of the site depicting existing site conditions. As shown in the exhibit, there are no paved roads on the parcel, although there are several dirt roads and trails that traverse the property, some

of which appear to be extensions of adjacent paved and unpaved streets, including Valley Line Road, 5th Street East, Challenger Way, Avenue M-8, and Avenue M-12. A title search has determined that easements are reserved only for the extension of Challenger Way. A narrow dirt trail parallels the eastern and southeastern property boundaries, and a second dirt trail traverses the western portion of the property between Avenue M and Avenue M-8.

Except for a small concrete pad and cleared area in the vicinity of Avenue M-8 and Challenger Way, the site is devoid of signs of past usage, and essentially is in a native state. Stands of Joshua Trees are present, particularly in the northeast and southwest portion of the site, and native shrubs and grasses are widespread.

Two small out parcels that intrude into the property have been excluded from the Specific Plan Area. One, located to the north along Avenue M, is a seven-acre parcel that is owned by the Los Angeles County Water Works District No. 40, and accommodates three large water storage tanks, with a footing in place for a fourth tank. There is a flat pad area for future expansion, and it is anticipated that this storage facility eventually will accommodate twelve tanks, and two producing water wells. The second parcel, located to the south, is a five-acre site that currently is in private party ownership.

3. Legal Description.

The Specific Plan Area's legal description is presented in detail in the Appendix, Section B (Page VIII-2). Site easements are identified in this exhibit, along with existing parcelization of the property, and like matters.

4. Surrounding Land Uses.

The Specific Plan Area and Surrounding Land Uses are shown on **Exhibit II-4** (Page II-30), and are summarized as follows:

- a. North: The area north of Avenue M and east of Challenger Way is within the City of Palmdale, and largely is undeveloped land. The City's General Plan Land Use Element (adopted in January of 1993), designates this

area as Industrial. The Palmdale Zoning map, dated January 1990, designates the area as M-A (Aircraft).

The area located west of Challenger Way, 10th Street West and north of Avenue M is within the City of Lancaster, and consists primarily of scattered developments which include commercial and industrial uses as well as rural single family residences, while further north is the Lancaster Business Park. The City of Lancaster's Land Use plan designates this area as Manufacturing.

- b. South/East: Immediately south and east of the Specific Plan Area is Air Force Plant 42, which the Palmdale General Plan designates as Airport and Related uses. The Zoning Map designates it as United States Air Force (USAF).
- c. West: Directly west of the Specific Plan Area is the Southern Pacific Railroad right-of-way, Metrolink Line and Sierra Highway. The General Plan designation for the area west of Sierra Highway is Industrial.

5. USAF Plant 42 Impacts.

Planning of *Palmdale Business Park Center* has been impacted by constraints associated with the operations of USAF Plant 42 in several ways including noise, obstacle clearances, and the need to secure aviation easements. These constraints are described below, and partially illustrated on **Exhibit II-5** (Page II-31).

- a. Noise: The Community Noise Equivalent Level (CNEL) system of noise assessment is used by the State of California and the City of Palmdale in describing noise exposure, and has been used to evaluate noise impacts on the project site. CNEL is a measurement of average noise level which observes all noise events in a 24-hour period, and generally calculate noise impacts for residential uses. For this reason, night events which might disturb sleep are weighted more heavily than daytime events, despite the fact that such overweighing may be inappropriate to most industrial and commercial uses.

In any case, noise-related impacts on the *Palmdale Business Park Center* Specific Plan Area arise from military and civilian aircraft operations at USAF Plant 42, and potential future increases in aircraft operations at Palmdale Regional Airport. The CNEL contours shown in the aforementioned Exhibit II-5 are taken from the City's General Plan, and were based on Air Installation Compatible Use Zone (AICUZ) studies recently conducted by the U.S. Air Force.

As shown in the exhibit, most of the *Palmdale Business Park Center* Specific Plan Area lies within the 75 to 80 CNEL contour interval, with the entire south margin and much of the east margin inside the 80+ CNEL zone. A portion of the northeast quadrant of the property lies inside the 70 to 75 CNEL contour interval.

As defined by the noise element of the Palmdale General Plan, no noise sensitive land uses are proposed within the Specific Plan Area. Instead, a mixture of Community Commercial, Business Park, Light Industrial, Airport Related, Golf Course and Public Facilities uses are proposed. All of these proposed uses are consistent with the noise element of the City's General Plan. The City's General Plan also recognizes that, by directing these uses towards areas most affected by noise from USAF Plant 42, the City can allow reasonable economic use of property in the vicinity of the facility, while simultaneously providing a buffer against noise intrusions into noise sensitive areas and land uses, as long as the City's exterior and interior noise level requirements are satisfied prior to project implementation.

- b. Obstacle Clearance Zones: For every airport or aircraft installation, there is an air space control plan which attempts to eliminate obstructions to air navigation. Obstructions to air navigation are natural objects or man-made structures that protrude above established flight planes and surfaces. There are two air space control surfaces that must be considered in order to meet FAA regulations. These are the approach/departure clearance surface, and the inner horizontal surface.

The approach/departure clearance surface is symmetrical about the runway centerline and extends out in an inclined plane or glide angle starting 200 feet from the end of the runway's edge, and increases to 16,000 feet wide at the outer limit of the surface, which extends 50,000 feet beyond the runway. The impact of this surface on the potential physical development of the site is inconsequential. A small portion of the Specific Plan Area adjacent to Sierra Highway, north of USAF Plant 42 has a structural height limit of 50 feet, but the Development Plan proposes no structures in this area.

The inner horizontal surface is an oval shaped plane 150 feet above the established airfield elevation. It is detailed by an arc with a 7,500 foot radius from the end of the runway. This surface also establishes a height restriction for structures not to exceed an elevation of 2,692 feet mean sea level (MSL) and covers the entire site. This surface, however, is not expected to impact the type of development proposed for *Palmdale Business Park Center* because of building height limitations imposed by the City's General Plan.

- c. Avigation Easements: The City has adopted specific policies to govern land use within the 65 CNEL contour. These policies affect development at *Palmdale Business Park Center*, in that potential development will be conditioned to provide avigation easements in favor of the Los Angeles City Department of Airports, the U.S. Air Force, and the City of Palmdale.

6. Existing Regulations and Policies.

- a. General Plan: The City's General Plan has designated the project site as Specific Plan 10, *Palmdale Business Park Center* Specific Plan.
- b. Zoning: The Specific Plan Area presently is zoned M-A (Aircraft). The site will be zoned SP as part of the General Plan Zoning Consistency rezoning.

7. Foreign Trade Zone.

The entire area of *Palmdale Business Park Center* has been designated as a Foreign Trade Zone (FTZ). The FTZ is an area where foreign and domestic merchandise is considered by the United States Government not to be within U.S. Customs territory, but rather in international commerce. When merchandise is considered in this manner, it may be brought into the Zone without a formal Customs entry and payment of duty or excise tax. The imposition of quotas and most other import restrictions also are postponed.

Merchandise may be manufactured or processed in the Zone, and the importer may choose either to pay the duty rate for the classification of the material when it was admitted to the Zone, or the classification of the foreign product that is removed from the Zone, whichever is lowest.

Other advantages include a potential savings on state and local taxes. Merchandise also may be examined, tested, and sampled prior to resale, and duty payments on damaged or unwanted merchandise may be avoided. Further, merchandise may be altered, re-labeled or remarked in the Zone in order to conform to U.S. Standards or other government regulations. And any foreign or domestic merchandise not otherwise prohibited by law may be stored in an FTZ for an unlimited period of time. These features may be important to certain businesses, and are a marketing asset for the project.

8. Related Projects.

The following projects are related to *Palmdale Business Park Center* because of their geographical location and similar land use.

- a. Antelope Valley Business Park: A 120 acre master planned site located directly west of the Specific Plan Area. The project is located in the City of Palmdale, east of the Antelope Valley Freeway, south of Avenue M, north of Avenue N, and west of Sierra Highway.

The approved Specific Plan permits a mixture of uses including industrial, business park, and commercial.

- b. Lancaster Business Park: A multi-phased commercial and industrial project located north of the Specific Plan Area. The project is located in the City of Lancaster, south of Avenue K, west of 5th Street East, north of Avenue L and east of the Southern Pacific Railroad right-of-way.

The three phase project encompasses a total of 240 acres. The project was started in 1980, and the first and second phases of 27 acres and 53 acres respectively now are fully developed. Phase three, representing 160 acres, recently opened with 75 subdivided parcels. Streets are fully improved and landscaped, with improvements funded through a community facilities district. Parcel sizes range from one-half to 25 acres, with the two largest parcels sold to the U.S. Postal Service, and Deluxe Corporation.

- c. Antelope Valley Industrial Park: A 71 acre industrial park located north of Avenue M and west of 10th Street West in the City of Lancaster. All lots are fully developed.
- d. Lancaster Industrial Park: An 81 acre master planned business park located on Sierra Highway between Avenue L-4 and L-8 in the City of Lancaster. The park opened for land sales in 1991, and there currently are twelve finished lots ready for construction.

B. PHYSICAL SETTING

1. Existing Topography and Slope Analysis.

Existing site topography is illustrated on **Exhibit II-6** (Page II-32), and as shown, the site slopes gently to the northeast. There is a high point of approximately 2,551 feet MSL at the southwestern corner and a low point of approximately 2,487 MSL at the northeastern corner. There is a well defined drainage channel through the northwestern corner of the site, and two lesser drainage swales to the east. Average slope across the site is less than one percent.

2. Opportunities and Constraints.

The Development Plan for *Palmdale Business Park Center* is a direct response to the site's physical constraints. These constraints as well as the opportunities are plotted on **Exhibit II-7 (Page II-33)**.

The project's adjacency to USAF Plant 42 is a significant opportunity, in that it represents a development pattern that is supportive of the intended industrial and airport related type land uses.

As mentioned, however, noise impacts associated with USAF Plant 42 are a significant conditioner of site use. Noise levels within the 80+ CNEL contour are incompatible with conventional commercial or industrial development. The City's General Plan, however, recognizes that certain types of recreational use, such as golf courses, are substantially less noise sensitive because of the relative infrequency of use by individuals, and the voluntary nature of use. In this regard, the area within the 80+ CNEL contour presents an opportunity to develop a championship length golf facility on land that would otherwise be unbuildable. Noise impacts between the 70 and 80 CNEL contour may be a modest constraint, since some type of noise reduction measures may need to be considered in building design, and the execution of noise studies may be a condition of construction approval, as specified in the City's General Plan.

The site is adjacent to major arterial highways at Avenue M, Sierra Highway, and Challenger Way. 5th Street East is listed as an arterial highway on the City of Lancaster's Master Plan of Highways. Avenue M represents a direct access link to the Antelope Valley Freeway. The north/south arterial highways are considered opportunities in that they allow the proposed internal specific plan roadway network to be well integrated into the existing and planned regional roadway system.

The adjacent Southern Pacific Railway/Metrolink Line is both an opportunity and a constraint. In terms of a potential freight connection via the northern spur serving USAF Plant 42, it is considered an opportunity to provide for rail served industrial property. In terms of the potential noise impacts along the western

margin of the site, it is considered a constraint, and land uses have been planned accordingly.

The project site has significant stands of Joshua Trees. These trees are considered a valued resource, and are proposed to be a focal feature within the proposed golf facilities. Based on aerial surveys, there are an estimated 4,592 trees existing on site. Of this total, an attempt will be made to preserve 686 trees in place, largely within the golf complex. An additional 579 trees will need to be relocated, resulting in a minimum of 1,265 trees preserved on site, which is consistent with City ordinance stipulating that 2 trees per acre must be preserved. Because of the acknowledged value of this resource, however, it is anticipated that a much higher number of the trees actually will be relocated and/or preserved.

The project site is located within the Anaverde Basin of the City of Palmdale's Drainage Master Plan. Currently, none of the proposed regional drainage facilities identified in the Drainage Master Plan have been constructed within the Specific Plan area. Natural site drainage is towards the northeast. Off-site drainage from the south is diverted to the existing Anaverde Creek trapezoidal channel located along the east boundary of the project site. The only source of off-site runoff which is tributary to the project site is an earthen swale which is located west of the site between Sierra Highway and the Southern Pacific Railroad/Metrolink Line. The natural site drainage is considered an opportunity in that it allows the proposed specific plan concept drainage plan to be well integrated into the existing and planned regional drainage master plan.

Views from the project site also are a significant resource. To the southeast, the views are towards the San Gabriel Mountains, which in the winter time, usually are snow capped. To the northwest, although more distant, the Sierra Nevada range is visible.

3. Geology and Soils.

The Geology and Soils of the Specific Plan Area are fully described in the report "Preliminary Geotechnical Investigation, Palmdale, California" prepared by Pacific Soils Engineering, and dated October 30, 1992. This report is

considered a part of this document by reference (See Appendix A, Page VIII-1). A summary of a portion of the report is provided as follows.

Palmdale Business Park Center is located on the southeastern margin of the Antelope Valley and is northeasterly of Ritter Ridge, and is separated from the San Gabriel Mountains structural block by the San Andreas fault zone which is the major regional geologic structure, and is quite active. Although of significant importance, the San Andreas fault zone is about 2.5 miles southwest of the project site. The Garlock fault is located 35 miles to the northwest, and comprises the northern margin of the Mojave block. According to the current General Plan, the Specific Plan Area is not included within the City's Alquist-Priolo Special Study Zone.

The Antelope Valley, as part of the "lowland" Mojave block, has received alluvial sediments distributed mainly from the southerly adjacent San Gabriel Mountains. Immediately underlying the modern ground surface are about one to six hundred feet of Quaternary Period alluvial sediments deposited as fans emanating from the San Gabriel Mountains. Although generally dense, these deposits are not cemented as are the subjacent Tertiary sedimentary rocks.

The Quaternary sediments are generally medium to coarse-grained sands and gravels whose constituents reflect rocks composing the San Gabriel Mountains. Local thin fine-grained units occur in the sediments. These finer grained sediments probably are the result of soil-forming processes or localized lacustrine environments active during periods of "landscape stability."

Ground water inventories suggest that the Quaternary sediments of the Antelope Valley are host to a considerable volume of ground water that is recharged from runoff from nearby mountains, and by irrigation. The depth of the water table at the project site is believed to be at roughly elevation 2,200 or about 300 to 400 feet below ground surface.

4. Biological Resources.

- a. Flora: Existing site vegetation is outlined on **Exhibit II-8** (Page II-34). The predominant associations are those of the Joshua Tree Woodland

and the Mojave Desert Scrub plant communities. *Yucca brevifolia* is the dominant visual species, with several other species of scrub brush and grasses also present.

- b. **Fauna:** A site specific biological field survey will be conducted as a part of the Environmental Impact Report Analysis. It is anticipated that mammal, reptile and bird species associated with Joshua Tree and desert scrub habitats will be identified on site.

5. Existing Circulation.

Following is a summary of the existing roadway and mass transit systems in the vicinity of *Palmdale Business Park Center*. Detailed information is available in the report "Traffic Impact Study *Palmdale Business Park Center*, Final Report" prepared by DKS Associates, dated December 6, 1994. This report is considered a part of this document by reference. (See Appendix A, Page VIII-1). Summary information is presented below and plotted on **Exhibit II-9** (Page II-35).

a. **East/West Roads:**

1. Avenue L is classified as a regional arterial within the project study area. It is discontinuous along its length, which extends from west of 70th Street West to the City of Palmdale limit line at 120th Street East. It has two lanes in each direction west of Sierra Highway, and one lane in each direction east of Sierra Highway, and carries less than 1,000 average daily trips (ADT) in the vicinity of Challenger Way.
2. Avenue M forms the boundary between the Cities of Palmdale and Lancaster. In Palmdale's General Plan, Avenue M is classified as a regional arterial from 30th Street West to 50th Street East and as a major arterial outside these limits from 90th Street West to 120th Street East. In Lancaster's General Plan, Avenue M is classified as a major arterial. This inconsistency in roadway classification has been brought to the attention of the Lancaster Traffic Division.

The City's Traffic and Planning Divisions are currently reviewing Lancaster's Transportation and Circulation Element.

At present, Avenue M has two lanes in each direction in the vicinity of the project, with one lane in each direction near SR-14, and carries about 8,000 ADT east of Challenger Way and about 18,000 ADT to the west. Between 6th Street West and 10th Street West, Avenue M has a two-way left-turn lane.

3. Avenue N is classified as a major arterial discontinuous along its length which extends from 70th Street West to Sierra Highway, and from about 2,000 feet west of 40th Street East to east of 110th Street East. It has one lane in each direction, and carries about 3,000 ADT in the vicinity of the project.

b. North/South Roads:

1. State Route 14 is a six lane freeway in the vicinity of the project which runs from I-5 in Los Angeles County to US-395 near the Kern County boundary. This freeway carries between 50,000 and 60,000 ADT in the vicinity of the project.
2. 10th Street West is classified as a regional arterial from Avenue M to Palmdale Boulevard. South of Palmdale Boulevard, 10th Street West changes its name to Tierra Subida Avenue. 10th Street West has one lane in each direction in the vicinity of the project, and carries about 12,000 ADT.
3. Sierra Highway is classified as a regional arterial from Avenue P to Avenue M and as a major arterial south of Avenue P. Sierra Highway extends from the City of Mojave to the north in Kern County, through the City of Palmdale, and to the I-5/SR 14 interchange to the south. In the vicinity of the project, Sierra Highway has two lanes in each direction, and carries about 25,000 ADT.

4. 3rd Street East is a 40' wide unpaved road which runs between Avenue L and Avenue M. Currently, this roadway carries less than 1,000 ADT.
5. 4th Street East is classified as a minor arterial. It is currently a 40' wide road, with a pavement width of 25' and runs between Avenue L and Avenue M. This roadway carries about 2,000 ADT.
6. 5th Street East is a 40' wide unpaved road which runs from Avenue M to north of Avenue K. Currently, this roadway carries less than 1,000 ADT.
7. 6th Street East is an 40' wide unpaved road which runs between Avenue L and Avenue M. Currently, this roadway carries less than 1,000 ADT.
8. 7th Street East is a 40' wide unpaved road which runs between Avenue L and Avenue M. Currently, this roadway carries less than 1,000 ADT.
9. Challenger Way is a minor arterial, discontinuous along its length, which extends from north of Avenue K in the City of Lancaster to Avenue M, and from Avenue O-8 to Avenue S as 10th Street East in the City of Palmdale. It consists of one lane in each direction in the vicinity of the project, and carries about 9,000 ADT.
10. 15th Street East is a discontinuous secondary roadway that currently serves as a driveway access into the USAF Plant 42 site. It is currently called Site 1 Road with restricted gated access into the Air Force property south of Avenue M. There is an operational traffic signal at Site 1 Road and Avenue M. This segment of road carries about 4,000 ADT.
11. 20th Street East is classified as a major arterial in the vicinity of the project. It is discontinuous along its length which extends from north of Avenue K in the City of Lancaster to Avenue M, and from

Avenue O-8 to Avenue S. It is classified as a minor arterial between Avenue O-8 and Avenue S. 20th Street East consists of one lane in each direction in the vicinity of the project, and carries about 2,000 ADT.

c. Existing Local Public Transit Service: Bus service within the City of Palmdale is provided by the Antelope Valley Transit Authority (AVTA), a joint powers agency whose members also include the City of Lancaster and Los Angeles County. Actual bus service is contracted with DAVE Transportation Services. Weekday fixed route service includes five lines, three of which operate in the vicinity of the project site. These routes, the Orange, Blue and Red Lines, also are shown on the aforementioned Exhibit II-9. The Orange Line operates north-south on 10th Street West, the Blue Line runs to the north along Avenue K, and the Red Line operates along Avenue L. Bus frequency is two bus trips per hour. Service is provided on weekdays between 5:30 am and 8:00 pm.

d. Existing Regional Bus and Freight Service: Antelope Valley Transit operates two commuter bus lines between Palmdale and points to the south. Line 785 runs between Palmdale and downtown Los Angeles, and Line 787 runs between Palmdale and the San Fernando Valley (Granada Hills, Van Nuys). Service is operated Monday through Friday, with two trips southbound and northbound during the morning and evening peak hours.

Greyhound/Trailways bus service is available to and from points outside the Antelope Valley. Two buses daily are run each way to the San Fernando Valley. Timing of this service is not convenient to commuters.

Truck freight service is provided by eight local lines with parcel post service provided daily.

e. Railway Service: Metrolink offers an alternative to freeway commuting by way of its 78 mile Los Angeles to Lancaster route. There are currently three morning and three afternoon commuter trains with stops at Vincent Hill and Lancaster.

Amtrak offers limited passenger service to and from Palmdale via a bus connection to Bakersfield. Southern Pacific Railroad provides transcontinental freight service connecting Los Angeles, San Francisco and market centers throughout the continental United States and Mexico.

Southern Pacific Railroad right-of-way abuts the Specific Plan Area on the west. An existing spur line serves the purpose of loading and off-loading materials, supplies and aircraft products at the Lockheed Site 10 Plant. A second spur line to the south and to the east, serves USAF Plant 42.

- f. Air Service: Air service is provided to the Palmdale and Lancaster area through the Los Angeles Department of Airports terminal on the south side of Plant 42. Access to the terminal is off 20th Street East. Service is programmed for expansion in keeping with demand. Initial service has been established with connecting flights to major airports serving as airline hubs.

Palmdale Regional Airport completed taxi way and terminal building improvements in 1991. The Airport Authority has signed a joint operating agreement with the Air Force, and the air traffic control tower hours have been extended, and now start at 6:00 am and conclude at 12:00 midnight.

Future development of the 17,500 acres immediately east of USAF Plant 42, designated for the Palmdale Regional Airport, remains uncertain. The expansion is contingent on many factors, including citizen concern, Air Force operational requirements, and airline passenger demands. In light of these issues, expansion of the Airport facility remains a future project at this time.

6. Existing Public Services and Facilities.

- a. Sheriff: The City of Palmdale contracts with the Los Angeles County Sheriff's Department for law enforcement services. The Department's main station is located at 1010 West Avenue "J" in Lancaster. Two

hundred officers are assigned to this station, with approximately 30 officers on patrol on any given day. Response time to the Specific Plan Area is less than five minutes. There also is a substation located in Palmdale on 10th Street East south of Palmdale Boulevard.

There are current plans to construct permanent facilities, and to increase personnel in both Palmdale and Lancaster. Implementation of these plans is a function of the number of service calls and the response time to those calls.

- b. Fire: Antelope Valley is serviced by the Los Angeles County Fire Department through a system of fourteen stations located throughout the region. At present, there are two stations in Palmdale, with up to fifty firefighters on duty during any given twenty-four-hour period.

The closest fire facility to the Specific Plan Area is Station 24 located at Avenue "M" and 10th Street West. Station 24 has one engine company and one truck company, with six fire fighters on duty twenty-four hours a day.

A first alarm event would generate a response to the project site in less than five minutes. First alarm backup would be provided by Station 37, located on 9th Street East in Palmdale or Station 129, located on Avenue M just west of Sierra Highway in Lancaster. Station 37 currently has one three-man engine company and a two-man paramedic unit. Station 129 has one three-man engine company, and is designated as the Antelope Valley/North Los Angeles County Communication Center, dispatching personnel and equipment as required during times of emergency.

Emergency paramedic rescue services would be provided out of Station 37 in Palmdale, and Station 33 in Lancaster. Response time to the Specific Plan Area would be less than five minutes.

Helicopter paramedic rescue service is available in the Antelope Valley in times of emergency. If needed, Air Squad 9, operating out of Camp 9, Bear Divide Ranger Station in Santa Clarita, or Air Squad 8, operating out

of Malibu, would provide assistance. Air Squad 9 is on duty twenty-four hours a day.

A five person hazardous material response team is available to respond to the Specific Plan Area if needed. This team works out of Station 76, located on Henry Mayo Drive west of Interstate 5 in Santa Clarita. Response time would be approximately forty-five minutes. Stations 87 and 105, located in the greater Los Angeles area, would provide back up in conformance with fire department policy requiring a back up team to events involving hazardous materials.

- c. Medical: A wide range of medical and emergency medical services are available in the vicinity of the Specific Plan Area. These include four major hospitals as well as various clinics, care centers, and convalescent hospitals.

The largest regional hospital facility is the Antelope Valley Hospital Medical Center (AVHMC), a 261 bed full service hospital at 1600 West Avenue J in Lancaster. The facility will expand to 341 beds with completion of the fourth and fifth floors of a new tower. AVHMC emergency department serves as the base station for Los Angeles County Paramedics, and has the only active heliport in the valley. The medical center has a staff of about 260 physicians.

Palmdale Hospital Medical Center at 1212 East Avenue S is a 123 bed facility utilizing 200 physicians with a staff of 300 employees and a fully staffed 24-hour emergency service. A new 120-bed General Acute Care Hospital and Ambulatory Care Center is proposed to be constructed adjacent to the northwest corner of Avenue P and Division Street West of Sierra Highway. The facility is planned on a 22.5 acre site, and will offer Emergency Medical Services equipped with a heliport.

- d. Schools: Three school districts currently provide services in Palmdale. These are Palmdale School District, Westside Union School District and Antelope Valley Union High School District. Palmdale School District (PSD) is an elementary school district serving residents in the City of

Palmdale and designated areas of Los Angeles County. PSD consists of eighteen schools; thirteen K to 5th grade schools, one year round K to 7th grade, two 6th grade centers and two 7th through 8th grade junior high (intermediate) schools. Antelope Valley Union High School District operates two high schools in Palmdale. Enrollment in the district is approximately 10,500 students, and has been growing, with expected growth requiring the construction of approximately one school per year until 1995.

Antelope Valley College (AVC) at 30th Street West and Avenue K in Lancaster is part of the California Community College System, and offers Associate of Arts Degrees, and presently has an enrollment of 8,637 students. Many Colleges and Universities offer undergraduate and graduate degrees locally through satellite programs, with courses held at the Rockwell facility in Palmdale, Antelope Valley High School, and Edwards Air Force Base.

- e. Solid Waste Disposal: Palmdale Disposal Company (PDC) is under contract to the City of Palmdale to provide trash pick-up and solid waste disposal services within the Specific Plan Area. PDC has indicated that they will increase capacity to service the Specific Plan Area as the need arises.

7. Existing and Planned Water Facilities.

Water distribution and service to the Specific Plan Area is provided by the Los Angeles County Water Works District #40 (LACWWD #40). Existing water facilities are shown on Exhibit II-10 (Page II-36). In the Specific Plan Area, LACWWD #40 receives the majority of its treated water from the Antelope Valley-East Kern Water Agency (AVEK). The Specific Plan site is located within LACWWD #40 2696 pressure zone.

LACWWD #40 has a 7 acre reservoir site immediately adjacent to the proposed development on the south side of Avenue M between 5th Street East and 6th Street East. This site is known as the M5E Reservoir Site. The District currently

maintains 3 of the 12 reservoirs proposed to be operational. These reservoirs are designed to serve the District's 2555 pressure zone.

The source of water for these existing reservoirs is a metered turnout at the easterly terminus of the 30" AVEK transmission main (AVEK South Feeder), located at the north-west corner of the reservoir site. The turnout also is equipped with a pressure reducing valve. This existing 30" AVEK transmission main continues westerly in Avenue M to Sierra Highway, and then turns and runs southerly within Sierra Highway. This transmission main is an interruptable source of water, and has a hydraulic grade line elevation between 2700 and 2900, depending on demand.

Other existing LACWWD #40 facilities in the vicinity of the site include a low pressure 48" transmission main in Avenue M, easterly of the M5E Reservoir Site which then turns and runs northerly in Challenger Way and continues into the City of Lancaster. This transmission main provides service to the 2555 zone. An additional 30" main owned and operated by LACWWD is located in 5th Street East between Avenue M and Avenue L. The line turns and runs easterly in Avenue L into Lancaster, and supplies water to the Lancaster Business Park which is located in pressure zone 2696. The Area Wide Conceptual Water Master Plan indicates that this 2696 zone transmission main will be extended southerly in Division Street, then westerly parallel to the 24" AVEK main, and then southerly in 10th Street West to the proposed LACWWD No. 40 Desert Highlands Reservoir Site to be located at the northeast corner of the intersection of the Antelope Valley Freeway. This reservoir site will serve the 2696 Pressure Zone. The length of this future 30" pipeline is approximately 2.5 miles.

The Area Wide Conceptual Water Master Plan also indicates that a Zone 2696 pump station is planned at the M5E Reservoir Site. On a preliminary basis, this pump station is scheduled to be on line in 1996. The actual construction schedule and start up of the pump station is dictated by the progress made by the City Ranch Specific Plan.

8. Existing Sewer.

Trunk sewer and waste water treatment facilities proposed to service the Specific Plan Area are owned and operated by the Los Angeles County Sanitation District No. 14 (LACSD No. 14). *Palmdale Business Park Center* Specific Plan is located outside the current LACSD No. 14 boundary, and it will be necessary to annex the site into the district.

Waste water generated within the Specific Plan Area will be treated at the Lancaster Water Reclamation Plant which is located north of the project at Sierra Highway and Avenue D, as shown on the aforementioned Exhibit II-10. This plant currently has a capacity of 10 million gallons per day (mgd). Waste water flows to this facility were measured at 8.2 mgd in June of 1992, and LACSD No. 14 currently has plans for expansion of the facility to a capacity of 16 mgd by the end of 1994. Users within the LACSD No. 14 boundary will have access to plant capacity on a "first come - first serve" basis. For this reason, it is important that the Specific Plan Area be annexed into the Sanitation District as soon as possible.

In terms of collection facilities, the LACSD No. 14 does not have any trunk sewer lines adjacent to the Specific Plan site. Waste water disposal in the immediate area is provided by individual septic tank systems. The nearest trunk sewer which can service the site is located in Challenger Way at Avenue K in the City of Lancaster. It is proposed that the capacity of this system be up-sized by LACSD No. 14 to adequately provide capacity for the project.

9. Existing Drainage.

The Specific Plan site is located within the Anaverde Basin of the City of Palmdale's Drainage Master Plan. Currently, none of the proposed regional drainage facilities identified in the Drainage Master Plan have been constructed within the Specific Plan Area.

Natural site drainage is towards the northeast through two minor watercourses which terminate at localized depressions at the south side of Avenue M. These two depressions, one several hundred feet east of Challenger Way, and the

other immediately west of 15th Street East, are drained through grated inlet/parkway culvert type structures across Avenue M into natural watercourses which flow northeasterly.

Off-site drainage from the south has been diverted from entering the project by the construction of a railroad spur and an access road located south of the project within USAF Plant 42. These structures, which are north of the Plant 42 runway, serve to divert the runoff to the existing Anaverde Creek trapezoidal channel located along the east boundary of the project site.

The only source of off-site runoff which is tributary to the project site is an earthen swale which is located west of the site between Sierra Highway and the Southern Pacific Railroad/Metrolink Line. Storm flows from the west portion of the Anaverde Basin enter this swale through a culvert under Sierra Highway near the southwest corner of the project site. These flows then travel north in the swale to a trestle crossing under the railroad, and enter the most northwesterly corner of the site approximately 400 feet south of Avenue M. These flows then travel north, within a natural swale, and exit the project through an arched-pipe culvert system, under Avenue M, which discharges into an earthen swale north of Avenue M. The portion of this drainage course which traverses the site, between the railroad right-of-way and Avenue M, has been noted by the Federal Emergency Management Agency (FEMA) as a flood hazard area with a Zone AO (Depth 1 foot) designation.

Existing drainage conditions and FEMA flood hazard zone are indicated on **Exhibit II-11** (Page II-37).

10. Existing Public Utilities.

Electrical service for the Specific Plan Area is provided by Southern California Edison Company. Existing facilities adjacent to the site consist of a 12 KV and a 66 KV overhead system located on the north side of Avenue M and a 12 KV overhead system on the west side of Sierra Highway.

Natural gas service is provided by Southern California Gas Company. Existing facilities adjacent to the Specific Plan site include a 6" high pressure main in Avenue M and a 4" main in Sierra Highway.

Telephone service for the site is provided by Pacific Bell. The nearest Pacific Bell facilities are located at Sierra Highway and Avenue M-8.

Existing public utilities are shown on **Exhibit II-12** (Page II-38).

C. EXISTING MARKET OVERVIEW

1. Market Environment.

Two reports have recently been published that analyze the Antelope Valley in terms of the labor market, and office and industrial space absorption. These reports are the "Antelope Valley Labor Market Study" and "Space, the Final Frontier, A Report on Office and Industrial Space Absorption in the Antelope Valley."

"Space, The Final Frontier" notes that Antelope Valley has experienced phenomenal residential growth over the past decade, making it one of the fastest growing areas in California (see **Table II-1**). This growing population, drawn by a supply of relatively affordable housing, represents a sizable labor force that should be a magnet to capture job-producing core industries.

The study further states that Antelope Valley is nurturing a young but expanding office and industrial market whose past, present and future is closely tied to the area's rapidly growing commuter based population. "Antelope Valley Labor Market Study" estimates that out of a labor pool of 121,600 people, approximately 42,500 are commuters to jobs outside Antelope Valley. **Table II-2** (Page II-23) and **Table II-3** (Page II-25) outline the commuting profile of the Antelope Valley labor force.

Table II-1

**Antelope Valley Population
Actual 1980-1990 With Projections to 2010**

Census and Intercensal Estimate	<u>Total Pop.</u>	<u>Adult Pop. (Over 18 yrs.)</u>	<u>Jr. Pop. (12 - 17 yrs.)</u>
1980	113,700		
1985	183,400		
1990	253,000	171,635	21,682
Projections based on SCAG GMA-4 "Emerging Futures" Alternative			
1992	283,790	192,523	24,321
1994	314,580	213,411	26,960
1996	345,370	234,299	29,598
1998	376,160	255,187	32,237
2000	406,950	276,075	34,876
2002	437,740	296,963	37,514
2004	468,530	317,851	40,153
2006	499,320	338,739	42,792
2008	530,110	359,627	45,430
2010	560,000	379,904	47,992

Source: US Bureau of the Census, with 2010 Projection by Southern California Association of Governments. 1992-2008 projections based on straight line trend to SCAG 2010 projection. Age distribution based on 1990 US Census.

Table II-2

Antelope Valley Labor Force Profile

	1990		1993	
	<u>Survey</u>	<u>Census</u>	<u>Survey</u>	<u>Adjusted</u>
Total Employed	113,200	117,440	117,200	121,600
Percent of Population Employed	45.2	42.9/43.9	37.0	39.3
Average Employed Per Household	1.36	1.31	1.20	1.22
Commute to Jobs Outside Antelope Valley	38,300	40,165	41,020	42,560
Locally Employed	74,340	77,275	76,180	79,040
EDD Estimate:				
Local Employment Civilian		72,930		76,114
Total		78,730		81,114

Source: Alfred Gobar Associates, 1993

Current statistics noted in "Space, The Final Frontier" indicate that Antelope Valley has an inventory of approximately 1.6 million square feet of professional and medical office space, and an excess of 12.0 million square feet of industrial space. The industrial space is a combination of 2.7 million square feet of general industrial space, and 9.4 million square feet of aerospace and defense related industrial space. Of the non-aerospace inventory, a large portion has been built within the past five years.

It is acknowledged that the current decline of the Southern California economy has resulted in some over inventory of office and industrial space. Since very little new space is under construction, however, it is believed that as the economy recovers, the increase in demand will result in the direct absorption of existing available space. Within this context, according to "Space, The Final Frontier", the overall vacancy rate for office and industrial space in Palmdale is 12.6 percent with approximately 107,000 square feet of newly constructed space available. Light industrial and manufacturing space vacancies for single occupancy are projected to be negligible, and current research indicates shortages of industrial space in the 20,000 to 50,000 square foot range.

As the economy starts expanding, Palmdale appears to be well positioned to draw interest from existing as well as new and expanding firms in the region. Affordable housing, air, rail and highway linkages exist. A new regional mall, major retailers, abundant recreation, open space, and a well skilled labor force are available. The diversified backgrounds of this workforce and its heavy commuter component present the opportunity for a sustained period of growth.

Palmdale Business Park Center has been designed to take advantage of this next phase of industrial growth. It is anticipated that by providing the necessary space and environment, developers will construct buildings that will attract companies to Palmdale, thereby helping to achieve the General Plan goal of expanding employment opportunities within the City. Within this scenario, it is anticipated that businesses locating in *Palmdale Business Park Center* will provide over 10,000 jobs, and favorably impact the current regional balance of jobs (Source: URS Consultants 1994, Table III-1, page III-3).

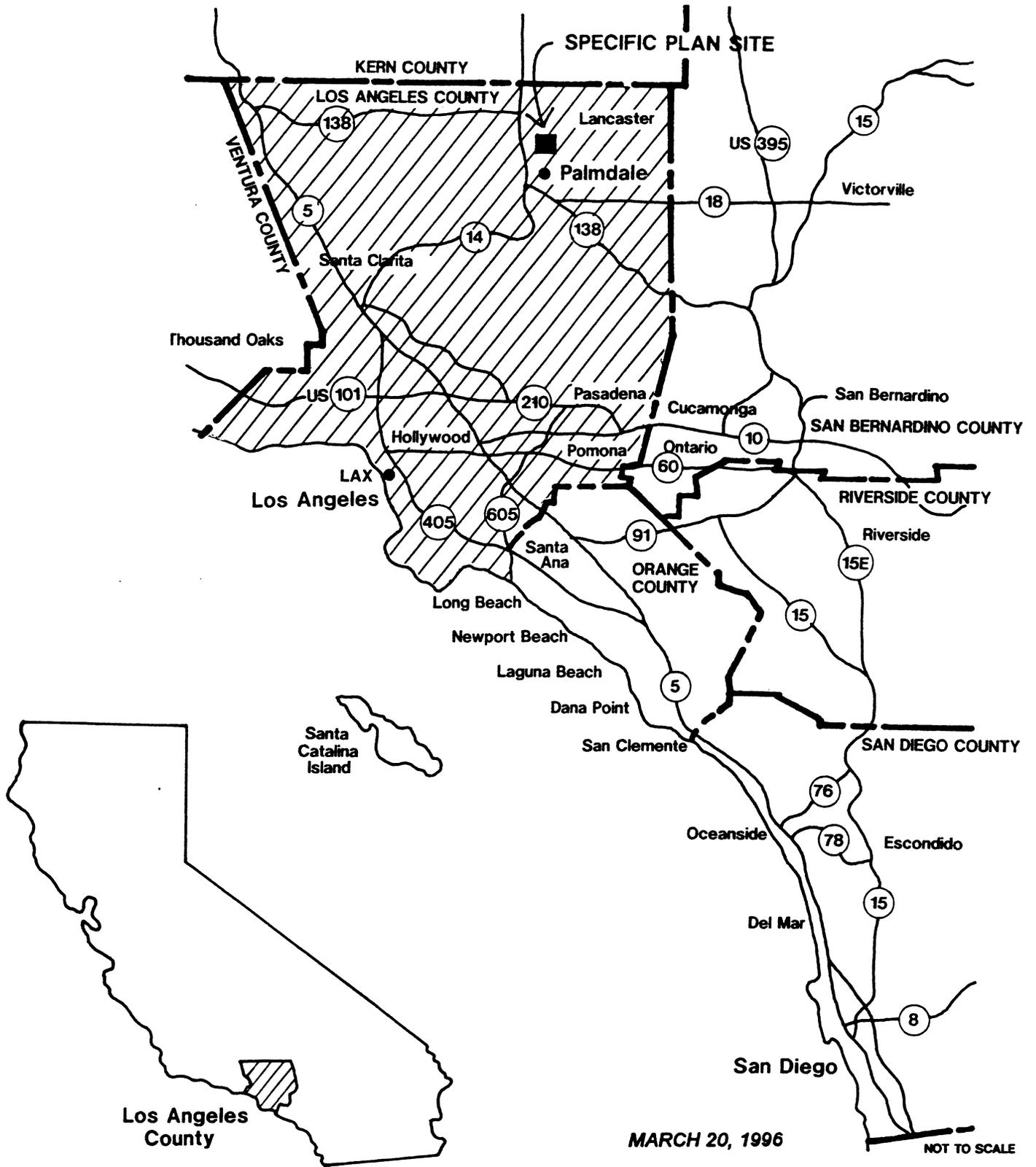
Table II-3

**Commuting and Job Satisfaction Characteristics
of Antelope Valley Labor Force
Classified By Industry of Employment**

Industry	Inside Antelope Valley	Outside Antelope Valley	No Fixed Locations	15 Min. & Under	16-30 Minutes	31-60 Minutes	Over 1 Hour	Average Commute Time (Min.)
Agriculture	100	0	0	60	20	20	0	15
Mining/Construction	49	46	5	21	19	17	43	50
Manufacturing Total	33	62	5	18	11	44	27	45
Aerospace	50	50	0	25	25	25	25	38
Other	23	66	8	16	5	51	28	48
Trans., Commun., and Utilities	58	40	2	36	11	28	25	39
Wholesale Trade	46	46	8	46	9	9	36	39
Retail Trade	64	30	6	56	18	18	8	22
Finance, Insurance and Real Estate	63	37	0	55	6	16	23	30
Services - Total	72	28	•	40	19	27	14	31
Business/Professional	86	14	0	46	31	15	8	23
Aerospace	82	18	0	26	23	36	15	36
Repair	59	41	0	36	21	36	7	29
Health	73	25	2	50	17	20	13	27
Education	85	15	0	65	20	13	2	16
Other Services	41	59	0	29	7	32	32	45
Government	80	20	0	39	14	31	16	32
Military	83	17	0	17	66	17	0	22
Total	65	33	2	39	17	26	18	34

*Less than 0.5.

Source: Alfred Gobar Associates Based on Telephone Survey Conducted by The Research Network, Ltd., During April 1993.



**PALMDALE BUSINESS
PARK CENTER**

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA 91334-0220

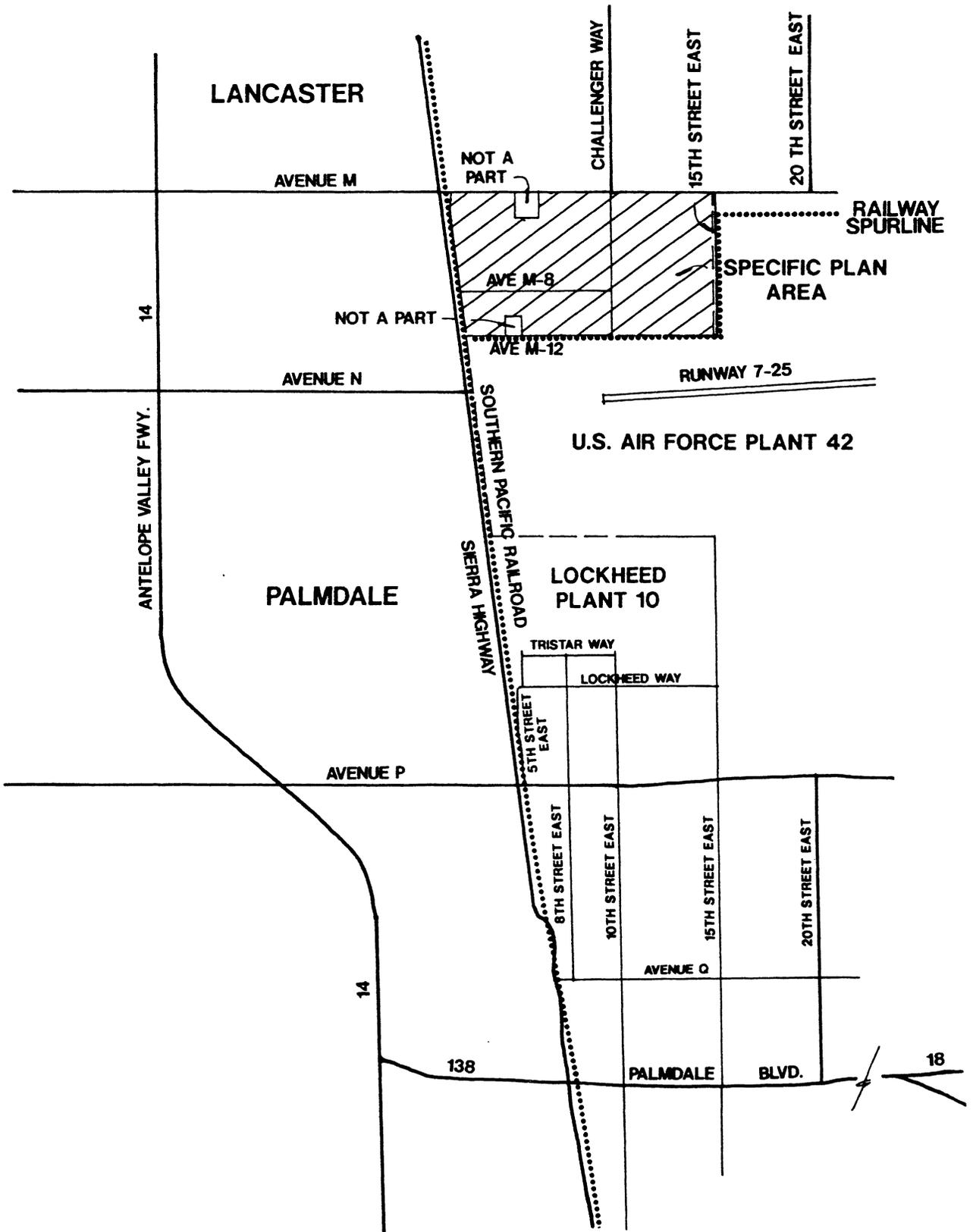


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Exhibit II-1

REGIONAL LOCATION MAP

II-27



**PALMDALE BUSINESS
PARK CENTER**

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS, CA 91330-0270

MARCH 20, 1996

NOT TO SCALE

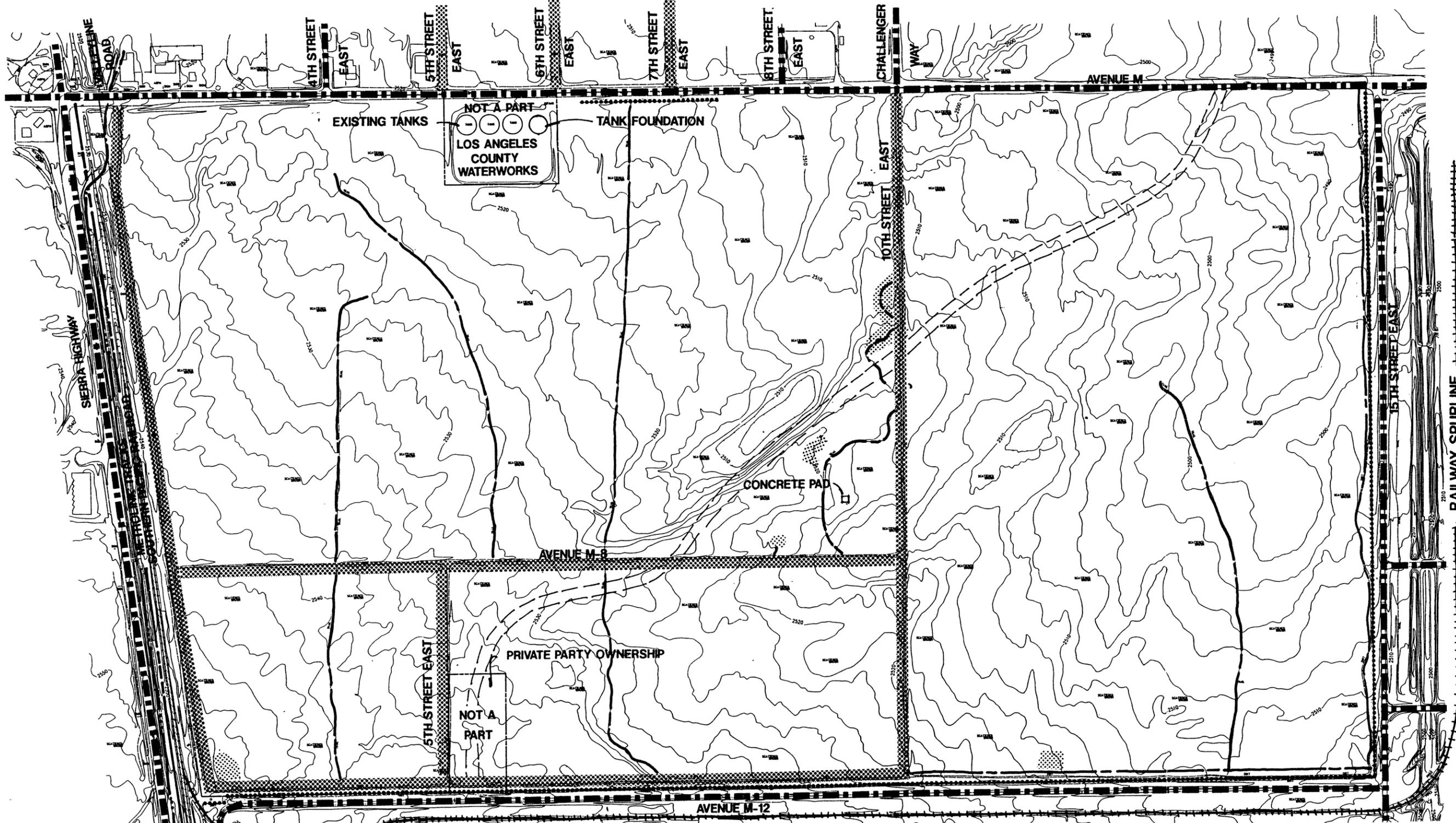


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Exhibit II- 2

PROJECT LOCATION MAP
IL 02



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

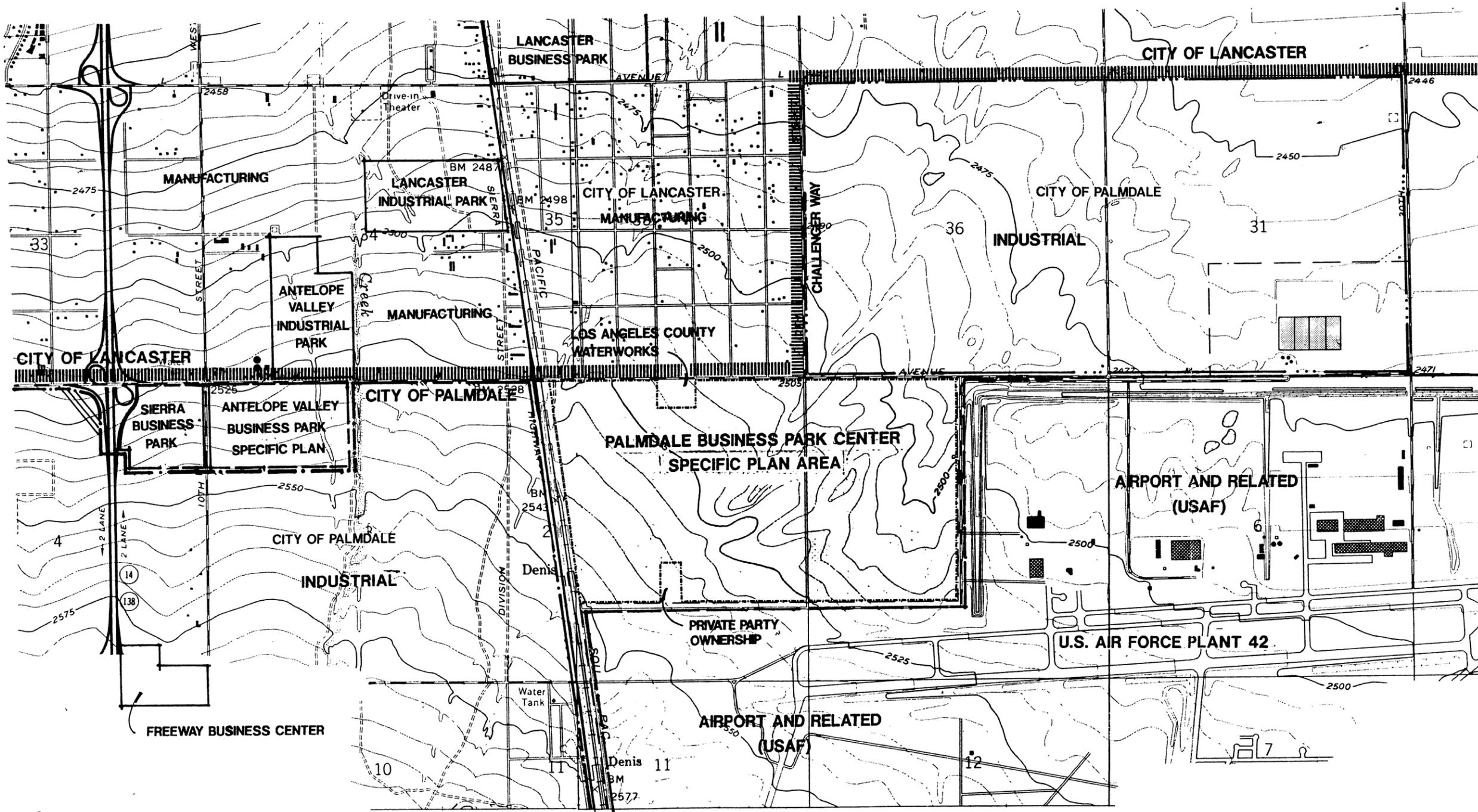
LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

LEGEND

- +++++ RAILROAD MAINLINE
- +++++ RAILROAD SPURLINE
- PAVED ROAD
- MAJOR DIRT ROAD
- MINOR DIRT ROAD
- METROLINK TRACKS
- == DRAINAGE AREA BOUNDARY
- CHAIN LINK FENCE
- DRAINAGE CHANNEL
- DUMP AREA

MARCH 20, 1996

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PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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CALABASSAS CA. 91339-0220
(818) 876-2212



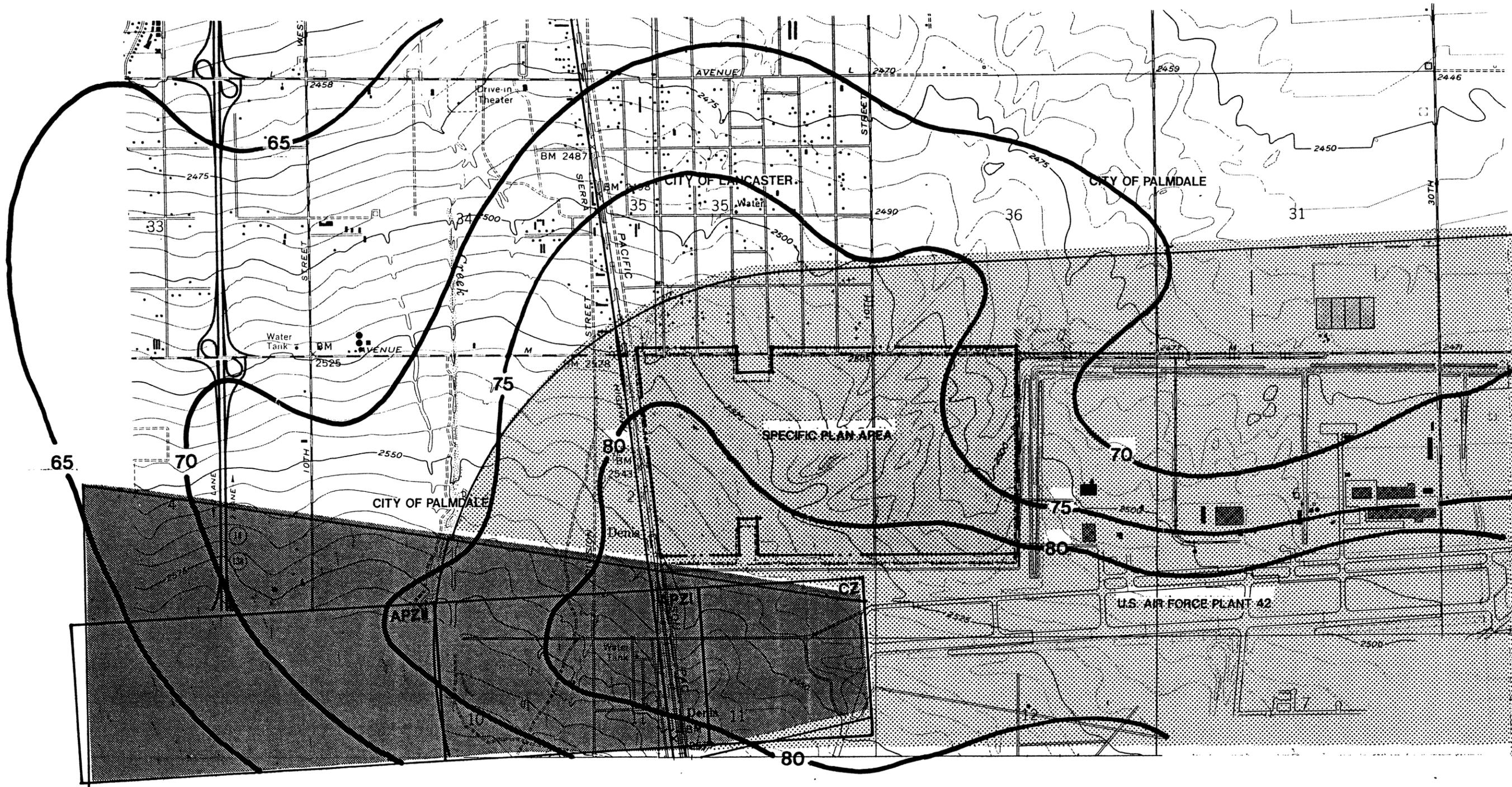
1" = 2000'

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Exhibit II-4
SPECIFIC PLAN AREA AND SURROUNDING GENERAL PLAN LAND USE DESIGNATIONS



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

- CRASH ZONE
- CNEL NOISE CONTOURS
- ACCIDENT POTENTIAL ZONES
- APPROACH/ DEPARTURE CLEARANCE SURFACE
- INNER HORIZONTAL SURFACE (NO OBJECTS ABOVE 2,692 FT. EL.)



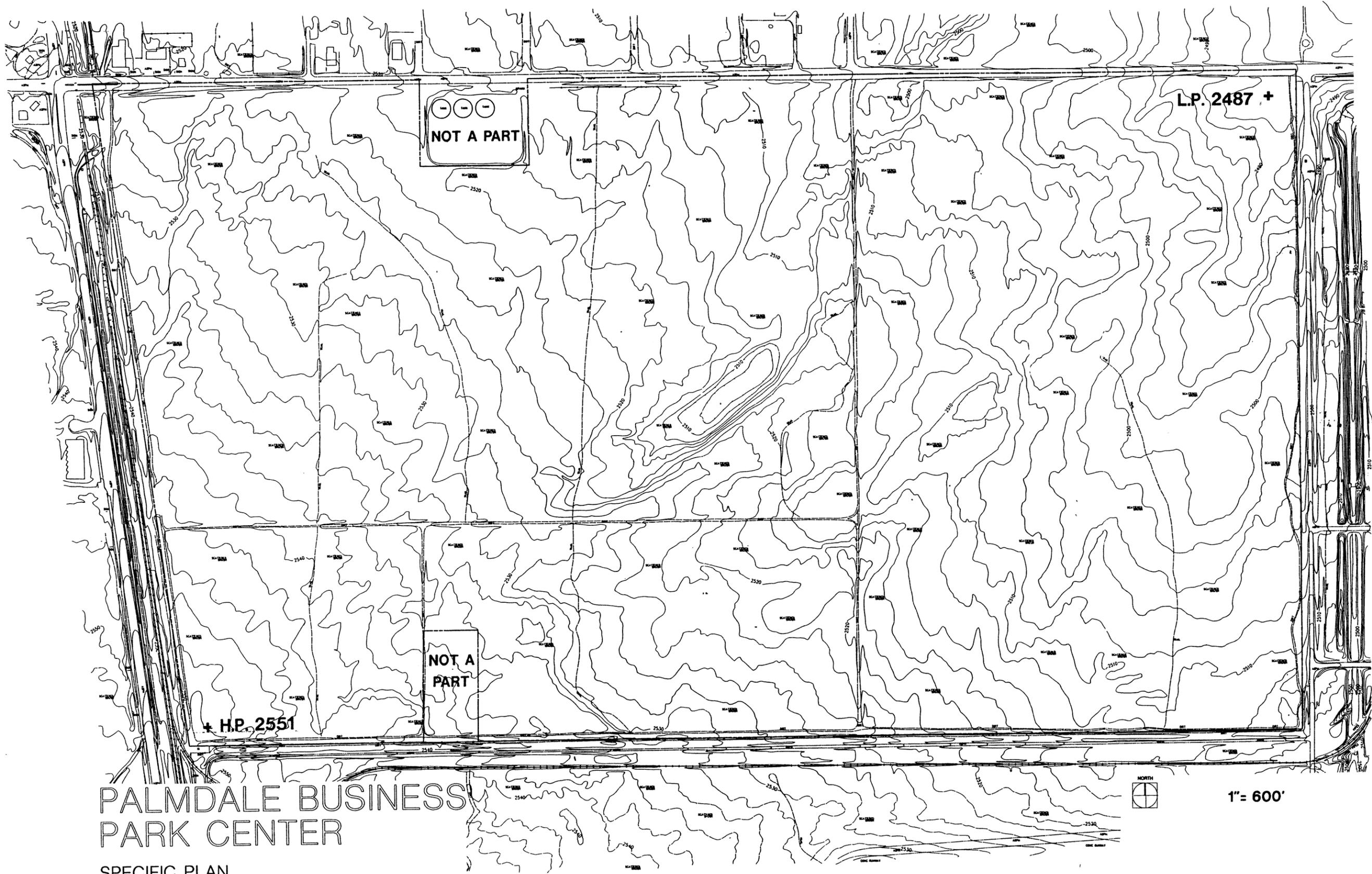
1" = 2000'

MARCH 20, 1996



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Exhibit II-5
AIR FORCE PLANT 42 CONSTRAINTS



PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION

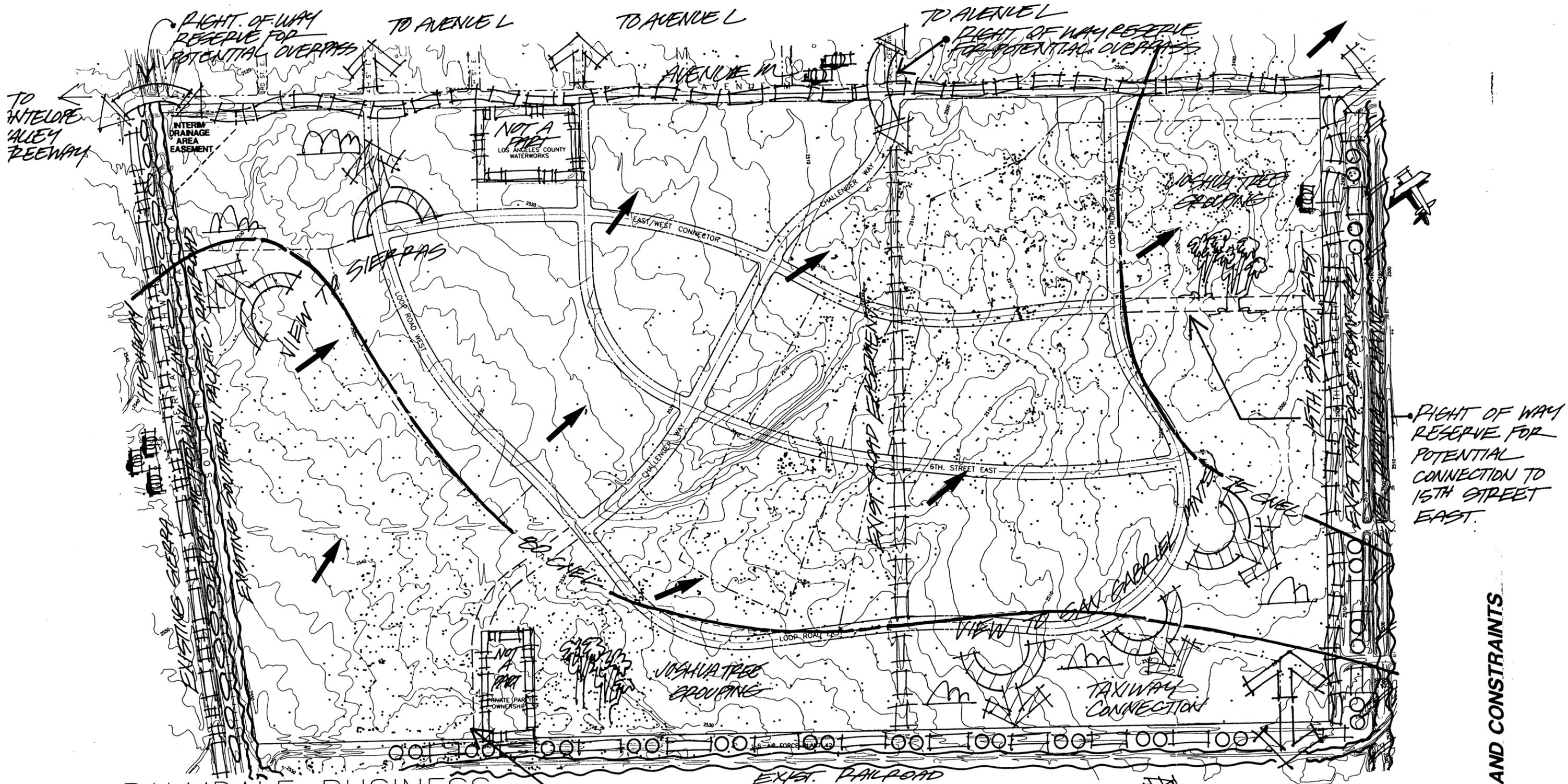
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MARCH 20, 1996



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Exhibit II-6
EXISTING TOPOGRAPHY



PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

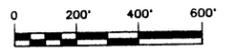
LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

RIGHT OF WAY
RESERVE FOR
POTENTIAL
CHALLENGER
WAY EXTENSION.

→ INDICATES EXISTING DRAINAGE PATTERNS

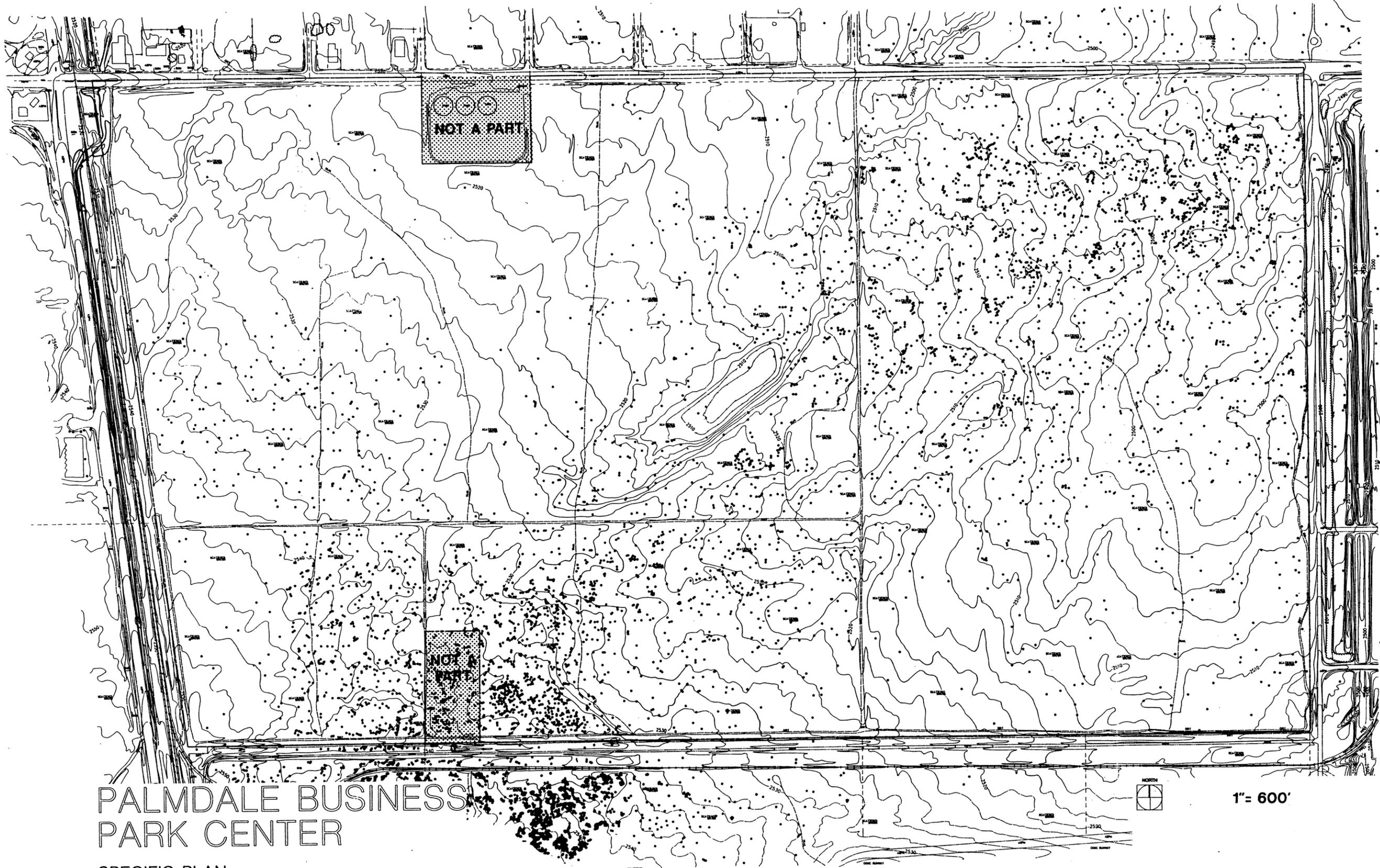


MARCH 20, 1996



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Exhibit II-7
OPPORTUNITIES AND CONSTRAINTS



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

LEGEND

* INDICATES EXISTING JOSHUA TREE SPECIMENS
TOTAL: 4592 EXISTING TREES ON-SITE

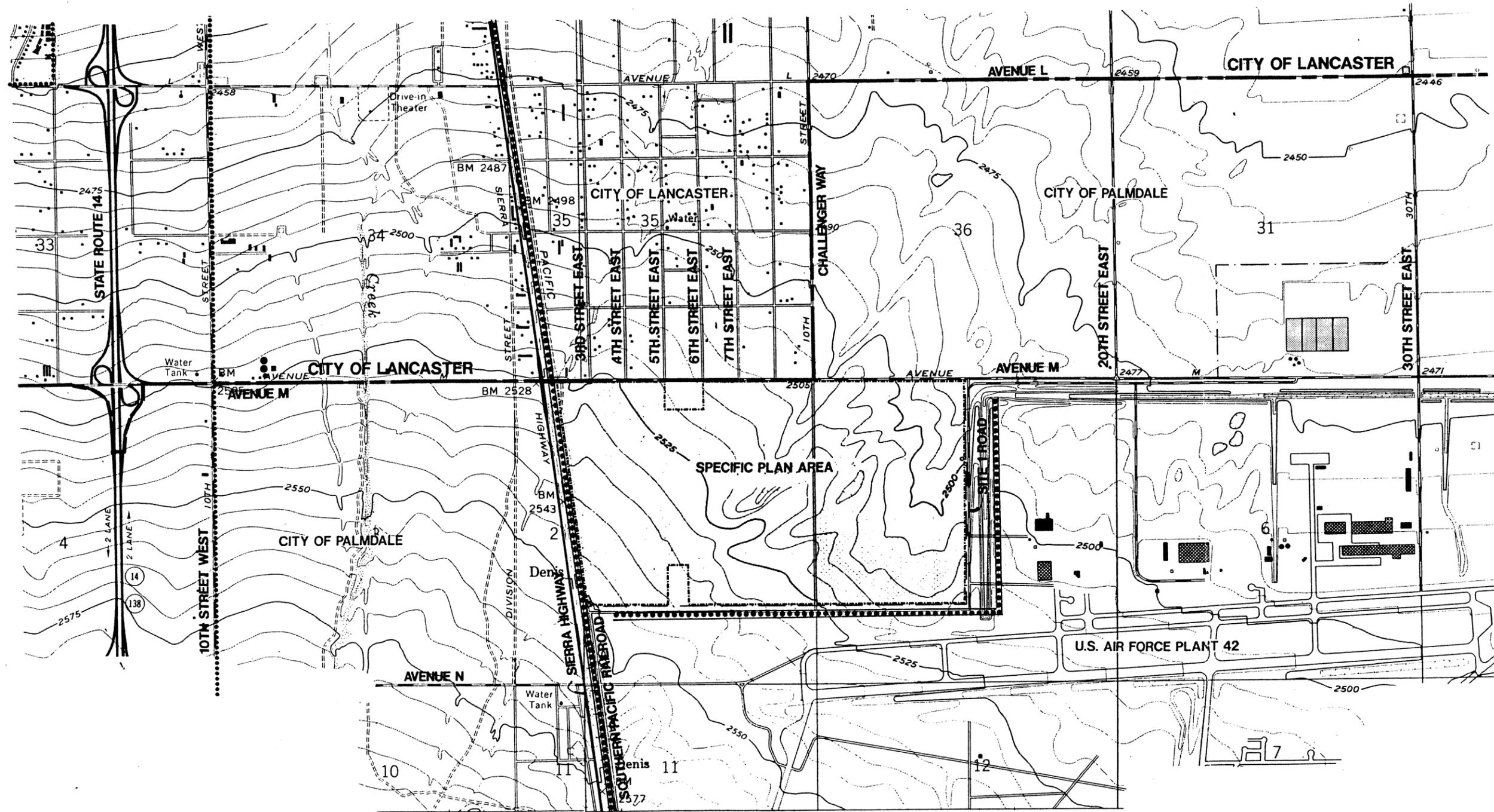


1" = 600'



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MARCH 20, 1996



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

LEGEND

- CITY BOUNDARIES
- EXISTING LOCAL BUS ROUTE
- ===== EXISTING RAIL LINE

Note: Palmdale General Plan identifies Avenue M as an arterial 8 lane divided with a median. Lancaster General Plan currently proposes the implementation of a 6 lane arterial divided with a median.

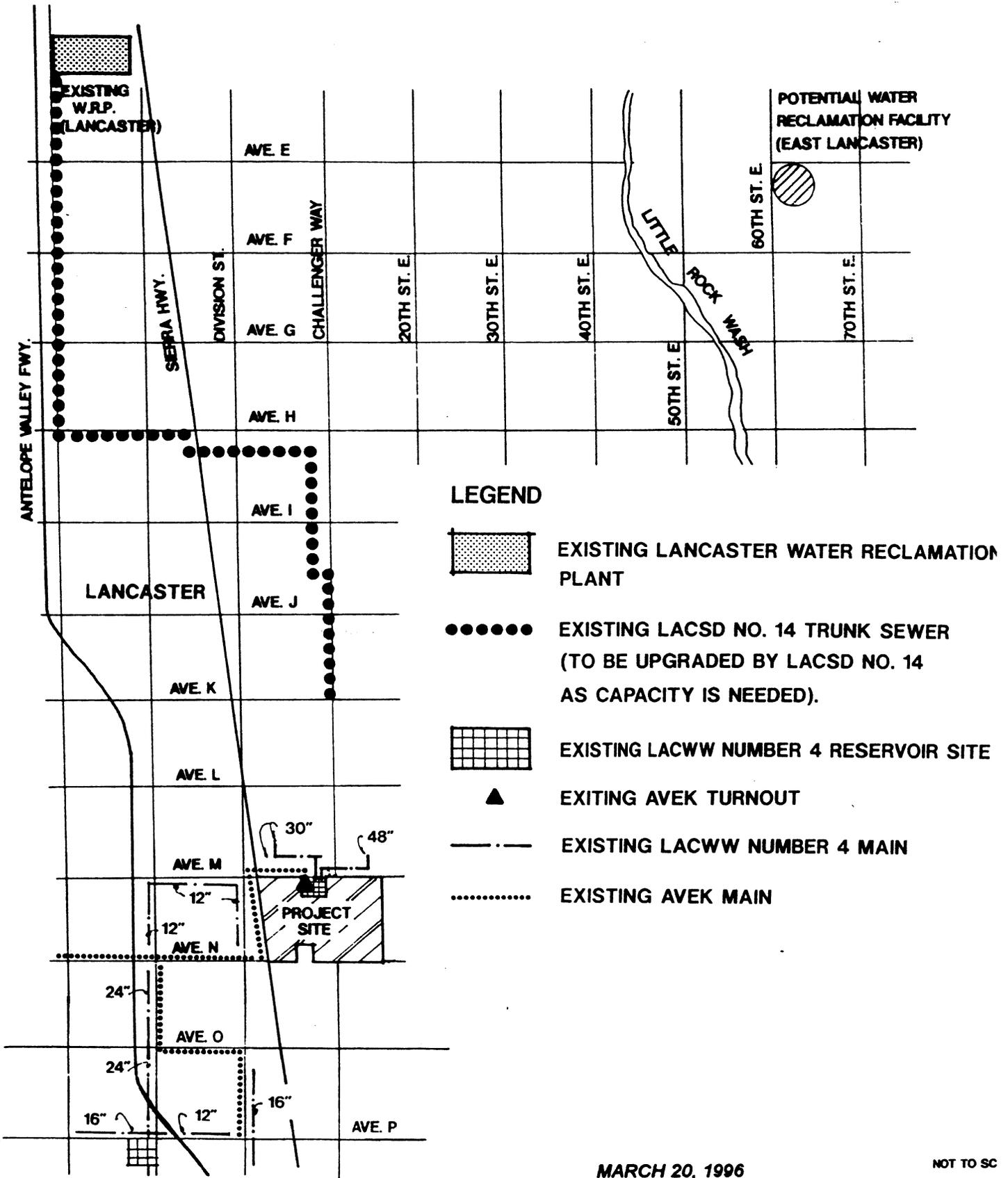


1" = 2000'

MARCH 20, 1996



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PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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CALABASSAS, CA 91339-0220

MARCH 20, 1996

NOT TO SC

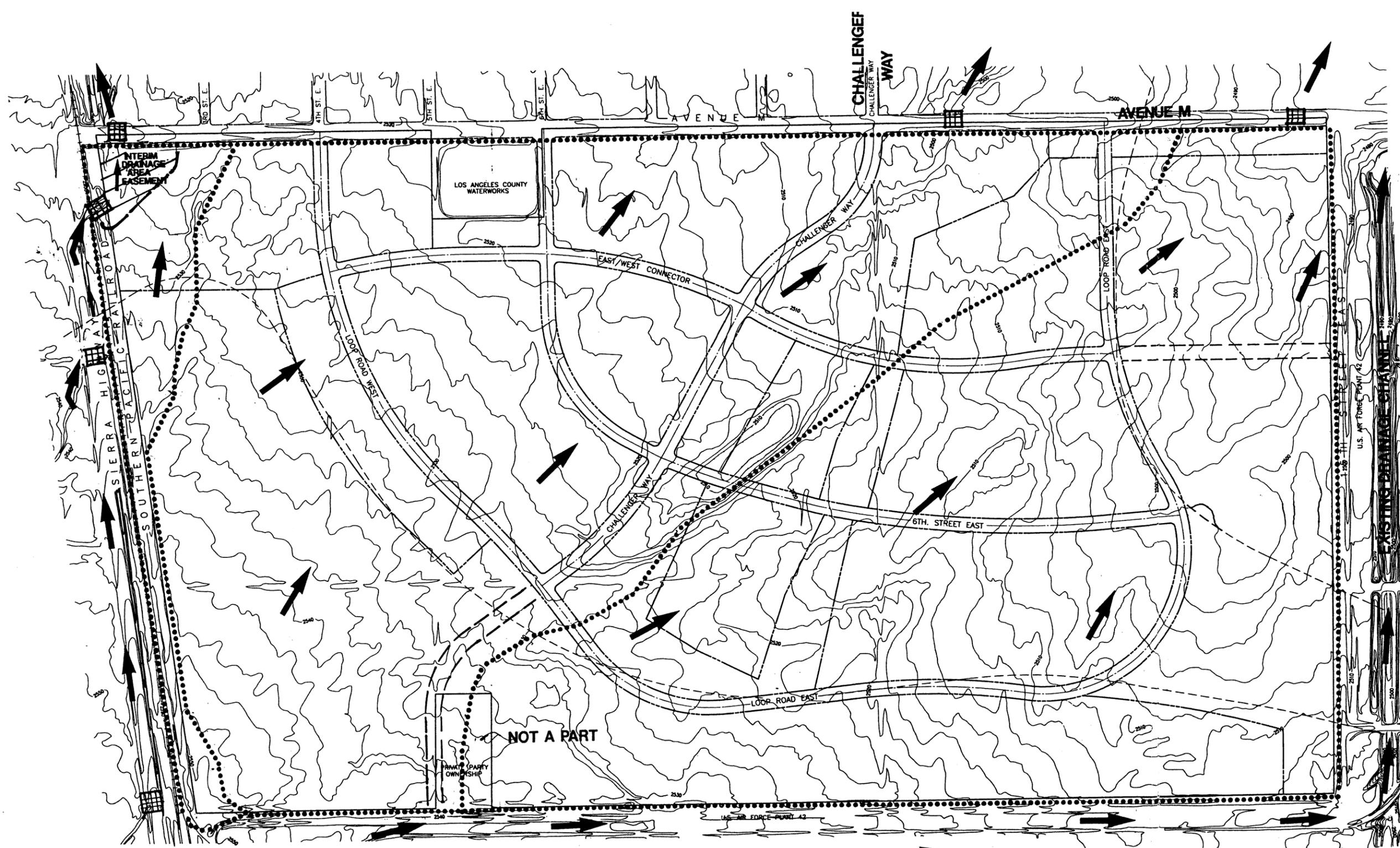


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Exhibit 11-10

EXISTING WATER AND SEWE



PALMDALE BUSINESS PARK CENTER

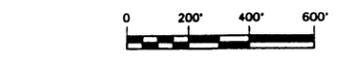
SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

- LEGEND**
-  EXISTING CULVERT
 -  DRAINAGE AREA BOUNDARY
 -  DIRECTION OF FLOW

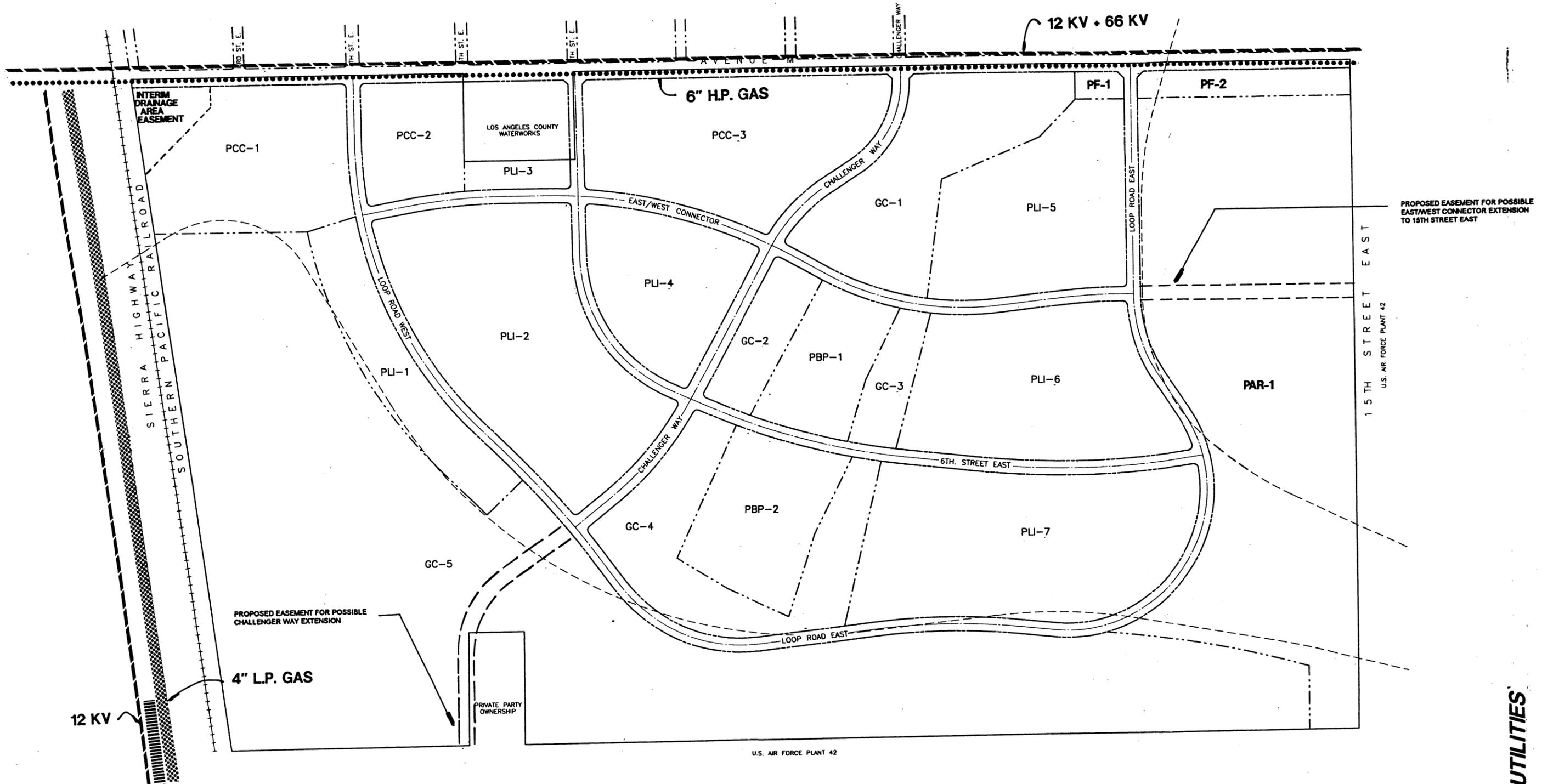
-  ZONE AO (1' DEPTH)
FLOOD HAZARD
ZONE PER FEMA

MARCH 20, 1996



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Exhibit II-11
EXISTING DRAINAGE



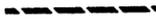
PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

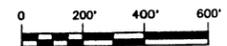
LOCKHEED CORPORATION

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CALABASSAS CA. 91339-0220
(818) 876-2212

LEGEND

-  ELECTRIC (SOUTHERN CALIFORNIA EDISON)
-  TELEPHONE (PACIFIC BELL)
-  GAS (SOUTHERN CALIFORNIA GAS COMPANY)
-  4" LOW PRESSURE GAS LINE
-  6" HIGH PRESSURE GAS LINE

MARCH 20, 1996



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Exhibit II-12
EXISTING PUBLIC UTILITIES

SECTION III - SPECIFIC DEVELOPMENT PLAN AND PROGRAM

A. INTRODUCTION

As noted, development of *Palmdale Business Park Center* is conditioned by several design constraints. Noise related impacts arising from aircraft operations at USAF Plant 42 affect a substantial portion of the site. Public facilities, services and utilities must be brought to the site in order to make development feasible, and to be in conformance with the goals of the Palmdale General Plan. Also, the City's Master Plan of Drainage has identified major facilities that must be constructed both on and off site in order to assure protection from flood related events within the Anaverde Drainage network.

The proposed Specific Plan program and site plan is a direct response to these physical site constraints and issues. The plan seeks to maximize Palmdale's natural attributes, Joshua Tree resources, and close proximity to aerospace related facilities. It establishes a hierarchy of coordinated land uses to minimize noise impacts, to achieve compatibility with USAF Plant 42 operations and an expanded Palmdale Regional Airport, and to capture emerging market opportunities. These land uses and their organizational pattern are shown in **Exhibit III-1** (Page III-43).

The noise impacts generated by USAF Plant 42 are addressed directly by the siting of 87.92 acres of airport related uses adjacent to its western edge. This siting establishes a transition zone between the existing military facility and other land uses within the Specific Plan Area that may be less compatible with military and/or future airport operations.

Noise impacts also are addressed by the Development Plan response to the General Plan recognition that certain types of recreational use, such as golf courses, are substantially less noise sensitive because of the relative infrequency of use by individuals, and the voluntary nature of use. In this regard, a 170.38 acre 18 hole golf course buffers the northern boundary of USAF Plant 42 from the industrial and business park uses of *Palmdale Business Park Center*. This acreage represents the proposed championship golf course, which largely is sited within the 80+ CNEL zone, except for the clubhouse, which is within the 75-80 CNEL contour interval.

A 9 hole executive golf course also has been sited on 55.38 acres to provide a dramatic entry way into the project interior, and a surrounding amenity for higher value business park uses. In conjunction with the airport related land use, the golf courses make up a backbone setting for the balance of the projects 61.42 acres of commercial, 26.15 acres of business park and 165.61 acres of light industrial land use.

Unique transportation features of the overall Development Plan include a provision to allow rail service into the site from an extension of the existing USAF owned railway spur along the south margin of the property if user demand warrants. A second feature is the provision of a direct taxi way link to USAF Plant 42 and Palmdale Regional Airport.

A system of internal primary roads is provided that interfaces with the existing and planned arterial highway and surface street network to efficiently move auto and truck traffic in and out of the Specific Plan Area. These roads also will provide the corridors for the extension of utility systems into the Specific Plan Area, and will be landscaped with twenty-two (22) foot wide minimum landscaped areas that parallel each roadway.

An off-road bike trail will follow the alignment of Loop Roads East and West, and is anticipated to connect to the City's Bikeway Master Plan at Sierra Highway at Avenue M, although other alternative connection points may be possible. In addition, curvilinear sidewalks will encourage pedestrian movement and access to the site's commercial area. A fitness course and exercise stations also will be provided along Loop Road East and West adjacent to the golf facility.

In addition to these features, major entry and project monumentation will be provided at the intersection of Avenue M and Challenger Way. Minor entries and monumentation will be provided at Avenue M and Loop Road West, 6th Street East, and at Loop Road East. Landscape treatments and project signage will be installed at each major intersection. As a part of the overall project development, an integrated system of street lights, traffic control signals, and roadway signage is proposed.

Individual projects will be required to respond to planning, architectural, and landscape guidelines incorporated into the Specific Plan regulations and processing requirements. These guidelines were developed to assure that land uses not only are compatible with existing adjacent uses, but also with each other. The design guidelines also will

provide for architecturally compatible buildings that are responsive to the desert climatic zone.

Landscaping will be provided within areas as required by the design guidelines. Recommended plant materials are a direct response to the desert environment, with the goal being to provide shade and greenscape without establishing large planting areas that are water dependent.

B. LAND USE

Palmdale Business Park Center has been designed as a high quality commercial and industrial complex set within an integral 27 hole golf facility. The Land Use Plan incorporates a mixture of community commercial, business park, light industrial, airport related, golf course, and public facilities uses as defined by the Palmdale General Plan. The project also has the potential to accommodate roadway, railway, and aircraft transportation modes. A summary of land use, building coverage ratios, gross building area, and estimated employment generated by project buildout is shown below in **Table III-1**.

Table III-1

LAND USE SUMMARY AND ESTIMATED EMPLOYMENT

LAND USE	ACRES	GROSS		
		BUILDING COVERAGE (%)	BUILDING AREA (S.F.)	ESTIMATED EMPLOYMENT ³
Community Commercial ¹	61.42	24	645,873	2,335
Airport Related	87.92	45	1,743,206	1,981
Business Park	26.15	30	342,120	1,123
Light Industrial	165.61	35	2,545,320	4,702
Golf Course	225.76	-	-	43
TOTAL ²	632.21		5,276,519	10,184

¹ The listed acreage may vary up to 3.5 acres. This is due to the dedication of land to the City of Palmdale in the northwest portion of Planning Area PCC-1 that appears in the Specific Plan graphics and text as "Interim Drainage Area Easement." The land is to be used for the construction and use of a regional detention facility, and is designated as Public Facility (PF) for land use purposes.

² Total acreage includes 59.45 Ac. of roadway and 5.90 Ac. of Open Space.

³ Specific Plan. Employment estimate per URS Consultants, 1994.

1. Community Commercial (PCC).

The community commercial land use is intended to establish development areas for businesses providing retail and service uses for the local market. This market is defined as the existing and proposed residential neighborhoods to the north, northeast and northwest of the Specific Plan Area, as well as business users within *Palmdale Business Park Center*.

Uses that will be permitted include commercial, office, public administrative, and service businesses such as markets, restaurants, banks, apparel stores, hardware stores, and the like. As shown in the aforementioned Exhibit III-1, the community commercial land use zone has been limited to the major arterial corridor along Avenue M from the Southern Pacific Railroad/MetroLink Line right of way to the extension of Challenger Way.

2. Business Park (PBP).

The business park land use is intended to promote construction of a variety of office, research and development, engineering, light assembly and fabrication, professional and administrative facilities, and related commercial uses. These uses will be sited within a master planned environment characterized by high quality design, construction, landscaping, and on-site amenities.

3. Light Industrial (PLI).

This land use designation is intended to accommodate light industrial uses such as manufacturing and assembly of products and goods, warehousing, distribution, and similar uses. Commercial uses incidental to and supportive of the primary light industrial uses also will be permitted. A railway spurline connection is possible that would provide access to the Southern Pacific Railway mainline via the existing spurline within USAF Plant 42.

4. Airport Related (PAR).

The airport related land use establishes a direct link between the project and USAF Plant 42 and the Palmdale Regional Airport. This link will be accomplished through a proposed taxi way connection to existing runway facilities. Also, a railway spur line connection is possible that would provide access to the Southern Pacific Railway mainline via the existing spur line within USAF Plant 42. It is expected that airfield support facilities, aerospace related industries, transportation related industries, and commercial facilities that support the military/commercial air industry will comprise most of the occupancy in this land use.

5. Golf Course (GC).

The golf course land use designation is intended to identify and reserve the land area required for development of a 27 hole golf facility including clubhouse and driving range. The golf course also provides for the integration of Palmdale Master Plan of Drainage facilities within the project site via an unlined variable width flood control channel that will carry regional storm water flows through the golf facility and into the Anaverde Drainage network. When not functioning as a flood control channel, the structure will have the look of a dry stream bed with some zones of riparian plantings. Rocks and native vegetation will be used to the greatest extent possible to enhance this image while still assuring that the primary flood control requirements is not compromised.

As discussed, the golf course itself features an eighteen hole championship course as well as a nine hole executive course. The championship course will play on relatively flat terrain through existing stands of Joshua Trees and other species of desert vegetation. There will be four sets of tees on each hole, and it is anticipated that this 7,000+ yard course will prove to be challenging and fun for all levels of golfers.

The executive golf course is routed through the proposed business park area. This 2400+ yard course is intended to provide a variety of par 3's and 4's. The executive course will be implemented after the grading required for the flood

control facility is complete. **Exhibit III-2** (Page III-44) is a concept layout of the proposed golf facility.

The golf course will include desert features such as Joshua Trees and rock outcroppings as well as grass areas on the tees, fairways and putting greens. Evergreen and deciduous trees and shrubs also will be incorporated into the overall planting design.

Golf facility amenities include a clubhouse, driving range, and practice putting green. The siting of these amenities provides the node where important social and recreational events may take place at *Palmdale Business Park Center*. Because of their functional importance, the club house facilities will be sited at the terminus of Challenger Way at the split of Loop Roads East and West. This site is considered a point of high visibility and special character. It is envisioned that the club house will be aesthetically pleasing and appropriate to its function and setting. In this regard the design theme and form could be inspired by the textures and colors of the desert, the high tech imagery of the commercial and industrial portions of the project, and the aerospace technologies and activities of Air Force Plant 42. A possible design concept for the clubhouse building is shown on **Exhibit III-3** (Page III-45).

6. Public Facilities (PF).

The public facilities land use designation is intended to identify the acreage that will be used primarily for the implementation of the City's Master Plan of Drainage as well as for enhanced landscaping along Avenue M.

The public facilities land use designation reserves land for an unlined open channel system proposed to convey flows along the south side of Avenue M to a culvert system which will ultimately discharge into the USAF Plant 42 Retention Basin facility. Also, the unlined open channel system will provide enhanced landscape treatments within the landscape set back areas adjacent to Avenue M in addition to informal tree massings and native grasses lining the trapezoidal channel.

C. GRADING CONCEPT

The Specific Plan Site Grading Concept is shown on **Exhibit III-4** (Page III-46). The grading concept is intended to maintain the natural land form where possible within the golf course areas, and to balance the earthwork on site within the commercial and industrial development areas.

Excluding golf course sculpting, the estimated volume of earthwork to implement the proposed grading concept is 500,000 cubic yards. The grading concept has taken into account the minimum slope required for adequate drainage, and to minimize the need for construction of storm drain facilities. In order to maximize grading efficiency, it may be necessary to grade more than one phase, or portions of a phase, at a time.

Site specific grading plans will be produced as development within overall planning areas, or sub-planning areas occurs. These site specific grading plans will mitigate grading or drainage impacts of the development, or impacts the proposed development may have upon adjacent properties or streets.

Grading within the championship golf course area, is intended to accomplish the following goals:

1. Minimize overall grading and maintain natural landforms as much as possible.
2. Provide for a workable golf course layout that complies with current golf industry standards.
3. Provide for the preservation of existing Joshua Tree stands with a minimum amount of relocation of existing trees necessary to achieve the project goal of preserving 1,265 trees on-site.
4. Provide for the conveyance of master planned storm drain flows with a maximum level of public safety and minimum level of maintenance.
5. Provide for storm water detention or retention capabilities in accordance with current criteria of the City of Palmdale Master Plan of Drainage.

6. Provide a source of fill materials for depressed portions of the site.

Erosion control mitigation will be provided in accordance with *Palmdale Business Park Center* Development Guidelines, current standards of the City of Palmdale, and the current requirements of the National Pollution Discharge Elimination System (NPDES).

D. CIRCULATION PLAN

The roadway circulation plan for *Palmdale Business Park Center* establishes a safe and efficient street pattern with strong on-site orientation. The plan is based on research and information provided by DKS Associates in their report "Traffic Impact Study, *Palmdale Business Park Center*, Final Report," dated December 6, 1994, which is considered a part of this document by reference (See Appendix A, Page VIII-1).

Roadway circulation features are indicated on **Exhibit III-5** (Page III-47), and provide for a hierarchy of roadways ranging from arterials to local streets. Typical cross sections for these roadways are shown on **Exhibits III-6, III-7, and III-8** (Pages III-48, III-49 and III-50). Potential connections with airway and railway networks at the southeast corner of the property add significant circulation and transportation enhancements for *Palmdale Business Park Center*.

1. Master Planned Roadway Circulation.

Access to *Palmdale Business Park Center* will be provided along Avenue M, with full intersections at 4th Street East, 6th Street East, Challenger Way, and Loop Road East. All of these intersections are anticipated to be signalized. A traffic signal warrant report has been prepared by DKS Associates, which warrants the proposed traffic signals by phase as shown in **Table III-2** (Page III-9). Additional specific analysis will occur at the appropriate time to determine location, operation and schedule of all traffic controls.

An Arterial Level of Service Analysis (LOS) and signal progression analysis also have been prepared by DKS Associates. These studies are considered a part of this document by reference (See Appendix A, Page VIII-1).

Internal master planned roadways will generally contain two through lanes in each direction, with left and right turn pockets at intersection approaches or raised center median as specified by the community commercial site plans and as determined by the City Traffic Engineer and subsequent traffic studies. All internal intersections are projected to operate at LOS C or better during both the morning and evening peak hours. Only the intersection of Challenger Way at the East/West Connector will require signalization in conformance with the project's signal warrant analysis.

Table III-2

Traffic Signal Warrant Summary

Phase 1 (1996)	No additional signals required
Phase 2 (1997)	No additional signals required
Phase 3 (2001)	Avenue M/Loop Road West
Phase 4 (2005)	Avenue M/6th Street East, Avenue M/Challenger Way
Phase 5 (2009)	No additional signals required
Phase 6 (2013)	Avenue M/Loop Road East
Phase 7 (2017)	East/West Connector/Challenger Way
Phase 8 (2021)	No additional signals required

2. Traffic Demand Management (TDM) Measures.

Based on traffic projections for Avenue M, an estimated 25% reduction in project generated vehicle trips may be necessary to achieve the signal progression goals of the City.

In order to achieve the required reduction in vehicle trips from the project that is necessary to fully mitigate traffic impacts of the project (estimated to be an approximate 25% reduction in vehicle trips), each individual development project within the boundaries of the Specific Plan shall be conditioned to mitigate its proportionate share of traffic impacts prior to the issuance of building permits, as determined by the City Traffic/Transportation Engineer and as approved by the

Reviewing Authority, through one or more of the following measures: (1) contribution to on-site or off-site improvements by other individual development projects in the Specific Plan area; (2) implementation of a Traffic Demand Management (TDM) program; (3) a reduction in the density or intensity of development floor area from that specified in the Specific Plan; (4) other measures contained in Section III.D.4.a. through III.D.4.e. of the Specific Plan; or (5) any combination of the above listed measures as determined to be adequate by the City's Traffic/Transportation Engineer. No subsequent approval, including but not limited to Conditional Use Permit, Site Plan Review, subdivision or other development approval shall be granted until the reviewing authority determines, to its reasonable satisfaction, that the measures to be utilized by the individual project developer are capable of achieving the proposed project's proportional share of the total reduction in overall Specific Plan vehicle trips that are necessary to mitigate traffic impacts to a level of non-significance.

To implement a TDM program, the Property Owners Association will also act as a Traffic Management Association. This function will be detailed in the legal documents creating the POA in accordance with California law. The POA shall have perpetual authority over traffic management issues and shall enforce all conditions and restrictions of traffic issues designed to reduce trips to the *Palmdale Business Park Center*. The POA shall be established prior to recordation of any subdivision map within the project area. (As used in this Specific Plan, the term "TMA" means the POA acting under its authority as the TMA.)

Potential TDM Measures presented in the Specific Plan are those that are readily accepted in the industry and are likely to produce the traffic reduction results expected. The TDM options presented here includes reduction measures that are estimated to reduce trip generation by about 25%. These example measures are described below and their estimated percent traffic reduction by individual measure is shown in **Table III-3 (Page III-14)**.

- a. Flexible Work Shifts (5%): The purpose of this measure is to have fewer employees arrive at or leave the project site during the AM or PM peak hours. This goal can be achieved by requiring employers to establish

staggered work hours which will have employees starting and ending their work shifts at different times. Flextime is one such program in which the employee is required to be at work during a core period, usually 9:00 am to 3:00 pm, and can fulfill the rest of the shift before or after those hours. Another option would be to institute a 4-day work week with different employees off on different days.

- b. Car/Vanpooling (8%): Implementation of this measure will require employers to put more people in fewer cars. Carpooling is generally limited to those employees whose schedules are rigid and therefore must be carefully coordinated at sites that have flexible work shifts. The most successful car/vanpooling programs have computerized systems that match employees from different companies located at the same site.

The success of car/vanpooling is measured by Average Vehicle Rideship (AVR). AVR is the measure of the average number of persons per vehicle. The current AVR in Los Angeles County is 1.10. An eight percent decrease in project generated traffic will require an increase in the AVR from its current 1.10 to 1.20.

- c. Transit Subsidies (2%): The goal of this measure is to require employers to encourage employees to use public transit. For this measure, it is assumed that two percent of all employees within the entire site will participate in the program. It is anticipated that individual employers will experience a more or less than two percent participation. The relatively low traffic reduction achieved by this measure is due to the current low attractiveness of public transit over one's own personal car. Further, it has been demonstrated that subsidies are more effective when they are limited to transit only and are not given out to employees in the form of cash. Instead, the employer should either purchase a transit pass for the employee or provide a Transitcheck. A Transitcheck is a voucher purchased from a transportation agency that is redeemable for a transit pass.
- d. Parking Restriction (5%): The purpose of this measure is to require employers to discourage employees from using their cars to get to work.

Free parking is a tremendous incentive to drive alone. Charging employees for parking is the most effective form of parking restriction. Other forms include limiting the number of available parking spaces and/or providing parking closer to the buildings for carpools and vanpools.

The ratio of parking spaces to office floor space has typically been set in suburban developments at one space per 250 sq. ft. of office space. This is consistent with City of Palmdale requirements. The Institute of Transportation Engineers (ITE) Parking Generation Manual contains actual parking ratios (occupancy rates for existing developments) based on national surveys. The majority of the data in this Manual is derived from suburban developments with little or no transit ridership.

This is typical of the City of Palmdale. Actual ratios from the ITE Manual are:

-	Community Commercial	one space per	310 sq. ft.
-	Airport Related (Warehouse)	one space per	1,000 sq. ft.
-	Business Park	one space per	400 sq. ft.
-	Light Industrial	one space per	650 sq. ft.

Using ratios closer to values from the ITE Parking Generation Manual would make it easier to achieve the necessary reduction. Without surveying actual site use after the initial phases open, it is not possible to recommend specific parking ratios to achieve a five percent reduction. Limiting parking will only be successful if employee parking is segregated from customer parking.

- e. Telecommuting (5%): The goal of this measure is to require employers to allow employees to work either at home or at a remote work site. The employee would be given a computer and modem and be able to do some of his/her work at these off site locations. The intent is to reduce the number of days each employee needs to go into the office. Telecommuting is most effective for office-type employees that can operate on an information network.

A summary of anticipated traffic related improvements for Avenue M and the access points into *Palmdale Business Park Center* is shown in **Table III-4** (Page III-17). The City required reduction in project trips also is shown by Phase.

3. Alternative Access.

DKS Associates performed an analysis on two alternatives which are considered to be feasible for this project and are provided in this Specific Plan. The first alternative is an extension of the East/West Connector Road to 15th Street East. This alternative is considered to provide measurable benefits to the access points along Avenue M but may not provide the necessary diversion of traffic from the western portion to reduce the need for an eight-lane section of Avenue M during later phases in the project's life.

A more beneficial alternative, studied in detail, consists of the extension of Challenger Way to the south/southwest and connecting with Sierra Highway and/or Avenue N. This alternative has the potential to divert as much as 23%, or more, of the project traffic onto less congested roadways and potentially remove the need for an eight-lane section of Avenue M through the year 2021.

Access from a Challenger Way extension provides an attractive alternative to Avenue M. Access to land uses to the south of the project is more direct and has an assumed diversion of 12% to 15%. Freeway access and access to land uses west of the site can be facilitated and has an assumed diversion of 5% to 17%. It is also assumed that some project traffic from the north on Sierra Highway will use this access point rather than encounter additional delays on Avenue M with an assumed diversion of 6% to 13%. This alternative also provides a north/south arterial connecting Lancaster and Palmdale through the project site.

If this alternative is implemented, a refined schedule of infrastructure improvements can be created on Avenue M. The analysis assumed the construction of Challenger Way extension prior to Phase IV, but could be constructed at any time and still derive the same benefits. Other improvements such as additional left and right turn lanes would need to be included where

necessary at isolated intersections. Detailed information can be found in the Traffic Impact Study, dated December 6, 1994.

The alternatives for an extension of the East/West Connector to 15th Street East and the extension of Challenger Way to the South/Southwest are both subject to USAF Plant 42 conversion to civilian use.

4. TDM Verification and Enforcement.

Transportation Demand Management (TDM) measures have been identified and specific measures and time frames for their implementation have been made. Those measures are based upon estimated project trip generation, referred to as trip levels, as well as estimated projected off-site traffic growth in the vicinity of the project site. It is the firm intention of the developer that those or other effective measures be implemented and adhered to.

Table III-3

ESTIMATED REDUCTION IN PROJECT RELATED TRAFFIC BY PERCENTAGE FOR INDIVIDUAL TDM MEASURES

<u>TDM Measure</u>	<u>Percentage of Traffic Reduction</u>
Flexible Work Shifts	5%
Car/Vanpooling	8%
Transit Subsidies	2%
Parking Restrictions	5%
Telecommuting	<u>5%</u>
Estimated Reduction Achievable	25%

Source: DKS Associates 1/94

The TDM measures described in this Specific Plan, and other measures as may be deemed appropriate, will be made part of the conditions and restrictions (CC&Rs) which will exist with the Property Owners Association (POA). The POA's governing board, acting as the Transportation Management Association, will have authority to verify and enforce these conditions and restrictions, as allowed under California law, including but not restricted to fines, liens and legal actions. The use of POA funds to perform these activities will not be restricted. The detailed methods and processes for these activities will be contained in the establishing documents for the POA. The City shall be named as a third parity beneficiary of the CC&Rs for the purpose of giving the City the right (but no obligation) to enforce the Transportation Demand Management provisions of the CC&Rs in the event that the Property Owners Association fails to do so.

In recognition of the City of Palmdale's concern over compliance to the Traffic Impact Study (TIS) recommendations, dated December 6, 1994, the following procedures have been set forth for verification and compliance:

- a. Project trip levels with TDM or other approved measures in place shall not exceed the value presented in the TIS for the currently completed phase as shown in **Table III-4** (Page III-17). Verification shall be made through 24-hour vehicle counts of all or selected access points.
- b. Level of service evaluations for key intersections fronting the project site shall not experience level of service "E" or worse during average day conditions. Verification shall be made through level of service evaluation using the methods described in the Transportation Research Board's Interim Materials on Highway Capacity, Circular Number 212 (or other acceptable industry standards). Level of service evaluations should, if necessary, take into account the lack of other reasonable street network improvements in the vicinity which, if not installed, may have a temporary deleterious effect on the study intersections.
- c. Verification of TDM or other approved measures will be completed within six months prior to agency approval of a proposed phase.

- d. In the event level of service is found to be "E" or worse, due to unanticipated off-site growth or trip generation in excess of those values presented in the TIS, the developer will be given the opportunity to assess and implement other means of providing acceptable levels of service at the study intersections.
- e. Failure of the development to comply with any of these provisions shall be justification for the City to deny approval of subsequent phases as currently proposed. The developer retains the privilege of adjusting planned land uses, if necessary, to conform to maximum trip levels or levels of service on a phase by phase basis.

5. Master Planned Roadways.

- a. Arterial/8 Lanes Divided With Median: This classification applies to Avenue M. The roadway will have a raised median and four travel lanes in each direction, with left and right turn pockets provided at intersection approaches as required by the City Traffic Engineer. Overall right-of-way is intended to be 128' through the Specific Plan Area. The roadway section east of Loop Road West will have 10' of parkway on the south side plus an additional 3' easement into the adjacent landscape setback area in order to accommodate a 5' wide meandering within the parkway sidewalk. The roadway section west of Loop Road West will have 10' of parkway plus an additional 22' easement into the adjacent landscape setback area in order to accommodate both a 5' wide meandering sidewalk within the parkway and a 12' wide off-street bike trail within the easement. Pavement sections are in conformance with the Palmdale General Plan circulation element.

In Lancaster's General Plan, Avenue M is classified as a major arterial. The City of Lancaster currently proposes the implementation of a six (6) lane arterial divided with median within an overall right-of-way of 100 feet.

Table III-4

**SCHEDULE OF TRAFFIC RELATED IMPROVEMENTS
AND TRAFFIC DEMAND MANAGEMENT MEASURES**

Phase	Geometric Improvements to Avenue M	Project Access Signalization	Estimated Reduction in Project Traffic	Maximum Trip Level to Avenue M	Potential Measures Necessary to Achieve Traffic Reduction Target
1(1996)	Ave M remains @ 4 lanes	None required	-	1,065	None required
2(1997)	South side 1/2 width from Loop Road West to 850' West	None required	-	10,738	None required
3(2001)	South side 1/2 width from west end of PCC-2 to 5th Street East ⁽¹⁾	Ave M/Loop Road West	-	20,068	None required
4(2005)	South side 1/2 width from 6th Street East to Challenger Way	Ave M/6th Street East Ave M/Challenger Way	-	31,078	None required
5(2009)	South side 1/2 width from Sierra Highway to 850' west of Loop Road West . North side, to three lanes between Sierra Highway and 4th Street East	None required	5%	35,936	Flexible work shifts
6(2013)	South side 1/2 width from Challenger Way to Loop Road East . North side, to three lanes from 4th Street East to Challenger Way ⁽¹⁾	Ave M/Loop Road East	10%	39,854	Above plus Step I Car/Vanpooling (1.15 AVR).
7(2017)	No change to South side. North side, to four lanes between Sierra Highway and 5th Street East ⁽²⁾	East/West Connector/ Challenger Way	15%	41,646	Above plus Step II Car/Vanpooling (1.20 AVR) and transit subsidies ⁽²⁾
8(2021)	South side 1/2 width from Loop Road East to 15th Street East ⁽¹⁾ . North side, to four lanes between 5th Street East and Challenger Way ⁽²⁾	None required	25%	42,994	Above plus parking restrictions and telecommuting ⁽²⁾

⁽¹⁾ Improvements indicated are anticipated requirements and are subject to the approval of the City Traffic Engineer.

⁽²⁾ Additional access points to *Palmdale Business Park Center* will be considered including an east connection to 15th Street and a south/southwest connection through the extension of Challenger Way subject to USAF Plant 42 conversion to civilian use.

This inconsistency in roadway classification between the Cities of Palmdale and Lancaster has been brought to the attention of the City of Lancaster. The City's Traffic and Planning Divisions are currently reviewing Lancaster's Transportation and Circulation Element which should result in a General Plan Amendment to classify Avenue M as a Regional Arterial (8-lane).

However, the project proponent shall be responsible for mitigating the traffic impacts of the project. Prior to recordation of any map subsequent to VTPM 24191, or prior to issuance of the first building permit outside of Phase 1 (golf course), whichever comes first, the developer shall record a covenant in favor of the City against Phases 7 and 8 restricting development of such Phases until: (i) the General Plan for the City of Lancaster designates Avenue M adjacent to the project site as an eight lane arterial; or (ii) the developer demonstrates to the City Traffic Engineer's reasonable satisfaction that five of the required eight lanes of Avenue M can feasibly be built adjacent to the project site and within the City of Palmdale; or (iii) the developer demonstrates to the City Traffic Engineer's reasonable satisfaction that the Challenger Way extension to Sierra Highway is feasible under then-current conditions; or (iv) if none of the foregoing occur, then, with or without alternative mitigation measures acceptable to the City, a then-current traffic study shows that the project then proposed for such Phases would nevertheless not cause LOS levels to exceed those permitted under the Specific Plan. The covenant shall require the City to cooperate in redesignating the land burdened by the covenant, provided that the redesignated land has traffic generation potential equivalent to the portions of Phases 7 and 8 released from the covenant. The project proponent shall bear all costs for any associated studies and applications. This action shall be taken in conjunction with Section III.D.4.e, TDM Implementation, above.

- b. Enhanced Collector/4 Lanes Divided With Median: This classification applies to the extension of Challenger Way through the Specific Plan Area. The roadway section will have a raised median and two travel lanes in each direction, with left and right turn pockets provided at

intersection approaches as required by the City Traffic Engineer. Overall right-of-way is 94'. Pavement sections are in conformance with the General Plan circulation element.

Within this configuration, there is 13' of parkway on the west side to accommodate a 5' wide meandering sidewalk. In addition, there is 13' of parkway on the east side to accommodate a 5' wide decomposed granite meandering path. Golf course plantings will extend to the back of the curb on the east side.

- c. Industrial/Commercial Collectors: This classification includes all other master planned roadways within the Specific Plan Area. These roadways comprise the backbone system that provides circulation throughout the project site. Overall right-of-way is 88' for the East/West Connector and extension of 6th Street East. This section reflects 12' of parkway on each side of the street to accommodate 5' wide meandering sidewalks. Pavement sections are in conformance with the General Plan circulation element. The roadway section for the extension of 6th Street East, between Avenue M and the East/West Connector shall be modified from the typical section as follows:

1. The centerline shall be offset 10' easterly from the existing centerline on the north side of Avenue M.
2. The right-of-way shall be reduced in width from the standard 88' to 84' along the frontage of the LACWWD Reservoir site.
3. The west parkway shall be reduced in width from the standard 12' to 8' along the frontage of the LACWWD Reservoir site.
4. The sidewalk within the west parkway shall be eliminated between Avenue M and the East/West Connector.

Left and right turn pockets will be provided at the intersection approaches as required by the City Traffic Engineer.

For Loop Road East and Loop Road West, overall right-of-way is 98'. This section reflects 22' of parkway on the easterly side of PCC-1 and PLI-1, the golf course and the westerly side of PAR-1. This enhanced parkway will accommodate a 12' wide off-street bike trail. In addition, 12' of parkway is proposed on the northerly side of the street to accommodate a 5' wide meandering sidewalk. Pavement sections are in conformance with the General Plan circulation element. Left and right turn pockets will be provided at intersection approaches as required by the City Traffic Engineer. Double left turn pockets will be provided at the intersections of Loop Road West and 6th Street East where they meet Avenue M or as directed by the City Traffic Engineer.

- d. Local Commercial/Industrial Streets: Local Commercial/Industrial Streets are internal to the Specific Plan Area, and are intended to provide access to the individual parcels and developments. These roadways will have an overall right-of-way of 66 feet, and will be constructed as the need for access is determined by site plan reviews. For this reason, exact rights of way have not been shown. It is anticipated these alignments will vary according to site specific development plans that will be submitted to and approved by the City.

6. Potential Taxiway/Runway Connections.

A 100' wide easement will be reserved along the eastern edge of the Specific Plan Site to provide a connection with the taxiway of USAF Plant 42. To accomplish this, discussions have been initiated with the Air Force, and with Los Angeles Department of Airports (LADOA). The Air Force is receptive to the proposal, and has advised that it may be possible to modify the existing joint use agreement between the Air Force and LADOA providing for civilian use of Plant 42 facilities to incorporate the proposed taxiway access to *Palmdale Business Park Center*.

7. Potential Railway Spur Connection.

An existing spur track to the Southern Pacific mainline serves USAF Plant 42, and is located adjacent to the southern and eastern margins of the Specific Plan Area. The spur is owned by the Air Force, which has indicated a willingness to allow the construction of a connecting link to their spur line to serve *Palmdale Business Park Center*.

Issues of concern to the Air Force relate to security matters, the nature of materials to be transported, and the coverage of any increased costs the Air Force might incur through the joint use of facilities. It is expected that agreement on joint use could be reached if rail service were to be an important issue to a major land user.

E. DRAINAGE CONCEPT

1. Master Plan Facilities.

Palmdale Business Park Center is located within the Anaverde Basin as identified in the City of Palmdale's Master Plan of Drainage, which recommends the construction of proposed local and regional drainage facilities necessary to provide flood protection from the Capital Flood. The majority of the proposed regional drainage facilities are tributary to the USAF Plant 42 Retention Basin which is located along Avenue M, east of the Specific Plan Site, within USAF Plant 42 boundaries. The current Master Plan recommends the construction of several regional facilities in the vicinity of the Specific Plan Site. These facilities include a 9' x 8' Reinforced Concrete Box (RCB) in Sierra Highway along the westerly project boundary, and a concrete lined trapezoidal channel adjacent to Avenue M along the northerly boundary.

The proposed drainage plan for *Palmdale Business Park Center* is shown on **Exhibit III-9 (Page III-51)**, and would be a cost effective modification of the Master Plan requirements. The proposed drainage network is designed to provide for the conveyance of regional stormwater flows through a drainage system that meets the goals of the Master Plan of Drainage and the General

Plan. The proposed master plan facilities within *Palmdale Business Park Center* are described as follows:

- a. Unlined Variable Width Major Flow Channel: An unlined, low velocity, variable width channel is proposed to convey the ultimate regional flows through the golf course area to Avenue M. The Master Plan regional facility in Sierra Highway will be terminated near the southwesterly corner of the site. Flows from this regional facility will be routed into the project through a culvert system under the Southern Pacific Railroad/Metrolink Line right of way. This channel will convey these regional flows from Sierra Highway easterly under the railroad to an unlined variable width earthen channel. This channel shall contain these regional flows through the golf course to Avenue M. This unlined channel shall be stabilized for erosion control.

Conceptual cross sections of this channel are shown on Sections A-A, B-B and C-C on Exhibits III-10 and III-11 (Pages III-52 and III-53). Another unlined open channel system, as conceptually shown on Sections D-D and E-E on Exhibit III-12 (Page III-54), is proposed to convey flows along the south side of Avenue M to a culvert system which will discharge into the USAF Plant 42 Retention Basin facility. Master Plan water surface elevations at Plant 42 retention basin, versus proposed unlined open channel system will result in ponding to elevations of the Plant 42 retention basin elevation inundating the channel temporarily until flood waters recede. Proposed bypass facilities would convey storm flows northerly below the unlined channel grades via a storm drain facility. Design of these facilities shall be considered with future vesting documents.

These unlined variable width and trapezoidal channels are intended to eliminate the need for the construction of the 9' x 8' RCB in Sierra Highway, from the proposed point of termination to Avenue M, and a portion of the lined trapezoidal channel along Avenue M. The design of this unlined channel system will provide for the safe and adequate conveyance of the proposed regional flows. The design also will minimize

velocities, and provide for adequate accessibility and ease of maintenance.

The unlined variable width channels which are located within the golf course area shall be maintained by the golf course operator. These channels shall be maintained so as to ensure that the capacity of these facilities to convey regional storm flows is provided. A Maintenance Agreement shall be executed and shall include the following items: maintenance standards, grading and building restrictions and security for this maintenance, as deemed necessary in future vesting documents. This agreement shall be approved by the golf course property owner and the City of Palmdale, and shall be subject to the conditions of approval of the Vesting Documents for *Palmdale Business Park Center*. If a Benefit Maintenance District is formed then the maintenance security can be waived.

Access shall be provided to these channel facilities to allow for maintenance by the golf course operator and for access by the City in the event of an emergency.

- b. Permanent Detention Basin: The City of Palmdale is currently proposing modifications to the Master Plan of Drainage which would provide for the construction of a permanent master plan detention basin, having an approximate capacity of 11 acre-feet, to be located within the *Palmdale Business Park Center*. This detention basin would be located south of Avenue M and east of the Southern Pacific Railroad/Metrolink right-of-way at a location to be specified by the owner of planning area PCC-1 and reasonably approved by the City Engineer.

The proposed detention basin would be designed so as to detain peak developed runoff for storms up to and including the capital storm event from the west and southwest which exceeds the existing runoff which flows northerly into the City of Lancaster through the existing culvert in Avenue M.

Preliminary estimates, based upon information provided by the City of Palmdale, indicate that the proposed master plan detention basin will need to store approximately 10.75 acre-feet. Final design studies shall be performed in conjunction with the future vesting documents (master parcel map) to determine the actual size of the detention basin facility and the accompanying dedication of the site to the City.

The dedication of the property and the construction of this master plan detention basin shall qualify for drainage fee credit.

Subject to the approval of the City Engineer, runoff from a portion of the *Palmdale Business Park Center* may be routed into this master plan facility. The costs associated with the expansion of this detention basin which are due to this increase in runoff shall be borne by the developer.

In conjunction with the development of this master plan detention basin, a master plan storm drain in Sierra Highway, from Avenue M to approximately 2,000 feet south, shall be designed. This master plan storm drain is estimated to be 42" in size and will intercept runoff tributary to the east side of Sierra Highway and at or near the intersection of Avenue M in accordance with updated Master Plan of Drainage. All runoff from this storm drain shall discharge into the master plan detention basin.

- c. Avenue M Storm Drain: Development of the master plan detention basin, as described above, will greatly reduce the runoff in Avenue M ultimately tributary to Plant 42. However, a master plan storm drain will be required in Avenue M to convey the developed runoff ultimately to the Plant 42 Detention Basin in accordance with both the existing Master Plan of Drainage and the proposed modifications discussed above. The Avenue M storm drain will discharge into the interim on-site basin which will retain the developed peak flows in accordance with the City Drainage Management Plan. The construction of this facility will eliminate the need for the construction at the lined trapezoidal channel along Avenue M which is identified in the current Master Plan of Drainage.

The Avenue M storm drain shall be constructed within the public right-of-way and shall discharge into PA 1.3.

- d. Plant 42 Retention Basin: The unlined variable width major flow channel and the Avenue M storm drain are tributary to the Plant 42 Retention Basin located east of 15th Street East, along the south side of Avenue M, within USAF Plant 42. The Air Force has indicated that these existing retention facilities are inadequate to handle current run-off which is tributary to the Plant 42 Retention Basin facilities.

The City of Palmdale's Master Plan of Drainage recommends that the Plant 42 Retention Basin facilities be significantly expanded to provide capacity for the increased run-off caused by development within the Anaverde Basin, and for the diversion of run-off from the west in the above noted unlined channel system and Avenue M storm drain. *Palmdale Business Park Center* will be required to mitigate any increases in run-off to Plant 42 which are generated by the development of this project, and any plans for expansion of the Plant 42 retention facilities must be approved by the Air Force.

Palmdale Business Park Center will not be required to mitigate any increases in run-off to Plant 42 which are generated upstream of the development even though these flows may be conveyed through the Specific Plan Area. The City shall provide for the adequate expansion of the Plant 42 Retention Basin facilities, or other approved regional detention/retention facilities, as these flows are channeled or diverted into the basin.

- e. Bypass to Plant 42: The City of Palmdale is currently proposing modifications to the Master Plan of Drainage which would provide for the construction of a bypass facility which would route approximately 500 cfs around the Plant 42 Detention Basin to a discharge point north of Avenue M. This bypass facility would intercept approximately 500 cfs from the inlet channel to the Plant 42 Detention Basin and would convey this runoff through the eastern portion of the *Palmdale Business Park Center* to a culvert under Avenue M which would discharge to the north. The

construction of this proposed master plan bypass facility would reduce the required expansion of the Plant 42 Detention Basin facilities. The City of Palmdale will be responsible for the mitigation of impacts upon the downstream properties which are created by the construction of this bypass facility.

- f. Financing Mechanism: To finance construction of regional drainage facilities, as identified in the Master Plan of Drainage, the City of Palmdale assesses drainage fees for all developments. Construction of the proposed regional facilities, as identified in the *Palmdale Business Park Center Drainage Plan*, may be credited against the drainage fees for the project. Dedication of land for the purpose of constructing master plan drainage facilities shall qualify for master plan drainage fee credit. Funding for these proposed regional facilities may be provided through the implementation of a Community Facilities District as provided in Section VI - Implementation.

Construction of the proposed regional drainage facilities will occur as determined by the City Engineer. All regional drainage systems shall be constructed within the public street right-of-way, or within easements which will be dedicated to the City of Palmdale.

2. Local Drainage Facilities.

In addition to the proposed regional drainage facilities, an on-site local storm drain system will be constructed to convey storm runoff from the internal street system to the regional facilities. The local storm drain system will consist of catch basins and reinforced concrete pipe. Local drainage systems will be constructed within the street right-of-way, or within easements dedicated to the City of Palmdale. Drainage facilities are proposed to be maintained by the City except those constructed solely on, and benefiting only, private property, including interim drainage basins.

3. Peak Flow Mitigation.

The City of Palmdale requires the construction of peak flow mitigation facilities for all developments, unless the downstream regional facilities are in-place. Based upon preliminary calculations, using the City of Palmdale's detention basin sizing criteria for the tentative map stage of one acre-foot of storage per 5 acres of commercial development, the proposed development would require approximately 80 acre-feet of detention capacity. In order to provide for mitigation of the peak flows generated by development, the following alternatives are acceptable:

- a. Expansion of the Regional Retention Facility at Air Force Plant 42: *Palmdale Business Park Center* may propose to construct a portion of the ultimate retention facility, located within USAF Plant 42. This construction would provide approximately 80 acre-feet of retention required for development of the project. The incremental expansion of the existing facilities would be constructed to the ultimate design for that portion of the Plant 42 facility. It is anticipated that the expansion of the Plant 42 facility immediately east of 15th Street East would best serve the proposed development.
- b. Interim On-Site Detention Facilities: Should expansion of the Plant 42 retention/detention facility prove unfeasible, temporary on-site retention/detention facilities would be constructed to mitigate the peak flow reduction required by the City. On-site facilities could be constructed to meet the needs of incremental development of the site, or the needs of the ultimate build out of the site. The interim on-site facilities could be eliminated once the Plant 42 regional facilities, or other regional sites, are constructed to mitigate developed storm flows. All on-site peak flow mitigation facilities would be constructed to City standards.

Interim retention/detention basins shall be installed with phased developments whereby, as individual parcels are developed, interim basins to mitigate peak flows in accordance with the City's Storm Drain Management Plan shall be installed on future phased parcels, as shown on **Exhibit III-9** (Page III-51) entitled Concept Drainage Plan. These

individual interim basins will be set aside on initial subdivision maps on behalf of the parcel which they serve. Maintenance of these interim facilities shall be the responsibility of the individual development which they serve. Interim basins will be maintained by an entity acceptable to the City at the expense of the development which they serve.

Detention basin facilities shall only be allowed if they are constructed appurtenant to an approved storm drain facility or a blueline creek, unless otherwise approved by the City Engineer. Otherwise, retention basins shall be required to mitigate the increase in runoff due to development.

- c. Golf Course Retention: The proposed golf course areas GC-1 through GC-5 could be designed to provide for the retention of approximately 80 acre-feet. This retention capacity would be accomplished by a series of depressions between the golf course "in play" areas. This retention capacity would be provided at depths not to exceed 2 feet. Percolation rates determined for the property indicate that complete percolation can be accomplished within the City required 7 day period.

All runoff which originates within the golf course area, except for the unlined variable width channel, will be retained within the golf course limits. Current drainage patterns and proposed grading for this site do not provide for significant other flows to enter the golf course detention area.

If necessary, a diversion structure will be constructed to divert runoff from the regional unlined channel facility into the golf course detention basin facilities. This diversion would be designed to provide for a retention volume of approximately 80 acre-feet once the off-site regional flows are directed into the 9' x 8' RCB through further construction.

All drainage facilities within the golf course, including the variable width channels, shall be maintained as a part of the golf course facility.

- d. **Permanent Detention Basin:** As noted above, the City of Palmdale is currently proposing to modify the Master Plan of Drainage to provide for a permanent detention basin at the northwest corner of *Palmdale Business Park Center*, within PA 2.1. This facility is being proposed to mitigate increases in developed runoff from the tributary areas to the west and southwest.

Subject to the approval of the City Engineer, runoff from the *Palmdale Business Park Center* may be routed into this detention basin if any required expansion of this facility is provided for by the developer.

4. Nuisance Flow Mitigation.

Drywells will be installed in order to mitigate nuisance water flows within the developed portion of the site in accordance with the requirements of the City of Palmdale Drainage Management Plan, or as otherwise approved by the City Engineer.

F. INFRASTRUCTURE

Table III-5 lists the name and address of each of the major service providers to *Palmdale Business Park Center*. The agencies have indicated that adequate capacity exists, with some improvements to service the project.

1. Water Plan.

All proposed domestic water facilities including non-golf course irrigation will be designed to meet the latest requirements of the Los Angeles County Water Works District (LACWWD). Proposed on-site distribution mains will be sized at 12" or larger. The proposed water system also will be designed to meet the fire protection requirements of the Los Angeles County Fire Department. The Concept Water Plan is shown on **Exhibit III-13** (Page III-55).

TABLE III-5

Infrastructure Service Providers

Water

Los Angeles County Waterworks
District No. 40
550 South Vermont Avenue
Los Angeles, California 93550

Wastewater

Los Angeles County Sanitation
District No. 14
1955 South Workman Mill Road
Whittier, California 90601

Gas

Southern California Gas Co.
831 West Lancaster Blvd.
Lancaster, California 93534

Water

Antelope Valley - East Kern Water
Agency
6500 West Avenue N
Palmdale, California 93551

Telephone

Pacific Bell Telephone
6920 Van Nuys Boulevard
Suite 200
Van Nuys, California 91405

Electricity

Southern California Edison
Company
PO Box 1232
44933 Fern Avenue
Lancaster, California 93534

a. Domestic Water Supply:

1. Water System. Water service to the Specific Plan Site will be provided by the Los Angeles County Water Works District No. 40 (LACWWD No. 40). The site is located within the District's 2696 pressure zone and the LACWWD No. 40 has two 1.0 MG 2696 pressure zone reservoirs located at Avenue P and 10th Street West. However, these existing reservoirs will not have the total capacity necessary to meet the storage needs of *Palmdale Business Park Center*.

The LACWWD No. 40 also has acquired property within Desert View Highlands to be utilized as a reservoir site to serve a portion of the 2696 pressure zone. This reservoir site will be located at the northeast corner of the intersection of the Antelope Valley Freeway and 10th Street West. It is proposed that *Palmdale Business Park Center* be served by the development of a 3.18 million gallon reservoir at the Desert View Highlands location.

In addition, LACWWD No. 40 has prepared a draft Water Service Agreement with Kaufman and Broad on their City Ranch Master Planned Community. When executed, this agreement will provide for the construction of a 30" diameter transmission main in Avenue M, Division Street and Avenue O-4 which will facilitate the interconnection of the existing facilities at Avenue M and 5th Street East with the existing 2 MG reservoir site and the proposed Desert View Highlands reservoir site. This agreement also will provide for construction of the initial phase of a 20,000 gpm booster pump station at the Avenue M/5th Street East Reservoir Site (M5E Reservoir Site) along with related appurtenances.

If development of the *Palmdale Business Park Center* precedes development of Kaufman and Broad's City Ranch Project, or if the City Ranch Project does not proceed, then it will be necessary for the Master Developer of *Palmdale Business Park Center* to enter into a similar Water Service Agreement with LACWWD No. 40. This Water Service Agreement would provide for the construction of the domestic infrastructure water facilities required to serve *Palmdale Business Park Center* and would also provide provisions to reimburse the developer, and/or the CFD, for the construction of master plan water facilities which exceed the actual needs of *Palmdale Business Park Center*.

The development of *Palmdale Business Park Center* will require improvements to the existing water facilities in the Specific Plan Area. The LACWWD No. 40 has indicated that the following requirements must be satisfied in order to properly provide water service for the ultimate development of this project:

- a. Installation of a 16-inch minimum diameter interconnection at the end of the existing 30-inch diameter water transmission main in Avenue M, and installation of a 16-inch minimum diameter water main in Avenue M, fronting the project, including all fire hydrant locations specified by the Fire Department.

- b. Installation of 12-inch minimum diameter water mains in the on-site collector streets of the project, and installation of fire hydrants at locations specified by the Fire Department.
- c. Installation of an encased undercrossing (18-inch minimum diameter water main) at the Southern Pacific Railroad/Metrolink Line right of way, and connection of the 18-inch minimum diameter water main to the existing 12-inch water main in Sierra Highway on the west side of the railroad right of way.
- d. Development of the new tank site at the Los Angeles County Waterworks District No. 40 Desert View Highlands site, which is located on the northeast corner of the intersection of the Antelope Valley Freeway and 10th Street West, as necessary to provide for operation of one (1) of the proposed storage tanks.
- e. Construction of one (1) of the 3.18-million gallon water storage tanks at the newly developed Desert View Highlands site.
- f. Installation of inlet-outlet pipeline and overflow-drain piping at the Desert View Highlands site.
- g. Connection of inlet-outlet pipeline to the existing 2696 Zone's 24-inch and 12-inch transmission water mains in 10th Street West.
- h. Acquisition of proper easements and coordination of Items listed above.

- i. Participation in a prorata share of cost based on projected demand of the Kaufman and Broad City Ranch project for the following items:
 - 1. A 30-inch diameter transmission water main in Avenue M, Division Street and Avenue O-4.
 - 2. Initial phase of the 20,000 gpm booster pump station.
- j. Payment of applicable water supply charges.

If a new Water Service Agreement is negotiated with LACWWD No. 40, specifically to serve *Palmdale Business Park Center*, then it is possible that some of the above note requirements could be modified.

- 2. Water Phasing. In order to provide an economically feasible solution to providing domestic water service to *Palmdale Business Park Center* it is proposed to provide for phasing of the construction of the required water transmission, pumping and storage infrastructure facilities.

The first phase of development will consist of the golf course. Irrigation of the golf course shall be provided through the development of an on-site private well. Domestic water service for the golf course facilities shall be provided through the construction of an on-site distribution main, in Loop Road West, which will connect into the existing Zone 2696 facilities in Avenue M on a temporary basis. In addition, the relocation of some facilities related to the future booster pump station at the M5E Reservoir site shall be provided in conjunction with Phase 1.

As described in the Phasing Plan, Section VI-1.2, it is proposed the initial development of the Desert View Highlands Reservoir site occur in conjunction with the development of Phase 2 of *Palmdale*

Business Park Center. These reservoir site improvements shall consist of the construction of one (1) 3.18 million gallon reservoir, the installation of inlet-outlet and overflow drain piping, and site improvements required to serve this reservoir. In addition to the improvements at the Desert View Highlands site, the connection from the existing 12 inch waterline in Sierra Highway, including the crossing at the Southern Pacific Railroad/Metrolink Line, shall be completed.

The LACWWD No. 40 has indicated that it will provide an interconnection from the Desert View Highlands Reservoir site to *Palmdale Business Park Center*, utilizing existing transmission and distribution mains, until development of Phase 5. The LACWWD No. 40 will require participation in the construction of the 30 inch P-10/M5E Transmission Main prior to or concurrent with the development of Phase 5.

Other key water infrastructure components of the Phasing Plan include the development of the 2696 Booster Pump Station at the M5E Reservoir site based upon a proportionate share of demand concurrent with Phase 4, and the development of an on-site domestic well concurrent with Phase 6. This domestic well shall be dedicated to the LACWWD No. 40.

Proposals for phasing of the water improvements shall be subject to the approval of the Los Angeles County Water Works District.

3. Water Procurement. The Master Developer of *Palmdale Business Park Center* will secure a water service agreement with LACWWD before any site work begins.

Due to the long duration of such a process, it is suggested that the project proponent buy into an existing service agreement or one which is already in progress of being formulated.

Due to the long duration of such a process, it is suggested that the project proponent buy into an existing service agreement or one which is already in progress of being formulated.

4. Estimated Water Demands. Estimated water demands are summarized in **Table III-6** (below). The water demands are estimated on a preliminary basis, assuming an average daily domestic water demand of 3,000 gallons per day per acre for the proposed land uses. The net acreage for domestic use has been reduced by approximately 15 percent to account for the anticipated on-site landscaping requirements. A factor of 2.0 has been utilized to determine the maximum daily domestic demands.

To summarize, approximately 3.0 million gallons of storage will be required to serve the maximum daily demands and the fire flow requirement at project buildout.

TABLE III-6

Estimated Water Demands

Buildable Acreage	298.3 AC ¹
Maximum Daily Demand	1,790,000 gallons ²
Maximum Daily Irrigation Demand	505,500 gallons ³
Storage Demand	
Domestic Max./Day	1,790,000 gallons
Irrigation Maximum Daily	505,500 gallons
Fire Flow (3750 gpm for 3 hrs.)	<u>675,000 gallons</u>
Total	2,970,500 gallons
Alternative storage for fire flows based on 5,000 gpm for 5 hours	1,500,000 gallons

¹ Exclusive of 15% Landscape Area requirement

b. Golf Course Irrigation Water: LACWWD No. 40 has indicated that domestic water will not be available for golf course irrigation purposes. Reclaimed or non-domestic sources are not currently available in the vicinity of the Specific Plan area. For these reasons, it is proposed that one or both of the following sources of water be utilized for providing irrigation water for the proposed golf courses.

1. On-site Well System. An on-site well shall be developed to provide for the irrigation of the golf course. This well shall be privately owned.

Storage lakes are required in this system because golf course water demands fluctuate over a wide range and are dependent on factors such as season of year, time of day, and the specific part of the course being watered (greens vs. rough, etc.). The lakes will provide adequate storage to cover demand surges during peak irrigation cycles, thus allowing the well pumps to operate efficiently. The lakes also will be aesthetically integrated into the golf course setting as riparian or oasis-type planting zones.

2. Antelope Valley-East Kern Water Agency (AVEK). AVEK supplies treated domestic water to LACWWD No. 40 at a turnout located at the Zone 2555 reservoir located at the M5E Reservoir Site. An agreement between AVEK and LACWWD No. 40 provides that LACWWD No. 40 shall have the first right to sell the water at this turnout, but as noted above, LACWWD No. 40 has refused to provide domestic water for the purpose of irrigating the proposed golf courses.

Under these circumstances, AVEK has agreed to provide a water supply for irrigation of the golf course facilities pending the execution of a water service agreement. This agreement requires completion of an application, arrangement for payment of a water service connection fee, and payment of the appropriate water

supply capacity charges. This proposed water source would be a back-up source of water to the proposed on-site well system. In this event, the storage lakes also would be utilized to mitigate the fluctuation in demands thus minimizing fluctuation impacts upon the AVEK supply facilities.

If an AVEK agreement is completed and executed, construction of a new turnout would be required to serve the golf course. If this option is selected, a distribution system, separate from the domestic water system, also will be constructed to deliver this water to the golf course facilities.

2. Sewer Plan.

- a. Service Demand: Projected average wastewater flows generated by the proposed *Palmdale Business Park Center* are estimated to be 1.3 million gallons per day (mgd). These estimated flows are based upon the LACSD loading factor of 0.006 cfs per acre for general commercial and limited commercial developments. The average daily flows are utilized by the LACSD #14 to provide for adequate treatment plant capacity.

Projected peak wastewater flows generated by the proposed project are estimated to be 3.3 mgd based upon the LACSD peaking factors. The peak daily flows are utilized by LACSD #14 to determine the size of sewer mains needed to service the development.

- b. Off-site Facilities: The existing Lancaster Water Reclamation Plant is scheduled for expansion from a 10 mgd capacity to a 16 mgd capacity by the end of 1994. The LACSD #14 will finance this expansion, and once completed, will provide adequate capacity for the development of *Palmdale Business Park Center*.

On a regional basis, *Palmdale Business Park Center* is tributary to existing LACSD #14 trunk sewer facilities which flow from the intersection of Avenue K and Challenger Way, north and westerly, to the Lancaster Water Reclamation Plant. These existing facilities do not have adequate

capacity for the ultimate development of the tributary area within the LACSD #14 Sewage Drainage Basin #2. The LACSD #14 will fund and construct upgrades to their existing system as demand increases due to development. An off-site trunk sewer will need to be constructed in Challenger Way from Avenue M northerly to the existing 12" sewer at Avenue K. This Challenger Way trunk sewer will be designed to convey the ultimate tributary peak flows for this area of Drainage Basin #2.

The portion of the Challenger Way trunk sewer between Avenue K and Avenue M will be constructed as part of the development of *Palmdale Business Park Center*. It is expected that the oversizing of this segment of the Challenger Way trunk sewer will be reimbursed to the project developer through a reimbursement agreement to be established with the City of Lancaster and/or LACSD #14. Existing and proposed off-site sewer facilities are shown on **Exhibit III-14** (Page III-56).

- c. On-site Facilities: An on-site sewer system will be constructed to convey wastewater flows generated by *Palmdale Business Park Center* to the LACSD #14 trunk sewer in Challenger Way. This on-site sewer system will be operated and maintained by the City of Palmdale.

All City maintained sanitary sewer main lines shall be designed and determined by latest City Standards, Title 20 of Utilities of Los Angeles County Code and per Los Angeles County Department of Public Works Standard Plans.

The City will permit the use of an interim septic tank system for the golf club house and remote restroom buildings within the golf course areas for the period from initial septic tank construction until sewers are constructed in the roadways adjacent to the golf facilities. However, the use of a septic tank system shall be terminated if such use is deemed in violation of any health regulations and/or future ordinance prohibiting such use. The septic tank system shall be designed and installed in accordance with the Los Angeles County Health Department and the Department of Water Resources requirements, and shall be coordinated to the satisfaction of the Director of Building and Safety. The septic tank shall be privately maintained by the

golf course operator and/or the master developer. Proposed on-site sewer facilities are shown on **Exhibit III-15** (Page III-57).

3. Solid Waste Plan.

Waste management services will be provided by the Palmdale Disposal Company or other City approved waste management entity. The *Palmdale Business Park Center* will cooperate with the waste management entity in order to comply with Assembly Bill AB939.

4. Electrical.

The extension of the electrical network, from the existing facilities on the north side of Avenue M, will be accomplished by Southern California Edison Company as each phase of development occurs. Extensions of electrical facilities needed to provide service to the project will be constructed within the public street right-of-way whenever possible. Easements would be provided for electrical infrastructure located outside of the street right-of-way if required. All electrical facilities will be constructed underground.

5. Gas.

The extension of natural gas facilities to provide service to the site will be accomplished by Southern California Gas Company. These infrastructure natural gas facilities will be constructed underground within the street right-of-way.

6. Telephone.

Telephone service for the project will be provided by Pacific Bell. Since there are no existing Pacific Bell telephone facilities adjacent to the site, it will be necessary for Pacific Bell to extend its current off-site facilities to the project. All on-site telephone facilities will be constructed underground within the street right-of-way.

G. LANDSCAPE CONCEPT

The high quality setting and environment envisioned at *Palmdale Business Park Center* will be assured in part through extensive landscaping. The proposed landscape program will give structure, orientation and identity to the overall project by providing integrated plantings at the golf course, within the open space and monumentation lots, within street landscape areas, and within landscaped areas on individual parcels or lots. The Concept Landscape and Urban Design Plan is shown on **Exhibit III-16** (Page III-58).

The proposed program recommends a palette of drought resistant plant materials compatible with Palmdale's hot dry climate. Irrigation systems will be required to implement water saving features such as drip emitters, moisture sensors, and controllers capable of multiple programs. All landscaping will be subject to the requirements of the City's Water Efficient Landscape Ordinance.

Because of the substantial area allocated to landscaping, the proposed project will achieve a high standard of design excellence. Of the 632.21 acres that comprise the Specific Plan Area, 225.76 acres are devoted to the golf facility, 5.90 acres to public facilities open space and approximately 52 acres to the required landscape areas along roadways and within individual site specific projects.

Each of the proposed landscaped areas are characterized as follows:

1. Golf Course.

Landscaping of the proposed golf facility is a complex balance of preserving and enhancing existing desert plant associations, and implementing turf and more "exotic" type plant associations at the tees, fairways and greens. Establishing the balance begins with the grading operation within the championship course that is designed to preserve substantial stands of existing Joshua Trees. The preserved tree stands will be reinforced by relocation of groupings of Joshua Trees that will be brought in from adjacent areas impacted by grading. Health of the Joshua Trees will be assured through design of irrigation systems that will not introduce water directly onto or adjacent to the trees.

The substantial areas of turf required for golf play will be integrated into the desert vegetation patterns by establishing islands of green. These green or turf areas represent tees, fairways and putting greens that will be integrated both through landform, and a selection of plant materials that will blend the interface of these diverse associations. Installation and maintenance of the golf facility will be the responsibility of the golf course operator.

2. Streetscapes.

Landscape areas at streetscapes are required to reinforce the overall goal of providing orientation based on plant material types and density of plantings along the master planned roadways. Streetscape landscape areas range in width from forty feet along Avenue M to thirty feet along the internal roadways when rights-of-way and individual lot landscaped areas are combined.

Installation and maintenance of streetscape landscaping will be the master developer's responsibility.

3. Individual Project Landscaping.

Individual projects are required to provide a minimum landscape coverage of 15%. These percentages include the street rights-of-way where integrated berming and landscaping is required in addition to walkways and/or bikeways.

Individual project landscaping will be installed within building and parking setbacks, parking areas, side and rear yard setbacks, and in planting areas directly adjacent to building facilities. Plant materials approved for installation in these areas will come from a palette of trees, shrubs, vines, and groundcovers that have been proven over time to perform well in Palmdale's climate.

Water conserving irrigation systems will be required in all cases.

Installation and maintenance of individual project landscaping will be the responsibility of the property owner.

4. Project Entries and Community Monumentation.

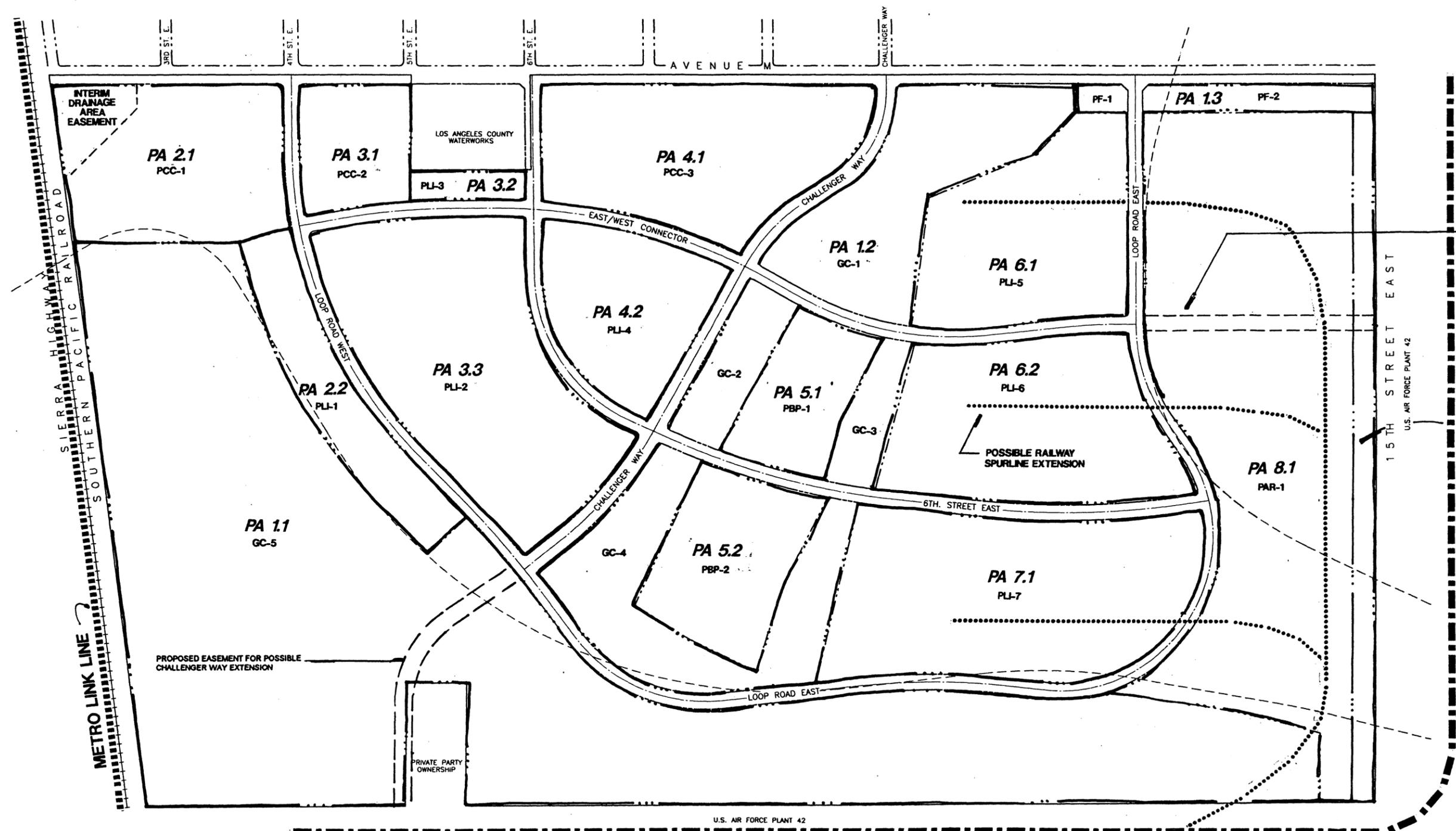
Project entries will be provided at Avenue M and Challenger Way, Loop Road West, 6th Street East and at Loop Road East. A major project entry is proposed at Avenue M and the extension of Challenger Way and an artist's conception of this entry is shown on **Exhibit III-17** (Page III-59).

Community orientation monumentation will be provided at all major intersections. These entry and community features will have significant landscaping complemented by landforms and signage. Installation of these areas will be the responsibility of the master developer. Maintenance will be provided by a Property Owner's Association.

H. DESERT VEGETATION PLAN

A site specific biology study is being conducted as a part of the project's environmental documentation process. It has been determined by aerial photo interpretation that there are 4,592 existing Joshua Trees (*Yucca Brevifolia*) on the project site. These existing trees are plotted on **Exhibit III-18** (Page III-60).

The City of Palmdale's Native Desert Vegetation Ordinance requires that a minimum of two Joshua Trees per acre be preserved. It is the intention of the proposed preservation plan that groupings of trees be preserved in place, and used as landscape features of the golf course and elsewhere. The actual number of trees may vary, based on final on-site counts and the requirements of the City concerning the site specific grading plan. In any case, a minimum of 1,265 trees will be preserved in order to meet the City's required Native Vegetation goals.



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION

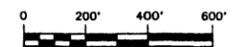
4500 PARK GRANADA BLVD
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PLANNING AREA	LAND USE	NET BUILDABLE ACRES	BUILDING COVERAGE %	GROSS BUILDING COVERAGE (SF)
1.1	Golf Course	170.38	NA	NA
1.2	Golf Course	55.38	NA	NA
1.3	Public Facilities	5.90	NA	NA
2.1	Community Commercial	23.99	24	247,965
2.2	Light Industrial	12.99	35	198,046
3.1	Community Commercial	9.30	24	97,226
3.2	Light Industrial	2.44	35	37,200
3.3	Light Industrial	40.61	35	619,140
4.1	Community Commercial	28.43	24	297,219
4.2	Light Industrial	16.79	35	255,980
5.1	Business Park	10.62	30	138,782
5.2	Business Park	15.53	30	202,946
6.1	Light Industrial	24.46	35	372,917
6.2	Light Industrial	29.99	35	452,664
7.1	Light Industrial	38.63	35	588,963
8.1	Airport Related	87.92	45	1,723,408
	Street Right of Way	59.45	NA	NA
	Total Acres	632.21		
	Total Gross Building Coverage			5,232,136

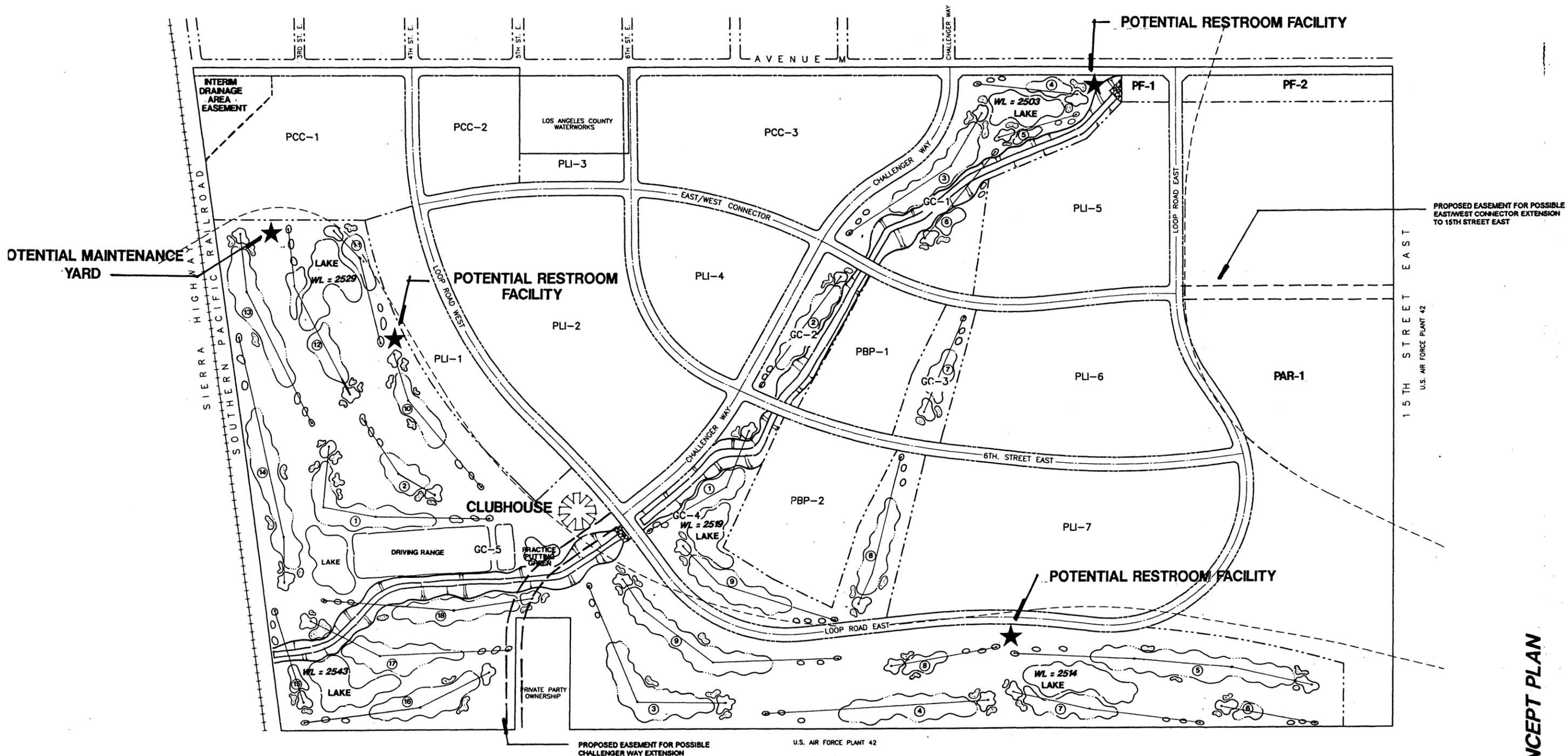
EXISTING PLANT 42 RAILWAY SPURLINE

EXISTING TAXIWAY / RUNWAY

MARCH 20, 1996



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PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
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CARD OF THE COURSE

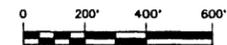
18 HOLE CHAMPIONSHIP COURSE					9 HOLE EXECUTIVE COURSE												
HOLE	BLACK	BLUE	WHITE	RED	PAR	HOLE	BLACK	BLUE	WHITE	RED	PAR	HOLE	BLACK	BLUE	WHITE	RED	PAR
1	465	445	430	400	4	10	325	315	300	285	4	1	310	295	280	4	
2	220	205	190	175	3	11	290	275	260	245	4	2	270	255	240	4	
3	435	405	380	355	4	12	365	345	330	310	4	3	390	375	350	4	
4	455	430	405	385	4	13	410	400	385	365	4	4	210	195	180	3	
5	810	780	750	685	5	14	530	495	465	430	5	5	145	135	125	3	
6	195	180	165	150	3	15	195	180	165	145	3	6	220	195	180	3	
7	395	370	350	320	4	16	405	385	370	350	4	7	200	185	170	3	
8	210	195	180	165	3	17	435	420	405	385	4	8	205	190	175	4	
9	510	485	455	425	5	18	440	420	405	375	4	9	380	355	330	4	
TOTAL	3480	3275	3030	2790	34	TOTAL	2340	2210	2044	2074	36	TOTAL	2420	2190	2044	32	

PAR 71
YARDAGE
BLACK BLUE WHITE RED
6855 6485 6085 5670

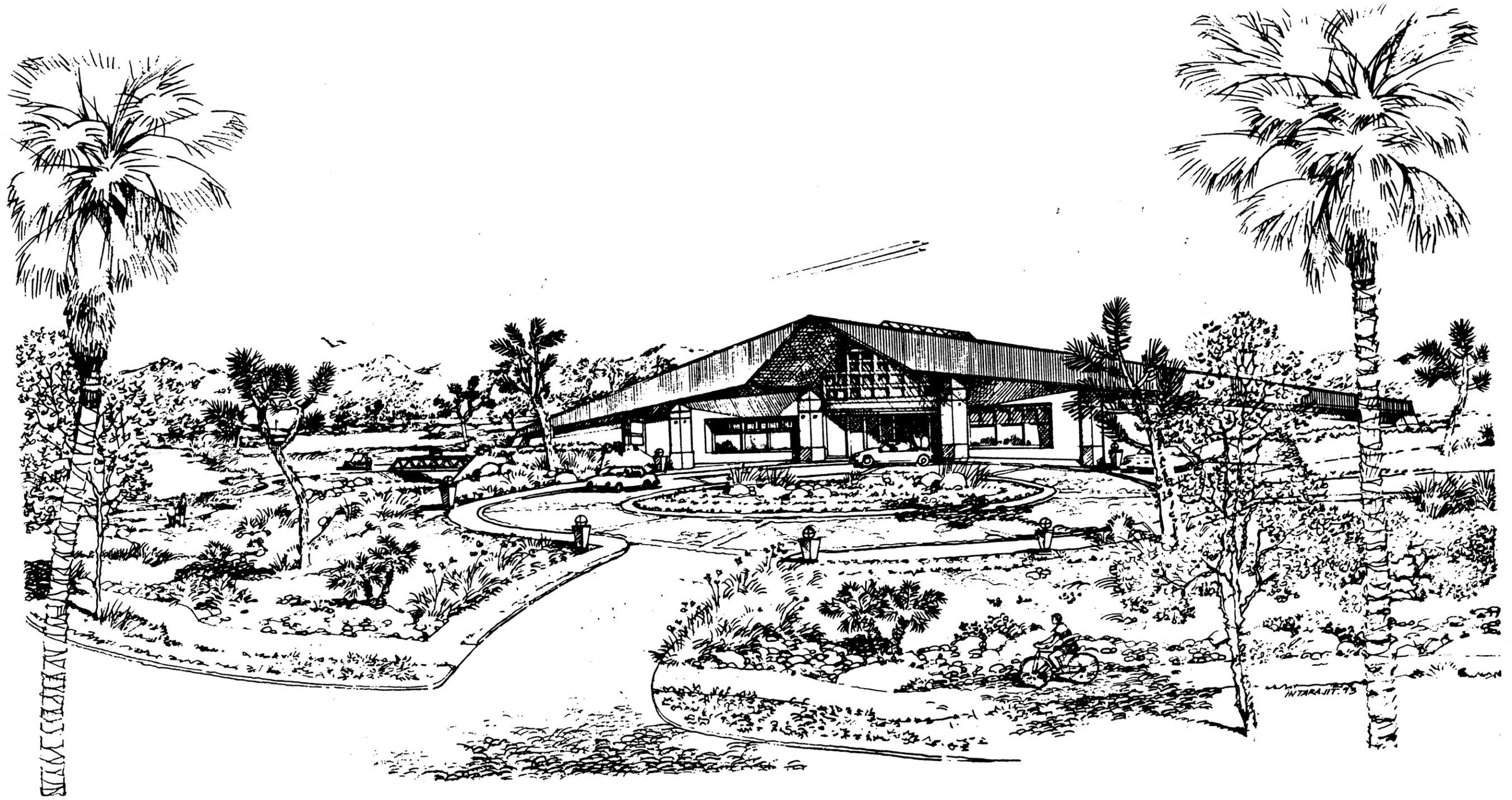
PAR 32
YARDAGE
BLACK BLUE WHITE RED
2420 2195 2055

Note: An estimated 80 acre-ft of retention volume shall be provided within the golf course areas GC-1, GC-2, GC-3, GC-4, and GC-5.

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PALMDALE BUSINESS PARK CENTER

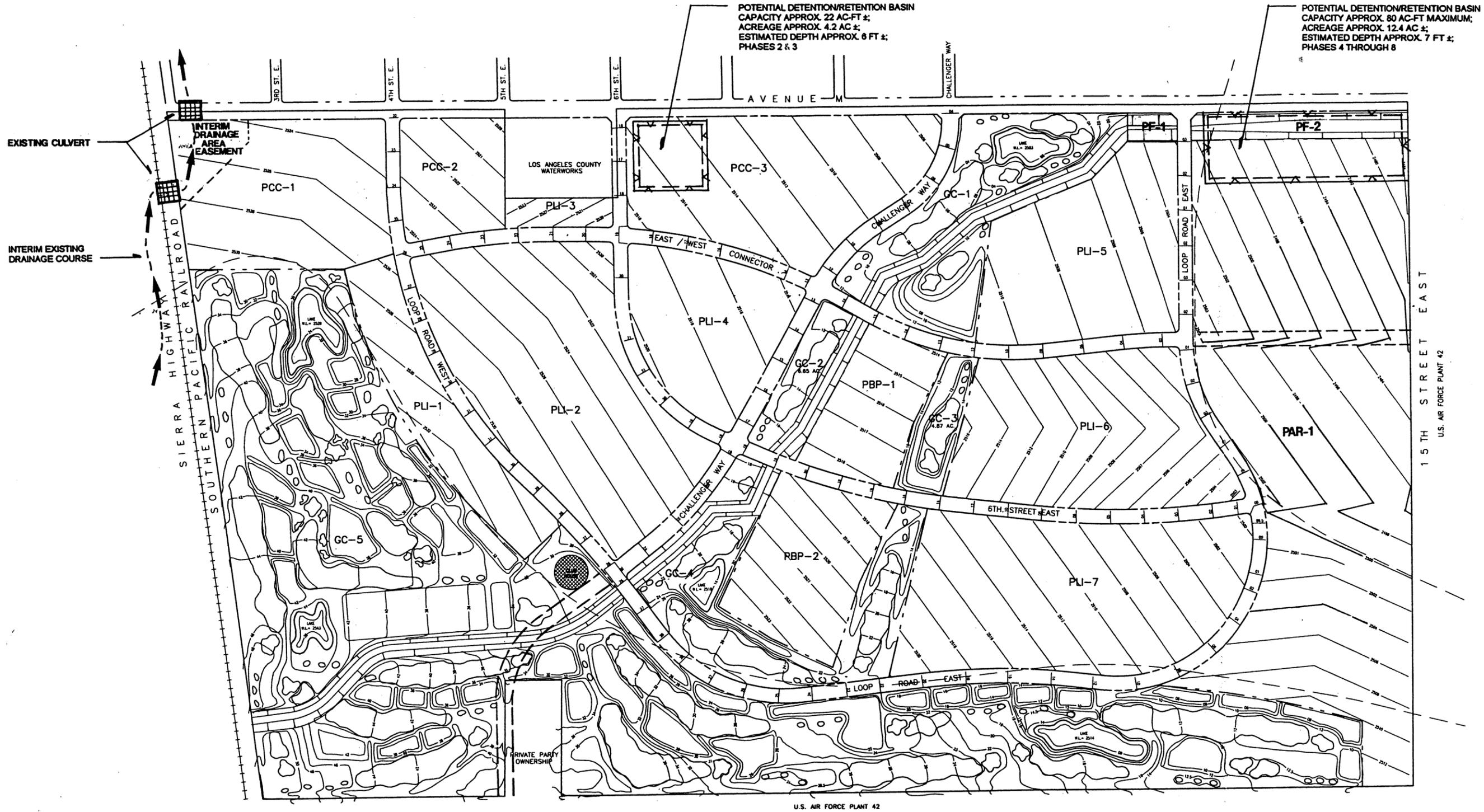
SPECIFIC PLAN
PALMDALE, CALIFORNIA

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POTENTIAL DETENTION/RETENTION BASIN
 CAPACITY APPROX. 22 AC-FT ±;
 ACREAGE APPROX. 4.2 AC ±;
 ESTIMATED DEPTH APPROX. 6 FT ±;
 PHASES 2 & 3

POTENTIAL DETENTION/RETENTION BASIN
 CAPACITY APPROX. 80 AC-FT MAXIMUM;
 ACREAGE APPROX. 12.4 AC ±;
 ESTIMATED DEPTH APPROX. 7 FT ±;
 PHASES 4 THROUGH 8

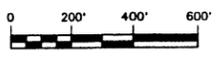
PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
 PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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 CALABASSAS CA. 91339-0220
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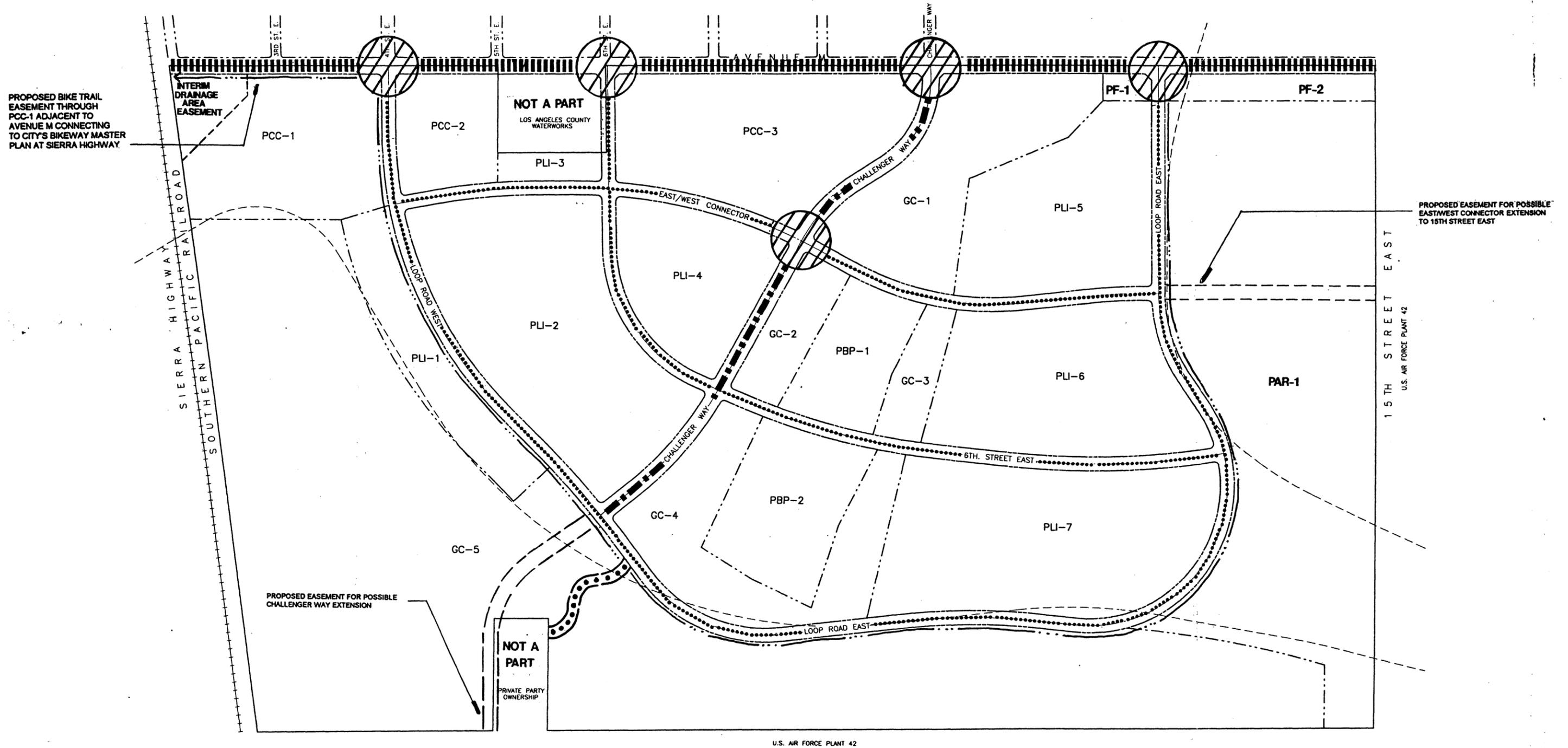
- NOTES:**
- ESTIMATED RAW CUT IS 500,000 CUBIC YARDS. GRADING WILL BALANCE ON SITE.**
 - ALL SLOPES INDICATED HEREON ARE 5:1 MAXIMUM, UNLESS OTHERWISE NOTED.**

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Exhibit III-4
 CONCEPT GRADING PLAN



PALMDALE BUSINESS PARK CENTER

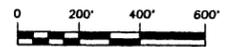
SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION

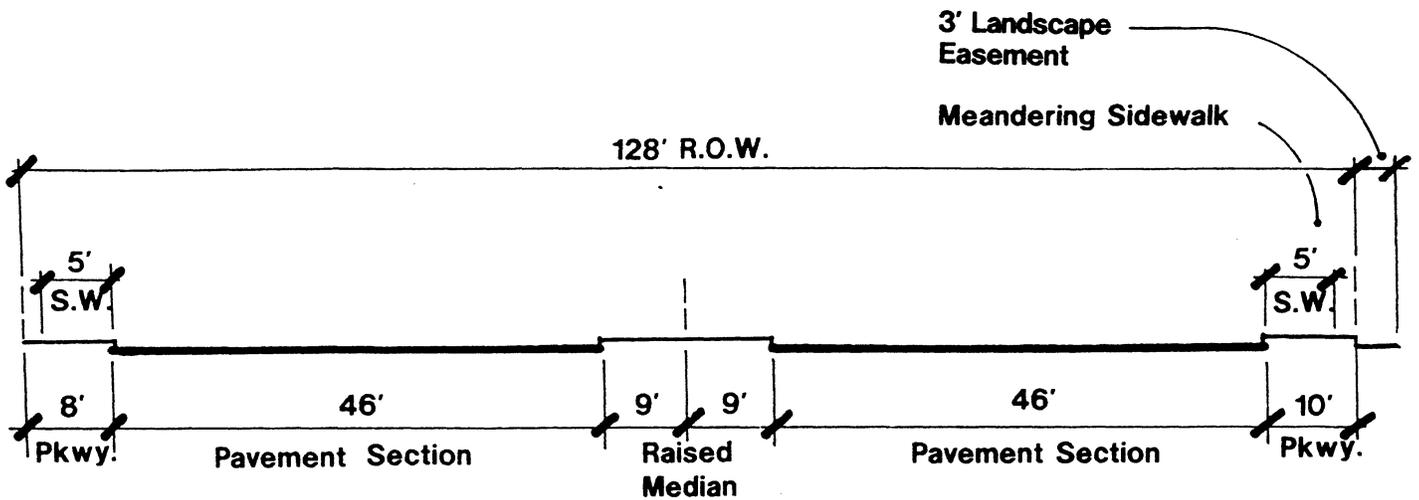
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-  ARTERIAL / 8 LANES DIVIDED WITH MEDIAN Avenue M
-  ENHANCED COLLECTOR / 4 LANES DIVIDED WITH MEDIAN
Extension of Challenger Way
-  INDUSTRIAL / COMMERCIAL COLLECTOR
East/ West Connector, extension of 6th Street East, Loop Road East and West
-  PER SITE PLAN LOCAL COMMERCIAL / INDUSTRIAL STREETS Internal Locals
-  26' PAVED ACCESS ROAD
-  ANTICIPATED SIGNALIZATION
-  BIKE TRAIL

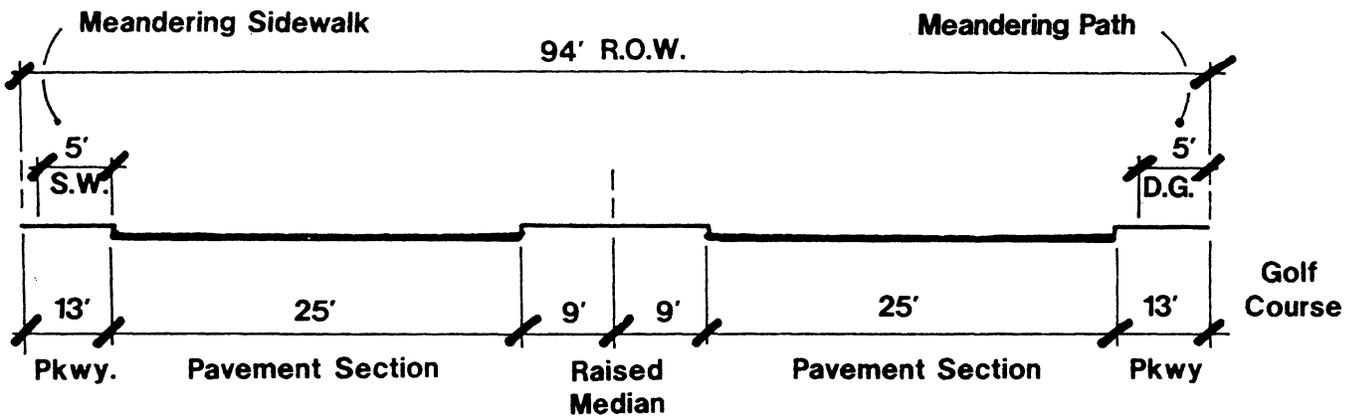
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ARTERIAL/ 8 LANES DIVIDED WITH MEDIAN
Avenue M



ENHANCED COLLECTOR/ 4 LANES DIVIDED WITH MEDIAN
Extension of Challenger Way

MARCH 20, 1996

NOT TO SCALE

**PALMDALE BUSINESS
 PARK CENTER**

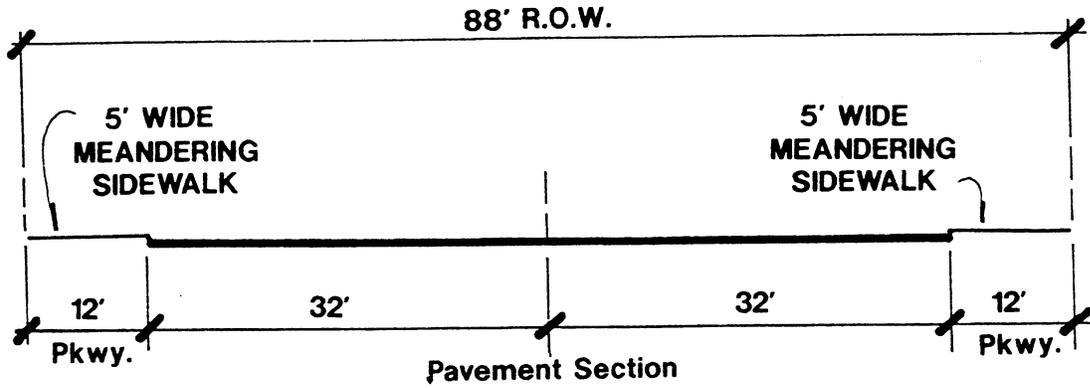
SPECIFIC PLAN
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LOCKHEED CORPORATION
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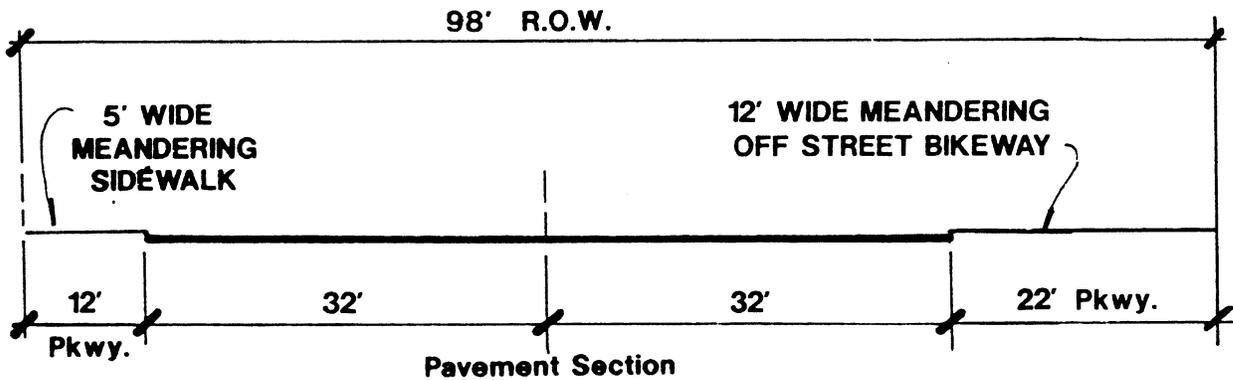
Exhibit III-6
ROADWAY CROSS SECTIONS



INDUSTRIAL/ COMMERCIAL COLLECTOR
with enhanced parkway
East West Connector and extension of 6th Street East

NOTE: The roadway section for the extension of 6th Street East, between Avenue M and the East/West Connector shall be modified from the typical section as follows:

- i) The centerline shall be offset 10' easterly from the existing centerline on the north side of Avenue M.
- ii) The right-of-way shall be reduced in width from the standard 88' to 84' along the frontage of the LACWWD Reservoir site.
- iii) The west parkway shall be reduced in width from the standard 12' to 8' along the frontage of the LACWWD Reservoir site and will not include a sidewalk.



INDUSTRIAL/ COMMERCIAL COLLECTOR
with enhanced parkway
Loop Road East, Loop Road West

MARCH 20, 1996

NOT TO SCALE

**PALMDALE BUSINESS
 PARK CENTER**

SPECIFIC PLAN
 PALMDALE, CALIFORNIA

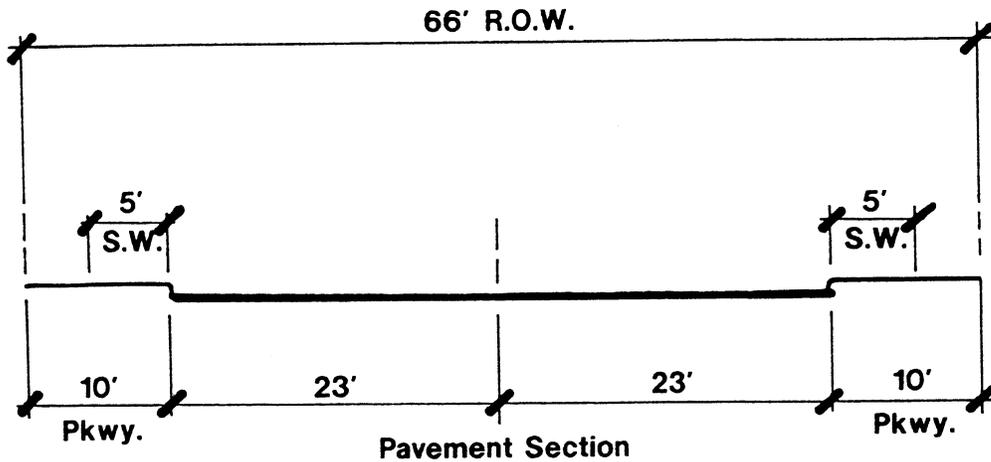
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Exhibit III-7

ROADWAY CROSS SECTIONS



LOCAL COMMERCIAL / INDUSTRIAL STREETS
Location Per Site Plan Review

MARCH 20, 1996

NOT TO SCALE

**PALMDALE BUSINESS
 PARK CENTER**

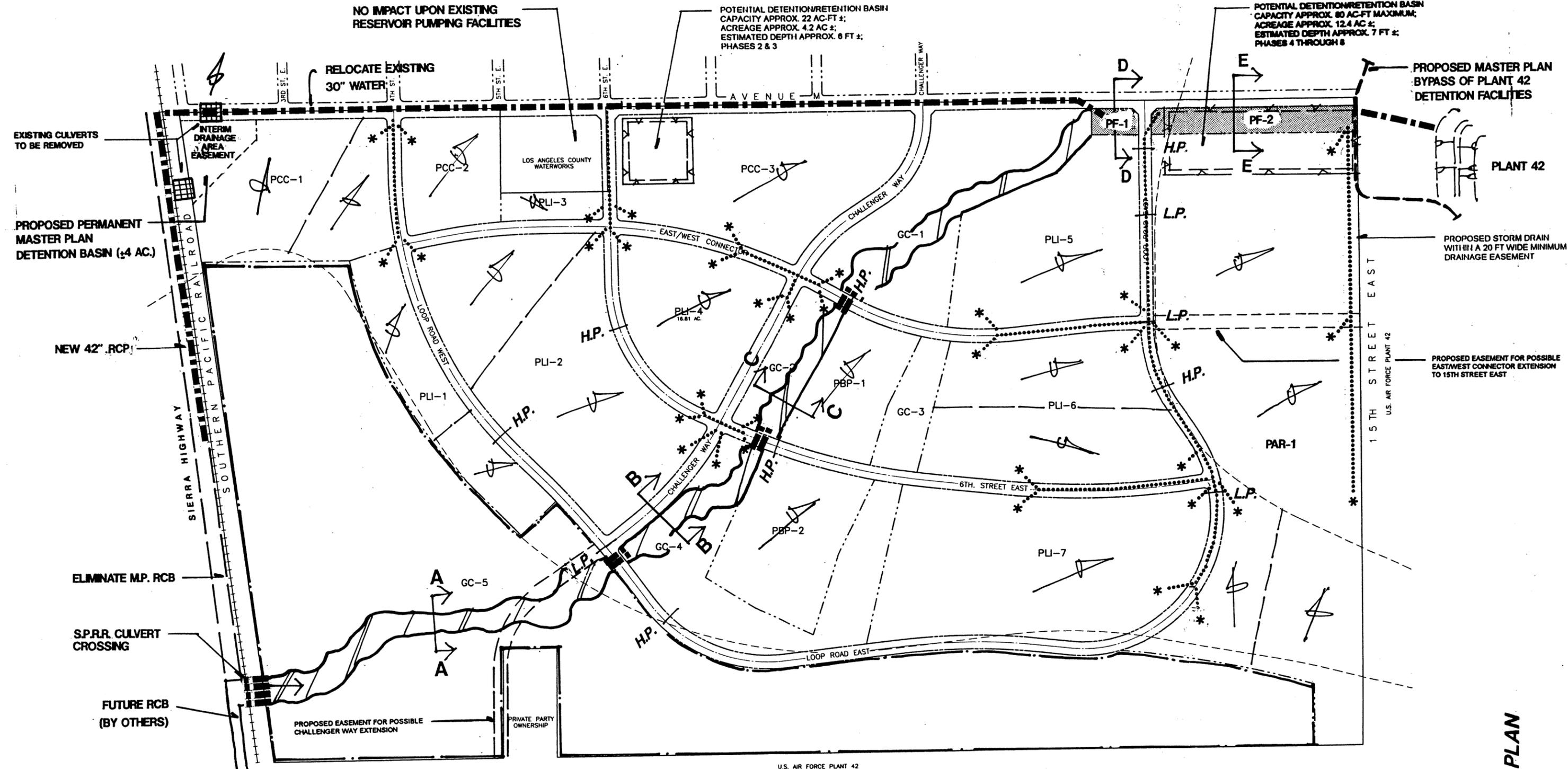
**SPECIFIC PLAN
 PALMDALE, CALIFORNIA**

**LOCKHEED CORPORATION
 4500 PARK GRANADA BLVD
 CALABASSAS, CA 91338-0220**



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**Exhibit III-8
 ROADWAY CROSS SECTIONS**



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

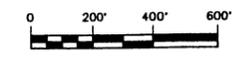
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LEGEND

- PROPOSED MASTER PLAN UNLINED MAJOR FLOW CHANNEL- VARIABLE WIDTH
- PROPOSED MASTER PLAN STORM DRAIN PIPE
- PROPOSED MASTER PLAN UNLINED TRAPEZOIDAL CHANNEL
- PROPOSED ONSITE PUBLIC STORM DRAIN

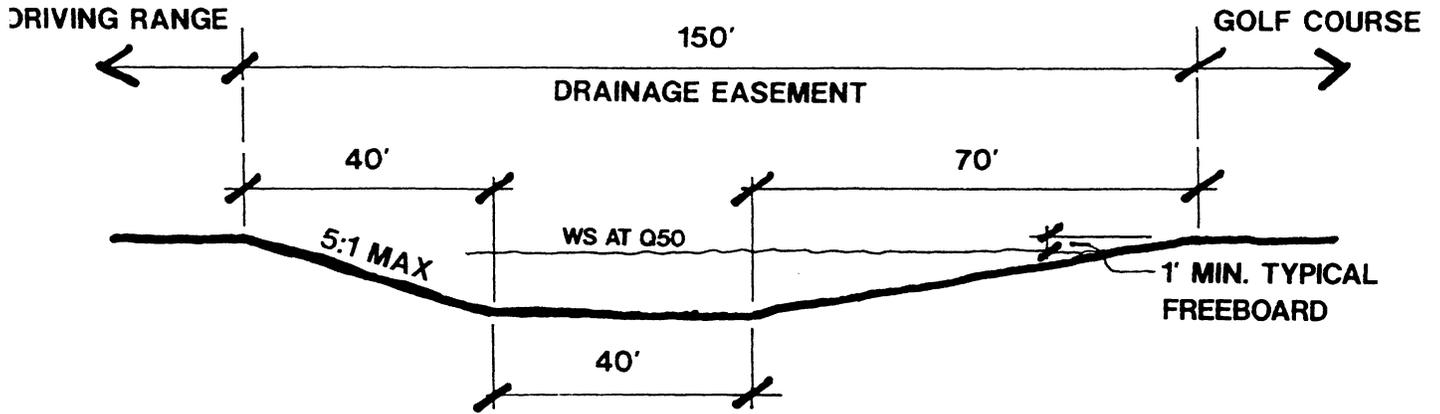
- L.P. PROPOSED LOW POINT IN PUBLIC STREET
- H.P. PROPOSED HIGH POINT IN PUBLIC STREET
- PROPOSED GRADED DIRECTION OF FLOW
- PROPOSED ONSITE DETENTION AREA

MARCH 20, 1996

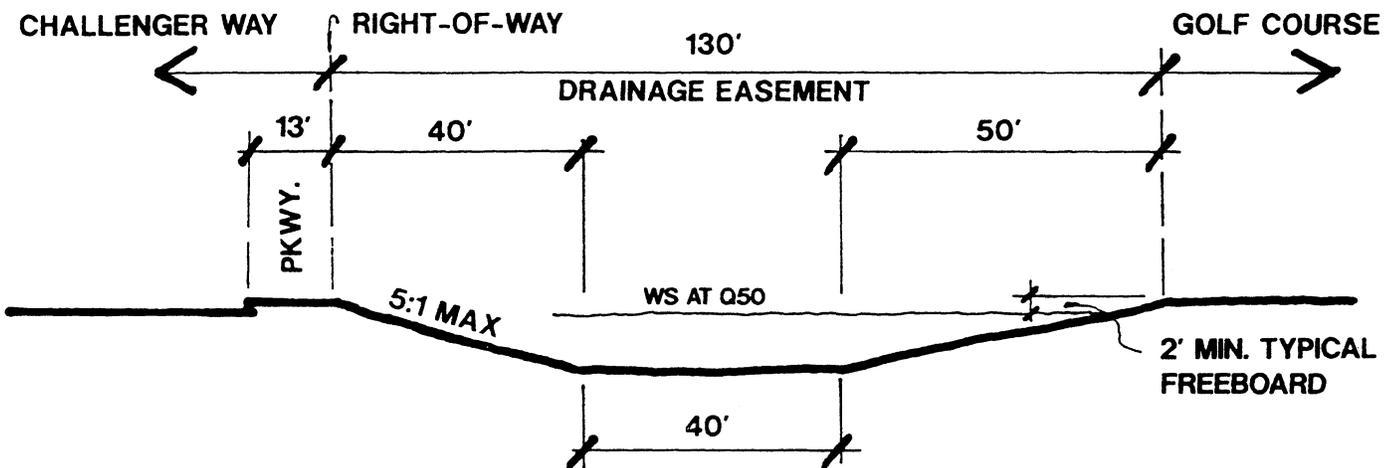


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Exhibit III-9
CONCEPT DRAINAGE PLAN



UNLINED DRAINAGE CHANNEL
SECTION A-A



UNLINED DRAINAGE CHANNEL
SECTION B-B

Note: Access for maintenance of the drainage channel shall be provided subject to the approval of the City Engineer.

MARCH 20, 1996

NOT TO SCALE

PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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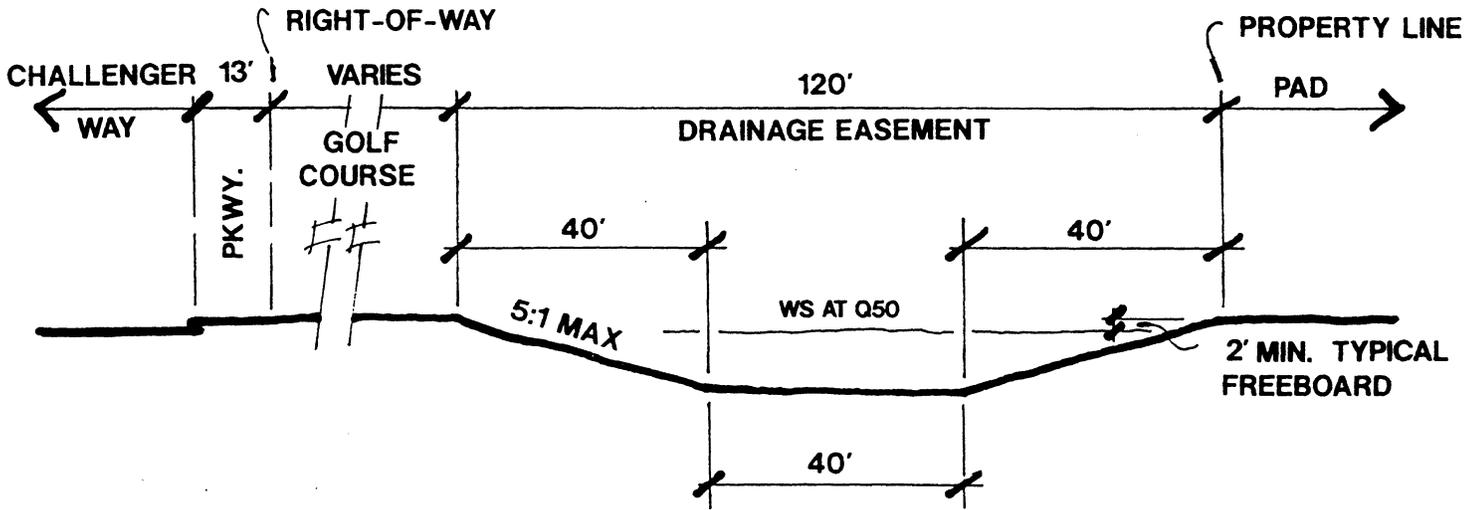


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Exhibit III-10

DRAINAGE CHANNEL CROSS SECTIONS

III-52



Note: Access for maintenance of the drainage channel shall be provided subject to the approval of the City Engineer.

**UNLINED DRAINAGE CHANNEL
SECTION C-C**

MARCH 20, 1996

NOT TO SCALE

**PALMDALE BUSINESS
PARK CENTER**

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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CALABASSAS, CA 91330-0220

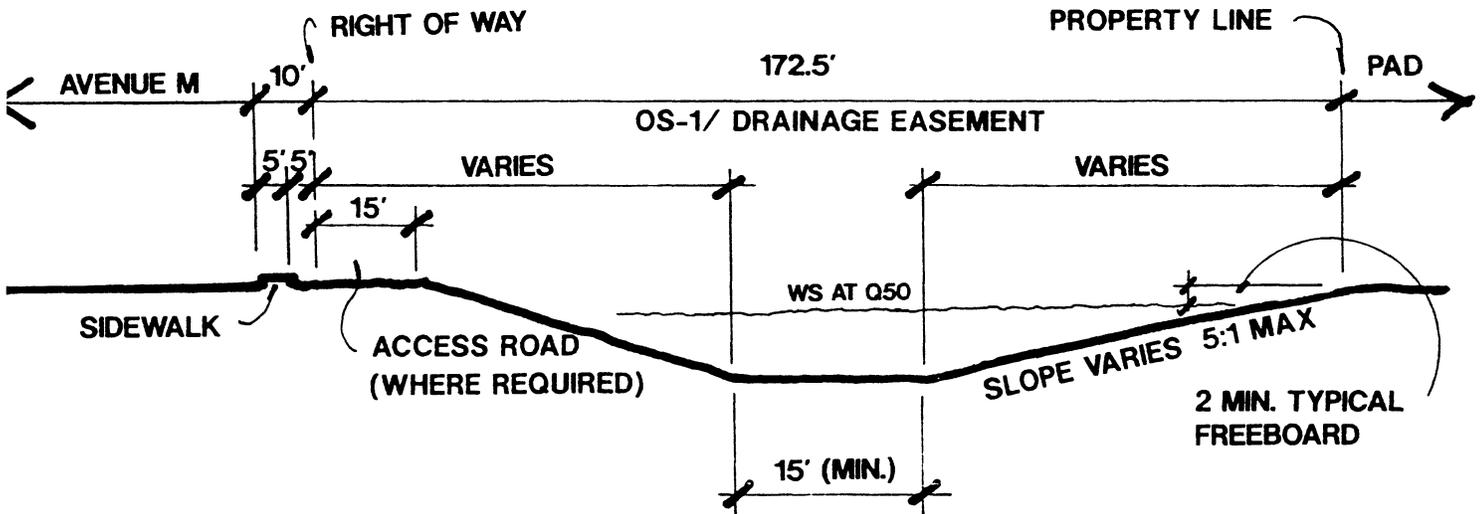


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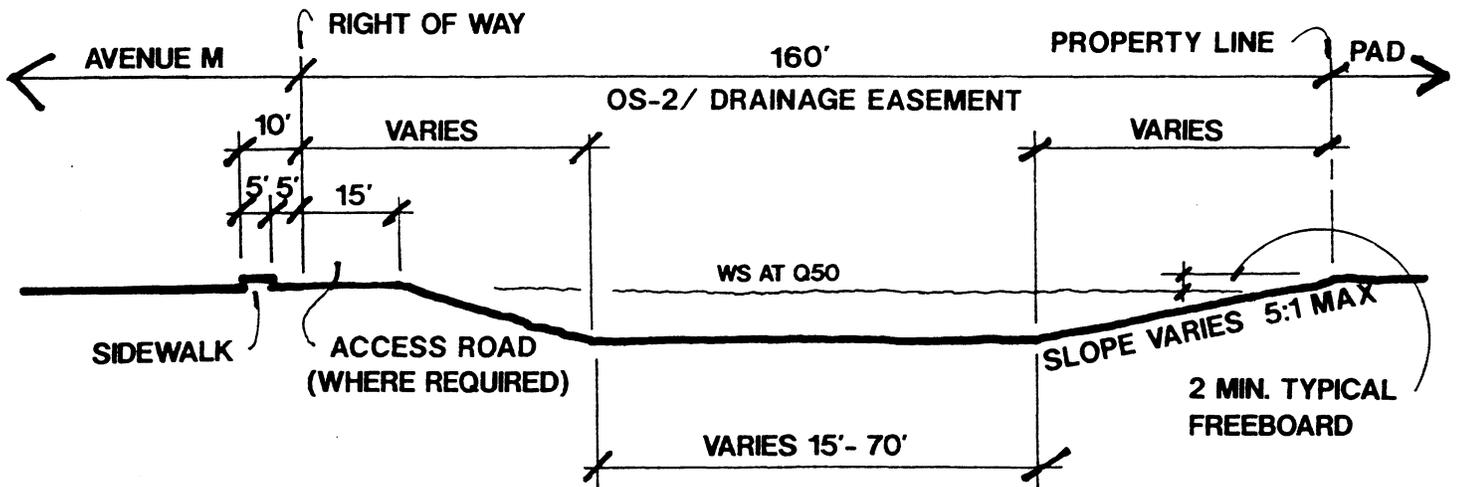
Exhibit III-11

DRAINAGE CHANNEL CROSS SECTIONS

III-53



UNLINED DRAINAGE CHANNEL
SECTION D-D



UNLINED DRAINAGE CHANNEL
SECTION E-E

Note: Access for maintenance of the drainage channel shall be provided subject to the approval of the City Engineer.

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PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

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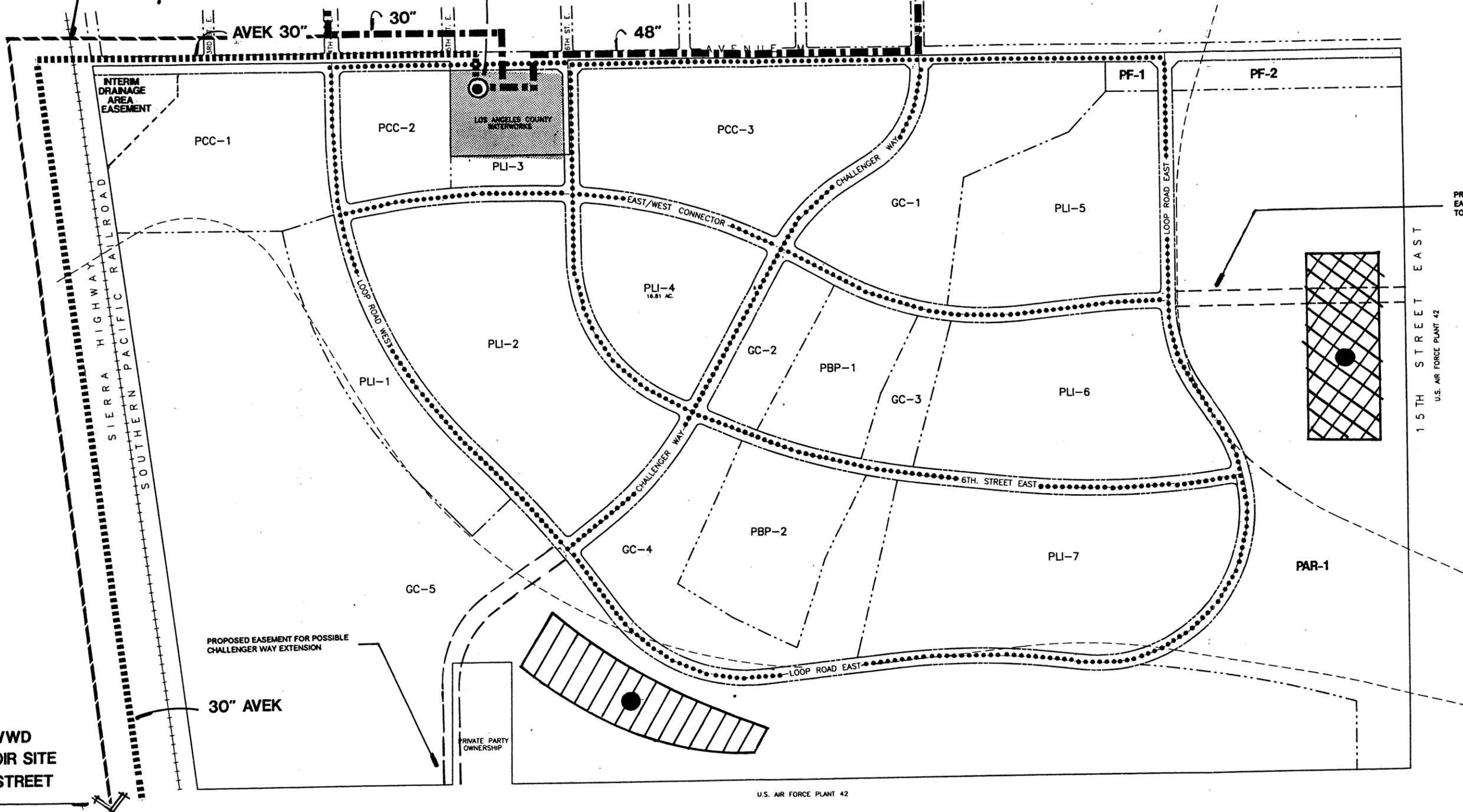
Exhibit III-12

DRAINAGE CHANNEL CROSS SECTIONS

III-54

INTERIM IMPROVEMENTS @ M5E RESERVOIR SITE TO SERVE PHASES 2 AND 3.

PROPOSED CROSSING @ S.P.R.R./METROLINK



PROPOSED EASEMENT FOR POSSIBLE EASTWEST CONNECTOR EXTENSION TO 15TH STREET EAST

PROPOSED EASEMENT FOR POSSIBLE CHALLENGER WAY EXTENSION

TO LACWWD RESERVOIR SITE @ 10TH STREET WEST

PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

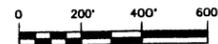
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LEGEND

-  PROPOSED WATER WELL LOCATION (APPROX.) FOR DOMESTIC WELL
-  EXISTING 30" AVEK MAIN
-  EXISTING LACWWD NUMBER 40 MAIN
-  EXISTING AVEK TURNOUT
-  EXISTING LACWWD NUMBER 40 RESERVOIR SITE
-  PROPOSED WATER MAIN
-  PROPOSED 30" TRANSMISSION MAIN
-  PROPOSED WATER WELL LOCATION (APPROX.) FOR GOLF COURSE IRRIGATION

U.S. AIR FORCE PLANT 42

MARCH 20, 1996

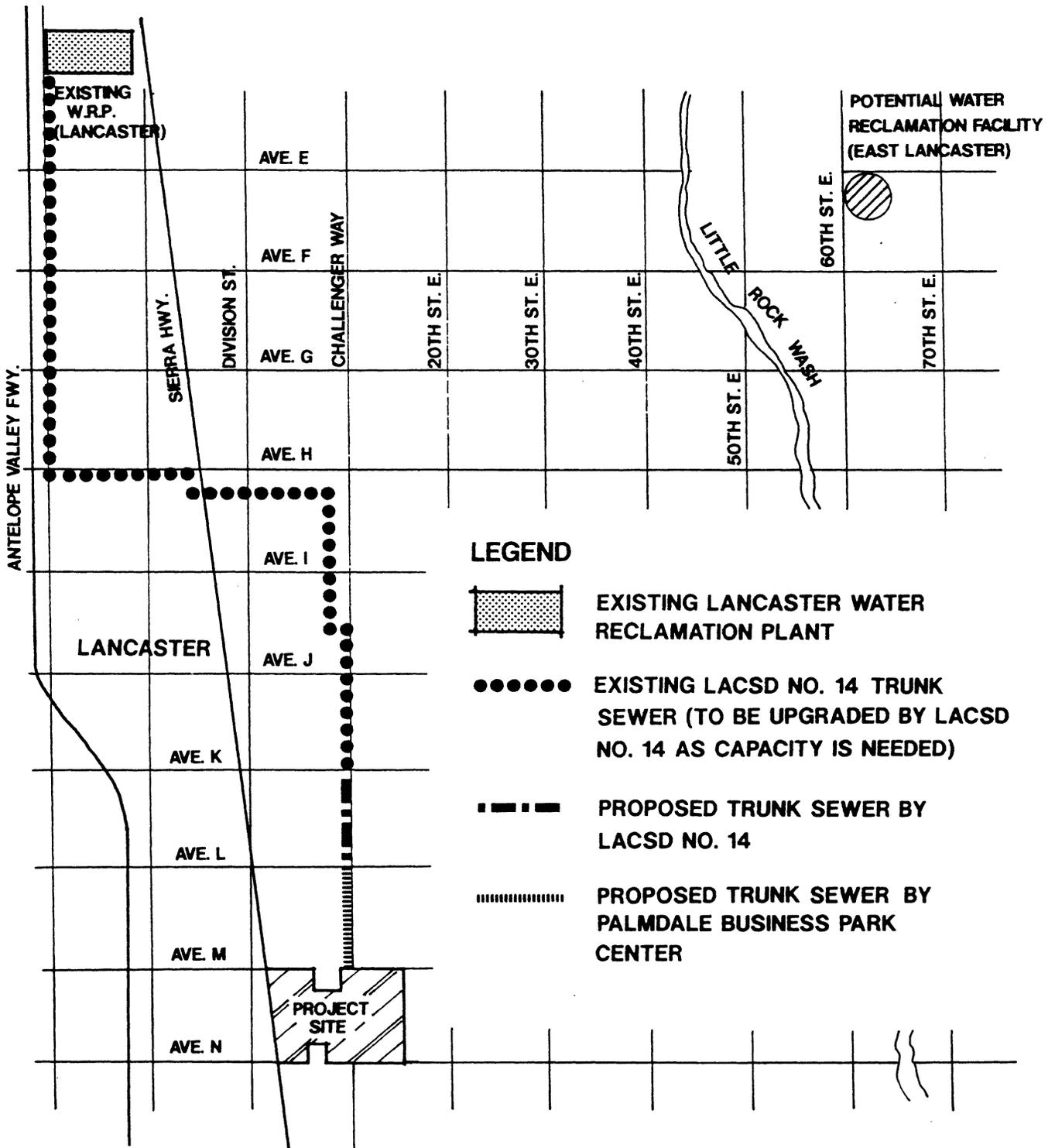


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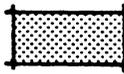
III-55

Exhibit III-13

WATER PLAN



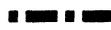
LEGEND



EXISTING LANCASTER WATER RECLAMATION PLANT



EXISTING LACSD NO. 14 TRUNK SEWER (TO BE UPGRADED BY LACSD NO. 14 AS CAPACITY IS NEEDED)



PROPOSED TRUNK SEWER BY LACSD NO. 14



PROPOSED TRUNK SEWER BY PALMDALE BUSINESS PARK CENTER

MARCH 20, 1996

NOT TO SCALE

PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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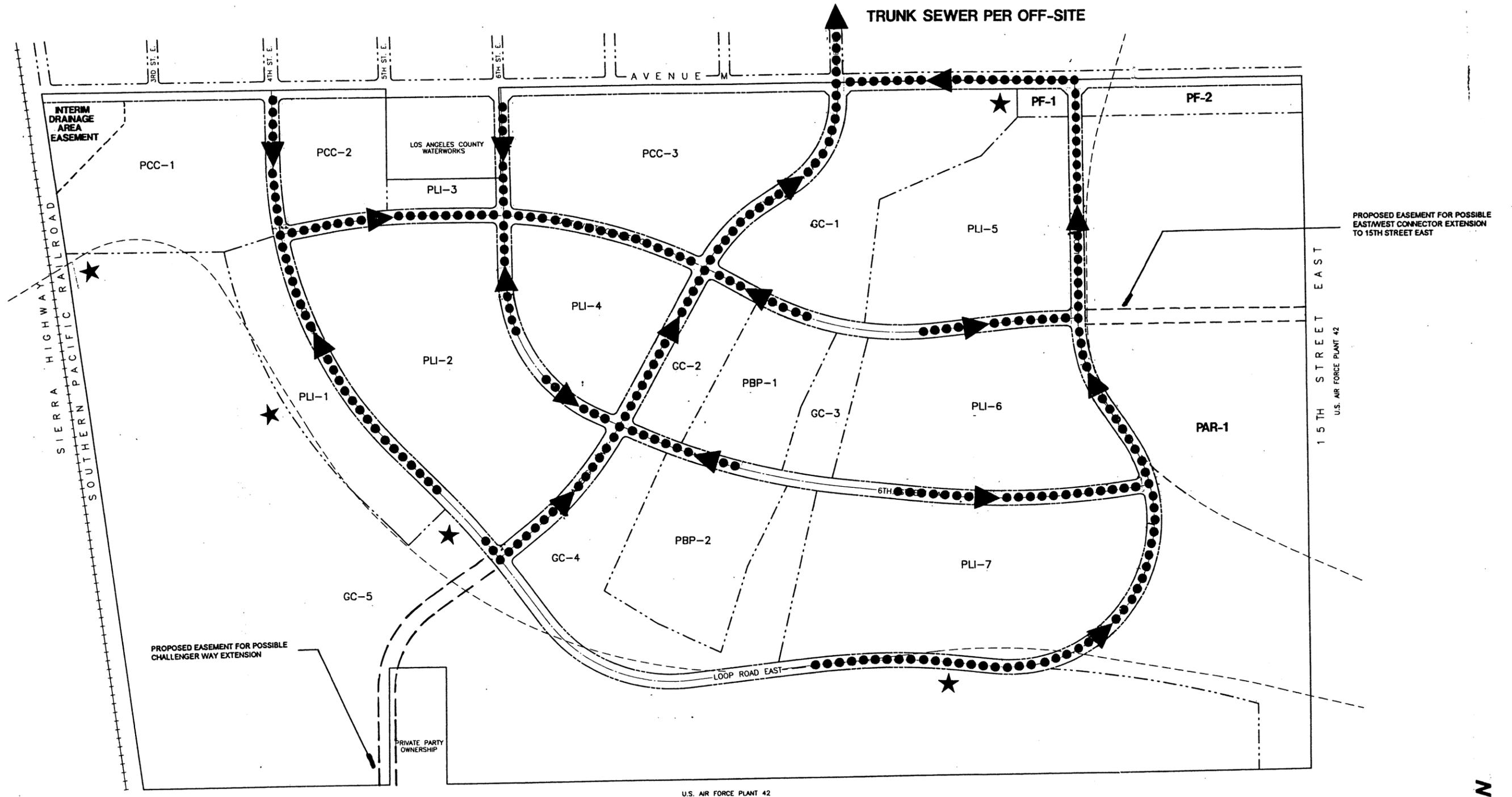


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Exhibit III-14

OFF-SITE SEWER



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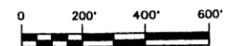
SPECIFIC PLAN
PALMDALE, CALIFORNIA

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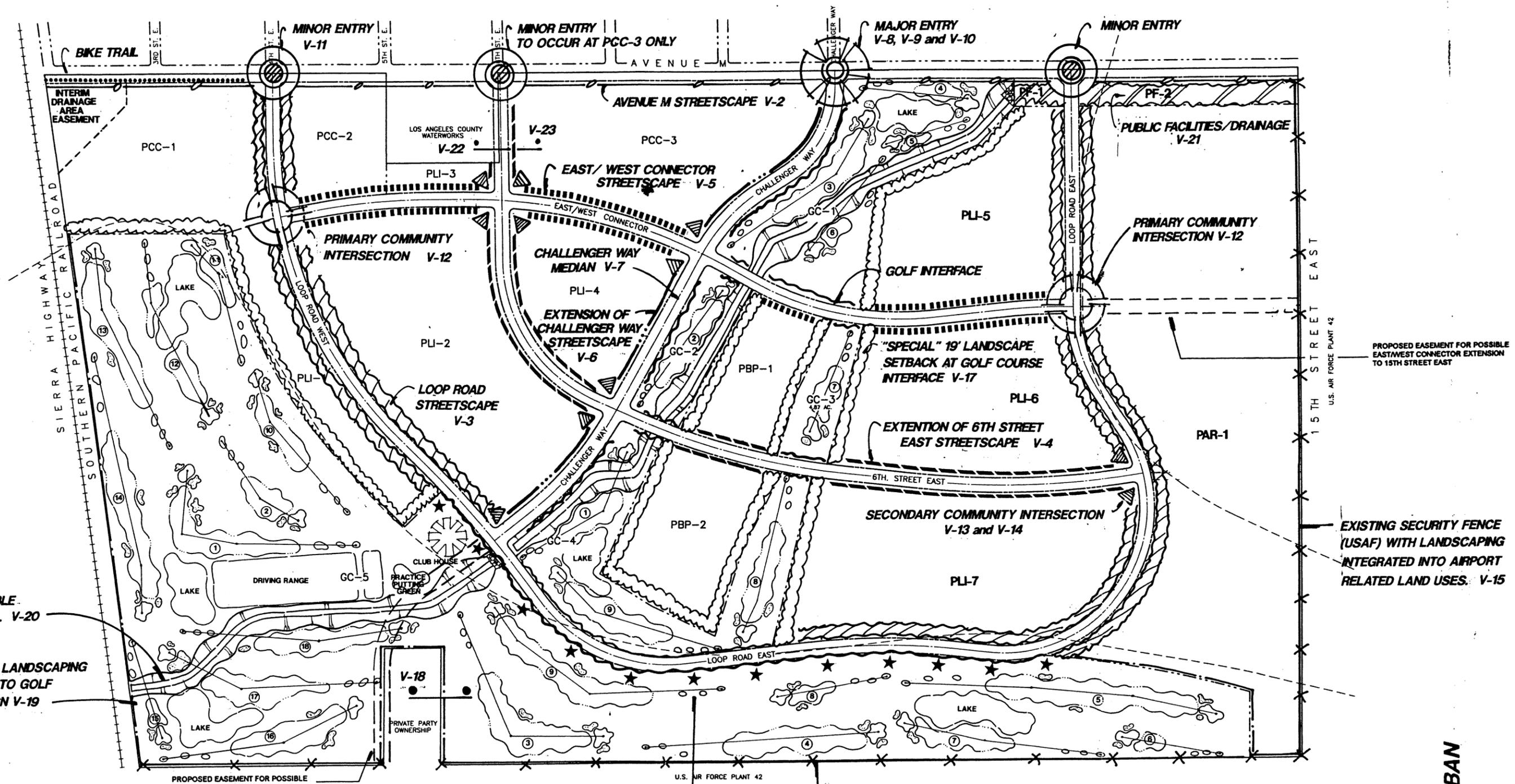
LEGEND

- PROPOSED LOCAL SEWER LINE
- ★ TEMPORARY SEPTIC TANK SERVICED FACILITIES
- ▶ DIRECTION OF FLOW

MARCH 20, 1996



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- LEGEND**
- V-2 ● — ● INDICATES CHAPTER FIVE EXHIBIT TO REFERENCE
 - ▲ INDICATES SECONDARY COMMUNITY INTERSECTION

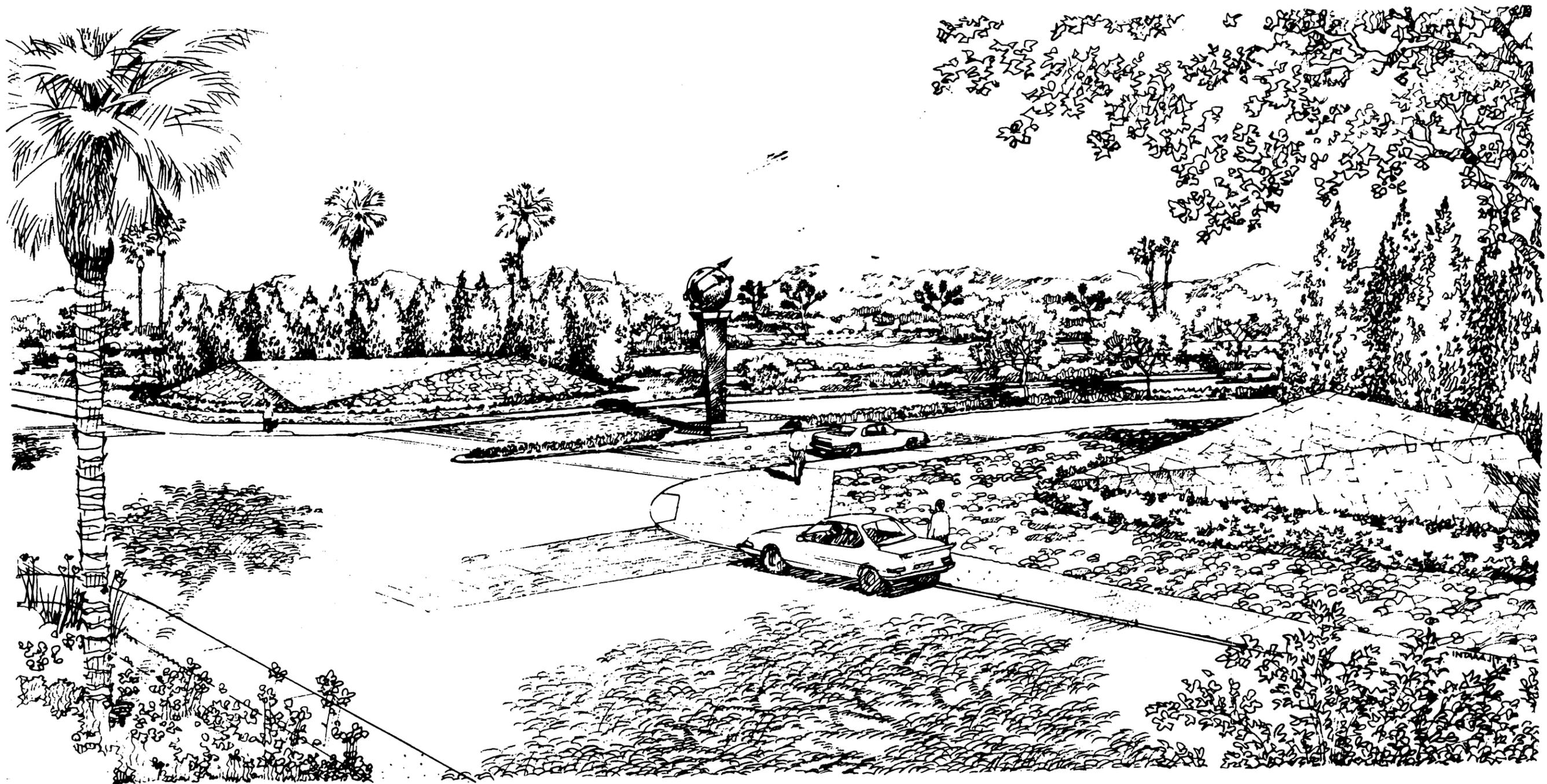
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NORTH




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Exhibit III-16
 LANDSCAPE AND URBAN
 DESIGN PLAN



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

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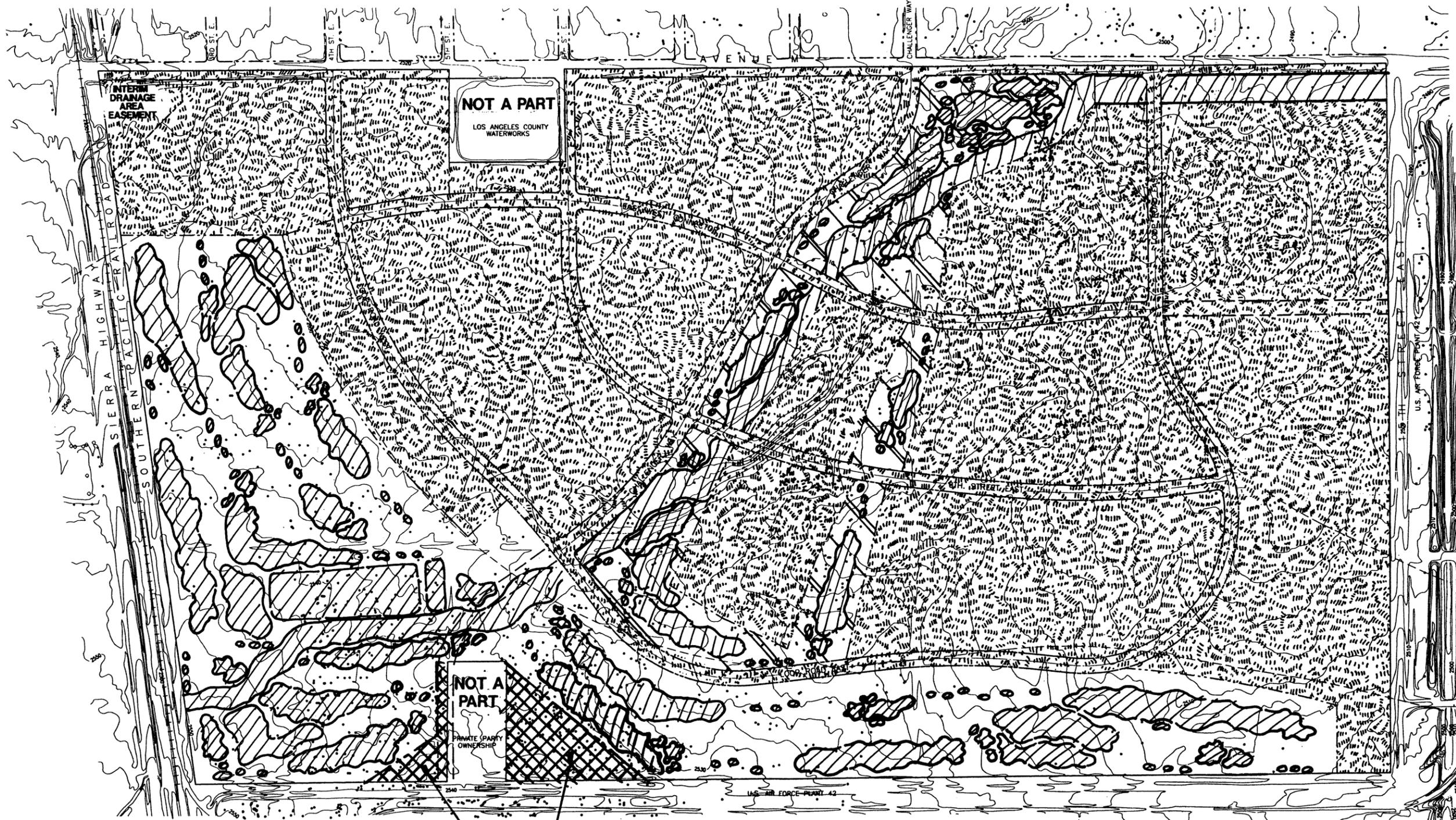


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III-59

Exhibit III-17

ARTIST'S CONCEPTION - MAJOR ENTRY MONUMENTATION



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

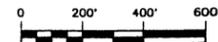
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EXISTING TREES	4592
ESTIMATED PRESERVED TREES IN PLACE	686
ESTIMATED PRESERVED TREES TO BE MOVED	579
TOTAL PRESERVED TREES	1265

ZONE 'A'
ZONE 'B'

LEGEND	
	JOSHUA TREE PRESERVATION AREA
	DEVELOPMENT AREA- APPROXIMATELY 686 TREES PRESERVED IN PLACE
	DEVELOPMENT AREA- NO TREES PRESERVED IN PLACE
	IMPACTED AREAS AT GOLF COURSE- NO TREES PRESERVED IN PLACE
	EXISTING NATIVE VEGETATION
	JOSHUA TREE RESTORATION AREA - ZONE 'C'

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III-60

SECTION IV - LAND USE REGULATIONS

A. PURPOSE AND INTENT

This section outlines the land use regulations and development standards for all properties to be developed within *Palmdale Business Park Center*. These standards were formulated to assure compliance with the spirit and intent of the Palmdale Zoning Code, and General Plan land use policy.

The provisions contained herein provide a development framework for the creation of a distinctive, well designed, and highly marketable business, commercial, industrial, and recreational complex. They also provide for a logical and timely sequence of governmental review and approval. These standards will be utilized to determine compliance during the concept plan, site plan and conditional use permit process. In order to obtain City approval, all plan submittals must meet or exceed the following standards.

B. GENERAL PROVISIONS

1. *Palmdale Business Park Center* Specific Plan provides information necessary to determine policies, standards, and regulations that will guide the orderly development of site specific parcels within the Specific Plan Area. Regulations not specifically covered by the Plan will be governed by existing City regulations. No provision of this Plan is intended to repeal, abrogate, annul, impair, or interfere with any existing City of Palmdale Ordinance, except where expressly addressed and/or modified by *Palmdale Business Park Center* Specific Plan.
2. All City of Palmdale Zoning Regulations in effect at the time of individual project submittal will be applicable, except where expressly addressed and/or modified by *Palmdale Business Park Center* Specific Plan.
3. All parcel maps, site plans, conditional use permits, and other applicable submittals will be reviewed to determine consistency with these Land Use Regulations, as well as Development Standards and Design Guidelines that are a part of *Palmdale Business Park Center* Specific Plan.

4. Whenever the provisions of this Plan impose or otherwise establish more restrictive regulations than are imposed or required by other City ordinances, codes or regulations, the provisions of this Plan will govern.
5. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and the invalidity of such provision shall not affect the validity of the remaining provisions.
6. If a situation arises which is not sufficiently addressed in this Specific Plan, or is not clearly understandable, the Director of Planning will render a determination consistent with the intent of the Specific Plan and/or the City of Palmdale Zoning Ordinance, or will refer the matter to the Planning Commission pursuant to Section 20.08 of the Palmdale Zoning Code.
7. Unless otherwise provided, any ambiguity concerning the content or application of *Palmdale Business Park Center Specific Plan* will be resolved by the Director of Planning. The Planning Director may refer the matter to the Planning Commission pursuant to Section 20.08 of the Palmdale Zoning Code. The decision of the Planning Director may be appealed to the Planning Commission and the decision of the Planning Commission may be appealed to the City Council pursuant to Section 20.11 of the Palmdale Zoning Code.
8. The Land Use Regulations of *Palmdale Business Park Center Specific Plan* were established in accordance with City of Palmdale Resolution 90-43, and Title 7, Division 1, Chapter 3, Article 8 of the California Government Code, Sections 65450 through 65457. If at any time a conflict arises between the Specific Plan Land Use Regulations and the currently adopted Palmdale Municipal Code, or any future modification thereof, the *Palmdale Business Park Center Specific Plan Land Use Regulations* shall prevail and be deemed applicable.

9. All construction and development within the boundaries of *Palmdale Business Park Center* shall comply with the applicable provisions of the Uniform Building Code, and the various related mechanical, electrical, plumbing, and Subdivision Ordinances and Guidelines, even though these codes, ordinances, and guidelines are not specifically addressed in the Specific Plan.
10. Construction and maintenance of drainage facilities will comply with the requirements of the City Engineer.
11. Construction and maintenance of sewer facilities will comply with the requirements of the Los Angeles County Sanitation District (LACSD).
12. Construction and maintenance of water facilities will comply with Los Angeles County Waterworks District (LACWWD) and Antelope Valley - East Kern Water Agency (AVEK) requirements, as appropriate.
13. All improvements within public street rights-of-way and arterial roadway landscape areas will be installed, maintained and paid for by the developer or other responsible party as summarized in Section VI, Table VI-1 (Page VI-35 through VI-39) "Infrastructure Implementation and Maintenance Responsibilities."
14. All plans submitted to the City shall be prepared by licensed architects, engineers, landscape architects, and other design professionals as required by law.
15. The Mitigation Monitoring Program (MMP) of the *Palmdale Business Park Center* Specific Plan Final Environmental Impact Report (EIR), and which are incorporated as Appendix C of the *Palmdale Business Park Center* Specific Plan document, are applicable to all development projects within the *Palmdale Business Park Center* Specific Plan area. Where conflicts occur between the MMP and the Specific Plan text, the more environmentally sensitive option shall be applied to the project.

C. PLANNING AREA BOUNDARIES

1. *Palmdale Business Park Center* Specific Plan will be implemented through a series of maps describing land uses within eight (8) planning areas. These planning areas are subcategorized into sixteen (16) subplanning areas to assure specific plan implementation and coordination over significantly sized parcels. A Concept Plan is required for each subplanning area prior to submittal of individual site plans or parcel maps for development within that subplanning area.

Contents of the Concept Plans must describe by text and graphics how the subplanning area integrates into the overall Specific Plan Area and how individual building sites within the Concept Plan Area relate to each other in terms of a) land use; b) the location of proposed street rights-of-way and sidewalk; c) landscaped areas; d) drainage facilities; e) water supply; f) sewer system; g) electrical distribution system; h) natural gas supply system and i) telephone system. See Section VI, Implementation, Concept Plan Requirements and Review Process (Page VI-4). Limits of planning areas and subplanning areas are shown on Exhibit IV-1 (Page IV-43).

2. Minor modifications to Planning Area boundaries may result from final road alignments and/or tract map modifications. Unless otherwise noted, Specific Plan dimensions are measured from the right-of-way of arterial highways. Minor modifications to Planning Area boundaries will be permitted as provided in Section VI, "Specific Plan Amendments and Minor Modifications" (Page VI-10).
3. Exact dimensions of Planning Area Boundaries will be determined by subdivision maps or site plans.

D. LAND USE DESIGNATIONS

1. Palmdale Community Commercial (PCC).

The Palmdale Community Commercial (PCC) land use designation is intended to establish development areas for businesses providing retail and service uses for the local market. This local market is defined as the existing and proposed residential neighborhoods to the north, northeast and northwest of the Specific Plan Area, as well as business users located within *Palmdale Business Park Center*.

Uses permitted as a part of this land use designation include the range of commercial, office, public administration, and service uses such as markets, restaurants, banks, apparel stores, hardware stores and the like. Palmdale Community Commercial has been limited to the three subplanning areas along Avenue M from the westerly Specific Plan Boundary to the extension of Challenger Way. This location provides for direct accessibility and high visibility.

2. Palmdale Business Park (PBP).

The Palmdale Business Park (PBP) land use designation is intended to permit construction of a variety of office, research and development, light assembly and fabrication, and large professional and administrative facilities, as well as related commercial uses. These uses will be sited within an environment characterized by master planned complexes maintaining a high quality of design and construction, enhanced landscaping, and on-site amenities. Operations and storage of materials will be confined to enclosed buildings and structures.

3. Palmdale Light Industrial (PLI).

The Palmdale Light Industrial (PLI) land use designation is intended to provide development areas for modern, non-nuisance, light industrial and office type

uses which are compatible with each other as well as the continued operation of USAF Plant 42.

This designation is intended to accommodate light industrial uses such as manufacturing and assembly of products and goods, warehousing, distribution, and similar uses. Commercial uses incidental to and supportive of the primary light industrial uses also are permitted.

Facilities within this designation will be sited within areas of enhanced landscaping. Operations will be confined within buildings and storage will be screened behind enclosure walls or berms.

A connection to Southern Pacific Railroad's mainline track may be provided via the existing spur line within USAF Plant 42.

4. Palmdale Airport Related (PAR).

The Palmdale Airport Related (PAR) land use designation is intended to establish a direct link to USAF Plant 42 and the Palmdale Regional Airport. This link will be accomplished through a potential taxiway connection within existing runway facilities. Also, a connection to Southern Pacific Railroad's mainline track may be provided via the existing spur line within USAF Plan 42. It is expected that airfield support facilities, aerospace related industries, and transportation related industries that support the military/commercial airport will establish facilities within this land use.

On-site improvement requirements in this land use designation are generally less constraining than that of light industrial. Outdoor product manufacturing and outdoor storage is allowable. Screening of any objectionable view may be required as determined by the Director of Planning.

5. Golf Course (GC).

The golf course land use designation is intended to identify and reserve the land area required for the development of a 27-hole golf facility including clubhouse

and driving range. Portions of this land use designation will be used for the implementation of the City's Master Plan of Drainage.

6. Public Facilities (PF).

The public facilities land use designation is intended to identify and reserve the land area necessary to implement the City's Master Plan of Drainage, and to provide enhanced landscape screening along Avenue M.

E. PERMITTED LAND USES

When the uses outlined in **Table IV-1** (Page IV-8) are proposed within an existing structure and are principally permitted, they shall be subject to Administrative Review/Staff review. Evaluation of proposed uses in new construction, or involving significant modification to the exterior of an existing structure, shall occur during the Site Plan Review (permitted uses) or Conditional Use Permit (CUP) process. However, during the Site Plan Review or CUP process, a listed use may be found to be inappropriate for a given site, or inappropriate in combination with other proposed uses on a given site.

F. DEVELOPMENT STANDARDS

1. Purpose and Intent.

The purpose of this section is to provide development standards for the commercial land uses within *Palmdale Business Park Center*, and to assure development provisions that are responsive to changing economic and market requirements over the course of project build out.

2. Area Specific Development Standards.

The area specific site development standards are outlined in **Table IV-2** (Page IV-17 and IV-18) for each of the land use designations in the *Palmdale Business Park Center*.

TABLE IV-1

ALLOWABLE USES BY LAND USE CATEGORY

T = Principally permitted as an interim use only
 P = Permitted with Site Plan Review
 CUP = Conditional Use Permit Required
 X = Not Permitted

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
1.	AGRICULTURE All agricultural uses except for livestock production, fishing, hunting, and trapping.	T	T	T	T	T	T
2.	RESIDENTIAL All residential uses.	X	X	X	X	X	X
3.	MANUFACTURING AND ASSEMBLY <u>a. Manufacturing and Assembly:</u> Activities typically include, but are not limited to, manufacturing, processing, assembling, packaging, treatment, or fabrication of products. Excludes uses that involve mining, refining, ammunitions, explosives, milling, scrap and waste materials, slaughtering, petroleum, hazardous chemicals occupying an area in excess of 1,500 gross sq. ft. and other activities that produce odor, noise, vibration, or other nuisances which could adversely impact adjacent users. <u>b. Custom Manufacturing and Assembly:</u> Activities typically include, but are not limited to, manufacturing, processing, assembling, packaging, treatment or fabrication of custom-made products such as jewelry, furniture, art objects, clothing, instruments, and the on-site wholesale of goods produced. Excludes heavy industrial and manufacturing and uses that involve mining, refining, ammunitions, explosives, milling, scrap and waste materials, slaughtering, petroleum, hazardous chemicals occupying an area in excess of 1,500 sq. ft. and other activities that produce odor, noise, vibration, or other nuisances which could adversely impact adjacent users. <u>c. Manufacturing and Assembly:</u> Activities typically include, but are not limited to, research and development, including laboratories; labor intensive manufacturing assembly which does not involve the	X	X	P	P	X'	X
		X	CUP	P	P	X	X
		X	P	P	P	X	X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
	<p>transport of large scale products. Excludes heavy industrial and manufacturing, and uses that involve mining, refining, ammunitions, explosives, milling, scrap and waste materials, slaughtering, petroleum, hazardous chemicals occupying an area in excess of 1,500 gross sq. ft. and other activities that produce odor, noise, vibration, or other nuisances which could adversely impact adjacent users.</p> <p><u>d. Manufacturing and Assembly, Other:</u> Activities permitted under this section which involve the use of storage of hazardous chemicals occupying an area in excess of 1,500 gross sq. ft.</p>	X	X	CUP	CUP	X	X
4.	<p>WHOLESALE, STORAGE, AND DISTRIBUTION</p> <p><u>a. Light Wholesale Trade:</u> Activities typically include, but are not limited to, wholesaling of most consumer items, including drugs, dry goods, apparel, groceries, building materials and paper products within enclosed buildings. Excludes sales of motor vehicles or used parts, ammunitions and explosives, waste and scrap materials, livestock, hazardous chemicals occupying an area in excess of 1,500 sq. ft. and unfinished, raw or semi-finished products or goods requiring further processing, fabrication, or manufacturing.</p> <p><u>b. Light Wholesale, Storage and Warehousing:</u> Activities typically include, but are not limited to, storage and warehousing of goods within enclosed buildings. Excludes vehicle storage yards, truck terminals, contractor's yards, self-storage, and moving and storage firms and storage of petroleum, waste and scrap materials, livestock, ammunitions, explosives, hazardous chemicals occupying an area in excess of 1,500 sq. ft. and unfinished, raw or semi-finished products or goods requiring further processing, fabrication, or manufacturing.</p> <p><u>c. Light Wholesale, Trade, Storage and Distribution, Other:</u> Activities permitted under this section which involve the use of storage of hazardous chemicals occupying an area in excess of 1,500 sq. ft.</p>	X	CUP	P	P	X	X
		X	X	P	P	X	X
		X	X	CUP	CUP	X	X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
5.	RETAIL TRADE						
	<u>a. Automotive, Marine craft, Aircraft Parts and Accessories:</u> Activities typically include, but are not limited to, the sale of new automotive, marine craft and aircraft parts and accessories. Excludes salvage/junk yards, auto dismantling or storage yards and repair uses.	P	X	X	X	X	X
	<u>b. Building Supplies:</u> Activities typically include, but are not limited to, sales of paint, glass, hardware, fixtures, electrical supplies, garden supplies (outside sales and display permitted when located in a screened area as an accessory use to a warehouse store), hardware, lumber, swimming pools and spas.	P	X	X	X	X	X
	<u>c. Business Supplies and Equipment:</u> Activities typically include, but are not limited to, retail sales from the premises of office machines, equipment, and supplies primarily to firms utilizing the goods rather than to individuals. Excludes the sale of motor vehicles or products used in the construction of buildings or other structures.	P	P	X	X	X	X
	<u>d. Convenience Stores:</u> Activities typically include uses which contain less than five thousand (5000) square feet of gross floor area utilized in whole or in part for the retail sale of a variety of frequently needed personal items which may include the sale of gasoline and related products. Uses shall comply with applicable provisions of the City of Palmdale Zoning Ordinance relating to alcoholic beverages.*	CUP	CUP	CUP	CUP	X	X
	<u>e. Durable Goods:</u> Activities typically include, but are not limited to, retail sales of durable goods generally characterized by long-term utility or consumption, such as furniture, household appliances, floor and window coverings, musical instruments, garden supplies (outside sales and display permitted when located in a screened area as an accessory use to a warehouse store), pets and pet supplies (no kenneling), clothing and foot apparel, yardage goods, jewelry and watches, hobby supplies, toys, photographic supplies, electronics, music and musical instruments, video tapes (excluding adult videos in excess of 10% of the gross floor area), objects of art, saddlery, sporting goods and outdoor recreation and athletic equipment (including ammunition and firearms as an ancillary use to a department or sporting goods store only) and bicycles, motorcycles and mopeds. Excludes swap meets and sexually oriented businesses as defined in the current City	P	X	X	X	X	X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
	<p>of Palmdale Zoning Ordinance) and sale of motor vehicles, manufactured homes, recreational vehicles and secondhand, surplus or thrift merchandise.</p> <p>f. Personal Goods: Activities typically include, but are not limited to, retail sales of new personal goods characterized by short term utility or consumption; uses typically include, but are not limited to, drug stores, sundries, florists, gifts, souvenirs, greeting cards, and newspapers and magazines. Excludes pawn shops and sexually oriented businesses as defined in the City of Palmdale Zoning Ordinance.</p> <p>g. Food and Beverage Sales: Activities typically include, but are not limited to, retail sales from the premises of food and beverage for off-premises consumption, such as food markets, retail bakeries, delicatessens; excludes liquor stores.</p> <p>h. Liquor Stores:</p>	P	X	X	X	CUP	X
		P	X	X	X	P	X
		CUP	X	X	X	X	X
6.	EATING AND DRINKING ESTABLISHMENTS						
	<p>a. Eating and Drinking Establishments: Activities typically include, but are not limited to, the retail sale from the premises of food or beverages prepared for on-site and off-site consumption, such as bonafide restaurants (includes incidental dancing), coffee shops, delicatessens and ice cream parlors including drive-through fast food type services.*</p> <p>b. Bars, Taverns and Nightclubs:* Includes live entertainment.</p>	P	CUP	CUP	X	P	X
		CUP	X	X	X	CUP	X
7.	SERVICES AND RELATED SUPPORT FACILITIES						
	<p>a. Administrative and Professional Offices: Activities typically include, but are not limited to, executive management, administrative, or clerical services for private and public forms; additional activities may include the provision of advice, design, information, or consultation of a professional nature. Uses typically include, but are not limited to, corporate office headquarters, branch office, data storage centers, telephone answering services, architect's, lawyer's, financial planner's, accountant's and insurance sales offices, security and commodity brokers, insurance</p>	P	P	CUP	CUP	X	X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
	agents and carriers, contractor's offices (office only, no construction equipment or building material storage), real estate offices, mail order houses (office only, no shipping and/or merchandise storage).						
	<u>b. Automotive Rental Agencies:</u> Activities typically include, but are not limited to, rental from the premises of motor vehicles, including incidental maintenance service.	X	X	X	X	X	X
	<u>c. Automotive Service Stations:</u> Activities typically include, but are not limited to, the sale from the premises of goods and the provision of services normally required from the daily operation of motor vehicles, including the principal sale of petroleum products. Permitted accessory uses include incidental sale of replacement items, the performance of minor repairs, automated car washes, and towing services (excluding motor vehicle storage). Excludes activities which involve the sale of food or beverages other than from coin-operated vending machines (See Convenience Store).	P	X	CUP	CUP	X	X
	<u>d. Automotive Services:</u> Activities typically include minor service and part replacement such as tires and batteries as an accessory use only, incidental to warehouse stores or department store. Excluded is motor vehicle body repair, painting, and upholstery repair or automobile repair as a primary use.	CUP	X	CUP	CUP	X	X
	<u>e. Building Maintenance Services:</u> Activities typically include, but are not limited to, maintenance and custodial services, window and carpet cleaning services, exterminating services, and janitorial services.	CUP	X	P	P	X	X
	<u>f. Business Support Services:</u> Activities typically include, but are not limited to, services or firms rather than individuals of a clerical, employment, or minor processing nature, including photocopy, blueprint and message services.	P	P	P	P	X	X
	<u>g. Communication Services:</u> Activities typically include, but are not limited to, broadcasting and other information relay services accomplished primarily through the use of electronic and telephonic mechanisms such as telecommuting centers, recording studios, television and radio studios and telegraph offices. Excludes radio or television towers.	CUP	CUP	P	P	X	X

TABLE IV-1 - Continued

CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
<u>h. Radio or Television Towers:</u>	X	X	CUP	CUP	CUP	X
<u>i. Conference/Convention/Meeting Facilities:</u> Activities typically include, but are not limited to, meeting rooms and halls for conferences and conventions along with ancillary catering services.* Excludes places of worship, lodges and private clubs.	P	P	CUP	X	CUP	X
<u>j. Entertainment:</u> Activities typically include, but are not limited to, sports performed either indoors or outdoors, educational, and entertainment services to assembled groups of spectators or participants including swimming centers, skating and ice rinks, bowling alleys, family entertainment centers, theaters (excluding drive-in), and amusement arcades (only as an accessory use to a family entertainment center).* Excludes bingo, dance halls, card rooms, bath houses, pool/billiards halls, gaming establishments, massage parlors, escort services, campgrounds, rodeos, golf courses, driving ranges and fortune-telling parlors, zoos and sexually oriented businesses as defined in the City of Palmdale Zoning Ordinance.	CUP	CUP	CUP	X	P	X
<u>k. Financial Institutions:</u> Activities typically include, but are not limited to, banks, savings and loans, and credit unions.	P	P	CUP	X	X	X
<u>l. Health Clubs and spas:</u> Activities typically include, but are not limited to, recreational sport and health-related activities performed either indoors or outdoors (when screened from view of public rights of way and adjacent properties), such as health facilities, spas, gyms, and tennis clubs.*	CUP	CUP	X	X	CUP	X
<u>m. Hotels and Motels:</u> Activities typically include, but are not limited to, services to transient guests on a less than monthly basis, such as hotels and motels.* Excludes private boarding houses.	CUP	CUP	X	X	X	X
<u>n. Laundry Services, Institutional or Commercial:</u> Activities typically include, but are not limited to, institutional or commercial linen supply and laundry services, cleaning plants, carpet and drapery cleaning, and diaper service laundries.	X	X	CUP	CUP	X	X
<u>o. Medical and Health Care Services:</u> Activities typically include, but are not limited to, therapeutic, preventive, or correctional personal treatment by physicians, dentists, and other medical practitioners,	P	P	X	X	X	X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
	<p>as well as the provision of medical testing and analysis services. Healthy care uses typically include those performed by medical clinics, family planning clinics, in-patient health care facilities, etc. Excludes hospitals (see Public and Semi Public Uses), hypnotists, convalescent homes and social care facilities.</p> <p><u>p. Personal Services:</u> Activities typically include, but are not limited to, provision of services which primarily care for the needs of individual households rather than businesses, such as barber/beauty shops, dry cleaning, dressmaking/tailors, photography studios, picture framing, locksmiths, shoe repair, diet salons, fitness center, ticket agencies, daycare facilities, travel bureaus and agencies, postal and mailing services, video rentals and animal grooming services. Excludes escort services, hypnotists, tattoo parlors, fortune telling businesses, massage parlors, and sexually oriented businesses as defined in the current City of Palmdale Zoning Ordinance.</p> <p><u>g. Repair, Rental and Servicing:</u> Activities typically include, but are not limited to, repair, servicing or rental of household appliances, electronics, watches and clocks, jewelry, shoes and apparel, or other durable goods, including minor furniture repair and upholstery as an accessory use only, when in conjunction with furniture sales. Excludes motor vehicle repair or upholstery.</p> <p><u>r. Schools and Studios, Recreational:</u> Activities typically include, but are not limited to, providing instruction in the performing arts, martial arts or self-improvement.</p> <p><u>s. Schools, Trade, Vocational and Training:</u> Activities typically include, but are not limited to, organized instruction of skills by private institutions or firms. Excludes accredited schools through grade (12).</p> <p><u>t. Veterinary Clinics:</u> Activities typically include provision of health care for small household pets. Excludes kennels, animal shelters, pet cemeteries, and on-site veterinary treatment of livestock or other large animals.</p>	<p>P</p> <p>P</p> <p>P</p> <p>CUP</p> <p>X</p>	<p>CUP</p> <p>CUP</p> <p>CUP</p> <p>CUP</p> <p>CUP</p>	<p>X</p> <p>CUP</p> <p>CUP</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>CUP</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>	<p>X</p> <p>X</p> <p>X</p> <p>X</p> <p>X</p>

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
10.	<p>TRANSPORTATION FACILITIES:</p> <p>Activities typically include, but are not limited to, transportation-related uses such as heliports/helistops, bus, railroad and taxi stations, park and ride facilities, and other mass-transit facilities. Excludes truck terminals.</p>	CUP	X	CUP	CUP	X	X
11.	<p>COMMUNICATIONS AND PUBLIC UTILITIES</p> <p>Activities typically include, but are not limited to, the repair, maintenance, and installation of utilities or communication facilities such as microwave facilities, electrical transmission and generating facilities. Includes communication or utility towers.</p>	X	X	CUP	CUP	X	X
12.	<p>RECYCLING FACILITIES</p> <p><u>a. Collection Facilities, Small:</u></p> <p><u>b. All Other Collection Facilities:</u> Activities typically include the collection and/or processing of recyclable materials, Excludes junk, salvage and automobile dismantling yards.</p>	CUP X	X X	CUP CUP	CUP CUP	X X	X X
13.	<p>SERVICE AND NON-PROFIT ORGANIZATIONS OR SERVICE CLUBS AND LODGES.*</p> <p>Charitable fund raising organizations excluding bingo or other gaming activities.</p>	CUP	CUP	CUP	CUP	CUP	X
14.	<p>PUBLIC, SEMI-PUBLIC AND INSTITUTIONAL USES</p> <p>Activities typically include, but are not limited to, the following public or semi-public uses:</p> <p><u>a. Amphitheaters:*</u></p> <p><u>b. Cemeteries:</u></p> <p><u>c. Churches, Temples and Other Places of Worship:</u></p> <p><u>d. Colleges and Universities:</u></p> <p><u>e. Commercial Day Care including Pre-Schools and Nursery Schools:</u></p>	CUP X CUP CUP CUP	CUP X CUP CUP CUP	CUP X CUP X X	X X X X X	CUP X X X X	X X X X X

TABLE IV-1 - Continued

	CLASSIFICATION	PCC	PBP	PLI	PAR	GC	PF
	<u>f. Golf Course:</u> <u>g. Hospitals:*</u> <u>h. Mortuaries excluding Crematoriums:</u> <u>i. Public Facilities including Libraries, Museums, Flood, Control Facilities, Parks, and Post Offices:</u> <u>j. Sheriff Stations:</u>	X	X	X	X	CUP	X
		CUP	CUP	X	X	X	X
		X	CUP	X	X	X	X
		P	P	CUP	CUP	X	X
		CUP	CUP	X	X	X	X
15.	RELATED PUBIC FACILITIES USES The following uses are permitted in Public Facilities Designations: <u>a. Flood Control Facilities:</u> <u>b. Biking and Hiking Routes or Trails:</u> <u>c. Conservation Areas and Wildlife Refuge:</u> <u>d. Other Use:</u> Similar in nature and intensity which is found compatible with the purpose of this Public Facilities designation, and which is deemed appropriate by the Director of Planning.						P P P P
16.	SIMILAR USES PERMITTED BY PLANNING COMMISSION DETERMINATION The Planning Commission may determine that an unlisted use is similar to and not more objectionable to the general welfare than those uses listed in Table IV-1, Allowable Uses by Land Use Category, in accordance with provisions of the current City of Palmdale Zoning Ordinance.						
17.	TEMPORARY USES Temporary uses and special events are permitted in the Palmdale Business Park Center Specific Plan area pursuant to the current City of Palmdale Zoning Ordinance. Excludes model home complexes.						

* Uses proposing to sell alcoholic beverages shall comply with the applicable sections of the current City of Palmdale Zoning Ordinance regarding off-sale and on-sale incidental alcohol related establishments and off-sale and on-sale primary alcohol related establishments.

TABLE IV-2

AREA SPECIFIC DEVELOPMENT STANDARDS

	CONDITION	PCC	PBP	PLI	PAR	GC	PF
1	Minimum Parcel Size	5000 SF	1 AC	3/4 AC	2.0 AC	As indicated on the approved Site Plan	As indicated on the approved Site Plan
2	Minimum Lot Width	50 FT	100 FT		150 FT		
3	Maximum Building Coverage	24%	30%	35%	45%		
4	Maximum Lot Coverage Including Parking	85%					
5	Minimum Landscaped Open Space (1)	15%					
6	Floor Area Ration	1.0	0.5				
7	Minimum Building, Parking and Landscape Area Setbacks						Off-Street Parking Not Allowed
	Avenue "M" and Challenger Way:	Buildings 42 FT Parking 32 FT Landscape 32 FT	- - -	42 FT 32 FT 32 FT	- - -	- - -	
	Loop Roads East and West:	Buildings 32 FT Parking 22 FT Landscape 22 FT	- - -	30 FT 22 FT 22 FT	- - -	32 FT 22 FT 22 FT	
	Extension of 6th Street East, East/West Connector:	Buildings 32 FT Parking 22 FT Landscape 22 FT	- - -	30 FT 22 FT 22 FT	- - -	- - -	
	Local Commercial and Industrial Streets:	Buildings 22 FT Parking 12 FT Landscape 12 FT	- - -	20 FT 12 FT 12 FT	- - -	- - -	
	Minimum Side and Rear Yard Setbacks:	Side 10 FT Rear 10 FT Golf Course -	10 FT 10 FT 19 FT	10 FT 10 FT 19 FT	10 FT 10 FT -	Minimum setback from property line is 32 FT	
8	Maximum Building Heights(2)	35 FT or two stories	45 FT or two stories		45 FT	35 FT or two stories	
9	Minimum Building Separation	28 FT	20 FT			As indicated on the approved Site Plan	

Note:

(1) Includes street right-of-way landscaping area.

(2) A CUP will be required for any height exceeding this limit. In no case shall FAA 77 guidelines be exceeded.

TABLE IV-2 - Continued

	CONDITION	PCC	PBP	PLI	PAR	GC	PF
10	Trash Enclosures and Outside Storage Areas	Outside storage prohibited. See Section IV-F-3d (Pg IV-19) "Trash Enclosures"		Outside storage to be shielded. See Section IV-F-3e (Page IV-19) "Trash Enclosures and Outside Storage"			Not Allowed
11	Enclosed Uses	All uses, together with their resulting products, shall be contained entirely within a completely enclosed structure. (See Note 3 for exceptions)		See Item 10: "Trash Enclosures and Outside Storage Areas" above.			
12	Screening Method	Walls and/or Berms (See Note 4)				Walls, Berms and/or fences (See Note 4)	Walls, Berms and/or fences (See Note 5)
13	Lighting	All exterior and interior lighting shall be designed and located to minimize power consumption, and to confine direct illumination to the premises. A parking lot lighting photometric plan is required. See Section IV-G-9 (Page IV-35), "Required Lighting."				(See Note 6)	Not Allowed

Note:

- (3) Exceptions include off-street parking and loading areas, areas for sale of nursery stock, and outdoor dining areas. Exceptions for other similar uses may be approved by the Planning Director.
- (4) Screening is required when a public or private street abuts the following: loading areas; visually obtrusive or noisy above ground noisy or above ground utility equipment or appertenances; and portions of uses which generate excessive noise or activities.
- (5) Screening is required along Avenue M.
- (6) All interior and exterior lighting shall be designed and located to confine direct illumination to the premises. A photometric lighting plan demonstrating conformance is required.

3. General Development Standards.

The following development standards shall apply in all land use areas unless specifically exempted by this Specific Plan.

- a. Off-Street Parking: See Section IV-G (Page IV-25), "Parking Standards".
- b. Lighting: All exterior and interior lighting shall be designed and located to minimize power consumption, and to confine direct illumination to the premises. A parking lot lighting photometric plan is required in accordance with Section IV-G-9 (Page IV-35), "Required Lighting".
- c. Loading Zones:
 1. All loading shall be performed on site. Loading platforms and facilities shall be screened from view in accordance with Section IV-H (Page IV-37), "Loading Zone Standards".
 2. Nursery schools and day care uses are required to have separate passenger loading and unloading zones.
- d. Trash Enclosures in PCC and PBP Land Use Designations: All open outside storage is prohibited. Trash containers shall be shielded from view within an architecturally compatible building or area. If the area is outside, it shall be enclosed by a masonry wall not less than six (6) feet in height, and shall have solid metal self-closing gates in accordance with Section V.
- e. Trash Enclosures and Outside Storage Areas in PLI, PAR and GC Land Use Designations: Storage of all materials, equipment or trash must be shielded from view within an architecturally compatible building or an area enclosed by a masonry wall or an earthen berm all of which must be not less than six (6) feet in height in accordance with Section V. Trash containers shall be enclosed by a masonry wall not less that six (6) feet in

height and shall have solid metal self-closing gates in accordance with the specifications outlined in Section V.

- f. Architecture: Commercial buildings shall architecturally integrate features that respond to the desert climate and environment of Palmdale. Some elements of design and architectural articulation must be carried through on all sides of primary structures and accessory structures. See Section V, Design Guidelines, for specific design criteria related to this land use.
- g. Mechanical Equipment: Rooftop mechanical equipment shall be completely screened from view by architectural means such as parapet walls or rooftop wells which are integrated into the building's architecture. The use of "picket fence" type screening is prohibited.
- h. Maintenance: All buildings, structures, and facilities shall be continually maintained by the Owner, including exterior surfaces and colors.
- i. Screening: A screen may consist of one or a combination of the following as permitted in the underlying land use designation:
 - 1. Walls. A wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of four (4) inches thick. Where walls alone are proposed, landscaping also shall be implemented as a means to discourage potential defacement by graffiti.
 - 2. Berms. A berm shall be constructed of earthen materials, shall be landscaped with drought resistant plant materials and shall implement a water conserving irrigation system.
 - 3. Fences.
 - a. Solid: A solid fence shall be constructed of masonry, wood or other materials a minimum thickness of two (2) inches and it shall form an opaque screen. Landscaping also shall

be implemented as a means to discourage potential defacement by graffiti.

- b. Semi transparent: A semi transparent fence shall be constructed of tubular steel or other similar material. Landscaping also must be included in order to intensify the effectiveness of the semi transparent screen.

Where screening is required along streets and boundaries, it shall be installed so as not to obstruct the line of sight distance at intersections of:

1. A vehicular accessway or driveway and a street.
 2. A vehicular accessway or driveway and a sidewalk.
 3. Two or more vehicular access ways, driveways or streets.
- j. Parking: Where parking spaces would be visible from a public right-of-way, a partial visual screen of earthen berming (3:1 maximum slope), and landscaping or decorative walls shall be provided within the adjacent landscape area to a minimum height of thirty (30) inches above grade to lessen the visual affect of parking and vehicles. Parking lots also may be graded to a lower elevation than the adjacent street grade when it can be demonstrated that this solution will effectively screen cars when used in combination with landscaping.
 - k. Landscaping in PCC, PBP, PLI and PAR Land Use Designations: Landscaping shall consist of evergreen or deciduous trees, shrubs, or ground covers as well as decorative rock materials. Landscaping shall be installed and maintained subject to the following standards:
 1. A twenty-two (22) foot minimum width of landscaped area is required along collector streets including the landscape area within the right-of-way. A forty-two (42) foot minimum width landscaped area is required along Loop Road East including the enhanced right-of-way. Landscaping shall be bermed, and may contain a low

wall in order to achieve a maximum height of twenty-four (24) inches above curblines grade.

2. An additional amount of on-site landscaping is required such that the total landscape area shall equal at least fifteen (15) percent of the net usable area of the site. Landscaped areas less than five feet in width may not be counted towards the minimum landscape requirement. 15% of the required landscape area may be hardscape.
3. Street trees shall be planted with an average spacing not to exceed thirty (30) feet on center. Trees may be clustered together in grouped plantings or in regimented rows. In no case may the total number of trees be decreased by the use of clustering. Street tree type and conceptual layout shall be as outlined on the Concept Streetscape Plans.
4. Trees shall be installed with a mix of the following sizes: 50 percent 15 gallon; 30 percent 24" box; and 20 percent 36" box. Evergreen and deciduous mix shall be 40%, 60% respectively. Shrubs shall be installed with a minimum mix of 70% 5 gallon and 30% 1 gallon.
5. Parking lots shall have a minimum of one (1) 15 gallon tree provided for every four (4) parking stalls in accordance with Section V. Tree wells shall be dispersed in a uniform pattern throughout the paved parking lot area.
6. A ten (10) foot minimum width landscape planter or island is required at the beginning and end of all parking space rows.
7. All landscaping within paved areas shall be contained within raised planters surrounded by minimum six inch high concrete curbs.

8. All landscaped planter areas shall be separated from adjacent vehicular routes by a wall or curb at least six (6) inches higher than the adjacent vehicular pavement surface.
 9. Landscaped areas along a property line, where they abut an adjacent property or a separate landscape maintenance entity, are required to be defined by either a six inch concrete curb, a low block wall, a six inch wide mowstrip, or a combination thereof.
 10. A permanent automatic irrigation system shall be provided for all landscaped areas. Drip irrigation or other water-conserving irrigation method must be implemented. Irrigation systems must be designed so as not to overspray walks, buildings or walls.
 11. All landscape plans shall be reviewed and approved by the City Engineer and Director of Planning. The use of drought resistant plants and water conserving irrigation methods must be implemented in accordance with the City's Water Efficient Landscape Ordinance.
- I. Landscaping in GC Land Use Designation: Landscaping shall consist of evergreen or deciduous trees, shrubs, or ground covers as well as decorative rock materials. Landscaping shall be installed and maintained subject to the following standards:
1. Landscaped "screen" areas at least ten (10) feet wide are required along property lines. Minimum tree size shall be fifteen (15) gallons with an average spacing not to exceed 30 feet on center. Twenty-five percent of these "screen" trees shall be 24" box size or larger. Minimum shrub size shall be 5 gallons.
 2. Golf course plantings shall reflect an integration of desert vegetation and other introduced species. Requirements of the City's Native Vegetation Ordinance pertaining to the preservation of 1,265 Joshua trees shall be met within the golf course area.

3. Planting shall be designed so as not to hinder sight distance at intersections as required by City standards.
 4. Drip irrigation and other water-conserving irrigation techniques shall be implemented in accordance with the City's Water Efficient Landscape Ordinance.
 5. Landscaping shall be maintained by property owner in a neat, clean and healthy condition.
 6. All Landscape plans shall be reviewed and approved by the City Engineer and Director of Planning.
 7. All transformer pads and equipment areas shall be screened with landscaping and or walls. All irrigation backflow devices shall be winterized and screened within a solid panel "LeMeur" or equal backflow cover.
- m. Landscaping in PF Land Use Designation: All landscaping shall conform to the City of Palmdale Engineering Design Standards. Landscaping shall consist of evergreen or deciduous trees, shrubs, or ground cover as well as decorative rock materials. Landscaping shall be installed and maintained subject to the following standards:
1. A landscape area at least thirty-two (32) feet wide is required along Avenue M. Minimum tree size shall be fifteen (15) gallons with an average spacing of 30 feet on center. Twenty-five percent of these "screen" trees shall be 24" box size or larger. Minimum shrub size shall be five (5) gallons.
 2. Planting shall be designed so as not to hinder sight distance at intersections as required by City standards.

3. Drip irrigation or other water-conserving irrigation method must be implemented in accordance with the City's Water Efficient Landscape Ordinance.
 4. Landscaping shall be maintained by property owner in a neat, clean and healthy condition.
- n. Landscape Maintenance: Landscaping shall be maintained by the property owner in a neat, clean and healthy condition. This shall include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants when necessary, and the regular watering of plants which require watering to maintain a healthy condition.
- o. Transformers and Equipment: All transformer pads and equipment areas shall be screened with landscaping and/or walls. All irrigation backflow devices shall be winterized and screened within a solid panel "LeMeur" or equal backflow cover.

G. PARKING STANDARDS

1. Introduction.

On-site parking configuration and sizes will be reviewed for conformance with the following requirements. Parking areas are to be screened by location, arrangement, and landscaping. All parking needs for employee, customer, visitor, and company vehicles must be accommodated on the site without using adjacent streets for parking. On street parking is not permitted. The minimum number of required off-street parking spaces is based on requirements contained in this section. Parking standards described here may be modified, subject to the approval of the City Traffic Engineer, in order to implement TDM measures directed toward reducing the number of vehicle trips associated with the project. Parking standard modifications may be requested by the developer, subject to the approval of the City Traffic Engineer, which do not conflict with City parking standards at the time of the request. Such changes would not be considered an amendment to the Specific Plan.

2. General Provisions.

- a. Increase Or Change In Use: When any building is enlarged or increased in capacity, or when a change in use creates an increase in the amount of off-street parking space required, additional off-street parking spaces will be required, so that parking requirements are met for both existing and proposed building areas in conformance with this section.
- b. Combined Uses: When two (2) or more uses are located in the same building or structure, or are within the same common development, the parking requirements will be the sum of the separate requirements for each use, except as specifically provided in this section.
- c. Reduction In Number Of Spaces: No required off-street parking facility will be reduced in capacity or in area without sufficient additional parking capacity or additional parking spaces being provided to comply with this section.
- d. Tandem Parking: Except where specifically allowed herein, parking spaces may not be in tandem. All parking spaces must be free of obstructions, and parking accomplished in a continuous forward movement.
- e. Continuing Obligation: The provision of off-street parking facilities is a continuing obligation of the property owner so long as any use requiring vehicle parking continues.
- f. Calculation Of Spaces: Any calculation of parking space requirements which results in a fraction of a parking space will be counted as requiring a whole space.
- g. Use Of Parking Spaces: Required parking spaces must be used only for parking of vehicles for property owners, guests, renters, patrons or employees. Required parking spaces must not be used for sale, display, rental, storage or repair of motor vehicles.

- h. **Additional Parking Required:** Nothing in this article shall be deemed to limit the power of the Planning Commission, or the City Council on appeal, to require adequate provision of parking spaces as a condition of approval of a conditional use permit, a site plan review, or as a development standard, when under the circumstances of a particular case, a greater number of parking spaces than specified in this section is found to be necessary.
- i. **Maintenance Of Parking Facilities:** Individual property owners are responsible for maintaining their parking facilities in accordance with the provisions of Article 86 of the Palmdale Zoning Ordinance. The maintenance thereof may include, but is not limited to the repaving, oiling and striping of a parking area and the repair, restoration and/or replacement of any parking area design features, when deemed necessary by the Director of Planning to insure the health, safety and welfare of the general public.
- j. **Posting Of Private Parking Lots:** All private parking lots must have a sign posted at all entries stating that all provisions of the Palmdale Municipal Code and California Vehicle Code are enforceable on said parking lot by the Los Angeles County Sheriff's Department.
- k. **Posting Of Fire Lanes:** All Fire Lanes must be posted for "NO PARKING" in accordance with Fire Department Specifications.

3. Off-Street Parking Space Requirements.

Commercial, industrial and recreational land uses and buildings will provide off-street parking in the manner specified below:

- a. **Parking Location:** Off-street parking must be located on the same lot, or, with a reciprocal parking and access agreement approved by the City, on a lot contiguous to the building, structure or use to be served. In such situations, any term agreements between private property owners must be

recorded, and will require City approval prior to termination. The required parking spaces will not be located in the rear of commercial buildings unless direct access for the customers to the facility is provided. Parking must not be located across a street except in the case of the golf course facility.

- b. **Use Of Spaces:** Required parking spaces must not be used or permitted to be used for the repair, servicing, or storage of vehicles, or for the storage of recycling bins, trash containers, private property or materials, nor will the racks and pump blocks used in auto repair shops or other similar uses be considered in calculating required parking spaces.

- c. **Bicycle Parking Facilities:** Commercial and industrial projects containing between twenty (20) and fifty (50) automobile parking spaces must provide a minimum of four (4) bicycle rack spaces consisting of a rack or other secure device for storing and protecting bicycles from theft. For facilities larger than fifty (50) spaces, additional bicycle rack spaces must be provided at a ratio of one (1) bicycle rack space per fifty (50) automobile spaces. Fractional requirements of .5 or greater shall be considered as a full bicycle rack space. Bicycle racks will be located in such a way as to not interfere with pedestrian or vehicular traffic.

- d. **Pedestrian Access:** Pedestrian walkways shall be provided within parking lots to allow for the separation of pedestrian and vehicular traffic. These dedicated pedestrian walkways shall be provided to the main entrances of the primary business as a minimum.

4. Off-Street Parking Schedule.

Off-street parking shall be provided for the following uses in the quantities specified in **Table IV-3** (Page IV-30 through 33) or as required by Article 87 of the Palmdale Zoning Code, based on the determination of the Developer.

5. Shared Parking.

Parking facilities may be used jointly for uses with significantly different peak hours of operation if approved by the Director of Planning. Requests for shared parking must meet the following requirements:

- a. A parking study must be submitted by the applicant demonstrating that there will not exist substantial conflict in the peak hours of parking demand for the uses for which joint use is proposed.
- b. The number of parking stalls which may be credited against the requirements for the structures or uses involved shall not exceed the number of stalls reasonably anticipated to be available during differing hours of operation.
- c. Parking spaces designated for joint use shall not be located further away from any use served than the distances specified in Section IV-G-3, "Off-street Parking Space Requirements."
- d. A written agreement must be drawn to the satisfaction of the Director of Planning and executed by all parties concerned assuring the continued availability of the number of stalls designated for joint use. This agreement must be recorded, and will require City approval prior to termination.

6. Parking Development Standards.

The following development standards apply to all off-street parking areas:

- a. Standard Spaces: A standard parking space shall have a minimum dimension of nine (9) feet in width and eighteen (18) feet in depth.

TABLE IV-3**Required Parking Spaces**

a.	Auditoriums, theaters, sports events, rodeos, and other similar spectator uses	One space per four (4) fixed seats or one space per thirty five (35) square feet of spectator area where seats are not fixed. Eighteen (18) lineal inches of bench seating shall equal one seat. Additional parking for non-related uses are calculated according to use.
b.	Auto display	One space per four hundred (400) square feet of gross floor area for show room; plus one space per two hundred fifty (250) square feet of gross floor area for offices; plus one space per two hundred (200) square feet of gross floor area for shops.
c.	Auto repair	One space per two hundred (200) square feet of gross floor area. No inoperable vehicle may be parked within a required parking space.
d.	Billiards	Three spaces per billiard table.
e.	Bowling alleys	Three spaces per lane.
f.	Churches, chapels, mortuaries	One parking space for every four (4) fixed seats or one space per thirty five (35) square feet of assembly area where seats are not fixed in the principal assembly area; plus one space for each classroom and secondary assembly area. Eighteen (18) lineal inches of bench seating shall equal one seat.
g.	Commercial uses, unspecified	One space per two hundred fifty (250) square feet of gross floor area.
h.	Day care centers	One space for each classroom; plus one for every twenty (20) students.

TABLE IV-3 - Continued

i.	Financial institutions, banks, savings and loans	One space per two hundred (200) square feet of gross floor area.
j.	Furniture sales, major appliance sales, warehouse commercial	One space per five hundred (500) square feet of gross floor area.
k.	Golf courses, miniature golf courses, golf driving ranges	Six (6) spaces per golf course hole; three (3) spaces per miniature golf course hole or driving tee on a golf range; plus one space per two hundred fifty (250) square feet of gross floor area used for other commercial uses. Additional parking for non-related uses are calculated according to use.
l.	Health clubs, gymnasiums, dance studios and other similar participatory facilities	One space per one hundred (100) square feet of gross area, excluding court facilities; plus three spaces per court facility.
m.	Hotels, motels	One space per guest room; plus one space per one hundred (100) square feet of eating area in a restaurant/coffee shop; plus one space per seventy (70) square feet of seating area in a meeting or banquet room; plus one space per three employees on the largest shift.
n.	Industrial uses, unspecified	Three (3) spaces per one thousand (1000) square feet of gross floor area. For developments where office space exceeds 25% of the gross floor area, parking for that portion of office space shall be required at one space for each two hundred fifty (250) square feet of floor area.
o.	Libraries, museums, galleries	One space per two hundred fifty (250) square feet of gross floor area.
p.	Mini-warehouse, self-storage facilities	One space per twenty thousand (20,000) square feet of gross floor area; plus one space per fifty (50) vehicle or boat storage spaces; with a minimum of three (3) spaces.

TABLE IV-3 - Continued

q.	Office, medical	One space per two hundred (200) square feet of net leasable floor area.
r.	Office, professional	One space per two hundred fifty (250) square feet of net leasable floor area.
s.	Open air commercial uses, nurseries, equipment rental	One space per one thousand (1000) square feet of lot area devoted to sales and display.
t.	Open air industrial uses, salvage yards	One space per twenty five hundred (2,500) square feet of outside storage area.
u.	Parks	Ten (10) spaces per net acre of active recreational area within a park or playground; plus five spaces per net acre of passive recreational area within a park or playground.
v.	Public buildings and facilities	One space per two hundred (200) square feet of floor area for public buildings or facilities frequently visited by the public. One space per four hundred (400) square feet of floor area for public facilities not frequently visited by the public.
w.	Research and development, light industrial	Three (3) spaces per one thousand (1000) square feet of gross floor area. For developments where office space exceeds 25% of the gross floor area, parking for that portion of office space shall be required at one space for each two hundred fifty (250) square feet of floor area.
x.	Restaurants, bars and other eating or drinking places	One space per one hundred (100) square feet of gross floor area, with a minimum of ten (10) spaces. Where there is no on-site consumption of food or beverages, one space per two hundred fifty (250) square feet of gross floor area.

TABLE IV-3 - Continued

y.	Retail uses	One space per each two hundred fifty (250) square feet of gross floor area.
z.	Schools, grades K-9	Two (2) spaces per classroom.
aa.	Schools, grades 10 and above	Six (6) spaces per classroom.
bb.	Service-oriented commercial, plumbing repair and service	One space per each four hundred (400) square feet of gross floor area; plus one space for each vehicle used in conjunction with the use.
cc.	Service Stations, Car Washes	Two (2) spaces per service bay; plus two parking spaces for employee parking. Additional parking for non-related uses calculated according to use.
dd.	Warehouse industrial	One space per five hundred (500) square feet of gross floor area for the first ten thousand (10,000) square feet and beyond that, one space per five thousand (5,000) square feet of gross floor area.

- b. Compact Spaces: A compact parking space shall have a dimension of eight (8) feet in width and seventeen (17) feet in depth. In commercial and industrial projects with twenty or more required parking spaces, up to twenty five (25%) percent of the required spaces provided may be compact size as defined herein.

- c. Handicapped Spaces: Whenever off-street parking is required, spaces dimensioned to provide for handicapped access shall be provided in accordance with the latest version of Title 24 of the California Code of Regulations and the Americans With Disabilities Act.

- d. Spaces Next To Walls: Any uncovered parking space located next to a wall or other solid barrier shall be widened by an additional three (3) feet.

- e. Clearance For Covered Parking: In multiple bay parking structures, where covered parking occurs that provides pillars and posts for roof supports, parking stall design shall provide for a clear nine feet by twenty feet dimension with no encroachment of structural supports.

- f. Parking Surface: All parking areas, aisles and access drives shall be paved with a minimum of two inches (2") of asphalt over four inches (4") of compacted base, or four inches (4") of concrete in commercial or industrial areas as approved by the City Engineer. Parking areas, aisles and access drives shall be graded and drained to dispose of surface water without damage to private or public properties, streets or alleys. The City Engineer may approve alternate materials and specifications in lieu of the foregoing requirements.

7. Access Drives.

- a. Groups of four or more parking spaces shall be located and served by an access drive in such a way that the use of the spaces and access drive will require no backing movements or other maneuvering within a street right-of-way excluding alleys.

- b. Vertical clearance of all access aisles or drives must not be less than fourteen (14) feet above finished surface.

- c. Entrances from and exits to streets and alleys will be provided at locations approved by the City Traffic Engineer. Unless expressly recommended otherwise by the Traffic Engineer, access drives onto public streets must be more than one hundred fifty (150) feet apart, measured centerline to centerline.

- d. Private streets serving industrial and commercial developments must have a minimum vehicle access width of forty (40) feet or as approved by the City Engineer.

8. Driveways.

Driveways into development parcels shall be designed in accordance with the requirements of the City of Palmdale and these regulations. Driveway width shall be as determined and approved by the City Traffic Engineer based on site specific conditions.

9. Required Lighting.

Each plan for construction of a building with outside parking and lighting must include the following:

- a. An exterior lighting (photometric) plan consisting of a point-by-point foot candle layout (based on a ten foot grid center) extending a minimum of twenty (20) feet outside the property lines. This required photometric plan shall be prepared by an electrical engineer registered in the State of California.
- b. The design of lighting fixtures and their structural support shall be architecturally compatible with the project's building and property.
- c. Maximum overall height of fixtures shall not be more than twenty-one (21) feet.
- d. Fixtures shall possess sharp cut-off qualities at property lines.
- e. There shall be no more than a seven to one (7:1) ratio (maximum to minimum) level of illumination shown on the photometric plan.
- f. No low pressure sodium lighting fixtures are allowed.
- g. There shall be no illumination or glare from the exterior lighting system onto adjacent properties or streets.
- h. Flashing lights are strictly prohibited.

- i. Lighting intensity shall be a minimum of one (1) foot candle, maintained.
- j. Walkway lighting fixtures shall not exceed twelve (12) feet in overall height.

10. Striping.

Parking lots shall be completely striped, indicating individual parking spaces and traffic lanes as provided in a striping/parking plan submitted to and approved by the City. Except for parallel parking, the striping of all other parking spaces shall be double hairpin line style. Handicapped spaces shall be striped, marked and signed in accordance with Title 24 of the California Code of Regulations and the Americans With Disabilities Act.

11. Drainage.

All parking and circulation areas shall be designed with an adequate drainage system and improvements shall consist of appropriate devices as specified and approved by the City Engineer.

12. Slopes.

All parking lot areas used exclusively for parking and turnarounds shall be designed and improved with a grade not exceeding five percent (5%) slope. Parking spaces for the handicapped shall conform to the slope requirements of Title 24 of the California Code of Regulations and the Americans With Disabilities Act. All driveways within a parking lot used exclusively for ingress and egress shall not exceed a seven percent (7%) slope.

13. Dimensional Requirements.

Except as specified elsewhere in this section, the minimum dimensions of off-street parking spaces shall be as illustrated on **Exhibit IV-2 (Page IV-44)**.

14. Parking Lot Landscape.

Parking areas will be landscaped according to provisions described in Section V, "Individual Lot Landscape Requirements, Parking Areas" (See page V-16).

H. LOADING ZONE STANDARDS

1. Loading Space.

Sufficient loading and unloading spaces must be provided on each site. Adequate provisions and space must be made for maneuvering freight vehicles and for the handling of all freight, independent of the public street system.

- a. For lots bound by streets, loading will only be permitted along the elevations at the sides of the building facing interior property lines.
- b. Loading facilities must be set back, recessed, or screened so as not to be directly visible from adjacent lots or sites, neighboring properties, or streets. Where screening is required, the use of a combination of walls and plant materials shall be used.
- c. Buildings and structures must be designed and situated on the lot, and loading facilities must be constructed and located such that motor vehicles may be loaded or unloaded at any loading dock, door or loading area without impairing the flow of traffic in parking areas.

2. Loading Standards.

Every use, building or structure shall have permanently maintained off-street loading and unloading spaces as follows:

- a. A fraction of a space greater than one-half (1/2) shall be counted as a whole space.

- b. In the case of mixed uses, the total number of required loading spaces shall be the sum of the requirements for the various uses proposed for each building.
- c. Requirements for uses not specifically listed herein shall be based upon the requirements for comparable uses listed and upon the particular characteristics of the use as determined by the Director of Planning.
- d. All off-street loading facilities shall have the number of spaces required per building based on proposed or projected use or uses as specified in the standards shown in Table IV-4 (Page IV-39).
- e. All off-street loading facilities shall comply with the minimum dimensions set forth in Table IV-5 (Page IV-40).
- f. Required parking and loading facilities shall be located on the same site as the use requiring such facilities except in the case of the golf course facility.
- g. No required loading facilities shall be located in any required setback or landscape area.
- h. Loading areas and docks shall be permitted only in rear and side lot areas.
- i. Loading doors shall not open toward public streets.
- j. Sufficient space for turning and maneuvering of loading vehicles shall be provided on the site.
- k. Loading spaces shall be located and designed so that trucks shall not back into public streets or alleys nor shall a loading area be designed to require the use of a public right-of-way for access to a loading dock.

TABLE IV-4

Required Loading Berths

USES	FLOOR AREA (sq. ft.)	BERTHS REQUIRED
Restaurants and other eating and drinking places.	Less than 4,000	0
	4000 to 20,000	1
	20,001 to 50,000	2
	(each additional 50,000)	1
Administrative office, medical, professional office, personal and financial services, hotels, motels, hospital and sanitariums, commercial, recreational.	Less than 10,000	0
	10,000 to 100,000	1
	100,001 to 200,000	2
	(each additional 100,000)	1
Warehouses, storage facilities, manufacturing, other industrial uses and retail.	Less than 5,000	0
	5,000 to 30,000	1
	30,001 to 80,000	2
	80,001 to 150,000	3
	(each additional 100,000)	1

- l. No part of an alley or street shall be used for loading except within specially approved areas specifically designated by the City for loading.
- m. No area may be utilized and counted both as a required parking space and a required loading berth space.

I. GRADING STANDARDS

The following section contains the grading standards for *Palmdale Business Park Center*. All grading shall conform to the grading standards set forth herein to the extent that such standards do not conflict with, and are not inconsistent with Chapter 70 of the Los Angeles County Uniform Building Code and the City's Engineering Standards.

TABLE IV-5

Loading Berth Dimensions

USE	BERTH WIDTH	BERTH LENGTH	BERTH HEIGHT	TURNING RADIUS
Industrial Uses, and Warehouses	12'	50'	14'	45'
Office, Retail Commercial, Restaurants and Recreation	11'	30'	14'	32'

1. General.

The Specific Plan acknowledges that grading is necessary and will occur with development, but that the aesthetic impacts of grading can be reduced. It is intended that site planning and grading design work together to form a harmonious land form as the result of implementing the project.

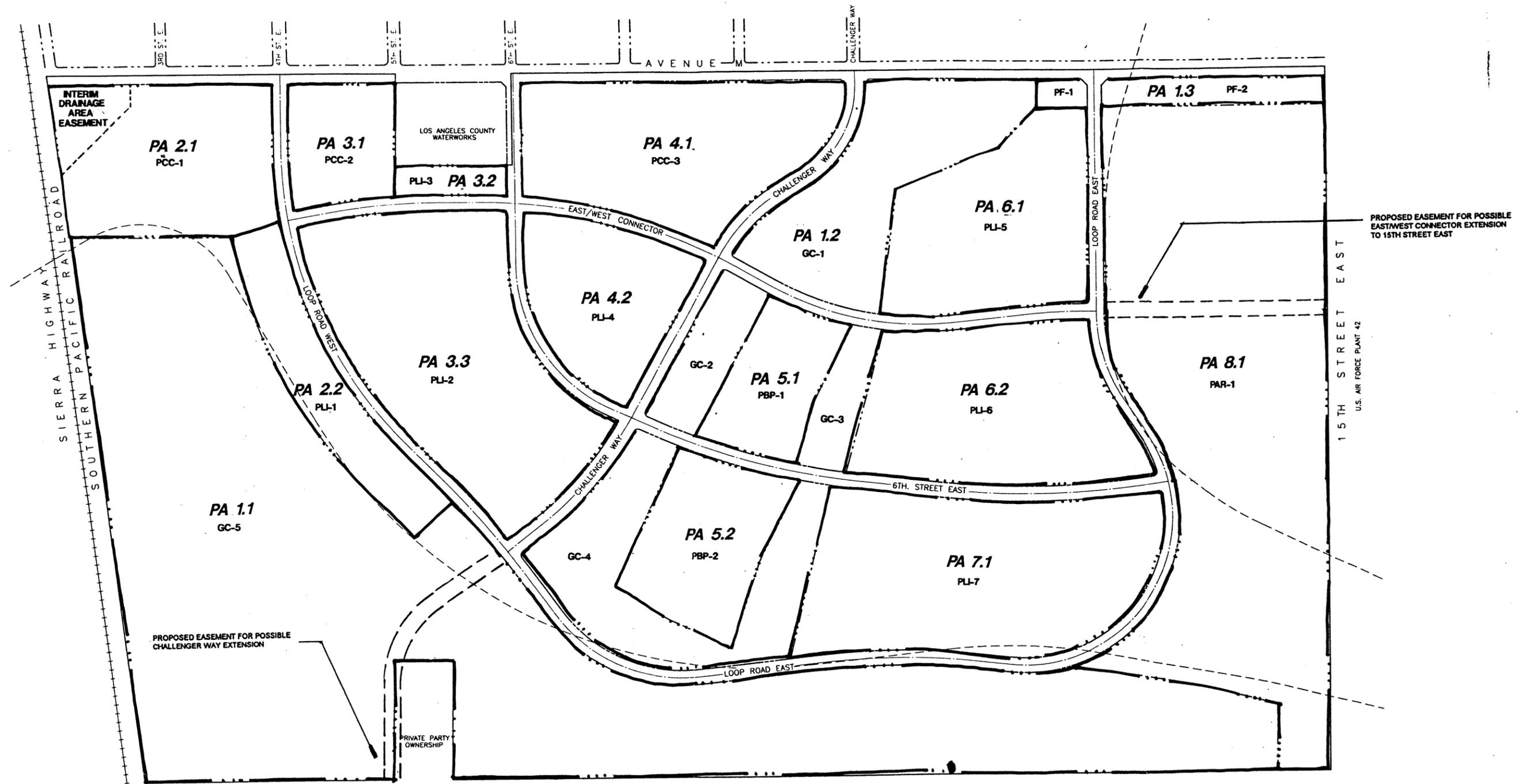
a. Grading Goals: The goals which govern grading design at *Palmdale Business Park Center* are as follows:

1. Minimize cut and fill to the degree required by the geotechnical study.
2. Balance overall cut and fill on site.
3. Minimize overall grading and maintain the natural landform as much as possible within the championship golf course area.
4. Provide for the preservation of existing Joshua Tree stands within the golf course areas with a minimum amount of relocation of existing trees to meet conservation goals.

5. Provide for the conveyance of master planned storm water flows with a maximum level of public safety and a minimum level of maintenance.
 6. Provide for storm water detention capability in accordance with the current criteria of the City of Palmdale Master Plan of Drainage.
- b. Cross Lot Drainage: The use of rear lot drainage easements may be permitted if approved by the City Engineer.
- c. Temporary Erosion Control Measures:
1. The surface of all slopes more than three (3) feet in vertical height shall be covered either with North American Green S-150 or approved equal erosion control blankets, or application of an approved latex soil binder included in a hydroseed mix designed for germinating with natural rainfall. This hydroseed mix would consist of slope stabilizing, low water consuming grasses and ground covers. Installation shall conform to all manufacturer's specifications and is subject to the approval of the City Engineer.
 2. Erosion mitigation measures shall be performed to the satisfaction of the City Engineer prior to the acceptance of rough grading.
- d. Desert Revegetation/Preservation: Preservation of mature specimen Joshua Trees and significant stands of native desert plants shall be included in the design of the project golf course. Specific plant materials designated for preservation shall be protected in place during the grading operation.
1. A detailed Desert Revegetation/Preservation Plan shall be submitted to the Director of Planning for approval prior to the issuance of grading permits. This detailed plan shall outline in

detail the method to be used to assure long term survival of any preserved desert association plant materials.

Overall Specific Plan development provisions shall implement a plan that will assure the preservation or relocation of Joshua Trees such that two (2) trees per acre overall will be preserved or transplanted into suitable open spaces or golf course areas in conformance with the City's Native Desert Vegetation Preservation Ordinance. This provision results in a minimum of 1,265 trees being preserved.



PALMDALE BUSINESS PARK CENTER

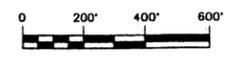
SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

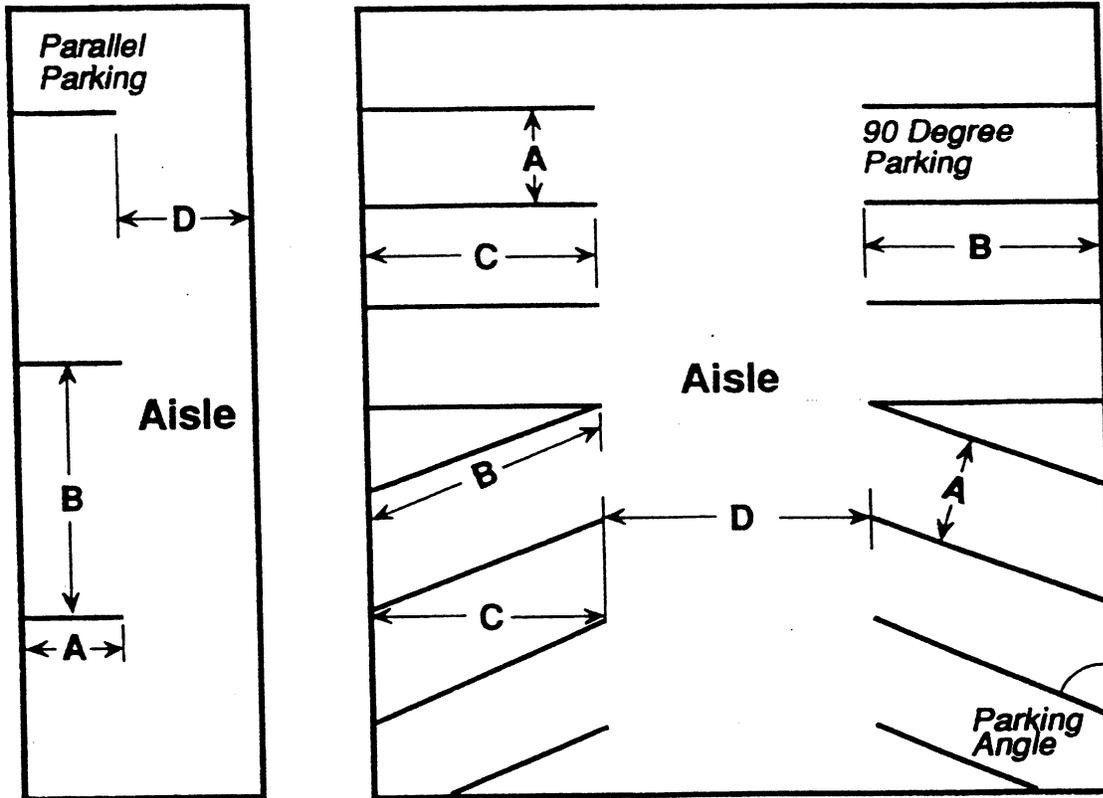
PLANNING AREA	LAND USE
1.1	Golf Course
1.2	Golf Course
1.3	Open Space
2.1	Community Commercial
2.2	Light Industrial
3.1	Community Commercial
3.2	Light Industrial
3.3	Light Industrial
4.1	Community Commercial
4.2	Light Industrial
5.1	Business Park
5.2	Business Park
6.1	Light Industrial
6.2	Light Industrial
7.1	Light Industrial
8.1	Airport Related

U.S. AIR FORCE PLANT 42

MARCH 20, 1996



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TUSTIN, CALIFORNIA 92680
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Parking Angle:	Parallel	30°	45°	60°	90°
Standard space width (A)	9'	9'	9'	9'	9'
Standard space length (B)	22'	33.5'	27'	23.5'	18'
Standard space depth (C)	N/A	17'	19.5'	20.5'	18'
Compact space width (A)	9'	8'	8'	8'	8'
Compact space length (B)	22'	31'	25'	22'	17'
Compact space depth (C)	N/A	15.5'	18'	19'	17'
One-way aisle width (D)	12'	16'	18'	20'	26'
Two-way aisle width (D)	26'	26'	26'	26'	26'

MARCH 20, 1996

**PALMDALE BUSINESS
PARK CENTER**

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS, CA 91338-0220



**David A. Price
ASSOCIATES**
Architecture • Planning • Urban Design
330 El Camino Real, Suite 200, Tustin, CA 92680
(714) 832-1722

Exhibit IV-2

PARKING DIMENSIONS

SECTION V - DESIGN GUIDELINES

A. INTRODUCTION

The Design Guidelines for *Palmdale Business Park Center* provide specific design criteria for the development of each segment or component of the Specific Plan Area. The project has been planned and will be implemented as a mixed use commercial, industrial, and recreational complex with a strong emphasis on quality building design, extensive landscaping, and selective thematic imagery.

The Guidelines also are intended to assist each individual parcel developer in understanding the planning, architectural, and landscape architectural requirements of projects to be constructed.

B. COMMUNITY DESIGN THEME

Palmdale Business Park Center is a master planned facility that is dedicated to the goal of providing acreage for commercial and industrial development within an open space setting. The open space element will be provided by the more than 226 acres allocated to golf course development, nearly 6 acres of open space frontage along Avenue M, and the approximate 52 acres allocated to required site landscape areas. The project also integrates key urban design components such as project monumentation, off street bike trails, and a coordinated individual parcel area landscape program.

Design issues not specifically addressed in this section shall be regulated by the City's General Plan Community Design Element.

Key components of this community design program are outlined as follows:

1. Streetscapes.

Landscape character will be assured through the implementation of a formal street tree planting of large deciduous and evergreen trees within each given street right-of-way and adjacent landscape area. Formal street trees within each given street right-of-way shall be planted with a maximum tree spacing of 30 feet. Drought tolerant shrubs and groundcovers will accent these plantings, and will

cover screen berms that are a maximum of 24 inches in height. Meandering sidewalks will be provided within the parkway as shown in **Exhibit V-1** (Page V-57). The plant palette and materials list for the streetscapes is shown on **Table V-1** (Pages V-5 to V-8).

- a. **Avenue M:** Avenue M is proposed to have a right-of-way cross section of 128 feet. This section provides for an eighteen foot raised median and a ten foot wide parkway within the Specific Plan Area. Within the ten foot wide parkway and adjacent thirty-two foot wide roadway landscape areas, a formal pattern of *Koelreuteria paniculata* (Golden Rain Tree) will be backed up by less formal groupings of the *Koelreuteria* and evergreen accent specimens of *Eucalyptus rudis* (Desert Gum). Berming with a maximum of 24 inches in height will provide visual separation between the roadway and the adjacent development areas. Shrubs and groundcovers selected from the approved plant palette will complement the roadway tree plantings.

The eighteen foot wide median in Avenue M shall be planted with relocated *Yucca brevifolia* (Joshua Tree) and *Prosopis juliflora* (Mesquite) specimens, with other associated desert vegetation selected from the approved plant palette. Plant material shall be grouped informally in naturalistic patterns. Within the median, informal berms of at least 24 inches in height shall provide visual separation from opposing traffic lanes. A minimum of 15% of the raised median area will be covered with natural stone materials as shown in **Exhibit V-2** (Page V-58).

The median perimeter in Avenue M shall have a minimum 18 inch wide walkway of colored stamped concrete at the back of curb. The color shall be Scofield, Litho Chrome #A-26, brick red or City approved equal and stamped with a Bomanite running bond stamp or City approved equal pattern. All adjacent surfaces shall meet flush so as not to present any tripping hazard.

- b. **Loop Road East and Loop Road West:** Loop Road East and Loop Road West are proposed to have a right-of-way cross section of 98 feet. This section provides for a twelve foot wide parkway on the commercial and industrial pad side, and a twenty-two foot wide parkway adjacent to land

use areas PCC-1, PLI-1, GC-5, PAR-1 and within the westerly portion of PF-2. The twelve foot wide parkway accommodates a five foot wide meandering sidewalk, while the twenty-two foot wide parkway features a twelve foot wide off street meandering bike trail.

In addition to the parkways, twenty-two foot wide roadway landscape areas are required on the commercial and industrial pad side. Within this adjacent landscape area, a formal pattern of *Platanus acerifolia* (London Plane Tree), will be backed up by a less formal grouping of the *Platanus* and evergreen accent specimens of *Quercus ilex* (Holly Oak). Berming with a maximum of 24 inches in height will provide visual separation between the roadway and the adjacent development area. Shrubs and groundcovers selected from the approved plant palette will complement the roadway tree plantings. **Exhibit V-3** (Page V-59), illustrates the streetscape along these roadways.

- c. **6th Street East:** 6th Street East is proposed to have a right-of-way cross section of 88 feet. This section provides for twelve foot parkways on each side. Five foot meandering sidewalks will be provided within the parkways.

In addition to the twelve foot wide parkways, twenty-two foot wide roadway landscape areas are required in the development areas. Along 6th Street East, the formal street tree will be *Albizia julibrissin* (Silk Tree). The formal street tree pattern will be backed up by a less formal grouping of the *Albizia*, and additional evergreen specimens of *Eucalyptus rudis* (Desert Gum). Berming with a maximum of 24 inches in height will provide visual separation between the roadway and the adjacent development area. Shrubs and groundcovers selected from the approved plant palette will complement the roadway tree plantings as shown in **Exhibit V-4** (Page V-60).

- d. **East/West Connector:** The East/West Connector is proposed to have a right-of-way cross section of 88 feet. This section is similar to 6th Street East, and provides for twelve foot parkways on each side of the street. Five foot meandering sidewalks will be provided within the parkway, and an adjacent twenty-two foot wide roadway landscape area also is required.

Along the East/West Connector, the formal street tree will be *Zelkova serrata* (Saw Leaf Zelkova). The formal street tree pattern will be backed up by a less formal grouping of the *Zelkova* and evergreen accent specimens of *Eucalyptus polyanthemos* (Silver Dollar Gum). Berming with a maximum of 24 inches in height will provide visual separation between the roadway and the adjacent development area. Shrubs and groundcovers selected from the approved plant palette will complement the roadway tree plantings. Exhibit V-5 (Page V-61), shows the East/West Connector streetscape.

- e. Challenger Way: Challenger Way is proposed to have a right-of-way cross section of 94 feet. This section provides for an eighteen foot raised median and thirteen foot parkways.

Within the thirteen foot parkway to the west, a meandering five foot sidewalk will be provided. Within the parkway and the required thirty-two foot wide roadway landscape area to the west, a formal planting of *Pistacia chinensis* (Chinese Pistache) at 30 feet on center, will be provided. This formal planting will be backed up by a less formal grouping of the *Pistacia*, and evergreen accent specimens of *Pinus pinea* (Italian Stone Pine). Berming with a maximum of 24 inches in height will provide visual separation between the roadway and the adjacent development area.

Within the thirteen foot parkway to the east, a decomposed granite meandering path is proposed along the golf course facility. Within the thirteen foot parkway and the landscape area to the east, the planting of *Pistacia chinensis* and *Pinus pinea* will somewhat mirror the west side. The intended treatment is to have this planting blend off into the golf course and allow the golf course planting to be dominant and continuous up to the back of curb.

TABLE V-1

PLANT PALETTE AND MATERIALS LIST FOR STREETSCAPES

BOTANICAL NAME	COMMON NAME	AVENUE M	LOOP ROAD EAST/WEST	6TH STREET EAST	EAST/WEST CONNECTOR	CHALLENGER WAY
TREES						
Albizia julibrissin	Silk Tree			X		
Eucalyptus polyanthemos	Silver Dollar Gum				X	
Eucalyptus rudis	Desert Gum	X		X		
Koelreuteria paniculata	Golden Rain Tree	X				
Pinus pinea	Italian Stone Pine					X
Pistacia chinensis	Chinese Pistache					X
Platanus acerifolia 'Bloodgood'	London Plane Tree		X			
Prosopis juliflora	Mesquite	X (median)				X (median)
Quercus ilex	Holly Oak		X			
Yucca brevifolia	Joshua Tree	X (median)				X (median)
Zelkova serrata	Saw Leaf Zelkova				X	
LARGE SHRUBS						
Acacia greggii	Catclaw Acacia	X (median)				X (median)
Arbutus unedo	Strawberry Tree	X				
Cassia nemophila	Desert Cassia	X (median)			X	X (median)
Cercis occidentalis	Western Redbud		X	X		
Heteromeles arbutifolia	Toyon		X			
Leucophyllum frutescens 'Green Cloud'	Texas Ranger	X (median)				X (median)

TABLE V-1 - Continued

	BOTANICAL NAME	COMMON NAME	AVENUE M	LOOP ROAD EAST/WEST	6TH STREET EAST	EAST/WEST CONNECTOR	CHALLENGER WAY
	Myrtus communis	True Myrtle	X				
	Punica granatum 'Wonderful'	Pomegranate					X
	Pyracantha 'Mohave'	Firethorn				X	
	Rhamnus alaternus	Italian Buckthorn			X		X
	Rhamnus californica 'Eve Case'	California Coffeeberry		X		X	
	Tecoma stans 'Angustata'	Hardy Yellow Trumpet Flower	X		X		X
SMALL SHRUBS							
	Abelia grandiflora 'Prostrata'	Prostrate Abelia	X		X		
	Berberis darwinii	Darwin's Barberry				X	X
	Berberis thunbergii 'Autopurpurea'	Japanese Barberry		X	X		
	Buddleia alternifolia	Fountain Butterfly Bush	X (median)			X	X (median)
	Calliandra californica	Baja Fairy Duster	X (median)	X			X (median)
	Encelia farinosa	Desert Encelia	X (median)				X (median)
	Mahonia aquifolium 'Compacta'	Oregon Grape		X			
	Nandina domestica 'Nana Purpurea'	Dwarf Heavenly Bamboo	X		X		X
	Raphiolepis indica 'Ballerina'	India Hawthorn	X				
	Salvia greggii	Autumn Sage	X (median)	X			X X (median)
	Tagetes lemmonii	Mountain Marigold				X	

TABLE V-1 - Continued

	BOTANICAL NAME	COMMON NAME	AVENUE M	LOOP ROAD EAST/WEST	6TH STREET EAST	EAST/WEST CONNECTOR	CHALLENGER WAY
PERRENIALS							
	Achillea species	Yarrow	X	X			X
	Erigeron karvinskianus	Mexican Daisy				X	
	Gaillardia grandiflora	Blanket Flower		X			
	Hesperaloe parviflora	Red Yucca					X (median)
	Lavandula species	Lavender	X				X
	Leonotis leonurus	Lion's Tail		X			
	Oenothera berlandieri	Mexican Evening Primrose		X		X	
	Pennisetum setaceum 'Rubra'	Red Fountain Grass					X
	Penstemon superbus	Penstemon	X			X	
	Romneya coulteri	Matilija Poppy			X		
	Sphaeralcea ambigua	Desert Mallow	X (median)				X (median)
	Stipa pulchra	Needle Grass	X (median)		X		X (median)
	Verbena tenuisecta	Moss Verbena			X		
GROUND COVERS							
	Baccharis pilularis 'Twin Peaks'	Coyote Brush	X (median)	X			X (median)
	Cotoneaster congestus	Cotoneaster					X
	Festuca ovina glauca	Blue Fescue			X	X	X
	Fragaria chiloensis	Wild Strawberry		X			

TABLE V-1 - Continued

	BOTANICAL NAME	COMMON NAME	AVENUE M	LOOP ROAD EAST/WEST	6TH STREET EAST	EAST/WEST CONNECTOR	CHALLENGER WAY
	Juniperus sabina 'Broadmoor'	Savin Juniper			X		
	Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle		X			
	Pyracantha 'Santa Cruz'	Firethorn	X				
	Santolina virens	Green Cotton Lavender				X	
	Trachelospermum jasminoides	Star Jasmine	X				
STONE (1)							
	4-6 Inch Size Vegas Gold Cobble						X (median)
	2 Inch Size Vegas Pink Sandstone Mulch		XX (median)				.
	3/4 Inch Size Vegas Pink Sandstone Mulch			X	X	X	X X (median)
IRRIGATION							
	Drip		XX (median)	X	X	X	XX (median)
	Spray Heads			X (2)	X (2)	X (2)	

(1) Vegas Pink sandstone and Vegas Gold cobble are available from Vegas Rock, 9555 Las Vegas Blvd. S., Las Vegas, NV 89123 (702) 791-7625.

(2) For Festuca

The eighteen foot wide median in Challenger Way shall be planted with relocated *Yucca brevifolia* (Joshua Tree) and *Prosopis juliflora* (Mesquite) specimens, with other associated desert vegetation selected from the approved plant palette. Plant material shall be grouped informally in naturalistic patterns. Informal berms of at least 24 inches in height shall provide visual separation from opposing traffic lanes.

The median perimeter shall have a minimum 18 inch wide walkway of colored stamped concrete at the back of curb. The color shall be Scofield, Litho Chrome #A-26, brick red or City approved equal and stamped with a Bomanite running bond stamp or City approved equal pattern. All adjacent surfaces shall meet flush so as not to present any tripping hazard.

A minimum of 15% of the raised median shall be covered with Vegas Gold cobble in the meandering drifts between the berms. The remaining 85% of the raised median shall have a minimum 3 inch thick layer of Vegas Pink sandstone mulch as ground cover. Exhibit V-6 and V-7 (Pages V-62 and V-63) depict the Challenger Way streetscape and median treatment.

2. Project Entries.

A major project entry will be provided at Avenue M and Challenger Way. Minor project entries will be provided at Avenue M and Loop Road West, 6th Street East, and Loop Road East.

- a. Major Entry: The major project entry proposed at Avenue M and Challenger Way will be a combination of landform, plant materials, stonework and an architectural monument. The land form is intended to suggest the silhouette of a high technology piece of equipment such as a stealth aircraft. This landform will be faced with a natural rock material such as Arizona flagstone to suggest an association with the natural materials of the desert, and will be sited within a mass groundcover planting such as *Rosmarinus officinalis* 'Prostratus' (Rosemary). A large field of vegas pink sandstone will surround the monument. Vertical accent trees, such as *Washingtonia filifera* (California Fan Palm) at 12 feet on

center and Cupressus glabra (Arizona Cypress) at 20 feet on center, will form a backdrop to the monument.

Within the median of Challenger Way, a vertical accent architectural monument will provide a skyline reference point and provide the field for proposed project graphics. All monumentation in roadway medians is subject to approval of the City Traffic Engineer. Exhibits V-8, V-9 and V-10 (Pages V-64, V-65 and V-66) illustrate the proposed major project entryway and monumentation. The plant palette and materials list for project entries is shown on Table V-2 below.

TABLE V-2

PLANT PALETTE AND MATERIALS LIST FOR PROJECT ENTRIES

	BOTANICAL NAME	COMMON NAME	MAJOR PROJECT ENTRY	MINOR PROJECT ENTRIES
	TREES			
	Cupressus glabra	Smooth Arizona Cypress	X	X
	Washingtonia filifera	California Fan Palm	X	X
	SHRUBS			
	Salvia greggii	Autumn Sage	X	X
	GROUND COVER			
	Rosmarinus officinalis	Rosemary	X	X
	STONE (1)			
	4 Inch Size Vegas Pink Sandstone		X	
	2 Inch Size Vegas Pink Sandstone			X
	IRRIGATION			
	Drip		X	X

(1) Vegas Pink sandstone and Vegas Gold cobble are available from Vegas Rock, 9555 Las Vegas Blvd. S., Las Vegas, NV 89123 (702) 791-7625.

- b. **Minor Entries:** Minor entries at Avenue M and Loop Road West, 6th Street East, and Loop Road East are proposed to be similar in form and materials to the Major Entry. The size of these minor entries will be of a lesser scale. **Exhibit V-11** (Page V-67) illustrates the proposed minor entryways and monumentation. The plant palette and materials list for the aforementioned project entries is shown in **Table V-2** (Page V-10).

3. Community Intersection Treatments.

Community signage will be provided at the intersections of all main roadways. Primary community intersection treatments will be provided at the East/West Connector and Loop Road West as well as Loop Road East. Secondary community intersection treatments will be provided at Challenger Way and 6th Street East, East/West Connector, and Loop Road West. In addition, Secondary community intersections will be provided at 6th Street East and East/West Connector as well as Loop Road East.

The primary and secondary community intersection treatments will reflect some portions of the landforms and materials of the Major Project Entry, but will be scaled back in terms of size and scope. **Exhibit V-12, V-13 and V-14** (Pages V-68, V-69 and V-70) illustrate a concept for the proposed primary and secondary intersection treatments. The plant palette and materials list for primary and secondary community intersection treatments is shown on **Table V-3** (Page V-12).

4. Special Conditions.

- a. **USAF Plant 42 Interface:** USAF Plant 42 abuts the Specific Plan Site on both the east and south. There presently is a chain link security fence that separates the sites located on Plant 42 property. The fence will remain in place and define the boundary between the two properties. On the eastern interface between the airport related land use and USAF Plant 42, a ten foot rear yard setback is required. Within this setback, intense landscaping is proposed to visually separate land uses. On the southern interface between the golf course land use and Plant 42, new landscaping will be

TABLE V-3

**PLANT PALETTE AND MATERIALS LIST FOR
COMMUNITY INTERSECTIONS**

	BOTANICAL NAME	COMMON NAME	PRIMARY COMMUNITY INTERSECTIONS	SECONDARY COMMUNITY INTERSECTIONS
	TREES			
	Pinus elderica	African Pine	X	X
	SHRUBS			
	Ligustrum japonicum	Privet		X
	Rhaphiolepis umbellata	Yedda Hawthorn	X	
	GROUND COVER			
	Trachelospermum jasminoides	Star Jasmine		X
	Pyracantha 'Santa Cruz'	Pyracantha		X
	Cistus purpureus	Orchid Rorkrose	X	
	Rosmarinus officinalis 'Prostratus'	Rosemary	X	
	STONE (1)			
	4 Inch Size Vegas Pink Cobble		X	
	2 Inch Size Vegas Pink Sandstone			X
	IRRIGATION			
	Drip		X	X

(1) Vegas Pink sandstone and Vegas Gold cobble are available from Vegas Rock, 9555 Las Vegas Blvd. S., Las Vegas, NV 89123 (702) 791-7625.

integrated into the design of the golf course to provide screening and a physical separation of land uses. Exhibits V-15 and V-16 (Pages V-71 and V-72), show the interfaces between Plant 42 and the airport related land uses and the golf course respectively.

- b. **Business Park and Light Industrial to Golf Course Interface:** Where the golf course land use interfaces with business park or light industrial land uses, tubular steel security fencing shall be installed. As well, a 19 foot wide landscape setback is required on the business park and light industrial properties. The intention of this setback is to provide screening of any business park or light industrial use that would impact views to or from the golf course such as parking and/or any outside facilities. The maintenance of this fencing shall be the responsibility of the golf course operator. The proposed interface is shown in **Exhibit V-17 (Page V-73)**.

- c. **Private Party Ownership Parcel to Golf Course Interface:** Where the golf course land use abuts the Private Party Ownership lot, tubular steel security fencing will be installed. Landscaping will be integrated into the golf course design in order to provide screening and separation of land uses. Access will be provided to the private party parcel by a 26 foot wide paved access road. The proposed screening is noted in **Exhibit V-18 (Page V-74)**.

- d. **Golf Course Interface:** Where the golf course land use abuts the Southern Pacific Railroad right-of-way, new tubular steel security fencing will be installed. Landscaping will be integrated into the golf course design to provide screening and separation of land uses, as shown in **Exhibit V-19 (Page V-75)**.

Where the golf course abuts street rights-of-way, a tubular steel security fence shall be installed. Maintenance of both the security fencing and the adjacent rights-of-way shall be the responsibility of the golf course operator. Golf course landscaping shall extend to the back of curb, in order to integrate the golf course with the streetscape. The proposed off street bike trail will pass along the edge of the golf course within the street right of way along Loop Roads East and West.

Where the golf course land use abuts community commercial and airport related land uses, a tubular steel fence will be installed. Landscaping will be integrated into the golf course design in order to provide screening and

separation of land uses. An additional 10 foot side yard landscape setback is required on community commercial and airport related lots.

- e. Unlined Variable Width Channel: The planting design for the unlined variable width channel is intended to blend the channel into either the existing desert vegetation or into the plantings of the proposed golf facility. This blending will be accomplished by treating the variable width channel as a dry desert stream bed with zones of riparian type plantings. Trees, shrubs and groundcovers, as well as rock forms normally associated with these zones, will be provided. Where the channel crosses an area that is within golf play, the turf area will be interrupted and play will be "over" the channel. The treatment of the channel is illustrated in **Exhibit V-20** (Page V-76).
- f. Public Facilities Lots: Planting design in the public facilities lots is similar to the variable width channel. The main difference is that the channel has a trapezoidal shape to accommodate greater stormwater flows. Landscape design for these parcels is shown in **Exhibit V-21** (Page V-77).
- g. Los Angeles County Water Works Site: Heavy screen planting will be provided along Avenue M as well as 6th Street East adjacent to the Los Angeles County Water Works Site. The purpose of the planting will be to bring the water storage tank forms into scale with the proposed specific plan development as shown in **Exhibits V-22 and V-23** (Page V-78 and V-79).

5. Individual Lot Landscape Requirements.

Individual lots within all land uses are required to have a minimum overall landscape coverage of 15%. Areas of the site not occupied by the building or otherwise utilized, must be landscaped with trees, shrubs, groundcovers and/or stone materials from the *Palmdale Business Park Center* approved landscape materials list. These landscape areas must be served by a permanent automatic irrigation system and plant materials must be grouped by water requirement (hydrozone).

All landscape design shall conform to these guidelines and development standards, as well as the City of Palmdale Landscape Water Conservation ordinance.

- a. Front Yard: Front yard landscaping must be designed with consideration for the landscape materials outlined on the Conceptual Streetscape Plans and the improvements on adjoining sites.
 1. The area between the front building line and the street curb must be landscaped with approved materials.
 2. The landscape grading concept within the roadway landscape area is that of creating three feet horizontal to one foot vertical (3:1) berms. The landscaped berms will serve as foregrounds to lot landscaping and will provide a simple and unified streetscene appearance.
 3. Building front elevations will have landscaping immediately adjacent to the front wall, and will have a minimum width of ten feet (10').
- b. Rear Yard: A 10 foot wide rear yard landscape area is required at each building site. The purpose of this area is to provide the space necessary for screening and separation of individual building sites.

There is a 19 foot wide landscape area between business park and light industrial land use and the golf course land use. The intention of this extra space is to provide for any special screening that may be required to keep landscape continuity along the golf course land use.

- c. Side Yard: A 10 foot wide landscape area is required along all lot side yards. The purpose of this area is to provide the space necessary for screening and separation of individual building sites.

- d. **Parking Areas:** Parking area landscaping must conform to the following regulations and guidelines. Parking area landscaping is required for the purpose of screening parking areas to soften their visual impact and to provide for shade.
1. At least five percent (5%) of the surface area of the parking lot shall be landscaped. Perimeter landscaping shall not be included in the calculation of landscaping area. Front setback landscaping shall not be included in the calculation of landscaping areas except as follows:
 - a. Front setback landscaping (exclusive of parkway landscaping) in excess of twenty feet (20') along arterial roads.
 - b. Front setback landscaping (exclusive of parkway landscaping) in excess of ten feet (10') along local and collector roads.
 2. Landscaped islands shall be provided as follows:
 - a. At the end of all stall rows.
 - b. One (1) landscape island within the interior of parking rows containing fifteen (15) or more spaces, in addition to the required row end landscape islands.
 - c. Landscape islands are to provide a minimum of ten feet (10') of landscaped width, not including curb or a minimum required one (1) foot paved area where the landscape island abuts the side of parking stalls.
 - d. Landscape islands with a minimum of ten feet (10') in width, with a minimum aisle turning radii of ten feet (10') shall be provided at the ends of all parking rows, except where parking rows directly abut buildings, sidewalks, walls or similar features.

- e. Landscape islands shall not extend closer than three feet (3') from the aisle end of the adjacent parking space(s).
3. Parking lots shall have a minimum of one (1) 24 inch box tree per every four parking stalls (or eight parking stalls when two rows share a common frontage). The placement of these trees shall be such that the mature tree spread will shade fifty percent (50%) of the parking stall area, excluding driveway and circulation aisles. A parking lot shading plan demonstrating conformance with this requirement shall be provided to the Director of Planning.
 4. Concrete tree wells, and minimum six inch (6") high planting edge curbs shall be used in lieu of wheel stops. This additional planting area is considered part of the parking space and may not be counted toward satisfying any landscape requirement. This area shall constitute the parking stall overhang area. Overhang area shall be designed with a minimum two and one half (2.5) foot area that is free from vegetation where the front of a vehicle may overhang the island. Overhang areas should be surfaced with non-living landscape material such as bark, gravel or rock. Bumper blocks or curbs shall be placed a minimum of thirty inches (30") away from the trunk of any tree.

6. Planting Density and Size.

- a. Trees: Minimum tree sizes shall be 50% 15 gallon, 30% 24" box and 20% 36" box. Evergreen and deciduous mix shall be 40%, 60% respectfully. Palm tree trunk height shall be minimum 12' brown trunk feet.
- b. Shrubs: All accent, background and mid-ground shrubs shall not be less than five (5) gallon size. Sub-shrubs utilized as foreground accent material may be one (1) gallon size. Shrub planting schemes should utilize 70% minimum five (5) gallon size, and 30% one (1) gallon size. It is encouraged that shrubs be planted at regular intervals (on-center spacing) where they will mature together as a solid mass in patterned groupings as a simple, effective technique of reinforcing architectural mass.

- c. Ground Cover and Stone: In general, the use of low growing container plants, mulch, and/or stone is encouraged in lieu of turf. Such ground cover and stone areas are water efficient and appropriate in appearance to the climatic setting of Palmdale.

All shrub planting areas shall receive ground cover in the form of liners or from one gallon containers. Liners shall be spaced a maximum of 18 inches on center planted in triangular rows continuously beneath container shrubs or as required to achieve solid soil coverage within a minimum 12 month period. Spacing of one gallon containers may be greater as long as there is sufficient coverage within the 12 month establishment period.

- d. Turf Grass: The use of large expanses of turf grass in areas other than the golf course is discouraged throughout *Palmdale Business Park Center*. With the exception of the golf course, in no case shall more than 25% of the landscaped area of any given parcel be planted in turf except as noted above. The water efficient landscape ordinance shall take precedence over the Specific Plan with respect to the percentages of turf.

- e. Fencing: Any fencing installed to screen an individual property shall be consistent with the materials and colors of the building, and shall be integrated into the landscaping. Street frontage screening is to be constructed as a solid wall, although tubular steel inserts are allowed. Fencing adjacent to USAF Plant 42 will be the existing chain link security fence screened with landscaping.

The Director of Planning reserves the right to reject the proposed use of any materials if their utilization is deemed incompatible with the proposed site development.

7. Plant Palettes/Materials List.

- a. On-Site Areas: The following list of plant materials is provided for selection in the landscape development of on-site lot areas such as front yard, side yards, rear yards, areas adjacent to buildings, parking lot areas, and those

areas within the golf course. It also serves as the basis for all tree, shrub, and groundcover palettes for roadways and common areas. The plant material list shown in Tables V-4 through V-12 (Pages V-20 to V-28) contains a variety of species that have proven successful in the climate extremes of Palmdale, and which are compatible with the overall business park design.

All irrigation and plant materials are subject to landscaping standards and policies of the City of Palmdale, and require the approval of the City Engineer.

8. Irrigation Requirements.

Landscape areas of each lot must be watered with an automatic underground irrigation system. Where irrigation systems adjoin an adjacent lot or area, the irrigation system must be designed in a manner to insure complete water coverage between the two areas with a minimum of overlap.

Proper consideration of irrigation system design and installation in the climate extremes of Palmdale is critical to the success of the individual lot landscape investment. In particular, the combined summer elements of heat and wind must be carefully considered in proper irrigation design and equipment selection.

- a. Irrigation systems must be designed with head to head 100% double coverage, with the water cycles timed by an automatic controller. Automatic controllers must have a minimum of 3 programs, a minimum time setting of one (1) minute and capable of providing multiple repeat and start times.
- b. All irrigation heads adjacent to walks, drives and curbs (car overhangs), or where deemed appropriate by the Director of Planning, shall be of the pop-up type.
- c. Irrigation backflow prevention devices and controllers shall be located with minimum public visibility, shall be located within LeMeur or equal vandal resistant covers, and shall be screened with appropriate plant materials.

TABLE V-4

STREET AND COMMON AREA TREE LIST

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Albizia julibrissin	Silk Tree, Mimosa
Broussonetia papyrifera	Paper Mulberry
Cedrus atlantica glauca	Blue Atlas Cedar
Celtis sinensis; C. australis	Chinese & European Hackberry
Cercis occidentalis	Western Redbud
Cupressus glabra	Smooth Arizona Cypress
Cupressus sempervirens	Italian Cypress
Eucalyptus polyanthemos	Silver Dollar Gum
Eucalyptus rudis	Desert Gum
Koelreuteria paniculata	Golden Rain Tree
Ligustrum lucidum	Glossy Privet
Pinus eldarica	Afghan Pine
Pinus pinea	Italian Stone Pine
Pistacia chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Prunus caroliniana	Carolina Laurel Cherry
Pyrus calleryana "Bradford or Aristocrat"	Flowering Pear
Quercus ilex	Holly Oak
Robinia ambigua "Idahoensis"	Idaho Flowering Locust
Robinia pseudoacacia	Black Locust
Washingtonia filifera	California Fan Palm
Zelkova serrata	Sawleaf Zelkova

TABLE V-5**INDIVIDUAL PARCEL AREA TREE LIST**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Albizia julibrissin	Silk Tree, Mimosa
Arbutus unedo	Strawberry Tree
Calocedrus decurrens	California Incense Cedar
Cedrus atlantica glauca	Blue Atlas Cedar
Cedrus deodara	Deodar Cedar
Cedrus libani	Cedar of Lebanon
Celtis sinensis	Chinese Hackberry
Cercis occidentalis	Western Redbud
Chitalpa tashkentensis	Chitalpa
Eucalyptus microtheca	Coolibah
Eucalyptus polyanthemos	Silver Dollar Gum
Fraxinus velutina "Modesto"	Modesto Ash
Gleditsia triacanthos 'Inermis'	Thornless Honeylocust
Koelreuteria paniculata	Golden Rain Tree
Lagerstroemia indica	Crape Myrtle
Olea europaea "Swan Hill"	Olive Tree
Pinus eldarica	Afghan Pine
Pistacia atlantica	Mt. Atlas Pistache
Pistacia chinensis	Chinese Pistache
Platanus acerifolia 'Bloodgood'	London Plane Tree
Platanus racemosa	California Sycamore
Prunus caroliniana	Carolina Laurel Cherry
Quercus ilex	Holly Oak
Quercus suber	Cork Oak
Quercus virginiana	Southern Live Oak
Robinia ambigua "Idahoensis"	Idaho Flowering Locust
Robinia pseudoacacia	Black Locust
Washingtonia filifera	California Fan Palm
Zelkova serrata	Sawleaf Zelkova

TABLE V-6

**HARDY LARGE SHRUBS
(All Areas)**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
<i>Abelia grandiflora</i>	Glossy Abelia
<i>Acacia greggii</i>	Catclaw Acacia
<i>Arbutus unedo</i>	Strawberry Tree
<i>Berberis thunbergii</i> 'Autopurpurea'	Japanese Barberry
<i>Cercis occidentalis</i>	Western Redbud
<i>Cercoparcus betuloides</i>	Mountain Mahogany
<i>Chaenomeles japonica</i>	Flowering Quince
<i>Chilopsis linearis</i>	Desert Willow
<i>Cotinus coggygria</i>	Smoke Bush
<i>Cotoneaster lacteus</i>	Parney Cotoneaster
<i>Elaeagnus pungens</i>	Silverberry
<i>Forsythia intermedia</i>	Forsythia
<i>Heteromeles arbutifolia</i>	Toyon
<i>Jasminum mesnyi</i>	Primrose Jasmine
<i>Juniperus chinensis</i> 'Mint Julep'	Mint Julep Juniper
<i>Lagerstroemia indica</i>	Crepe Myrtle
<i>Leucophyllum frutescens</i> 'Green Cloud'	Texas Ranger
<i>Ligustrum japonicum</i> , <i>L. lucidum</i>	Privet
<i>Myrtus communis</i>	True Myrtle
<i>Nerium oleander</i>	Oleander
<i>Nolina parryi</i>	Parry's Nolina
<i>Photinia fraseri</i>	Fraser's Photinia
<i>Photinia serrulata</i>	Chinese Photinia
<i>Pittosporum tobira</i>	Evergreen Mockorange
<i>Punica granatum</i> 'Wonderful'	Pomegranate
<i>Pyracantha</i> 'Mohave'	Firethorn
<i>Rhamnus alaternus</i>	Italian Buckthorn
<i>Rhamnus californica</i> 'Eve Case'	California Coffeeberry
<i>Raphiolepis</i> 'Magestic Beauty'	Raphiolepis 'Magestic Beauty'

TABLE V-6 (Continued)

Rhaphiolepis umbellata	Yedda Hawthorne
Rhus ovata	Sugarbush
Sophora secundiflora	Mescal Bean
Syringa chinensis; S. vulgaris	Lilac
Tecoma stans 'Angustata'	Hardy Yellow Trumpet Flower
Viburnum opulus sterilis	Snow Ball Bush
Xylosma congestum	Shiny Xylosma
Yucca whipplei	Our Lord's Candle

TABLE V-7

**HARDY SMALL SHRUBS
(All Areas)**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Abelia grandiflora 'Prostrata'	Prostrate Abelia
Berberis darwinii	Darwin's Barberry
Buddleia alternifolia	Fountain Butterfly Bush
Calliandra californica	Baja Fairy Duster
Cassia nemophila	Desert Cassia
Cistus purpureus	Orchid Rock Rose
Encelia farinosa	Desert Encelia
Ilex vomitoria	Yaupon Holly
Juniperus chinensis "Pfitzerana Glauca"	Pfitzer Juniper
Leucophyllum frutescens 'Green Cloud'	Texas Ranger
Ligustrum ovalifolium	California Privet
Mahonia aquifolium 'Compacta'	Oregon Grape
Nandina domestica 'Nana Purpurea'	Dwarf Heavenly Bamboo
Pyracantha 'Ruby Mound'	Pyracantha
Raphiolepis indica 'Ballerina'	India Hawthorne

TABLE V-7 (Continued)

Rosa sp.	Roses
Salvia greggii	Autumn Sage
Tagetes lemmonii	Mountain Marigold
Thuja orientalis	Oriental Arborvita
Yucca filamentosa	Adam's Needle

TABLE V-8

**HARDY PERENIALS AND SUB-SHRUBS FOR COLOR ACCENTS
(All Areas)**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Achillea sp.	Yarrow
Allium sp.	Ornamental Allium
Alyssum saxatile	Basket of Gold
Armeria maritima	Thrift
Aster sp.	Aster
Aurinia saxatile	Basket of Gold
Centaurea cineraria	Dusty Miller
Centaurea gymnocarpa	Velvet Centaurea
Chrysanthemum sp.	Shasta Daisy, Mums
Coreopsis sp.	Coreopsis
Cosmos sp.	Cosmos
Dianthus sp.	Pinks
Digitalis sp.	Foxglove
Erigeron karvinskianus	Mexican Daisy
Eschscholzia californica	California Poppy
Gaillardia grandiflora	Blanket Flower
Gazania species	Gazania
Hesperaloe parvifolia	Red Yucca
Heuchera sp.	Alum Root; Coral Bells
Iberis sp.	Candytuft
Iris germanica	Bearded Iris

TABLE V-8 (Continued)

Lavendula sp.	Lavender
Leonotis leonurus	Lion's Tail
Lilium sp.	Lily
Lupinus sp.	Lupine
Narcissus sp.	Daffodil
Oenothera berlandieri	Mexican Evening Primrose
Osteospermum species	African Daisy
Penstemon superbus	Penstemon
Perovskia atriplicifolia	Russian Sage
Phlox subulata	Moss Pink
Romneya coulteri	Matillija Poppy
Salvia greggii	Autumn Sage
Santolina chamaecyparis; S. vivens	Lavender Cotton
Senecio cineraria	Dusty Miller
Sphaeralcea ambigua	Desert Mallow
Stachys byzantina	Lamb's Ears
Stipa pulchra	Needlegrass
Verbena tenuisecta	Moss Verbena
Veronica sp.	Speedwell

TABLE V-9

**HARDY GROUNDCOVERS
(All Areas)**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Ampelopsis tricuspidata	Boston Ivy
Baccharis pilularis 'Twin Peaks'	Coyote Brush
Cerastium tomentosum	Snow-in-Summer
Chamaemelum nobile	Chamomile
Euonymus fortunei	Wintercreeper
Fragaria chiloensis	Evergreen Strawberry
Cotoneaster buxifolius	Bright Bead Cotoneaster

TABLE V-9 (Continued)

Cotoneaster congestus	Cotoneaster
Festuca ovina glauca	Blue Fescue
Hedera helix	English Ivy
Hypericum calycinum	St. Johnswort
Juniperus species	Juniper
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Pyracantha 'Santa Cruz'	Pyracantha
Rosmarinus officinalis 'Prostratus'	Rosemary
Santolina chamaecyparissus	Lavender Cotton
Santolina virens	Green Cotton Lavender
Sedum sp.	Stonecrops
Teucrium chamaedrys	Germander
Thymus sp.	Thyme
Trachelosperum asiaticum	Asiatic Jasmine
Trachelosperum jasminoides	Star Jasmine
Vinca major	Periwinkle

TABLE V-10

**HARDY VINES
(All Areas)**

BOTANICAL NAME

COMMON NAME

Campsis radicans	Trumpet Vine
Campsis tagliabuana "Madame Galen"	Large Flowered Trumpet Vine
Euonymus fortunei	Euonymus varieties
Ficus pumila	Creeping Fig
Gelsemium sempervirens	Carolina Jessamine
Hardenbergia violacea	Lilac Vine
Hedera helix	English Ivy
Jasminum mesneyi	Primrose Jasmine
Lonicera sp.	Honeysuckle
Macfadyena unguis catii	Catclaw Vine

TABLE V-10 (Continued)

Parthenocissus tricuspidata	Boston Ivy
Polygonum aubertii	Silver Lace Vine
Rosa banksiae	Lady Bank's Rose
Trachelospermum jasminoides	Star Jasmine
Wisteria sinensis	Wisteria

TABLE V-11

**DESERT PLANTS
(All Areas)**

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
Acacia greggii	Catclaw Acacia
Arctostaphylos manzanita	Manaznita
Artemesia tridentata	Great Basin Sagebrush
Atriplex lentiformis	Quail Bush
Cercidium floridum	Blue Palo Verde
Cercidium microphyllum	Foothill Palo Verde
Cercidium praecox	Sonoran Palo Verde
Chrysothamnus nauseosus	Rabbit Bush
Coreogyne ramossissima	Black Bush
Cupressus glabra	Arizona Cypress
Ephedra viridis	Mormon Tea
Eriogonum fasciculatum	Common Buckwheat
Hesperaloe parvifolia	Red Yucca
Juniperus californica; J. utahensis	Juniper
Larrea tridentata	Creosote Bush
Opuntia sp.	Prickley Pear
Oryzopsis sp.	Needle Grass
Stipa sp.	Indian Rice Grass
Yucca brevifolia	Joshua Tree
Yucca whipplei	Our Lord's Candle

TABLE V-12

**TURF GRASS
(All Areas)**

SOD

SEED

Tall Fescue "Marathon"
or approved equal

100% Tall Fescue "Marathon"
or approved equal

- d. All irrigation systems must specify low gallonage irrigation heads where appropriate.
- e. Irrigation systems must be designed to group plants with similar water needs and exposures together (hydrozone separation).
- f. All irrigation systems must have soil moisture sensing devices capable of overriding automatic controller timing.
- g. The water efficient landscape ordinance shall take precedence over the Specific Plan with respect to irrigation design.

9. Planting Time.

Due to climate extremes of the Palmdale area, the installation of plant materials during the coldest winter months (December through March) and the hottest summer/fall months (July through September) can be difficult. Container plant materials not acclimated to the area easily can suffer from frost damage or sun/heat exposure resulting in partial or entire foliage loss, even though such materials are perfectly suited to the temperature ranges once established. If planting must be done during these difficult periods, plant establishment may be difficult and require a prolonged period of time and additional maintenance. It shall be the responsibility of the individual lot owner or his designee to assure that any damaged plant materials are replaced in a timely manner and to the satisfaction of the City.

C. MAINTENANCE

1. Landscape Maintenance.

All landscaping on a given property shall be maintained by the owner of each property according to the best standard practices in the industry for high quality landscaping (Type A). Mowing, pruning, trimming and feeding of plants must be accompanied periodically according to the season. Special care must be given to all plant material during the first year. Should any tree, shrub or portion of ground cover suffer from improper irrigation, fertilization, or suffer damage due to insects or fungus resulting in weak or stunted growth, or from climate extremes, the plants must be replaced in a timely manner (30 days). Repairs necessary to keep the irrigation system operating efficiently must be done by the lot owner in an expeditious manner. Broken irrigation lines or heads must be repaired within 24 hours.

2. Area Maintenance.

All walks, drives, parking areas and service entries shall be kept free from litter and soil by the property owner or his designee.

- a. All areas of the property shall be kept clean and attractive.
- b. Unsightly accumulation of trash, weeds, or rubbish is prohibited.

3. Building Repair.

All buildings and other improvements shall be kept in good condition, and adequately painted or otherwise finished to present a crisp and well kept appearance.

4. Nuisances.

Nuisances are not permitted to exist or operate upon any lot so as to be offensive or detrimental to any neighboring property or to its occupants. All properties within the Specific Plan Area are subject to the provisions of Palmdale Municipal

Code Sections 8.10.010 through 1.10.040 relating to nuisances. A "nuisance" shall include, but not be limited to any of the following conditions:

- a. The emission or radiation of any substance into the environment which, in the opinion of the Director of Planning, may interfere with the comfort of persons within the area or be harmful to property or vegetation.
- b. Excessive noise.
- c. Ground vibration.
- d. Foul odors.
- e. Glare.
- f. Heat.
- g. Smoke.
- h. Graffiti.

D. CONSTRUCTION

1. Construction Contracts.

Contracts for any construction work to be performed on a lot shall require the contractor to comply with all applicable federal, state and local governmental requirements.

2. Inclement Weather.

During times of wet weather or high wind conditions, such owner or occupant engaging in any construction work shall take appropriate measures to minimize soil erosion and/or downstream siltation.

E. BIKE TRAIL STANDARDS

1. Off-street Bike Lanes.

- a. Off-street bike lanes shall have a minimum 12 foot wide paved surface in all areas and shall accommodate an 8 foot wide 2-way bikeway (4 foot lanes in each direction separated by a broken white line) and a 4 foot wide pedestrian path separated from the bikeway lanes by a solid white line.
- b. A 2 foot graded shoulder area on either side of the 12 foot bikeway shall be provided.
- c. Off-street bike lane grades must not exceed 6 percent.
- d. Off-street bike lanes shall be provided with adequate lighting to comply with minimum public safety requirements as determined by the City Engineer. Lighting shall be controlled so as to avoid glare towards motor vehicles or adjacent land uses.

F. FITNESS COURSE STANDARDS

1. Fitness course exercise stations shall be provided along the 22 foot parkway adjacent to Loop Road West and Loop Road East at twelve (12) coordinated locations within the street right-of-way.
2. The fitness course stations shall be as manufactured by Parcourse; The Fitness Company, Orinda, California or an approved equal (800) 227-3323.
3. The fitness course stationing shall begin at the southeastern corner of Planning Area 2.2 and end at the southwestern corner of Planning Area 8.1.

4. The fitness course stations shall be as follows or as approved on the Concept Site Plan:

- | | | |
|---------------------|------------------|-------------------|
| a. Achilles stretch | b. Sit and reach | c. Log hop |
| d. Step-up | e. Body curl | f. Chin up |
| g. Circle body | h. Vault bar | i. Bent leg raise |
| j. Hand walk | k. Leg stretch | l. Balance beam |

5. The fitness course shall be installed by the master developer or his designee in Phase VIII in conjunction with the construction of Loop Road East adjacent to the golf course. Installation of the fitness course shall be in conformance with the manufacturer's recommendation for installation.

6. The fitness course shall be maintained by the City of Palmdale.

G. ARCHITECTURAL DESIGN GUIDELINES

1. General.

Architectural design continuity will be assured within *Palmdale Business Park Center* through the massing of structures and the limited use of materials and colors. By controlling these elements, a consistency will be achieved throughout the project, while still allowing for variety and individual expressions of design. The reviewing authority will have the sole and absolute responsibility to evaluate designs based upon harmony of materials, colors, textures, shadow effects, the relationship of the design to adjoining buildings, and general aesthetic quality. Criteria for this evaluation includes but is not limited to the following:

- a. Buildings are recommended to be simply designed with a sensitivity for the local desert environmental conditions. Solar orientation must be considered when siting buildings and in developing a landscape design. Openings and entries to buildings should be clearly defined and accented with plant materials for orientation.

- b. Site development should consider concepts that maximize views of the golf course, and views of distant mountain ranges, open space or landscaped areas as appropriate.
- c. The scale of the project should be given careful consideration, particularly large industrial buildings. Building placement should vary to include both parallel and skewed angles to the street in order to provide diversity and discourage long, uninterrupted expanses of facade.
- d. All building sides are to be considered. Buildings shall not have a special treatment only on the facade facing public street rights-of-way. The architectural concept must be consistent on all sides of the building, although the intensity of treatment may vary. In this regard, extra treatment may be given to the primary street frontage side of the building, as long as the basic facade treatment is carried around the structure.
- e. Emphasis should be placed on development of a special design character at building entrances.
- f. Any accessory buildings and/or enclosures, whether attached to the main building or not, must be of similar design and materials to the main building.
- g. Acceptable designs will reflect characteristics of "Contemporary" or "High Tech" styles of design. Possible examples of these design characteristics within *Palmdale Business Park Center* are shown in Exhibits V-24, V-25, V-26 and V-27 (Pages V-80 to V-83).
- h. Unacceptable designs would include styles mimicking "Mission", "Santa Fe" or having false façades or mansard roofs unrelated to the rest of the building.

2. Building Mass.

Building massing should exhibit a balance in both form and composition. Interconnection and lapping of building forms and heights to break long expanses of blank walls helps to relieve monotony and is desirable. The transition from

building to building should not be drastic or have an abrupt scale change. Within the office/commercial areas, focus should be given to creating elevations with strong human scale relationships.

Low walls, either decorative or screening service yards, can provide a gradual building up of massing and help relate buildings to landscape.

3. Building Articulations.

Large flat unarticulated building elevations are not permitted. Functional components such as columns, lighting, and drainage devices must be carefully integrated and arranged to create visually interesting facades. Additionally, decorative features such as planters, varied roof lines, decorative windows and adjacent panel treatments are encouraged.

Shadow patterns established by architectural elements such as overhangs, projections or recession of levels, balconies or arcades are encouraged. Other façade components such as awnings must be an integral part of the structure and must not look "added on".

Column and beam proportions must complement each other and work together as integral components of the design character.

4. Materials.

Building materials are to be durable, aesthetically pleasing, and relatively maintenance free. Large continuous surface treatments of a single material should be minimized. Changes in texture, relief, and/or materials are encouraged.

The following materials are encouraged to be dominant throughout *Palmdale Business Park Center*:

- a. Exterior Wall Finishes: To be of a smooth skin or uniform texture appearance. Acceptable materials include sandblasted concrete, masonry, stucco, architectural metal panels, and glass.

1. Concrete. Textured forms or sandblasting should be utilized for tilt-up concrete panels. Smooth concrete uses should have either integral color or painted surfaces.
 2. Masonry. Brick is acceptable. Used brick or used brick appearance is not acceptable. Standard concrete block is not permitted as a finish material.
 3. Stucco. Textures are limited to machine spraying and light hand trowel or float finishes.
 4. Glass. Reflective glass and anodized window frames are acceptable. These designs are recommended to be used in combination with an integrated landscape design concept. The intent of this requirement is to allow the "glass box concept" only in combination with substantial landscape berming and planting.
- b. Roof Materials: Flat clay tile, and colored or pre-finished standing seam metal roofs are permissible. Flat roof designs require crushed rock or similar uniform coverage treatment when the roof is visible from adjacent properties. Crushed rock is to be of an approved earth tone color.
- c. Prohibited Materials: Unacceptable materials include corrugated metal siding, standard concrete block, wood siding, common plywood sheathing, asphalt shingles, wood shake or shingle roofing. Buildings of mobile/modular construction are prohibited.

5. Colors.

All exterior building color schemes are subject to the approval of the Director of Planning. Bold application of colors such as accent stripes or super graphics is prohibited. Colors are to be from the palette of soft natural tones such as those extracted from the regional desert environment.

6. Equipment Screening.

Views of all rooftop equipment must be fully screened from view from adjacent streets and properties by use of parapets or other architectural elements which are fully integrated into the overall building design and massing. No mechanical equipment, including roof access ladders or electrical equipment, is to be exposed on the wall surface of a building. Rooftop radio, TV and microwave antennas or dishes are prohibited unless fully screened from view by architectural means.

The Director of Planning may require the installation of louvers or other devices over roof top equipment to screen it from view from taller neighboring buildings.

7. Downspouts.

Exposed downspouts are not allowed. Downspouts are to be located inside of buildings.

8. Outside Storage.

Storage of products, materials, equipment, and/or other substances will be permitted outside of buildings in designated enclosed storage areas, provided that the items being stored do not project above the screened height of the storage areas, and are not visible from any street or building ground floor, (existing or potential), or adjacent lot. All walls around such storage areas are to be architecturally integrated with the building design and shall be approved by the Director of Planning.

Storage areas are to be located in the rear and/or side portions of the site. No outside storage is permitted within any required setback or landscape area.

9. Grading.

Site grading design should complement the architectural and landscape design character of each site by screening parking, loading, and other service areas.

- a. All grading must be properly stabilized to prevent erosion.
- b. Earth berms must be rounded and natural in character.
- c. Driveways must not exceed 7% slope, and parking lots must not exceed 5% slope. Paved areas should follow existing grades as much as possible to minimize grade differences at their periphery.
- d. Graded slopes on the property must not exceed 3:1 (run to rise).

10. Drainage.

Site and roof drainage must be connected directly to off-site storm drains where possible. In the event no storm drain system exists, drainage must flow into an on-site subterranean drainage system which will discharge the flow off-site or at the curb face of parking lots. Sheet flow of water across entry driveways is not permitted.

Nuisance water flows shall be mitigated in accordance with the City Drainage Management Plan.

11. Trash Enclosures.

Containers for trash storage of a size, type, and quantity approved by the City, shall be provided for all developments in all commercial and industrial zones and for all multiple residential developments in any zone. Containers for trash storage shall be placed so as to be concealed from the street. All trash shall be stored in metal containers to prevent it from being blown outside its walled enclosure by the wind.

Any outdoor area used for the storage of trash, refuse, or similar materials shall be completely enclosed by a six (6) foot decorative masonry block wall compatible with the main structure(s). A self closing gate constructed of solid metal and attached to metal posts imbedded in concrete shall be provided. Refuse enclosures shall be designed to meet or exceed the minimum capacity requirements of the development as determined by Building and Safety

Department and shall be located to provide unobstructed access to refuse vehicles.

Where a trash enclosure may be visible from a street, adjacent property or other off-site location, a landscape area of five (5) feet in minimum width must be installed in front of the wall(s) facing such off-site areas, and shall require specific approval of the Director of Planning. No gate shall directly open towards the public right of way. Roof or lattice treatment shall be provided to prevent wind-blown trash from leaving the enclosure.

12. Screening.

Visual screening of unsightly elements throughout *Palmdale Business Park Center* is required. Front yard fencing designed to screen the property from surrounding streets must be located behind the front yard setback or any required roadway landscape area, and requires specific approval of the Director of Planning.

13. Transformer Pads.

No transformer pads will be permitted in the front yard landscaped areas unless they are heavily screened from view. Where transformer pads may be seen from any street, they must be screened with heavy plantings of an appropriate height or by a wall similar to that required for trash enclosures.

14. Utility Lines.

All on-site utility lines must be installed underground. No permanent overhead lines are permitted.

15. Flags.

Each parcel will be permitted to display not more than one (1) American flag, one (1) California State flag and one (1) company/corporate logo flag. Each flag may be displayed on an appropriate pole proportionate to the proposed building height, but in no case shall it exceed 42 feet in height. The flag(s) will be proportionately

scaled to the height of the flag pole on which they are displayed, but shall not exceed 4 feet by 8 feet.

H. ARCHITECTURAL DESIGN GUIDELINES BY LAND USE

1. Palmdale Community Commercial (PCC).

The Palmdale Community Commercial pad areas offer the space to develop high quality integrated retail and commercial projects. The following standards summarize the guidelines that have been established as a baseline from which these developments will be evaluated.

- a. Commercial centers shall be designed with a coordinated architectural theme including signage and lighting. Colors, materials and roof designs must maintain continuity between structures and throughout the overall site plan.
- b. Building materials must be used to create interest, focus, unity and compatibility. Accent patterns and/or bands may be used to provide cohesiveness, but any monotonous expression is not acceptable.
 1. Roofing materials may consist of concrete or clay tiles or metal standing seam. Built-up composite roofing is acceptable for flat portions of roofs only.
 2. Walls may be of plaster with smooth or troweled finish, or masonry.
 3. Colors shall be from the palette of soft natural tones such as those extrapolated from the regional desert environment.
- c. Long facades that are oriented to public view must be articulated by varying building mass, form, texture, and the interplay of solid and open areas. Offsets of buildings, changes of plane, recessing and overlap, and stepped terraces are encouraged.

- d. The style of commercial architecture shall reflect that of "Contemporary" or "High Tech" design. A possible example of this design style is shown in Exhibit V-24 (Page V-80).
- e. Building exterior openings, such as doors or windows, may be used in a repetitive pattern but a monotonous expression is not acceptable.
- f. Ground level elevations of buildings adjacent to walkways or roadways must be architecturally articulated through the use of smaller, more pedestrian scaled features. These features must enhance the building mass, roof line, signage, doors, landscape areas, etc.
- g. Ground level building entries must be recessed or covered with architectural projections, roofs, arcades, or trellis structures to provide shelter from solar radiation, and separation for pedestrians from parking areas.
- h. Columns, projections and exterior detailing must be used to enhance and architecturally decorate building areas.
- i. Signage should be used as an accent feature, and integrated into the overall building design. A master sign program shall be submitted for each commercial center specifying the size, placement and maintenance requirements for all tenant and project signs.
- j. Pedestrian oriented spaces that feature fountains, plazas, sculpture or other forms of public art and/or focal points must be incorporated at the confluence of several buildings, or as the node within a given center. These spaces and features also should be developed and emphasized near restaurant type uses.
- k. Pedestrian oriented features, such as outdoor seating and eating areas, must be incorporated into the overall center design. Covered pedestrian walkways also should be provided.

- l. Pedestrian walkways must be provided and emphasized throughout the center, and as connections to public sidewalks and streets. Attractive, direct, and safe walkways shall be provided from the parking lot to points of destination such as building entrances or focal points. Pedestrian walks should be isolated from vehicular circulation.
- m. Street furniture shall be provided as appropriate, including benches, trash receptacles, and newspaper racks. All furniture and features must be integrated into the commercial center architectural theme.
- n. Enriched paving fields must be incorporated at all drives and vehicular entryways from public streets. Textured paving also must be provided where pedestrian walkways cross vehicular circulation routes.
- o. Drive through and/or utilitarian type features must be screened from view through the use of earthen berms, landscaping, orientation, and/or other design elements in order to minimize adverse aesthetic impacts.
- p. Interconnected parking facilities are encouraged to minimize the number of entrances onto arterial streets.

2. Palmdale Business Park (PBP).

The Palmdale Business Park pad areas offer the space to develop high quality projects within campus-like settings. The following standards summarize the guidelines that have been established as a baseline from which these developments will be evaluated.

- a. Business park development proposals must reflect a coordinated site plan and architectural theme. Components of this plan must include, as a minimum, architectural style, building and site signage, site lighting as well as colors and materials.
- b. Building materials must be used to create interest, focus, unity and compatibility. Accent patterns and/or bands may be used to provide cohesiveness but a monotonous expression is not acceptable.

1. Roofing materials may consist of concrete or clay tiles; colored or pre-finished standing seam metal. Flat roof designs must incorporate crushed rock or a similar uniform coverage treatment if the roof is visible from adjacent properties. Crushed rock must be of an approved earth tone color.
 2. Exterior wall finishes must have a smooth skin or uniform textured appearance. Acceptable materials include sandblasted concrete, masonry, stucco, architectural metal panels, and glass.
 3. Wall colors shall be from the palette of soft natural tones such as those extrapolated from the regional desert environment.
- c. Any building facades that are oriented to public view must be articulated by varying mass, form, texture or the interplay of solid and open areas. Functional components such as columns, lighting, or drainage devices must be carefully integrated and arranged to create visually interesting facades. Other facade components such as awnings must be an integral part of the structure and must not look "added on".
 - d. The style of business park architecture shall reflect that of "Contemporary" or "High Tech" design. A possible example of this design style is shown in **Exhibit V-25** (Page V-81).
 - e. Building exterior openings, such as door or windows, may be used in a repetitive pattern, but a monotonous expression is not acceptable.
 - f. Building elevations must be architecturally articulated to provide features that are of a more pedestrian scale at ground level.
 - g. Ground level building entries must be recessed or covered with architectural projections, roofs, arcades or trellis structures to provide shelter from solar radiation and separation for pedestrians from parking areas.

- h. Building entries must have exterior detailing as a means of demarcation.**
- i. The site plan must provide for pedestrian oriented spaces that feature fountains, plazas, sculpture, and/or other means of focal interest that may be used as seating and/or eating spaces within the context of the campus setting.**
- j. Pedestrian walkways must provide access throughout the business park campus and accommodate connections to public walkways and streets. Walkways should be separated from vehicular circulation.**
- k. Enriched paving fields must be incorporated at all drives and vehicular entryways from public streets. Textured paving also must be provided where pedestrian walkways cross vehicular circulation routes.**
- l. Utilitarian features must be screened from view through the use of earthen berms, landscaping, orientation and/or other design elements in order to minimize adverse aesthetic impacts.**

3. Palmdale Light Industrial (PLI).

The Palmdale Light Industrial pad areas offer the space to develop high quality, modern, non-nuisance type uses that are compatible with each other as well as the continued operation of USAF Plant 42, and the Palmdale Regional Airport. The following standards summarize the guidelines that have been established as a baseline from which these developments will be evaluated.

- a. Light Industrial development proposals must reflect a coordinated site plan and architectural theme. Components of this plan must include, as a minimum, architectural style, building and site signage, site lighting as well as colors and materials.**
- b. Materials used for construction of light industrial buildings must create interest, focus, unity, and compatibility on all elevations visible from public right-of-way.**

1. Roofing materials may consist of concrete or clay tiles; colored or pre-finished standing seam metal. Flat roof designs must incorporate crushed rock or a similar uniform coverage treatment if the roof is visible from adjacent properties. Crushed rock must be of an approved earth tone color.
 2. Exterior wall finishes must have a smooth skin or uniform textured appearance. Acceptable materials include sandblasted concrete, masonry, stucco, architectural metal panels, and glass.
 3. Wall colors shall be from the palette of soft natural tones such as those extrapolated from the regional desert environment.
- c. Any building facades that are oriented to public view must be articulated by varying mass, form, texture or the interplay of solid and open areas. Functional components such as columns, lighting, or drainage devices must be carefully integrated and arranged to create visually interesting facades. Other facade components such as awnings must be an integral part of the structure and must not look "added on".
 - d. The style of light industrial architecture shall reflect that of "Contemporary" or "High Tech" design. A possible example of this design style is shown in Exhibit V-26 (Page V-82).
 - e. Building exterior openings, such as doors or windows, may be used in a repetitive pattern, but a monotonous expression is not acceptable.
 - f. Building elevations must be architecturally articulated to provide features that are of a more pedestrian scale at ground level.
 - g. Ground level building entries must be recessed or covered with architectural projections, roofs, arcades or trellis structures to provide shelter from solar radiation and separation for pedestrians from parking areas.
 - h. Building entries must have exterior detailing as a means of demarcation.

- i. Pedestrian walkways must provide access throughout the light industrial complex and accommodate connections to public walkways and streets.
- j. It is encouraged that the site plan provide for pedestrian oriented spaces that may be used for outdoor seating or eating. Site features such as fountains, sculpture or other means of focal interest also are encouraged.
- k. Enriched paving fields must be incorporated at all drives and vehicular entryways from public streets. Textured paving also must be provided where pedestrian walkways cross vehicular circulation routes.
- l. Utilitarian features must be screened from view through the use of earthen berms, landscaping, orientation, and/or other design elements in order to minimize adverse aesthetic impacts.

4. Palmdale Airport Related (PAR).

The Palmdale Airport related pad areas offer the space to develop facilities with direct taxiway connections to existing Palmdale Regional Airport runway facilities. The following standards summarize the guidelines that have been established as a baseline from which these developments will be evaluated.

- a. Airport related development proposals must reflect a coordinated site plan and architectural theme. Components of this plan must include, as a minimum, architectural style, building and site signage, site lighting, as well as colors and materials.
- b. Materials used for construction of airport related buildings must create interest, focus, unity and compatibility on all elevations visible from public right-of-way.
 - 1. Roofing materials may consist of concrete or clay tiles; colored or pre-finished standing seam metal. Flat roof designs must incorporate crushed rock or a similar uniform coverage treatment if

the roof is visible from adjacent properties. Crushed rock must be of an approved earth tone color.

2. Exterior wall finishes must have a smooth skin or uniform textured appearance. Acceptable materials include sandblasted concrete, masonry, stucco, architectural metal panels and glass.
 3. Wall colors shall be from the palette of soft natural tones such as those extrapolated from the regional desert environment.
- c. Any building facades that are oriented to public view must be articulated by varying mass, form, texture or the interplay of solid and open areas. Functional components such as columns, lighting, or drainage devices must be carefully integrated and arranged to create visually interesting facades. Other facade components such as awnings must be an integral part of the structure and must not look "added on".
 - d. The style of airport related architecture shall reflect that of "Contemporary" or "High Tech" design. A possible example of this design style is shown in Exhibit V-27 (Page V-83).
 - e. Building elevations must be architecturally articulated to provide features that are of a more pedestrian scale at ground level.
 - f. Ground level building entries must be recessed or covered with architectural projections, roofs, arcades, or trellis structures to provide shelter from solar radiation and separation for pedestrians from parking areas.
 - g. Building entries must have exterior detailing as a means of demarcation.
 - h. Pedestrian walkways must provide access and accommodate connections to public walkways and streets.

- i. It is encouraged that the site plan provide for pedestrian oriented spaces that may be used for outdoor seating or eating. Site features such as fountains, sculpture or other means of focal interest also are encouraged.
- j. Enriched paving fields must be incorporated at all drives and vehicular entryways from public streets. Textured paving also must be provided where pedestrian walkways cross vehicular circulation routes.
- k. Utilitarian features must be screened from view through the use of earthen berms, landscaping, orientation and/or other design elements in order to minimize adverse aesthetic impacts.

I. SIGNAGE AND GRAPHICS

1. General Provisions.

- a. All signs and signage programs must conform to the requirements of Palmdale Zoning Code, Chapter 8, Article 88, and these design guidelines.
- b. Signs shall advertise only the person or company operating the use conducted on the site or the products sold within. No off premise advertising is permitted.
- c. Signs shall be designed to reflect the character of the parcel or buildings they are advertising. Sign construction materials shall be consistent and compatible with the material used for the site building. Note that free standing sign bases must conform to the style suggested by the design guideline requirements.
- d. No advertising signs are permitted within the public right-of-way.

2. Signage Program Submittals.

Applications and submittals for signage permits shall be per Palmdale Zoning Code. Owners and/or tenants are required to obtain sign permits for all signs and sign programs within *Palmdale Business Park Center*.

3. Signage Maintenance.

Owners and/or tenants are responsible for the proper maintenance of signs within their properties. Owners and/or tenants shall be required to restore or repair any sign which is not properly maintained within 48 hours of notice of deficiency by the City.

4. General Sign Requirements.

- a. Signs shall be free of all labels and identification of fabricator except in cases required by Code.
- b. Electrical service to any sign shall be fully concealed, and shall hook up to the sign's owner/tenant electrical meter.
- c. Signs shall conform to all applicable building and electrical codes. The owner/tenant shall be responsible for obtaining and paying for any and all permits. All sign construction work shall be performed by licensed contractors.
- d. All signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduit or transformers.
- e. Free standing monument signs require a base design that is substantially in compliance with *Palmdale Business Park Center* base design and materials. Free standing signs must be incorporated into landscape berming.

5. Signage Types.

- a. *Palmdale Business Park Center Permanent Identification Signs:*
 1. Major Entry. Major entry signage will be provided at Avenue M and Challenger Way. Entry signage shall be as described in the Community Design Theme and shown on the aforementioned

Exhibits V-8, V-9 and V-10 (Pages V-64 to V-66). Implementation of the major entry signage improvements shall be by the master developer and is further described in Section VI-I, Phasing Plan (Page VI-12).

2. Minor Entry. Minor entry signage will be provided at Avenue M and 6th Street East as well as Loop Roads East and West. Minor entry signage shall be as described in the Community Design Theme and shown on the aforementioned Exhibit V-11 (Page V-67). Implementation of the minor entry signage improvements shall be by the master developer and is further described in Section VI-I, Phasing Plan (Page VI-12).

- b. Multiple Building Complex Signage: A customized signage program is required that will identify the overall project as well as each individual parcel at their respective entry. A possible design of the permanent identification sign is shown on Exhibits V-28 and V-29 (Pages V-84 and V-85).

The design criteria for these signage systems is outlined on Tables V-13 and V-14 (Pages V-86 and V-87). In addition, these programs will be evaluated based on their success in integrating with the architectural style and detailing of a proposed or existing building. Items of consideration include form, size, and finish of sign elements, as well as their relationship to entries, building fenestration, structural members and materials.

Regulatory signs within a multiple building complex shall conform to the standard sign system of the City of Palmdale.

Directional signs shall be of a modular design and allow for additions or deletions.

- c. Single Parcel/Building Occupant Identification:

1. Street Identification. Design criteria for single parcel/building occupant identification signage shall be as noted in the

aforementioned Tables V-13 and V-14 (Pages V-86 and V-87), as well as in the following guidelines.

- a. One ground mounted monument type sign shall be permitted per parcel street frontage. This signage shall contain the street address, company name, and may contain company logo and a brief description of the products sold or manufactured. In the case of lots with frontage on two or more streets, a total of two ground mounted signs may be allowed.
 - b. The ground mounted monument sign shall be placed adjacent to the main entry drive to the property.
 - c. The ground mounted monument sign shall be positioned perpendicular to the street, and located within the required landscape area, a minimum of 10 feet behind the property line.
 - d. Signs shall be double faced, and integrated into landscape berming.
 - e. Design of the ground mounted monument sign base shall comply substantially with the *Palmdale Business Park Center* base. A customized cap is encouraged to accommodate the intended message. Caps must be constructed of materials consistent or complimentary to the site building architecture. Materials may include concrete, stucco, brushed or polished metal, anodized aluminum, ceramic tile, stone or wood.
 - f. Signs shall be ground lit from a concealed source.
2. Wall Mounted Signage. Design criteria for wall mounted signage shall be as noted in Tables V-13 and V-14 (Pages V-86 and V-87), as well as in the following guidelines.

- a. The business name and logo may be attached to the face of the building in an architecturally appropriate position as provided for in the above referenced tables.
- b. Acceptable materials are aluminum or individually mounted metal plate elements.
- c. Individual letters and/or logo may be internally or halo illuminated. Metal can signs are not allowed.
- d. All conduits, raceways, and wiring shall be concealed. No clips or support brackets may be visible from the frontal elevation.
- e. Scale of graphics must be in conformance with above referenced Tables, and in proportion to building architectural elements.

d. Single Building/Tenant Identification on Wall:

- 1. Primary Tenant Identification on Wall. Design criteria for primary anchor tenant signage shall be as noted in Tables V-13 and V-14 (Pages V-86 and V-87), as well as in the following guidelines.
 - a. Primary tenant identification signage on walls shall be located above the windows of the highest occupied floor and below the top of the parapet. Primary tenant signs may be centered or off set toward either end of the major elevations. Signage is allowed on a maximum of three building elevations.
 - b. The maximum area of a primary tenant identification sign must not exceed 1.5 square feet per each lineal foot of building frontage where the sign is located, not to exceed a maximum of one hundred (100) square feet, for businesses/tenants with less than 30,000 square feet of gross floor area and 150

square feet of wall signage for businesses/tenants with more than 30,000 square feet.

- c. The size and location of each sign must be complementary and proportional to a given building situation.
- d. If a logo symbol is to be used in conjunction with the tenant logo type style, the size and location of the logo symbol must not exceed any area thirty percent higher than the cap height or two times the cap height in width.
- e. Primary tenant identification signs may be either internally illuminated or non-illuminated. Internally illuminated letters shall have a depth of no more than five inches and non illuminated letters shall have a depth of not less than two inches.

2. Ground Floor Tenant Identification on Wall. Design criteria for ground floor tenant identification signage shall be as noted in Tables V-13 and V-14 (Pages V-86 and V-87), as well as in the following guidelines.

- a. Ground floor tenants may display signage when they are not identified on the primary tenant sign.
- b. Ground floor tenant identification signs are limited to the identification of ground floor tenants. A maximum of one sign per tenant is permitted, unless the ground floor is occupied wholly by a single tenant in which case two signs may be permitted. In no event, shall more than four ground floor tenant identification signs be permitted per building, with no more than two such signs on any one building elevation.
- c. Ground floor tenant identification signs must be located above the first floor windows on the facia area below the second

story window within close proximity to the ground floor tenant's entry.

- d. The maximum area of a ground floor tenant identification sign shall not exceed 22 square feet. Height shall not exceed 18 inches.
- e. Service Stations: Design criteria for service station signage shall be as noted in Table V-13 (Page V-86), as well as in the following guidelines.
 1. One monument and one wall sign indicating the name of the service station may be erected per site where frontage of property occurs on one major street. Where frontage of property occurs on two major streets, two monuments and two wall signs indicating the name of the service station may be erected per site.
 2. One gasoline or fuel price sign will be allowed per street frontage. These signs must be placed on the *Palmdale Business Park Center* pedestal. Fuel price sign shall not exceed five feet in height nor have more than fifteen square feet of display area.

All information required by special sections of the Business and Professional Codes must be shown.

- f. Directional, Regulatory, and Traffic Control Signs:
 1. Directional Signs. Directional signage provides functional information such as "shipping and receiving" or "service entrance".
 - a. Wall mounted directional signs shall not exceed twelve inches in height and three feet in length. Signs shall relate in style to the overall signage system.
 - b. Ground mounted directional signs shall not exceed three feet in height with a maximum signs area of twelve inches high by

thirty inches long. Signs shall related in style to the overall signage system.

2. Regulatory Signs. Regulatory signs control vehicular movements with such information as "handicapped parking only." These signs shall be per City of Palmdale Standards.
3. Traffic Control Signage. Traffic Control Signage provides for the safe and efficient movement of traffic. These signs shall be per City of Palmdale standards.

g. Temporary Signs:

1. A temporary sign advertising the sale or lease of a property or building will be allowed, but shall only be the ground mounted type. Temporary signage, advertising for sale or for lease, shall be removed immediately upon the sale or full lease of the property or building. One sign shall be permitted for each street frontage, with a maximum of two signs total per parcel. The sign shall not exceed twenty-four (24) square feet, and shall be no more than six (6) feet from ground level. No off-premise advertising shall be permitted.
2. A temporary construction sign denoting the architects, engineers, landscape architects, contractors, and other related parties will be allowed subject to approval by the City as part of the sign permit review process. These signs must be removed at the time a building has received final occupancy approval. The maximum area of such signs is twenty-four (24) square feet with a maximum height of six feet (6').
3. Temporary non-commercial signs for religious, charitable, civic, educational, political, cultural or other special events shall be allowed. Such signs shall not exceed sixteen (16) square feet in sign area and shall not be placed higher than eight (8) feet above grade. Special event signs shall not be posted for more than thirty (30) days prior to, and seven (7) days after such event. The

maximum number of signs per each calendar year shall be two (2). Such signs shall not be permitted to be attached to any public property, public right-of-way, utility pole or fire hydrant. Such signs shall not be illuminated.

4. Temporary signs for the golf course, grand opening events and special events signs shall be allowed. Signs not exceeding thirty-two (32) square feet in sign area may be approved by the Director of Planning. Such signs shall not be placed higher than eight (8) feet above grade. Such signs shall not be displayed more than thirty (30) days from the issuance of the sign permit. The maximum number of signs per each calendar year shall be two (2).

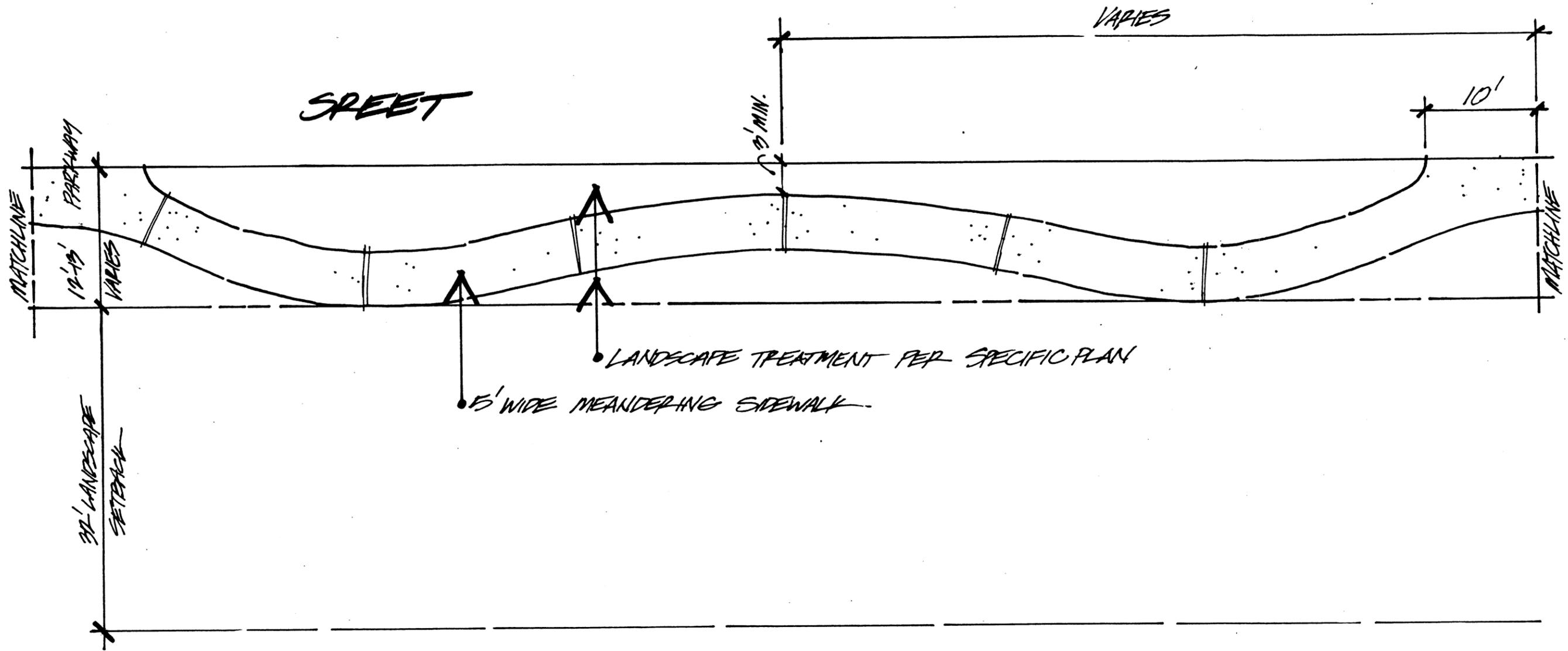
6. Prohibited Signs.

- a. Temporary wall signs, pennants, banners, flags, inflatable displays, sandwich boards, or signs on vehicles parked on private or public property for the purpose of advertising.
- b. Signs constituting a traffic hazard, which by color, wording, design, location, or illumination resemble or conflict with any traffic-control device or with safe and efficient flow of traffic.
- c. Individual commercial signs placed on public property.
- d. Audible signs.
- e. Signs creating a safety hazard by obstructing clear views of pedestrian and vehicular traffic.
- f. Signs blocking doors or fire escapes.
- g. Pole signs.
- h. Signs which project above a parapet or the highest point of a roof.

- i. **Billboards.**
- j. **Light bulb strings, other than temporary decorative holiday lights.**
- k. **Hand painted wall, window, or ground signs of a permanent nature used to identify a company or products sold within.**
- l. **Portable, trailer-mounted or A-frame signs.**
- m. **Channel letters that have exposed raceways.**

7. Illumination of Signs.

- a. **Illumination shall provide unobtrusive yet visible signage for night viewing.**
- b. **Identification signs shall be illuminated with continuous and uniform internal illumination, back lighting or ground lighting. No flashing or moving lights shall be permitted. No unprotected lamp providing sign illumination shall be directly visible when viewed at any angle from a distance of twenty feet (20') or more. No sign illumination shall create a glare which will be visible from any street or access drive.**
- c. **Bare neon, animated, and other high-key signing may be considered in night time entertainment areas (restaurants, taverns, commercial recreation, etc.), providing that they are compatible with the land use and are approved by the Director of Planning.**
- d. **All light fixtures that are not mounted flush to the ground shall be screened with landscape materials.**



PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION

4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

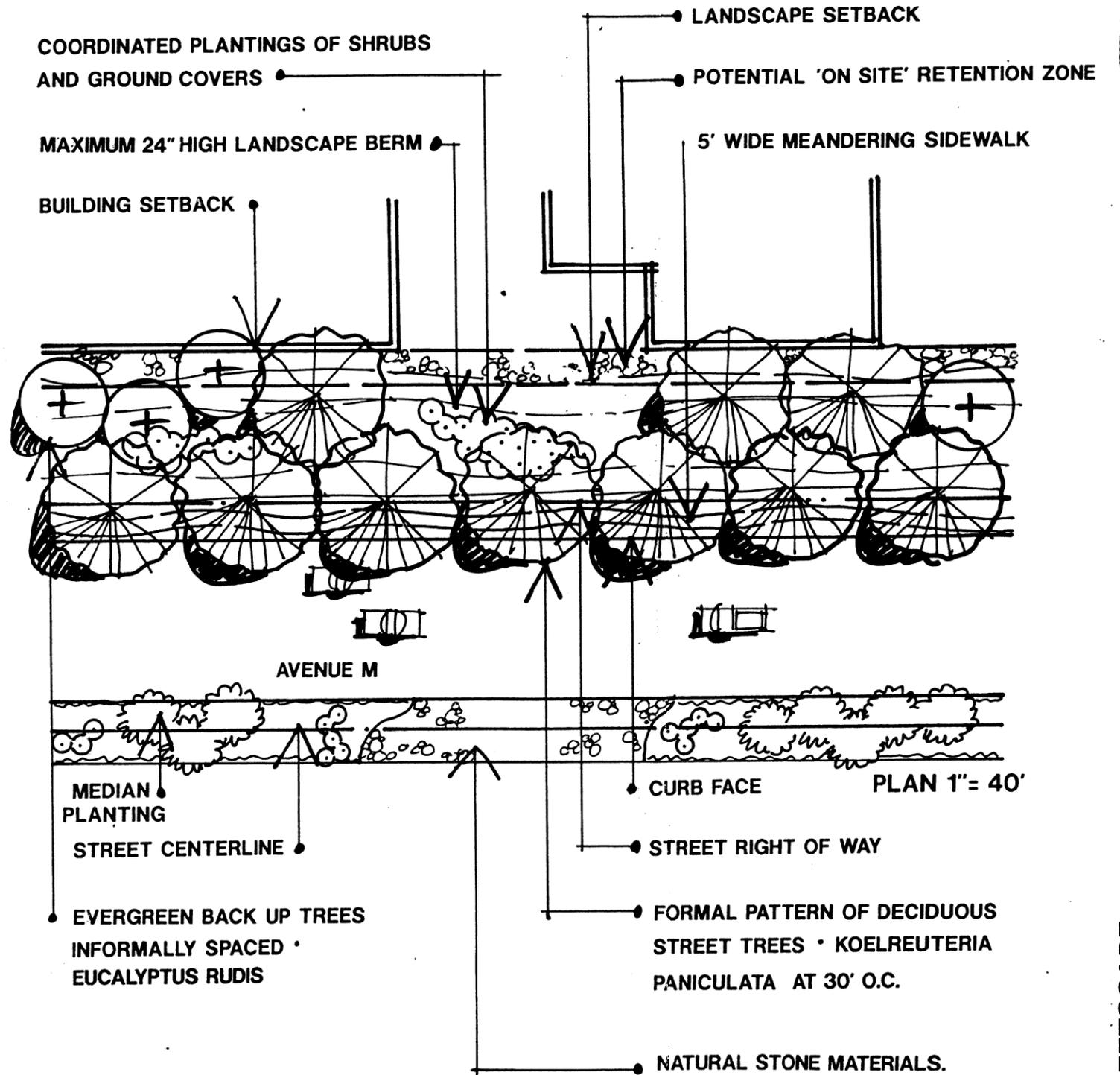
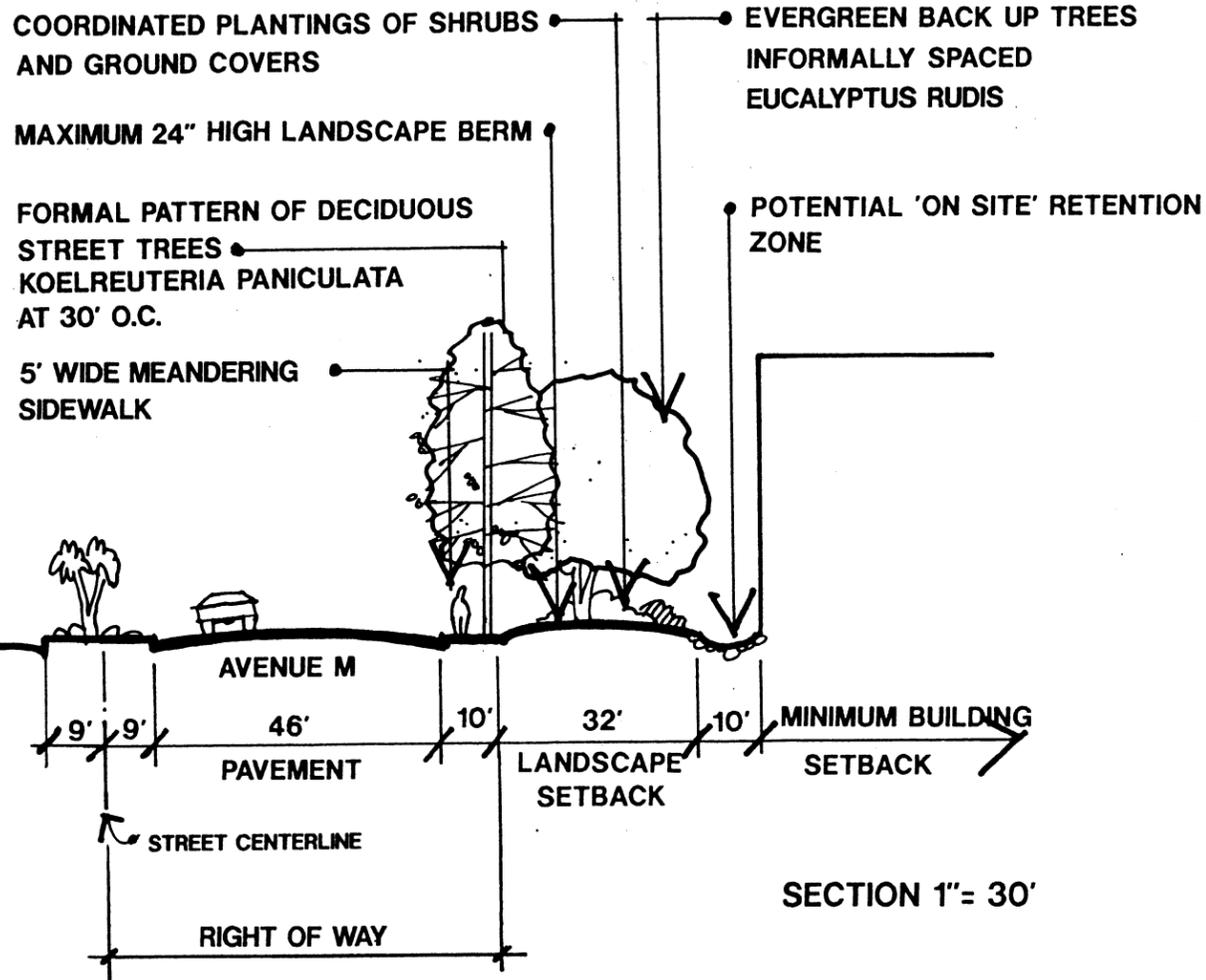
MARCH 20, 1996



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V-57

Exhibit V-1
MEANDERING SIDEWALK



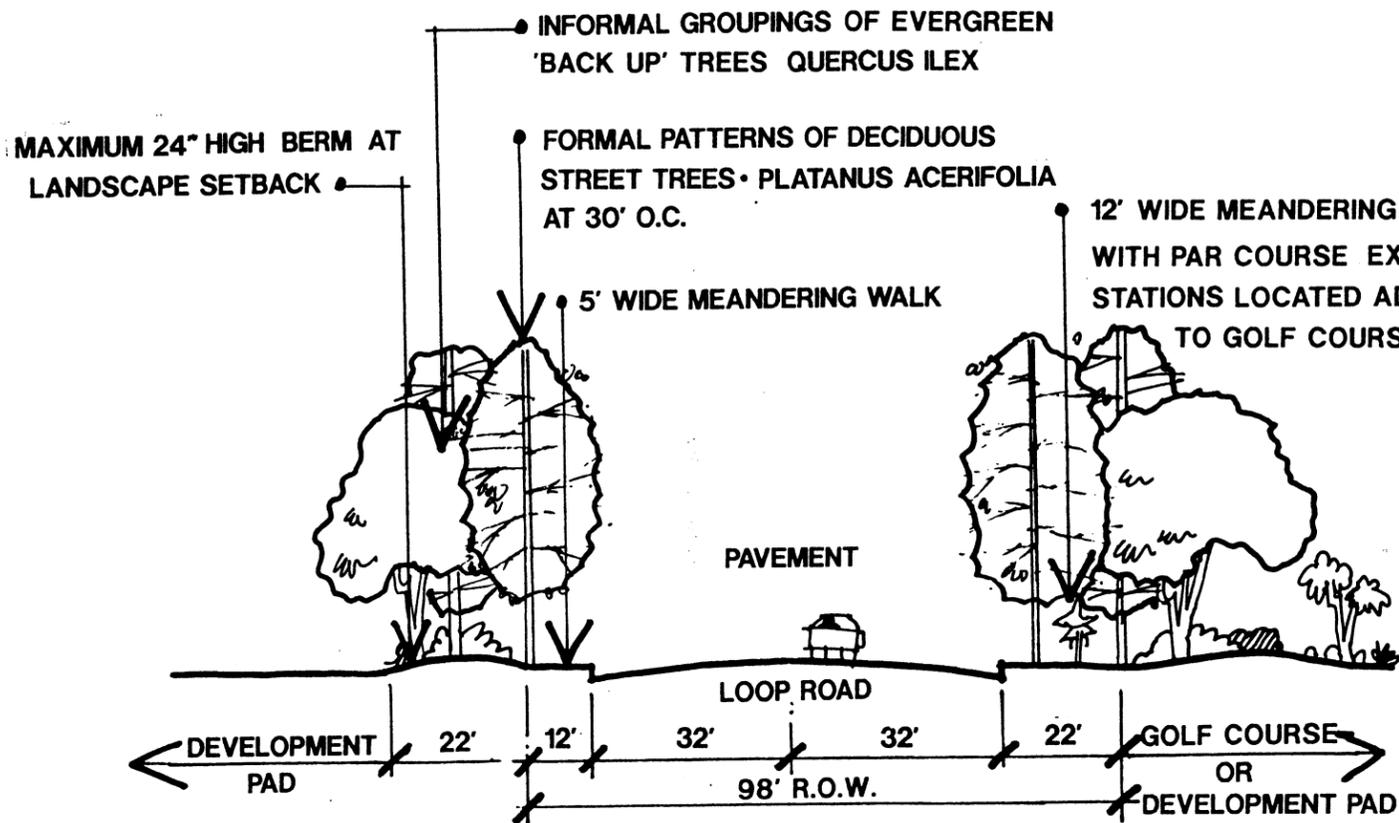
PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

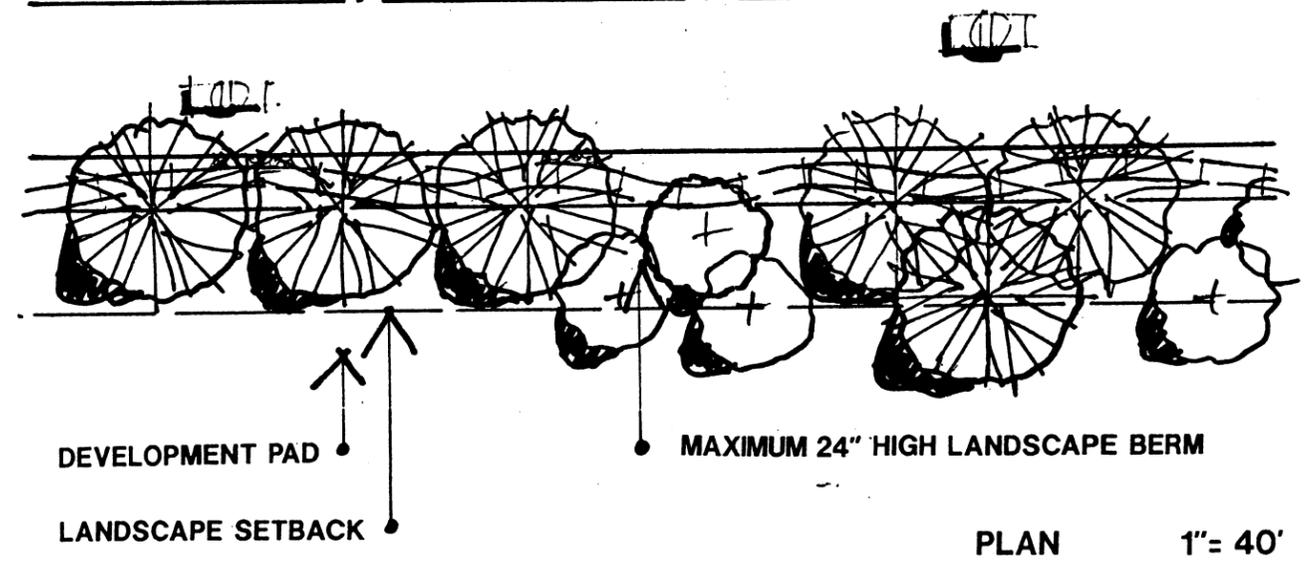
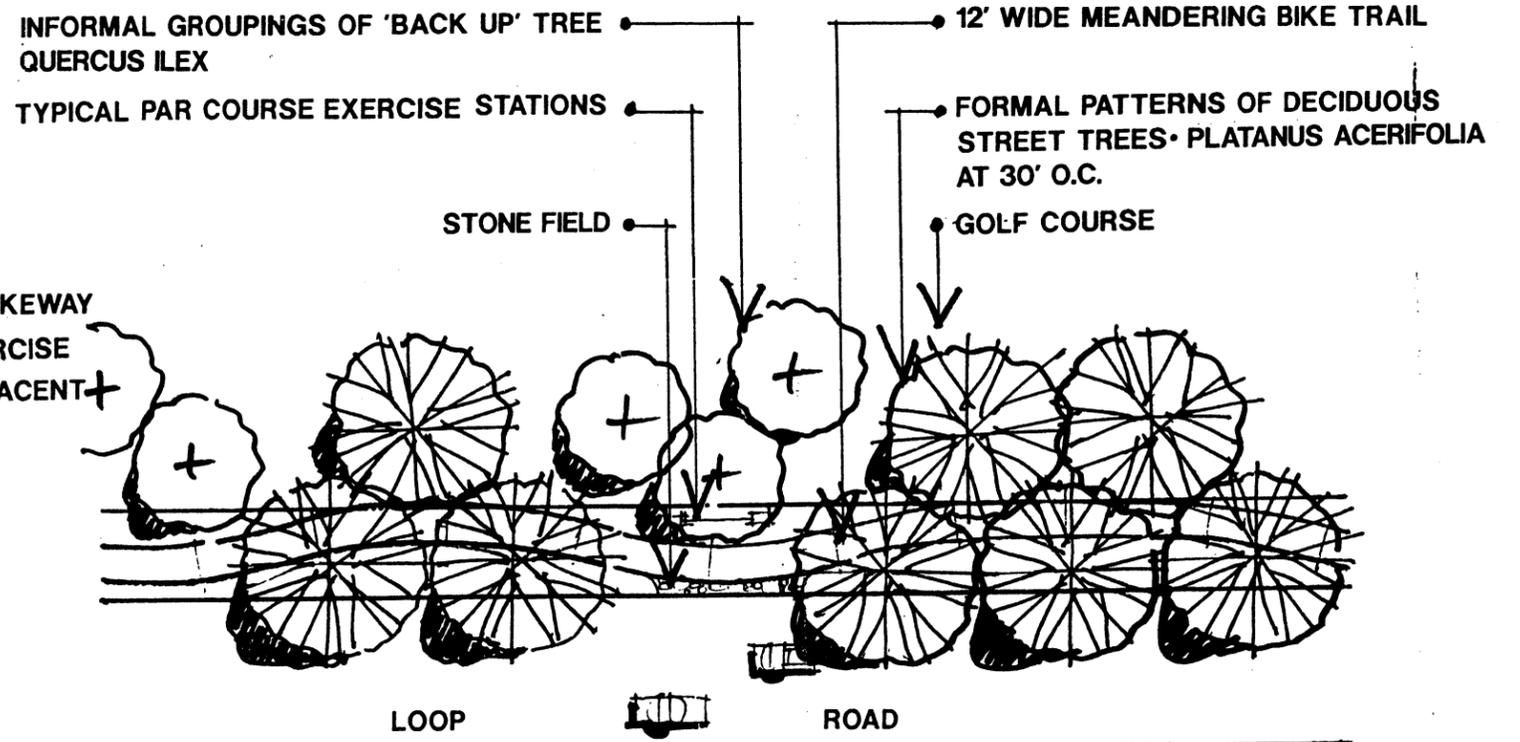
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MARCH 20, 1996

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(714) 832-1722



SECTION 1" = 30'



NOTE: 12' WIDE MEANDERING BIKE TRAIL TO INCLUDE 2' WIDE GRADED SHOULDER ON EITHER SIDE OF BIKE TRAIL.

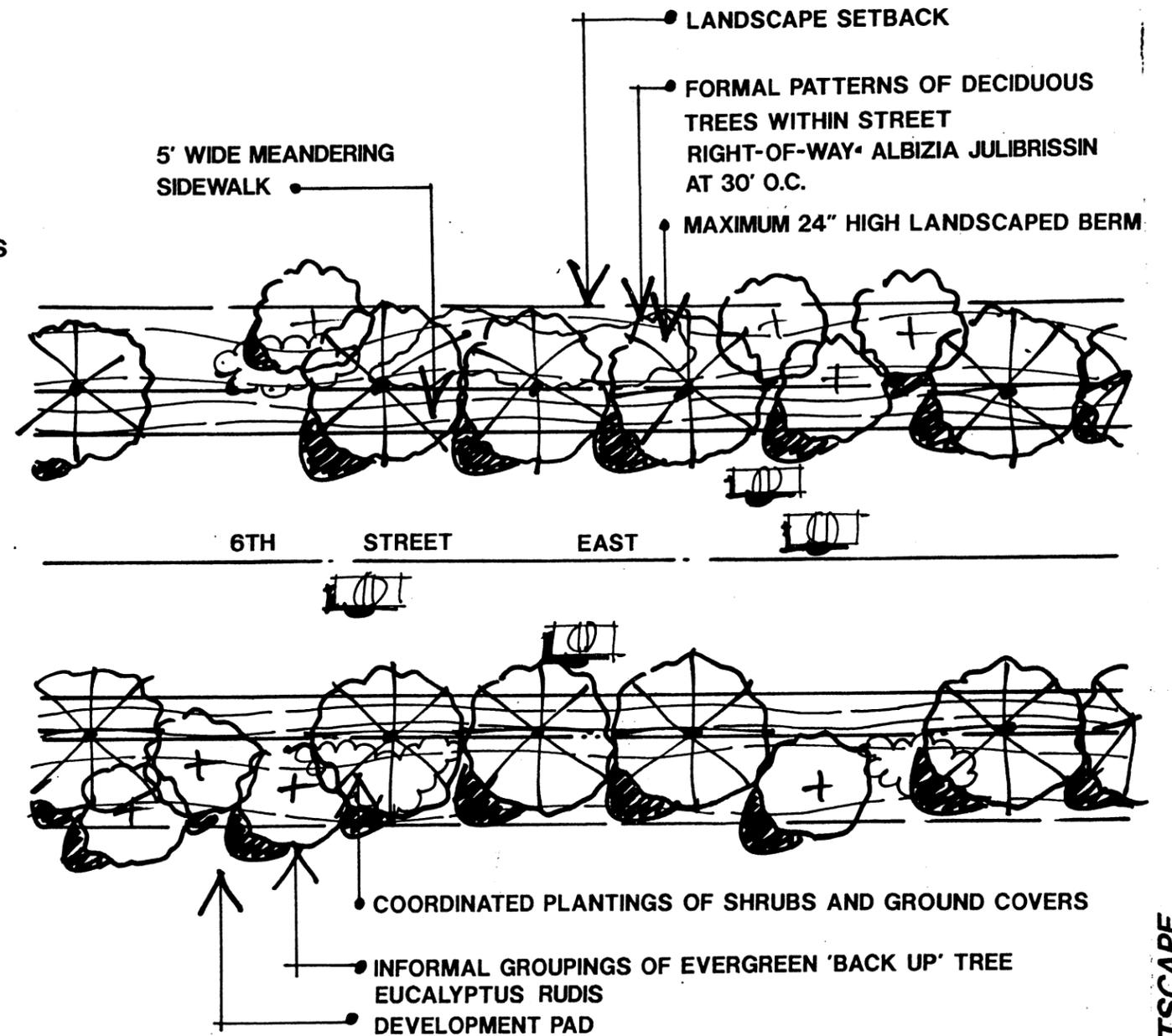
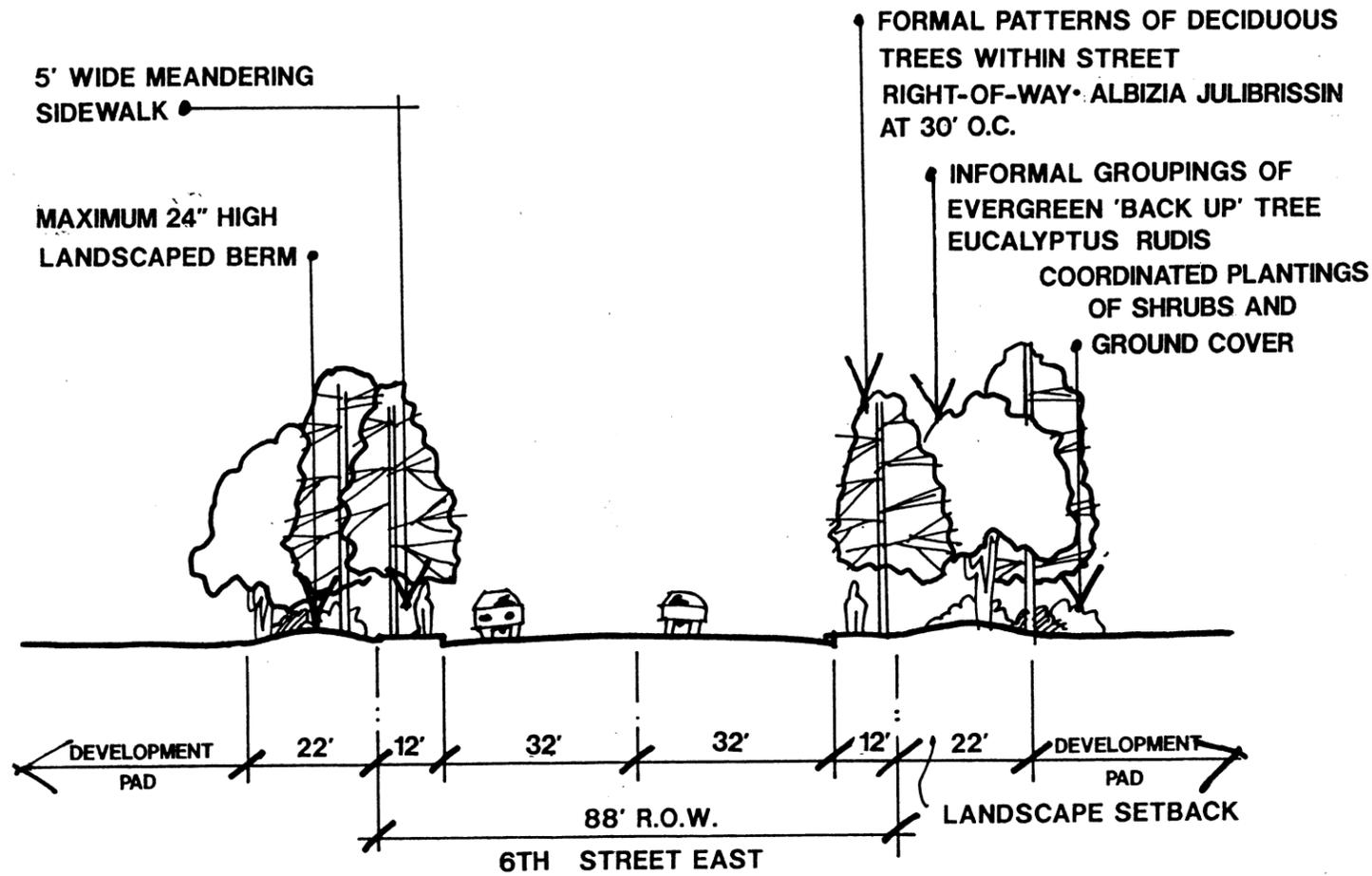
PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

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MARCH 20, 1996





PALMDALE BUSINESS PARK CENTER

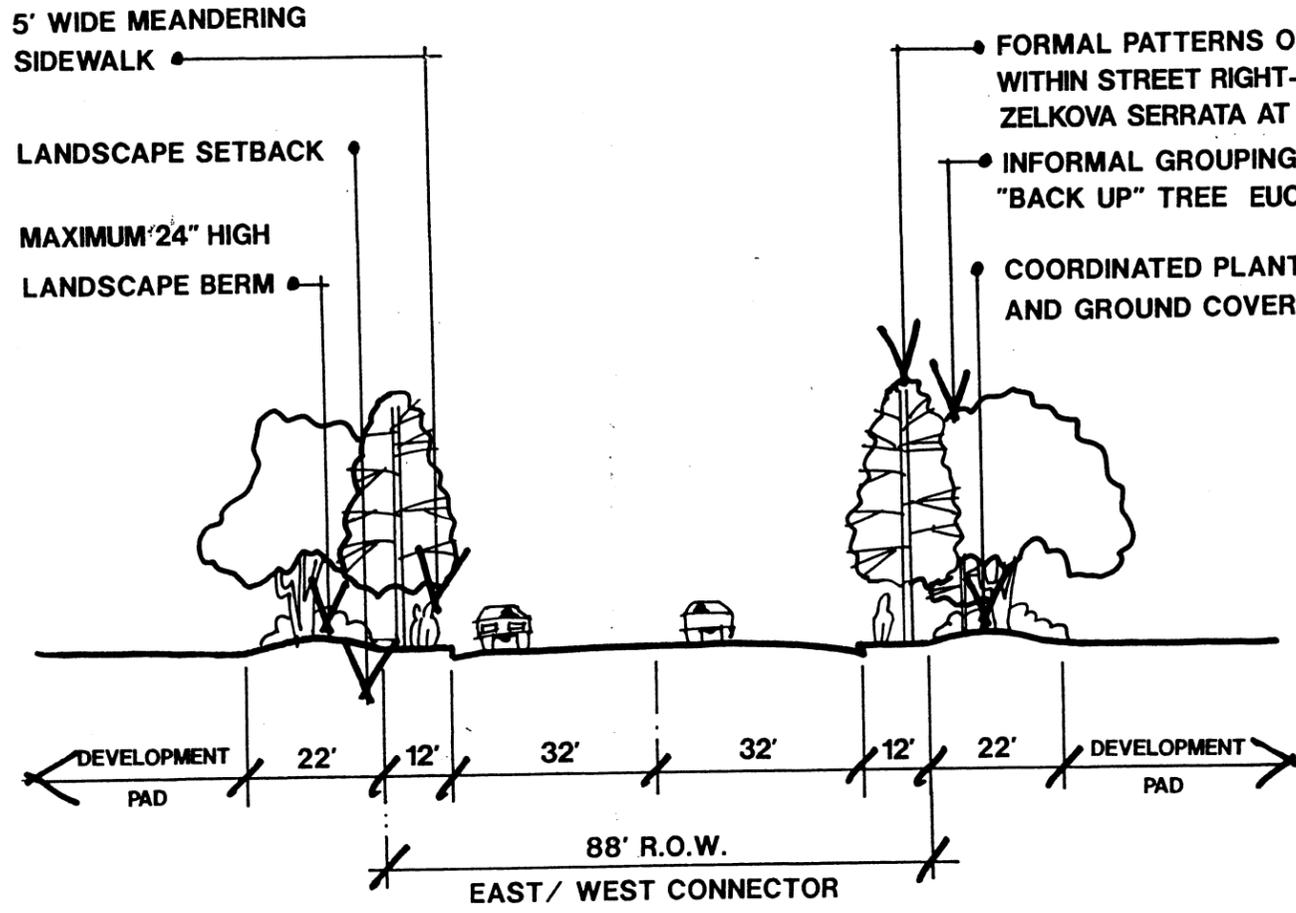
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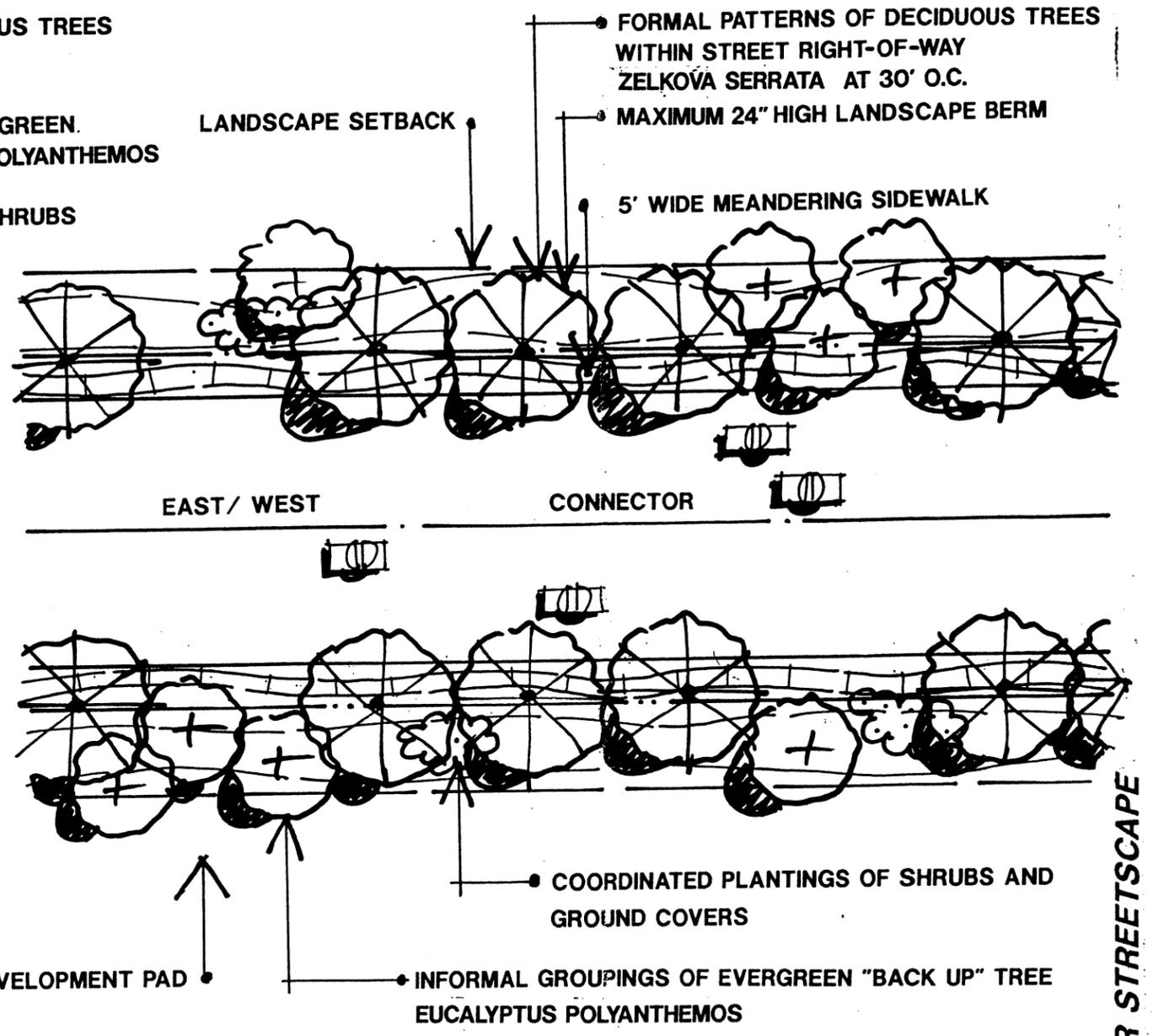
MARCH 20, 1996



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SECTION 1' = 30'



PLAN 1' = 40'

PALMDALE BUSINESS PARK CENTER

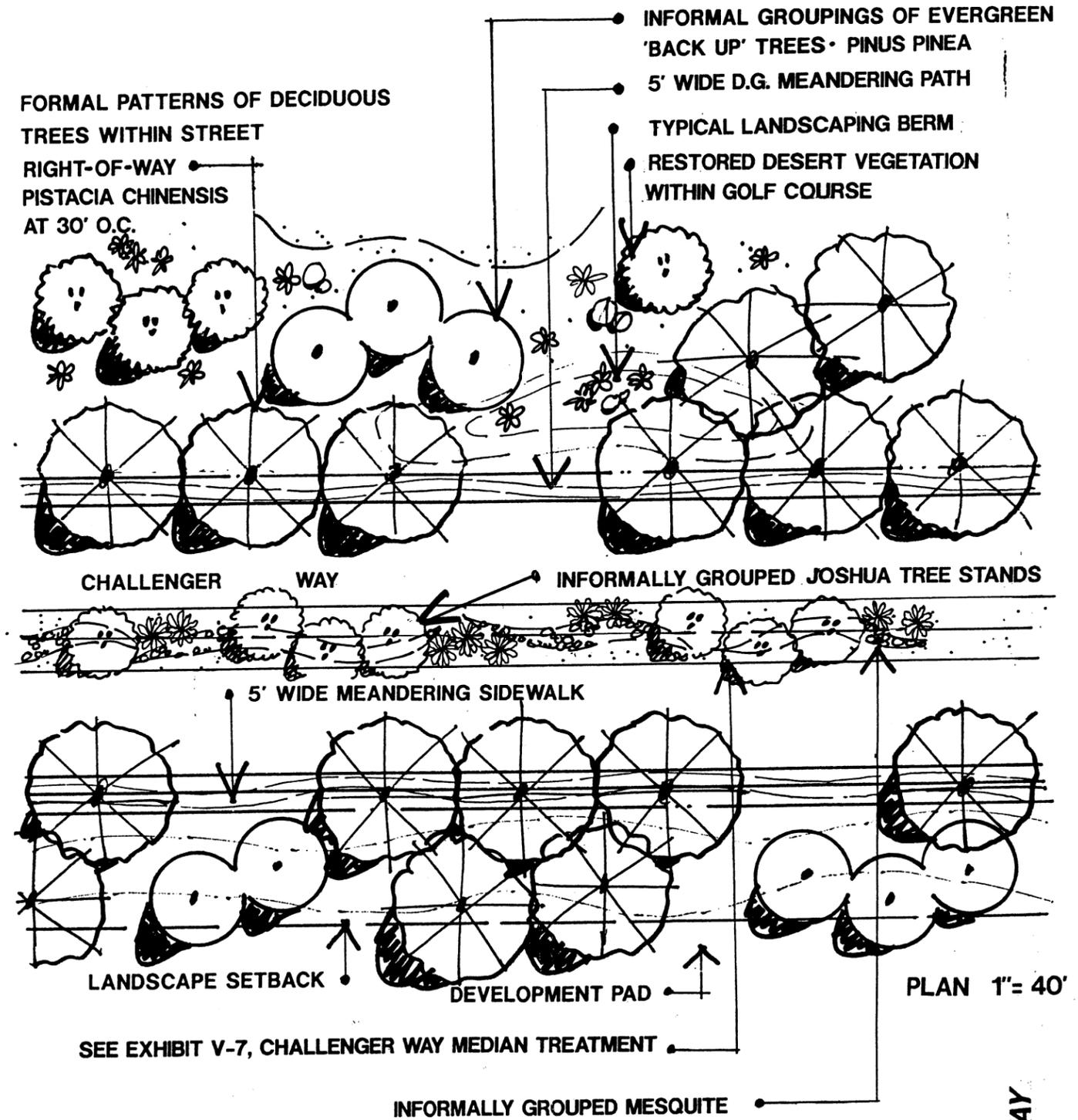
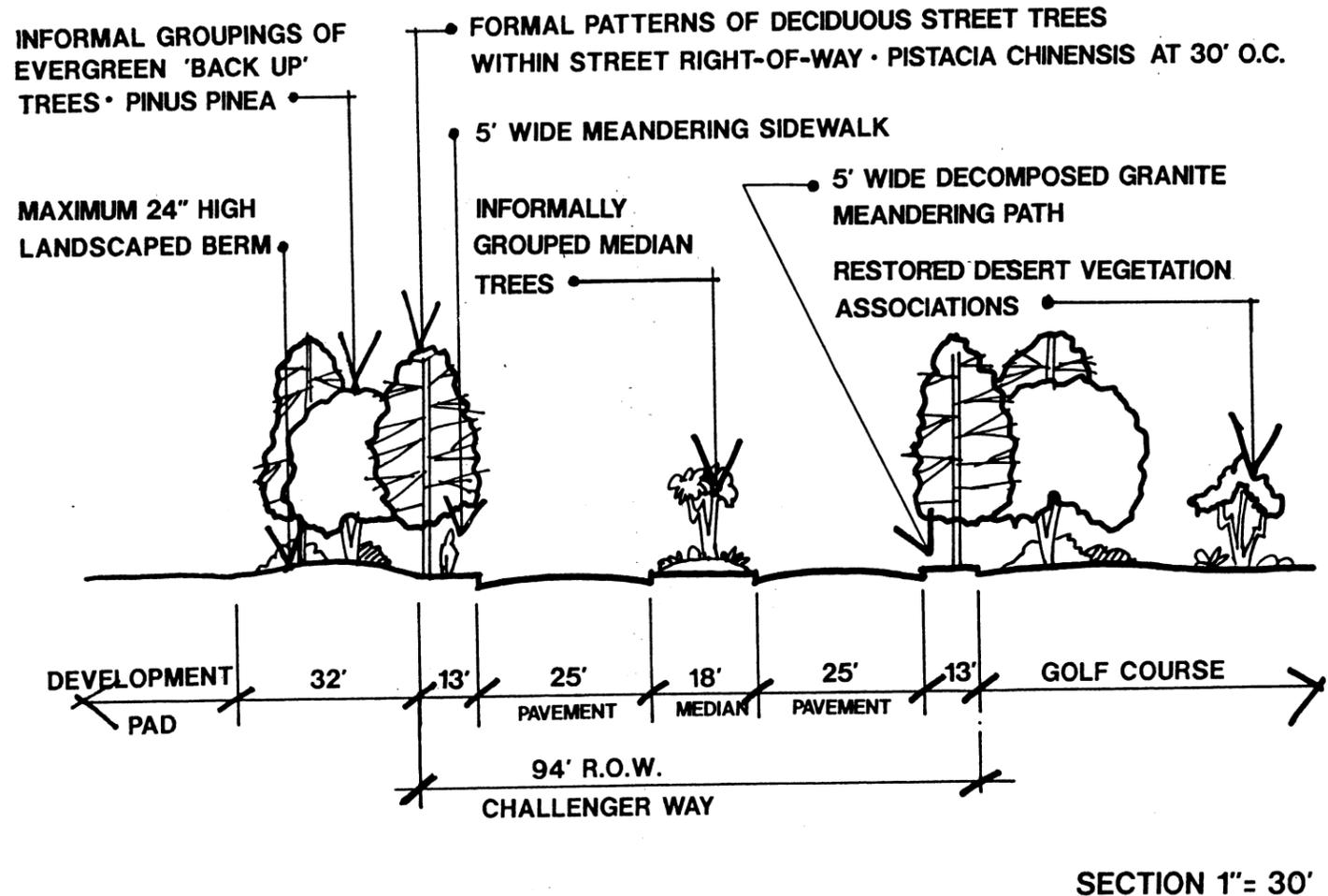
SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
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Exhibit V-5
EAST/ WEST CONNECTOR STREETSCAPE



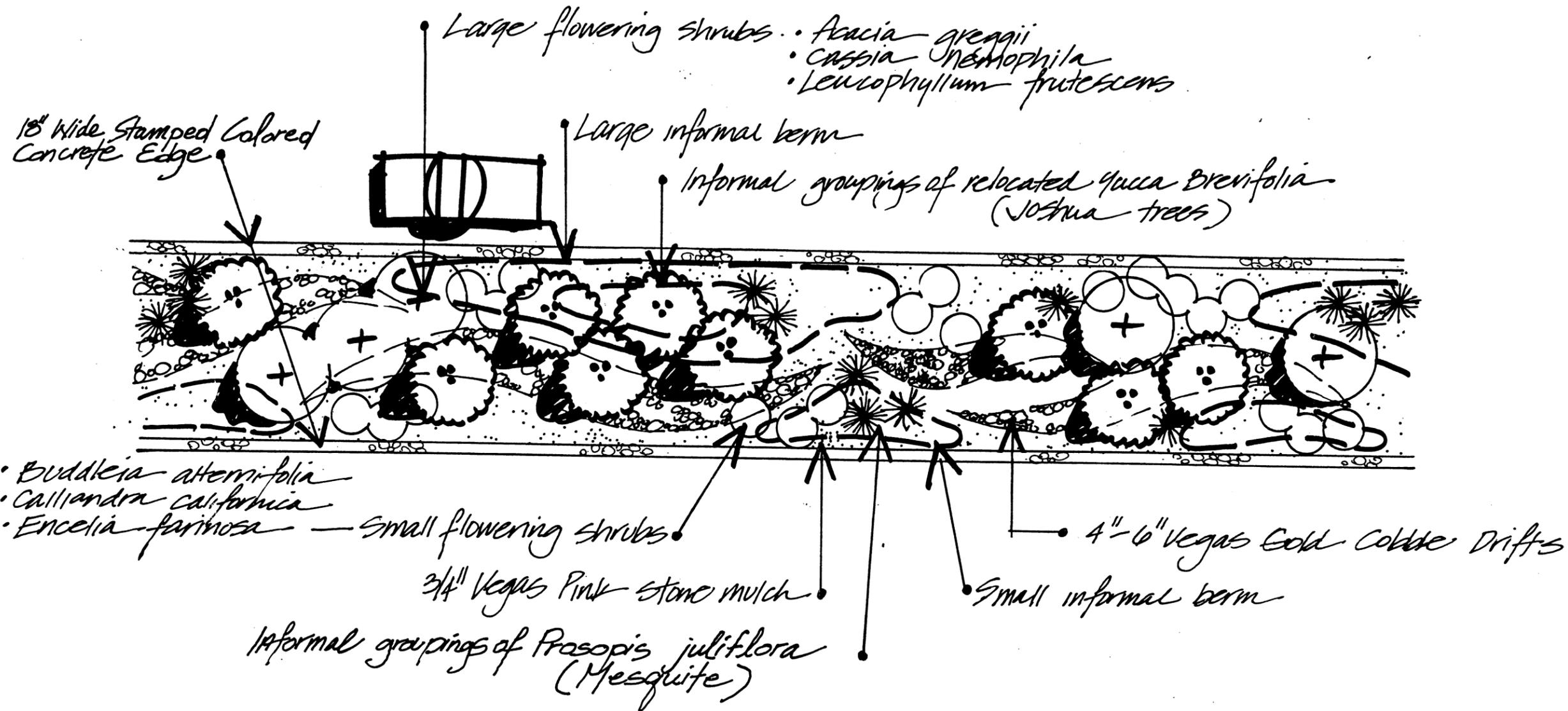
PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

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PALMDALE BUSINESS
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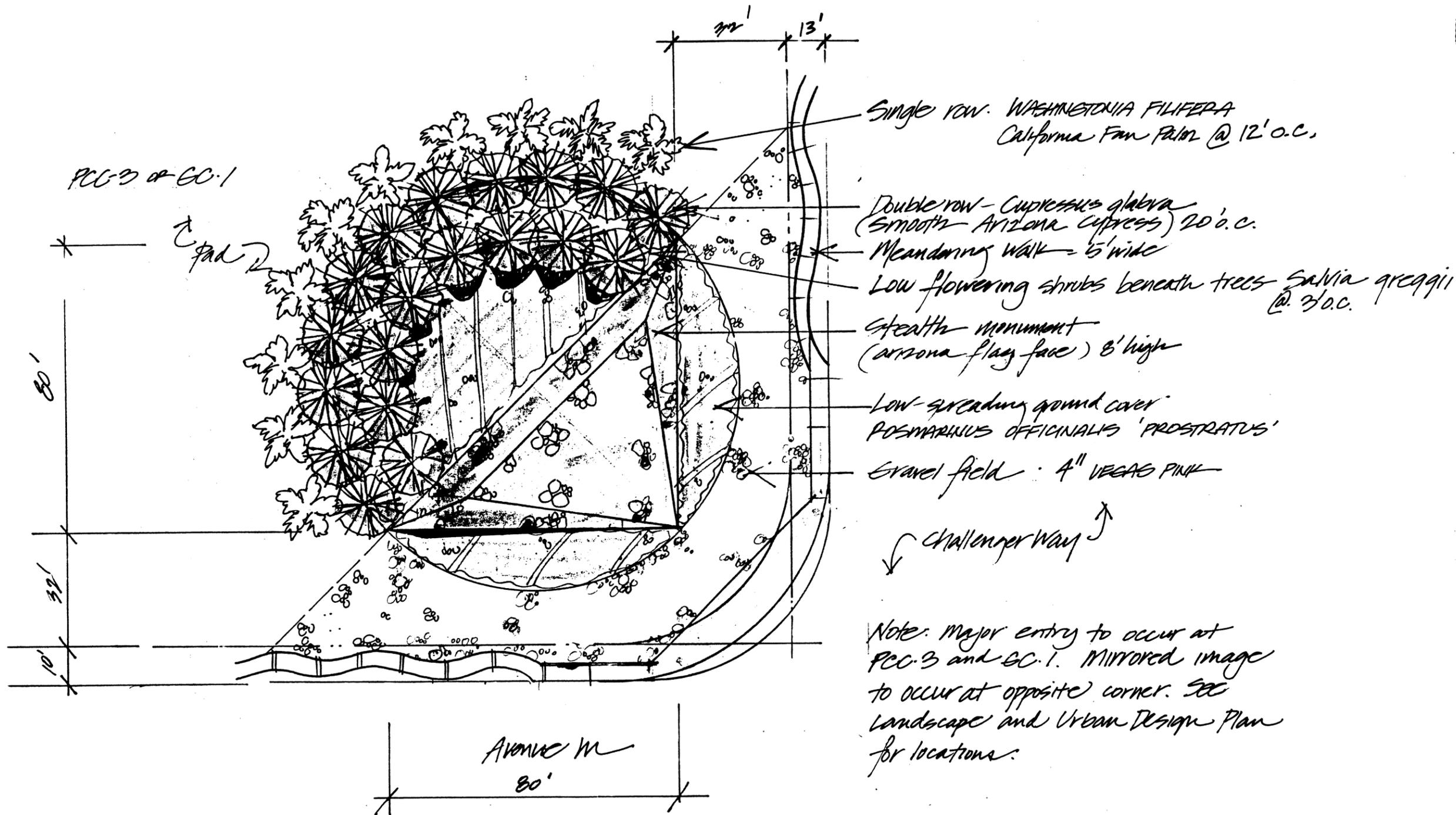
SPECIFIC PLAN
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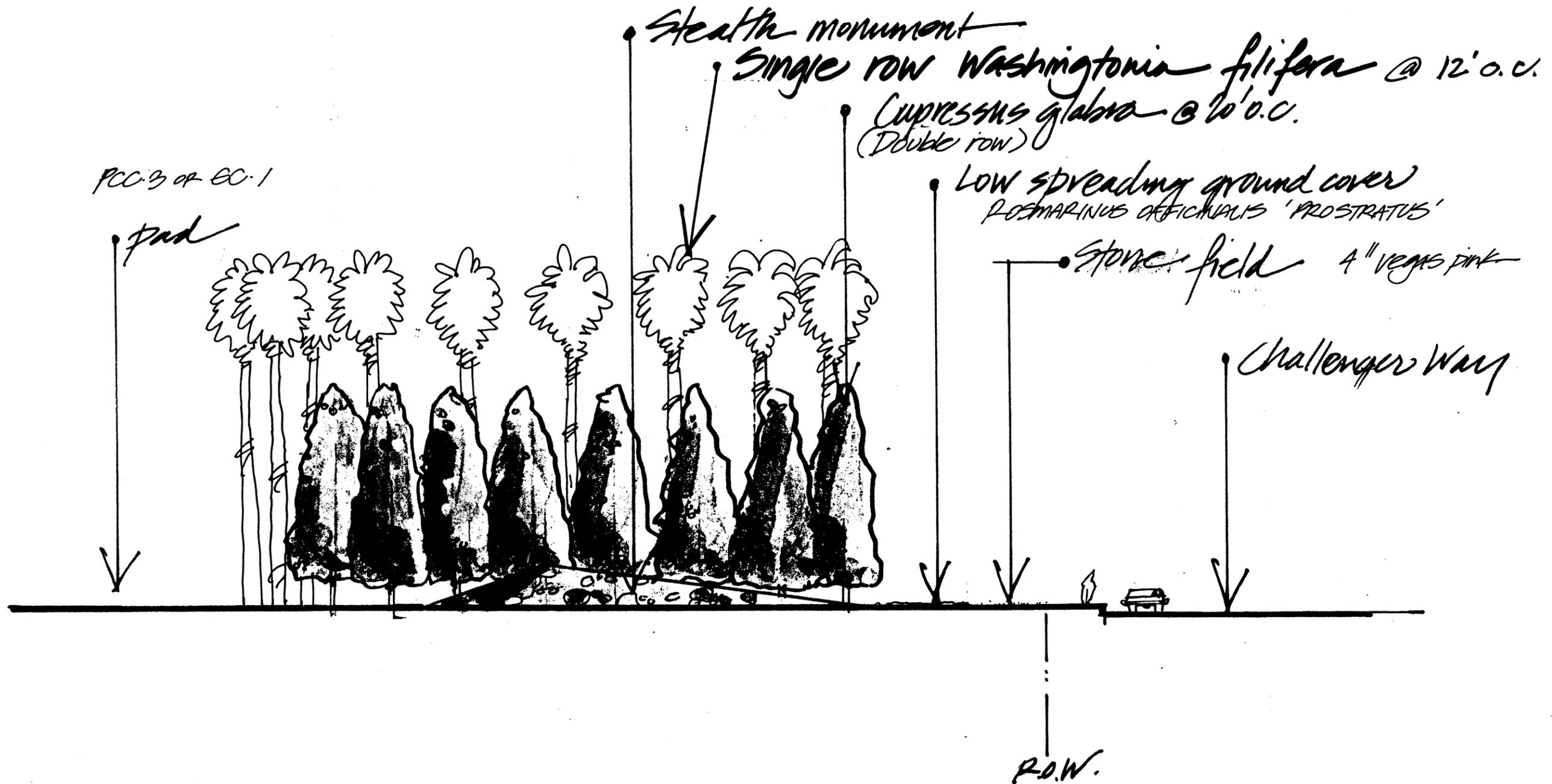
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Exhibit V-8

MAJOR ENTRY MONUMENTATION PLAN VIEW



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1" = 20'

MARCH 20, 1996

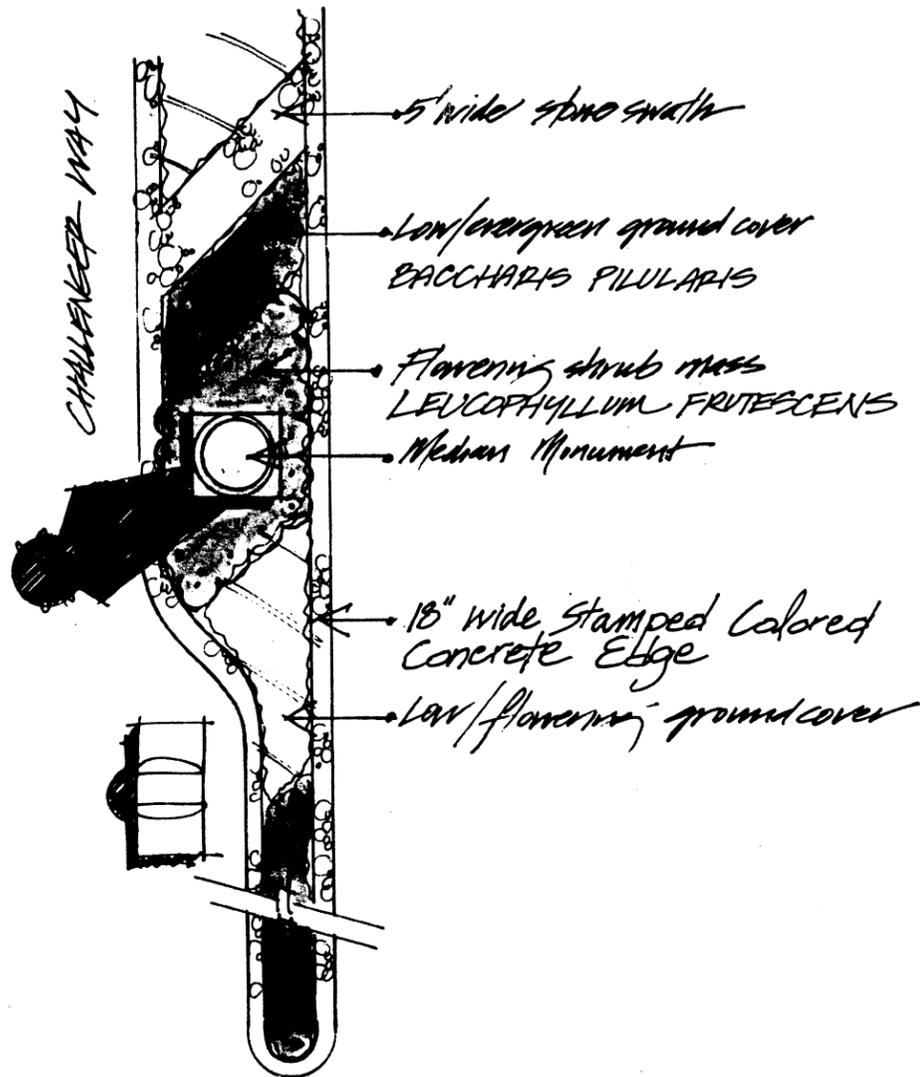


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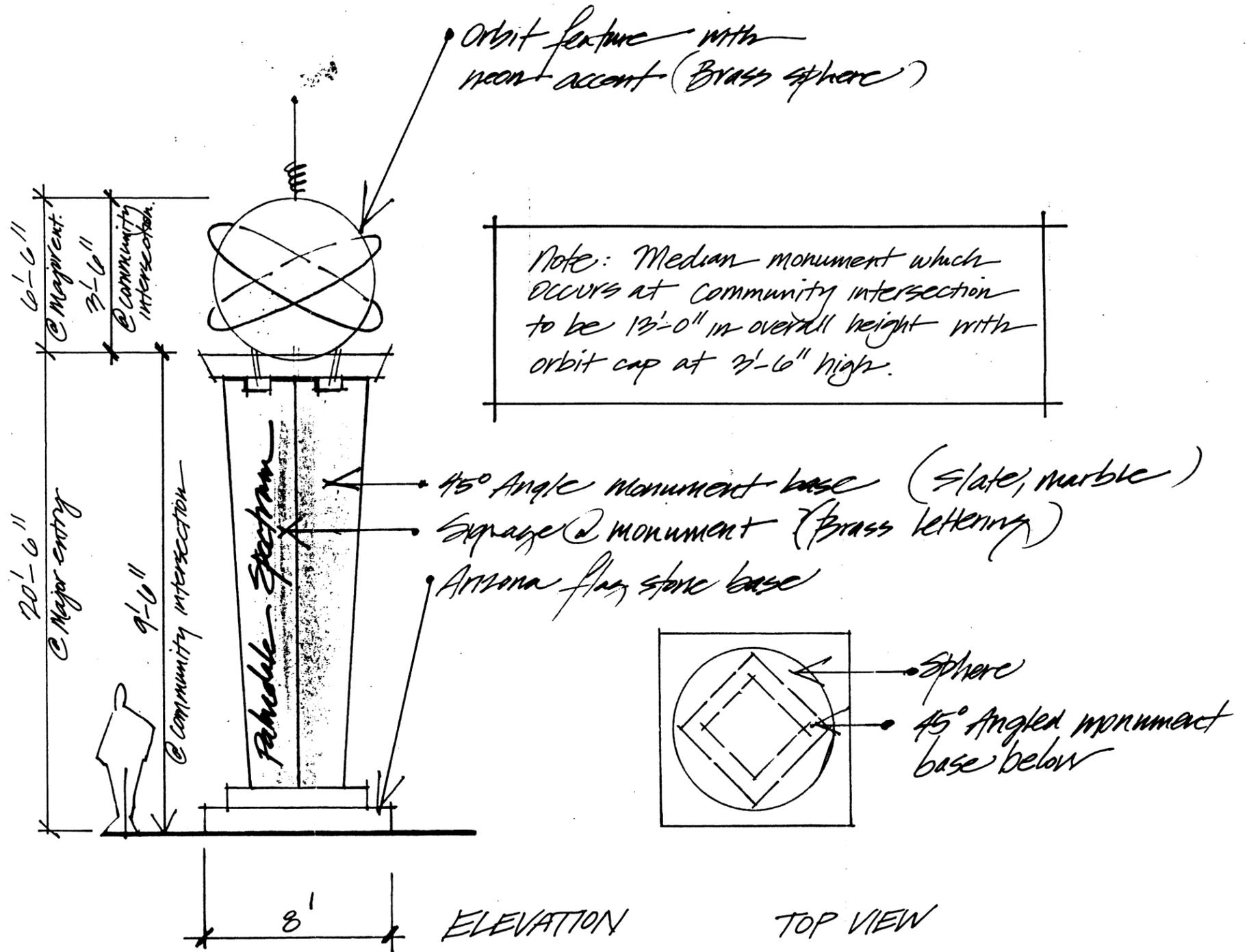
V-65

Exhibit V-9

MAJOR ENTRY MONUMENTATION ELEVATION



MONUMENT @ MEDIAN - PLAN



PALMDALE BUSINESS
PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

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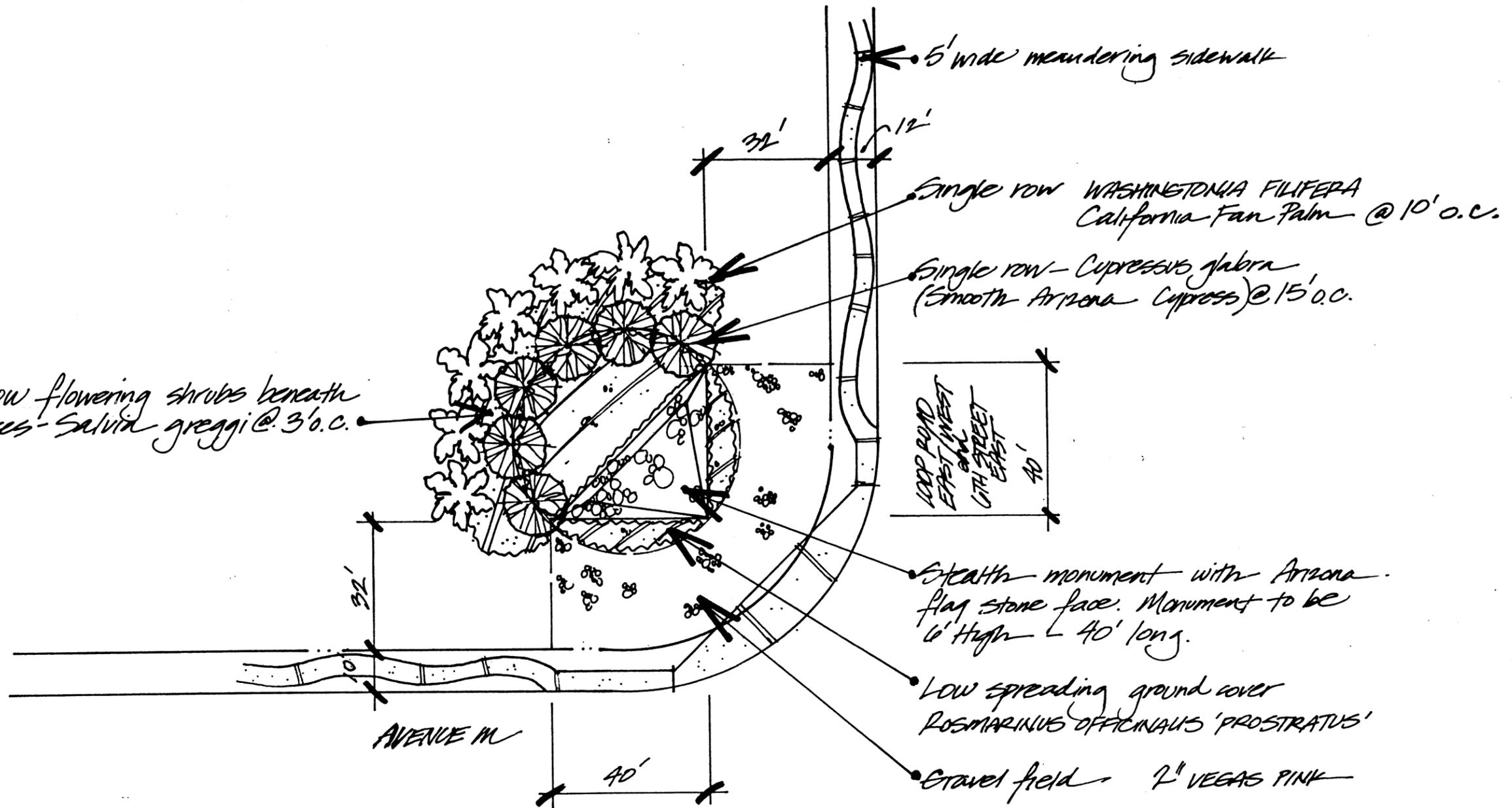


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Exhibit V-10

MAJOR ENTRY MONUMENTATION SIGNAGE

Low flowering shrubs beneath trees - *Salvia greggi* @ 3' o.c.



Stealth monument with Arizona flag stone face. Monument to be 6' High - 40' long.

Low spreading ground cover *ROSMARINUS OFFICINALIS 'PROSTRATUS'*

Gravel field - 2" VEGAS PINK

NOTE: TYPICAL CORNER TREATMENT TO BE MIRRORED ON OPPOSITE CORNER. SEE LANDSCAPE AND URBAN DESIGN PLAN FOR LOCATIONS.

SCALE: 1" = 30'

PALMDALE BUSINESS PARK CENTER

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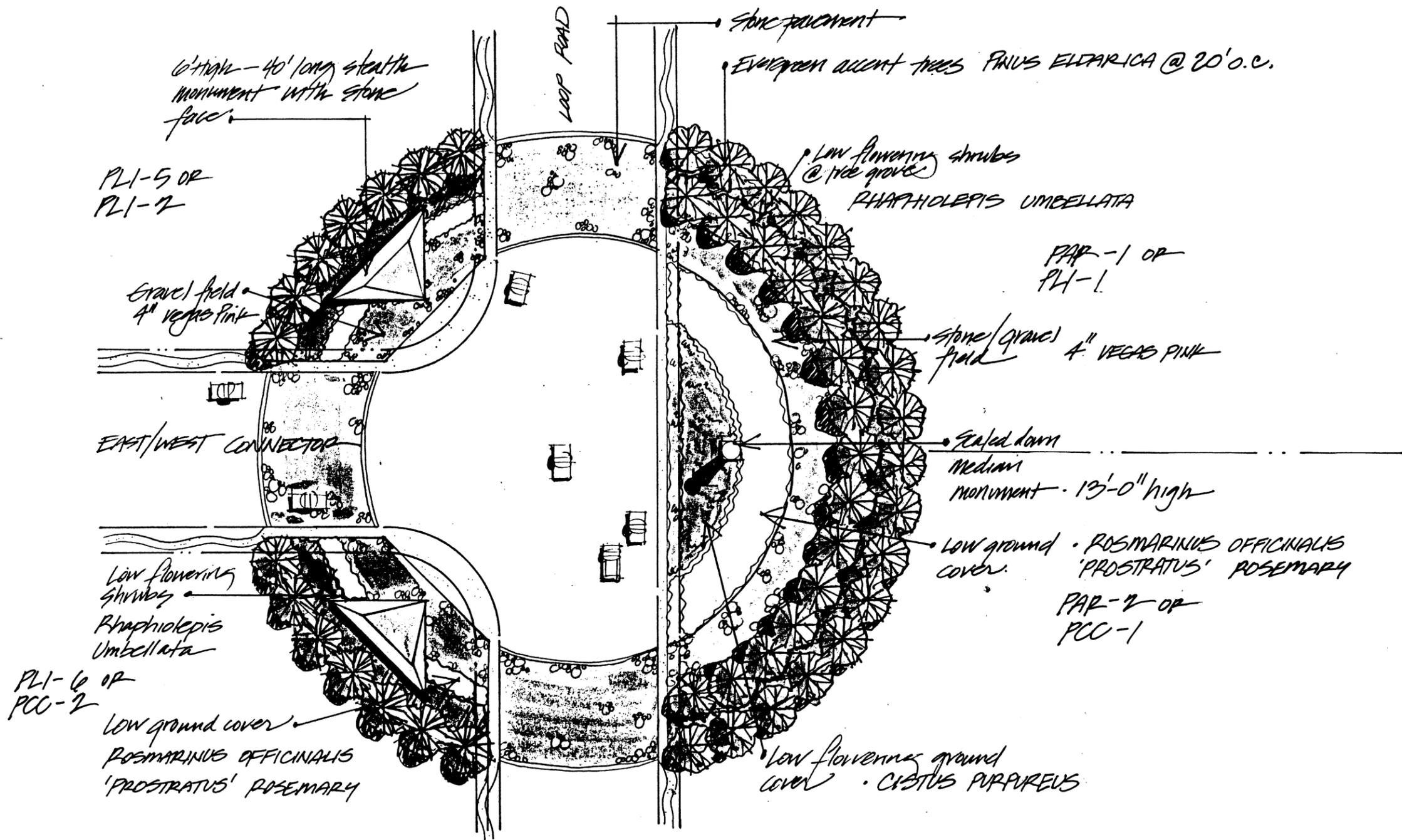


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Exhibit V-11

MINOR ENTRY MONUMENTATION PLAN VIEW



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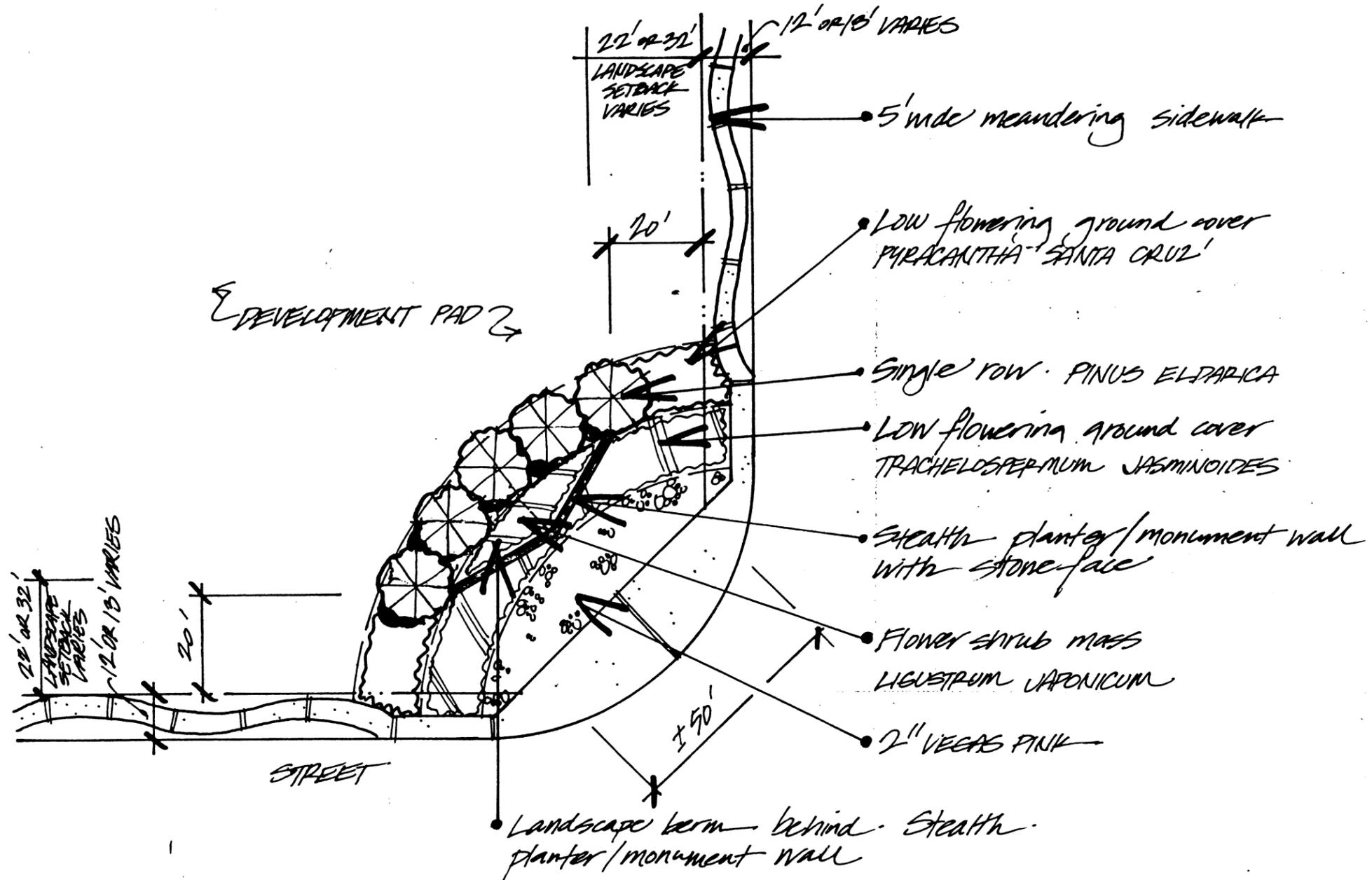
NOT TO SCALE

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Exhibit V-12
PRIMARY COMMUNITY INTERSECTION TREATMENT PLAN VIEW



SCALE: 1" = 30'

PALMDALE BUSINESS
PARK CENTER

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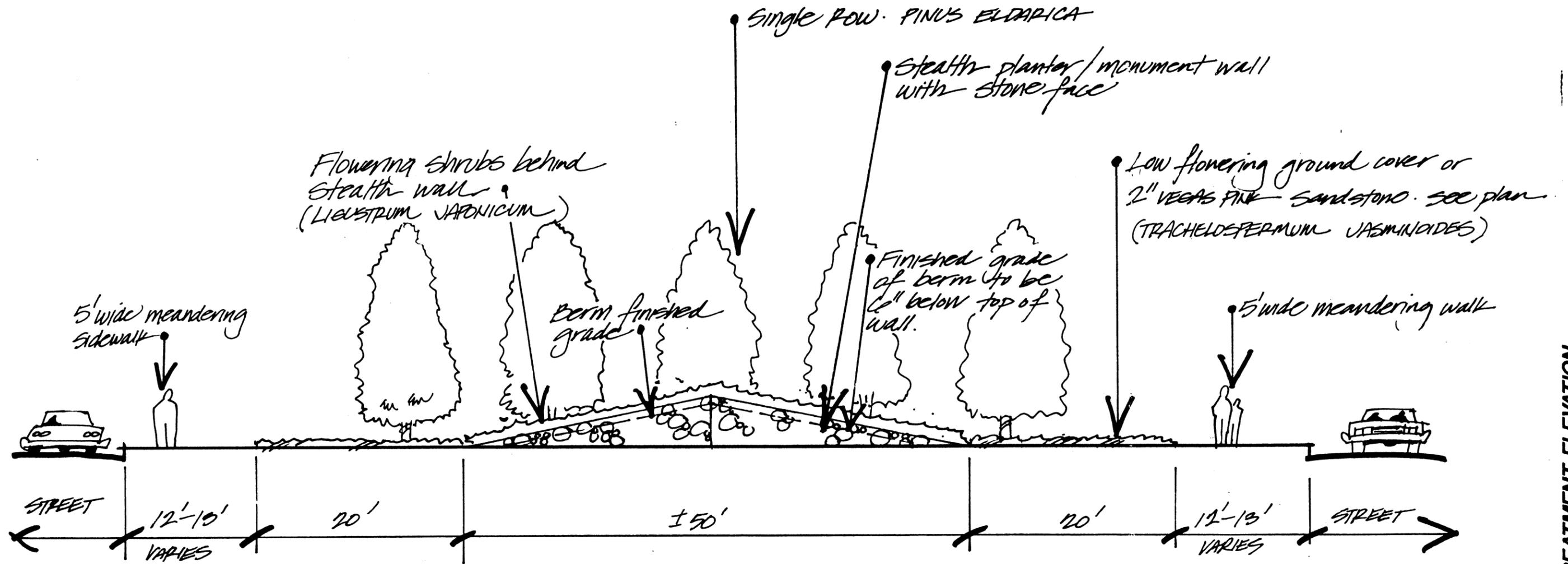
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Exhibit V-13
 SECONDARY COMMUNITY INTERSECTION TREATMENT PLAN VIEW



SCALE: 1" = 10'

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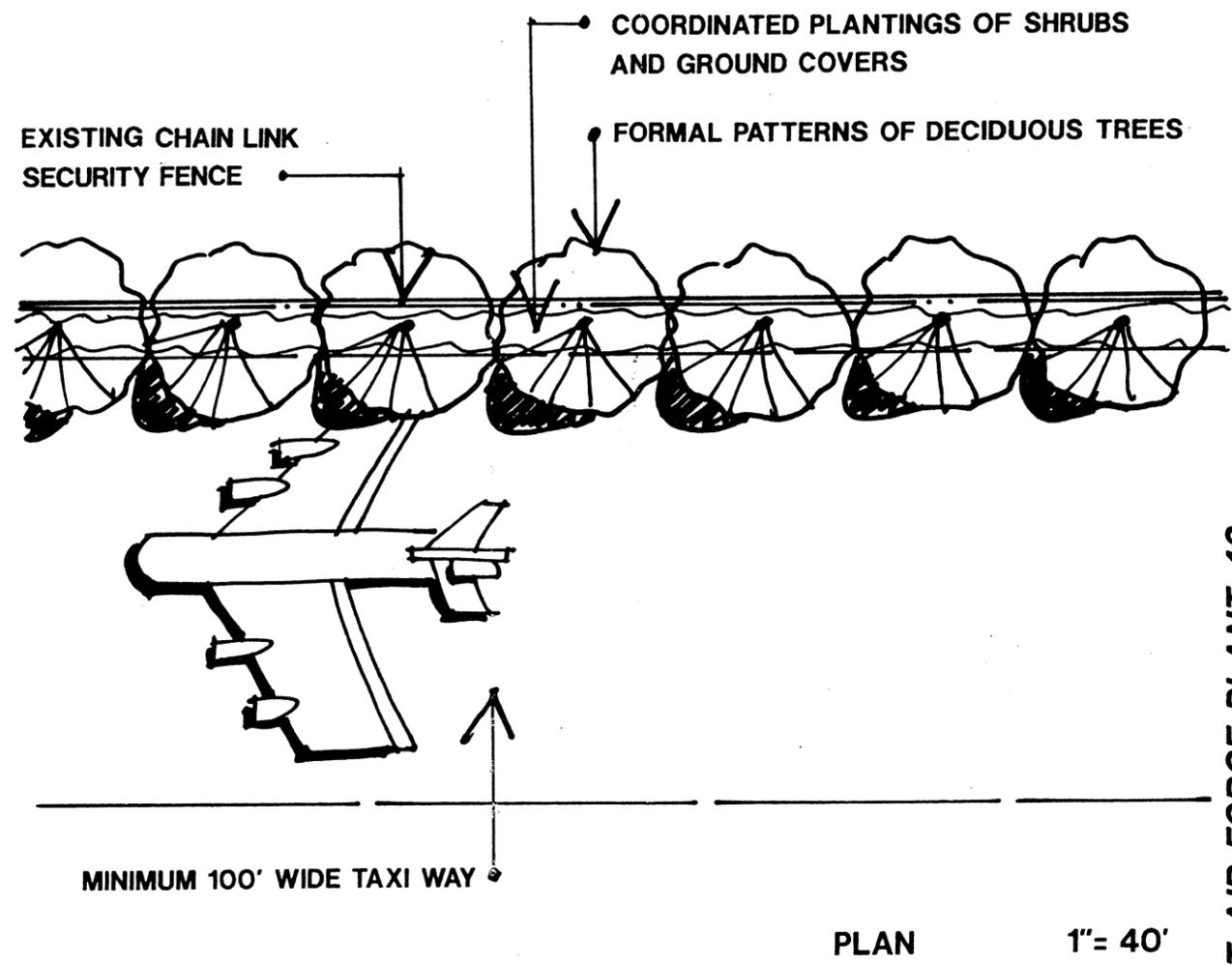
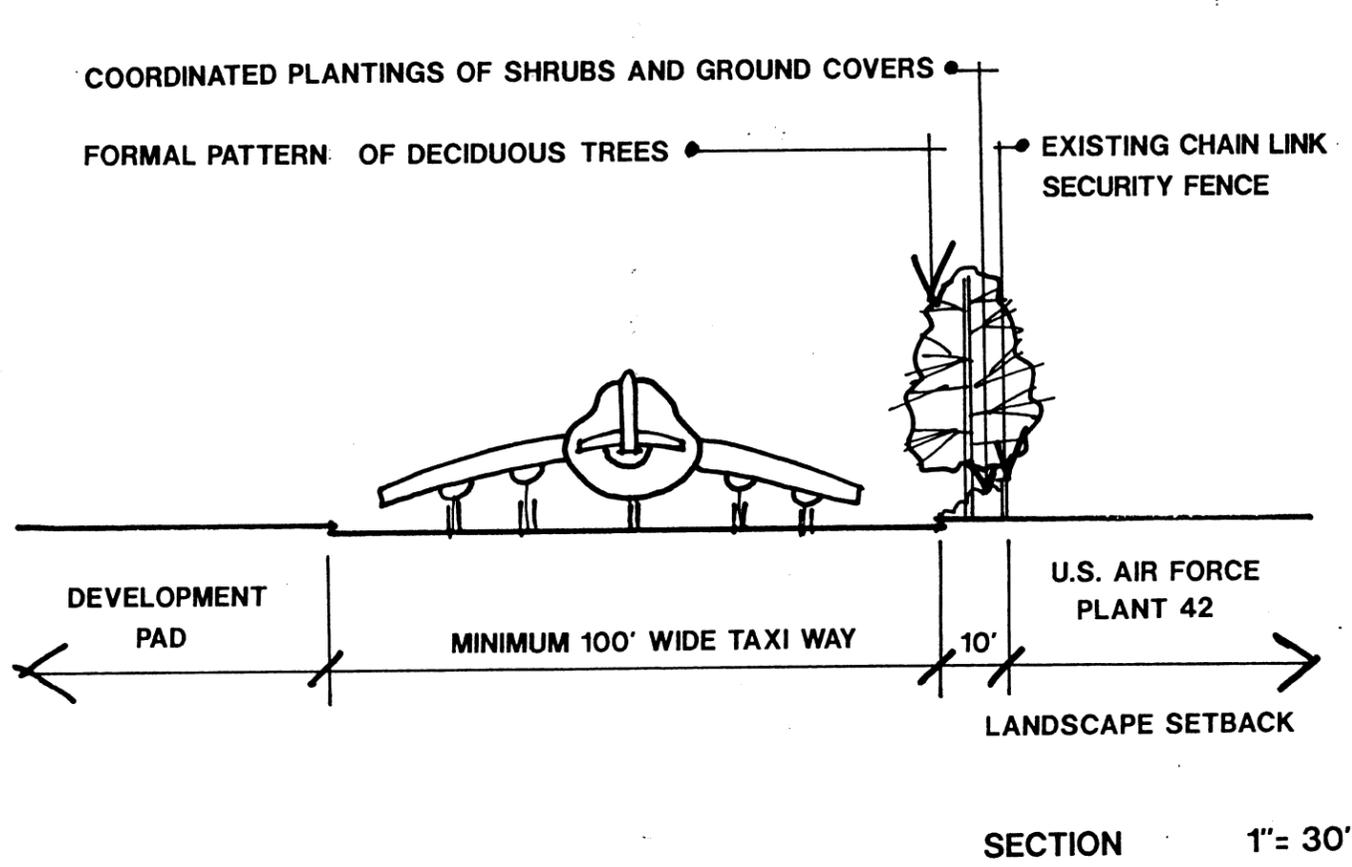


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Exhibit V-14

SECONDARY COMMUNITY INTERSECTION TREATMENT ELEVATION



PALMDALE BUSINESS PARK CENTER

SPECIFIC PLAN
PALMDALE, CALIFORNIA

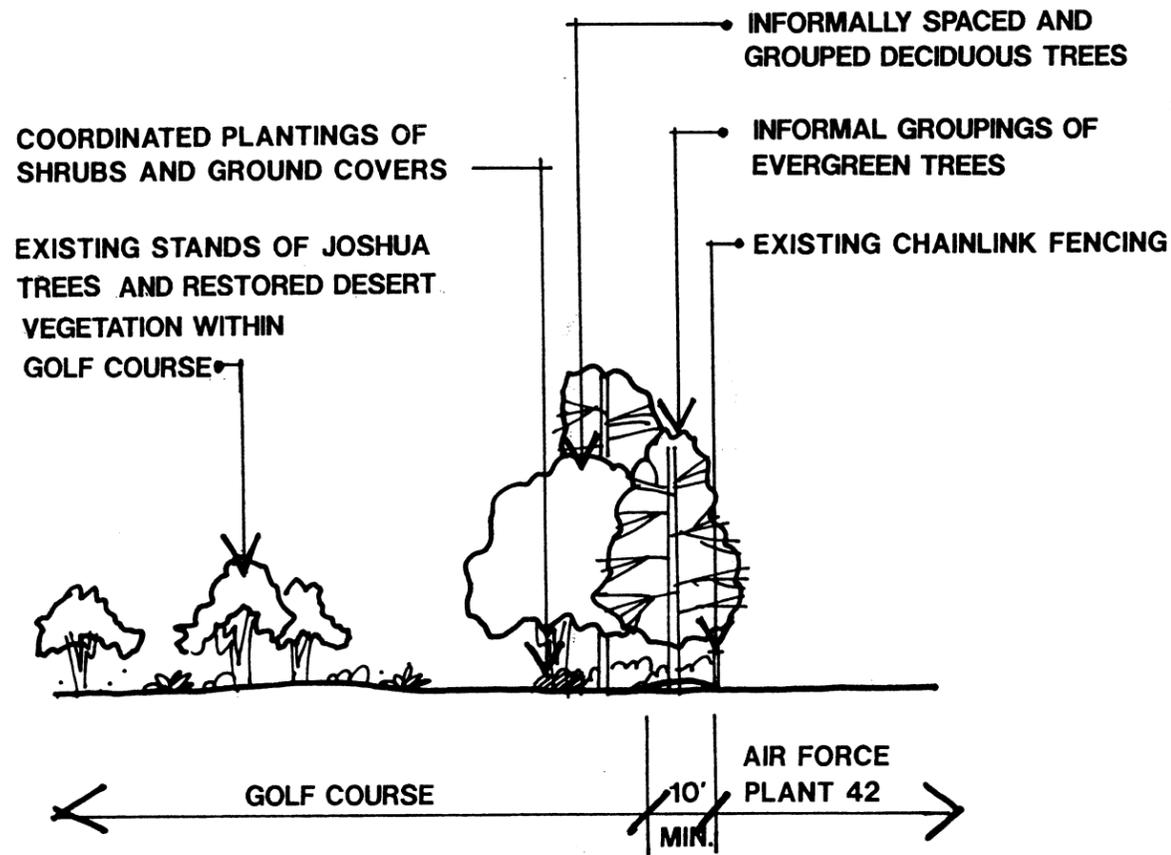
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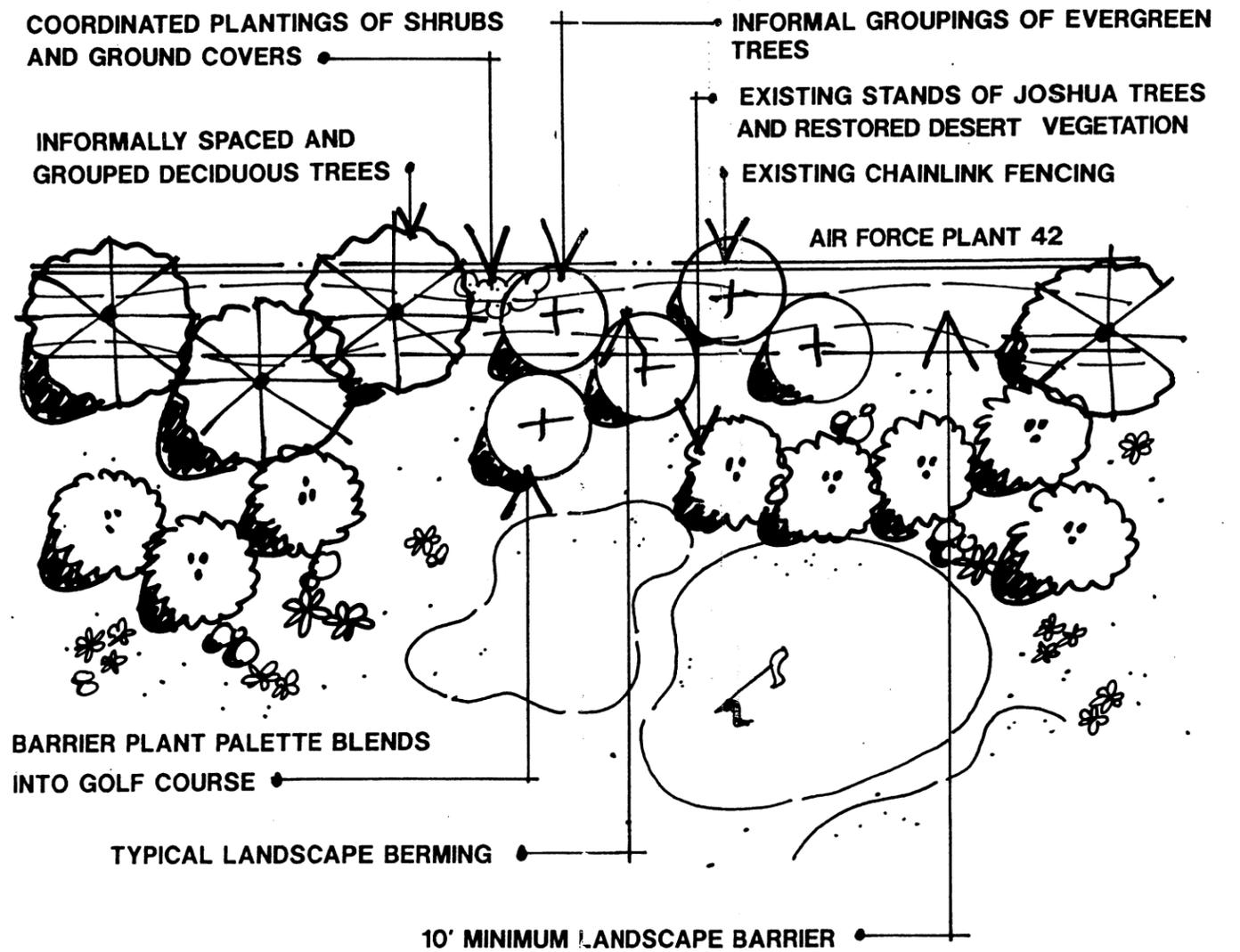
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Exhibit V-15

AIRPORT RELATED LAND USE AT AIR FORCE PLANT 42



SECTION 1"= 30'



PLAN 1"= 40'

PALMDALE BUSINESS PARK CENTER

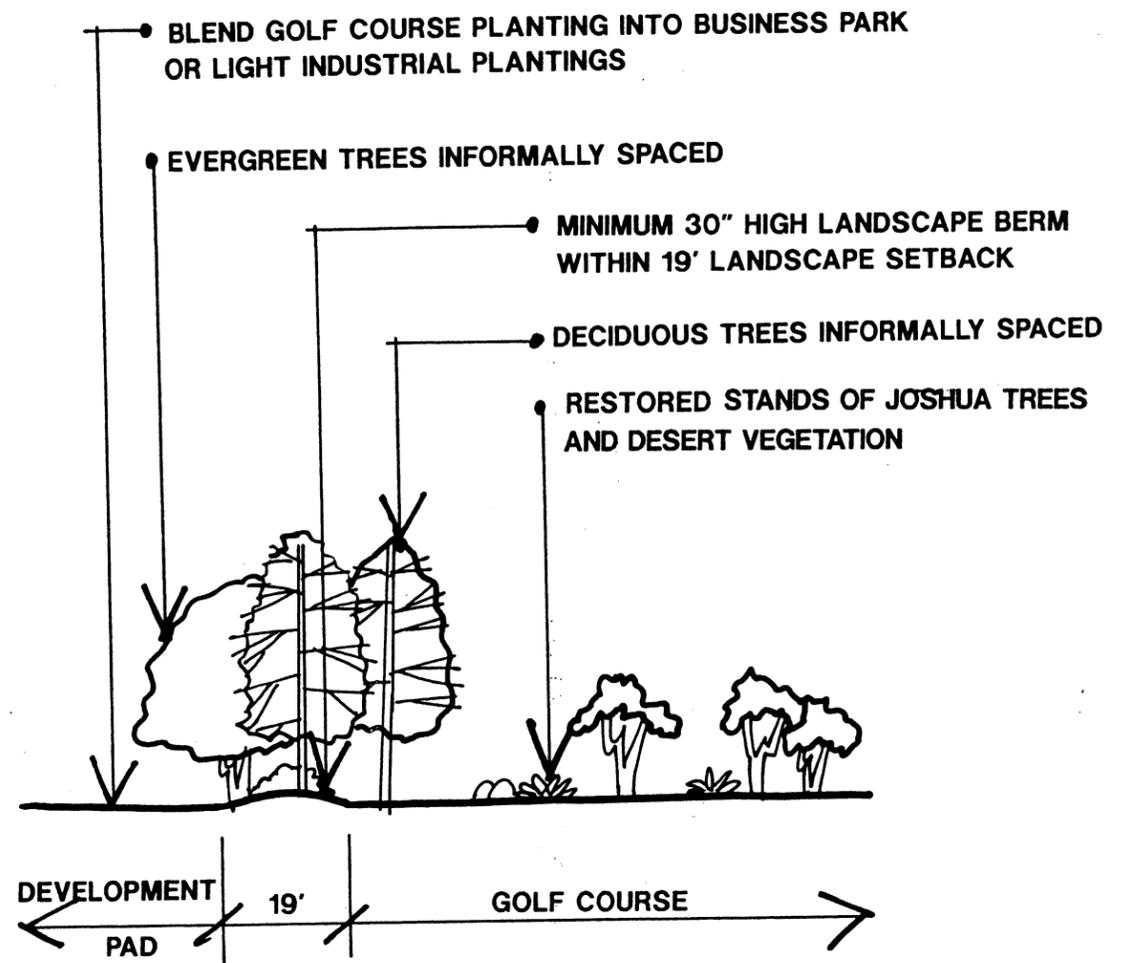
SPECIFIC PLAN
PALMDALE, CALIFORNIA

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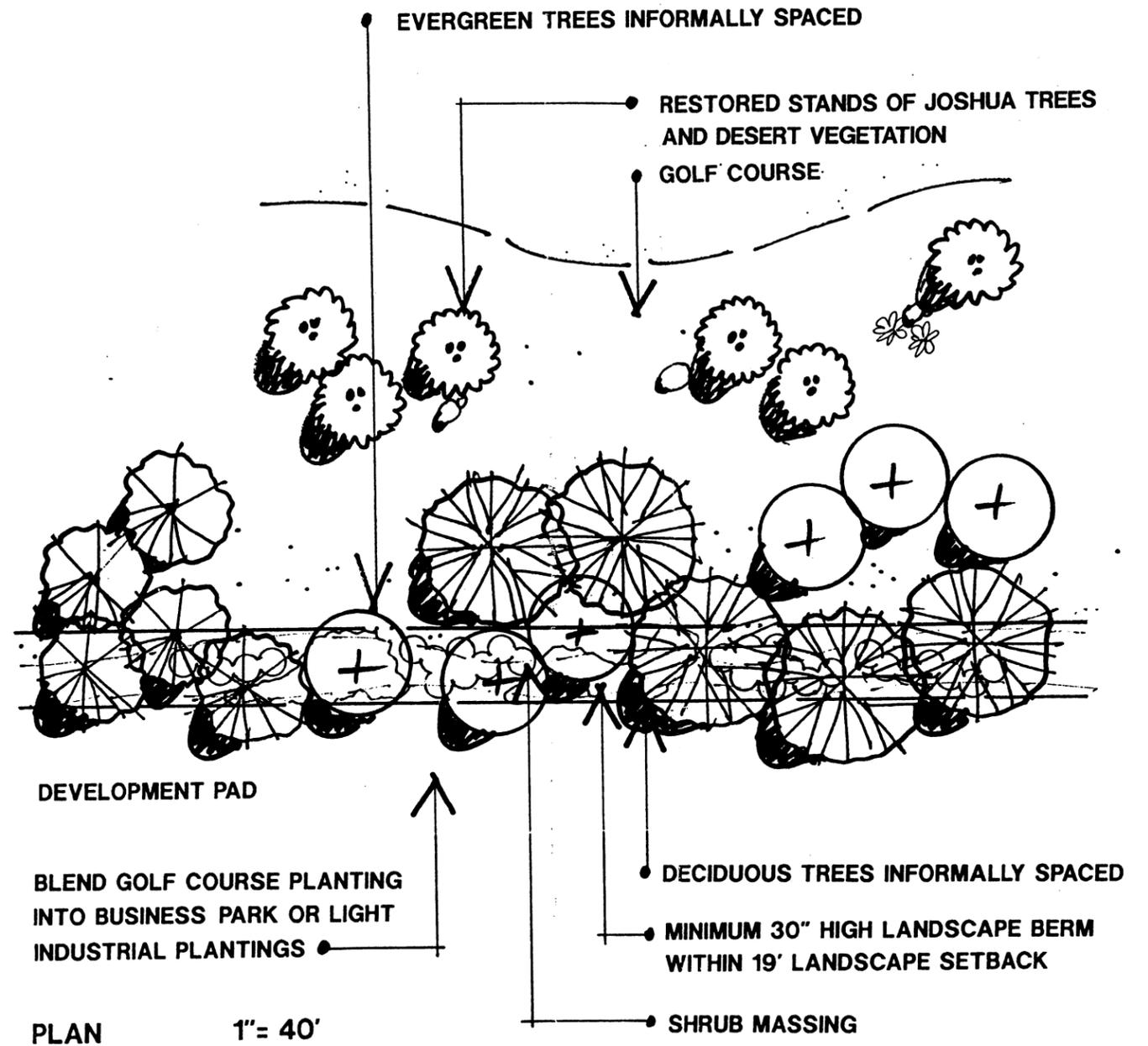
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SECTION 1" = 30'



PALMDALE BUSINESS PARK CENTER

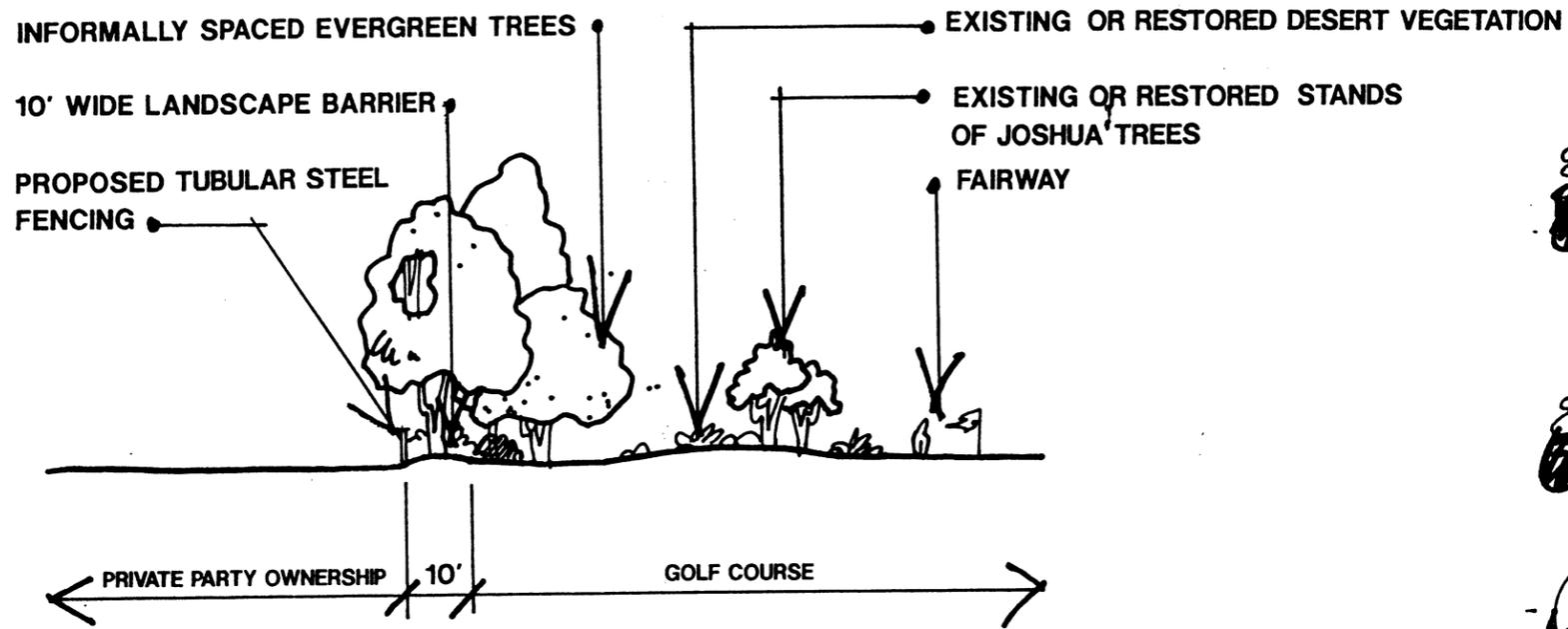
SPECIFIC PLAN
PALMDALE, CALIFORNIA

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(818) 876-2212

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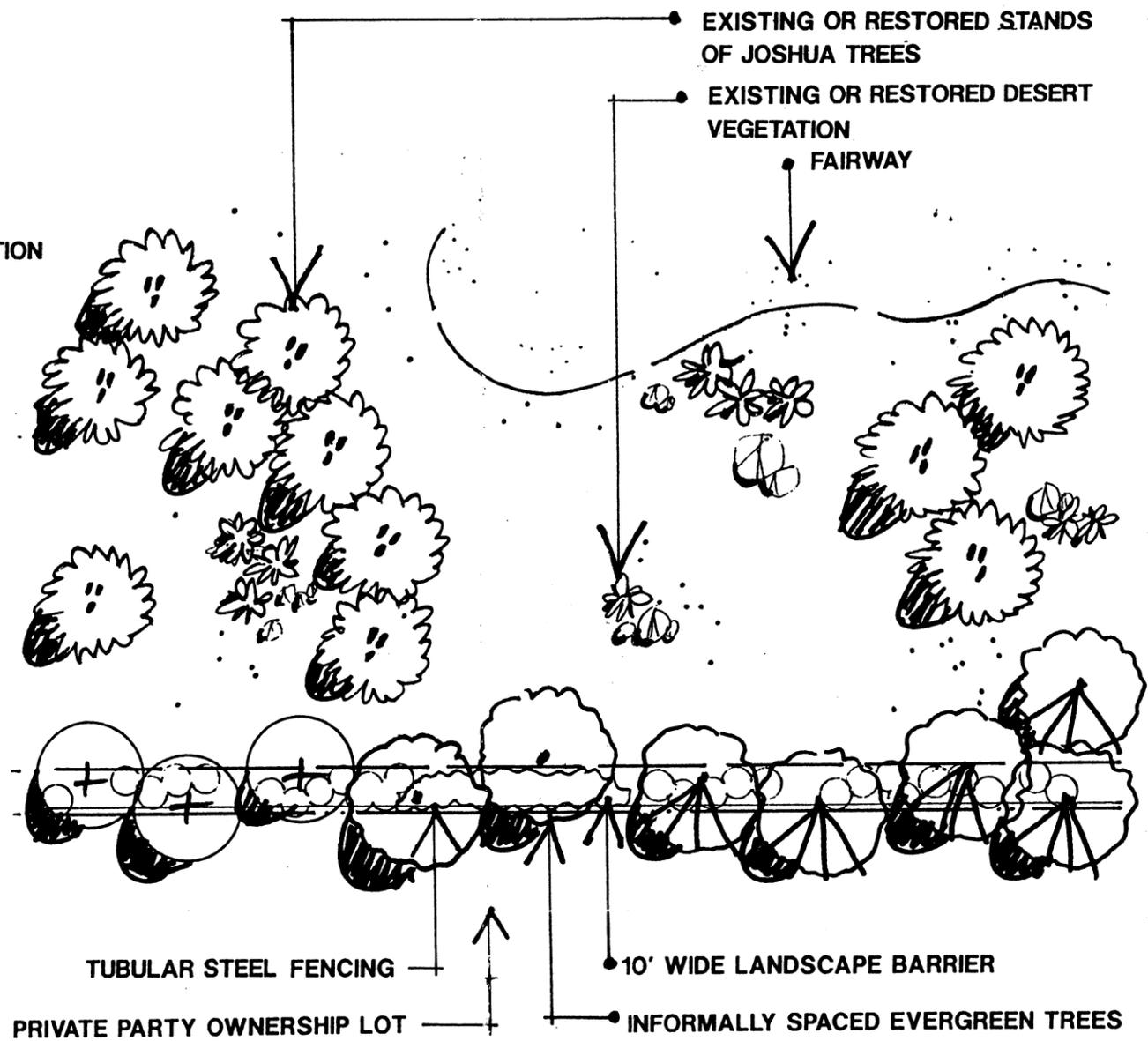


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SECTION

1" = 30'



PLAN

1" = 40'

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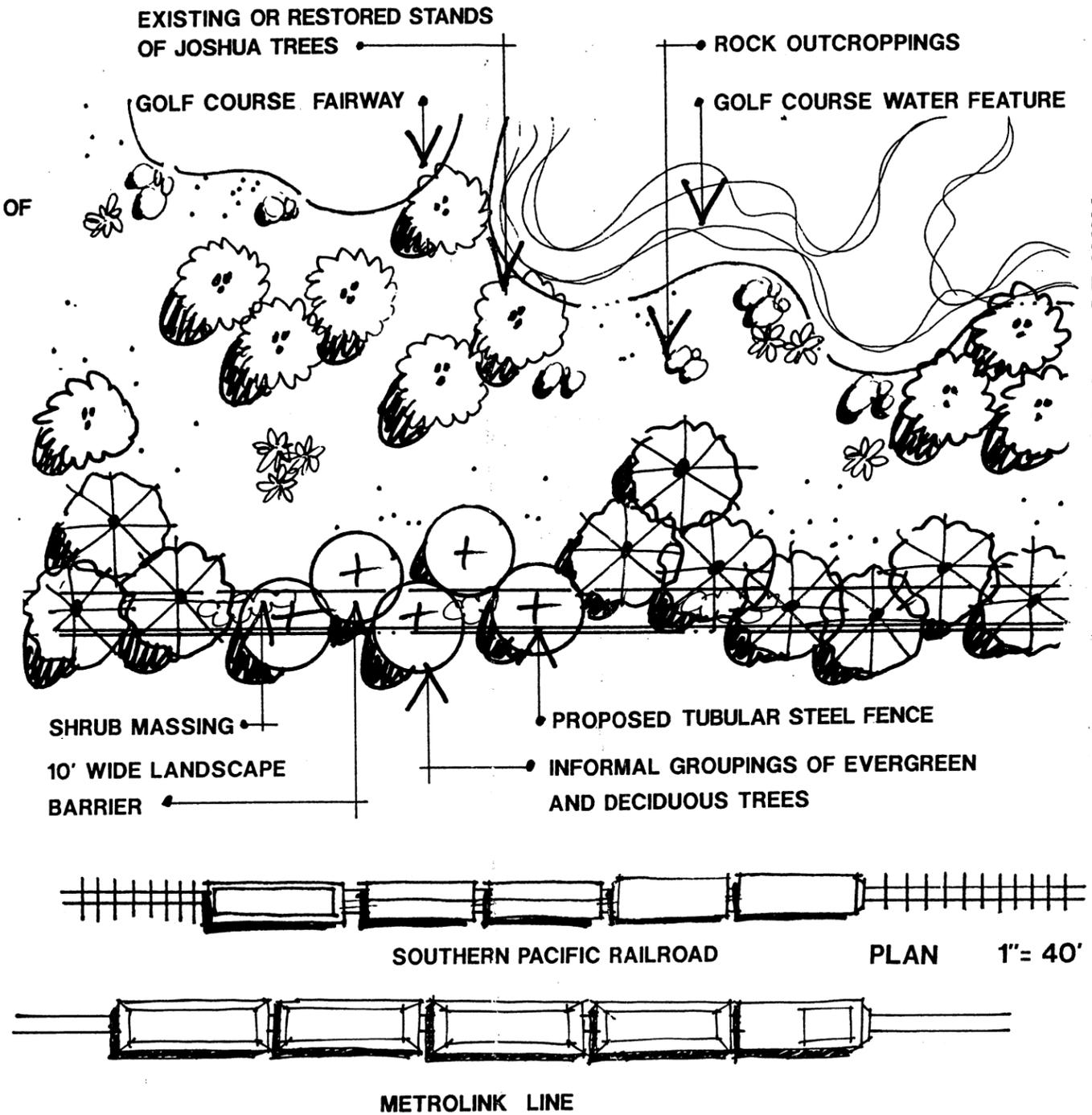
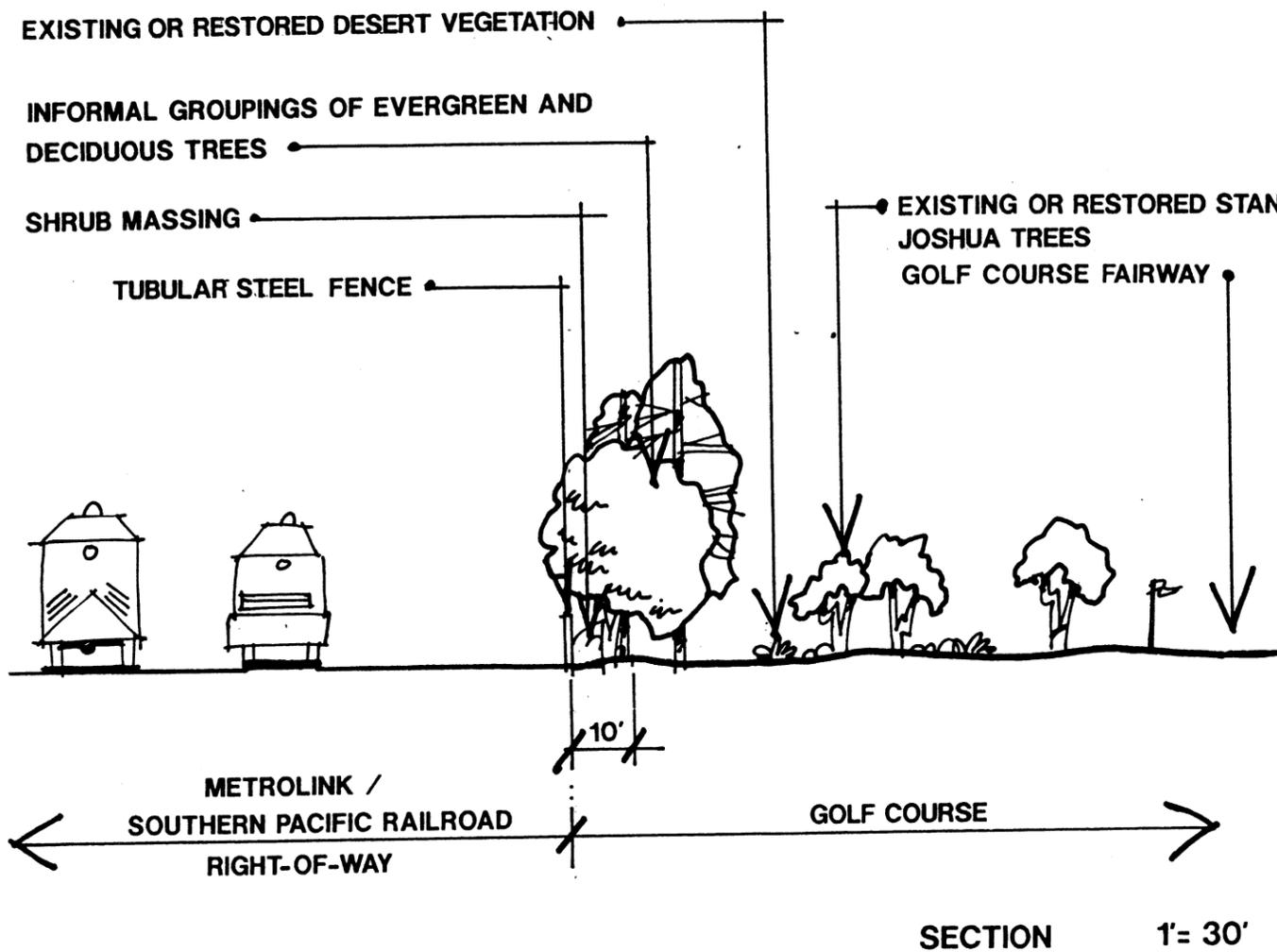
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Exhibit V-18

GOLF COURSE LAND USE AT PRIVATE PARTY OWNERSHIP LOT



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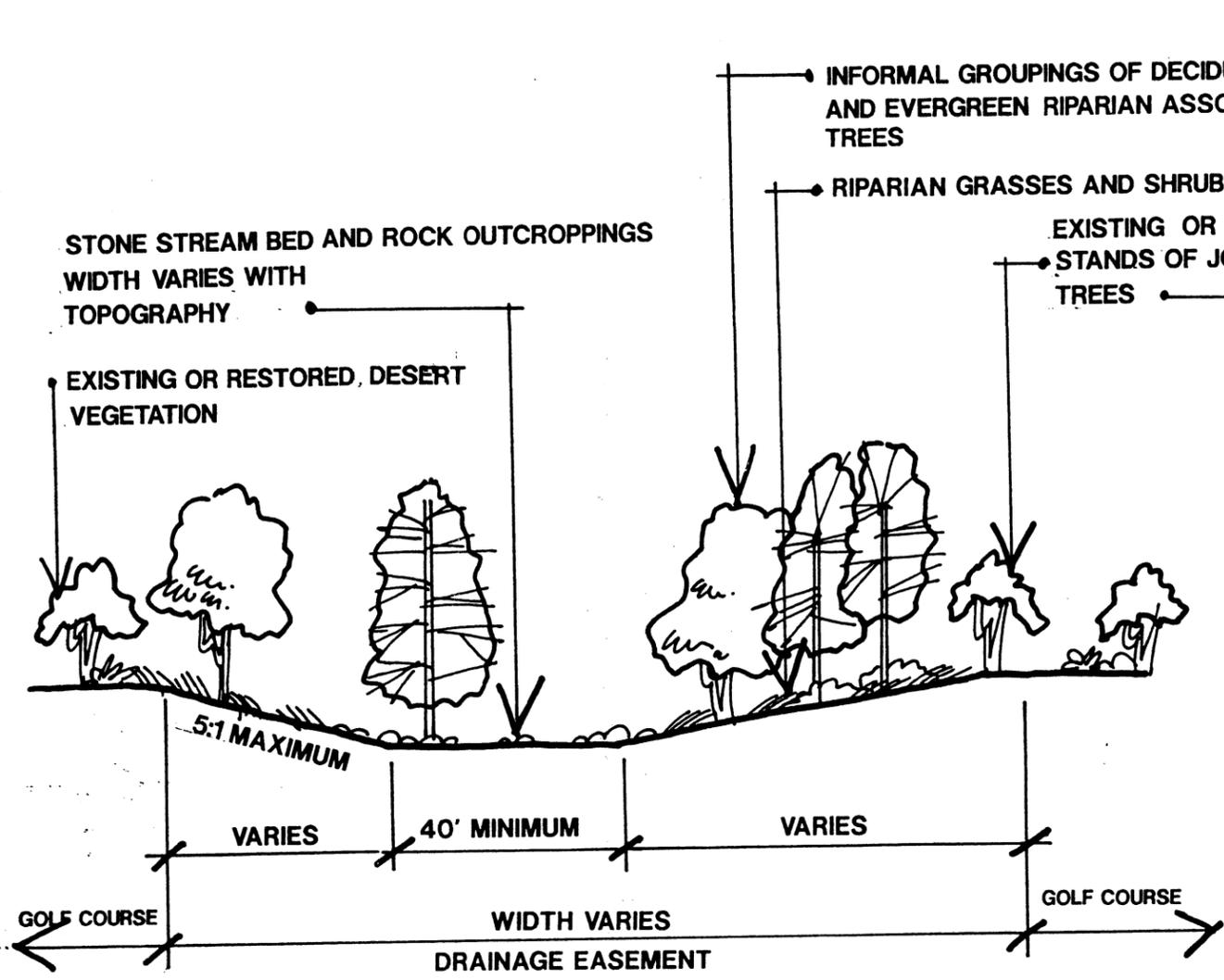


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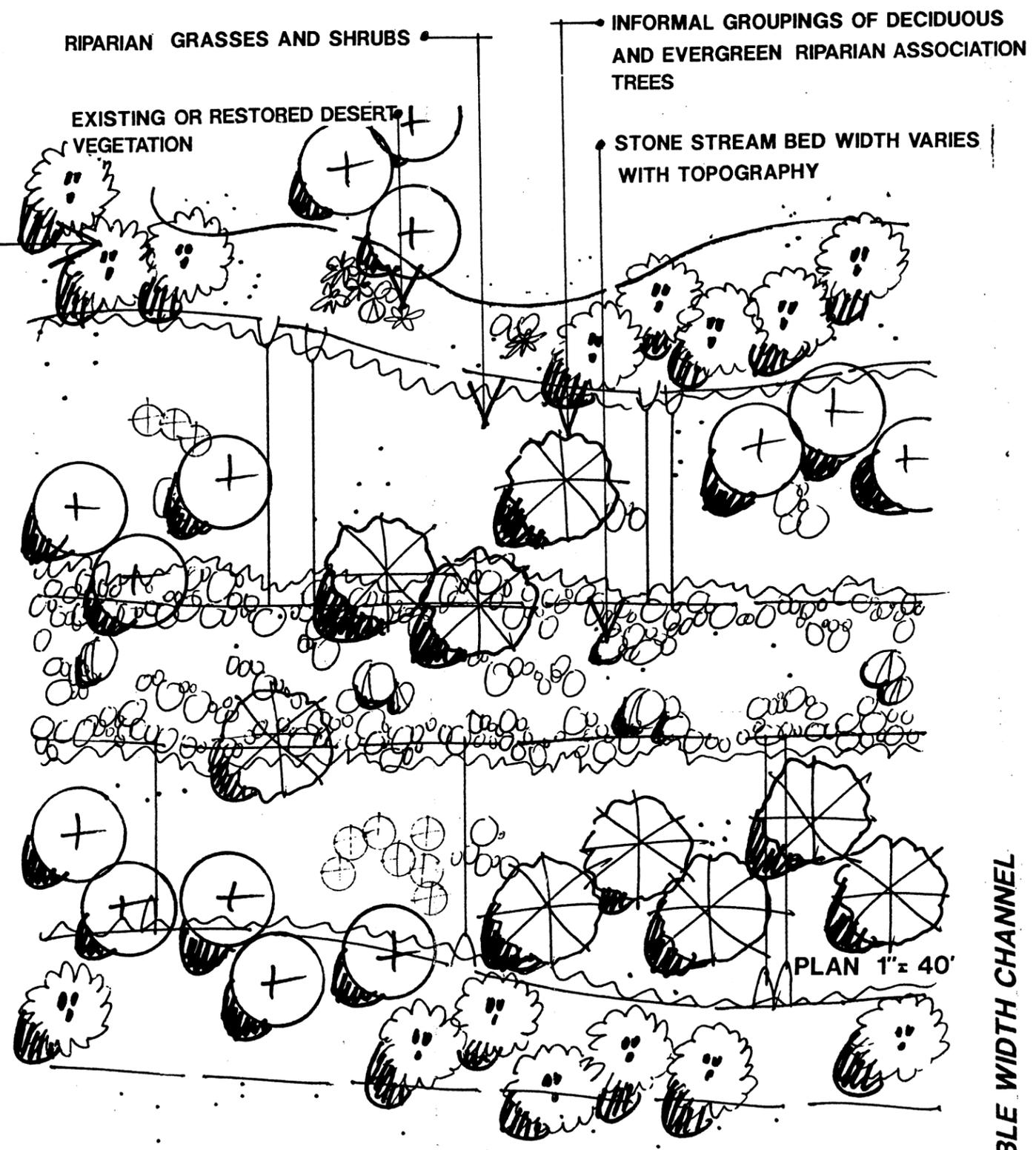
V-75

Exhibit V-19

GOLF COURSE LAND USE AT SOUTHERN PACIFIC RAILROAD RIGHT-OF-WAY



SECTION 1" = 30'



UNLINED VARIABLE WIDTH CHANNEL

PALMDALE BUSINESS PARK CENTER

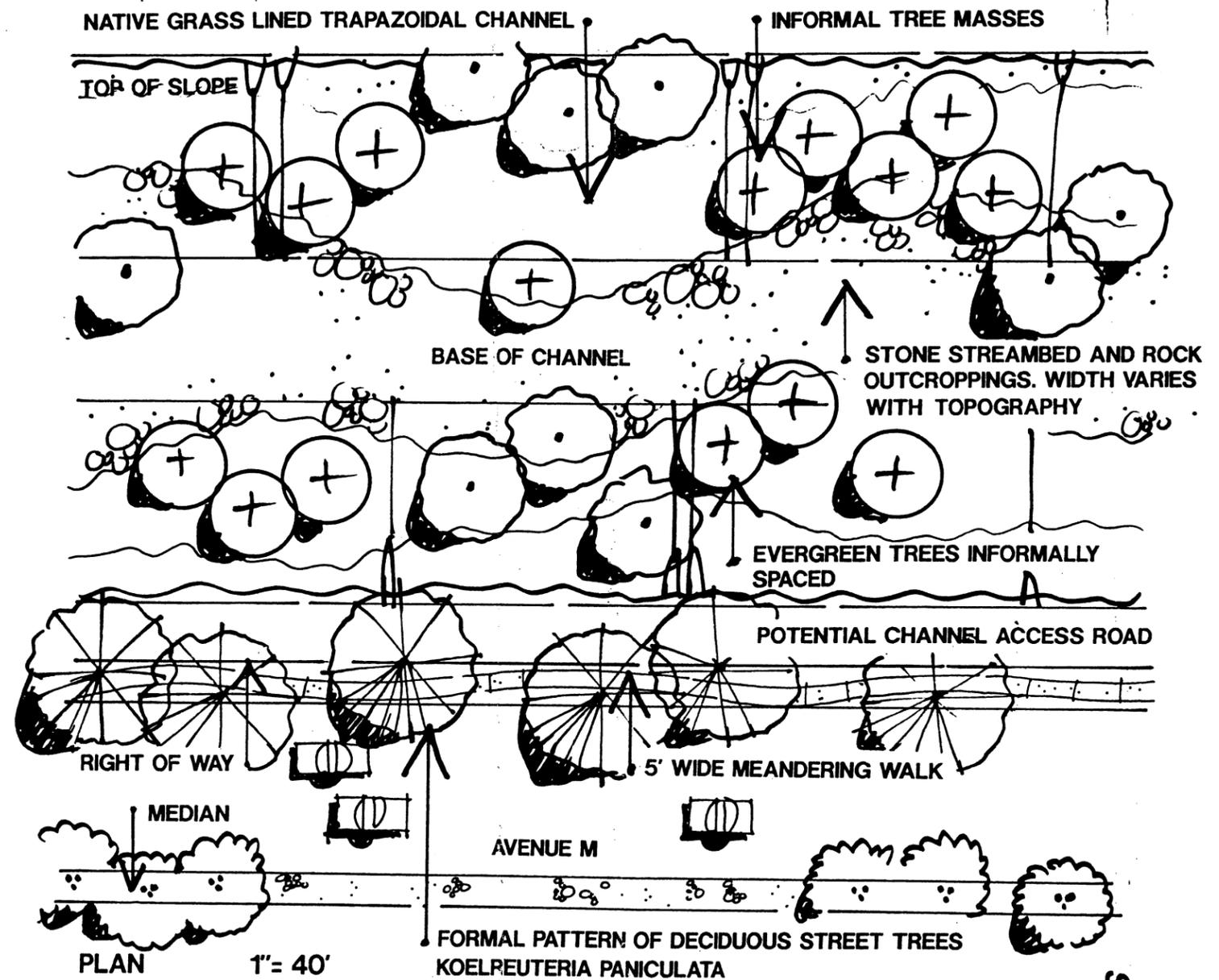
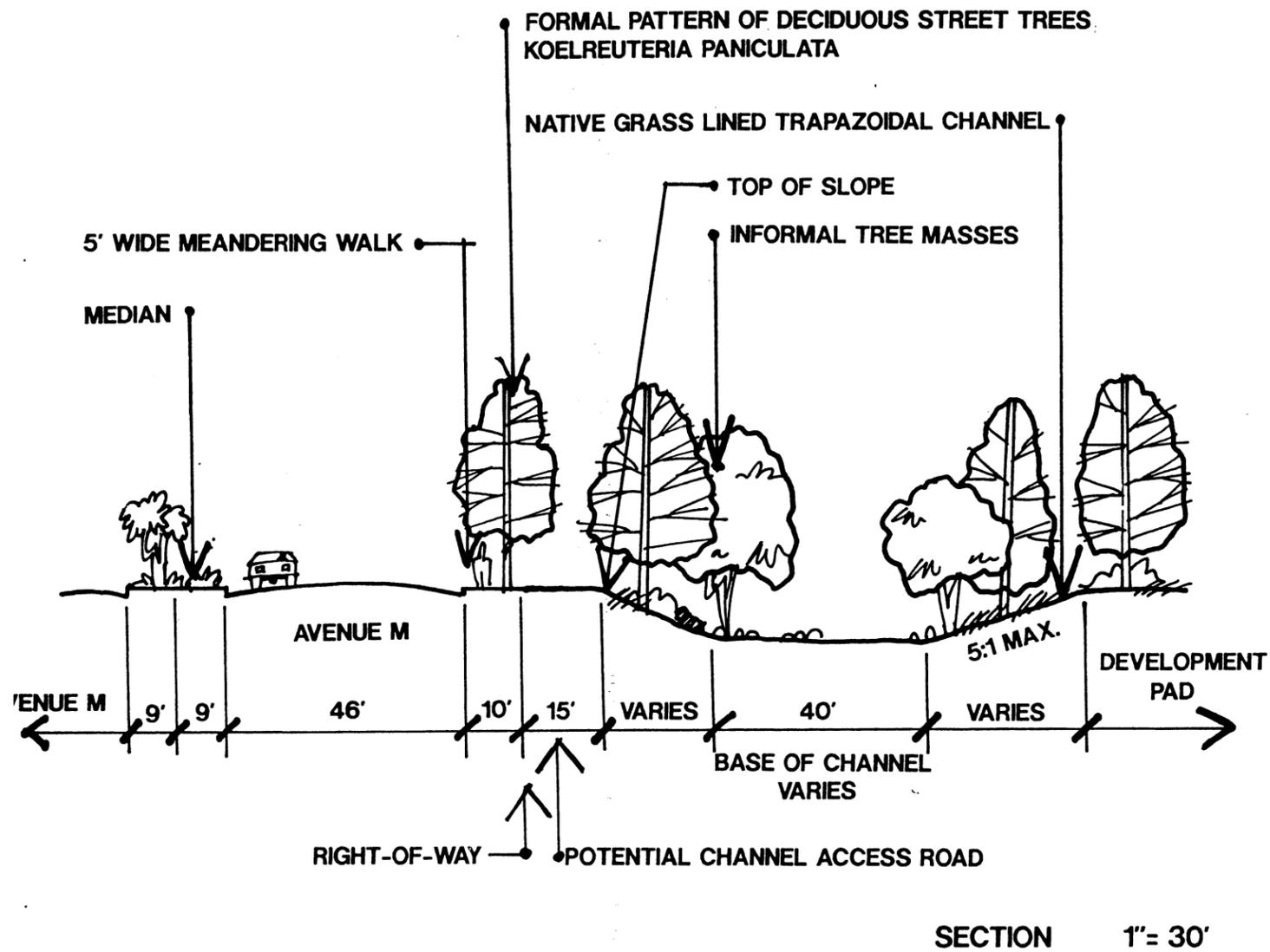
SPECIFIC PLAN
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Exhibit V- 20

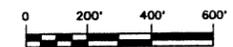


PALMDALE BUSINESS PARK CENTER

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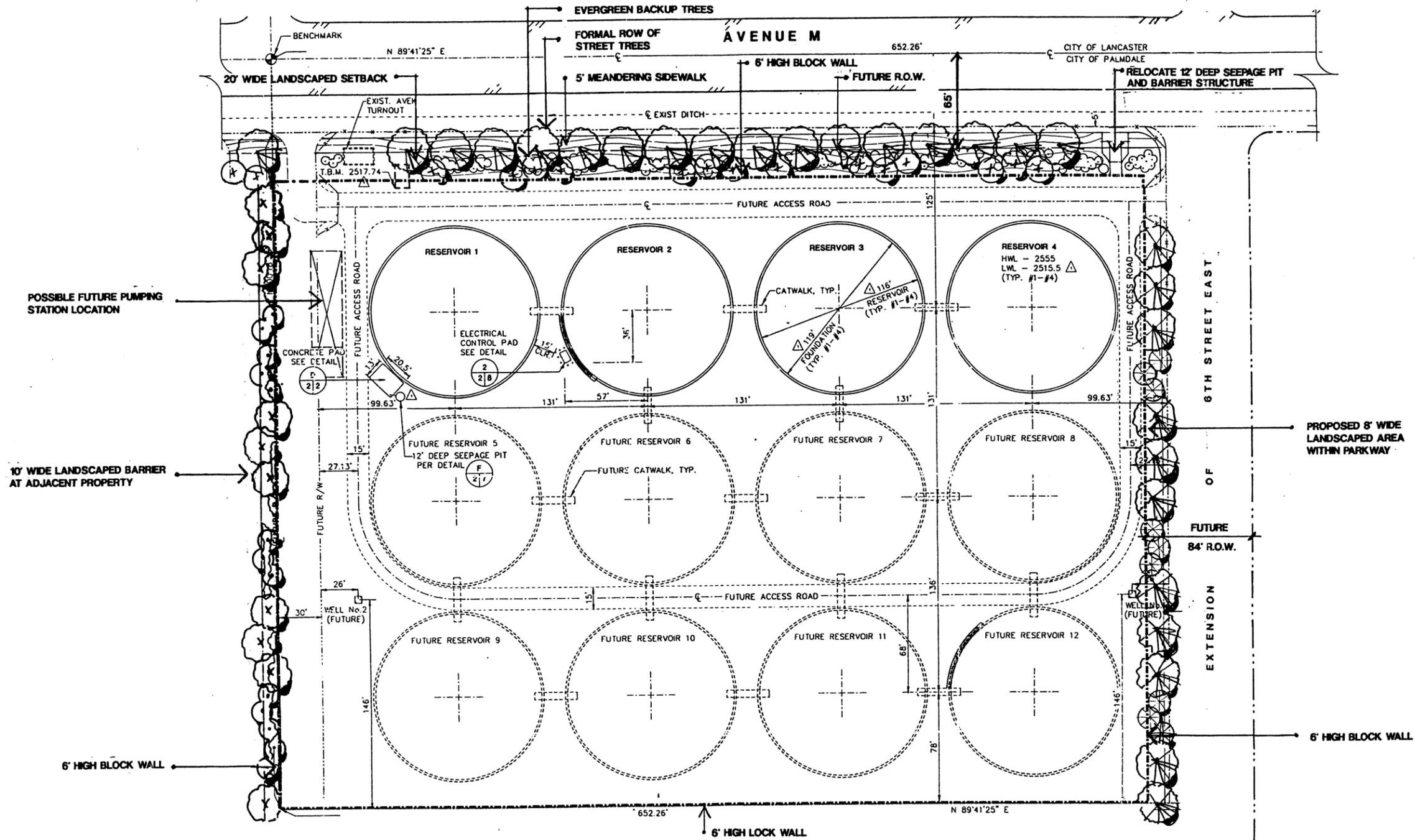
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V-77

Exhibit V-21
PUBLIC FACILITIES LOTS



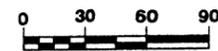
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V-78

Exhibit V-22

LOS ANGELES COUNTY WATER WORKS SITE

FORMAL PATTERNS OF DECIDUOUS TREES
ALBIZIA JULIBRISSIN (SILK TREE)

PROPOSED 8' WIDE
LANDSCAPED AREA

6' HIGH BLOCK WALL

WATER TOWER

6TH STREET EAST

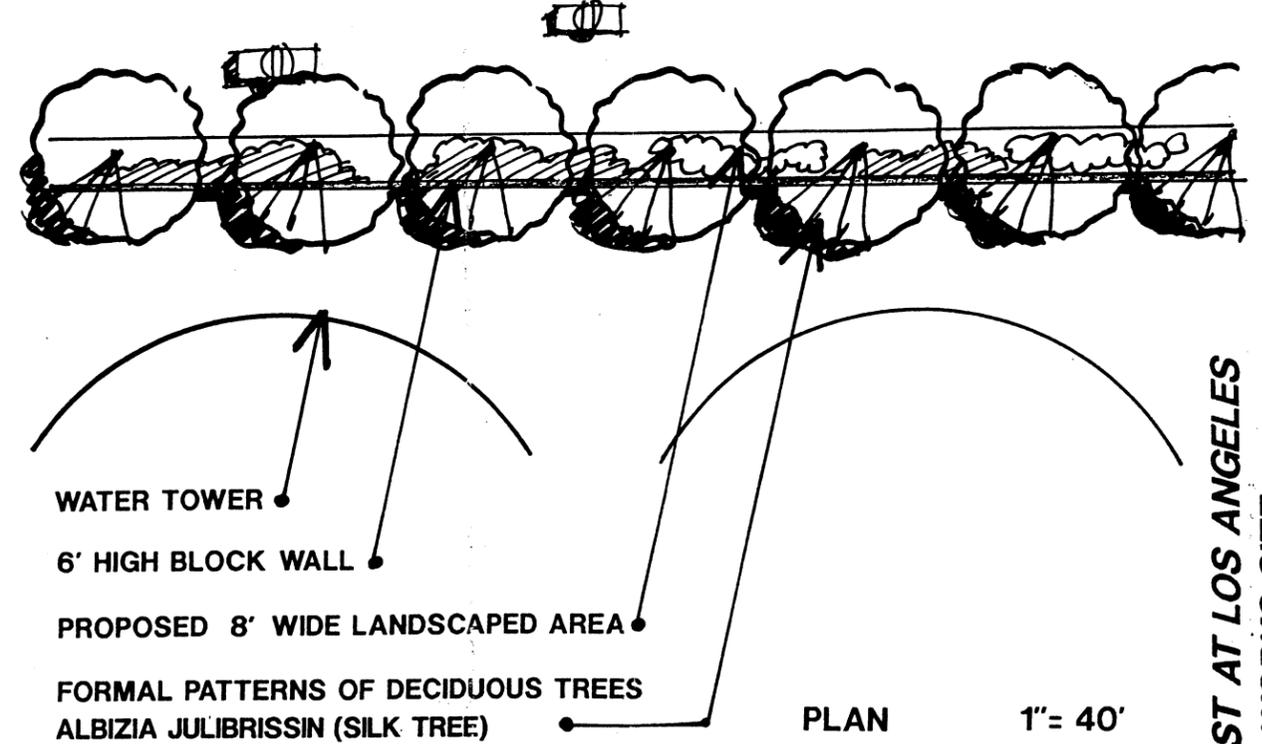
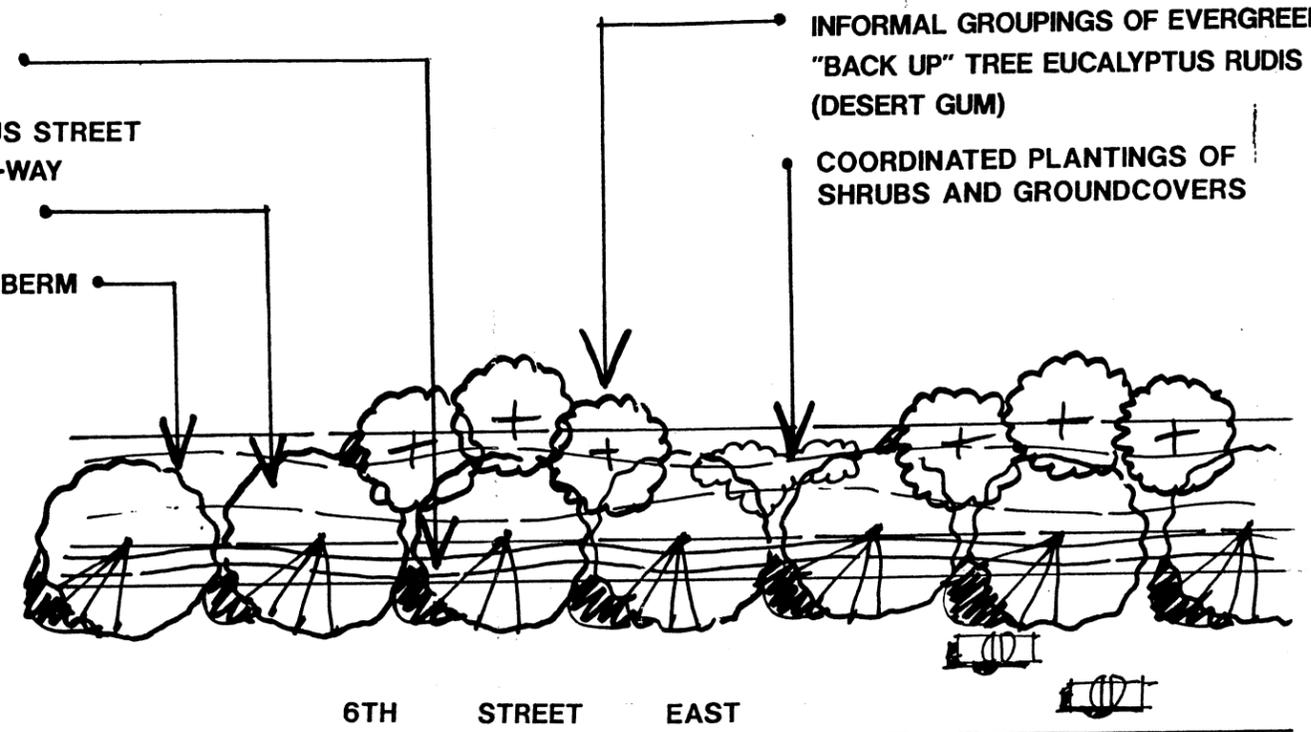
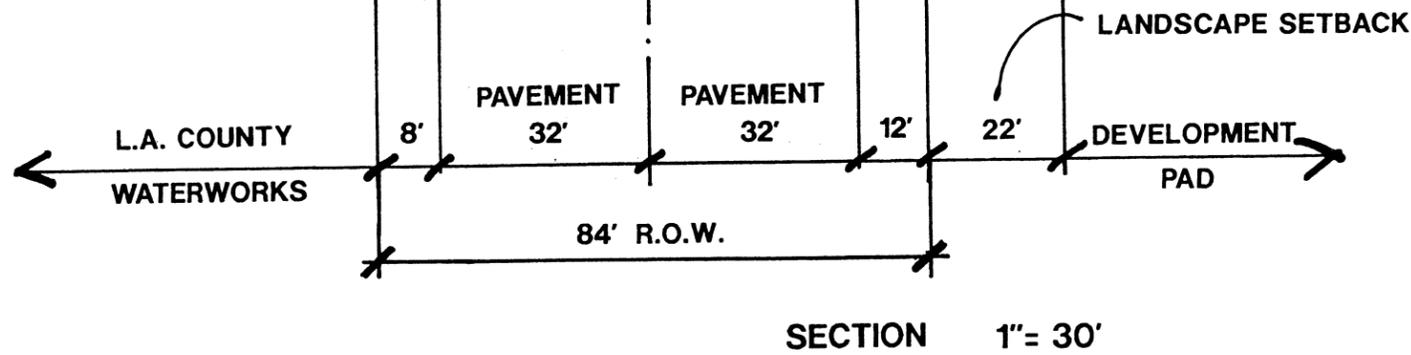
5' WIDE MEANDERING SIDEWALK

FORMAL PATTERNS OF DECIDUOUS STREET
TREES WITHIN STREET RIGHT-OF-WAY
ALBIZIA JULIBRISSIN (SILK TREE)

MINIMUM 30" HIGH LANDSCAPED BERM

INFORMAL GROUPINGS OF EVERGREEN
"BACK UP" TREE EUCALYPTUS RUDIS
(DESERT GUM)

COORDINATED PLANTINGS OF
SHRUBS AND GROUNDCOVERS



PALMDALE BUSINESS PARK CENTER

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Exhibit V-23

6TH STREET EAST AT LOS ANGELES
COUNTY WATER WORKS SITE



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PALMDALE, CALIFORNIA

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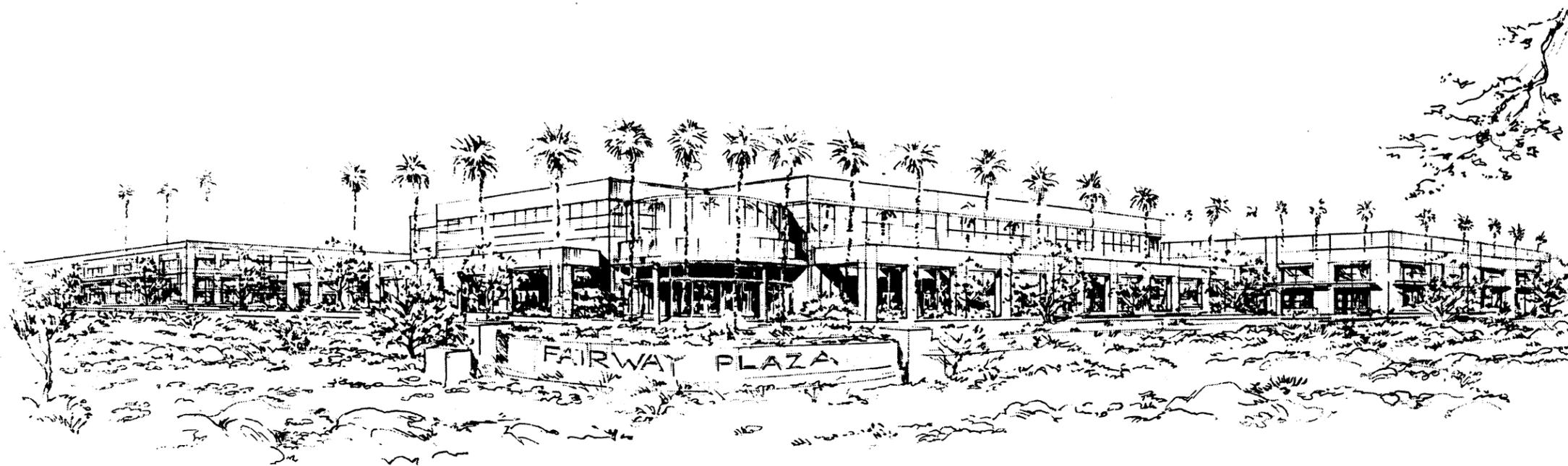
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V-80

Exhibit V-24
ARTIST'S CONCEPTION - PALMDALE COMMUNITY COMMERCIAL



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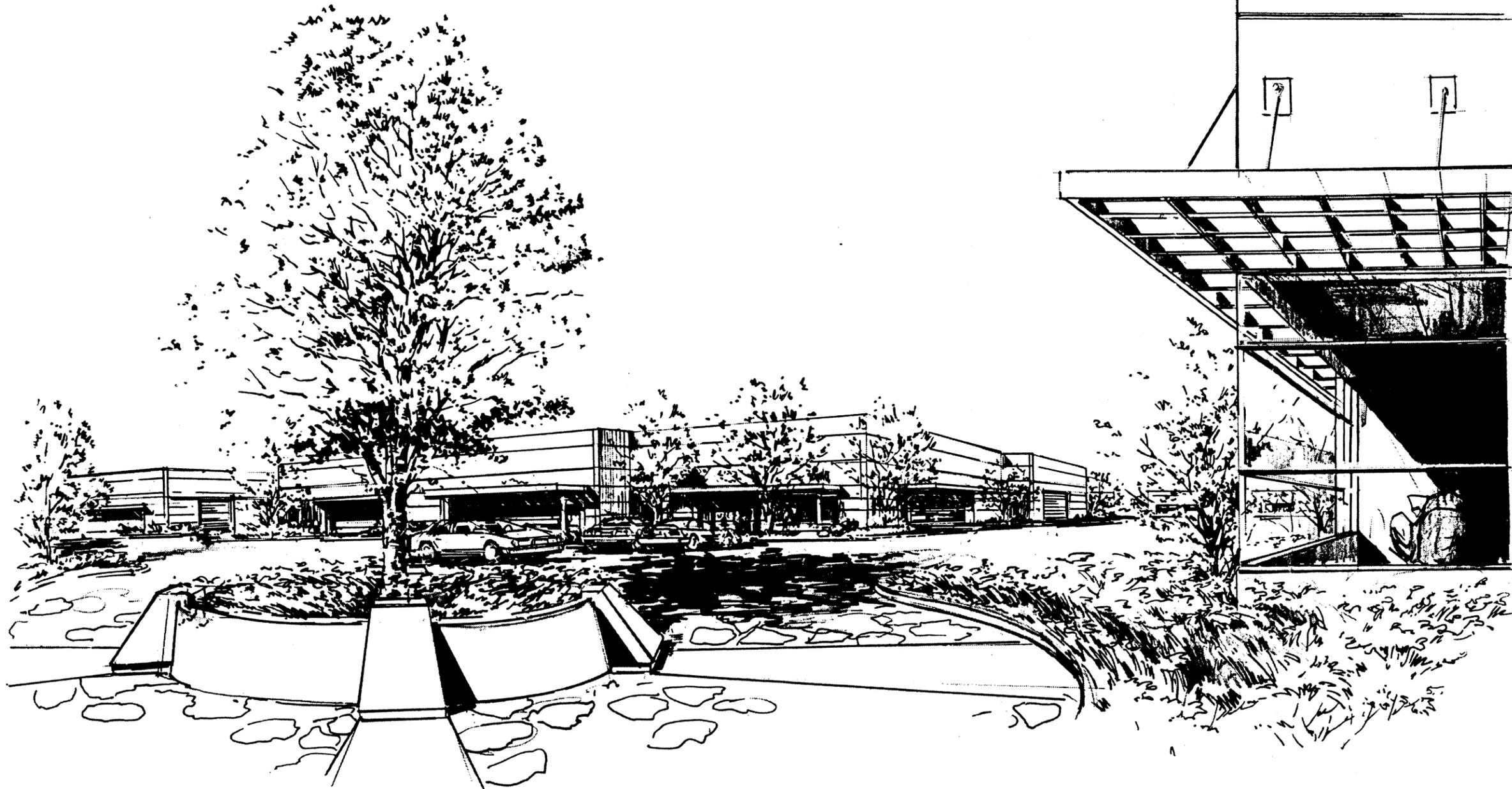


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Exhibit V-25

ARTIST'S CONCEPTION - PALMDALE BUSINESS PARK



PALMDALE BUSINESS PARK CENTER

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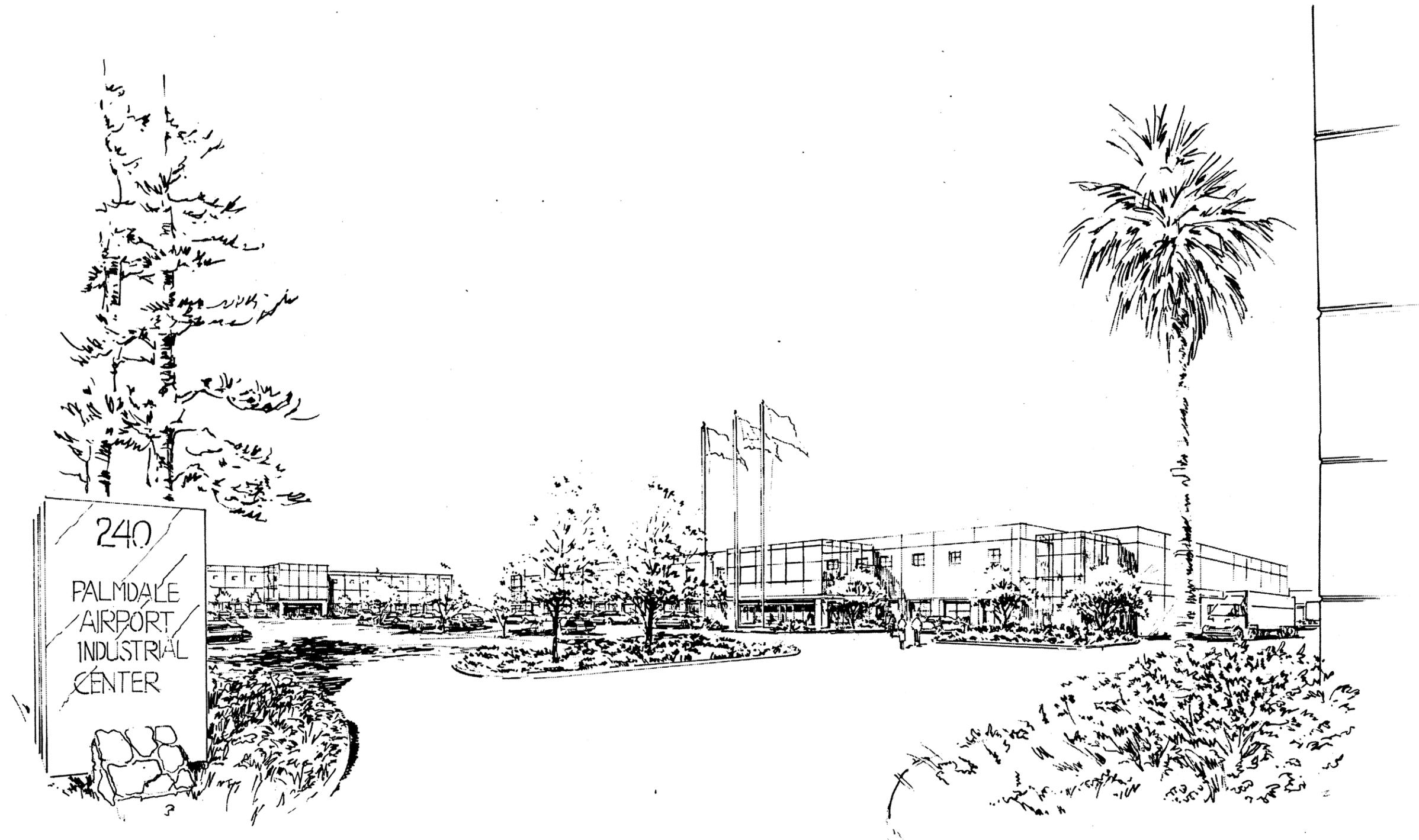
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Exhibit V-26

ARTIST'S CONCEPTION - PALMDALE LIGHT INDUSTRIAL



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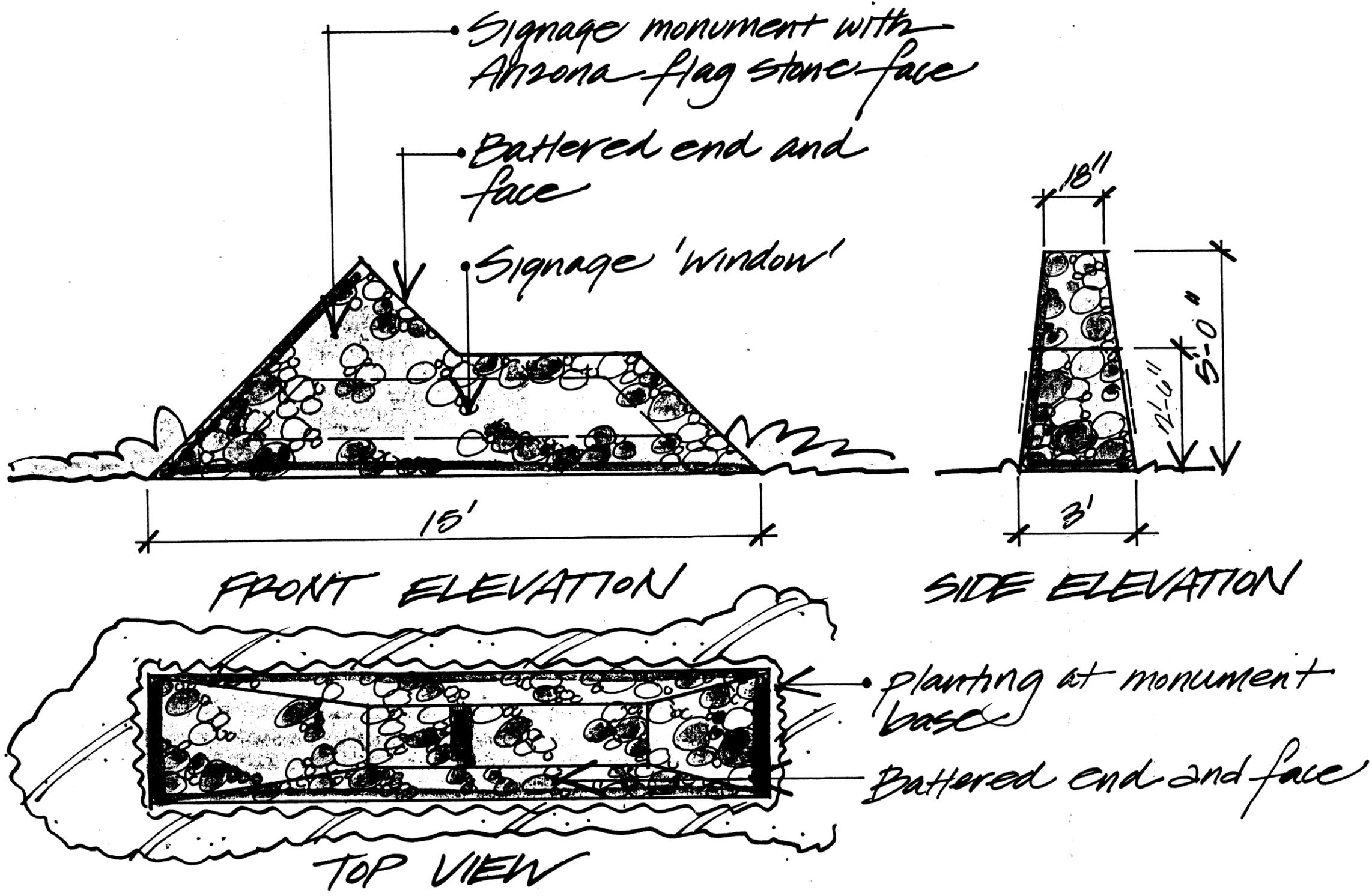


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Exhibit V-27

ARTIST'S CONCEPTION - PALMDALE AIRPORT RELATED



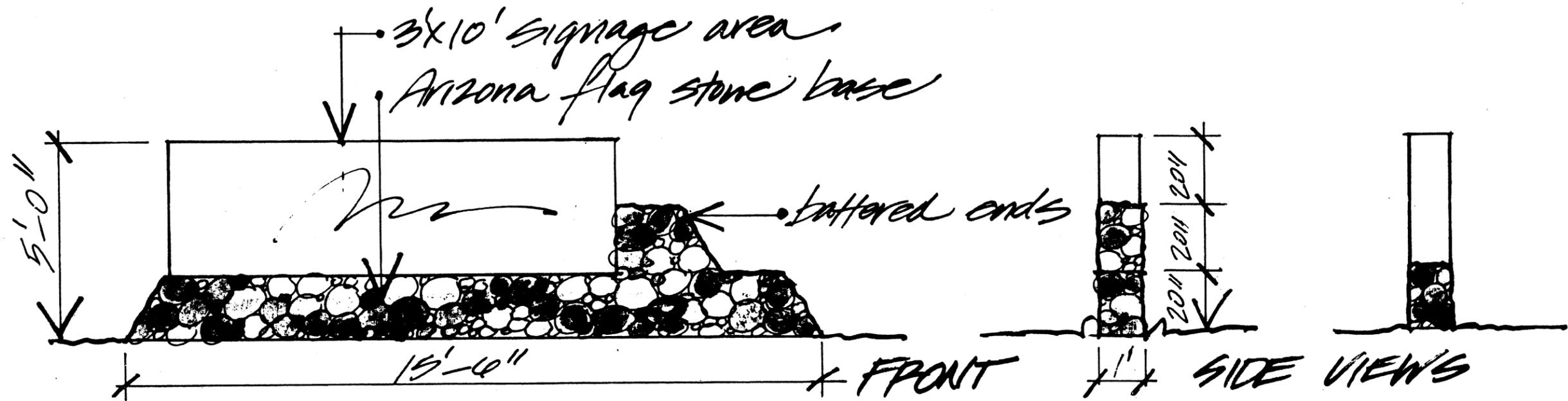
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PARK CENTER

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PALMDALE, CALIFORNIA

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V-85

Exhibit V-29

SUGGESTED BASE FOR GROUND MOUNTED MONUMENT SIGNAGE

TABLE V-13

PALMDALE BUSINESS PARK CENTER
COMMUNITY COMMERCIAL AND GOLF COURSE SIGNAGE CRITERIA

DEVELOPMENT TYPE	SIGN TYPE	NUMBER OF SIGNS	PLACEMENT AND LOCATION	SIGN AREA	SIGN HEIGHT	MAXIMUM LETTER SIZE	FORMS AND MATERIALS	MESSAGE AND LAYOUT	COLOR	ILLUMINATION
Project identification for community/commercial development complex.	Monument.	1 sign per street frontage per development complex.	Perpendicular to major street, minimum 20 feet from driveways, and a minimum 10 feet from property line in landscape setback area.	100 sq. ft. per side. 200 sq. ft. maximum.	10 feet maximum.	Per approval process.	Shall be coordinated and relate to architectural style of overall development. Base shall be per design guidelines.	May be 2-sided. Name of development and street address; plus name of primary tenant with 30,000 sq. ft. or greater gross floor area. Flush left or centered.	Shall relate to architectural style and colors of center. Primary tenant's colors may be incorporated into copy area.	Ground illuminated from a concealed source.
Business/Tenant identification.	Wall.	1 sign per business/tenant per street frontage.	On building elevation to major street, above first floor window in proximity to main entry point.	1.5 sq. ft. per width of building elevation. Maximum 100 sq. ft. for businesses/tenants with less than 30,000 sq. ft. gross floor area. 150 sq. ft. for business/tenants with more than 30,000 sq. ft. gross floor area.	Per approval process.	24 inches.	Individual letters: metal, fiberglass or acrylic.	Business/tenant name and/or logo.	Shall relate to architectural style and colors of development. Primary tenant's colors may be incorporated into copy area.	Halo lighting or internally illuminated.
Service Station.	Monument.	1 sign per major street frontage.	Perpendicular to street, minimum 20 feet from driveways, and a minimum 10 feet from property line in landscape setback area.	30 sq. ft.	5 feet maximum.	Per approval process.	Base must be per design guidelines. Cap may have translucent face, vacuum formed plastic, acrylic or fiberglass.	Company logo only; 2-sided.	Company logo colors.	Internally illuminated.
	Wall.	1 sign per major street frontage.	On building elevation fronting major roadway.	22 sq. ft.	Per approval process.	18 inches.	Individual letters: metal, fiberglass or acrylic.	Company name and logo only.	Company name and logo colors.	Internally illuminated.
Outpad/Single Occupant.	Monument.	1 sign per major street frontage.	Perpendicular to street, minimum 20 feet from entry drive, and a minimum 10 feet from property line in landscape setback area.	30 sq. ft.	5 feet maximum.	Per approval process.	Base shall be per design guidelines. Cap may have translucent face, vacuum formed plastic, acrylic or fiberglass.	Company logo only; 2-sided.	Company logo colors.	Internally illuminated.
	Wall.	1 sign per major street frontage plus 1 additional sign which faces back onto commercial complex.	On building elevation fronting major roadway in addition to building elevation facing back onto commercial complex.	22 sq. ft.	Per approval process.	18 inches.	Individual letters: metal fiberglass or acrylic.	Company name and logo only.	Company name and logo colors.	Internally illuminated.
Golf Course.	Monument.	1 sign per street frontage including Sierra Highway, Loop Road East/West and Avenue M.	Perpendicular to street, minimum 20 feet from driveways, and a minimum 10 feet from property line in landscape setback area.	100 sq. ft. per side. 200 sq. ft. maximum.	10 feet maximum.	Per approval process.	Shall be coordinated and relate to architectural style of overall development. Base must be per design guidelines.	Golf Course name and logo.	Golf Course logo colors.	Ground illuminated from a concealed source.
	Wall.	1 sign per major frontage.	On building elevation fronting major roadway.	100 sq. ft.	Per approval process.	18 inches.	Individual letters: metal, fiberglass, acrylic.	Golf Course name and logo only.	Golf Course name and logo colors.	Halo lighting or internally illuminated.

MARCH 20, 1996

TABLE V-13
COMMUNITY COMMERCIAL AND GOLF COURSE SIGNAGE CRITERIA

TABLE V-14

**PALMDALE BUSINESS PARK CENTER
BUSINESS PARK, LIGHT INDUSTRIAL AND AIRPORT RELATED SIGNAGE CRITERIA**

DEVELOPMENT TYPE	SIGN TYPE	NUMBER OF SIGNS	PLACEMENT AND LOCATION	SIGN AREA	SIGN HEIGHT	MAXIMUM LETTER SIZE	FORMS AND MATERIALS	MESSAGE AND LAYOUT	COLOR	ILLUMINATION
Project identification for Business Park, Light Industrial and Airport Related Development.	Monument.	1 sign per intersection of collector street and industrial local per development envelope.	At intersection of collector street and industrial local road. Perpendicular to street, out of line of sight, and minimum 10 feet from property line in landscape setback area.	Per standard drawing.	Per standard drawing. See Exhibit V-28	Signage window 18 inches by 8 feet. See standard drawing.	Per standard drawing. See Exhibit V-28	2-sided. Name of development and street address plus name of center or development.	Per standard drawing. Copy area may incorporate tenant/business colors.	Ground illuminated from a concealed source.
Multiple building complex.	Monument.	1 sign per street frontage per parcel.	Perpendicular to street, minimum 20 feet from entry drive, 10 feet minimum behind property line within landscape setback area.	30 sq. ft. per side. 60 sq. ft. maximum.	5 ft maximum. See Exhibit V-29	Per approval process.	Shall relate to architectural style of overall parcel. Base shall be per design guidelines.	May be 2-sided; include name of development and street address; name of primary tenant may also be included. Flush left or centered layout.	Shall relate to architectural style and colors of development. Primary tenant's colors may be incorporated into copy area.	Ground illuminated from a concealed source.
	Ground floor tenant identification on wall.	1 sign per tenant.	Over first floor windows, in close proximity to entrance.	1.5 sq. ft. per each lineal feet of building frontage, not to exceed 100 sq. ft.	Per approval process.	18 inches.	Individual letters: metal, fiberglass or acrylic.	Business or tenant name and/or logo.	Shall relate to architectural style and colors of development. Primary tenant's colors may be incorporated into copy area.	Halo lighting or internally illuminated.
Single Building/Single Tenant Complex.	Monument.	1 sign per street frontage.	Perpendicular to street, minimum 20 feet from entry drive, 10 feet minimum behind property line within landscape setback area.	30 sq. ft. per side. 60 sq. ft. maximum.	5 ft. maximum See Exhibit V-29	Per approval process.	Shall be coordinated and relate to architectural style of overall parcel. Base must be per design guidelines.	May be 2-sided; shall include name of development and street address; name of primary tenant may also be included. Flush left or centered layout.	Shall relate to architectural style and colors of development. Tenant's colors may be incorporated into copy area.	Ground illuminated from a concealed source.
	Wall.	1 sign per street frontage	Above top story window below parapet.	1.5 sq. ft. per each lineal feet of building frontage, not to exceed 100 sq. ft.	Per approval process.	30 inches maximum.	Individual letters: metal, fiberglass or acrylic.	Owner/tenant or business name and/or logo.	Shall relate to architectural style and colors of development. Owner's/tenant's colors may be incorporated into copy area.	Halo lighting or internally illuminated.
Single Building/Multiple Tenant Complex.	Monument.	1 sign per street frontage.	Perpendicular to street, minimum 20 feet from entry drive, 10 feet minimum behind property line within landscape setback.	30 sq. ft. per side. 60 sq. ft. maximum.	5 ft maximum See Exhibit V-29	Per approval process.	Must be coordinated and relate to architectural style and overall parcel. Base must be per design guidelines.	May be 2-sided; include name of development and street address; name of primary tenant may also be included. Flush left or centered layout.	Shall relate to architectural style and colors of development.	Ground illuminated from a concealed source.
	Building Identification	Maximum 2 signs. No more than 1 sign per building elevation.	Above windows of top floor, below top of parapet or roofline.	1 sq. ft. per each lineal feet of building frontage, not to exceed 100 sq. ft.	Per approval process.	30 inches maximum.	Individual letters: metal fiberglass or acrylic.	Building name.	Shall relate to architectural style and colors of development.	Halo lighting or internally illuminated.
	Primary tenant identification on wall.	Maximum 3 signs per building.	Above windows of top floor, below top of parapet or roofline. 1 per building elevation. 3 sides maximum.	1 sq. ft. per each lineal feet of building frontage, not to exceed 100 sq. ft.	Per approval process.	30 inches maximum.	Individual letters: metal, fiberglass or acrylic.	Building name, tenant name and/or logo.	Shall relate to architectural style and colors of development.	Halo lighting or internally illuminated.
	Ground floor tenant identification on wall.	1 sign per tenant; 2 signs if tenant occupies entire ground floor.	Directly above ground floor windows in close proximity to main entry point.	1.5 sq. ft. per each lineal feet of building frontage, not to exceed 22 sq. ft. per tenant.	Per approval process.	18 inches maximum.	Individual letters: metal, fiberglass, acrylic.	Building name, tenant name and/or logo.	Shall relate to architectural style and colors of development.	Halo lighting or internally illuminated.

TABLE V-14
BUSINESS PARK, LIGHT INDUSTRIAL AND AIRPORT RELATED SIGNAGE CRITERIA

SECTION VI - IMPLEMENTATION

A. PURPOSE AND INTENT

The purpose and intent of this section is to establish direction and procedures for the implementation and administration of *Palmdale Business Park Center Specific Plan*. These provisions include guidance on entitlements, conformance with Specific Plan and City regulations, revisions to the plan, and financing methods.

B. SPECIFIC PLAN AND RELATED DOCUMENTS

Palmdale Business Park Center Specific Plan, Environmental Impact Report, and Vesting Documentation are intended to result in the orderly development of the 632 gross acre Lockheed Corporation property. This process and the pertinent documents involved are summarized as follows:

1. Specific Plan.

The Specific Plan is a legal document that provides the City of Palmdale and Lockheed, or its successors, guidelines for development, based upon the plans and standards set forth herein. The plan establishes a pattern and density of land use as articulated in Section III. It also establishes a circulation plan where streets are located and sized, an infrastructure plan that states what facilities need to be constructed and where, a landscape and urban design plan that reflects project image, and a recreation plan that conceptually outlines the layout of the proposed golf facility.

Government Code Section 65453(a) states that: "A Specific Plan shall be prepared, adopted and amended in the same manner as a General Plan, except the Specific Plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body." It is intended that *Palmdale Business Park Center Specific Plan* be adopted by resolution. This intention is in accordance with City policy.

Palmdale Business Park Center Specific Plan has been developed as both a regulatory document and a land use policy plan. The development standards

have been structured in a format consistent with the City of Palmdale Zoning Ordinance, including general provisions, permitted uses, development standards, project review and approval procedures, and other zoning related provisions. The remaining sections of the Specific Plan are oriented to land use policies, and include background and project information, planning policies, design criteria, and infrastructure planning.

2. Environmental Documentation.

An Initial Study has been prepared that indicates a comprehensive Environmental Impact Report (EIR) is required for the subject property. This comprehensive EIR will be prepared by the City of Palmdale. The EIR will be certified prior to adoption of the Specific Plan. The *Palmdale Business Park Center* Specific Plan EIR will serve as the master EIR for the overall project. Future site specific development applications that are deemed consistent with the Specific Plan will be evaluated by the City of Palmdale to determine potential environmental impacts.

For a negative declaration, or finding of consistency, the proposed development must be consistent with the design, intent, density, land use, and development standards of *Palmdale Business Park Center* Specific Plan. If the City determines further environmental documentation is necessary, pursuant to the California Environmental Quality Act (CEQA), it will require a subsequent EIR or Supplemental EIR as mandated in the CEQA Guidelines. A subsequent EIR or Supplemental EIR also may be required if conditions change as defined by CEQA.

3. Vesting Documentation.

It is anticipated that Lockheed Corporation will arrange to vest its rights under the adopted Specific Plan pursuant to one of the entitlement vesting mechanisms available under California law and the ordinances of the City of Palmdale, such as a vesting tentative map or a development agreement between Lockheed and the City of Palmdale. Use of such a vesting mechanism will, for a specified period, exempt the project from amendments to the Specific Plan or to the current City of Palmdale land use regulations otherwise applicable to the

project except as requested by the Developer. Vesting tentative maps are discussed in Section VI-C-3, Subdivision Plan (Page VI-7), and development agreements are discussed in Section VI-K-6 (Page VI-43). It is not currently known which type of vesting mechanism(s) will be used to implement the Specific Plan, and therefore such mechanisms, as applicable, shall be generally and collectively referred to in this Specific Plan as the "Vesting Documents."

C. DEVELOPMENT REVIEW PROCESS

All proposed development within the Specific Plan area is subject to a multi-step approval process, involving the following stages of approval:

- Concept Plan;
- Subdivision Map (if applicable);
- Development Plans to include Site Plan, Conditional Use Permit, or Administrative Review as applicable; and
- Construction Plans

Also, a pre-application conference with the City's Development Advisory Board (DAB) prior to submittal of any of the above plans is strongly recommended and may be required depending on the characteristics of the proposed project. All proposed development within the *Palmdale Business Park Center* Specific Plan area shall be reviewed and approved in accordance with City of Palmdale Municipal Code, Chapter 2, Review Procedures.

All development review applications shall be submitted on forms provided by the City of Palmdale. Processing fees shall be those fees prescribed by the City's Fee Resolution that is in effect as of the date of acceptance of said application. A Concept Plan fee, if not specifically cited in the Fee Resolution, shall be processed and charged at the same processing rate as a Conditional Use Permit. These steps of the development review process are explained below.

1. Pre-Application Conference.

The Planning Department may request that an applicant submit materials for and attend a pre-application conference pursuant to Section 20.03 of the Palmdale Zoning Code in order to review the development proposal prior to acceptance of the application. A pre-application conference shall be required for any proposed Concept Plan, Subdivision Plan, Conditional Use Permit Application, and Site Plan Review Application. The purpose of this conference is to acquaint the City with the intentions of the applicant, to acquaint the applicant with any applicable policies and procedures, to identify City Codes and improvement standards applicable to the proposal, and to identify any significant development opportunities and/or constraints on the site.

2. Concept Plan.

- a. Purpose: Since the development within each land use area is anticipated to be built by multiple developers and/or in successive phases over a longer period of time, concept planning of larger areas is required to avoid development in a manner which would prevent or preclude future development of surrounding land in accordance with policies of this Specific Plan and the City's General Plan. The Concept Plan process is intended to coordinate the efforts of multiple property owners and discourage piecemeal development.
- b. Applicability: A Concept Plan shall be required for each of the 16 Subplanning Areas identified in Exhibit III-1 of the Specific Plan prior to any development or subdivision of the Subplanning Areas. Future development within the area of a Concept Plan may vary from the provisions of the plan, provided that the proposed project is compatible with the overall concept plan or develops an acceptable alternative master plan.
- c. Initiation: A Concept Plan may be initiated by the owner or the authorized agent of the owner of property within the proposed project area.

- d. **Requirements:** The Concept Plan shall address the following considerations:
1. The area of the Concept Plan shall be based on logical planning boundaries and site conditions, rather than limited by individual parcel lines.
 2. The Concept Plan shall address distribution, location and extent of land uses, including open space, in relation to each other, the surrounding land uses, the site, and the approved Specific Plan.
 3. Adequate circulation and access shall be provided in relation to the Specific Plan Circulation Map and existing and planned circulation of the adjacent properties.
 4. Adequate public services and facilities shall be provided to support the proposed development in accordance with the approved Specific Plan and existing and planned facilities on the adjacent properties.
 5. The Concept Plan should address conceptual building locations, heights and footprints; overall circulation, ingress and egress; parking layout; conceptual grading and drainage; and areas for common use. The Concept Plan should consider shared access, reciprocal parking, shared open space and amenity areas, the relationship of land uses and/or buildings to each other on adjacent parcels, and other design features to optimize use of the entire planning area as a functional unit.
 6. A statement of intent regarding building design and/or conceptual elevations should be provided to indicate architectural style, project types, form and materials. For larger projects, design guidelines may be developed to guide future individual building developers and maintain the integrity of the master plan concept.

7. Implementation measures, including financing programs, to ensure that development is supported by adequate infrastructure as it occurs.
- e. **Review Process:** The Planning Commission shall hold a public hearing on each proposal for a Concept Plan. The hearing shall be set and notice given as prescribed in Section 16.02 of the Palmdale Zoning Code. The hearing may be continued from time to time. Following the closing of the public hearing, the Planning Commission shall approve, approve in modified form, or deny the Concept Plan based on the findings contained in Subsection D.
- f. **Required Findings for Approval:** Prior to approving a Concept Plan, the following findings supported by adequate evidence shall be made by the Planning Commission:
1. The proposed distribution, location and extent of land uses, including open space, is consistent with the approved Specific Plan.
 2. The site is suitable for the proposed type and intensity of development.
 3. Adequate access is provided in accordance with the Specific Plan Circulation Map and existing and planned circulation of the adjacent properties.
 4. The project site is, or will be, provided with adequate public services and facilities to support the proposed development in accordance with the approved Specific Plan and existing and planned facilities on the adjacent properties.
 5. The Concept Plan is consistent with the Project as analyzed in the Certified Final Environmental Impact Report for the *Palmdale Business Park Center* Specific Plan, and is further consistent with

the findings of mitigation of environmental impacts and the findings of overriding considerations (if applicable) for the Project.

3. Subdivision Plan.

Development of *Palmdale Business Park Center* will be implemented through a Master Parcel Map encompassing the 8 Planning Areas as shown on Exhibit III-1, Development Plan, and in conformance with the approved Vesting Documents. The Master Parcel Map shall provide for the creation of the 20 parcels as identified in Exhibit I-1 and shall provide for the irrevocable offer of dedications for the infrastructure roadways and utilities identified in the Specific Plan. The Master Parcel Map shall be prepared in conformance with the Phasing Plan identified in the Specific Plan. Each Subplanning area designated for development purposes shall be further subdivided, as needed, through the processing and approval of one or more tentative and final maps to create developable lots or parcels.

Subdivision Maps may be submitted either as Tentative Parcel Maps or as Vesting Tentative Maps. A Vesting Tentative Map once approved entitles a developer to use the land use regulations in effect as of the date that the Vesting Tentative Map application was complete regardless of subsequent amendments to otherwise applicable regulations. Under certain circumstances, the vesting effect of such maps can extend up to thirteen years for multi-phase projects requiring significant off-site improvements.

Subdivision Maps shall be processed and reviewed pursuant to Palmdale Subdivision Ordinance and the California Subdivision Map Act, and shall also be in conformance with all provisions of this Specific Plan. All subdivision proposals shall be consistent with an approved Concept Plan. A Concept Plan for the proposed subdivision may be submitted with the subdivision application for concurrent processing.

4. Development Plans.

- a. Site Plan Review: The Site Plan Review process is aimed at encouraging quality development within a given site. Land uses which require Site

Plan Review are identified in Section IV, Table 1 (Allowable Uses by Land Use Category), of this Specific Plan. Projects requiring Site Plan Review shall be processed pursuant to Article 21 of the Palmdale Zoning Code. In cases which require both a Conditional Use Permit and a Site Plan Review Approval, the two applications shall be processed concurrently.

- b. Conditional Use Permit: Land uses requiring Conditional Use Permits are identified in Section IV, Table 1 (Allowable Uses by Land Use Category), of this Specific Plan. Projects requiring a Conditional Use Permit will be processed pursuant to Article 22 of the Palmdale Zoning Code.
- c. Administrative Review: All proposed projects, including signage and new land uses, that do not require Site Plan Review or Conditional Use Permit approval, shall be subject to Administrative Review by the Planning Director or his or her designee in addition to any other applicable review, unless otherwise exempted by the State or Federal Law or the City of Palmdale. The purpose of Administrative Review is to ensure compliance with the *Palmdale Business Park Center* Specific Plan (including the Design Guidelines and the Development Standards) and applicable sections of the Palmdale Zoning Code. The Planning Director may forward any such decision to the Planning Commission, pursuant to Section 20.08 of the Palmdale Zoning Code. The decision of the Planning Director may be appealed to the Planning Commission pursuant to Section 20.11 of the Palmdale Zoning Code.

5. Construction Documents.

The applicant shall submit construction documents as required by the Building and Engineering Departments.

6. Concurrent Processing.

The Planning Director may allow concurrent processing of two or more of the above steps based on the specific characteristics of the proposed project.

D. GENERAL PLAN AMENDMENTS/UPDATES

The adoption of any Amendment to the General Plan, or any General Plan Update by the City shall, to the extent that it is inconsistent with the *Palmdale Business Park Center* Specific Plan, be deemed to amend the Specific Plan accordingly, except as otherwise provided in the Vesting Documents. However, any subsequent discretionary approval or Specific Plan Amendment must be consistent with the General Plan as amended and/or updated, except to the extent that such change in the General Plan deals with matters in which the Developer possesses vested rights under the terms of the Vesting Documents.

E. DESIGN GUIDELINE CONFORMANCE

All proposed development at *Palmdale Business Park Center* is subject to the provisions of *Palmdale Business Park Center* Design Guidelines (Section V). In conjunction with the applicable review process (i.e., Staff Review, Concept Site Plan Review, Site Plan Review, Conditional Use Permit, Subdivision, etc.), the City of Palmdale will review project submittals for consistency with *Palmdale Business' Park Center* Design Guidelines. In addition to any City of Palmdale required "findings" of approval of a given development application, the following Design Guideline "findings" of approval also must be made:

1. The proposed project conforms with *Palmdale Business Park Center* Specific Plan including all applicable Development Standards and Design Guidelines.
2. The proposed project is compatible with and enhances the established design theme as adopted for the Specific Plan Area.

F. SPECIFIC PLAN AMENDMENTS AND MINOR MODIFICATIONS

Because the *Palmdale Business Park Center* development will be phased over a period of approximately twenty-five (25) years, it is anticipated that market conditions and development practices may change, thereby necessitating subsequent changes to the Specific Plan. Changes to the Specific Plan may be requested at any time pursuant to Section 65453(a) of the Governmental Code. If the proposed change is deemed major by the Planning Director, it will be processed as a Specific Plan Amendment in the

same manner as the original Specific Plan. Proposed changes deemed to be minor shall be processed as Minor Modifications by the Planning Director through the Administrative Review process.

Depending upon the nature of the proposed Specific Plan change, a supplemental environmental analysis may be required, pursuant to CEQA, Section 15162. It is the applicant's responsibility to provide an analysis of the impacts of the proposed amendment relative to the original EIR.

1. Specific Plan Amendments.

Specific Plan Amendments shall be processed pursuant to the provisions of the Government code, Palmdale Zoning Code, and this Specific Plan.

2. Minor Modifications.

The following Minor Modifications to the Specific Plan do not require a Specific Plan Amendment, and are subject to review and approval by the Planning Director pursuant to Article 26.04 of the Palmdale Zoning Code. The Planning Director, however, shall have the discretion to refer any such request for modification to the Planning Commission for decision.

- a. Utility alignments and adjustments to phasing of utilities. Minor adjustments may include earlier construction, substitution of oversized facilities in adjacent phases and similar adjustments.
- b. Utility service road alignments.
- c. Final facility sizing, and precise location of water, sewer and drainage improvements as approved by the City Engineer.
- d. Change in utility and/or infrastructure servicing agency.

- e. Arterial or collector road alignment revisions where the roadway centerline moves less than 200 feet, except in the case of Loop Road East where an alternative alignment may be approved during the Concept Site plan approval process.
- f. Adjustment of planning area boundaries by less than 250 feet except in the case of Planning Areas 6, 7 and 8 where these areas may be wholly or partially combined if approved at the time of Concept Site Plan submittal.
- g. Inclusion of Private Party Ownership parcel as shown in **Exhibit VI-1** (Page VI-45).
- h. Minor landscape, wall material, wall alignment, and streetscape design modifications which are consistent with the intent of the design guidelines contained in this document.
- i. Modification of Design Guidelines, such as variations of materials within a particular architectural style or minor variations in colors.
- j. Changes to project signage or graphics design guidelines is not greater than a maximum of 10% increase of copy area or height.
- k. Deletion of unnecessary drainage facilities or infrastructure when recommended or approved by the City Engineer.
- l. Specific modifications of a similar nature to those listed above, which are deemed minor by the Planning Director, which are in keeping with the spirit and intent of the Specific Plan, and which are in conformance with the General Plan.

G. VARIANCES AND MINOR EXCEPTIONS

All variance and minor exception requests shall be subject to and processed in accordance with State Law and Article 23 of the Palmdale Zoning Code in effect at the time of request.

H. CONCURRENT PROCESSING

When any project involves multiple applications to be processed concurrently, and where Staff and Planning Commission review are specified, said applications must be reviewed and approved by the Planning Commission.

I. PHASING PLAN

1. General.

Development of *Palmdale Business Park Center* is anticipated to occur in eight (8) phases over approximately twenty-five (25) years in accordance with the project phasing plan. At the present time, the Developer cannot predict when or in what order the Project phases may be developed or whether they will be developed at all. Such decisions depend upon numerous factors which are not within the control of the Developer such as market orientation and demand, interest rates, availability of funding, competition, and other similar factors.

To the extent permitted by the Development Plan, the Developer shall have the right to develop the project in phases in such order and at such times as the Developer, in its sole discretion deems appropriate within the exercise of its subjective business judgment, so long as the Project is constructed as an integrated master planned development as contemplated by the Development Plan, and so long as the Developer provides the mitigation measures applicable to the phases being constructed as set forth in the Specific Plan document and supporting environmental documentation.

The Phasing Plan has been designed in order to ensure that infrastructure and roadways are constructed in accordance with the needs of businesses to be developed at *Palmdale Business Park Center*. Public infrastructure required to service a given tract will be developed in accordance with the Subdivision Map Act and City standards.

Specific infrastructure improvements, their phasing and financing, will be as covered herein, or as addressed in the proposed Vesting Documents. The City of Palmdale shall maintain the authority to impose reasonable conditions of approval relating to the phasing of the development in conjunction with the approval process for these Vesting Documents. Item 2, Infrastructure Phasing (below), is an outline of the eight (8) phases of the *Palmdale Business Park Center* Development Plan contemplated at this time. The project's Phasing Plan is graphically depicted in Exhibit VI-1 (Page VI-45). Phasing of improvements will not result in the creation of excessive development on a singular access. Two points of ingress always will be provided, except in the case of Phase I and Phase II, where only one point of access may be provided. In all cases, emergency access will be provided as required by the Los Angeles County Fire Department.

2. Infrastructure Phasing.

Phase I, Specific Plan Area:

a. Streets/Circulation Improvements.

1. Loop Road West: Minimum of 28 feet of pavement within the westerly 1/2 width, 4 feet of graded shoulder on each side of the traveled way and a minimum of 2 feet of paved drainage swale on the outside of each graded shoulder, from Avenue M to the south side of PLI-1. In addition, full 1/2 width improvements including pavement, parkway landscaping, sidewalks and street lighting, shall be required along the frontage of the golf course west of Challenger Way.

b. Sewer Improvements.

1. Interim septic tank system for clubhouse facility and remote restroom structures.⁽¹⁾

c. Water Improvements.

1. Main in Loop Road West, from Avenue M to Challenger Way.
2. Interim connection to the existing 2696 Zone facilities to provide domestic water and fire protection to the clubhouse facility.

d. Drainage Improvements.

1. Master plan variable width unlined drainage channel, and appurtenances, within the golf course area. Trapezoidal unlined drainage channel within PF-1 and PF-2.
2. Golf course retention facilities. Estimated ultimate volume of retention is 80 AC-FT.
3. Culvert structure and appurtenances under the Southern Pacific Railroad/Metrolink right-of-way at the unlined variable width channel.⁽²⁾

Note:

- (1) The City of Palmdale will permit the use of the Interim Septic Tank System for the golf course club house and remote restroom structures within the golf course areas for the period from initial septic tank construction until sewers are constructed in the roadways adjacent to the golf facilities. However, the use of the Septic Tank System shall be terminated if such use is deemed in violation of any health regulations and/or future ordinance prohibiting such use.
- (2) Timing of the culvert structure may be deferred until it is needed subject to the approval of the City Engineer. If this culvert structure is constructed prior to the expansion of the Plant 42 Detention Basin Facilities, then the culvert structure shall be bulkheaded to prevent off-site runoff from entering the master plan variable width unlined drainage channel.

e. Other Improvements.

1. Private on-site well and/or AVEK turnout as a source of water for golf course irrigation.
2. Access roadway to Private Party Ownership parcel.
3. Golf course grading, irrigation and related facilities.

Phase II, Specific Plan Area:

a. Streets/Circulation improvements.

1. Loop Road West: Completion of improvements for west side 1/2 width (including A.C. pavement, curb and gutter, sidewalks, street lights, etc.) plus 10 feet of pavement beyond centerline, 4 feet of graded shoulder and 2 feet of paved drainage swale on the outside of the shoulder, from Avenue M to Challenger Way.

b. Sewer Improvements.

1. Main in Loop Road West from northeast corner of PCC-1 to the East/West Connector.

c. Water Improvements.

1. Not applicable.

d. Drainage Improvements.

1. Main and appurtenances in Loop Road West, from Avenue M to East/West Connector.
2. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.

3. Permanent Detention Basin at the northwest corner of PA 2.1, including modifications to the existing culvert under Avenue M.
- e. Landscape Improvements.
1. Loop Road West: West parkway, from the south boundary of PLI-1 to Avenue M.

Phase II, Off-Site:

- a. Streets/Circulation Improvements.
1. Avenue M: South side 1/2 width from Loop Road West to the east boundary of the Southern Pacific Railroad/Metrolink right-of-way.
- b. Sewer Improvements.⁽³⁾
1. LACSD trunk sewer in Challenger Way, from Avenue M to Avenue K.
 2. Main in Challenger Way, from Avenue M to East/West Connector.
 3. Main in East/West Connector, from Challenger Way to Loop Road West.
 4. Removal of temporary septic system at golf course clubhouse and remote restroom structures where possible.

Note:

- (3) Downstream sewer improvements will be initiated by LACSD at this time.

c. Water Improvements.

1. Main in Avenue M, from existing Main in Sierra Highway to 6th Street East, including the crossing at the Southern Pacific Railroad/Metrolink right-of-way.
2. Modifications to M5E Reservoir site to accommodate the revised location for the pump station.
3. Site development of the Desert View Highlands Reservoir site to the extent required for the development of a 3.18 million gallon reservoir.
4. 3.18 million gallon reservoir at the Desert View Highland Reservoir site, including inlet-outlet connection piping.

d. Drainage Improvements.

1. Main and appurtenances in Avenue M, from Loop Road West to 6th Street East.⁽⁴⁾
2. Interim retention/detention basin within PCC-3.^(4, 5)
3. Interim connection to the retention/detention basin, main and appurtenances, from 6th Street East to interim retention/detention basin.⁽⁴⁾
4. Main and appurtenances in Avenue M, from Loop Road West to the west as required.⁽⁴⁾

Note:

- (4) Improvements noted may be modified or deferred if the permanent detention basin is expanded to accept runoff from this area of development. Any modification or deferral of improvements shall be subject to the approval of the City Engineer.
- (5) Interim retention/detention basin in PCC-3 shall be designed for the capacity of Phase II.

5. Master Plan main and appurtenances in Sierra Highway from Avenue M to approximately 2,000 feet southerly.
 6. The construction of the Plant 42 Bypass within PA 8.1 may be required in conjunction with development of Phase II. This facility may be deferred by the City Engineer.
- e. Landscape Improvements.
1. Avenue M median and south parkway from Loop Road West to the east boundary of the Southern Pacific Railroad/Metrolink right-of-way.
- f. Other Improvements.
1. Relocate a portion of the existing 30" waterline at Avenue M and Loop Road West to accommodate construction of the Avenue M storm drain system (if necessary).

Phase III, Specific Plan Area:

- a. Streets/Circulation Improvements.
1. East/West Connector: Full width improvements from Loop Road West to 6th Street East.
 2. Loop Road West: East side completion of improvements, from Avenue M to Challenger Way; full intersection improvements at Avenue M and Loop Road West.
 3. Challenger Way: Full width improvements from 6th Street East to Loop Road West.

4. 6th Street East: West side 1/2 width plus 10 feet of pavement with 4 feet of graded shoulder and 2 feet of paved drainage swale on the outside of the shoulder, from Avenue M to Challenger Way.
- b. Sewer Improvements.
1. Main in Challenger Way, from Loop Road West to 6th Street East.
 2. Main in 6th Street East, from Avenue M to Challenger Way.
- c. Water Improvements.
1. Main in Challenger Way, from 6th Street East to Loop Road West.
 2. Main in 6th Street East, from Avenue M to Challenger Way.
 3. Main in East/West Connector, from Loop Road West to 6th Street East.
- d. Drainage Improvements.
1. Main and appurtenances in 6th Street East, from Avenue M to 100' south of East/West Connector.
 2. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.
- e. Landscape Improvements.
1. East/West Connector: North and south parkways, from Loop Road West to 6th Street East.
 2. Loop Road West: East parkway, from Avenue M to Challenger Way.

3. Challenger Way: Median and east and west parkway, from 6th Street East to Loop Road West.
4. 6th Street East: West parkway, Avenue M to Challenger Way.
5. Minor project entry monumentation: Full improvements at Avenue M and Loop Road West.

Phase III, Off-Site:

a. Streets/Circulation Improvements.

1. Avenue M: South side 1/2 width, from west end of PCC-2 to 6th Street East, and full intersection improvement at Avenue M and 6th Street East.⁽⁶⁾
2. Traffic signal at Avenue M and Loop Road West or until required by the City Traffic Engineer.

b. Sewer Improvements.

1. Main in Challenger Way, from 6th Street East to East/West Connector.

c. Water Improvements.

1. Not applicable.

d. Drainage Improvements.

1. Expansion of the interim retention/detention basin in PCC-3 to mitigate development of Phase III.

Note:

- (6) Right of Way acquisition required for widening of improvements for Avenue M at LACWW reservoir site between PCC-2 and 6th Street East.

e. Landscape Improvements.

1. **Avenue M: Median and south parkway, from Loop Road West to 6th Street East.**

f. Other Improvements.

1. **Relocation of existing improvements at the M5E Reservoir Site as necessary for construction of Avenue M improvements.**

Phase IV, Specific Plan Area:

a. Streets/Circulation Improvements.

1. **East/West Connector: Full width improvements from 6th Street East to Challenger Way.**
2. **Challenger Way: Full width improvements from 6th Street East to Avenue M.**
3. **6th Street East: Completion of east side improvements from Avenue M to Challenger Way.**

b. Water Improvements.

1. **Main in Challenger Way, from 6th Street East to Avenue M.**
2. **Main in East/West Connector, from 6th Street East to Challenger Way.**

c. Drainage Improvements.

1. **Main and appurtenances in East/West Connector, from Challenger Way to 700' west.**

2. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.
- d. Landscape Improvements.
1. East/West Connector: North and south parkways, from 6th Street East to Challenger Way.
 2. Challenger Way: Median and east and west parkway, from Avenue M to 6th Street East.
 3. 6th Street East: East parkway, from Avenue M to Challenger Way.
 4. Minor project entry monumentation: Full improvements at Avenue M and 6th Street East (east side only).
 5. Major project entry monumentation: Full improvement at Avenue M and Challenger Way.

Phase IV, Off-Site:

- a. Streets/Circulation Improvements.
1. Avenue M: South side 1/2 width from 6th Street East to Challenger Way, plus full intersection improvement at Avenue M and Challenger Way.
 2. Traffic signal at Avenue M and Challenger Way or until required by City Traffic Engineer.
 3. Traffic signal at Avenue M and 6th Street East or until required by City Traffic Engineer.
- b. Sewer Improvements.
1. Not applicable.

c. Water Improvements.

1. Main in Avenue M, from 6th Street East to Challenger Way.
2. Participation in the construction or financing of the Zone 2696 Booster Station to be located within the M5E Reservoir site.⁽⁷⁾

d. Drainage Improvements.

1. Main and appurtenances in Avenue M, from 6th Street East to west end of PF-1.
2. Interim retention/detention basin within PAR-1 with capacity for total project requirements.^(8, 9)
3. Removal of temporary retention basin in PCC-3.
4. Removal of temporary main, from 6th Street East to temporary retention basin.

e. Landscape Improvements.

1. Avenue M: Median and south parkway, from 6th Street East to Challenger Way.

Note:

- (7) Participation in the Zone 6 Booster Station shall be based upon a proportionate share of the water demands as approved by the LACWWD No. 40.
- (8) Interim retention/detention basin within PAR-1 may be eliminated if master plan expansion of Plant 42 inlet channels and detention/retention facilities are provided.
- (9) The interim retention/detention basin within PAR-1 may be phased to mitigate runoff from each phase. Expansion of this basin shall be required with development of each subsequent phase to mitigate the runoff from that phase.

Phase V, Specific Plan Area:

a. Streets/Circulation Improvements.

- 1. East/West Connector: Full width improvements from Challenger Way to east end of GC-3, with a temporary turn-around.**
- 2. 6th Street East: Full width improvements from Challenger Way to east end of GC-3, with a temporary turn-around.**

b. Sewer Improvements.

- 1. Main in East/West Connector, from Challenger Way to near the east end of PBP-1.**
- 2. Main in 6th Street East, from Challenger Way to near the east end of PBP-2.**

c. Water Improvements.

- 1. Main in East/West Connector, from Challenger Way to east end of GC-3.**
- 2. Main in 6th Street East, from Challenger Way to east end of GC-3.**

d. Drainage Improvements.

- 1. Culvert structures and appurtenances for roadway crossings of the unlined variable width drainage channel at 6th Street East and the East/West Connector.**
- 2. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.**

e. Landscape Improvements.

1. East/West Connector: North and south parkways, from Challenger Way to east end of GC-3 adjacent to golf facility.
2. 6th Street East: North and south parkways, from Challenger Way to east end of GC-3 adjacent to golf facility.

Phase V, Off-Site:

a. Streets/Circulation Improvements.

1. Street widening and improvements, at the intersection of Avenue M and Sierra Highway.⁽¹⁰⁾
2. Avenue M: North side, improve to three lanes from Sierra Highway to 4th Street East.⁽¹⁰⁾

b. Water Improvements.

1. Participation in the construction or financing of the 30" transmission line from the M5E Reservoir site to the Desert View Highlands Reservoir site.⁽¹¹⁾

c. Drainage Improvements.

1. Expansion of the interim retention/detention basin in PAR-1, if necessary, to mitigate development within Phase V.

Note:

(10) The timing for the improvements at the intersection of Avenue M and Sierra Highway shall be as directed by the City Traffic Engineer based upon maintaining a level of service (D).

(11) Participation in the 30" transmission line shall be based upon a proportionate share of the water demands as approved by the LACWWD No. 40.

Phase VI. Specific Plan Area:

a. Streets/Circulation Improvements.

1. Loop Road East: West side 1/2 width plus 10 feet of pavement, 4 feet of graded shoulder and 2 feet of paved drainage swale on the outside of the shoulder, from Avenue M to 6th Street East.
2. East/West Connector: Full width improvements from the east end of GC-3 to Loop Road East.
3. 6th Street East: North side 1/2 width plus 10 feet of pavement, 4 feet of graded shoulder and 2 feet of paved drainage swale on the outside of the shoulder, from the East end of GC-3 to Loop Road East.

b. Sewer Improvements.

1. Main in Loop Road East, from Avenue M to 6th Street East.
2. Main in East/West Connector, from Loop Road East to approximately 1700' westerly.
3. Main in 6th Street East, from Loop Road East to approximately 1800' west.

c. Water Improvements.

1. Main in Loop Road East, from Avenue M to 6th Street East.
2. Main in East/West Connector, from Loop Road East to the east side of GC-3.
3. Main in 6th Street East, from Loop Road East to the east side of GC-3.

d. Drainage Improvements.

1. Main and appurtenances in Loop Road East, from PF-2 to 6th Street East.
2. Main and appurtenances in East/West Connector, from Loop Road East to approximately 1500' westerly.
3. Main and appurtenances in 6th Street East, from Loop Road East to approximately 1600' west.
4. Culvert structure and appurtenances for the roadway crossing of the unlined variable width channel at Loop Road East.
5. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.

e. Landscape Improvements.

1. Loop Road East: West parkway, from Avenue M to 6th Street East.
2. East/West Connector: North and south parkways, from the east end of GC-3 to Loop Road East.
3. 6th Street East: North parkway, from the east end of GC-3 to Loop Road East.
4. Minor project entry monumentation: West side improvement at Loop Road East immediately south of PF-1.

Phase VI. Off-Site:

a. Streets/Circulation Improvements.

1. Avenue M: South side 1/2 width from Challenger Way to Loop Road East.

2. Traffic signal at Avenue M and Loop Road East or until required by City Traffic Engineer.
 3. Avenue M: North side, improve to three lanes from 4th Street East to Challenger Way.⁽¹²⁾
- b. Sewer Improvements.
1. Main in Avenue M, from Challenger Way to Loop Road East.
 2. Development of one (1) domestic well to be dedicated to LACWWD No. 40.
- c. Water Improvements.
1. Main in Avenue M, from Challenger Way to Loop Road East.
- d. Drainage Improvements.
1. Expansion of the interim retention/detention basin in PAR-1, if necessary, to mitigate development within Phase VI.
- e. Landscape Improvements.
1. Avenue M: Median and south parkway, from Challenger Way to Loop Road East.

Note:

- (12) The timing for the improvements at the intersection of Avenue M and Sierra Highway shall be as directed by the City Traffic Engineer based upon maintaining a level of service (D).

Phase VII, Specific Plan Area:

a. Streets/Circulation Improvements.

1. Loop Road East: West and north side 1/2 width plus 10 feet of pavement, 4 feet of graded shoulder and 2 feet of paved drainage swale on the outside of the shoulder, from 6th Street East to Challenger Way.
2. 6th Street East: South side completion of improvements, east end of GC-3 to Loop Road East.

b. Sewer Improvements.

1. Main in Loop Road East, from 6th Street East to approximately 2800' south and west.⁽¹³⁾

c. Water Improvements.

1. Main in Loop Road East, from 6th Street East to Challenger Way.

d. Drainage Improvements.

1. Main and appurtenances in Loop Road East, from 6th Street East to approximately 600' southerly.
2. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.

Note:

- (13) Only 600' may be required if PLI-7 is sewerred to the north in 6th Street East.

e. Landscape Improvements.

1. Loop Road East: West and north parkways, from 6th Street East to Challenger Way.
2. 6th Street East: South parkway, from the east end of GC-3 to Loop Road East.

Phase VII, Off-Site:

a. Streets/Circulation Improvements.

1. Traffic signal at East/West Connector and Challenger Way or until required by the City Traffic Engineer.
2. Avenue M: North side, improve to four lanes from Sierra Highway to 5th Street East.⁽¹⁴⁾

b. Drainage Improvements.

1. Expansion of the interim retention/detention basin in PAR-1, if necessary, to mitigate development within Phase VII.

Phase VIII, Specific Plan Area:

a. Streets/Circulation Improvements.

1. Loop Road East: East and south side completion of improvements, Avenue M to Challenger Way.

Note:

- (14) The timing for widening of improvements along the north side of Avenue M shall be as directed by the City Traffic Engineer based upon maintaining a level of service (D).

b. Drainage Improvements.

1. Minor parkway culvert facilities in Loop Road East to discharge into golf course area.
2. Main and appurtenances along the east boundary of PAR-1, as necessary.
3. Install drywells to mitigate nuisance flows per the City Drainage Management Plan.
4. Expansion of the interim detention/retention basin in PAR-1, if necessary, to mitigate development within Phase VIII.

c. Landscape Improvements.

1. Loop Road East: East and south parkways from Avenue M to Challenger Way.

Phase VIII, Off-Site:

a. Streets/Circulation Improvements.

1. Avenue M: South side 1/2 width from Loop Road East to 15th Street East.
2. Avenue M: North side, improve to three lanes from Challenger Way to Loop Road East.
3. Avenue M: North side, improve to four lanes from 5th Street East to Challenger Way.⁽¹⁵⁾

b. Water Improvements.

1. Main in Avenue M, from Loop Road East to 15th Street East.

Note:

- (15) The timing for widening of improvements along the north side of Avenue M shall be as directed by the City Traffic Engineer based upon maintaining a level of service (D).

c. Landscape Improvements.

1. Loop Road West: Fitness stations within south parkway adjacent to golf course.
2. Avenue M: Median and south parkway, from Loop Road East to 15th Street East.
3. Minor project entry monumentation: East side improvement at Loop Road East immediately south of PF-2.

J. INFRASTRUCTURE IMPLEMENTATION AND MAINTENANCE RESPONSIBILITIES

Infrastructure improvements at *Palmdale Business Park Center* will be implemented by the following entities: the master subdivider, the master developer, the individual parcel or on-site developer, Assessment District 90-2, Southern California Edison, Southern California Gas Company and Pacific Bell. Table VI-1 (Page VI-33 to V-37), outlines the required improvements, the entity responsible for their construction and for their long term maintenance.

K. INFRASTRUCTURE AND FACILITIES FINANCING

The construction, operation, and maintenance of infrastructure and other improvements required to support the development within *Palmdale Business Park Center* will be financed by a variety of sources and programs. Installation of water, sewer, drainage, and street improvements will come from a combination of special assessment districts, developer funding, and subdivision fees.

In order to ensure the overall availability of funding for the required infrastructure, the developer shall cooperate with the City to form a Mello-Roos community facilities district (described below), covering the entire project, other than Phase I, prior to recordation of a final parcel map for *Palmdale Business Park Center*. Prior to recordation of subdivision maps or issuance of building permits for industrial or commercial buildings for phases later than Phase I, the developer shall either (1) cause the issuance of bonds to fund the Mello-Roos district, or (2) provide improvement bonds, letters of credit or other appropriate security, or implement alternative financing

TABLE VI-1

INFRASTRUCTURE IMPROVEMENTS AND MAINTENANCE RESPONSIBILITIES

ITEM	IMPROVEMENT RESPONSIBILITY	CFD ELIGIBLE	MAINTENANCE RESPONSIBILITY
A. Streets			
1.a.	Avenue M, south side	Master Subdivider - south side including center median and full roadway improvements.	Yes City
1.b.	Avenue M, north side	Master Subdivider - north side including full roadway improvements.	Yes City of Lancaster (west of Challenger Way) City of Palmdale (east of Challenger Way)
2.a.	Loop Road West (from Avenue M to Challenger Way)	Master Subdivider - 28' roadway paving, drainage, sewer and water facilities in ROW	Yes City/LACWWD #40 (water)
2.b.	Loop Road West (remainder)	Master Developer - remaining improvements	No City/LACWWD #40 (water)
3.a.	Loop Road East (from 6th Street East to Avenue M)	Master Subdivider - 28' roadway paving, drainage, sewer and water facilities	Yes City/LACWWD #40 (water)
3.b.	Loop Road East (remainder)	Master Developer	No City/LACWWD #40 (water)
4.	East/West Connector	Master Developer	No City/LACWWD #40 (water)
5.a.	6th Street East (from Avenue M to the East/West Connector)	Master Subdivider - west 1/2 street full improvements	Yes City/LACWWD #40 (water)
5.b.	6th Street East (from Challenger Way to Loop Road East)	Master Subdivider - 28' roadway paving, drainage, sewer and water facilities	Yes City/LACWWD #40 (water)

Table VI-1 - Continued

	ITEM	IMPROVEMENT RESPONSIBILITY	CFD ELIGIBLE	MAINTENANCE RESPONSIBILITY
5.c.	6th Street East (remainder)	Master Developer	No	City/LACWWD #40 (water)
6.a.	Challenger Way (Loop Road West to 6th Street East)	Master Subdivider - 28' roadway paving, rainage, sewer and water facilities	Yes	City/LACWWD #40 (water)
6.b.	Challenger Way (remainder)	Master Developer	No	City/LACWWD #40 (water)
7.	Other roadways not shown or offered for dedication per PBPC SP	Master Developer	No	City (public streets) POA (private streets) serving public utilities
B.	Intersection of Sierra Highway and Avenue M	Master Subdivider - ultimate improvements, excluding overpass	Yes	City/City of Lancaster
C.	Traffic Signals			
1.	Avenue M at Loop Road West	Master Subdivider	Yes	City
2.	Avenue M at Loop Road East	Master Subdivider	Yes	City
3.	Other Traffic Signals	Master Developer	No	City
D.	Drainage			
1.	Unlined Channel (within golf course)	Master Developer - per regional drainage master plan requirements	No	Golf course property owner. City to be granted a drainage easement

Table VI-1 - Continued

ITEM	IMPROVEMENT RESPONSIBILITY	CFD ELIGIBLE	MAINTENANCE RESPONSIBILITY
2.	Unlined trapezoidal channel (adjacent to Avenue M)	Master Subdivider	Yes City
3.	Avenue M	Master Subdivider	Yes City
4.	Local systems (except portions within CFD street sections) includes interim retention/detention basin	Property Owner	Yes City (public system) No POA (private systems)
5.	Other regional facilities including under SPRR box culvert	Master Subdivider	Yes City
E. Domestic Water			
1.	Off-site facilities	Master Subdivider	Yes LACWWD #40 POA
2.	On-site facilities (other than water lines within CFD roadway sections)	Master Developer	No LACWWD #40 POA
3.	On-site domestic well	Master Subdivider - dedicate to LACWWD #40	Yes LACWWD #40
4.	On-site irrigation well	Golf Course Developer	No Golf Course Developer
F. Sewer			
1.	Off-site	Master Subdivider - dedicated to LACSD	Yes LACSD

Table VI-1 - Continued

	ITEM	IMPROVEMENT RESPONSIBILITY	CFD ELIGIBLE	MAINTENANCE RESPONSIBILITY
2.	On-site (sewer lines within CFD roadway sections)	Master Subdivider	Yes	City
3.	On-site (other than sewer lines within CFD roadway sections)	Master Developer	No	City (public ROW) POA (private property)
G.	Utilities other than water and sewer	Master Developer	No	Utility companies
H.	Entry Monumentation			
1.	Avenue M and Loop Road West	Master Subdivider	Yes	POA
2.	Avenue M and Challenger Way	Master Subdivider	Yes	POA
3.	Other entry monumentation as shown in PBPC SP	Master Developer	Yes	POA
I.	Bicycle Trail	Master Developer	No	POA
J.	Fitness Course	Master Developer	No	POA
K.	Transportation Management Association	Master Subdivider	No	POA
L.	Landscaping and lighting within street right-of-way			
1.	Adjacent to Avenue M (south side)	Master Subdivider	Yes	POA

Table VI-1 - Continued

	ITEM	IMPROVEMENT RESPONSIBILITY	CFD ELIGIBLE	MAINTENANCE RESPONSIBILITY
2.	Adjacent to LACWWD site (west side of 6th Street East)	Master Subdivider	Yes	POA
3.	Within entry monumentation areas	Master Subdivider	Yes	POA
4.	Adjacent to internal roadways	Master Developer	No	POA

NOTES:

1. Definitions:
 - a) Master Subdivider: Lockheed/Martin or its successor in interest.
 - b) Master Developer: Entity, processing a Concept Plan for any planning area or sub-planning area.
 - c) POA: Property Owners Association with CC&Rs approved by the City. Formed and in force prior to recordation of the first phase of VPM 24191 after the golf course.
2. Timing of infrastructure needs, CFD, and non-CFD generally coincidental with orderly growth of the area and of development requirements within planning/subplanning areas.
3. The CFD shall be formed prior to recordation of any phase of VPM 24191. The CFD shall be activated to provide infrastructure funding prior to recordation of any subsequent subdivision (after VPM 24191), or prior to issuance of the first building permit outside of Phase 1 (golf course construction). Any shortfall in CFD bond financing needed to ensure orderly construction of infrastructure shall be supplemented by additional surety acceptable to the City.
4. Requests to add infrastructure facilities to the list of eligible CFD facilities will require approval of a Specific Plan Amendment.

measures as described below, or (3) both, in each case to the extent necessary to provide adequate assurance to the City of funding for the construction of the infrastructure improvements required for the development contemplated by such maps or building permits, as indicated in the infrastructure phasing plan.

The terms and conditions for formation of the CFD shall be in compliance with adopted City Council policy, or as otherwise approved by the City, and may be the subject of a separate agreement between the City and the developer.

The City currently is in the process of forming a special assessment district to fund the Amargosa Creek drainage improvements. As in this and other cases, reimbursement agreements may be used when a developer provides improvements beyond that which are necessary to serve the project in question.

Acquisition of right-of-way will be accomplished through subdivision exactions and dedications. Utility improvements (electric, gas and telephone) will be the responsibility of the individual utility agencies or the project developer, with utility reimbursements as appropriate.

Other improvements, such as landscaped medians will be financed through a combination of assessment districts, subdivision exactions, dedications and fees, and developer funding. Roadway landscape areas and *Palmdale Business Park Center* entry monumentation will be installed, and financed, by the master developer.

Street and drainage improvements will be operated and maintained by the City of Palmdale. This cost will be funded through local tax and other General Fund revenues. Water distribution and sewage collection systems will be operated and maintained by the appropriate County Water and Sanitation District and will be funded by water and sewer user charges.

The amount of installation, maintenance, and operations cost to be funded through each method will be determined through a series of decisions by the City and the project developer during the project application, review and approval process. Final agreements will be reached prior to final tract map approval. Descriptions of the individual financing/funding methods are as follows:

1. Mello-Roos Community Facilities District.

Authorized under the Mello-Roos Community Facilities Act of 1982, a Mello-Roos Community Facilities District (CFD) is used to fund the planning, design, purchase, construction, expansion, or improvement of a wide range of public facilities, including (but not limited to): roads, water and sewer systems, parks, open space facilities, parkway facilities, schools, libraries, child care facilities, fire stations, and highway interchanges. The CFD also can be used to fund the following services: police protection, fire protection and suppression, ambulance and paramedics, flood protection, recreation programs, and library services, and for the operation and maintenance of parks, parkways, open space, museums, and cultural facilities.

Funding for a CFD is provided by a special tax levied on real property within the district. Funding for capital improvements may be used on a pay-as-you-go basis or to finance revenue bonds. Funding for the provision of service may only be on a pay-as-you-go basis. Bonds may be issued to finance infrastructure (but not services) under the Mello-Roos Act. Issuing bonds secured by the proceeds of the CFD provides an immediate source of cash that can be repaid over time. Mello-Roos proceeds may be put toward eliminating fixed special assessment liens or repaying any indebtedness secured by a tax, fee, charge or assessment levied within the CFD.

2. Special Assessments Districts.

Special assessment is a technique for funding the construction of physical improvements, and to finance their operations and maintenance. A broad range of Special Assessment Districts are authorized under California law which may be used to finance the construction, operations and maintenance of public facilities such as streets, sewer and water systems, street lights, curbs and gutters, recreation areas, fire protection systems, gas supply systems, and landscaping. The districts typically finance the improvements or fund on-going operations and maintenance through assessments of benefited real property. Specific types of Special Assessment District which may be used to finance public improvements and operations and maintenance costs in *Palmdale Business Park Center* include the following:

- a. Improvement Act of 1911: The Improvement Act of 1911 may be used to fund many improvements including: transportation systems (including acquisition, construction, maintenance, and operation costs), street paving and grading, the construction of roads, sidewalks, parks, parkways, recreation areas (including necessary structures), sewers, drainage systems, street lighting, fire protection systems, flood protection, water supply system, gas supply systems, geological hazard abatement or prevention, retaining walls, ornamental vegetation, and other necessary improvements. The 1911 Act also may be used to create a maintenance district to fund the maintenance and operation of sewer facilities and lighting systems. Improvements must be completed before their total cost is assessed against the properties. Developers are, in effect, reimbursed for their work.
- b. Municipal Improvement Act of 1913: The Municipal Improvement Act of 1913 authorizes the construction and maintenance of all the facilities authorized under the 1911 Act, as well as the works and appurtenances for providing water service, electrical power, gas service, lighting, and public transit facilities. The total cost of improvements is assessed against the benefited properties before the improvements are completed.
- c. Improvement Bond Act of 1915: The Improvement Bond Act of 1915 provides a vehicle for issuing assessment bonds. This Act allows the issuance of "bond anticipation notes" prior to actual bond sale which in effect allows borrowing money against the assessment bonds being proposed for sale.
- d. Park and Playground Act of 1909: The Park and Playground Act of 1909 is a method for cities to finance public park, urban open-space land, playground, and library facilities. In addition to the power to levy assessments and issue bonds, the Act provides for condemnation of land for improvements.

- e. Landscaping and Lighting Act of 1972: The Landscaping and Lighting Act of 1972 provides for acquisition of land for parks, recreation, and open space; installation or construction of planting and landscaping, public lighting facilities, ornamental structures, park and recreational improvements, and the maintenance and servicing of these facilities.
- f. Benefit Assessment Act of 1982: The Benefit Assessment Act of 1982 provides for the maintenance and operating costs of drainage, flood control, streets, roads, highways, and street light services, and the cost of installation and improvement of drainage and flood control facilities. Unlike most special assessments, those under this Act are subject to approval by the majority of the registered voters within the proposed area of benefit.
- g. Street Lighting Act of 1919: The Street Lighting Act of 1919 provides for the maintenance and operation of street lighting systems, and to finance the installation of such a system by a public utility.
- h. Open Space Maintenance Act: The Open Space Maintenance Act provides for acquisition of open space land for preservation, conservation planning, and maintenance of improvements related to open space conservation, and reduction of fire, erosion, and flooding hazards.
- i. Fire Suppression Assessments: Fire Suppression Assessments provide for obtaining, furnishing, operating, and maintaining fire fighting equipment and to pay salaries/benefits to fire fighting personnel.
- j. Integrated Financing District Act: The Integrated Financing District Act provides for alternative methods of collecting assessments which can be used to pay for planning, designing, and construction of capital facilities.

3. Community Services District.

Community Services District (CSD) may be used provide a wide range of facilities and services, such as water, sewer, refuse, fire protection, police protection, ambulance services, bridges, drainage, street construction and

maintenance, public recreation, street lighting, etc. Funding for the CSD can be provided through property taxes, general taxes, special assessments, water standby and delivery charges, as well as rate increases and other charges.

4. Subdivision Exactions and Reimbursement Agreements.

The Subdivision Map Act gives cities and counties statutory authority to impose fees or dedications of land for specific uses or public facilities as conditions of subdivision map approval. Exactions could include: dedication of streets, alleys, and bike paths; dedication of land for local transit facilities, park and recreation facilities, school sites, fire stations, libraries, public access to public waterways, public utility easements, and other public uses; fees to pay for construction of public facilities, including planned drainage or sewer facilities, installation of planned bridges and major thoroughfares, planned major road construction, traffic signals, planned ground-water storage and recharge facilities, flood control facilities, and government buildings.

Regulations require a definition of the link between the exactions and the project's impact, and to account for the ultimate use of the fees. State law prohibits the use of fees imposed as conditions of development approval to pay for maintaining and operating the infrastructure built with those fees.

5. Property Owners Association.

A Property Owners Association will be formed and membership will be mandatory for each lot/parcel buyer and successive buyers within *Palmdale Business Park Center*. The Association will be responsible for the permanent maintenance of the areas held in common ownership by the Association members. The Association also will be responsible for monitoring and enforcing the projects Transportation Demand Management (TDM) program and any conditions, covenants and restrictions (CC&Rs) that will be attached to each lot/parcel. The Association may finance a variety of operations and maintenance programs such as project-wide landscape maintenance and signage. The City shall be named as a third-party beneficiary of the CC&Rs for the purpose of giving the City the right (but no obligation) to enforce the

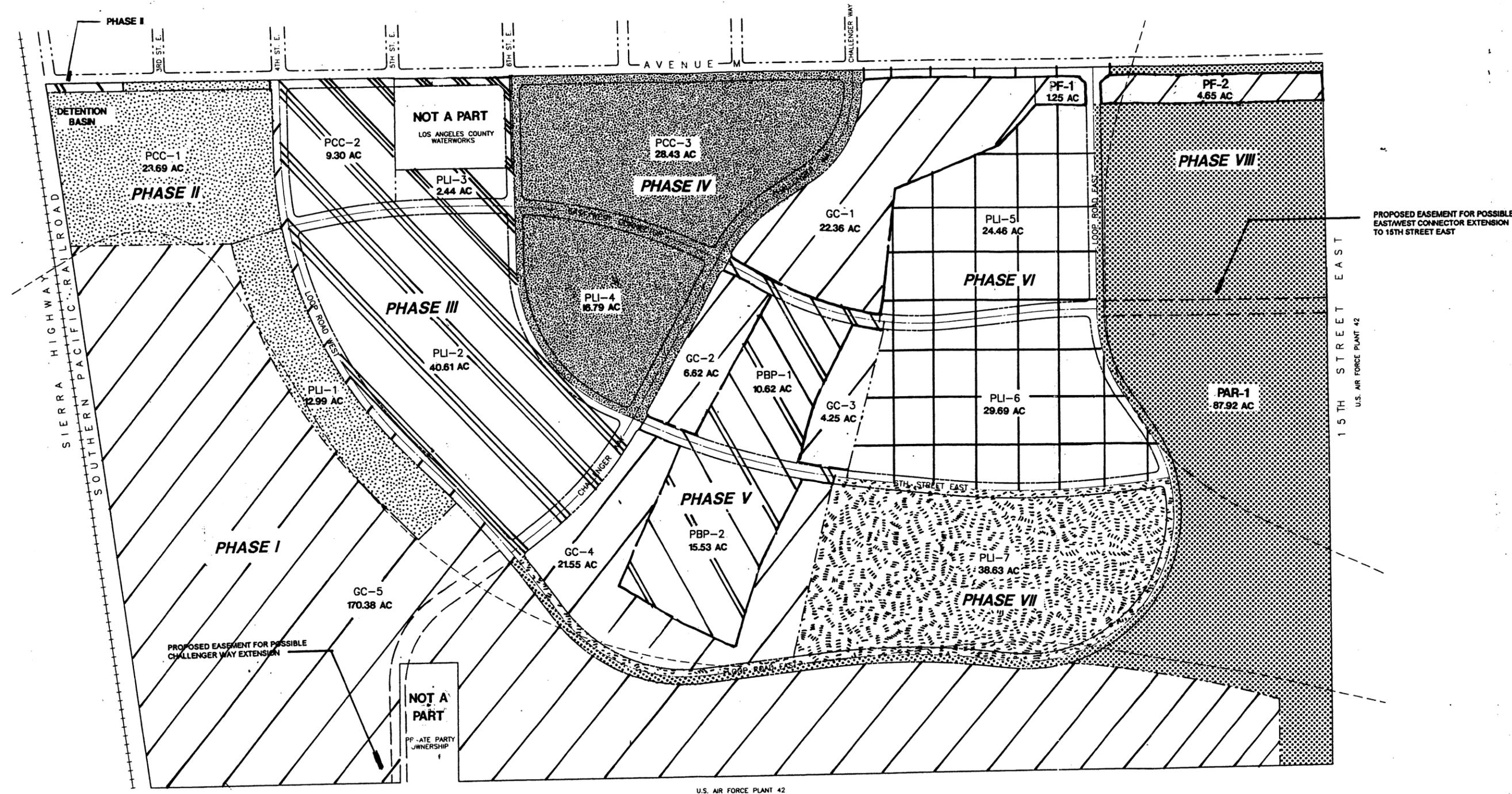
Transportation Demand Management provisions of the CC&Rs in the event that the Property Owner's Association fails to do so.

The City shall be named as a third party beneficiary of the CC&Rs for the purpose of giving the City the right (but no obligation) to enforce the Transportation Demand Management provisions of the CC&Rs in the event that the Property Owners Association fails to do so.

6. Development Agreement.

A development agreement provides a developer with a degree of assurance that there will not be policy or regulation change during the process of obtaining vested rights to develop a property. In exchange for a long period during which the applicable land use regulations are immunized from change, concessions are frequently provided by the developer (e.g., open space, public facilities, dedication of land for public purposes, developer financing of necessary public facilities and subsequent reimbursement over time, etc.). It is possible that a Development Agreement may, in the future, be negotiated between the project Developer and the City of Palmdale to implement the goals and policies of *Palmdale Business Park Center Specific Plan*.

A Development Agreement would be a contract between the City of Palmdale and the project Developer which details the terms and conditions of the Developer's project.



PALMDALE BUSINESS PARK CENTER

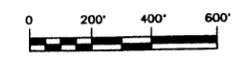
SPECIFIC PLAN
PALMDALE, CALIFORNIA

LOCKHEED CORPORATION
4500 PARK GRANADA BLVD
CALABASSAS CA. 91339-0220
(818) 876-2212

LEGEND

	PHASE I (1996)		PHASE V (2009)
	PHASE II (1997)		PHASE VI (2013)
	PHASE III (2001)		PHASE VII (2017)
	PHASE IV (2005)		PHASE VIII (2021)

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Exhibit VI-1
PHASING PLAN

SECTION VII - GENERAL PLAN ANALYSIS

INTRODUCTION

California State law requires that all Specific Plans and Zoning Ordinances be consistent with the local jurisdiction's adopted General Plan. This section presents an analysis of the consistency of *Palmdale Business Park Center* Specific Plan with the policies set forth in the Palmdale General Plan.

This analysis is presented within an element-by-element description of the General Plan text and a discussion that outlines the conformance or compatibility of *Palmdale Business Park Center* with the stated goals, objectives and policies as follows:

A. LAND USE

GOAL L1: *Create a vision for long-term growth and development in the City of Palmdale which provides for orderly, functional patterns of land uses within urban areas, a unified and coherent urban form, and a high quality of life for its residents.*

Objective L1.1: *Establish a blueprint for the physical form and development of the City.*

Policy L1.1.1: *Through adoption of the Land Use Map, direct future growth to areas which can accommodate development based upon topography, environmental factors, availability of infrastructure, and/or comprehensive planning. These areas include the following:*

1. *Vacant land within urbanized areas (infill lots), where backbone infrastructure is available or planned for.*
2. *Areas governed by adopted Specific Plans;*
3. *Areas in which infrastructure master planning has occurred.*

Policy L1.1.2: *Provide incentives to promote infill development, in order to foster more cohesive neighborhoods, maximize use of infrastructure, consolidate development patterns and enhance community appearance.*

Policy L1.1.3: *Respond to the rapidly changing needs of the City by reviewing the General Plan every five to seven years, and updating each Element as needed.*

Policy L1.1.4: *In considering requests to amend the Land Use Map, discourage proposals for development requiring urban services in those areas which are*

functionally separated from developed portions of the City by lack of infrastructure, expenses of vacant land, significant topographic or jurisdictional barriers, or other similar constraints.

Discussion: The Specific Plan for *Palmdale Business Park Center* is a vision for long-term growth and development within the City. It provides for the orderly development of properties within the Specific Plan Area. The Palmdale General Plan designates the site as Specific Plan 10, *Palmdale Business Park Center Specific Plan*. Encouraging growth in the Specific Plan Area is consistent with promoting growth within currently established patterns of land uses and where backbone infrastructure is readily available.

The Specific Plan Area is on the functional edge of a significant and highly industrialized facility in USAF Plant 42. Because of close proximity to and availability of backbone infrastructure, *Palmdale Business Park Center* will consolidate current development patterns and discourage urban sprawl.

Once the Specific Plan for *Palmdale Business Park Center* is adopted, it is anticipated that any future General Plan updates will include the provisions implemented by the Specific Plan. This process will assure that the goals and objectives of both documents will continue to be met thus providing for a higher quality of life for the residents of Palmdale.

Objective L1.2: *Adopt annexation policies that promote logical and orderly boundaries, response to community concerns, and minimize fiscal impacts to the City.*

Discussion: *Palmdale Business Park Center* is within the current boundaries of the City of Palmdale

Objective L1.3: *Ensure compatibility between land uses which have different functions, requirements and impacts.*

Policy L1.3.1: *On the Land Use Map, designate land uses in consideration of topography, environmental constraints, availability of infrastructure, and intensity of adjacent uses.*

Policy L1.3.2: *Adopt standards for transition areas between potentially incompatible uses.*

Policy L1.3.3: Through the development review process, evaluate proposals with respect to their impacts on adjacent properties and require that project designs employ appropriate techniques to increase compatibility between uses.

Discussion: The proposed Development Plan for *Palmdale Business Park Center* would establish 61.42 acres of Community Commercial, 26.15 acres of Business Park, 165.61 acres of Light Industrial, 87.92 acres of Airport Related land uses. In addition, a 225.76 acre golf course facility is proposed on the overall site of 632.21 acres. The proposed land use plan assures compatibility with properties to the south, east and west because of the adjacency of USAF Plant 42, and the Specific Plan's siting of the Airport Related and Golf Course land uses.

To the north, there is a jurisdictional differentiation between the City of Palmdale and Lancaster.

Within the City of Lancaster, there currently is a pattern of mixed residential and industrial uses. The City of Lancaster has designated this area as manufacturing on its land use plan. Within the City of Palmdale, the properties to the north are currently undeveloped and are designated as Industrial on the land use plan. Future compatibility is assured with the uses to the north because of the buffering affect of Avenue M, and the Specific Plan's proposed siting of Community Commercial and Open Space type land uses.

Objective L1.4: Adopt land use policies which minimize exposure of residents to natural hazards, protect natural resources, and utilize land with limited development potential for open space and recreational uses where feasible.

Policy L1.4.1: Establish the following transitional standards between Mineral Resource Extraction designations and less intensive uses, in order to protect residents from noise and dust while preserving the availability of mineral resources.

Policy L1.4.2: Establish the following standards in and adjacent to Alquist-Priolo Special Studies zones and active fault zones, in order to protect residents, property and infrastructure systems from damage by seismic activity.

Policy L1.4.3: Establish the following standards for development in hillside areas.

Policy L1.4.4: *Establish the following land use policies adjacent to airport uses:*

1. *On the Land Use Plan, designate uses adjacent to airport uses which minimize land use conflicts with future expansion of airport operations.*
2. *When considering land use proposals adjacent to airport uses, evaluate such proposals with respect to the policies developed by the Joint Land Use Committee which have been incorporated into the Noise and Safety Elements.*

Discussion: *Palmdale Business Park Center has been designed to be highly compatible with adjacent USAF Plant 42 and potential future airport uses, as described within the applicable policies developed by the Joint Land Use Committee.*

The Specific Plan also proposes a plan to utilize approximately 165 acres of land with limited development potential for recreation and open space facilities.

The Specific Plan Area is not a part of or adjacent to a mineral resource extraction site. It also is not within or adjacent to an Alquist-Priolo Special Study Zone, nor is it a part of a hillside management area.

Objective L1.5: *Identify areas within the City which, through deterioration of structures, high vacancy rates, vandalism, or health and safety concerns, merit special attention, and develop programs to revitalize these areas.*

Discussion: The Specific Plan Area is comprised of 632.21 acres of undeveloped land. There are no blighted areas within the Specific Plan Area.

GOAL L2: *Adopt land use and development policies which encourage growth and diversification of the City's economic base.*

Objective L2.1: *Promote creation and retention of businesses within the City, to increase employment opportunities within the Antelope Valley.*

Policy L2.1.1: *Promote establishment of incentives for new industrial development in Palmdale through all available programs, including local, state and federal programs.*

Policy L2.1.2: *Adopt comprehensive land use documents to designate areas for business and industrial users, such as specific plans, which will simplify*

environmental and development review processes for new businesses and ensure coordinated infrastructure planning.

Policy L2.1.3: *Adopt strategies to provide opportunities for a wide range of business needs, including start up, expansion and relocation.*

Policy L2.1.4: *Cooperate with local financial institutions through the Community Reinvestment Act to facilitate establishment and retention of new businesses in Palmdale.*

Policy L2.1.5: *Promote opportunities for transportation-related industries which utilize air, rail and highway facilities, specifically with respect to freight transfer and distribution facilities.*

Policy L2.1.6: *Consider the jobs/housing balance in evaluating new development proposals.*

Policy L2.1.7: *Support new technologies which may result in increased business opportunities within the City.*

Policy L2.1.8: *Support creation and adoption of a separate air quality management plan for the Southeast Desert Air Basin portion of the South Coast Air Quality Management District.*

Discussion: *Palmdale Business Park Center* will encourage growth and diversification of the City's economic base by promoting the development of 61.42 acres of Community Commercial, 26.15 acres of Business Park, 165.61 acres of Light Industrial, 87.92 acres of Airport Related properties and 225.76 acres of active recreation facilities.

With adoption of the Specific Plan and its required documentation, environmental and development review processes will be streamlined. The approved EIR will serve as the master environmental document for the overall project. Subsequent site specific development applications that are deemed consistent with the Specific Plan will be evaluated by the City to determine potential environmental impacts. Land use proposals will be processed in accordance with the Specific Plan Guidelines as either site plans or conditional use permits. Within the master planning and proposed vesting documentation process, the availability and phasing of infrastructure will be assured.

Once development begins, growth opportunities that utilize highway, railway and air facilities for freight transfer and distribution facilities are anticipated to use *Palmdale*

Business Park Center. These types of uses are specifically provided for within the Airport Related, Light Industrial and Business Park land uses of the development proposal.

With the development of these properties, the resulting expansion of the local job base will potentially assist in addressing the goals of the Southeast Desert Air Basin by cutting down on out of area commuter traffic. Increased employment opportunities should strengthen residential housing demand because of anticipated job base expansion.

Objective L2.2: *Provide assistance to business owners and users through all available means, including education, outreach, coordination, and financing.*

Policy L2.2.1: *Make information available to business owners on demographic and economic conditions and current development within the City, to assist them in making business decisions.*

Policy L2.2.2: *Work towards establishment of a geographic information data base and mapping system within the City to increase the amount of information available to the public on zoning, land use and infrastructure planning, assessments, and other pertinent data.*

Policy L2.2.3: *Provide assistance through public financing and reimbursement programs, where feasible and appropriate, to support construction of infrastructure needed for new commercial and industrial uses*

Policy L2.2.4: *Expedite and simplify permit processing to the extent feasible, and provide individualized assistance to persons requesting help with City procedures and permit processes.*

Policy L2.2.5: *Maintain frequent and open communication between representatives of the business community and of the City, to share ideas and resources on promoting economic development in Palmdale.*

Policy L2.2.6: *Provide public information materials on City programs and processes to assist business owners, participate in public forums on business issues, and utilize City newsletters and other means to address business needs for information.*

Discussion: One of the primary goals of *Palmdale Business Park Center Specific Plan* is to promote growth and development within the City.

Adoption of the Specific Plan and development of the properties within its area will encourage interaction between new business owners and the City. The adopted Specific Plan also will expedite and simplify permit processing because acceptable land uses are clearly stated, and the implementation process is well defined.

Objective L2.3: *Revitalize the core area of Palmdale so as to maintain and enhance its economic viability.*

Discussion: *Palmdale Business Park Center is not a part of the Palmdale downtown core area. The proposed uses are not compatible with the downtown core area.*

Objective L2.4: *Address the special needs of existing developed or partially developed areas which are in transition from one predominant land use to another, so as to maintain their usefulness and viability during this transition period.*

Policy L2.4.1: *On the Land Use Map, establish a "Mixed Use-Transitional" (MT) designation for areas which have been developed with a variety of commercial, residential and/or industrial uses and structures, and where designation for long-range development in one specific land use category will render existing uses and structures unusable, thus increasing vacancies and resulting adverse economic impacts.*

- a. *Mixed Use Transitional: The application of "Mixed Use Transitional" will modify the base land use designation. The MT modifier is intended for area which are already developed with a predominant land use type but which are in transition to a different land use. This designation is appropriate at the edge of use areas where there is expansion or encroachment of a new use type into an area established with older noncompatible uses, and in such expansion of the new use meets the long-range goals and objectives of the City's General Plan. This designation is intended to allow the transition of new uses in an orderly fashion while not rendering existing structures in the area unusable. A typical designation of this use type would occur where commercial use in the downtown core area have expanded into existing single family structures in adjacent older neighborhoods, but in which residential use is still occurring. This designation is not appropriate in areas which are predominantly vacant. The purpose of this district is to minimize land use conflicts between various use types during transitional periods, while preserving ongoing variability for existing uses.*

Policy L2.4.2: *Develop specific development standards for Mixed Use-Transitional areas within the Zoning Ordinance to minimize land use conflicts inherent with mixed use areas and to encourage an orderly transition of uses.*

Discussion: The Specific Plan Area is currently undeveloped and adjacent to highly industrialized facilities on three sides. In this regard, the property is surrounded by a homogenous land use pattern and not one of transition. The proposed land uses for *Palmdale Business Park Center* are consistent with the established pattern of development.

GOAL L3: *Provide a high quality of life for all existing and future residents, meeting the needs of a variety of lifestyles.*

Discussion: *Palmdale Business Park Center* is proposed as a high quality commercial/industrial/recreational oriented development. No housing is proposed or allowed within the Specific Plan Area. The potential job base established by a project of this nature could, however, support the proposed diversification of the housing market as supported by the General Plan.

Objective L3.2: *Adopt policies for residential uses within the City of enhance the quality of residential neighborhoods.*

Discussion: There are no residential land uses proposed as a part of *Palmdale Business Park Center*.

Objective L3.3: *Protect existing mobile home parks as an affordable housing alternative, and provide opportunities for development of new mobile home or manufactured housing communities.*

Discussion: There are no Mobile Home Parks proposed as a part of *Palmdale Business Park Center*.

Objective L3.4: *Consider underlying topography, existing parcelization, existing land uses, infrastructure availability, and relationship between uses in designating and developing residential land uses.*

Discussion: There are no residential land uses proposed as a part of *Palmdale Business Park Center*.

Objective L3.5: *Ensure that future residential development provides an attractive living environment and creates long-term value for residents as well as the community.*

Discussion: Residential Development is not proposed as a part of *Palmdale Business Park Center*.

Objective L3.6: *Maintain the integrity, safety, and attractiveness of existing residential neighborhoods.*

Discussion: There are no residential developments proposed as a part of *Palmdale Business Park Center*.

GOAL L4: *Provide opportunities for a wide range of retail and service commercial uses, to serve neighborhood, community and regional needs and provide economic benefit to the City of Palmdale.*

Objective L4.1: *Provide sufficient land to accommodate a variety of commercial land uses to meet community needs.*

Policy L4.1.1: *On the Land Use Map, establish land use designations to meet the City's long-term commercial needs, as follows:*

- a. **OFFICE COMMERCIAL:** *Not applicable.*
- b. **NEIGHBORHOOD COMMERCIAL:** *Not applicable.*
- c. **COMMUNITY COMMERCIAL:** *The Community Commercial (CC) designation is intended for businesses providing retail and service uses which primarily serve the local market. Representative uses include restaurants, apparel stores, hardware stores, grocery stores, banks, offices, and similar uses. Goods and services intended to meet both short and long term shopping needs of City residents should be targeted for these areas. A typical community commercial development contains 5 to 20 acres with a maximum floor area ratio of 1.0. Community commercial uses should have access from arterial streets, and should incorporate design measures to minimize adverse impacts to the capacity of adjacent arterial streets and to adjacent less intensive land uses.*
- d. **REGIONAL COMMERCIAL:** *Not applicable*

Discussion: *Palmdale Business Park Center Specific Plan* proposes the establishment of 61.42 acres of community commercial properties. This use has been sited to provide high visibility and access from Avenue M and the proposed internal primary road system.

Current sub-planning area sizes range from 9.30 acres to 28.43 acres and have a maximum floor area ratio of 1.0 as described in Section IV, Land Use Regulations.

Objective L4.2: Adopt policies for siting and development of commercial land uses which ensure that design are efficient, functional, and attractive to users and adjacent properties.

Policy L4.2.1: Encourage development of commercial uses in nodes accessible from major streets and intersections, rather than in long, continuous strips.

Policy L4.2.2: Space commercial nodes at appropriate intervals to serve surrounding neighborhoods while avoiding strip commercial development. Typical spacing would be at one-half mile or greater intervals.

Policy L4.2.3: Avoid over designating commercial land uses, in order to maintain the value of existing commercial designations and avoid high vacancy rates.

Policy L4.2.4: Develop and permit uses that promote the City's role as a center of regional retail commercial uses.

Policy L4.2.5: Discourage future strip commercial development along Palmdale Boulevard. Consider the designation of less intensive uses such as professional offices or residential with non-Palmdale Boulevard access points.

Policy L4.2.6: Encourage lot consolidation and shared parking and driveways in areas of small existing parcel sizes.

Policy L4.2.7: Consider future commercial land use needs on the City's far west side and designate additional commercial land as deemed appropriate to serve west side residents.

Policy L4.2.8: Establish site specific siting criteria for commercial land uses as set forth below:

- a. Commercial development should be located in areas free from major topographic variation; typically, sites should slope six percent or less.
- b. Commercial uses should be located and designed in such a way as to minimize interface conflicts with existing and planned residential neighborhood.
- c. Commercial sites should have a high level of visibility from public streets.

Policy L4.2.9: *Avoid designating land for commercial uses simply because residential uses appear inappropriate. Consider other alternatives, including but not limited to the following:*

- a. *Creating an environment suitable for residential uses by employing design techniques to minimize noise/traffic impacts such as sound walls, landscaped setbacks, frontage roads use of drainage basins, linear parks, greenbelts and trail systems to buffer dwelling units from major transportation corridors.*
- b. *Consider alternative uses such as industrial, open space, public facilities, or commercial office.*

Policy L4.2.10: *Develop standards for location and operation of convenience stores and other 24-hour businesses to minimize impacts on residential neighborhoods.*

Policy L4.2.11: *establish design criteria for neighborhood shopping centers that promote pedestrian elements and design integration with surrounding residential uses.*

Policy L4.2.12: *Ensure that impacts from adult entertainment and sexually oriented businesses are minimized by providing sufficient separation from residential neighborhoods, churches, schools, and other sensitive uses.*

Policy L4.2.13: *Develop standards to ensure that development of all commercial building within a center are designed to be consistent with an overall design theme, utilizing unifying architectural styles, colors and material schemes, integrated pedestrian walkways, and similar measures.*

Policy L4.2.14: *Adopt standards for parking lot landscaping to enhance aesthetic appeal and to provide a tree canopy for vehicular shading.*

Discussion: Commercial development at *Palmdale Business Park Center* is envisioned to be efficient, functional and attractive to users of the business park center and the immediately adjacent properties. These objectives will be met through the adoption of the Design Guidelines a part of the Specific Plan.

These guidelines specifically address design theme, architectural style, material and color schemes and the integration of pedestrian facilities. The guidelines also address landscaping issues thus assuring a consistent theme and adequate quantities of plant materials to provide shade and buffering.

The proposed commercial properties were sited along Avenue M and at the intersection of Challenger Way and Avenue M to promote ease of access and to provide a high level of visibility. This siting also establishes a buffer between current land uses to the northwest and the balance of land uses proposed as a part of this development plan.

There are no major topographic variations on the project site and no apparent conflicts to existing or planned residential neighborhoods.

A significant portion of the overall *Palmdale Business Park Center* site, 291.11 acres, is proposed for recreational and open space uses. This area includes the golf course, public facilities areas and street rights-of-way.

GOAL L5: *Provide opportunities for a wide range of manufacturing and related industrial uses in the City, so as to facilitate expansion and diversification of the City's economic base and provide additional employment opportunities.*

Objective 5.1: *Provide sufficient land to accommodate a wide variety of industrial uses to meet community needs.*

Policy L5.1.1: *On the Land Use Map, establish designations to meet the City's long-term industrial and manufacturing needs, as follows:*

- a. **COMMERCIAL MANUFACTURING:** *The Commercial Manufacturing (CM) designation is intended to permit mixed use development of lighter industrial uses and the more intensive service, retail and wholesale commercial uses. Research and development, distribution, manufacturing and wholesale or retail sale of industrial supplies, transportation equipment, building equipment and materials and similar uses are allowed in this designation. In addition, supportive commercial uses such as restaurants or convenience markets, which serve consumers within the industrial/commercial area, may be allowed. However, the CM designation is not intended for general commercial uses, either of a retail or serving nature, which will attract non-industrial users and vehicular traffic into the area. The CM district is appropriate in areas having or planned to have adequate sewer, water, transportation, drainage, utilities and public services available to meet anticipated needs of this type of development. The designation may be used as a transitional use between more intensive industrial uses and less intensive commercial uses. Maximum floor area ratio in this district is 0.5.*

- b. **BUSINESS PARK:** *The Business Park (BP) designation is intended to permit a variety of office, research and development, light assembly and fabrication, and supportive commercial uses within an environment characterized by master-planned complexes maintaining a high quality of design and construction. Development in this designation is expected to provide enhanced landscaping and outdoor amenities to create a campus setting. Operations and storage activities are to be confined to enclosed buildings. This designation is appropriate in locations with good access and visibility from the freeway and major arterials. Site areas should be large enough to accommodate comprehensive planning, and adjacent business park developments should be designed to promote cohesive and compatible development. Maximum floor area ratio is 0.5.*
- c. **INDUSTRIAL:** *The Industrial (IND) designation is intended to permit a variety of industrial uses, including the manufacturing and assembly of products and goods, warehousing, distribution, and similar uses. Some limited commercial uses which are incidental to and supportive of the primary industrial uses may also be permitted. This designation permits the most intensive types of manufacturing and industrial uses, subject to the height, coverage and development regulations of the underlying zone district. The Industrial designation is appropriate in areas having or planned to have adequate sewer, water, transportation, drainage, utilities and public services available to meet anticipated needs of this type of development. Where possible, industrial designation should be separated from residential areas by natural or manmade barriers, such as major arterials, utility easements, drainage courses or railroad rights of way. Adequate land use and design standards to mitigate impacts from intense use in this designation will be addressed through the zone districts and design review process. Maximum floor area ratio within this designation is 0.5.*
- d. **AIRFIELD AND RELATED USE:** *The Airfield and Related Use (A & R) designation is intended to permit public and private airfields and support facilities, aerospace related industries, transportation related industries, and commercial facilities necessary to support military and commercial air traffic. This designation will primarily apply to US Air Force Plant 42 and the Palmdale Regional Airport site as designated by the City of Los Angeles Department of Airports. Future development within this designation will be required to employ appropriate performance standards and design features to minimize impacts on nearby residential neighborhoods. Maximum floor area ratio within this designation is 0.5.*

- e. **MINERAL RESOURCE EXTRACTION:** *The Mineral Resource Extraction (MRE) designation is intended to permit extraction and processing of mineral resources, including sand, gravel and decomposed granite. Activities consistent with this designation include mining, crushing and sales of mineral products; asphalt and concrete batching are permitted as regulated by the underlying zone district. This designation is appropriate in areas designated by the State Division of Mines and Geology as Mineral Resource Zone 2 areas, or where significant mineral resources occur the extraction of which is determined to be beneficial. Operations within this designation are subject to all applicable policies, ordinances and laws regulating traffic impacts, air and water quality, and land use compatibility. Maximum floor area ratio within this designation is 0.25.*

Discussion: *Palmdale Business Park Center* provides for the establishment of a wide range of manufacturing and industrial uses thus facilitating the expansion and diversification of the City's economic base.

These potential uses will be accommodated within the 26.15 acres designated Business Park, the 165.61 acres designated Light Industrial, and the 87.92 acres designated Airport Related.

The Business Park land use is intended to establish a variety of office, research and development, light assembly, fabrication, and supportive commercial uses. These businesses will be located within master planned complexes that are characterized by high quality design and construction standards. Enhanced landscaping is proposed. The maximum floor area ratio proposed in this designation is 0.5.

These objectives will be met through adoption of the proposed land use regulations, design guidelines, and development standards a part of the Specific Plan.

The Light Industrial land use is intended to establish a variety of industrial uses, including the manufacturing and assembly of products and goods, warehousing, distribution, and similar uses. Supportive commercial uses also are proposed. The maximum floor area ratio proposed in this designation is 0.5.

This land use will be separated from potential residential areas to the north by Avenue M in the proposed commercial zone. Enhanced landscaping is proposed. These

objectives will be met through adoption of the proposed land use regulations, design guidelines and development standards a part of the Specific Plan.

The Airport and Related land uses are confined to the eastern most edge of the Specific Plan site. The reason for this siting is the proximity to USAF Plant 42, and a potential taxiway connection to the existing runway facilities.

It is envisioned that both public and private aerospace related industries will locate within this land use. The maximum floor area ratio proposed in this designation is 0.5.

Design guidelines and development standards that are a part of the Specific Plan will assure that appropriate performance standards are implemented so that there are no negative impacts on residential neighborhoods or adjacent properties by the potential Airport and Related uses.

Objective L5.2: *Adopt policies for siting and development of industrial land uses which ensure that designs are efficient, functional, and attractive to users and adjacent properties.*

Policy L5.2.1: *Discourage encroachment of incompatible uses into or adjacent to designated industrial land, when it can be shown that such uses may ultimately impede development of industrial uses, and that such uses may be established elsewhere in the planning area.*

Policy L5.2.2: *Assure compatibility of industrial development with adjacent uses, through the following measures:*

- a. *Adopt development standards for industrial uses, to ensure compatibility with adjacent uses and aesthetically pleasing views from adjacent rights-of-way, including but not limited to standards for screening of outdoor storage, locations of loading and refuse disposal areas, height, bulk, impervious surface area, architectural enhancement, landscaping and other measures as deemed appropriate.*
- b. *Designate areas of less intensive uses between heavy industrial uses and less intensive business or residential designations.*

Policy L5.2.3: *encourage master planning within industrial areas to ensure adequate and comprehensive provision of infrastructure and efficient, attractive designs, through use of specific plans and equivalent planning documents.*

Policy L5.2.4: *Ensure effective utilization of industrial land resources by avoiding creation of small lot subdivisions in excess of the number of small industrial lots needed to meet community requirements.*

Policy L5.2.5: *Designate land and adopt development standards so as to provide an appropriate mix of industrial uses, including labor intensive, light manufacturing, warehousing, and spaces for small shop industries.*

Policy L5.2.6: *Designate industrial uses only within areas of the City without significant topographic constraints, and preclude industrial uses in hillside areas.*

Policy L5.2.7: *Adopt performance standards for noise, odors, emissions, vibrations, glare, radiation, and other potential impacts of industrial development.*

Discussion: The component parcels of *Palmdale Business Park Center* have been sited, and provisions proposed that will assure that the development will be an efficient, functional, and attractive center for users and adjacent properties.

As a master planned facility, regulations contained within the Specific Plan prohibit encroachment of incompatible uses into the project. The adopted Specific Plan also will assure that all development meets the City's criteria and performance standards for noise, odors, emissions, vibrations, glare, radiation and other potential impacts of industrial development.

The Specific Plan provides a comprehensive set of design guidelines that set standards for industrial uses in terms of location and screening of outdoor storage facilities, location of loading facilities, and disposal areas if any. The guidelines also address the height and bulk of buildings, as well as architectural character. Comprehensive guidelines for landscaping also are included.

The Specific Plan differentiates between less intense uses in the Business Park, and the potentially more intensive industrial uses in the Light Industrial and Airport Related land uses.

The Specific Plan Area is relatively flat with no hillside management areas.

GOAL L6: *Plan for and reserve land to accommodate uses needed for public benefit, including open space, recreation, public improvements, schools and community facilities.*

Objective L6.1: *Ensure that adequate land is available for uses serving or providing benefit to the general public.*

Policy L6.1.1: *On the Land Use Map, designate land for public uses to meet community needs for schools, parks, community facilities, open space, utilities, and infrastructure. The following land use designations have been established on the land use map to meet these needs.*

- a. **OPEN SPACE:** *The Open Space (OS) designation is intended to identify and reserve land for both natural and active open space uses, including City parks. The designation identifies existing and acquired by not yet built park sites within the community, as well as lands dedicated to the City for open space purposes. The designation is appropriate to protect sites with physical limitations such as flood plains, very steep terrain (slopes steeper than 50 percent), or significant natural resources. Typical uses permitted within the open space designation include recreational uses, horticulture, agriculture, animal grazing or similar uses.*

- b. **PUBLIC FACILITIES:** *The Public Facilities (PF) designation identifies land which is or will be utilized for various types of public facilities, including by not limited to schools, libraries, hospitals, public safety and governmental facilities, sewer and water treatment plants, and landfills. Existing or acquired public facility sites are designated PF on the land use map; however, public facilities may be allowed in other land use designations as established by the underlying zoning. Within the PF designation, uses are specifically identified by use type on the land use map. The maximum floor area designation within this designation is 1.0.*

Objective L6.2: *Adopt development standards for public uses to ensure compatibility with adjacent properties, minimize adverse impacts and maintain a high standards of quality for development within the City.*

Policy L6.2.1: *Consider acceptance of natural open space dedications to the City if such dedication is consistent with City plans for an open space/greenbelt network. Lands proposed for dedication which lack potential for linkage with an overall system or lack valuable natural resources may not be suitable for acceptance by the City.*

Policy L6.2.2: *Provide a 1,000 foot buffer between the Antelope Valley landfill and future residential developments.*

Discussion: *Palmdale Business Park Center* has been designed to assure compatibility with adjacent properties and to project a high quality image.

These goals are accomplished through the adoption of the comprehensive design guidelines that are a part of the Specific Plan.

Except for the off street bikeway and fitness course, the recreation facilities proposed for *Palmdale Business Park Center* are not intended to link with current City open space or greenbelt areas. The golf course facilities will, however, be open to the public. The proposed golf course facilities will be privately maintained. The off street bikeway and fitness course will be maintained by the City of Palmdale.

GOAL L7: *Provide proactive comprehensive planning within designated areas of the City where unique development opportunities or physical conditions warrant special planning efforts.*

Objective L7.1: *Identify areas within the City which merit special planning considerations and develop policies containing development criteria for these areas.*

Discussion: *Palmdale Business Park Center* Specific Plan is not specifically listed in the Palmdale General Plan Area for special consideration, however, the Specific Plan has been developed in direct response to special planning considerations and issues.

These issues include the Specific Plan Areas adjacency to USAF Plant 42 and the potential development of Palmdale Regional Airport; the need for implementation of the City's Master Plan of Drainage and the desire to emphasize and preserve Palmdale's desert oriented character. The Specific Plan has responded to these special issues by the siting of 87.92 acres of Airport Related land uses as well as 170.38 acres of recreation facilities adjacent to USAF Plant 42. The siting of these land uses provides a buffer, and permits the use of 170.38 acres of land that might otherwise be unusable, based on regulations governing the functional interface with USAF Plant 42.

The Specific Plan also integrates the City's Master Plan of Drainage into its overall open space and recreation layout.

Preservation of Palmdale's desert oriented character is addressed by the anticipated preservation of 686 mature Joshua Trees in place. Many of these mature specimens

are in groves and will be preserved in clusters. In addition to these Joshua trees, the Specific Plan also assures the relocation and establishment of at least an additional 579 Joshua Trees with a total of at least 1,265 trees being preserved.

B. CIRCULATION

GOAL C1: *Establish, maintain and enhance a system of streets and highways which will provide for the safe and efficient movements of people and goods throughout the Planning Area, while minimizing adverse impacts on the community.*

Objective C1.1: *Adopt and implement a street and highway plan designed to meet existing and future circulation needs.*

Policy C1.1.1: *Designate roadways within the Planning Area as local, collector, secondary arterial, major arterial and regional arterial streets, as shown on the Circulation Plan Map, and adopt standards for right of way and design of these streets which will ensure appropriate capacity and performance of each roadway.*

Policy C1.1.2: *Cooperate with Caltrans and other affected jurisdictions to establish and adopt standards for intra-regional expressways.*

Policy C1.1.3: *Develop and maintain a computer traffic model based upon the designated network, and assess existing and projected levels of service on streets within the network in making land use decisions and formulating the Land Use Plan.*

Policy C1.1.4: *Periodically monitor levels of service within the existing street network to identify deficient street segments and intersections, and develop programs to improve service levels where needed.*

Policy C1.1.5: *Improve the existing street network based upon the adopted Circulation Plan, through implementation of the Capital Improvement Program and through requirements placed upon new development approvals.*

Policy C1.1.6: *Design the Circulation Plan Map so as to protect existing neighborhoods and/or significant environmental resources, wherever feasible.*

Policy C1.1.7: *Ensure that right-of-way is reserved wherever possible to implement the adopted Circulation Plan.*

Policy C1.1.8: *Evaluate all land use decisions to ensure consistency with the Circulation Plan.*

Policy C1.1.9: *Ensure that the cumulative and regional impacts of new development on the circulation system are mitigated to the extent feasible, concurrent with development. Concurrent shall mean that required facilities are installed as needed during various stages of development.*

Policy C1.1.10: *Develop and adopt standards regulating where raised medians will be required, and where right-of-way and pavement width may be reduced, based upon existing and approved development, access control, and circulation needs.*

Discussion: The circulation network within the *Palmdale Business Park Center* Specific Plan is designed to meet existing and future circulation needs in response to construction of facilities within the designated land uses. The proposed on-site network is a hierarchy of roadway cross sections including an existing arterial in Avenue M, as well as an interior network of collector streets. The curb to curb pavement sections of these roadways are designed to City of Palmdale criteria as shown on the General Plan Standard Street Cross Sections. Enhanced parkways are proposed to accommodate meandering sidewalks and an off street bikeway.

The proposed network has been modeled within the criteria established by the City of Palmdale's traffic model. Three scenarios were modeled including:

- a. Existing conditions
- b. Future conditions based on the General Plan, and
- c. Future conditions based on the General Plan including development of *Palmdale Business Park Center*

This model was designed to identify deficiencies or negative impacts the proposed development could have on the existing or proposed Citywide roadway network. No deficiencies were identified within the proposed internal roadway network. Several deficiencies were identified within the Citywide future conditions scenarios both with and without the project. Since it has been demonstrated that there are differences, both with and without the project, appropriate mitigation measures will be implemented that assure that the trips generated by traffic originating or using *Palmdale Business Park Center* will be able to be integrated into the regional transportation network in a manner agreeable with the City of Palmdale.

In this regard, the proposed on-site roadway system and any off-site circulation mitigation, including additional potential future access points, is envisioned as a phased development scenario to be implemented based upon the project phasing plan, the Property Owners Association, the City Traffic Engineer, and market demand as outlined in the Specific Plan text.

Objective C1.2: *Maintain and expand the arterial and regional roadway system to serve existing and future circulation needs.*

Policy C1.2.1: *Provide adequate system capacity and efficiency through exclusive turn lane additions at arterial intersections and other significant locations.*

Policy C1.2.2: *Assure safe and efficient arterial operations through careful control of access, signal spacing, median placement, and overall street and development design.*

Policy C1.2.3: *Protect and increase the capacity of arterial streets through the following measures:*

- a. *No new direct residential driveway access will be permitted onto regional, major and secondary arterials or highways, except where no other feasible access is available*
- b. *For residential development, full intersections will generally be permitted at no less than one-quarter mile spacing along arterial streets. Where it is determined by the City Traffic Engineer that community-wide circulation will not be negatively impacted, full intersections (non-signalized) may be permitted at approximately one-eighth mile spacing.*
- c. *Except as specified in Policy C1.2.3b, right turn only access will typically be permitted at approximately one-eighth mile spacing in residential developments, unless no other feasible access is available. Additional right-of-way may be required on arterials for right turn lanes onto local and collector streets, and significant private streets or driveways.*
- d. *On-street parking will be prohibited on arterial roadways, unless otherwise approved by the City Traffic Engineer.*
- e. *New arterial streets, and extensions of existing arterial streets, will be designed so as to eliminate jogs and discontinuities and facilitate regional traffic flow.*

- f. *All secondary, major and regional arterials should be constructed with medians.*

Policy C1.2.4: *Promote development of regional arterial links within the community where needed to serve existing and future needs, including but not limited to the following:*

- a. *Promote development of grade separations at railroad tracks, in particular, at Palmdale Boulevard.*
- b. *Coordinate with Caltrans and other affected agencies to expedite rerouting of Highway 138 and widening of State Route 14.*

Discussion: *Palmdale Business Park Center's roadway network is designed to serve existing and future circulation needs based on the demands generated by the phased development of the project.*

The safe and efficient movement of vehicles will be assured by conformance with General Plan and City engineering criteria. These criteria include pavement and rights-of-way issues as well as the careful control of access, planned potential future arterial links, signal spacing, median placement, and overall street and project development design.

Exclusive turn lanes will be provided on all arterials. The Specific Plan also implements the City's no parking policy on all arterials, collectors, and local streets.

Incorporation and implementation of these and other General Plan standards are assured by the site plan and engineering review process required of all project submittals.

Objective C1.3: *Establish a system of local and collector streets which serve residential neighborhoods while protecting them from intrusion of through traffic flow.*

Discussion: *Palmdale Business Park Center does not propose any residential development.*

Objective C1.4: *Adopt policies and standards for street design and construction which promote safety, convenience and efficiency.*

Policy C1.4.1: *Strive to maintain a Level of Service (LOS) C or better to the extent practical; in some circumstances, a LOS D may be acceptable for a short duration during peak periods.*

Policy C1.4.2: *Ensure that approvals of new development are correlated with any roadway improvements that would be necessary to maintain the existing level of service, or LOS C, whichever is less, and other performance characteristics applicable to the affected roadways. Development shall not be authorized until measures are in place to construct any necessary improvements; these measures may include, but not be limited to, payment of traffic impact fees or construction of street improvements as required in the conditions of approval.*

Policy C1.4.3: *Establish street design standards which provide the capacities that are needed to adequately serve the projected travel demand.*

Policy C1.4.4: *Promote safe circulation and emergency access, through the following means:*

- a. *Require a minimum 26-foot wide paved access from an improved public street to all developments. Individual single family residences (not associated with a tract map) are excluded from this requirement except as deemed necessary by the Los Angeles County Fire Protection District. Access roads shall be increased to 28 feet in width within 200 feet of an intersection with a public street.*
- b. *Two points of ingress and egress should be provided to every subdivision or phase thereof. Exceptions may be granted for small subdivisions where physical constraints make it difficult or impossible to provide a second access point.*
- c. *Medians constructed in arterial streets should be provided with decorative paved crossover points for emergency vehicles, where deemed necessary by the Fire Department.*
- d. *Street naming and numbering should consider ease of use for dispatch of emergency services.*
- e. *The street system should function safely and effectively, without the subsequent need for excessive traffic control devices.*

Policy C1.4.5: *Locate and design intersections so as to promote safe and efficient circulation, through the following means:*

- a. *Local to local street intersections should be spaced at least 150 feet apart (from centerline to centerline).*

- b. *Intersections, including knuckles, should generally be perpendicular. Public streets should intersect at a 90 degree angle plus or minus five degrees. Knuckles should be constructed at a 90 degree angle, plus or minus 10 degrees.*
- c. *Excessive grade variations, curves or other features which impair sight distance at intersections shall be avoided.*
- d. *Local to collector street intersections should be spaced no less than 300 feet apart, where necessary to provide adequate queuing room for left turn movements onto the collector street. Where left turn movements onto the collector street are not needed, this spacing requirement may be reduced to 150 feet.*
- e. *On local to local intersections, four-way intersections should be avoided.*
- f. *For intersections of collector or larger streets, four-way intersections are preferred over offset or "T" intersections.*

Policy C1.4.6: *Adopt standards for use of private streets, where appropriate; private streets, other than driveways and alleyways typically associated with multi-family development, should be constructed to City standards for public rights-of-way, and should be used only for gated communities.*

Discussion: Streets within the Specific Plan Area will be designed to City standards. City standards were developed to promote safety, convenience and efficiency in terms of vehicle movements. Curb to curb roadway widths are in conformance with General Plan criteria. Enhanced width parkways and medians are provided for aesthetic purposes and to allow for curvilinear sidewalks. In all cases, City standards will be used for technical design and all plans will be approved by the City Engineer. City required traffic modeling has provided the data for future traffic demand evaluation. Three traffic scenarios have been demonstrated including existing traffic conditions and future traffic conditions both at project buildout (2021) and at buildout of the City's General Plan. Documentation of this modeling is included in the project's traffic report. This modeling was performed within the criteria set forth by the City Traffic model.

Based on this modeling analysis, all project internal intersections are projected to operate at Level of Service (LOS) "C" or better during both the morning and evening peak hours. Intersections required for study outside the Specific Plan Area are impacted to varying degrees as documented within the project's Traffic Report.

Appropriate mitigation measures will address these deficiencies and be implemented as directed by the City Traffic Engineer.

Objective C1.5: *Identify and mitigate existing areas of deficiency within the street system in the Planning Area.*

Policy C1.5.1: *Develop parking and traffic plans for those neighborhoods which are adversely impacted by parking and traffic.*

Policy C1.5.2: *Periodically monitor levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program.*

Discussion: Based on analysis using criteria that are a part of the City's Traffic Model, achieving LOS "C" at intersections outside the Specific Plan Area is not always possible. This condition holds for existing conditions, future conditions at project buildout (2021) and future conditions at General Plan Buildout.

For existing traffic conditions, all study intersections operate at LOS "A" during the morning peak hours. During the evening peak hours, all study intersections operate at LOS "C" or better, with the exception of Avenue M and 10th Street West which operates at LOS "D".

Future traffic conditions at project buildout (2021) with Transportation Demand Management measures demonstrate that two intersections operate at LOS "D" during the morning peak hour. Four intersections operate at LOS "D" and one at LOS "E" during the evening peak hour. Although, after review by the City Traffic Engineer, all intersections are considered to operate at an acceptable level of service, the Transportation Management Association, working with the City Traffic Engineer, may impose additional TDM measures or development restrictions in the future to further mitigate traffic impacts. Periodic traffic studies will be conducted by the developer for the City Traffic Engineer to monitor the level of service.

Detailed back up information for these traffic impacts is found in the project's traffic report prepared by DKS Associates dated December 6, 1994.

Objective C1.6: *Ensure that the City street system is adequately maintained, to promote safety and increase the useful life of these facilities.*

Policy C1.6.1: *Continue a pro-active program of street maintenance for all City streets; maintenance levels and schedules should consider long-term costs.*

Policy C1.6.2: *Require assurance of long-term maintenance for all private streets constructed within the City.*

Discussion: All streets will be designed and implemented to City standards. Maintenance of roadways will be the responsibility of the City.

Objective C1.7: *Ensure adequate access within the Planning Area for trucks, while protecting incompatible uses from through truck traffic.*

Policy C1.7.1: *Review periodically, and update as necessary, City Code provisions concerning truck routes and enforcement.*

Policy C1.7.2: *To the extent feasible, route through truck traffic around existing and future residential neighborhoods.*

Policy C1.7.3: *Designate truck routes which will serve commercial/industrial areas while minimizing adverse impacts of heavy truck traffic on these uses.*

Discussion: The proposed internal roadway system is designed to accommodate heavy truck usage while minimizing the adverse impacts potentially caused by heavy levels of truck use particularly at the Community Commercial and Light Industrial land use interface.

Minimizing these adverse impacts will be accomplished by the siting of Community Commercial land uses to the west side of Challenger Way along Avenue M. This siting provides for the possibility of truck traffic serving the more intensely industrial area of the site to use the eastern project entry and the proposed Loop Road East.

Objective C1.8: *Participate in multi-jurisdictional efforts to upgrade and expand the regional road network.*

Policy C1.8.1: *Cooperate with other agencies and jurisdictions, including Caltrans, Los Angeles County, and adjacent cities, to evaluate and propose solutions to regional transportation issues relating to the City of Palmdale.*

Policy C1.8.2: *Coordinate with other jurisdictions to integrate circulation networks.*

Policy C1.8.3: *Support local, regional, state and federal agencies in identifying and implementing funding alternatives for the City's transportation system.*

Discussion: *Palmdale Business Park Center* will contribute towards regional transportation facilities as required by the City based on a fair share scenario by conforming to the County Congestion Management Plan and the Palmdale Traffic Impact Fee Program.

The *Palmdale Business Park Center* will work with the Cities of Palmdale and Lancaster to create inter-jurisdictional cooperation to promote the improvement of regional arterial links within their communities and, in particular, with regard to Avenue M.

GOAL C2: *Reduce the number of trucks and vehicle miles traveled by individuals within the Planning Area, to meet regional transportation and air quality goals.*

Objective C2.1: *Encourage development and implementation of a variety of measures to reduce trips and vehicle miles traveled by existing and future residents and workers within the Planning Area.*

Policy C2.1.1: *Require Transportation Demand Management Plans from major employers, as defined by the Air Quality Management District and the Congestion Management Plan.*

Policy C2.1.2: *Promote the use of ridesharing by providing safe and convenient park-and-ride facilities, accessible to mass transit facilities where available, and by providing public information programs for commuters.*

Policy C2.1.3: *Require residential developments to contribute towards City programs to reduce vehicle trips.*

Policy C2.1.4: *Provide incentives for trip reduction measures.*

Policy C2.1.5: *Ensure compliance with the County's Congestion Management Plan.*

Policy C2.1.6: *Promote alternative means of trip reduction, including telecommuting.*

Discussion: *Palmdale Business Park Center* has the potential to promote a reduction in total vehicle miles traveled by individuals within the City because it will become a source and focal point of local employment.

The Specific Plan Area will potentially generate over 10,000 jobs and be comprised of 61.42 acres of community commercial and 279.68 acres of primarily industrial land uses. The total number of employees for any given company will be a function of the marketplace. Compliance with the County's Congestion Management Plan will therefore be a specific requirement placed on those businesses that will locate in *Palmdale Business Park Center*.

The *Palmdale Business Park Center* will conform to the County's Congestion Management Plan and the Palmdale Traffic Fee program. To encourage development and implementation of trip reduction measures and to ensure compliance with the County's Congestion Management Plan, a Transportation Management Association may be established and administered by the *Palmdale Business Park Center* Property Owners Association.

Objective C2.2: Increase the public transit opportunities available to Palmdale residents in order to reduce traffic impacts on streets and highways and provide travel alternatives.

Policy C2.2.1: Promote public transit operations within the Planning Area, and work with transit operators to coordinate schedules, services, service routes and fares.

Policy C2.2.2: Promote the use of public transit by facilitating dedication of access routes and construction of safe and convenient stops with sufficient parking.

Policy C2.2.3: Encourage location of bikeways and storage areas which are integrated with public transit facilities.

Policy C2.2.4: Encourage development of regional rail transit serving the Palmdale area.

Policy C2.2.5: Require provision of bus turnouts for new development, where deemed to be appropriate in consultation with the transit authority.

Policy C2.2.6: Establish a regional transportation center within the City, conveniently located to maximize access to downtown and major commercial center, which will accommodate a variety of public transportation uses including rail, bus, and shuttle service.

Discussion: The Specific Plan responds to the objective of increased public transportation opportunity by incorporating bus turnouts and shelters at locations to be determined by the City Engineer.

Land use regulations also require that an off-street bikeway be constructed along the right-of-way for Loop Roads East and West, and Avenue M west of Loop Road West. These regulations also dictate that secure parking facilities for bicycle parking be provided.

GOAL C3: *Encourage use of non-vehicular transportation throughout the Planning Area.*

Objective C3.1: *Minimize the need for short service-oriented vehicle trips through land use and design strategies.*

Policy C3.1.1: *Schools, parks and neighborhood commercial uses should be located within convenient walking distance to residential developments.*

Policy C3.1.2: *Land uses should be arranged in a manner which increases the opportunity to utilize alternate forms of transportation, such as transit systems, bikeways and pedestrian walkways.*

Policy C3.1.3: *Promote bicycle accessibility to all public facilities, including parks, schools, and centers of civic activity, to include secure bicycle storage areas.*

Policy C3.1.4: *Require residential subdivision designs to accommodate convenient pedestrian and bicycle access, both on- and off-site.*

Policy C3.1.5: *Adopt and implement a bikeway plan as a component of the Parks and Recreation Element.*

Discussion: The Specific Plan provides for non-vehicular transportation by interfacing with the regional bicycle trail that parallels the Southern Pacific Railroad right-of-way at the western edge of the site. The connection to the regional bicycle trail is made at Avenue M. The trail is then taken off-street in a 22' wide enhanced parkway along Avenue M west of Loop Road West, the southerly side of Loop Road West, and the easterly side of Loop Road East. Provisions for secured bicycle storage are provided for in the Land Use Regulations.

GOAL C4: *Promote opportunities for rail service to move goods, passengers and commuters into and out of the Planning Area.*

Objective C4.1: *Promote the use of rail service to support industry in the City.*

Policy C4.1.1: *designate industrial land uses in areas with potential for freight rail service.*

Policy C4.1.2: *Work with the Southern Pacific Transportation Company to increase surface street access across the railroad tracks while minimizing impacts on rail service.*

Discussion: Talks are currently underway with Southern Pacific Railway Corporation and the U.S. Air Force to potentially develop a joint use agreement that would provide for spur line rail connections to Planning Areas 6, 7 and 8.

Objective C4.2: *Encourage extension of passenger rail service to the City of Palmdale.*

Discussion: No passenger rail stops are currently proposed adjacent to *Palmdale Business Park Center*.

GOAL C5: *Protect and promote a variety of air transportation services within the City of Palmdale.*

Objective C5.1: *Protect opportunities for full utilization and expansion of USAF Plant 42.*

Policy C5.1.1: *Adopt land use designations and policies which minimize encroachment of incompatible uses into space utilized by air operations.*

Policy C5.1.2: *Implement noise and safety policies as developed by the Joint Land Use Committee and as incorporated into various elements of this General Plan.*

Policy C5.1.3: *Coordinate development policies and decisions with USAF Plant 42 representatives.*

Discussion: *Palmdale Business Park Center* is intended to integrate with and allow for full utilization and expansion of USAF Plant 42 facilities.

Encroachment of any incompatible land use will be prohibited by adoption of this Specific Plan.

Noise and safety policies, as outlined by the Joint Land Use Committee, are implemented in the Plan where applicable. The project also has been coordinated with and reviewed by US Air Force representatives.

Objective C5.2: *Promote development of Palmdale Regional Airport.*

Policy C5.2.1: *Promote economic development of land surrounding the airport for large-scale commercial uses, so as to support a market demand for airport services.*

Policy C5.2.2: *Restrict encroachment of incompatible uses into land affected by future airport operations.*

Policy C5.2.3: *Promote and support regional transportation planning for routes serving the airport facility, including State Routes 14 and 138.*

Discussion: *Palmdale Business Park Center* directly supports the development of Palmdale Regional Airport. When implemented, the Specific Plan's permitted land uses and policies will preclude the encroachment of any incompatible land uses.

It is anticipated that large scale industrial users will occupy the 87.92 acres of the project that is designated Airport Related land use.

The eastern edge of the site, adjacent to USAF Plant 42, has the potential to have direct taxiway access to existing runway facilities.

The potential Airport Related users will form the core of the businesses that will support the operation and contribute to the growth of Palmdale Regional Airport.

C. ENVIRONMENTAL RESOURCES

GOAL ER1: *Preserve significant natural and man-made open space areas that give Palmdale its distinct form and identity.*

Objective ER1: *Create and maintain an open space network throughout the City.*

Policy ER1.1.1: *Utilize a variety of features, including entry points to the City, landscaped arterial roadways, bikeways, equestrian paths, hiking trails, and park sites, to create and open space network.*

Policy ER1.1.2: *Provide for a network of open space by linking such areas wherever possible.*

Policy ER1.1.3: *Incorporate the citywide trail network into the regional trail system. In the interim - until the City's Parks and Recreation Element which fully*

identifies the citywide trail network - is adopted, implement the North Los Angeles County Trails Plan network, as shown on the Overlay Map.

Policy ER1.1.4: *Develop appropriate standards for development clustering and density transfer, in order to maintain areas of scenic open space throughout the Planning Area.*

Policy ER1.1.5: *Utilize the City's discretionary land use approval process to locate and retain areas for use as open space through dedication or other legal means. Develop criteria and guidelines to identify areas that should be so protected.*

Policy ER1.1.6: *Integrate natural hazard areas, such as floodways, seismic fault zones, and unstable soils, into the open space network in order to ensure public health, safety and welfare while preserving open space.*

Discussion: *Palmdale Business Park Center* will contribute to overall open space within the City by providing 225.76 acres of recreation oriented land uses and 5.90 acres of public facilities open space.

The 225.76 acres will be developed into a 27-hole golf facility which will provide a striking and beautiful contrast between the existing desert landscape and the proposed business and industrial land uses. Within the areas that are left natural and mostly undisturbed, 686 Joshua Trees will be protected in place. A minimum of 579 additional Joshua trees will be relocated on site to meet the goals of the City's Native Vegetation ordinance.

The 5.90 acres dedicated to public facilities will support implementation of an unlined non-structural flood control channel along Avenue M. This area also will establish an open space landscape buffer between Avenue M and the Light Industrial and Airport Related land uses.

These open space areas will be further enhanced by roadway landscape areas that are required along all internal roadways. These areas are thirty-two feet wide at Avenue M except as required at PF-1 and PF-2, twenty-two feet wide at the collector roads and twelve feet along internal local streets. Median planting also is proposed in Challenger Way and Avenue M.

A major project entry also is proposed at Avenue M and Challenger Way. Minor entries are proposed at the East and West Loop Road intersections at Avenue M and at 6th Street East and Avenue M.

The project also has incorporated a non structural variable width flood control channel into the golf course site. This variable width feature will be planted with a combination of desert and riparian type plant materials. This flood control facility has been designed to become an integral part of Palmdale's Master Plan of Drainage.

Objective ER1.2: *Protect scenic viewsheds both to and from the City of Palmdale.*

Policy ER1.2.1: *New development with the potential to substantially obscure or negatively alter the scenic backdrop to the City should be discouraged. "Scenic backdrop" refers to the significant ridgelines of the San Gabriels, the Sierra Pelona and the Ritter and Portal Ridges that form the City's skyline views.*

Discussion: Open space features at *Palmdale Business Park Center* have been designed to maximize the scenic backdrop provided by the San Gabriel and Sierra Pelona mountains. These mountains are focal points, and the source of significant views to be enjoyed from the project's proposed golf facilities.

In addition, significant view corridors will be developed by the Specific Plan requirement that significant landscaping be provided at roadways, parking lots and adjacent to buildings.

There are no scenic highways within or adjacent to the Specific Plan Area.

GOAL ER2: *Protect significant ecological resources and ecosystems, including, but not limited to, sensitive flora and fauna habitat areas.*

Objective ER2.1: *Identify and preserve to the highest extent feasible significant ecological areas.*

Policy ER2.1.1: *The following broadly defined areas, shown on the Overlay Map and exhibit ER-5, will be designated as a Significant Ecological Area (SEA) overlay on the General Plan Land Use Map: Big Rock Wash, Little Rock Wash, Ritter Ridge, and Portal Ridge. Biological surveys should be performed to determine the nature and extent of their ecological significance prior to any approval of new developments within the overlay area. Development will not be*

permitted in these areas if the development is likely to significantly degrade important environmental resources.

Policy ER2.1.2: *Promote only compatible, and where appropriate passive recreational uses in natural areas determined to be ecologically significant consistent with the particular needs and characteristics of each SEA, as determined by approved field observation reports.*

Policy ER2.1.3: *Solicit and utilize all available sources of local, regional, state and federal funds to acquire significant wetland areas, in order to minimize the disturbance and prevent damage from erosion, turgidity, siltation, a loss of wildlife and vegetation, of the destruction of the natural habitat.*

Policy ER2.1.4: *Preserve natural drainage courses and riparian areas where significant concentrations of ecological resources exist.*

Policy ER2.1.5: *Maintain significant Joshua Tree woodlands and other significant habitat areas.*

Discussion: *Palmdale Business Park Center* has been designed to preserve and maintain portions of the existing Joshua Tree woodland as provided for in the City's Desert Vegetation Ordinance. This will be accomplished by preserving significant stands of trees primarily within the limits of the championship portion of the proposed golf facility.

Additional Joshua Trees will be relocated on site as necessary to meet the requirements of the ordinance which for *Palmdale Business Park Center* is 1265 trees.

GOAL ER3: *Preserve designated natural hillsides and ridgelines in the Planning Area, to maintain the aesthetic character of the Antelope Valley.*

Objective ER3.1: *Establish a systematic approach to the management of land uses and development in hillside areas.*

Discussion: There are no hillsides within the Specific Plan Area. These policies therefore do not directly apply to *Palmdale Business Park Center*.

GOAL ER4: *Protect the quality and quantity of local water resources.*

Objective ER4.1: *Ensure that ground water supplies are recharged and remain free of contamination.*

Policy ER4.1.1: Incorporate the use of flood control measures which maximize groundwater recharge and the use of floodways as native habitat.

Policy ER4.1.2: Restrict building coverage and total impervious area in the vicinity of natural recharge areas.

Policy ER4.1.3: Protect from pollutants or their materials which might degrade groundwater supplies, and enhance natural recharge areas such as the Little Rock and Big Rock Washes, and Amargosa and Anaverde Creeks, and ensure that no mineral resources recovery activities extend below the groundwater table.

Policy ER4.1.4: Require that all new commercial, industrial and residential development with densities of one unit per acre or less connect to a sanitary sewer system prior to occupancy unless otherwise approved by the City.

Policy ER4.1.5: Cooperate with Los Angeles County Health Department and the Regional Water Quality Control Board in monitoring industrial and commercial uses utilizing hazardous or potentially polluting materials and fluids, to prevent their discharge into the groundwater aquifer.

Discussion: The drainage network design for *Palmdale Business Park Center* incorporates several design features that enhance groundwater recharge and the quality of water that is discharged off site into Anaverde Creek. Groundwater recharge is maximized because approximately 100 acres of the golf facility will be a functioning retention basin. No flows from this zone will discharge off site. An unlined flood control channel is proposed to become a part of the City's Master Plan of Drainage. This unlined soft bottomed channel will provide for groundwater recharge and potential habitat areas.

In addition, a dry well system will be incorporated into each site specific parcel to minimize the amount of storm or irrigation water flowing off site.

All properties within the Specific Plan Area will be served by a sanitary sewer system. One exception is the proposed Phase I septic system to service the golf facility on an interim basis. This interim septic system will be removed in later phases once sewer infrastructure is available.

Businesses located within *Palmdale Business Park Center* will be required by current ordinances to cooperate with the Los Angeles County Health Department and the

Regional Water Quality Control Board to monitor the use and handling of hazardous and potentially polluting materials.

Objective ER4.2: *Minimize the impacts of urban development on groundwater supplies.*

Policy ER4.2.1: *Promote water conserving landscape techniques, through use of native and drought tolerant plant species and landscape design standards.*

Policy ER4.2.2: *Utilize native plants or drought resistant planting materials and drip irrigation systems where feasible within the Landscape Assessment District areas.*

Policy ER4.2.3: *Require the use of water conserving appliances and plumbing fixtures in all new construction.*

Policy ER4.2.4: *Coordinate with local water agencies to monitor groundwater levels, State water allocations and development approvals, to assure development does not outpace long-term water availability.*

Discussion: Drought tolerant plant species and efficient irrigation system design requirements of the landscape design standards.

Although it is proposed to use well water to irrigate the golf facility, these proposed courses are designed to integrate with existing desert vegetation in order to minimize the total area of turf.

GOAL ER5: *Promote the attainment of state and federal air quality standards.*

Objective ER5.1: *Minimize local air pollution caused by vehicles.*

Policy ER5.1.1: *Reduce work-related trips through such means as promoting alternate work schedules, telecommuting, the use of alternative modes of transportation to the workplace and the creation of additional park and recreation facilities.*

Policy ER5.1.2: *Reduce vehicle non-work trips through merchant transportation incentives and transit system improvements.*

Policy ER5.1.3: *Reduce vehicle emissions through maintaining and improving traffic flow as contained in the Circulation Element.*

Policy ER5.1.4: As technology allows, reduce tailpipe emissions from City vehicles by replacing them with alternative fuel vehicles, and encourage reduction of emissions from private vehicles by requiring preferential parking for alternative fuel vehicles.

Policy ER5.1.5: To the extent practicable, require control of emission from the future Palmdale Regional Airport.

Policy ER5.1.6: Expand the services of the existing dial-a-ride program resulting in reduces need for automobiles and parking by retired citizens.

Discussion: Measures directly related to minimizing air pollution are not within the scope of this Specific Plan.

Objective ER5.2: Minimize activities which generate dust, specifically particulates less than 10 microns in size (PM10).

Policy ER5.2.1: Reduce dust from unpaved roads and parking lots by requiring paving or vegetation stabilization of the unpaved areas; require that measures be taken at construction sites to prevent deposition of soil onto public rights-of-way.

Policy ER5.2.2: Encourage developers to maintain natural contours to the greatest degree possible, to eliminate the need for extensive land clearing, blasting, ground excavation, grading and cut and fill operations.

Policy ER5.2.3: Require erosion control measures on new development, including covering soils with straw mats or use of chemical soils and dust binders, followed by seeding and watering as soon as possible after grading to prevent fugitive dust.

Discussion: All roadways and parking lots within the Specific Plan Area are required to be paved based on the design guidelines, development standards, and City requirements.

The topography of the site is such that minimal grading is required to develop the proposed pad areas.

Erosion control measures also are a part of the Specific Plan design guidelines. These measures require developers to control dust and other emissions during and at the completion of the grading operation.

Objective ER5.3: *Reduce and/or eliminate unnecessary sources of air pollution.*

Policy ER5.3.1: *Promote the South Coast Air Quality Management District's (SCAQMD) efforts to eliminate emissions from such sources as excessive car dealership cold starts, excessive curb idling, emissions from advertising vehicles, and emissions from leaf blowers, among others, through assisting with implementation and enforcement of district programs once they are adopted.*

Policy ER5.3.2: *Work with Caltrans and the Los Angeles County Sheriff's Department to minimize nonrecurrent congestion which contributes emissions from vehicle idling, by designing effective street systems and identifying appropriate truck routes.*

Policy ER5.3.3: *Reduce reactive organic gas (ROG) and particulate emissions from building materials and construction methods, by promoting the use of nonsolvent-based, high-solid, or water-based coatings, and requiring compliance with all pertinent SCAQMD rules.*

Discussion: These policies are not directly applicable to the Specific Plan. They will be addressed by the end users in conformance with General Plan and other City Ordinances.

Objective ER5.4: *Minimize emissions of air toxins and pollutants which contribute to global warming and ozone depletion.*

Policy ER5.4.1: *Promote community awareness of the effects of global warming and ozone depleting gases, as well as methods to minimize the creation of those gases, by preparing and distributing educational materials, and cooperating with SCAQMD in establishing regional programs.*

Policy ER5.4.2: *Through the environmental review process for new development applications, ensure that emissions of air toxins are minimized.*

Discussion: These policies are not directly related to the Specific Plan. They will be addressed by the end users in conformance with General Plan and other City Ordinances.

Objective ER5.5: *Reduce air pollution caused by energy consumption.*

Policy ER5.5.1: *Encourage energy conservation from all sectors of the community by promoting the use of energy efficient appliances, processes and equipment, and promoting energy audits of existing structures.*

Policy ER5.5.2: *Require local government, Palmdale citizens, and local businesses and industries to recycle, as mandated by state law, and to otherwise recycle to the extent possible.*

Policy ER5.5.3: *Require that new construction promote the use of solar energy systems by providing maximum solar access.*

Discussion: These policies are not directly related to the Specific Plan. They will be addressed by the end users in conformance with General Plan and other City and State laws.

Objective ER5.6: *Minimize emissions from indirect sources such as commercial, residential and recreational development.*

Policy ER5.6.1: *Ensure that new development reduces project-related vehicle miles traveled to the maximum extent feasible.*

Policy ER5.6.2: *Promote the creation of high occupancy vehicle lanes on State Route 14.*

Policy ER5.6.3: *Reduce the number of people commuting to the Los Angeles metropolitan area by promoting actions to increase the area's jobs/housing balance.*

Policy ER5.6.4: *Support the development of a rail system between Palmdale and Los Angeles.*

Discussion: *Palmdale Business Park Center* has the potential to impact the number of people commuting to the greater Los Angeles Metropolitan area by encouraging businesses and industries to locate in Palmdale. The creation of this expanded local job base should have the effect of increasing the area's jobs/housing balance.

Reducing air pollution caused by energy consumption is not an issue directly applicable to the Specific Plan. End users of the project site will address these issues as guided by the General Plan and City Ordinances.

GOAL ER6: *Ensure an adequate supply of mineral resources to meet long-term regional construction needs.*

Discussion: There are no Mineral Resource extraction sites within or adjacent to the Specific Plan Area. These policies are therefore not directly applicable to the Specific Plan.

Objective ER6.2: *Ensure that the MRE area located within the Little Rock alluvial fan is comprehensively planned.*

Discussion: These policies are not directly applicable to *Palmdale Business Park Center*.

GOAL ER7: *Protect historical and culturally significant resources which contribute to the community's sense of history.*

Discussion: There are currently no known historical, archaeological or paleontological resources identified on site. In depth studies are being conducted as a part of the site's environmental analysis. These studies will determine if any significant resources exist and what the most appropriate mitigation measures would be.

Joshua Trees are recognized as a significant regional resource and an important symbol of the City. The Specific Plan has incorporated existing Joshua Tree stands into the design of the championship portion of the proposed golf facility.

The inclusion of Joshua Trees within the golf course and as a part of the streetscape assures project compliance with the City's Native Vegetation Ordinance.

D. PUBLIC SERVICES

GOAL PS1: *Ensure that adequate public services and facilities are available to support development in an efficient and orderly manner.*

Objective PS1.1: *Ensure that all new development in Palmdale provides for the infrastructure and public services needed to support it.*

Policy PS1.1.1: *Require all new development, including major modifications to existing development, to construct required on-site infrastructure improvements pursuant to City standards.*

Policy PS1.1.2: *require all new development, including major modifications to existing development, to construct or provide a fair share contribution towards construction of required off-site improvements needed to support the project.*

Policy PS1.1.3: *Require that on- and off-site improvements are constructed prior to occupancy of a new development project, or phase thereof, unless otherwise approved by the City.*

Policy PS1.1.4: *Require that adequate provisions are made for maintenance of public improvements, prior to approval of any new development project.*

Policy PS1.1.5: *When new development is proposed in vacant, rural areas which have not yet been master-planned for provision of infrastructure, require that development proponents provide for or contribute a fair share towards development of backbone plans for roads, sewer, water, drainage and community facilities, prior to granting conditional approval of development applications.*

Policy PS1.1.6: *When reviewing applications for land use designation changes (i.e., zone change, General Plan Amendment, specific plan amendment), conduct a thorough analysis of the impacts of the proposed change on all elements of the City's infrastructure systems, and require mitigation as deemed appropriate.*

Discussion: Proposed infrastructure and public facility provisions have been reviewed and coordinated in concept with the appropriate regulating and servicing agencies.

The project is a phased development. Infrastructure will be brought on line as phased and outlined in the Specific Plan text and as required by the City Engineer. Proposed infrastructure facilities will be designed and constructed in conformance with City of Palmdale standards.

Off-site infrastructure facilities will be constructed or a fair share contribution will be made for the off-site construction of improvements needed to support the project. Exact contributions are proposed to be negotiated as a part of the Vesting Documents.

Operation and maintenance provisions and costs have been examined as a part of the infrastructure planning and phasing.

Objective PS1.2: *Ensure that new development is coordinated with provision of backbone infrastructure within the site and with adjacent properties, to promote cost-efficient construction and maintenance, and ease of access to facilities.*

Policy PS1.2.1: *Require that provision of streets, sewer, water, drainage and other needed infrastructure be coordinated in a logical manner between adjacent developments, so as to reduce cost of design, construction and maintenance.*

Policy PS1.2.2: *Require that individual development projects integrate with adjacent development with respect to backbone infrastructure (streets, sewer, water and drainage). If adjacent property is undeveloped, a conceptual plan should be prepared to show that the pending development will allow for future integration and development of adjacent properties in a manner which is reasonable from a design, construction and cost standpoint.*

Policy PS1.2.3: *Require that the proposed infrastructure design within a development project permits economical and efficient development of land, both on the subject property and on adjacent properties.*

Policy PS1.2.4: *Require that phasing of infrastructure requirements within a development consider adjacent properties to the extent feasible.*

Policy PS1.2.5: *Require that infrastructure be designed and constructed to meet ultimate capacity needs, pursuant to a master plan, so as to avoid the need for costly retrofitting.*

Policy PS1.2.6: *Where feasible, require that consideration be given to sharing drainage detention facilities between adjacent subdivisions, with the cost shared on a "fair share" basis.*

Policy PS1.2.7: *Ensure that street rights-of-way, drainage facilities, or other similar public infrastructure are not aligned in a manner that increases the developability of a single property at the expense of an adjacent property, unless so required by regional infrastructure plans.*

Policy PS1.2.8: *Distribute the costs of extending infrastructure equitably among those benefiting from the improvements.*

Discussion: Street, sewer, water, drainage, and other infrastructure has been coordinated with the appropriate servicing agencies. Potential development and servicing needs of adjacent properties were considered in this evaluation and coordination.

The proposed infrastructure has been designed to the projected ultimate capacity as directed by the various agencies. This provision allows for adjacent and downstream properties to be integrated into the system without major modification or retrofit.

Drainage detention facilities are provided on site. There also is a proposal to share storage facilities with adjacent USAF Plant 42.

Site drainage will be integrated into the Palmdale Master Plan of Drainage by routing these regional facilities through the project site.

Street alignments have been coordinated to accommodate adjacent properties and provide for potential future expansion.

The proposed project will pay its fair share or construct infrastructure improvements as discussed in the Specific Plan text and/or Vesting Documents.

Objective PS1.3: Utilize land use strategies to maximize use of infrastructure facilities.

Policy PS1.3.1: Evaluate annexation of unincorporated developed areas adjacent to or surrounded by the City to ensure that greater efficiency in provision of services will be achieved.

Policy PS1.3.2: Direct growth towards areas which already have backbone infrastructure available, by providing incentives for quality infill development.

Policy PS1.3.3: Encourage development which fully utilizes existing infrastructure systems, while decreasing the need for costly extensions of infrastructure into undeveloped areas.

Policy PS1.3.4: Encourage clustering of development where appropriate, to maximize use of infrastructure.

Policy PS1.3.5: Adopt comprehensive planning documents such as area plans, specific plans and development agreements, to specify the nature, timing and financing of public improvements and services.

Policy PS1.3.6: Encourage mixed use development, to maximize use of infrastructure system.

Discussion: The Specific Plan for *Palmdale Business Park Center* is one component of a multi step process that will result in the orderly development and processing of the 632 gross acre Lockheed property. Other relevant components of this process include the Vesting Documents as well as an Environmental Impact Report that will satisfy the required environmental documentation.

The site is within the City limits and infrastructure is generally adjacent to the site and available.

Objective PS1.4: *Develop and implement City programs to plan for, construct and maintain municipal facilities.*

Policy PS1.4.1: *Adopt and annually update the City's Capital Improvement Program (CIP) to prioritize funding for public works projects in accordance with this General Plan.*

Policy PS1.4.2: *Adopt and implement service level standards for roads, drainage and park facilities, through on-going monitoring of existing levels of service and through the CIP.*

Policy PS1.4.3: *Adopt, implement and annually review user fee and impact fee programs, to support the cost of constructing capital facilities and providing services.*

Policy PS1.4.4: *Explore and implement a variety of public financing methods to fund infrastructure improvements, including assessment districts, Mello-Roos community facilities districts, redevelopment funds, block grant funds, and/or combinations of these and other available funding sources.*

Policy PS1.4.5: *Adopt a fee program to fund community facilities throughout the community, which may address the Civic Center, library, recreation center, performing arts center, public works yard, senior center expansion, Maryott Auditorium rehabilitation, and other public facilities as deemed appropriate.*

Policy PS1.4.6: *Evaluate the need to satellite City services throughout the community.*

Policy PS1.4.7: *Evaluate infrastructure facilities and service levels within developed areas which annex to the City, and promote programs to retrofit street, drainage and sewer improvements where warranted.*

Discussion: *Palmdale Business Park Center will contribute its fair share towards the construction and maintenance of municipal facilities. Implementation mechanisms discussed in the Specific Plan, and proposed to be fully detailed in the Vesting Documents, would provide for equitable assessments based on anticipated impact generation.*

Objective PS1.5: *Coordinate with other jurisdictions in the Antelope Valley to provide for regional infrastructure improvements, minimize impacts of Palmdale development on*

adjacent jurisdictions, and provide unified support for mutually beneficial improvements requiring outside approvals and/or funding.

Policy PS1.5.1: *Through the development review process, inform adjacent cities, town councils and/or county agencies of development proposals which may impact their infrastructure systems, and consider their input and recommendation in the land use decision process.*

Policy PS1.5.2: *Inform adjacent cities, town councils and county agencies of City-initiated planning and public works projects which may impact their infrastructure systems, and consider their input and recommendations in the land use decision process.*

Policy PS1.5.3: *Coordinate planning issues with outside service provider representatives, such as the school districts, sheriff's department, fire district, water districts, and sanitation district, to promote coordinated master planning for these services.*

Policy PS1.5.4: *Participate in regional efforts to gain State or Federal funding for area-wide improvements.*

Discussion: *Palmdale Business Park Center is adjacent to the City of Lancaster to the north.*

The design and implementation of sewer facilities will be coordinated with the Los Angeles County Sanitation District. Required improvements to the north side of Avenue M will be coordinated with the City of Lancaster. This coordination will provide for the functioning interface with facilities located or impacting Lancaster.

Objective PS1.6: *Ensure that utilities are provided to serve development in Palmdale in an efficient and aesthetic manner.*

Policy PS1.6.1: *Through adoption of an ordinance, regulate utility line and other utility infrastructure placement and require undergrounding in specified locations where feasible.*

Policy PS1.6.2: *Coordinate installation of utility line placement with street construction where possible, to minimize cost.*

Policy PS1.6.3: *Through the development review process, protect existing utility easements and require dedication of additional easements where needed.*

Discussion: All project utilities will be located underground. Utility installation will be coordinated with street construction to the greatest extent possible and as directed by the City Engineer.

GOAL PS2: *Ensure that all development in Palmdale is served by adequate water distribution and sewage facilities.*

Objective PS2.1: *Require that all development be serviced by water supply systems meeting minimum standards for domestic and emergency supply and quality.*

Policy PS2.1.1: *Require new development to obtain adequate water service to meet the increased demand generated by that development.*

Policy PS2.1.2: *Protect groundwater quality, through policies and implementation measures contained in the Environmental Resources Element.*

Policy PS2.1.3: *Promote water conservation in all phases of development planning and construction, through policies and implementation measures contained in the Environmental Resources Element.*

Policy PS2.1.4: *Support water suppliers and other jurisdictions within the Antelope Valley in studying the current status and projected needs for water supply and delivery.*

Discussion: Water supply to the project site has been conceptually designed and coordinated with Los Angeles County Water Works District, the servicing agency. The minimum standards for domestic supply and full emergency supply pertaining to fire flows has been assured. Well water is proposed for use to irrigate the golf course areas. Groundwater supplies will be recharged and protected through conformance with measures outlined in the Environmental Resources Element relating to groundwater resources.

Objective PS2.2: *Require that all development be served by sewage disposal systems which are adequately sized to handle expected wastewater flows and designed and maintained to protect the health of residents.*

Policy PS2.2.1: *Coordinate with the Los Angeles County Sanitation District to evaluate the sewage disposal system as often as necessary (at least biannually), to ensure adequacy of the system to meet changes in demand and changes in types of waste which occur as a result of development.*

Policy PS2.2.2: *Require new development to pay necessary fees for expansion of the sewage disposal system to the appropriate agencies, to handle the increased load which it will generate.*

Policy PS2.2.3: *Support the Los Angeles County Sanitation District in preparation of a master plan for regional sewer facilities in Palmdale.*

Policy PS2.2.4: *Require that all commercial, industrial, institutional, multiple family and single family residential uses with lot sizes of less than one acre be connected to a public sewer system.*

Policy PS2.2.5: *Promote annexation of incorporated areas into the Los Angeles County Sanitation District boundaries in a logical fashion, to promote efficient master-planning for sewer facilities.*

Policy PS2.2.6: *Work with the Sanitation District to identify users for reclaimed water and support plans for its treatment and distribution.*

Discussion: The conceptual design of the sewage system has been coordinated with Los Angeles County Sanitation District.

Palmdale Business Park Center will construct a trunk sewer from Avenue M north to Avenue L as described in the Specific Plan text. The project also will contribute its fair share towards the construction of additional off-site facilities a part of LACSD #14 that are impacted by project development.

GOAL PS3: *Develop and maintain adequate storm drainage and flood control facilities.*

Objective PS3.1: *Maintain and implement the City's adopted Master Drainage Plan.*

Policy PS3.1.1: *Continue the drainage impact fee program and periodically adjust fees as needed.*

Policy PS3.1.2: *Evaluate the impact of all new development and expansion of existing facilities on storm runoff and ensure that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates it.*

Policy PS3.1.3: *Make use of interim local drainage detention basins to slow stormwater runoff, until such time as permanent drainage facilities are constructed.*

Policy PS3.1.4: Through the development review process, reserve land from development in appropriate locations for construction of drainage facilities.

Discussion: Design of drainage facilities have been closely coordinated with the appropriate agencies. The proposed plan has been highly integrated into the City's Master Plan of Drainage.

Objective PS3.2: Coordinate drainage master planning with environmental resource management.

Policy PS3.2.1: Where feasible, plan for detention or retention facilities in areas where groundwater recharge can be accomplished.

Policy PS3.2.2: Where feasible, construct drainage facilities so as to protect or enhance natural riparian habitat areas.

Policy PS3.2.3: Where feasible, combine drainage facilities with opportunities for recreation, as in placement of trails within drainage easements, or placement of ball fields within detention areas.

Discussion: Drainage facilities at *Palmdale Business Park Center* have been integrated into the recreation and public facilities open space areas of the site.

Approximately 100 acres of the championship golf course functions as a short term retention and groundwater recharge facility.

The proposed unlined flood control channel is an integral part of the golf course where it flows through the championship and executive portions. The 5.90 acres of public facilities open space is a functioning unlined soft bottomed flood control facility.

GOAL PS4: Support the provision of local educational opportunities for community residents.

Discussion: These policies are not directly applicable to the Specific Plan.

Objective PS4.2: Promote a variety of educational opportunities within Palmdale, to serve the needs of all segments of the population.

Discussion: These policies are not directly applicable to the Specific Plan.

GOAL PS5: Support the provision of adequate public and community services to meet the needs of residents.

Objective PS5.1: Ensure provision of fire protection facilities and equipment needed to protect existing and future development.

Policy PS5.1.1: Obtain fire protection, fire prevention and paramedic services from Los Angeles Fire Protection District.

Policy PS5.1.2: Monitor needs and service levels, and strive to minimize response time in both urbanized areas and rural or outlying areas.

Policy PS5.1.3: Through the development review process, assess fire protection needs of development projects and require mitigation needed to maintain adequate service levels, including but not limited to reservation of sites for fire stations and fair-share contributions for fire suppression equipment.

Policy PS5.1.4: Coordinate with and assist the Fire Protection District in planning for future fire station sites in Palmdale, and facilitate location and construction of fire stations in conjunction with other City facilities (such as parks or municipal buildings) where feasible.

Discussion: Palmdale Business Park Center will contribute its fair share towards public facilities and services. It is proposed that an implementation mechanism be negotiated as a part of the Vesting Documents between the project developer and the City. This agreement would proscribe equitable assessments based on an anticipated impact generation.

Objective PS5.2: Support the provision of adequate law enforcement services to meet the needs of City residents.

Policy PS5.2.1: Contract with the Los Angeles County Sheriff's Department for law enforcement services.

Policy PS5.2.2: Coordinate with and provide input to the Sheriff's Department regarding planning for sheriff's facilities serving Palmdale, with the goal of ultimately obtaining a full-service sheriff's station and satellite stations as needed to serve the community.

Policy PS5.2.3: Monitor staffing and service levels for law enforcement services and work with the Sheriff's Department to ensure adequate staffing to meet service level needs of the community.

Discussion: *Palmdale Business Park Center* will contribute its fair share towards public facilities and services. It is proposed that an implementation mechanism be negotiated and detailed within a set of Vesting Documents. These Vesting Documents would prescribe equitable assessments based on an anticipated impact generation.

Objective PS5.3: *Provide library service to meet the needs of existing and future library residents.*

Policy PS5.3.1: *Evaluate the existing and future library system in the Planning Area and plan for provision of sufficient facility space and materials to serve the population.*

Policy PS5.3.2: *Adopt and implement the following standards as a goal for library service to the community:*

- 2.5 volumes per capita*
- 8.5 periodicals per 1,000 population*
- 0.5 staff per 1,000 population*
- 5.0 reader's seats per 1,000 population'*
- 0.8 square foot of building space per capita.*

Policy PS5.3.3: *Maintain reciprocal agreements with the county library system and other institutions to provide an additional resource in the City.*

Policy PS5.3.4: *Promote the construction of new libraries and the expansion of existing libraries as required to meet the needs of existing and future population.*

Policy PS5.3.5: *Encourage the provision of library outreach services for residents who cannot visit library facilities.*

Discussion: *Palmdale Business Park Center* will contribute its fair share towards public facilities and services. It is proposed that an implementation mechanism be negotiated and detailed within the Vesting Documents. These Vesting Documents would prescribe equitable assessments based on an anticipated impact generation.

Objective PS5.4: *Provide adequate park and recreation facilities to meet the needs of existing and future residents.*

Discussion: These policies are not directly applicable to the Specific Plan. No residential uses are proposed within the Specific Plan Area.

Objective PS5.5: *Promote adequate provision of health care services and programs which serve all segments of the population.*

Discussion: These policies are not directly applicable to the Specific Plan.

Objective PS5.6: *Provide accessible, convenient facilities for municipal services.*

Discussion: These policies are not directly applicable to the Specific Plan.

Objective: PS5.7: *Provide opportunities for cultural and artistic activities within the community.*

Policy PS5.7.1: *Develop or provide a performing arts center to serve a variety of musical, theatrical, exhibit and meeting uses.*

Discussion: This policy is not directly applicable to the Specific Plan.

GOAL PS6: *Ensure provision of adequate facilities and programs to accommodate solid waste and hazardous waste collection, handling and disposal.*

Objective PS6.1: *Implement the City's adopted Solid Waste Management Plan (SWMP) (adopted on November 14, 1991 by Resolution 91-236).*

Policy PS6.1.1: *Review proposed development with respect to the SWMP to ensure consistency.*

Policy PS6.1.2: *Base future decisions on franchise agreements on the SWMP.*

Policy PS6.1.3: *Develop and implement waste reduction and recycling programs in compliance with the SWMP.*

Policy PS6.1.4: *Update and maintain the SWMP as needed, with a complete review at least every five years, to ensure that the Plan accurately reflects changing waste stream conditions, government regulations, and City goals.*

Discussion: Specific Plan design standards outline facilities for on-site solid waste interim storage. Actual collection, handling and disposal of solid waste and/or hazardous waste will be the responsibility of the end users.

Objective PS6.2: *Adopt a City Hazardous Waste Management Plan as an element of the General Plan.*

Policy PS6.2.1: *Identify hazardous waste generators and their waste streams by type and quantity, and facilitate the use of appropriate hazardous waste management technology by generators, placing the greatest emphasis on those technologies which achieve source reduction and waste minimization.*

Policy PS6.2.2: *Ensure that the siting of hazardous waste facilities in the City is consistent with the General Plan, including provisions to ensure protection of residents, businesses and environmental resources, and provide for the safe transport of wastes.*

Policy PS6.2.3: *Provide opportunities for public participation in the review of proposed hazardous waste facilities.*

Policy PS6.2.4: *Facilitate compliance with regulations requiring the preparation of Hazardous Materials Management Plans and Risk Management Prevention Plans, as applicable to handlers of specified hazardous materials and acutely hazardous materials.*

Policy PS6.2.5: *Facilitate the implementation of programs designed to provide for the safe management of hazardous wastes generated by small quantity generators, including households.*

Policy PS6.2.6: *Support the regulation and enforcement of hazardous waste laws governing the generation, handling, storage, transport, treatment and disposal of hazardous waste.*

Policy PS6.2.7: *Require disclosure of the presence of hazardous materials on property proposed for development.*

Discussion: It will be the responsibility of the end users to comply with City Hazardous Waste Management Plans.

E. SAFETY

GOAL S1: *Minimize danger and damage to public health, safety, and welfare resulting from natural hazards.*

Objective S1.1: *Review development within or adjacent to geologic hazards, to ensure adequate provisions for public safety.*

Discussion: The project site is not within a seismic hazard zone.

Objective S1.2: *Minimize hazards associated with flood plains in the area.*

Policy S1.2.1: *Require that new development shall not be exposed to flood hazards or contribute to an existing flood hazard.*

Policy S1.2.2: *Require that building foundations be a minimum of one (1) foot above the 100-year flood elevation, unless alternative diversion methods are approved by the City Engineer.*

Policy S1.2.3: *Require that grading of floodways shall be in a manner which allows for groundwater recharge and protection of projects from flooding.*

Policy S1.2.4: *All required primary and secondary access and egress routes for all new development should be "dry" access located outside of the 100-year flood plain.*

Policy S1.2.5: *Consider the operability of natural gas, electric, water and sewer services during the occurrence of flooding in review of project design.*

Policy S1.2.6: *Require that grading and other methods of water diversion be used to retard water runoff, where appropriate.*

Policy S1.2.7: *Ensure that storm water drainage is designed to limit peak flow conditions.*

Policy S1.2.8: *Ensure that new development complies with floodplain zoning and watershed management regulations.*

Policy S1.2.9: *Preserve and restore the natural and beneficial values served by floodplains to the extent feasible, consistent with public health, safety and welfare.*

Policy S1.2.10: *Promote open space and recreational use in designated flood zones, unless mitigation of the hazard can allow other types of development.*

Policy S1.2.11: *Implement the City's Master Drainage Plan, through the development review process and capital improvement program.*

Policy S1.2.12: *Monitor and require continued maintenance of drainage basins throughout the City to ensure maximum flood protection from existing facilities and prevent downstream flood hazards.*

Policy S1.2.13: *Implement public financing programs where feasible, to provide for required drainage improvements, and coordinate design and construction of flood control improvements with adjacent jurisdictions where appropriate.*

Policy S1.2.14: *Ensure that development near National Forest lands does not result in increase flows of water or debris on to forest land.*

Discussion: Only a small portion of the project is located within an identified floodplain. This area, located at the northwest corner of the project, is only impacted until such time as the regional drainage infrastructure is implemented. Development within this area has been deferred until this floodplain status is removed.

The proposed project drainage infrastructure will be coordinated with and integrated into the City's Master Plan of Drainage. This drainage infrastructure will be designed to protect new development from flood hazard while also protecting downstream properties from any increased flood hazard caused from this new development.

The proposed grading concept and drainage network for this development includes retention/detention capabilities to be incorporated into the designs of the golf course and the unlined open channel facilities. This design parameter will facilitate groundwater recharge and provide protection from flooding.

Objective S1.3: *Ensure compatible development in areas within or adjacent to natural high fire risk areas (urban-wildland interface), and other high fire risk areas.*

Discussion: The Specific Plan Area is not a part of a high risk fire zone.

GOAL S2: *Minimize damage associated with man-made hazards.*

Objective S2.1: *Minimize damage from catastrophic failure of infrastructure.*

Policy S2.1.1: *Evaluate potential hazards associated with rupture of the California Aqueduct, to ensure that development in areas threatened with inundation are designed to minimize the threat to life and property.*

Policy S2.1.2: *Evaluate the potential for inundation from failure of the Lake Palmdale or Littlerock dams when reviewing development proposals within potential inundation areas.*

Policy S2.1.3: *Evaluate potential hazards associated with detention basin facilities, water main or reservoir rupture and minimize possible threat of inundation to life and property through design measures applied during the development review process.*

Policy S2.1.4: *Require that development in areas near high-pressure natural gas lines shall be buffered from them and provided with alternative access/excavation routes.*

Discussion: Specific Plan infrastructure will be designed to City Standards. The Specific Plan Area is not within currently defined zones of potential man-made hazards such as the California Aqueduct or Lake Palmdale.

Objective S2.2: *Minimize damage resulting from aircraft accidents.*

Discussion: No portion of the proposed project is within an Accident Potential Zone as defined by FAA regulations or guidelines.

Objective S2.3: *Protect the public from hazardous materials and the hazards associated with the transport, storage or disposal of such materials.*

Discussion: These policies are not directly applicable to the Specific Plan. End users will be required to comply with these regulations.

Objective S2.4: *Ensure that development of a federal, state, or county prison in Palmdale shall not impact the health, safety and lifestyle of residents.*

Discussion: No residential uses are proposed in the Specific Plan Area.

Objective S2.5: *Minimize potential hazards related to crime through the development review process and through on-going public education programs.*

Policy S2.5.2: *Require all commercial and industrial projects to provide adequate lighting for buildings and parking areas and visibility for patrol vehicles, to assist in law enforcement surveillance.*

Policy S2.5.3: *Where appropriate, require provisions of security within new developments on a continuing basis.*

Policy S2.5.4: *Encourage the formation and continued education of neighborhood and business watch groups, to assist the Sheriff Department in crime prevention and detection.*

Discussion: Specific Plan land use regulations require all commercial and industrial users to provide the City with lighting photometric plans. These diagrams demonstrate the lighting intensity on a given site. This process assures conformance and adequate coordination with General Plan and guidelines established by law enforcement agencies.

GOAL S3: *Maintain and enhance City emergency services.*

Discussion: These policies are not directly applicable to the Specific Plan.

GOAL S4: *Protect public safety through the implementation and enforcement of City Ordinances and through public education.*

Objective S4.1: *Develop, implement and enforce City Codes to insure safe and*

Discussion: These policies are not directly applicable to the Specific Plan.

Objective S4.2: *Support the development and continued updating of public education programs on health and safety.*

Objective S4.2.1: *Prepare and disseminate educational information to residents and businesses on preparing for response to hazards of the area, including major earthquake, floods, hazardous waste spills, wildfire, etc.*

Discussion: These policies are not directly applicable to the Specific Plan.

F. NOISE

GOAL N1: *Minimize the exposure of residents to excessive noise to the extent possible, through the land planning and the development review process.*

Objective N1.1: *Utilize appropriate land use planning as the primary method of achieving noise compatibility among adjacent land uses.*

Policy N1.1.1: *Locate noise compatible land uses near existing and future air, rail and highway transportation noise sources.*

Policy N1.1.2: *Restrict noise sensitive land uses near existing or future air, rail or highway transportation noise sources unless mitigation measures have been incorporated into the design of the project to reduce the noise levels at the noise sensitive land use to less than 65f dBA CNEL at all exterior living spaces including but not limited to, single-family yards and multi-family patios, balconies, pool areas, cook-out areas and related private recreation areas.*

Policy N1.1.3: *When proposed stationary noise sources could exceed an exterior noise level of 65 dBA CNEL at present, or could impact future noise sensitive land uses, require preparation of an acoustical analysis and mitigation measures to reduce noise levels to no more than 65 dBA CNEL exterior and 45 dBA CNEL interior; if the noise level cannot be reduces to these thresholds through mitigation, the new noise source should not be permitted.*

Policy N1.1.4: Consider the noise environment when making land use decisions with respect to the guidelines contained in Table N-1, and require noise standards consistent with the criteria listed on Table N-3. The State Recommended Acceptable Noise Guidelines, listed in Table N-1, are provided as guidelines only, and are not represented as standards.

Discussion: The proposed development plan calls for a commercial and industrial business center with an integrated 27-hole golf facility. Noise-related impacts to the proposed plan arise from aircraft operations at USAF Plant 42, which is located immediately south and east of the Specific Plan Area, and potential future increased aircraft operations at Palmdale Regional Airport.

No noise sensitive land uses, as defined by the City's General Plan, are proposed within the Specific Plan Area. Instead, the proposed land use plan incorporates a mixture of Community Commercial, Business Park, Light Industrial, Airport Related, Golf Course and Open Space uses.

The Palmdale Community Commercial ("PCC") land use designation is intended to establish development areas for businesses providing commercial, retail and service uses for the local market in the area surrounding the Specific Plan Area. PCC designation is proposed along Avenue M from the Southern Pacific right of way to the extension of Challenger Way. This area is comprised of approximately 62 acres, and is located within the 75 dB Community Noise Equivalent Level ("CNEL") contour as shown on Exhibits II-5 and III-1.

The City's noise compatibility criteria by land use, which is summarized in Table N-1 of the General Plan, shows that office, business, commercial and professional development are considered "conditionally acceptable" land uses within the 70 dB to 80dB CNEL noise levels, which means that new development may be undertaken after a detailed analysis of the noise reduction requirements is made, and needed noise insulation features are included in the design. However, conventional construction normally will suffice if windows are closed, and fresh air or air-conditioning systems are integrated into the design. The City's General Plan indicates that a Community Commercial designation within the 70 dB to 80 dB CNEL contours is generally acceptable, primarily because there are differences in public expectation regarding an urban noise environment. For example, in commercial settings where noise is a factor, the public is present only for limited periods of time, and they have a choice as to

whether to patronize any particular commercial establishment. See, General Plan, page N-8.

In addition, the City has established a maximum acceptable exterior and interior noise level by land use in Table N-3 of the General Plan. For commercial settings as proposed by the PCC designation, the City's maximum acceptable exterior noise level is defined as a level which "does not jeopardize health, safety and welfare of visitors". The City's maximum acceptable interior noise level is set at 55 Leq(h). See, General Plan, Table N-3, page N-11.

In summary, the proposed PCC designation is consistent with the Noise element of the City's General Plan, provided that the City's exterior and interior maximum noise levels are satisfied prior to project implementation.

The Palmdale Business Park ("PBP") land use designation is intended to provide development areas for light industrial and office-type uses, such as research and development, light manufacturing, light assembly, fabrication, warehousing and distribution, large administrative headquarters and other professional and administrative uses as well as supportive commercial uses. The PBP designation is comprised of approximately 26 acres, and is located within the 75 dB CNEL contour.

The City's noise compatibility criteria by land use (General Plan, Table N-1) shows that office, businesses, commercial and professional development is considered conditionally acceptable. As noted in the City's General Plan, noise levels from industrial or manufacturing operations are often high enough that exterior noise sources are not intrusive. For that reason, the City's maximum acceptable exterior noise level for industrial settings, including industrial and business park uses, is defined as a level which "does not interfere with normal business activity." The City's maximum acceptable interior noise level for these use is 65 Leq(h). See, General Plan, Table N-3, page N-11.

The proposed PBP designation is consistent with the Noise Element of the City's General Plan, provided that the City's exterior and interior noise levels are satisfied prior to project implementation.

The Palmdale Light Industrial ("PLI") land use designation is intended to provide development areas for a variety of industrial uses including the manufacturing and assembly of products and goods, warehousing, distribution and similar uses as well as supportive commercial uses. The PLI designation is comprised of approximately 166 acres and is located within the 75 dB CNEL contour.

The PLI designation falls within the City's noise compatibility criteria for industrial and manufacturing land uses. Industrial and manufacturing land uses are normally compatible with airfield operations, including those areas where CNEL noise levels are 70 dB CNEL or greater. Between noise levels of 70 dB to 80dB CNEL, industrial and manufacturing land uses are generally acceptable when conventional types of construction techniques are used, and if closed windows and fresh air or air conditioning systems are integrated into the project design. The City's maximum acceptable exterior noise level for industrial type uses is set at a level which "does not interfere with normal business activity." The City's maximum interior noise level for these uses is 65 Leq(h). See, General Plan, Table N-3, page N-11.

The Palmdale Airport Related ("PAR") land use designation is intended to establish a direct link to USAF Plant 42 and the Palmdale Regional Airport by providing development areas for airfield support facilities, aerospace related industries, transportation related industries and other similar uses. The PAR designation consists of approximately 88 acres within the Specific Plan Area, and is located within the 70 dB to 80 dB CNEL contours as shown on Exhibits II-5 and III-1.

The City's General Plan recognized that there are potential land uses which are directly supportive of the activities of the facility which is the principal source of noise affecting the property. The General Plan provides examples of many potential industrial, commercial, service and direct aviation support uses that could support not only the continued mission of USAF Plant 42, but which would support and enhance the further development of the plant as a scheduled commercial air carrier facility. The City's General Plan also recognizes that, by directing these uses towards areas most affected by noise from USAF Plant 42, the City can allow reasonable economic use of property in the vicinity of the facility while simultaneously providing a buffer against noise intrusions into noise sensitive areas and land uses. See, General Plan, page N-9.

The proposed PAR designation is consistent with the Noise Element of the City's General Plan, provided that the City's exterior and interior noise levels are satisfied prior to project implementation.

The Golf Course ("GC") land use designation primarily is intended to identify and reserve the land area required for establishment of a 27-hole golf facility within the Specific Plan Area. The GC designation is comprised of approximately 226 acres of property within the Specific Plan Area, and is located within the 75 dB and 80+ dB CNEL contours as shown on Exhibits II-5 and III-1. The City's noise compatibility criteria (General Plan, Table N-1) shows that golf course use is normally unacceptable in the 80+ dB CNEL zone. However, the City's General Plan recognizes that the noise criteria are guidelines only, and are not represented as standards. In addition, the City's General Plan recognizes that certain types of recreational uses, specifically golf courses, are substantially less "noise sensitive" because of the relative infrequency of use, and the voluntary nature of public use of such facilities. For these reasons, the GC designation is considered to be consistent with the Noise Element of the City's General Plan.

The Public Facilities (PF) land use designation is intended to identify the acreage that will be used primarily for the implementation of the City's Master Plan of Drainage as well as a scenic corridor along Avenue M. The PF designation consists of approximately 6 acres within the Specific Plan Area, and is located in the 70 dB and 75 dB CNEL contours. Because of the passive use proposed in the PF designation, and because of the proposed facility improvements within that area, the PF designation is considered to be consistent with the Noise Element of the City's General Plan.

Objective N1.2: *Protect and maintain those areas having acceptable noise environments.*

Policy N1.2.1: *Locate new major noise sources in areas containing existing noise sources, and avoid their location adjacent to noise sensitive land uses unless a finding can be made, based on evidence in the record, that the placement of the new noise source will not result in adverse impacts to the existing noise sensitive land use.*

Policy N1.2.2: *Restrict construction house during the evening, early morning and Sundays.*

Policy N1.2.3: Utilize any or all of the following measures in order to maintain acceptable noise environments throughout the City:

- a. Control of noise at its source, including noise barriers and other muffling devices built into the noise source.
- b. The provision of buffer areas and/or wide setbacks between the noise source and other development.
- c. The reduction of densities, where practical, adjacent to the noise source (freeway, airport, railroad).
- d. The use of sound insulation, blank walls, double paned windows and other design or architectural techniques to reduce interior noise levels.
- e. Designation of appropriate land uses adjacent to known noise sources.

Discussion: Palmdale Business Park Center has been planned to be fully compatible with USAF Plant 42, and the potential future expansion of Palmdale Regional Airport.

In this regard, the Specific Plan Area functions as a buffer area to land uses that may be more noise sensitive than those a part of the proposed Palmdale Business Park Center.

GOAL N2: Promote noise compatible land uses within the 65 CNEL contour and the Frequent Overflight Area of USAF Plant 42.

Objective N2.1: Ensure that land uses planned in the vicinity of Plant 42 will not be adversely affected by present and future noise levels expected to be generated by Plant 42.

Policy N2.1.1: Designate and permit land uses within the 65 CNEL contour and the Frequent Overflight Area which are primarily industrial, business park, commercial and recreational uses which are not noise sensitive; permit other uses only when it is found that no adverse noise impacts will result.

Policy N2.1.2: Restrict noise sensitive land uses (such as residential uses, churches, schools, rest homes, or similar uses) within areas designated as within both the 65 CNEL contour and the Frequent Overflight Area.

Policy N2.1.3: *In areas which are outside of the 65 dBA CNEL contour but which are within the Frequent Overflight Area, encourage establishment of compatible uses to the extent feasible.*

Policy N2.1.4: *Through the development review process, require that all new projects within the Accident Potential Zone (APZ) of USAF Plant 42 provide an aviation easement. A disclosure statement indicating that the property is subject to frequent overflight and aircraft noise should be required upon sale of property within the APZ.*

Policy N2.1.5: *Through conditions of approval, require that any owner of developed or undeveloped property within the 65 CNEL noise contour or the low altitude overflight area which is seeking a land use action from the City provide an aviation easement to the Los Angeles Department of Airports, the US Air Force, and the City.*

Policy N2.1.6: *Investigate various means of obtaining aviation easement from all properties within the 65 CNEL noise contour and the low altitude overflight area, and obtain those easements to the extent feasible.*

Discussion: In addition to the relationship between the proposed development plan and USAF Plant 42, there are obstacle clearance zones and other airport-related regulations which should be considered with respect to the proposed project. Specifically, there are two air space control surfaces that potentially affect *Palmdale Business Park Center Specific Plan*. These are the approach/departure clearance surface and the inner horizontal surface.

The approach/departure clearance surface is a symmetrical area from the runway center line, extending out in an inclined plane or glide angle starting 200 feet from the end of the runway at USAF Plant 42. This angle creates a zone that is 2,000 feet wide near the runway's edge, and increases to 16,000 feet wide at the outer limit of the surface, which extends 50,000 feet beyond the runway. The impact of this surface area on the proposed development of the Specific Plan is minor to non-existent. See, Exhibit II-5, for an illustration of the approach/departure clearance surface as it relates to the Specific Plan Area. Only a small portion of the Specific Plan Area adjacent to Sierra Highway, north of USAF Plant 42, has a structural height limit of 50 feet. This height limitation will be complied with in conformance with the proposed plan.

The inner horizontal surface is an oval shaped plane 150 feet above the established airfield elevation, as shown on Exhibit II-5. It is detailed by an arc with a 7,500 foot

radius from the end of the runway. The surface establishes a height restriction for structures not to exceed an elevation of 2,692 feet above mean sea level. The surface covers the entire site (See, Exhibit II-5). However, this surface is not expected to impact the type of development proposed for the *Palmdale Business Park Center* Specific Plan because building heights are not permitted to exceed this elevation.

G. HOUSING

Housing policies are not directly applicable to the Specific Plan.

SECTION VIII - APPENDICES

A. REFERENCES

Alfred Gobar Associates. 1993. "Antelope Valley Labor Market Study". June 1993.

Antelope Valley Local Development Corporation. 1991. "Space The Final Frontier". June 1991.

Church Engineering, Inc. 1992. "Palmdale Business Park Center. Preliminary Drainage Study." December, 1992.

Department of Transportation, Federal Aviation Administration. 1975. "Federal Aviation Regulations, Part 77, Objects Affecting Navigatable Airspace."

DKS Associates. 1994. "Traffic Impact Study, Palmdale Business Park Center, Final Report." December 6, 1994.

DKS Associates. 1994. "Traffic Impact Study, Palmdale Business Park Center, Final Report." Technical Appendix. December 6, 1994.

McLaren Environmental Engineering Corporation (currently McLaren/Hart). 1991. "Environmental Assessment Lockheed 613 Acre Parcel, Palmdale, California." October 10, 1991.

Pacific Soils Engineering, Inc. 1992. "Preliminary Geotechnical Investigation, Palmdale, California." October 30, 1992.

B LEGAL DESCRIPTION

PARCEL A:

THAT PORTION OF LOT 1 IN THE NORTHWEST QUARTER (OR THE SOUTH HALF OF THE NORTHWEST QUARTER) OF SECTION 2, IN THE TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 2; THENCE EASTERLY ALONG THE SOUTH LINE THEREOF, 2640 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE NORTHERLY ALONG AND EAST LINE OF SAID NORTHWEST QUARTER, 231 FEET; THENCE WESTERLY IN A DIRECT LINE 2640 FEET, MORE OR LESS, TO A POINT IN THE WEST LINE OF SAID SECTION 2, DISTANT NORTHERLY THEREON 231 FEET TO THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG SAID WEST LINE, 231 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION THEREOF LYING WESTERLY OF THE EASTERLY LINE OF THE RIGH-OF-WAY, 200 FEET WIDE OF THE SOUTHERN PACIFIC RAILROAD COMPANY, RUNNING IN A GENERAL NORTHERLY AND SOUTHERLY DIRECTION ACROSS LOT 1 IN THE NORTHWEST QUARTER OF SECTION 2.

PARCEL B:

THE WEST HALF OF THE WEST HALF OF THE SOUTH HALF OF THE WEST HALF OF THE NORTH HALF OF THE EAST HALF OF LOT 1, IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF.

PARCEL C:

THE SOUTH HALF OF THE WEST HALF OF THE NORTH HALF OF THE EAST HALF OF LOT 1, IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, CONDOMINIUMS, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPT THE WEST HALF OF THE WEST HALF THEREOF.

PARCEL D:

THAT PORTION OF THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, LYING EASTERLY OF THE EASTERLY LINE OF THE 200 FOOT RIGHT-OF-WAY OF THE SOUTHERN PACIFIC RAILROAD, AS LOCATED APRIL 27, 1916.

EXCEPT THEREFROM THE SOUTHERLY 231 FEET OF SAID LAND, MEASURED ALONG THE EASTERLY AND WESTERLY LINE OF SAID NORTHWEST QUARTER.

PARCEL E:

THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 6 NORTH, RANGE 12

DESCRIPTION

WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

EXCEPT THEREFROM THAT PORTION OF THE WEST ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, WITHIN THE FOLLOWING DESCRIBED BOUNDARIES:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION; THENCE NORTH 89 DEGREES 41 MINUTES 25 SECONDS EAST 652.26 THENCE ALONG THE NORTHERLY LINE OF SAID SECTION; THENCE SOUTH 0 DEGREES 18 MINUTES 35 SECONDS EAST 520.00 FEET; THENCE SOUTH 89 DEGREES 41 MINUTES 25 SECONDS WEST 652.26 FEET; THENCE NORTH 0 DEGREES 18 MINUTES 35 SECONDS WEST 520.00 FEET TO THE PLACE OF BEGINNING, AS CONVEYED TO LOS ANGELES COUNTY WATERWORKS DISTRICT NO. 4, LANCASTER, BY DEED RECORDED APRIL 30, 1987 AS INSTRUMENT NO. 87-676240.

PARCEL F:

THE EAST 39.02 ACRES OF LOT 2 IN FRACTIONAL NORTHEAST QUARTER (OR FRACTIONAL NORTHEAST QUARTER OF THE NORTHEAST QUARTER) OF SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL G:

THE SOUTHWEST QUARTER OF THE EAST HALF OF LOT 1 IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

ALSO THE NORTH HALF OF THE SOUTHEAST QUARTER OF THE EAST HALF OF LOT 1 IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL H:

THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE EAST HALF OF LOT 1 IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL I:

THE SOUTH HALF OF THE EAST HALF OF THE NORTH HALF OF THE EAST HALF OF LOT 1, IN THE NORTHEAST QUARTER OF THE FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL J:

THE NORTH HALF OF THE WEST HALF OF THE NORTH HALF OF THE EAST HALF OF LOT 1 IN

DESCRIPTION

3

THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL K:

THE NORTH HALF OF THE EAST HALF OF THE NORTH HALF OF THE EAST HALF OF LOT 1 IN THE NORTHEAST QUARTER OF FRACTIONAL SECTION 2, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

PARCEL L:

PARCELS 1 TO 19, INCLUSIVE, 21, 22, 23 AND 24, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 66 PAGE 40 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM PARCEL 5, ONE-QUARTER OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND MINERALS LYING OR BEING IN THAT PART THEREOF BENEATH A PLANE THAT IS 100 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE THEREOF, TO DEVELOP, PRODUCE OR EXTRACT THE SAME, RESTRICTED HEREIN BY CARL LARSEN AND INDA LARSEN, HUSBAND AND WIFE, AS JOINT TENANTS, IN DEED RECORDED IN BOOK D-760 PAGE 643, OFFICIAL RECORDS.

ALSO EXCEPT FROM PARCEL "E", ONE-FOURTH OF ALL OIL, GAS AND OTHER HYDROCARBONS AND MINERALS LYING OR BEING IN THAT PART THEREOF BENEATH A PLANE THAT IS 100 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE THEREOF, TO DEVELOP, PRODUCE OF EXTRACT THE SAME, AS RESERVED BY GLENN J. BAKER, JR. AND KATHLEEN M. BAKER, HUSBAND AND WIFE, IN DEED RECORDED AUGUST 13, 1965 AS INSTRUMENT NO. 708 IN BOOK D-3014 PAGE 539, OFFICIAL RECORDS

ALSO EXCEPT FROM PARCELS 6, 7 AND 19, 50 PER CENT OF ALL OIL, HYDROCARBONS, GAS AND MINERALS IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN AND INDA LARSEN, HUSBAND AND WIFE, AS JOINT TENANTS, AND GLENN J. BAKER, JR., AND KATHLEEN M. BAKER, IN DEED RECORDED MARCH 6, 1957.

ALSO EXCEPT FROM PARCEL 8, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS AND MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, ET AL., IN DEED RECORDED MAY 16, 1956.

ALSO EXCEPT FROM PARCELS 11 AND 12 THEREFROM, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS OR MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN ET AL., IN DEED RECORDED APRIL 6, 1956.

ALSO EXCEPT FROM PARCEL 13, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS OR MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN AND INDA LARSEN, HUSBAND AND WIFE, AS TO AN UNDIVIDED ONE-HALF INTEREST AND BY GLENN J. BAKER, JR., AND KATHLEEN M. BAKER, HUSBAND AND WIFE, AS TO AN UNDIVIDED ONE-HALF INTEREST, IN DEED RECORDED JUNE 18, 1956 IN BOOK 51492 PAGE 59, OFFICIAL RECORDS.

DESCRIPTION

ALSO EXCEPT FROM PARCEL 14, 50 PER CENT OF ALL OIL, GAS, HYDROCARBONS AND MINERALS LYING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN AND INDA LARSEN, HIS WIFE, AND GLEN J. BAKER, JR., AND KATHLEEN M. BAKER, HIS WIFE, BY DEED RECORDED JANUARY 20, 1954 IN BOOK 43629 PAGE 3, OFFICIAL RECORDS.

ALSO EXCEPT FROM PARCEL 15, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS AS RESERVED IN DEED RECORDED MAY 1, 1956 IN BOOK 51041 PAGE 250, OFFICIAL RECORDS.

ALSO EXCEPT FROM PARCEL 16, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS AND MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, ET AL, IN DEED RECORDED MAY 9, 1956.

ALSO EXCEPT FROM PARCEL 17, OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, ET AL, IN DEED RECORDED MAY 25, 1956.

ALSO EXCEPTING FROM PARCEL 18, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES OR MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, ET AL,, IN DEED RECORDED APRIL 20, 1956 IN BOOK 50942 PAGE 218, OFFICIAL RECORDS.

ALSO EXCEPT FROM PARCELS 9 AND 10, ONE-FOURTH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND MINERALS LYING AND BEING IN THAT PART THEREOF BENEATH A PLANE THAT IS 100 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE THEREOF TO DEVELOP, PRODUCE, OR EXTRACT THE SAME, AS RESERVED BY GLENN J. BAKER, JR., AND KATHLEEN N. BAKER, HUSBAND AND WIFE, AS JOINT TENANTS, IN DEED RECORDED FEBRUARY 11, 1960 IN BOOK D-747 PAGE 740, OFFICIAL RECORDS.

AND ALSO EXCEPT FROM PARCELS 9 AND 10, ONE-FOURTH INTEREST IN AND TO 100 PER CENT OF ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES IN, ON AND UNDER SAID LAND, AS RESERVED BY SECURITY FIRST NATIONAL BANK, AS EXECUTOR OF THE ESTATE OF CARL LARSEN, DECEASED, IN DEED RECORDED AS DECEMBER 9, 1966 AS INSTRUMENT NO. 111.

ALSO EXCEPTING FROM PARCEL 4, THE INTEREST IN THE OIL AND GAS IN AND UNDER SAID LAND EXCEPTED IN THE FOLLOWING DEEDS:

DEED FROM CARL LARSEN, INDA LARSEN, GLENN J. BAKER, JR., AND KATHLEEN H. BAKER TO DALE D. HENDERSON, ET UX., RECORDED JULY 30, 1959 IN BOOK D-553 PAGE 370, OFFICIAL RECORDS, WHICH EXCEPTS ONE-HALF;

DEED FROM DALE D. HENDERSON, ET UX, TO CARL J. GRALL, RECORDED JULY 11, 1963 IN BOOK D-906 PAGE 190, OFFICIAL RECORDS, WHICH EXCEPTS ONE-HALF DEED FROM CARL J. GRALL TO COLLIE VIVONIA, ET UX., RECORDED JULY 14, 1960 IN BOOK D-910 PAGE 642, OFFICIAL RECORDS, WHICH EXCEPTS ALL OIL, GAS, ETC.

EXCEPT THE INTEREST IN THE OIL AND GAS IN AND UNDER SAID PARCEL 2 EXCEPTED IN THE FOLLOWING DEEDS:

DESCRIPTION

DEED FROM GLENN J. BAKER, JR., ET UX., TO CARL LARSEN, ET UX, RECORDED FEBRUARY 11, 1960 IN BOOK D-747 PAGE 740, OFFICIAL RECORDS, WHICH EXCEPTS ONE-FOURTH; DEED FROM CARL LARSEN AND INDA LARSEN TO FRANCES MINEO, RECORDED OCTOBER 13, 1962 IN BOOK D-1776 PAGE 397, OFFICIAL RECORDS, WHICH EXCEPTS ONE-FOURTH.

EXCEPTING 50% OF ALL OIL, GAS, AND MINERALS IN OR UNDER SAID PARCEL 3, BUT WITHOUT RIGHT OF SURFACE ENTRY, AS RESERVED BY CARL LARSEN, ET AL., IN DEED RECORDED FEBRUARY 19, 1957 IN BOOK 53679 PAGE 61, OFFICIAL RECORDS.

ALSO EXCEPTING THE INTEREST IN THE OIL AND GAS, IN AND UNDER SAID PARCEL 21 EXCEPTED IN THE FOLLOWING DEEDS;

DEED FROM CAL LARSEN, INDA LARSEN, GLENN J. BAKER, JR. AND KATHLEEN M. BAKER, TO DALE D. HENDERSON, ET UX., RECORDED JULY 30, 1959 IN BOOK D-553 PAGE 370, OFFICIAL RECORDS, WHICH EXCEPTS ONE-HALF.

DEED FROM DALE D. HENDERSON, ET UX., TO CARL J. GRALL, RECORDED MARCH 17, 1960 IN BOOK D-784 PAGE 601, OFFICIAL RECORDS, WHICH DESCRIBED ONE-HALF;

DEED FROM DALE D. HENDERSON AND EVELYN A. HENDERSON TO CARL J. GRALL, RECORDED JULY 11, 1960 IN BOOK D-906 PAGE 190, OFFICIAL RECORDS, WHICH EXCEPTS ONE-HALF.

ALSO EXCEPTING THEREFROM PARCEL 22, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES OR MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, ET AL., IN DEED RECORDED APRIL 6, 1956.

ALSO EXCEPTING ONE-FOURTH OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AND MINERALS LYING OR BEING IN THAT PART THEREOF BENEATH A PLANE THAT IS 100 FEET BELOW THE SURFACE OF SAID LAND, BUT WITHOUT THE RIGHT OF ENTRY UPON THE SURFACE THEREOF TO DEVELOP, PRODUCE, OR EXTRACT THE SAME, AS RESERVED BY GLENN BAKER, ET UX., IN DEED RECORDED FEBRUARY 11, 1960 IN BOOK D-747 PAGE 740, OFFICIAL RECORDS.

ALSO EXCEPT ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON AND MINERALS RECORDED JULY 8, 1965 AS INSTRUMENT NO. 1052.

ALSO EXCEPTING THEREFROM PARCELS 1 AND 24, ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBONS OR MINERALS LYING OR BEING IN OR UNDER SAID LAND, AS RESERVED BY CARL LARSEN, TE AL, IN DEED RECORDED APRIL 4, 1956 IN BOOK 50787 PAGE 187 OF OFFICIAL RECORDS.

PARCEL M:

THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SURVEY OF SAID LAND ON FILE IN THE BUREAU OF LAND MANAGEMENT.

PARCEL N:

THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 1, IN TOWNSHIP 6 NORTH,

DESCRIPTION

6

RANGE 12 WEST, OF THE SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF THE SAID LAND APPROVED BY THE SURVEYOR GENERAL ON SEPTEMBER 3, 1855.

PARCEL O:

PARCELS 5 THROUGH 20 INCLUSIVE, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A RECORD OF SURVEY MAP FILED IN BOOK 72 PAGE 22 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

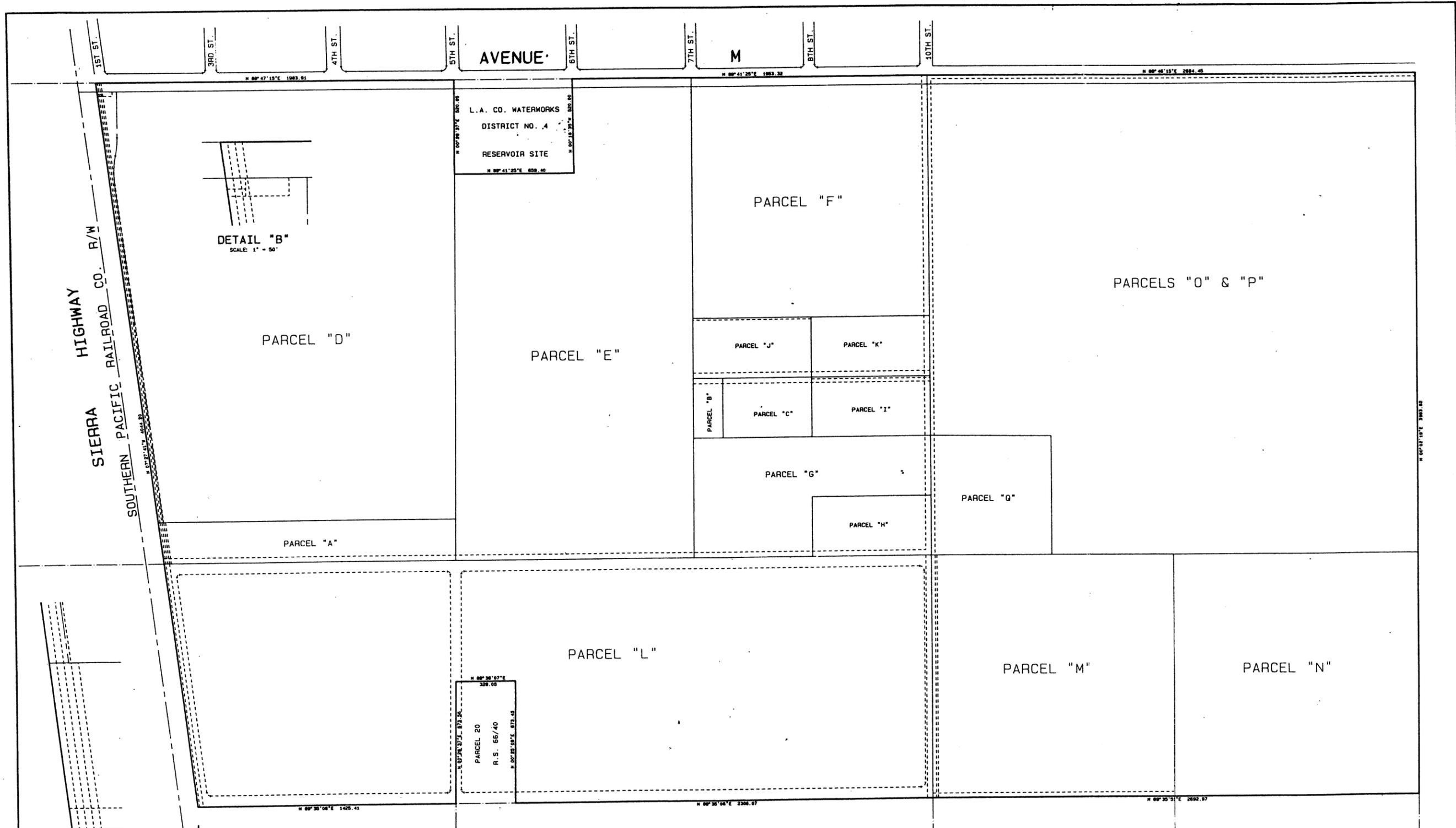
PARCEL P:

PARCELS 1, 2, 3, 4 AND 21 THROUGH 30 INCLUSIVE, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON A RECORD OF SURVEY MAP FILED IN BOOK 72 PAGE 22 OF RECORD OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL Q:

THAT PORTION OF LOT 1 IN THE NORTHWEST QUARTER (OR FRACTIONAL NORTHWEST QUARTER) OF SECTION 1, IN TOWNSHIP 6 NORTH, RANGE 12 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF PALMDALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, BOUNDED AS FOLLOWS:

ON THE WEST BY THE WEST LINE OF SAID LOT 1 IN SAID NORTHWEST QUARTER, ON THE SOUTH BY THE SOUTH LINE OF SAID LOT 1 IN SAID NORTHWEST QUARTER, ON THE EAST BY THE WEST LINE OF PARCEL 27 AS SHOWN ON RECORD OF SURVEY MAP FILED IN BOOK 72 PAGE 22 OF RECORD OF SURVEYS, AND BOUNDED ON THE NORTH BY THE SOUTHERLY LINE OF PARCEL 26 AND ITS WESTERLY PROLONGATION THEREOF OF SAID RECORD OF SURVEY MAP FILED IN BOOK 72 PAGE 22 OF RECORD OF SURVEYS.



ENCUMBRANCES:

- 1 TAXES AND ASSESSMENTS AS LIENS, IF ANY.
- 2 LIEN OF SUPPLEMENTAL TAXES, IF ANY.
- 3 EASEMENT FOR PUBLIC ROAD PER RESOLUTION OF BOARD OF SUPERVISORS ADOPTED 12-19-32.
- 4 COVENANTS, CONDITIONS AND RESTRICTIONS.
- 5 EASEMENT FOR CABLES, WIRES, CONDUITS, ETC., IN FAVOR OF AMERICAN TELEPHONE & TELEGRAPH CO. PER D-2719/183, O.R., REC. 12-2-84.
- 6 EASEMENT FOR A ROAD IN FAVOR OF AMERICAN TELEPHONE & TELEGRAPH CO. PER D-2719/183, O.R., REC. 12-2-84.
- 7 EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES IN FAVOR OF ELEANOR LOUISE HANFREVILLE PER D-2900/891, O.R., REC. 7-27-80.
- 8 EASEMENT FOR POLES, WIRES, CONDUITS, ETC., AND EASEMENT FOR ROAD PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA TELEPHONE CO. PER 20018/254, O.R., REC. 5-25-43.
- 9 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 44724/422, O.R., REC. 9-3-84.
- 10 COVENANTS, CONDITIONS AND RESTRICTIONS.
- 11 EASEMENT FOR POLES, WIRES, CONDUITS, ETC., AND EASEMENT FOR ROAD PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA TELEPHONE CO. PER DOCUMENT NO. 12543-L, REGISTERED 9-29-43.
- 12 EFFECT OF RECORD OF SURVEY 7/31-30 FILED 8-11-13.
- 13 EASEMENT FOR PUBLIC ROAD PER RESOLUTION OF BOARD OF SUPERVISORS ADOPTED 2-19-32.
- 14 EASEMENT FOR CABLES, WIRES, CONDUITS, ETC., AND EASEMENT FOR A ROAD IN FAVOR OF AMERICAN TELEPHONE & TELEGRAPH CO. PER D-2884/743, O.R., REC. 7-2-80.
- 15 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES AND EASEMENT FOR STONE DRAINAGE IN FAVOR OF THE CITY OF PALMDALE PER INST. NO. 2988 REC. 3-11-80, O.R.
- 16 NOT WITHIN SUBJECT PROPERTY - WEST OF SIERRA HIGHWAY
- 17 EASEMENT FOR PUBLIC ROAD PER RESOLUTION OF BOARD OF SUPERVISORS ADOPTED 12-19-32.
- 18 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 34482/414, O.R., REC. 10-3-80.
- 19 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 34482/398, O.R., REC. 10-3-80.
- 20 EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES IN FAVOR OF ELEANOR LOUISE HANFREVILLE PER D-2900/891, O.R., REC. 7-27-80.
- 21 EASEMENT FOR INGRESS AND EGRESS IN FAVOR OF WARREN T. BIRMO PER D-3233/807, O.R., REC. 3-11-88.
- 22 EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES IN FAVOR OF ELEANOR LOUISE HANFREVILLE PER D-2900/891, O.R., REC. 7-27-80.
- 23 EASEMENT FOR INGRESS AND EGRESS IN FAVOR OF WARREN T. BIRMO PER D-3233/808, O.R., REC. 3-11-88.
- 24 EASEMENT FOR ROAD AND PUBLIC UTILITY PURPOSES IN FAVOR OF ELEANOR LOUISE HANFREVILLE PER D-2900/891, O.R., REC. 7-27-80.
- 25 EFFECT OF RECORD OF SURVEY 86/40, FILED 3-26-52, SHOWING PRIVATE STREETS.
- 26 EASEMENT FOR ELECTRIC LINE IN FAVOR OF SOUTHERN CALIFORNIA Edison CO. PER 38708/214, O.R., REC. 4-18-82.
- 27 EASEMENT FOR POLE LINES AND CONDUITS IN FAVOR OF PACIFIC TELEPHONE & TELEGRAPH CO. PER _____/181, O.R., REC. 9-9-82.
- 28 AGENT OF THE PEOPLE TO FISH UPON SAID LAND IN FAVOR OF CHARLES S. COLLEMAN PER 18/500 AND 22/282 OF PATENTS.
- 29 EFFECT OF 33818/178, O.R., REC. 7-28-80, AND 33830/222, O.R., REC. 7-31-80, WHICH REFER TO "A 10 FOOT STRIP DECEDED TO THE COUNTY OF LOS ANGELES FOR PUBLIC ROAD AND HIGHWAY PURPOSES".
- 30 EASEMENT FOR INGRESS AND EGRESS AND FOR ROADWAY AND PUBLIC UTILITY PURPOSES IN FAVOR OF CARL LARSEN PER D-1778/387, O.R., REC. 10-3-82.
- 31 EASEMENT FOR CABLES, WIRES, CONDUITS, ETC., IN FAVOR OF AMERICAN TELEPHONE & TELEGRAPH CO. PER INST. NO. 8017, REC. 9-15-84, O.R.
- 32 EASEMENT FOR ROAD PURPOSES IN FAVOR OF SECURITY TRUST & SAVINGS BANK PER 1048/144, DEED, REC. 7-28-15.
- 33 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 2895/298, O.R., REC. 9-14-23.
- 34 EASEMENT FOR INGRESS AND EGRESS IN FAVOR OF BIRMO COCCACCI PER 3737/148, O.R., REC. 10-5-81.
- 35 EASEMENT FOR PUBLIC ROAD IN FAVOR OF J.L. DAVIDSON PER 7388/774, DEED, REC. 9-17-20.
- 36 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 2841/226, DEED.
- 37 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE COUNTY OF LOS ANGELES PER 43887/273, O.R., REC. 2-19-84.
- 38 EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES IN FAVOR OF THE CITY OF PALMDALE PER INST. NO. 88-330186, REC. 3-11-80, O.R.
- 39 EFFECT OF PENDING COURT ACTION FOR A CIVIL SUIT FOR DAMAGES PER INST. NOS. 92-884081 AND 92-884082, REC. 4-3-82, O.R.

NOTE:

CHICAGO TITLE COMPANY TITLE REPORT NO. 9221072-66, DATED OCTOBER 6, 1992, WAS USED IN PREPARING THIS MAP. THIS MAP ASSUMES NO LIABILITY FOR ERRORS IN THE TITLE REPORT OR FOR INFORMATION NOT SHOWN IN THIS TITLE REPORT.

THE ENCUMBRANCE NUMBERS AT LEFT CORRESPOND TO THE ITEM NUMBERS IN SCHEDULE B OF THE TITLE REPORT.

NOTES:

THIS MAP WAS COMPILED FROM RECORD DATA.
THE BASIS OF BEARINGS IS THE CENTERLINE OF AVENUE M AS SHOWN ON RECORD OF SURVEY 86/19-20, BEING NORTH 89°41'25" EAST.
THE GROSS AREA IS 632.214 ACRES, MORE OR LESS.
THE PARCELS SHOWN HEREON CORRESPOND TO THOSE SHOWN IN THE DESCRIPTION IN THE TITLE REPORT.

BOUNDARY AND ENCUMBRANCE MAP
FOR
LOCKHEED CORPORATION
LOCATED IN SECTIONS 1 AND 2, T.6 N., R.12 W., S.8 S.M.,
PALMDALE, CALIFORNIA

MARCH 20, 1996

Prepared in the office of
Church Engineering, Inc.
Consulting Engineers 31764 Casino Dr., #106A
Planners Lake Elsinore, CA 92530
Surveyors (714) 674-2173



Exhibit VIII-1
BOUNDARY AND ENCUMBRANCE MAP

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST**

APPENDIX C

Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
					Initials	Date Remarks
1.	<p>GEOLOGY/SOILS</p> <p>Site development shall proceed incrementally to minimize the amount of disturbed land at any given time. No more than one planning area shall be graded at one time unless approved by the City of Palmdale.</p>	Grading Plan review and site inspection.	Prior to grading permit issuance.	City Engineer		
2.	Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City Engineer		
3.	<p>The following dust control mitigations shall be applied during construction in order to reduce wind erosion. Some of these mitigations include:</p> <ul style="list-style-type: none"> twice daily watering of active construction sites by sprinklers or water trucks to inhibit wind erosion; addition in mixtures of compounds to aid in binding soil particles; and mulching of soil for stabilization. 	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City Engineer		
4.	All disturbed areas shall be revegetated for erosion control in accordance with City standards.	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City Engineer		
5.	Seismic studies shall be required for approval prior to construction of critical use facilities such as emergency services or communications centers or auditoriums. Appropriate seismic safety design must be implemented.	Review and approval of the Geotechnical Investigation.	Prior to approval of any development applications.	City Engineer and Planning Department		
6.	<p>AIR QUALITY</p> <p>Groundcover in disturbed areas shall be replaced in accordance with City standards.</p>	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City of Palmdale		

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST**

Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
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7.	Enclose, cover, water twice daily, or apply non-toxic soil binders according to manufacturer specifications, to exposed piles (i.e., gravel, sand, dirt) with 5 percent or greater silt content.	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City of Palmdale		
8.	Non-toxic soil stabilizers shall be applied (according to manufacturer's specification) to all inactive construction areas (previously graded areas inactive for 10 days or more).	Review and approval of an Erosion and Sedimentation Control Plan.	Prior to grading permit issuance.	Antelope Valley Resource Conservation District (reviewing body only) and the City of Palmdale		
9.	Electricity from power poles shall be utilized rather than from temporary diesel power generators.	Grading Plan review.	Prior to grading permit issuance.	City Engineer and Building Safety Department		
10.	Walls and attic insulation shall exceed Title 24 requirements.	Building Plan review.	Prior to issuance of building permit.	Building Safety Department		
11.	Light-colored roofing materials shall be utilized in order to reflect light.	Discretionary Development Plan review.	Prior to issuance of building permit.	Planning Department and Building Safety Department		
12.	Building orientation and design shall be so as to minimize solar exposure.	Discretionary Development Plan review.	Prior to issuance of building permit.	Planning Department and Building Safety Department		
13.	The project proponent shall be responsible for mitigating the traffic impacts of the project. Such mitigation shall be by construction of or contribution to traffic-related improvements or programs in a timely manner. Design and phasing of improvements shall be subject to approval of the City Traffic/Transportation Engineer in order to provide safe and efficient traffic operations. In order to assist in determining and updating the extent and phasing of improvements and programs, traffic studies may be required by the City Traffic/Transportation Engineer. The project proponent shall bear all costs of such studies. In addition, in order to achieve the required reduction of vehicle trips from the project that is necessary to fully mitigate traffic impacts of the project (estimated to be an approximate 25% reduction in vehicle trips), each individual development project within the boundaries of the Specific Plan shall be conditioned to mitigate	Prior to approval of any individual development project, other than the golf course phase. Improvements subject to the review of the City Traffic Engineer and approval of the reviewing authority, based on potential LOS degradation.	Prior to certification of occupancy of any site within the project area other than the golf course site, and periodically thereafter.	City Traffic Engineer, Planning Department, and SCAQMD		

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST**

Mit/ Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
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	<p>its proportionate share of traffic impacts prior to the issuance of building permits, as determined by the City Traffic/Transportation Engineer and as approved by the Reviewing Authority, through one or more of the following measures: (1) contribution to onsite or offsite improvements or demonstration of funding or completion of such improvements by other individual development projects in the Specific Plan area; (2) implementation of a Traffic Demand Management (TDM) program; (3) a reduction in the density or intensity of development floor area from that specified in the Specific Plan; (4) other measures contained in Section III.D.4.a. through e. of the Specific Plan; or (5) any combination of the above-listed measures as determined to be adequate by the City's Traffic/Transportation Engineer. No subsequent approval, including but not limited to Conditional Use Permit, Site Plan Review, subdivision or other development approval shall be granted until the reviewing authority determines to its reasonable satisfaction that the measures to be utilized by the individual project developer are capable of achieving the proposed project's proportional share of the total reduction in overall Specific Plan vehicle trips that are necessary to mitigate traffic impacts to a level of non-significance.</p>					
	<p>WATER RESOURCES</p> <p>Drought-tolerant landscape plant material shall be utilized in all landscaping. All development shall be in conformance with City of Palmdale Water Conservation in landscaping ordinance.</p>	<p>Landscape Plan check.</p>	<p>Prior to issuance of building permit.</p>	<p>Planning Department and City Landscape Architect (CLA)</p>		
14.	<p>Native vegetation shall be retained to the extent feasible within the landscape areas.</p>	<p>Landscape Plan check.</p>	<p>Prior to issuance of grading permit.</p>	<p>Planning Department and City Landscape Architect</p>		
15.	<p>Within the golf course area, retain the maximum amount of native vegetation practical.</p>	<p>Golf Course Discretionary Development Application.</p>	<p>Landscape Plan check.</p>	<p>Planning Department and City Landscape Architect</p>		
16.						

PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
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Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
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17.	<p>Measures to minimize the amount of groundwater consumption by large turf users (3 acres and over) shall be incorporated in the design and maintenance of such uses. Measures shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> a. Golf course fairways shall not exceed an average width greater than 40 yards (120 feet). b. Non-turfed rough areas shall not be included in fairway and rough area calculations. c. Lawn turfed areas, excluding tee boxes and greens, shall consist of drought tolerant species, warm season grasses, hybrid fescue or lawn substitutes. d. All turfed area irrigation systems shall consist of a Confinement/Desert system, controlled by an automatic control system, both employing industry standard Reasonably Available Technology (RAT). e. Participate in the use of reclaimed water and/or grey water when reasonably available. 	<p>Golf course (or other large turf users) discretionary development application.</p>	<p>Landscape plan check and ongoing.</p>	<p>City Landscape Architect and Planning Department</p>		
18.	<p>Water-conserving appliances and plumbing fixtures shall be utilized in all new construction, as recommended by the California Department of Water Resources.</p>	<p>Building Plan check.</p>	<p>Prior to issuance of building permit.</p>	<p>Building Safety Department</p>		
19.	<p>Where feasible, permeable paving materials shall be used in hardscape areas to maximize infiltration. The project shall be designed to retain and percolate site runoff to the extent practical.</p>	<p>Discretionary Development Plan review.</p>	<p>Prior to issuance of grading and drainage plan.</p>	<p>City Engineer</p>		
20.	<p>Parking lots and gutters of the project site shall be swept at least once per month for industrial sites and once per week for commercial and office sites to prevent the accumulation of pollutants which would be washed into area drainage channels during storms.</p>	<p>Periodic inspections.</p>	<p>Ongoing</p>	<p>Code Enforcement</p>		

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
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Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
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21.	For individual projects, the City shall require evidence that the Applicant has obtained a storm water discharge permit from the Lahontan RWQCB. All industrial proposals must demonstrate compliance with the Lahontan RWQCB requirements for industrial site NPDES review. An oil/water separator or other appropriate means of runoff water quality control shall be implemented for the aircraft apron constructed in the airport-related industrial area located at the eastern side of the project site.	Stormwater Pollution Prevention Plan check.	Prior to approval of grading and drainage plan.	City Engineer, Building Safety Department and Lahontan RWQCB		
22.	The Project Proponent will pay the required drainage fees for regional flood control facilities identified in the City of Palmdale's Master Plan of Drainage. Drainage facilities constructed by the Palmdale Business Park Center will be credited against the drainage fee for the project.	Submittal of Drainage Plan and Development Agreement.	Approval of drainage plan and execution of development agreement.	City Engineer		
23.	Controlled use of pesticides and fertilizers within common areas including the golf course shall be enforced through provisions in the landscape plan for that development, including frequency and type of fertilizers/pesticides to be used, and application by qualified persons. For golf course area (that would drain into the proposed open drainage channel), special considerations should be given to use of slow release fertilizers and contact herbicides, prohibition of fungicides and broad spectrum insecticides, and the suppression of mosquito populations using bacterial insecticides or light oils instead of chemical agents.	Landscape Plan check.	Prior to issuance of grading permit and ongoing thereafter.	Planning Department and City Landscape Architect		
24.	BIOLOGICAL RESOURCES Modified development activities should occur within the dense stands of Joshua trees which occur in the southwestern and northeastern portions of the project site. This can be accomplished by creating special Joshua Tree Preservation and/or Restoration Zones and by modifying the proposed building locations and development activities within these areas so that many of the Joshua trees could remain in present Preservation Areas (Zones A and B) in the southwest	Submittal of Concept Plans.	Prior to approval of grading plans.	Planning Department and CLA		

PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST

Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
					Initials	Date Remarks
	<p>portion of the project site and Figure 3.4-3 identifies an additional Joshua Tree Restoration Area at the proposed nine hole, Executive Golf Course (Zone C). Modified development activities are proposed in Zones A, B and C as noted below:</p> <p><u>Zone "A"</u> Joshua Tree Preservation Area. Existing trees to be preserved in place. Only exception shall be possible removal and/or relocation of Joshua Trees for future Challenger Way extension through the golf course. Approximately 72 Joshua trees are located in Zone A.</p> <p><u>Zone "B"</u> Joshua Tree Preservation Area. Existing trees to be preserved in place. Approximately 358 Joshua trees are located in Zone B.</p> <p><u>Zone "C"</u> Joshua Tree Preservation Area. The proposed 9-hole Executive Golf Course within Planning Areas CG-1 through CG-4 (see Figure 2-3, Land Use Plan and Project Summary) will occupy approximately 55 acres. Within the zone, 4 Joshua trees per acre shall be preserved in place and/or relocated within the boundaries of this area. Of this amount, 25 percent shall be preserved in place. Total number of Joshua trees to be preserved in place and/or relocated in Zone C is 220. Total number of Joshua trees to be preserved in place is 55.</p> <p>Overall, the project will maintain a minimum average of two healthy Joshua trees per acre (1,254 trees total).</p>					
25.	<p>Large areas of existing desert scrub shall be retained wherever possible as part of onsite landscaping.</p>	<p>Submittal of Concept Plans.</p>	<p>Prior to approval of grading plans.</p>	<p>Planning Department and CLA</p>		
26.	<p>Encourage the planting of drought resistant native shrubs and trees around the proposed buildings and golf course in order to minimize water usage and to provide quality wildlife habitat.</p>	<p>Discretionary Development Plan review.</p>	<p>Prior to issuance of grading permit.</p>	<p>Planning Department and CLA</p>		

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
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27.	<p>Project proponent shall ascertain and comply with any applicable requirement of the USFWS and CDFG.</p> <p>TRAFFIC</p> <p>The project proponent shall be responsible for mitigating the traffic impacts of the project. Such mitigation shall include construction of or contribution to traffic-related improvements or programs that shall be based on approval adopted ultimate roadway designation of Regional Arterial Roadway (four through-travel lanes in each direction) for Avenue M or alternate acceptable mitigation as approved by the City. Prior to recordation of any map subsequent to VTPM 24191, or prior to issuance of the first building permit outside of Phase (golf course), whichever comes first, the developer shall record a covenant in favor of the City against Phases 7 and 8 restricting development of such phases until one or more of the following occurs:</p> <ol style="list-style-type: none"> a. A change in the City of Lancaster's General Plan to designate Avenue M as a Regional Arterial; b. Provision of alternate roadways to alleviate traffic congestion on Avenue M; c. Reduction in the project's land use intensities with respect to trip generation; d. Other means as approved by the City. <p>Design and phasing of improvements shall be subject to the approval of the City Traffic/Transportation Engineer in order to provide safe and efficient traffic operations. In order to assist in determining and updating the extent and phasing of improvements and programs, traffic studies may be required by the City Traffic/Transportation Engineer. The project proponent shall bear all costs for such studies and applications.</p>	<p>Submittal of Applicable Habitat Encroachment permits.</p> <p>Prior to approval of any individual development project, other than golf course phase. Improvements subject to the approval of the City Traffic Engineer based on potential LOS degradation.</p>	<p>Prior to issuance of grading permit.</p> <p>Prior to certification of occupancy of any site within the project area other than the golf course site, and periodically thereafter.</p>	<p>Planning, USFWS and CDFG</p> <p>City Traffic Engineer, Planning Department, and SCAQMD</p>		
28.						

**PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
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Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
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29.	<p>PUBLIC SERVICES</p> <p><u>Fire Protection</u> The applicant shall be subject to and shall participate in all applicable fire impact fees and/or assessments that are in effect at the time of construction of any development in the project area.</p> <p>Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residential pressure for a 5-hour duration will be required. Final fire flow will be based on the size of the building, its relationship to other structures, and property line and the type of construction used. Additional fire safety requirements will be addressed at Building Plan Check.</p>	Building Plan check.	Prior to building permit issuance.	Building Safety Department and Los Angeles County Fire Department (LACFD)		
30.	<p><u>Police/Law Enforcement</u> Ensure that landscaping and other barriers around buildings do not obstruct views required to provide security surveillance.</p>	Landscape Plan check.	Prior to issuance of building permit and ongoing.	Los Angeles County Sheriff's Department (LACSD), Planning Department and CLA		
31.	Require adequate lighting of buildings and parking facilities during time of darkness in order to facilitate security surveillance.	Photometric Lighting Plan.	Prior to building permit issuance.	Planning Department and LACSD		
32.	Require the use of physical security measures, i.e., CCTV, card access, burglar alarms, as well as other electronic security measures as necessary to provide adequate security of the site and security for persons and property at the site.	Review of proposed security measures.	Prior to certificate of occupancy issuance.	LACSD		
33.	<p><u>Schools</u> The project proponent shall mitigate school impacts to the extent and as authorized by State law as applicable to commercial and industrial projects, as required by the involved school districts.</p>	Building Plan check.	Prior to building permit issuance.	Building Safety Department, Lancaster School District and Antelope Valley Union High School District		
34.	<p>PUBLIC UTILITIES</p> <p><u>Water Production and Distribution</u> Water and facilities must be in accordance with LACWWD #40 and City of Palmdale standards.</p>	Review of Building Construction and Street Engineering drawings.	Prior to building permit issuance.	City Engineer and LACWWD #40		

PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST

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35.	The project proponent will work with the LACWWD #40 and the City of Palmdale during detailed design, to integrate the water system serving the project into the City's water distribution plan and adjacent project water distribution plans.	Review of Building Construction and Street Engineering drawings.	Prior to building permit issuance.	City Engineer and LACWWD #40		
36.	Any water production, transmission or distribution improvements which directly serve the project will be financed and constructed by the project.	Building Plan check.	Prior to building permit issuance.	City Engineer		
37.	Building uses, heights, construction types, etc. must be evaluated and modified as necessary to assure that flows available from the distribution system meet or exceed the required flows set by the fire marshal.	Building Plan check.	Prior to building permit issuance.	Building Safety Department and LACFD		
38.	Low flow plumbing fixtures, which at a minimum meet State Appliance Efficiency Standards in Title 20 shall be implemented in the project. This includes low-flow showerheads and toilets operating with less than 2 gallons per flush and the maintenance of waterline pressure at 50 psi or less.	Building Plan check and ongoing.	Ongoing	City Engineer		
39.	Utilize landscaping standards which conserve water and incorporate the use of native desert vegetation and drought-tolerant plants.	Landscape Plan check.	Prior to building permit issuance.	Building Safety Department		
40.	<u>Wastewater Collection and Treatment</u> The Palmdale Business Park Center shall be annexed to LACSD No. 14.	Submittal of plans for wastewater.	Prior to building permit issuance.	City Engineer, LACSD No. 14, and LAFCO		
41.	Sewage collection lines and facilities which will serve the project must be developed in accordance with the standards of the LACSD No. 14 and the City of Palmdale.	Review of Building Construction and Street Engineering drawings.	Prior to building permit issuance.	City Engineer and LACSD No. 14		
42.	During detailed design, the project proponent will work with the City of Palmdale to integrate the sewer system serving the project into the City's and LACSD No. 14's sewage collection system and adjacent development sewage discharge plans.	Review of Building Construction and Street Engineering drawings.	Prior to building permit issuance.	City Engineer and LACSD No. 14		
43.	Any waste water collection or treatment system improvements which directly serve the project will be financed by the project proponent to the satisfaction of the appropriate jurisdictional agency.	Building Plan check.	Prior to building permit issuance.	City Engineer and Building Safety Department		

PALMDALE BUSINESS PARK CENTER SPECIFIC PLAN
MITIGATION MONITORING AND REPORTING CHECKLIST

Mit/Cond No.	Mitigation Measures/Condition of Approval	Monitoring and Reporting Process	Monitoring Milestone	Responsible Party	Verification of Compliance	
					Initials	Date Remarks
44.	<p><u>Solid Waste Generation and Management</u> The design and location of all solid waste collection areas shall conform to all applicable City standards including adequate vehicular access, site-specific collection areas, and City standards regarding solid waste generation. Compaction and recycling shall be required. Storage and collection of recyclable materials (including compostable waste) shall be undertaken in coordination with the Palmdale Public Works Department and in compliance with Assembly Bill 939.</p>	Discretionary Development Plan review.	Prior to building permit issuance and ongoing.	Planning Department and Public Works Department		
45.	<p><u>Electricity</u> The design, location, construction phasing and installation of the electrical lines and facilities necessary to serve this project shall be developed in coordination with SCE. In addition, City requirements for underground utility placement shall be complied with.</p>	Submittal of plans for electrical lines.	Prior to building permit issuance.	Building Safety Department		
46.	<p><u>Natural Gas</u> Construction plans for the installation of the natural gas service necessary for the buildout of this Specific Plan shall be developed in coordination with the Gas Company.</p> <p>HAZARDOUS MATERIALS</p>	Submittal of plans for natural gas lines.	Prior to building permit issuance.	Building Safety Department		
47.	<p>Review all proposed industrial projects with the Los Angeles County Fire Department to assure that proper storage and handling methods for hazardous wastes are implemented.</p>	Submittal of Business Plan.	Ongoing.	LACFD		
48.	<p>Require procedural compliance with Article 96, Hazardous Waste Facilities of the Palmdale Zoning Ordinance for the proposed facilities or prohibit amounts of hazardous materials or wastes that meet the threshold standards contained in the California Health and Safety Code sections 25117 and 25141.</p>	Submittal of Facility Agreement.	Prior to Discretionary Development Plan review.	LACFD		
49.	<p>Restrict the routing of vehicles carrying potentially hazardous materials to the project site to State Route 14 and 138 and to Avenue M.</p>	Submittal of Business Plan.	Ongoing.	LACFD		

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50.	<p>NOISE:</p> <p>Limit trash pickup to areas screened from public view and outside of yard setback areas. Screen all such areas with a combination of walls, berming and landscaping per City standards.</p>	Discretionary Development Plan review.	Prior to building permit issuance.	Planning Department		
51.	<p>Limit the location of loading docks or staging areas to rear and side lot areas. These areas should be set back and recessed, and screened by a combination of walls, berms and landscaping from neighboring properties or streets. No loading or staging areas shall be located in any required setback area.</p>	Discretionary Development Plan review.	Prior to building permit issuance.	Building Safety Department and Planning		
52.	<p>Construct a landscaped berm or wall along edges of commercial parking lots facing public streets and adjacent property.</p>	Discretionary Development Plan review.	Prior to building permit issuance.	Planning Department and CLA		
53.	<p>Construct berms whenever possible within landscaped setback areas adjacent to buildings and within parking areas.</p>	Discretionary Development Plan review.	Prior to building permit issuance.	Planning Department and CLA		
54.	<p>Light industrial and manufacturing land uses (PLI) that would result in onsite noise levels exceeding ambient levels or create a potential nuisance to adjacent facilities or businesses should only be permitted within enclosed buildings and limited to the designated PLI areas as proposed in the Specific Plan. These uses would include, but are not limited to manufacturing and assembly, wholesale/retail distribution and storage facilities, and automotive/light truck repair.</p>	Discretionary Development Plan review.	Prior to building permit issuance.	Planning Department		
55.	<p>To ensure that the design and construction of all structures will comply with the interior noise standards of the State and City of Palmdale, construction plans are to be certified by a registered acoustical engineer as meeting all applicable standards. The certification shall consist of an acoustical analysis report submitted with the application for a building permit. The standards, as defined in the State Building Code (Part 2, Title 24, of the California Code of Regulations) and the City's General Plan Noise Element Table N-3 (Maximum Acceptable Levels). For the Project's proposed land uses the maximum acceptable interior noise levels are:</p>	Submittal of acoustical analysis report at time of Building Plan check.	Prior to building permit issuance.	Building Safety Department and Planning		

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56.	<ul style="list-style-type: none"> Not to exceed an Leq(h) of 65 dBA averaged over the period, or hours ("h"), of operation within manufacturing, warehousing and wholesale facilities; and Not to exceed an Leq(h) of 55 dBA averaged over the hours ("h") of operation within commercial, retail, or business office facilities. <p>Project proponent shall grant an avigation easement over the project site. This easement would be forwarded to the USAF and the Los Angeles Department of Airports for review and comment and would be extended and made available to any owners, lessors, and renters of property within the specific plan area.</p> <p>CULTURAL RESOURCES</p>	Provision of statement of prospective owner/tenant.	Prior to purchasing or leasing property in specific plan area.	Planning		
57.	<p>No archaeological monitoring is recommended at this time. The proponent of the proposed project should, however, be prepared to permit a certified and qualified archaeologist to evaluate any prehistoric or historic resource which may be uncovered or otherwise identified as a result of any project within the current study area.</p> <p>CULTURAL RESOURCES</p>	Review of report from archaeologist retained by project proponent.	At time of discovery of prehistoric or historic resource.	Planning		
58.	<p>The evaluation process must conform to the requirements and guidelines for Phase II evaluations of prehistoric and/or historic resources, as presented in CEQA.</p>	Review of report from archaeologist retained by project proponent.	At time of discovery of prehistoric or historic resource.	Planning		
59.	<p>Upon completion of any evaluation (Phase II) the proponent must be prepared to forward the data through the Office of Historic Preservation for review and, if necessary, commit to a Phase III mitigation of impact study, should any resource be identified as significant or potentially eligible for nomination to the National Register of Historic Places.</p>	Submittal of Phase II report to SHPO.	Upon completion of Phase II study.	Planning and SHPO		

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60.	No paleontological monitoring is necessary at this time. The proponent should, however, be prepared to permit recovery and evaluation of any paleontological resources identified during future activities within the project area.	Review of report from paleontologist retained by project proponent.	At time of discovery of paleontologic resource.	Planning		
61.	The paleontologist must have the authority to halt any activities which are adversely impacting potentially significant or eligible resources.	Submittal of monitoring report.	Upon potential impact to paleontologic resources.	Planning		
62.	Any paleontological specimens recovered from the property must be professionally handled, cleaned, analyzed, and curated.	Review of report from paleontologist retained by project proponent.	At time of discovery of paleontologic resources.	Planning		
63.	All studies subsequent to this Phase I investigation must be professionally presented in a technical report, which in turn, will be made available for review at the appropriate repository (e.g., UCLA or the Los Angeles County Museum).	Submittal of technical report.	At completion of Phase II and Phase III studies.	Planning and Los Angeles County Museum		
64.	If resources are uncovered during any ground alteration activities, an archaeological and/or paleontological monitoring program should be established to prevent adverse impacts to additional resources.	Submittal of monitoring program after discovery of resources.	Ongoing during project.	Planning		
65.	AESTHETICS Future development within the specific plan area should provide view corridors to the golf course.	Concept Plan review.	Prior to issuance of building permit.	Planning		