

SECTION 1: INTRODUCTION

The Land Use Element of the General Plan contains the City's blueprint for long-range growth and development. The goals, objectives and policies contained within this element address the significant issues facing the community through a variety of land use planning strategies. The quality and quantity of future residential, commercial, industrial development and public facilities are addressed, along with mineral resources, economic development and open space issues. The goals, objectives and policies of each of the other elements of the General Plan have been integrated here to the extent that they affect land use.

The Land Use Element addresses the rapid growth and resulting development patterns which have occurred in Palmdale, and establishes a framework for focusing future growth in a logical manner. The distribution of land uses by type and intensity is addressed. The Land Use Element also identifies existing and potential development opportunities and constraints. Special land use planning issues for Palmdale which are addressed in this Element include the existence of the Air Force Plant 42 flight test facility within the Planning Area and its ongoing importance as an employment center, plans for a new regional airport, regionally significant sand and gravel resources and the presence of the San Andreas fault system within the Planning Area.

Specifically, the Land Use Element serves the following purposes:

1. The Land Use Element informs the public of the City's land use goals, objectives, and policies for long term development. It serves as a foundation for private, as well as public decision making.
2. The Land Use Element serves as a guide for the day-to-day operational decisions of City staff. It sets forth policies for dealing with land use issues and responding to opportunities for growth and development.
3. The Land Use Element establishes land use classifications for land within the City and the standards of density and intensity for each classification. It also outlines standards and programs that implement the stated goals.
4. As a state-mandated element, it fulfills one of the requirements of the State Planning and Zoning Law, Government Code Section 65000 et seq.

SECTION 2: GOALS, OBJECTIVES AND POLICIES

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, expanses of vacant land, significant topographic or jurisdictional barriers, or other similar constraints.

Objective L1.2: Implement annexation policies that promote logical and orderly boundaries, respond to community concerns, and minimize fiscal impacts to the City.

Policy L1.2.1: Focus planning efforts within the present sphere of influence during the planning period.

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Policy L1.2.2: Seek to negotiate equitable property tax transfers with the County of Los Angeles for areas proposed for annexation, to ensure cost recovery to the City for increased municipal services to these areas.

Policy L1.2.3: Consider the provisions of adopted Memorandums of Understanding in establishing land use regulations for areas to be annexed.

Policy L1.2.4: Encourage Los Angeles County to apply City of Palmdale land use policies and standards to development proposals within the City's sphere of influence.

Policy L1.2.5: Evaluate future annexations to consider the following criteria:

1. No annexation should occur unless:
 - a) An equitable property tax transfer can be negotiated with the County to ensure cost recovery to the City for providing municipal services to these areas; or
 - b) The area to be annexed would provide benefits including but not limited to employment opportunities, increased jobs-housing balance, recreational amenities or other elements having a citywide benefit which outweigh the potential long term fiscal costs; or
 - c) Sales tax or other revenue sources resulting from annexation will adequately offset service costs to the City, as determined by the City Council.
2. Evaluation of annexation proposals should fully consider all costs, including capital facilities, maintenance and administration costs, associated with each proposal. These costs may include but are not limited to upgrading, retrofitting and maintenance of infrastructure facilities, including but not limited to sewer, water, streets, street lighting and storm drainage; code enforcement; housing rehabilitation needs; provision of social and recreational programs; law enforcement, fire protection and emergency services; and City administration.
3. No annexation of largely undeveloped areas should occur unless adequate master planning of infrastructure has been completed to the satisfaction of the City.

4. The annexation of land to the City shall represent a logical expansion of City boundaries and provide for a planned, orderly and efficient pattern of urban development. Annexation requests shall not be approved where the City Council finds that such expansion of the City's boundary may be detrimental to the value and development potential of property within the existing municipal boundaries.
5. A primary function of the City of Palmdale is to provide municipal services to support urban development. Therefore, future annexations should focus on those areas which are planned for and represent a logical extension of urban services and development. Servicing of non-urban areas should remain a function of the County.
6. The City should focus annexation efforts on "County islands" and other areas which are infill in nature, where affected residents and property owners are generally supportive of such annexation efforts, and should give priority to annexing these islands over further expansion into outlying areas.
7. Annexation of any area which is within the boundaries of an adopted community standards district shall consider and respect the provisions of such standards in any future land use approvals.

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, including their impacts on existing uses of those properties, and require that project designs employ appropriate techniques to increase compatibility between 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.

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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:

1. Where feasible, encourage a transition of uses between quarry operations and less intensive uses.
2. Separate residential neighborhoods from mineral extraction zones by public streets, setbacks, berms, landscaping, green belts, trail systems, or other similar buffers or combinations thereof.
3. When land designated for less intensive uses abuts mineral extraction areas, the responsibility for providing adequate buffers should be borne equitably by both quarry operators and adjacent developers, where feasible based upon existing conditions and existing approvals.

Policy L1.4.2: Establish the following standards in and adjacent to Alquist-Priolo Earthquake Fault zones and other active fault zones as determined based on geotechnical analysis, in order to protect residents, property and infrastructure systems from damage by seismic activity: *(General Plan Amendment 96-4, adopted by City Council April 9, 1997. General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*

1. Restrict development of habitable structures in these zones in accordance with requirements of State law.
2. Establish a maximum permitted density for all residentially-designated land between the outer boundaries of the Alquist-Priolo Earthquake Fault Zone of three (3) dwelling units per acre (gross) within the project site, except where the Land Use Map indicates lower densities in these areas. This policy specifically excludes any non-residential land uses within the project site from the calculation of density. *(General Plan Amendment 96-4, adopted by City Council April 9, 1997. General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
3. Require placement of roads, utilities and other infrastructure to be located outside of active fault zones, where feasible.
4. Establish a maximum floor area ratio (FAR) of .5 for new non-residential development within Alquist-Priolo Earthquake Fault Zones. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*

Policy L1.4.3: Establish the following standards for development in hillside areas:

1. Development in hillside areas should minimize grading, conform to natural topography, preserve ridgelines and exhibit sensitivity to natural landforms.
2. Development should be restricted on natural slopes of fifty percent and greater.
3. Visually prominent ridges and hillsides should be retained in a natural condition.
4. Flexibility in land use regulations may be permitted when it can be demonstrated that such flexibility will meet hillside management objectives.

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.

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.

Policy L1.5.1: Develop a coordinated effort between City departments and agencies administering the municipal, zoning and building codes, law enforcement, fire prevention, public health, housing and social services, to upgrade blighted areas within the City.

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.

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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.

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.

Objective L2.3: Revitalize the core area of Palmdale so as to maintain and enhance its economic viability.

Policy L2.3.1: Based upon existing development patterns within the core area of Palmdale, designate a special development area consisting of the incorporated areas generally bounded by Avenue Q, Antelope Valley Freeway, Avenue R and 35th Street East excluding specific plan areas. Within this area, promote economic development through a variety of means including but not limited to the following:

1. Promote reduction of vacancy rates in existing structures by adopting development standards consistent with those used when the area was constructed, which may include but not be limited to parking, setback, landscaping and architectural requirements.
2. Encourage infill development on vacant lots within this area through provision of incentives.
3. Establish sign criteria appropriate for the density of development within this area.
4. Promote development of municipal and administrative functions within the Civic Center area, to provide a focus for downtown businesses.

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5. Promote establishment of a transportation facility within the downtown area, serving as a hub for rail, bus and other public transportation systems.
6. Promote outdoor activities within the downtown area to increase the number of people attracted to the area.
7. Support the rerouting of State Highway 138 to the vicinity of Avenue P-8, so as to remove regional through traffic from downtown streets.
8. Through a coordinated effort of all affected agencies, address areas requiring special attention to prevent blight in the downtown area.
9. Promote shared parking to serve existing businesses and minimize the amount of land in the downtown area devoted to vehicle storage in proportion to that utilized for active businesses.
10. Establish appropriate criteria to permit mixed use developments within the Office Commercial (OC) and Downtown Commercial (C-D) designated portions of the Downtown Revitalization Area. *(General Plan Amendment 96-1, adopted by City Council March 20, 1996.)*

GOAL L3: Provide a high quality of life for all existing and future residents, meeting the needs of a variety of lifestyles.

Objective L3.1: Provide for the distribution of residential densities and housing types to meet the varied lifestyles and needs of existing and future City residents.

Policy L3.1.1: On the Land Use Map, establish residential land use designations for a range of residential densities as follows:

1. **Equestrian Residential:** The Equestrian Residential (ER) designation is intended for single family residential uses at a maximum gross density of .40 du/ac (1 unit per 2½ acres), yielding an estimated population of 800 persons per square mile. Equestrian and related animal keeping activities are permitted within this designation. The character of areas within this designation will be rural in nature with parcel sizes of 2½ acres or larger. Clustering to preserve significant natural landforms is feasible, although where this designation is located in established rural neighborhoods on level terrain, clustering may not be acceptable. Full urban services such as community water and sewer may not be available to these areas, and public improvements may be constructed to rural standards where

permitted. Densities within this designation may decrease pursuant to slope density ratios established in the Hillside Management Ordinance. Actual permitted density will be determined through the development review process, based on applicable environmental and infrastructural conditions.

2. **Low Density Residential:** The Low Density Residential (LDR) designation is intended for single family residential uses at a maximum gross density of 1 dwelling unit per acre with an estimated population of 1,600 persons per square mile. The Low Density designation is appropriate to hillside areas and as a transition between rural and suburban areas. It is generally expected that urban services such as community sewer and water will be provided to new development proposed within this designation, although rural street and lighting standards may be appropriate to some projects. Minimum lot size within this designation will generally be one (1) acre or larger, although clustering may be permitted to encourage preservation of natural resources and steep slopes. Densities within this designation may decrease pursuant to the slope density ratios established in the Hillside Management Ordinance. Actual permitted density will be based on applicable environmental and infrastructural conditions.
3. **Single Family Residential-1 (0-2 du/ac):** The Single Family Residential-1 (SFR-1) designation is intended for single family residential uses with gross densities ranging from 0-2 du/ac and an estimated population of 3,600 persons per square mile. Net lot sizes will generally be one half acre or larger, creating a semi-rural environment with horse/animal keeping possible. This designation may be utilized in lower hillside areas where inclines are present but topography is lacking significant slope constraints. It may also be utilized in outlying valley areas where large lot subdivisions are desired. Full urban services are expected in these areas, although larger lot subdivisions may develop with rural street and lighting standards as determined by the City. Clustering may be permitted to preserve steep hillsides and significant physical features. Densities within this designation may decrease pursuant to slope density ratios establishing in the Hillside Management Ordinance. Actual permitted density will be based on site specific environmental and infrastructural conditions.
4. **Single Family Residential-2 (0-3 du/ac):** The Single Family Residential-2 (SFR-2) designation is intended for single family residential uses with gross densities ranging from 0-3 du/ac and an estimated population of

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5,600 persons per square mile. Net lot sizes will generally be 10,000 square feet or larger, although clustering may be permitted to preserve steeper terrain or significant physical features. This designation is appropriate in those areas between the valley floor and steeper hillside areas (generally having less than ten percent slope). Full urban services will be required in new development areas. Densities within this designation may decrease pursuant to slope density ratios established in the Hillside Management Ordinance. Actual permitted density will be based on site specific environmental and infrastructural conditions.

5. **Single Family Residential-3 (3.1 - 6 du/ac):** The Single Family Residential-3 (SFR-3) designation is intended for single family residential uses with gross densities ranging from 3.1-6 du/ac and an estimated population of 9,700 persons per square mile. Subdivisions containing the City's standard 7,000 square foot minimum lot size will typically be located within this designation. Densities under this designation may decrease pursuant to the slope density ratios established in the Hillside Management Ordinance. Actual permitted density will be based on site specific environmental and physical constraints.
6. **Medium Residential:** The Medium Residential (MR 6.1 to 10.0 du/ac) designation is intended for residential uses at maximum gross densities ranging from 6.1 to 10 units per acre and an estimated population of 16,200 persons per square mile. Housing types may include single family detached, single family attached, townhouses, condominiums, duplexes, triplexes, apartments, or manufactured housing developments. Permitted structure types will be as specified in the underlying zone district. For single family residential uses within this designation, the minimum permitted lot size is 7,000 square feet, unless otherwise specified in an approved specific plan or residential planned development offering a variety of lot sizes, housing types, and public amenities, a senior housing project, or other approved development plan.

The Medium Residential designation is appropriate within those areas having existing or planned residential uses at 6.1 to 10 units per acre, which are or will be served by adequate infrastructure and services needed to support this level of development. Maximum permitted density will be determined through the development review process, based upon environmental and infrastructural conditions. Equestrian and large animal uses are not intended within this district.

7. **Multi-family Residential:** The Multi-family Residential (MFR 10.1-16) designation is intended for residential uses with densities ranging from 10.1-16 du/ac and an estimated population of 26,000 persons per square mile. Housing types may include a variety of attached and detached dwelling unit types, as permitted by the underlying zone. Actual density permitted will be based on site specific environmental and infrastructural conditions. *(General Plan Amendment 94-4, adopted by City Council December 14, 1994.)*

Policy L3.1.2: In calculating the actual permitted density on a parcel of land, the following constraints will be considered: *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

1. No residential density shall be calculated for any seismic set back zone adjacent to active or potentially active fault traces where construction of habitable structures is not permitted, as delineated by a site-specific geotechnical report. However, seismic set back zones may be included in the calculation of minimum lot area and building setbacks. Areas located within the Alquist-Priolo Earthquake Zone, as delineated by the State Geologist, are subject to the density limitations described in Policy L1.4.2.
2. A maximum residential density of .5 (one/half) dwelling unit per acre shall be calculated for flood hazard areas shown on the latest Flood Insurance Rate Maps as Zone A, and within the historic high water mark of Amargosa Creek, Ana Verde Creek, Littlerock Wash, Big Rock Creek, Hunt Canyon or any natural blue-line creek, except where the Land Use Map indicates lower densities in these areas.
3. In hillside areas, density calculation will also be subject to the provisions of the City's Hillside Management Ordinance.

Objective L3.2: Adopt policies for residential uses within the City to enhance the quality of residential neighborhoods.

Policy L3.2.1: Permit a range of residential densities and housing types throughout the City, rather than concentrating higher densities in limited areas.

Policy L3.2.2: Direct the location of senior and multi-family housing to areas accessible to public transportation, supportive commercial uses, and community facilities.

Policy L3.2.3: Maintain the usability of residential yard areas through development of standards for accessory structures in residential districts, and

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through exclusion of required landscape easements from calculation of required lot area.

Policy L3.2.4: Maintain 7,000 square feet as the minimum lot size standard for single family residential subdivisions; permit flexibility from this standard in conjunction with approval of a comprehensive planning document such as a specific plan or planned residential development.

Policy L3.2.5: Preserve the viability and value of existing multi-family neighborhoods by considering the long-term impacts of proposed condominium conversions on residents as well as on adjacent properties, and develop standards and criteria to guide decisions on proposed conversions.

Policy L3.2.6: Require disclosure, as deemed appropriate, on proposed residential developments which are affected by existing conditions such as, but not limited to, mineral resource extraction, noise, dust, odors, light, seismic hazards, and frequent overflight of aircraft.

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.

Policy L3.3.1: Permit establishment of parks and subdivisions utilizing mobile homes or manufactured housing within all residential zones, if the density is in conformance with the applicable General Plan residential density range, subject to the regulations of the underlying zone.

Policy L3.3.2: Encourage the development of mobile home or manufactured housing subdivisions as opposed to land lease parks, in order to provide affordable housing alternatives which provide increased financial security to residents.

Policy L3.3.3: Minimize potential impacts of mobile home park conversions on park tenants and on the City's affordable housing supply, by establishing standards and procedures for proposed mobile home park conversions.

Policy L3.3.4: The City recognizes the need to preserve existing mobilehome housing opportunities within the City of Palmdale and Planning Area. Table LU-5 lists the mobilehome parks in the City of Palmdale and Planning Area as of January, 1993. In order to provide stability and a high quality living environment for residents of these mobilehome parks, the following standards for maintenance and criteria for conversion of the parks to other uses shall apply:

1. Standards for Maintenance:
 - a) Common areas, including common landscaping, parking areas, drive aisles, and pedestrian access, shall be maintained in a neat and orderly fashion, free from conditions which may jeopardize residents' health, safety and welfare. Unsafe conditions shall be promptly repaired.
 - b) Park amenities, such as recreation buildings, outdoor recreation features, and laundry facilities, shall be maintained in a functional manner as prescribed in the approved plan for the park.
2. Conversion Standards and Procedures:
 - a) The proposed conversion shall be in compliance with the provisions of California Government Code Sections 65863.7 through 65863.9.
 - b) Residents shall be provided with the right of first refusal to purchase the park and all improvements if the land occupied by the park is to be sold.
 - c) The proponent of the proposed conversion shall provide all owners of individual mobilehomes within the park with a reasonably complete and current list of vacant and available mobilehome park spaces within a 20-mile radius.
 - d) The proponent of the proposed conversion shall pay each mobilehome owner a relocation fee (as specified in a conversion ordinance) to assist the recipient in meeting costs of relocation, higher rents for replacement mobilehome park spaces and/or the added cost of a replacement mobilehome.
3. Evaluation of Current/Future Land Use Designation and Zoning:
 - a) When reviewing a proposed mobile home park conversion, the City should evaluate the existing and proposed zoning and land use designations of the site of the proposed conversion to ensure that future use of the site is compatible with the surrounding area. The City Council may initiate a General Plan Amendment and Zone Change on the site if deemed necessary to ensure that future use of the property meets General Plan goals, objectives and policies.

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Policy L3.3.5: Require a Conditional Use Permit, or equivalent approval the duration of which will run for the life of the development, for the establishment of any new mobilehome park or subdivision, or major modification of an existing mobilehome park within the City. The approval shall be consistent with all zoning code requirements for mobilehome parks, planned unit developments or subdivisions. *(General Plan Amendment 94-4, adopted by City Council December 14, 1994.)*

Objective L3.4: Consider underlying topography, existing parcelization, existing land uses, infrastructure availability, and relationship between uses in designating and developing residential land uses.

Policy L3.4.1: Encourage flexible siting and design techniques and density transfers in hillside or physically constrained areas to preserve steep slopes or unique physical features.

Policy L3.4.2: Adopt rural design standards in areas where minimum net lot size is 40,000 square feet or larger.

Policy L3.4.3: Avoid designating land for higher density uses where prevailing existing development patterns are rural residential with lot sizes of one (1) acre or more.

Policy L3.4.4: Encourage subdivision design techniques that reflects underlying physical topography. Density and intensity of development should decrease as slope steepness increases.

Policy L3.4.5: When residential development is proposed outside the urban core, where urban infrastructure does not exist and no plans exist for provision of backbone infrastructure, require the preparation and approval of comprehensive planning documents such as specific plans, area plans and master facilities studies to assess the project's needs and impacts.

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.

Policy L3.5.1: Adopt design standards for multifamily development which will create a safe, convenient, attractive environment with public or private open space and recreational on-site amenities.

Policy L3.5.2: Adopt standards for the design of single family subdivisions that will ensure functional integration with existing development, community facilities and supportive services.

Policy L3.5.3: Consider intensity as well as density of development in evaluating residential projects; building mass and coverage should be proportional to the size of parcel being developed.

Policy L3.5.4: Require mobile home parks and subdivisions to provide sufficient open space and recreational amenities to adequately serve their residents and assure consistency with surrounding development.

Policy L3.5.5: Require that development is designed to be sensitive to the preservation and protection of the desert environment and that building orientation and design consider and complement the natural characteristics of the desert environment.

Objective L3.6: Maintain the integrity, safety, and attractiveness of existing residential neighborhoods.

Policy L3.6.1: Actively pursue compliance with applicable codes and ordinances to ensure public safety and maintenance of residential areas.

Policy L3.6.2: Promote development of pro-active property maintenance and community appearance programs including greater emphasis on volunteer efforts.

Policy L3.6.3: Support community groups and homeowners' associations to assist in community maintenance programs.

Policy L3.6.4: Develop design and landscaping standards to encourage safety and visibility and discourage illicit activities such as graffiti in residential neighborhoods.

Policy L3.6.5: Require that any request for a condominium conversion comply with all elements of the General Plan in effect at the time such a request is filed.

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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:

- 1. Office Commercial:** The Office Commercial (OC) designation is designed to accommodate a variety of professional office uses, including medical, personal, business, legal, insurance, real estate, financial, and other similar uses. Limited retail, service, child care and eating establishments may be permitted to support the primary office users within this designation, provided that they function as a supportive use and do not detract from the stated intent of this designation. Vocational, technical and trade schools, private or public college or universities, and supportive commercial uses may be consistent with this designation, provided that land use compatibility and infrastructure are adequately addressed through the design review process. This designation is appropriate between more intensive commercial uses and residential designations, or within commercial areas serving the administrative and professional service needs of businesses and the general public. The maximum floor area ratio within this designation is 1.0. Mixed use residential/office development should be encouraged within the Office Commercial designated portion of the Downtown Revitalization area through the development of appropriate mixed use development standards. *(General Plan Amendment 96-1, adopted by City Council March 20, 1996.)*
- 2. Neighborhood Commercial:** The Neighborhood Commercial (NC) designation provides for convenience type retail and service activities designed to serve the daily needs of the immediate neighborhood. Goods and services provided serve the short-term needs of local residents. Typical neighborhood commercial development is located on sites of 15 acres or less with a maximum floor area ratio of .50. Site and building designs for neighborhood commercial development should be sensitive to adjacent residential uses. Buffering should be both effective and aesthetic with site design emphasizing both automobile and pedestrian needs.
- 3. 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 markets, 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.

4. **Regional Commercial:** The Regional Commercial (RC) designation is designed to accommodate retail and service uses attracting consumers from a regional market area. Goods and services provided are typically long-term in nature, rather than convenience goods. Representative uses include department stores, regional shopping malls, automobile dealerships, hotel/motels, and large retail outlets. Supportive commercial uses serving a community commercial function, such as financial institutions, retail and food services, may also be appropriate in this designation, provided that such uses are not primarily oriented to the convenience market. Regional commercial uses should be accessible via major arterial streets or freeways. Total development area within regional commercial designations typically ranges from 40 to 100 acres or more, although individual developments within the designation may be on smaller parcels. Maximum floor area ratio is 1.0. Site design of regional centers should consider pedestrian needs and internal circulation that minimizes impacts on adjacent arterials.
5. **Downtown Commercial:** The Downtown Commercial (DC) designation is intended for the City's traditional retail/service core area, located in proximity to Palmdale Boulevard. Property within this land use category is intended to be subject to the policies and design guidelines contained in the Downtown Revitalization Plan. Representative uses are designed to produce high levels of social or commercial activity in the downtown area and include entertainment uses, institutional uses, pedestrian oriented retail and service uses, and support community commercial uses. Mixed use residential/commercial development should be encouraged within the Downtown Commercial (DC) designated portion of the Downtown Revitalization area through the development of appropriate mixed use development standards. *(General Plan Amendment 96-1, adopted by City Council March 20, 1996.)*

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Policy L4.1.2: Provide opportunities for commercial uses that meet the specialized needs of rural residential neighborhoods throughout the Planning Area, as follows:

1. Permit neighborhood commercial development within rural areas to serve the needs of these areas, provided that such projects provide safe, logical and functional access for pedestrian and equestrian users from the adjacent neighborhood.
2. Ensure that development is designed for appropriate uses (feed and tack stores, produce markets, or similar uses) and incorporates functional design elements (such as staging areas for equestrian users) that are reflective and supportive of the immediate rural neighborhood. Convenience stores, or similar neighborhood commercial uses that are typically located within a suburban neighborhood would not be considered consistent with this policy.
3. Where a change of land use or zone designation is required to permit development of a project within an area containing the characteristics described in this section, this change shall be processed concurrently with a development application to ensure that the site is developed in conformance with this policy.

Objective L4.2: Adopt policies for siting and development of commercial land uses which ensure that designs 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: Ensure that commercial uses are spaced at appropriate intervals throughout the City in order to adequately serve users while minimizing land use interface conflicts and preserving the capacity of arterial streets, through the following measures:

1. Avoid the creation of strip commercial development along arterial roadways. Cluster commercial development in nodes to the extent feasible.
2. Require that nodes of commercial development intended to serve primarily a neighborhood service function be spaced at no closer than one-half mile from other commercial designations.

3. Preserve a minimum spacing of one mile between commercial areas serving primarily community or regional service functions, to the extent feasible.

Policy L4.2.3: Avoid overdesignating 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:

1. Commercial development should be located in areas free from major topographic variation.
2. Commercial uses should be located and designed in such a way as to minimize interface conflicts with existing and planned residential neighborhood.
3. 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:

1. 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,

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greenbelts and trail systems to buffer dwelling units from major transportation corridors.

2. Considering 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 business 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 buildings 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.

Policy L4.2.15: Develop design criteria and development standards to ensure that commercial developments are planned, phased and constructed in a manner which integrates design elements, including but not limited to parking, landscaping, access and building orientation within an overall development plan.

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:

1. **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 service 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.
2. **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.
3. **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 designations should be separated from

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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 uses in this designation will be addressed through the zone districts and design review process. Maximum floor area ratio within this designation is 0.5.

4. **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 U.S. 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.
5. **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.

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:

1. 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.
2. 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.

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.

1. **Open Space:** The Open Space (OS) designation is intended to identify and reserve land for both natural and active open space uses, including

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City parks. The designation identifies existing and acquired but 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.

2. **Public Facilities:** The Public Facilities (PF) designation identifies land which is or will be utilized for various types of public facilities, including but not limited to schools, parks, 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. *(General Plan Amendment 94-3, adopted by City Council August 11, 1994.)*
3. **Other Land Use Designations:** Public and quasi-public uses may also be located within other land use designations as established by the underlying zoning, provided that such locations are consistent with applicable General Plan policies and meet a general community need. *(General Plan Amendment 94-3, adopted by City Council August 11, 1994.)*

Objective L6.2: Adopt development standards for public uses to ensure compatibility with adjacent properties, minimize adverse impacts and maintain a high standard 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 property designated as PF-Landfill on the General Plan Land Use Map and future residential developments. *(General Plan Amendment 93-2, adopted by City Council October 13, 1993.)*

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.

Policy L7.1.1: Ensure that development within the area designated as Special Development (SD) on the Land Use Map located near the intersection of Avenue S and the Antelope Valley Freeway is complimentary to lake, surrounding hillside and mountain views and is consistent with sound water quality management practices by following the development criteria listed below: *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*

1. Balance building heights with appropriate setbacks to preserve view corridors. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
2. Require a minimum 100 foot setback from the historical high water mark of Lake Palmdale.
3. Require that proposed buildings incorporate the architectural design guidelines adopted in the Avenue S Corridor Area Plan, to minimize viewshed impacts and enhance community image. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
4. All new development may be required to design and construct drainage structures to convey storm and nuisance water away from Lake Palmdale. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
5. New development in the area shall be served by a sanitary sewer system for all non-residential uses and residential uses of less than one acre in size. Septic systems will be allowed only for residential uses consisting of one dwelling unit per acre or more. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
6. New development proposing underground storage of petroleum or similar products which have the potential to cause contamination of Lake Palmdale shall provide site-specific analysis to address risks associated with the high pressure gas lines located along the south side of Avenue S due to rupture of the San Andreas Earthquake Fault. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*
7. Rear and side elevations should contain similar elements of the front elevation, ensuring that buildings within the area maintain an cohesive, unified appearance on all sides.

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8. Loading and refuse containment areas must be screened from public view utilizing architectural elements consistent with overall building design.
9. Completely screen all mechanical and rooftop equipment from view from S.R. 14 and Avenue S. Roof top equipment screening shall be accomplished through architectural means compatible with the building design.
10. Require view studies to fully evaluate adequacy of equipment screening and building impacts on viewshed. Renderings for such studies should show landscaping at introduction as well as a maturity.
11. Utilize landscaping to soften building mass and parking areas without impeding views.
12. Utilize earth tone colors for building and roof materials to blend with natural setting to the maximum extent feasible.
13. Prohibit use of sound walls as a method for acoustical mitigation of building interiors. Noise mitigation shall be accomplished through proper site planning and the use of appropriate building and construction techniques.
14. Require conditional use permit or equivalent entitlement for all development within the subject area.

Policy L7.1.2: Ensure that development adjacent to the intersection of Pearblossom Highway and Sierra Highway provides for proper integration of differing land uses, establishes development patterns that maintain an aesthetically pleasing entrance to the City, and minimizes grading in steep terrain as set forth in the following criteria:

1. General
 - a) Areawide circulation and infrastructure plans shall be prepared for the entire overlay area prior to approval of any development other than a single family residence on an existing lot. Said plans must consider provision and extension of sewer, water, and storm drainage, streets and highways, and public services.
2. Low Density Residential

- a) In the event grade differentials preclude other access options, primary access to the residential area from Pearblossom Highway may be permitted through the business park area.
- b) Ensure that grading for residential subdivisions respects the natural contours and retains natural topography to the maximum extent feasible.

3. Business Park

- a) Primary access to the business park shall not be permitted through residential areas.
- b) Minimize the development of a “canyon” effect along Pearblossom Highway and impacts to adjacent residential uses by establishing setback and height limitations as specified by appropriate zoning districts and entitlement permit review.
- c) Provide buffering from existing and future Low Density Residential uses in accordance with the following performance standards:
 - 3. Require photometric lighting plans and appropriate light fixtures to limit spillover of lighting from business park uses into residential areas.
 - 4. Direct traffic from business park uses away from residential areas.
 - 5. Prohibit uses within the business park that would create excessive noise and/or unusual or obnoxious odors.

Policy L7.1.3: Ensure that development within the area generally located north of Avenue S-4, west of the A.V. Freeway is compatible with and complimentary to existing development by requiring that future subdivisions provide a minimum 1 acre net lot area and that future commercial development not extend further west than the City park and ride facility located on Geiger Avenue. *(General Plan Amendment 98-3, adopted by City Council June 10, 1998.)*

Policy L7.1.4: Ensure that future development within the Vincent Hills area retains significant natural features on the site and provides comprehensive circulation planning between various individually owned parcels within the area in accordance with the following criteria: *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

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1. Steeper hills and larger drainage courses shall be retained in a natural state.
2. The circulation pattern shall provide linkages between the various individually owned parcels within the area. *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*
3. A master infrastructure plan shall be provided for the area, considering storm drainage, sewer, water, roads and public services.

Policy L7.1.5: Ensure that development within the Santa Fe Hills area provides adequate means of secondary access, minimizes visual impacts and grading on north facing sides of Ritter Ridge, provides for a compatible mix of housing types, and establishes an effectual integration of natural and developed areas in accordance with the following criteria: *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

1. Utilize physical advantages of site to minimize visual impacts. Avoid grading or siting of dwelling units on the north facing side of Ritter Ridge unless visual impacts are minimized.
2. Provide specific street sections and profiles for the secondary access road connecting to Elizabeth Lake Road.
3. Develop architectural standards which ensure that any multi-family development contains architectural elements and building designs consistent with single family building designs.
4. Provide a master infrastructure plan for the entire area. *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

Policy L7.1.6: Within the Mineral Resource Extraction Zone generally located east and west of 70th Street West and south of Avenue N, ensure that future mining activities over which the City has discretionary authority are compatible with neighboring residential uses, to the extent feasible, by implementing the following standards: *(General Plan Amendment 93-2, adopted by City Council October 13, 1993.)*

1. Permit only the extraction and processing of materials that are native to the site; uses such as concrete and asphalt batching, which require import of raw materials, are not acceptable.
2. Ancillary uses allowed on the site should be only those uses normally associated with extraction and/or processing of decomposed granite.

Uses that are not directly associated with the primary use of the site, such as the storage of vehicles or equipment not related to on-site materials extraction, are not appropriate.

3. Ensure that measures to control noise, dust and erosion/sedimentation are applied to on-going mining activities.
4. To the extent feasible, require screening from public view all equipment, stockpiles or wastepiles.
5. Evaluate truck access to and from the site in order to reduce impacts generated by truck traffic, such as noise and safety concerns, which affect nearby residents.

Policy L7.1.7: Ensure that development within the area bounded by Palmdale Boulevard and Avenue S and 70th and 75th Streets East provides adequate separation of residential development and mineral resource extraction land uses, provides passive recreational opportunities and creates a range of single-family residential housing opportunities supported by well-planned infrastructure, as set forth in the following criteria: *(General Plan Amendment 96-2, adopted by City Council July 10, 1996.)*

1. Prepare a greenbelt plan/trails plan for the area showing trail connections to adjacent neighborhoods. This plan should include the following:
 - a) Provide trail connections to Bikeways along 75th Street East and Avenue S and a Multi-use Trail within the Littlerock Wash.
 - b) Provide trail connections to the proposed school site located at the northwest corner of 70th Street East and Avenue S; to the two park sites within the project site; and to the Neighborhood Commercial site located at the southeast corner of Palmdale Boulevard and 70th Street East.
2. Provide adequate buffering between residential uses and mineral resource extraction uses and ensure that residential development does not interfere with the continued use of the mining area.
 - a) Examine the feasibility of downgrading 75th Street East from an arterial roadway to a local or collector street, and provide a linear park with trails as an alternative use or require a greenbelt or linear park which averages 100 feet in width, on the west side of 75th

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Street East, to provide a land use buffer between residential and mineral resource extraction areas.

- b) Require larger lots adjacent to the mineral resource extraction area.
3. Permit clustered development, with minimum lot sizes of no less than 7,000 square feet, when greenbelts or paseos are provided, or natural open space areas are maintained.
4. Require an infrastructure study within the project area to determine appropriate alignment for collector roads, water and sewer lines, drainage facilities, and community services.

Policy L7.1.8: On the Land Use Map, establish a land use designation that may be utilized in areas of the City currently lacking urban services but where future development is anticipated upon establishment of plans for infrastructure and related development issues as defined below: *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

Special Development Designation

The Special Development (SD) designation is appropriate for areas for which focused planning efforts to ensure orderly and logical development in accordance with General Plan policies are ongoing. The SD designation is placed upon areas which, due to lack of infrastructure and public services, topography, environmental sensitivity, and development constraints, require comprehensive planning prior to development which goes beyond the level of detail normally associated with the General Plan. This planning could be accomplished through the Specific Plan process, although other methods may be acceptable if they provide the following: 1) a detailed implementation program, including facility phasing and funding; 2) carefully prescribed balance of development and open space within a Planning Area, in an economically feasible manner; 3) special regulations that are responsive to unique local conditions; and 4) necessary flexibility for long range planned community projects. *(General Plan Amendment 96-4, adopted by City Council April 9, 1997.)*

Other than single family dwellings on existing lots, development is primarily intended to be residential in nature, with a gross density of 0-2 dwelling units per acre. However, supportive commercial uses are anticipated within the (SD) designation. Actual permitted residential densities and the location and intensity of commercial uses are to be determined based upon a site's capacity to accommodate the proposed development, considering such factors as availability

of urban services; adequacy of existing and proposed roads to service the proposed densities; physical constraints, including slopes, drainage courses, faults, or similar features; compatibility with adjacent land uses; or other requirements of development, as identified through the review process. In no instance shall the density range established for this designation be interpreted as a guarantee of permitted density.

Upon preparation, review and adoption of one or more comprehensive Specific Plans or similar comprehensive planning document(s) for property within this designation, higher residential density and the location and intensity of supportive commercial uses may be established based upon environmental, topographic, and infrastructural capacity of the land as defined by supporting documentation. With approval of such Specific Plan or comprehensive planning studies, a General Plan Amendment may be approved to amend the land use designation as determined appropriate pursuant to those studies.

Policy L7.1.9: Ensure that future development within the Foothill Ranch Specific Plan (formerly the Bushnell Special Development Area and the College Park Palmdale Specific Plan) considers physical constraints on the property, including earthquake faults and canyon areas, and that densities are established which maintain consistency with the south side area in accordance with the following criteria: *(General Plan Amendment 09-03, adopted by City Council August 5, 2009)*

1. A covenant shall be recorded on land encompassing Hunt Canyon and along Barrel Springs Road as determined by the approved Specific Plan to ensure that these areas remain as open space. A system of hiking trails, passive open space, and park improvements such as picnic and seating areas and open play areas shall be developed at the same schedule required within appendix D of the Foothill Ranch Specific Plan.
2. A trails system shall be provided which connects to a regional system to the extent feasible.
3. All neighborhood commercial uses proposed as a part of the Specific Plan shall be limited to those serving only the short-term goods and services needs of the community college and nearby residential areas. No 24-hour uses or gas or service stations shall be permitted. Design of any commercial facilities shall be compatible with the overall community design theme.

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4. Design and operation of any commercial facilities shall reduce impacts on nearby residential areas to the extent feasible through limiting hours of operation to no later than midnight, allowing light fixtures no higher than 14 feet to minimize glare, providing a minimum of 10% of the site for landscaping, and architecturally screening all equipment and utility devices. If rooftop equipment cannot be screened from adjacent or nearby properties, ground-mounted equipment shall be provided and screened. Design of any neighborhood commercial center shall be compatible with the overall community design theme of the Foothill Ranch Specific Plan.
5. A Master Drainage Plan shall be provided utilizing natural open space and drainage areas to the maximum extent feasible.
6. A master infrastructure plan shall be provided for the area, considering sewer, water, roads, and public services. All lots must be connected to a public sanitary sewer system; no septic tanks are permitted.
7. Driveway access to the neighborhood commercial site will be allowed from Foothill Ranch Road or other appropriate internal street. The design of such access shall be subject to review and approval of the City Traffic Engineer and Planning Director at the time of development review. Primary access to Barrel Springs Road for the residential portions of the site shall be limited to one (1) access point, in addition to 37th Street East, except that additional residential access to Barrel Springs Road may be allowed as temporary or emergency access only where deemed necessary by the City Engineer. Parking will be prohibited along Barrel Spring Road.
8. A minimum of one-acre (1) residential lots shall be provided to assure consistency with the surrounding rural area.
9. No residential density shall be calculated for any seismic set back zone adjacent to active or potentially active fault traces where construction of habitable structures are not permitted, as delineated by a site-specific geotechnical report. However, seismic set back zones may be included in the calculation of minimum lot area and building setbacks. A maximum residential density of .5 (one/half) dwelling unit per acre shall be calculated within the historic high water mark of Hunt Canyon.
10. No residential uses shall be permitted within the Open Space or commercial portions of the site.

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SECTION 3: IMPLEMENTATION MEASURES

The following section contains specific implementation measures for the City to follow in order to achieve the goals and objectives related to land use as established in this Element.

A. General Plan Land Use Map

The City will adopt and maintain a Land Use Map, which delineates the various land use designations, in suitable locations protected from incompatible uses and hazards, to meet the anticipated development needs of the City while preserving natural resources and maintaining a high quality of life.

B. Zoning Consistency

The City will adopt an interim zoning map to correspond to land use designations established by the Land Use Element, so as to bring zoning into compliance with the General Plan, within nine months after General Plan adoption. The interim zoning map will show parcel specific zone designations consistent with the Land Use Map.

C. City Development Code

The City will formulate and adopt by ordinance a comprehensive Development Code, containing standards for all aspects of land development and land use including site design, use compatibility, access, parking and circulation, lot sizes and dimensions and other development regulations designed to ensure public health, safety and welfare. The Development Code will establish zone districts that are consistent with land use designations in the General Plan Land Use Element. In addition, the Code will address the following specific development issues which have been addressed in various General Plan policies and objectives:

1. Signs
2. Hillside development
3. Dependent housing units
4. Accessory buildings in residential zones
5. Condominium conversions
6. Mobilehome park and subdivision standards, including provisions regarding mobilehome park conversions and on-going maintenance
7. Rural development standards (including street improvements and street lighting)
8. Subdivisions
9. Zoning for mineral resource extraction areas
10. Minimum residential standards

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11. Development standards for Mixed Use-Transitional areas
12. Development standards for the Downtown Overlay District

In conjunction with the comprehensive Development Code, the City will revise and update its zone districts and adopt a permanent Zoning Map superseding the interim zoning map referenced above.

D. Downtown Overlay District

To establish a desired development pattern, enhance economic viability and create a sense of place, the City will establish a Downtown Overlay District on the Zoning Map. This district will establish development standards unique to the downtown area to facilitate ongoing occupancy, re-use of existing structures, and new development consistent with existing development patterns.

E. Development Review Process

1. The City will review and update its development review process pursuant to changes to State law, to ensure that projects conform to applicable development regulations.
2. The City will implement a review process which expedites processing time to the extent practicable.
3. The City will evaluate land use impacts of proposed development in accordance with the California Environmental Quality Act (CEQA).
4. In conjunction with the approval of any development project, the City shall find that such project is in conformance with all applicable policies and maps contained in this General Plan. *(General Plan Amendment 94-3, adopted by City Council August 11, 1994.)*

F. Specific Plan Areas

The City will process and/or implement the following specific plans as designated on the Land Use Map:

1. Harris Homes Specific Plan *
2. City Ranch Specific Plan *
3. Ritter Ranch Specific Plan *
4. Joshua Hills Specific Plan *
5. Rancho Vista Specific Plan *

6. Rancho Valley Specific Plan*
7. Hillside Residential Specific Plan*
8. Reserved
9. Antelope Valley Business Park Specific Plan*
10. Palmdale Business Park Center Specific Plan
11. Lockheed Specific Plan*
12. Airport Corridor Specific Plan
13. Palmdale Trade and Commerce Center Specific Plan*
14. Eastside Quarry
15. Palmdale Park South *
16. Auto Center *

G. Special Development/Policy Areas

Areas designated Special Development (SD) on the Land Use Map will require comprehensive master infrastructure planning for the affected area prior to allowing extension of urban services or urban type development. Additionally, all future development within these areas must comply with site specific policies to ensure that unique development constraints of a given area are fully considered. Site specific policies have also been established for several areas containing constraints that warrant specific direction for future development. These areas are identified by an asterisk on the Land Use Map and are referred to as Special Policy Areas. The affected Special Development and Special Policy Areas are generally described as follows:

1. Vincent Hills Special Development Area
2. Bushnell Special Development Area
3. Santa Fe Hills Special Development Area
4. Southwest Special Development Planning Area
5. Area generally located between Lake Palmdale and the Antelope Valley Freeway*
6. Business Park area generally located north of Avenue S and east of the Antelope Valley Freeway*
7. Area generally located east of Sierra Highway at the intersection of Pearblossom Highway*
8. Ana Verde Hills Area
9. Westside MRE zone

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H. Coordination of Land Use Decisions

1. The City will implement systematic notification and consultation procedures with outside entities affected by land use decisions within the City, including adjacent jurisdictions and town councils.
2. In recognition of the rural lifestyles present within portions of the Planning Area, the City has entered into Memorandums of Understanding with homeowners groups in these areas. These MOU's state the City's acknowledgment of the intent of these areas to remain rural in nature. The City will review development proposals adjacent to or within these areas for compatibility and/or consistency with provisions of these agreements, and consider input from the affected residents in making land use decisions.

I. Annexations

The City will evaluate fiscal, infrastructural and land use impacts of proposed annexations to the City, as well as the desires of inhabitants within these areas, including the requirements of any adopted Community Standards District, and consider these issues in making decisions on future annexations.

J. Air Quality

The City will promote the development of mixed use projects to place complimentary uses in proximity to each other, in order to minimize trips and resulting impacts to air quality. Additionally, the City will work with jurisdictions within the high desert region as well as state representatives to promote development and adoption of a separate air quality management plan for the Southeast Desert Air Basin portion of the South Coast Air Quality Management District.

K. Community Outreach/Public Service

1. In order to promote an effective working relationship between the City and the business community, the City will participate in forums between City representatives and the local business representatives. These meetings are intended to formulate economic and community development strategies to enhance the business climate and quality of life for City residents.
2. The City will notify the Palmdale Community Association and various homeowners' associations on a regular basis of land use decisions and development projects, and consult with representatives of these organizations as appropriate on land use issues.

3. The City will provide and maintain public information materials designed to assist homeowners, developers, and businesses in understanding the development review and permitting process.
4. The City will assess the feasibility of expanding its current computer capabilities to incorporate Geographic Information Systems (GIS) and Computer Aided Drafting (CAD) to assist in permit tracking, general land use information and to allow for efficient maintenance of the Land Use and Zoning Maps.

L. Economic Development

1. The City will compile and maintain a database of demographic and economic information to assist businesses and perspective businesses in evaluating demographic and marketing trends.
2. The City will develop an environmental data base to minimize need for the costly site specific environmental studies.
3. The City will develop a municipal facilities master plan which accommodates centralized processing of development permits. This centralization will ensure maximum effectiveness, efficiency and consistency in development processing for homeowners, developers, and members of the business community.
4. The City will assist in the establishment of special financing districts and/or construct infrastructure through reimbursement programs in an effort to promote development of new commercial and industrial development, as deemed appropriate by the City Council.
5. The City will develop and make use of incentive programs designed to promote industrial development in the Palmdale area. This effort includes establishment of a Foreign Trade Zone, Enterprise Zone, and similar programs designed to stimulate economic activity.
6. The City will support and participate in ongoing activities, such as the "Antelope Valley Bridge from Education to Careers", which work to prepare students, through a joint effort of business, industry, government and education, for careers which will enhance the quality of the local, regional and state workforce.

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M. Redevelopment

The City will use redevelopment as a tool for establishing and maintaining desired developments. The City of Palmdale has established a Community Redevelopment Agency (CRA) and designated four project areas in accordance with Section 33000 et seq of the Health and Safety Code of the State of California. Exhibit LU-1 shows the designated project areas. This designation gives the City additional funding options to finance improvements necessary to correct physical constraints (ie. flood hazards) and infrastructure deficiencies in support of the development planned for the project areas.

N. Subsequent Review

The City will review the Land Use Element every five (5) to seven (7) years to determine if land use designations, goals, policies, objectives and implementation measures reflect the changing needs and desires of the community. Subsequent amendments to the Element may be undertaken as a result.

O. Mobilehome Park Conversion Ordinance

Immediately upon adoption of the General Plan, the City will initiate development of a mobilehome park conversion ordinance. The conversion ordinance shall incorporate provisions for review and approval of park conversions consistent with criteria set forth in Policy L 3.3.4, including, but not limited to, the establishment of a relocation fee, the purchase of non-relocatable units which are occupied by low and moderate income households and the provision of information regarding available spaces in the vicinity of the park.

P. Community Design

The City will develop and adopt a Community Design Element which addresses overall community form and function. Standards and guidelines will be included in this Element to ensure that future development is sensitive to and compatible with the natural desert environment, including climatic, environmental and aesthetic conditions.

***Special Policy Area**

SECTION 4: ISSUES AND OPPORTUNITIES

A. Development Patterns

When the City of Palmdale incorporated in 1962, it had a land area of 2.1 square miles. By 1965, the City contained 22.4 square miles, and by 1983 the City had grown to 45 square miles. At the present time, the City encompasses approximately 95 square miles of land, with an additional 79 square miles within the Planning Area (See Exhibit LU-2).

The Planning Area boundaries follow the adopted sphere of influence which extends east to 120th Street East, south to the Sierra Pelona ridgeline and the alignment of Avenue W, west to 100th Street West, and north to Avenues M and L. Within this expanse of 174 square miles, the developed portions of the City occupy a more compact area generally bounded by the Littlerock Wash on the east, the California Aqueduct on the south, and 70th Street West on the west. The northern extent of urban development in Palmdale follows an irregular path from Avenue M in the northwest portion of the City, around existing rural residential areas in the north central portion of the Planning Area, and South of the airport land along Avenue P.

The City's development pattern has been shaped by existing constraints to growth within the Planning Area. To the east, Littlerock Wash forms a natural boundary between urban residential development in Palmdale and rural residential uses in the unincorporated community of Littlerock. This community recently elected a town council which is recognized by Los Angeles County to represent residents on development issues; the town council is currently exploring establishment of rural development standards within Littlerock. It is unlikely that Palmdale will encroach into the Littlerock area within the foreseeable future.

Other established rural communities in or adjacent to the Planning Area have also indicated their desire to maintain lower densities and rural lifestyles. South of the Palmdale Planning Area is the community of Action, and west of the Ritter Ranch Specific Plan is the community of Leona Valley; both communities are represented by town councils and have adopted or are considering rural standards for development in their areas. Within the Planning Area are two other established rural residential neighborhoods; one of these lies south of Pearblossom Highway between 32nd Street East and Cheseboro Road, and the other extends between Avenues M and O-12 and 10th and 30th Streets West.

Both neighborhoods are represented by homeowner's associations who have approved memorandums of understanding with the City of Palmdale regarding development

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affecting their areas. The City has affirmed its intent to preserve these areas from encroachment by incompatible uses.

The City contains several other unincorporated territories which are functionally "islands" under the County's jurisdiction, although completely surrounded by the City. Most of these islands are developed with single family residential subdivisions and are inhabited. These tracts were developed in the 1950's and 1960's under rural County standards, which in many cases required no curb, gutter, sidewalks or street lights, and permitted individual septic systems. As these subdivisions age, the costs of rehabilitating the houses and retrofitting urban infrastructure into these areas increases. In spite of these concerns, however, the City has recently initiated annexation proceedings over eleven County island areas, totaling approximately 1,600 acres and representing a combined population of 9,000. Completion of some of these annexation efforts may be doubtful, due to the preference of some residents to remain unincorporated. However, to provide for more unified municipal service provision and a more cohesive community, it is the City's goal to annex these areas eventually.

Another factor which has shaped growth patterns in Palmdale is the large expanse of airport land in the north and northeastern portions of the Planning Area. More than 22,230 acres lie within Air Force and City of Los Angeles Division of Airports property, extending from Sierra Highway to 100th Street East between Avenue M and Palmdale Boulevard. While industrial development related to the aerospace industry has occurred at Air Force Plant 42, the airport property is largely vacant, supporting minor agricultural uses and sewage treatment facilities. This property acts as a barrier to through traffic, making property along the north edge of the airport land difficult to access from the rest of Palmdale. However, the future airport uses on the site will provide numerous opportunities for economic development within Palmdale and the rest of the Antelope Valley.

Topographic constraints to development exist along the south and west portions of the City in the form of fault zones and foothills of the San Gabriel and Sierra Pelona Mountains. The San Andreas rift zone traverses the Planning Area from northwest to southeast, and is designated as an Alquist-Priolo special study area requiring development setbacks. Within the rift zone are springs and wetland areas which have been preserved through the development process. A number of natural drainage courses and flood hazard areas traverse the Planning Area. Hills and ridges to the south and west of the developed portions of the City rise to over 4,500 feet in elevation, while developed portions of the City generally range in elevation from 2,400 to 2,700 feet. These foothills form an impressive visual backdrop for the community, which will be maintained through implementation of the City's recently adopted Hillside Management Ordinance. Visual, open space and recreational amenities provided by

hillside areas bordering the City have been identified as a significant resource in planning for future development within Palmdale (See Exhibits LU-3 and LU-4).

Along with development constraints, Palmdale's existing configuration has been shaped by major transportation facilities such as the railroad, Highway 138 and the Antelope Valley Freeway. These facilities have influenced the location of commercial and industrial uses within the City, as well as facilitated rapid growth over the last ten years. In particular, the completion of Highway 14 in 1974 provided a major growth inducement for commuters to relocate from the San Fernando Valley and Los Angeles Basin to the Antelope Valley.

Within the more developable portions of the City, including those areas unconstrained by topography, property ownership or environmental constraints, development has occurred in a widely scattered pattern. Dense urban development is interspersed with large expanses of vacant land. Over 75 percent of the land within the Planning Area is vacant (see Table LU-1). Exhibit LU-5 indicates the dispersed distribution of rural and urban development within the Planning Area. In part, the scattered pattern of development reflects the City's transition from a relatively isolated, predominantly agricultural community to an urbanized area. Land in the City's center was subdivided long ago into relatively small lots, suitable to that period and the agriculturally-based economy. Real estate prices in the center of the City are high relative to the size of the lots, and development costs are escalated by the need to retrofit infrastructure such as street widening, and expansion of sewer and water lines. In addition, issues of land use compatibility, access and circulation may complicate land development in infill areas. Thus, there has been a tendency to "leapfrog" over the higher priced land near the center of town, and to develop lower-priced land further out. This trend has been reinforced by the availability of larger tracts of land suitable for single-family subdivisions in these areas. While a large number of affordable housing units have been constructed in this fashion since 1986, the resulting scattered development pattern creates difficulties for the City in terms of efficient provision of municipal services and capital facilities. Additionally, it is more difficult to create a sense of cohesive community, and the viability of retail commercial uses suffers when they are separated by tracts of vacant land. In the future, the City must identify ways to encourage infill of existing vacant areas surrounded by urban development and create a more compact urban form.

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TABLE LU-1

EXISTING LAND USES IN THE PLANNING AREA

<u>Land Use Category</u>	<u>Acres</u>	<u>Percent</u>
Rural Residential (less than 1 du/ac)	1,342	1.2
Single-Family Residential (1-6 du/ac)	10,841	9.7
Multi-Family Residential (7-35 du/ac)	717	0.6
Mobile home (7-18 du/ac)	244	0.2
Commercial	529	0.5
Industrial	1,842	1.7
Public Facility	494	0.4
USAF Plant 42	5,470	4.9
Agriculture	741	0.4
Parks and Open Space	677	0.6
Vacant	<u>88,630</u>	<u>79.5</u>
Total	111,527	100.0

Source: Michael Brandman Associates from survey and aerial photographs, May 1989

B. Growth Trends

Palmdale has experienced the highest growth rate of any City in California since 1980 (586 percent). Although the rate of growth has diminished from 1989 to the present, indications are strong that residential growth will continue, due to relatively low housing prices as compared with the rest of Los Angeles County. Table LU-2 shows the historic population and growth rates for Palmdale from the year of incorporation through 1992.

TABLE LU-2
PALMDALE POPULATION 1962 to 1992

<u>Year</u>	<u>Population</u>	<u>Annual Growth Rate</u>
1962	7,131	Not Applicable
1965	7,476	1.61%
1970	8,511	2.77%
1975	11,400	6.79%
1980	12,277	1.53%
1985	20,397	13.23%
1989	45,859	31.20%
1990	68,842	50.10%
1991	78,046	13.37%
1992	84,238	7.93%

Source: City of Palmdale, 1988 Demographic/Economic Summary

California Department of Finance Population Estimates, 1989-92

A major issue relating to the City's continued expansion is the establishment of logical limits to urban development. In 1992, the City approved City Ranch and Ritter Ranch, two planned communities totaling 12,400 dwelling units on approximately 13,000 acres southwest of the existing City. The annexation of Ritter Ranch to the City has extended the City limits eight miles west of the existing City center. In another action, the 1992 approval of a General Plan Amendment on the east side of Palmdale will permit construction of over 6,000 new dwellings, extending urban development out to 70th Street East. These two actions on the east and west sides of the City will create an elongated pattern of urbanization trending from west to east, constrained on the north by Lancaster and on the south by the foothills. This growth pattern will present specific challenges to the City in terms of meeting residents' needs for accessible services. Residents may avoid driving over ten miles round trip to visit the City library or recreation center, and request decentralization of some of these municipal services. The City should be planning for branch libraries, recreation facilities, fire stations, sheriff substations and adequate commercial centers to meet the needs of its widely-spread population. This planning has already begun on the west side with plans for a branch library in the Ritter Ranch town center; similar planning should also be undertaken for east side areas.

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The limits to Palmdale's expansion over the twenty year planning period are difficult to predict. Change throughout the world, the economy, the political arena and society in general appears to be accelerating, as evidenced by the events of the last two years. Because accurate prediction over twenty years is uncertain, it is recommended that the City review and update its General Plan every five to seven years in order to respond to changing needs of the community. While the land uses shown on the Land Use Plan represent the City's best efforts at predicting ultimate buildout of the Planning Area, a more modest prediction of development trends up to year 2000 would include the following:

1. New housing for first time buyers will be constructed on the east side of Palmdale (east of 47th Street). This is one of the remaining areas of flat, developable land in the City where land prices will support construction of entry level housing.
2. Residential development will continue to expand south into the Barrel Springs and Vincent Hills areas. The principal constraint to growth in these areas is lack of backbone infrastructure planning and construction. If development interests combine their resources to plan for locations and alignments of major facilities, this area will open up for development.
3. Similarly, the southwest portion of the City between Verde Ridge and the southern sphere line, west of Hwy 14 to City Ranch will be a target for urban development if infrastructure is provided. Major improvements to Avenue S, including a freeway interchange upgrade, as well as regional sewage and drainage facility planning, will need to occur prior to opening this area up for development. However, with the approval of City Ranch, development pressures in this area are increasing and should be met with proactive planning of urban infrastructure.
4. City Ranch and Ritter Ranch will begin construction on initial phases adjacent to Elizabeth Lake Road. Adoption of Assessment District 90-1 and the associated improvements to Amargosa Creek will also permit development of commercial and industrial areas downstream, west of the Antelope Valley Freeway.
5. The City will complete annexation of many of the County island areas within the core areas.
6. The City will encourage infill of vacant land and reuse of existing buildings in urbanized areas, in order to strengthen the core areas of the community.

C. Year 2010 and Buildout Projections

Growth projections for year 2010 were based upon extrapolations of growth trends from 1986-1992. Prior to 1986, the City's population growth was slow but steady, reaching a total population of 20,497 in 1985. From 1986 on, however, average annual growth rates increased dramatically, reaching a high of over 50 percent in 1990 (see Table LU-2). The average annual growth rate over the last seven years was 44.71 percent, with an average of 3096 housing units constructed per year over this period. Assuming that housing construction will continue at approximately 3,000 new permits per year through year 2010, the total number of estimated dwelling units at that time is 83,349. Based on the current ratio of 3.17 persons per dwelling unit in Palmdale, total 2010 population is estimated to be 264,216.

Commercial-industrial growth during this period was also estimated using absorption rates established in Palmdale since 1986. Over this period, approximately 75 acres per year was developed with commercial and industrial uses; an average of 53 acres per year of this land was in commercial retail and office uses, and 22 acres per year in industrial uses. Assuming growth in these two sectors is constant through year 2010, the Planning Area would absorb 954 acres of commercial land and 396 acres of industrial land.

Typical trends in high-growth areas are for the residential growth to occur first, followed by an increase in commercial growth, and finally by an increase in industrial growth. For this reason, new communities have generally been rich in housing but deficient in employment opportunities. This growth pattern can be seen in Palmdale's development over the last ten years. Residential growth skyrocketed in the late 1980's. Significant expansions of the retail commercial sector occurred in 1990-91, with the opening of Antelope Valley Mall, the Wal-Mart/Home Depot Center, the Target Center, and the Auto Mall. In the future, Palmdale can expect its industrial sector to catch up with growth in these two areas. To facilitate increased industrial development, Palmdale has undertaken two specific plans for approximately 4,400 acres of industrial land, and has applied for Foreign Trade Zone and Enterprise Zone status. Based upon natural growth cycles for developing cities, and the incentives for industrial development currently being initiated by the City, it is reasonable to assume that industrial absorption rates may be higher than growth trends since 1986 would indicate. Therefore, the 2010 projection for industrial buildout was revised from 22 acres/year to 30 acres per year, yielding an estimated 540 acres of new industrial development.

Employment estimates were calculated using typical building coverage per acre for commercial and industrial land, and assuming 500 square feet per employee for commercial uses and 1,250 square feet per employee for industrial uses. In year 2010, it is estimated that 32,300 commercial sector jobs and 29,053 industrial sector jobs will

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be created, for a total of 61,353 new jobs within the City. The ratio of jobs to housing units in 2010 is estimated to be .74.

At buildout of the 174 square miles encompassed within the City and sphere areas of Palmdale, under the uses permitted by the General Plan, it is estimated that growth in Palmdale could reach the following levels:

1. Number of dwelling units: 139,205
2. Total buildout population: 441,280
3. Total jobs in commercial sector: 103,708
4. Total jobs in industrial sector: 490,470
5. Total number of jobs: 594,178
6. Jobs/housing ratio: 4.26 jobs per household.

These figures indicate a large proportion of land designated for commercial/industrial uses, in relation to the planned number of residential dwelling units. Under the build-out scenario, Palmdale would evolve from a housing rich-jobs poor community to a job-rich community which could potentially attract workers from a regional area. However, the total development of all industrially-designated land on the General Plan map is uncertain, since over 17,000 acres belong to the Los Angeles Division of Airports; plans for this land are unknown at this time. An assumption was made that up to 30 percent of the airport land might develop as industrial uses, with the other 70 percent reserved for airport uses. In order to maximize opportunities to develop this airport and related rail uses, the City has designated ample industrial land within areas which could benefit from airport development while preventing encroachment of incompatible uses into future airport corridors. Until the airport develops, much of the industrially-designated land will undoubtedly remain vacant. It is the intent of the City to review and update the General Plan every five to seven years; revisions to the proposed mix of commercial, industrial and residential land may occur over time in response to development of the airport facilities.

D. Demographic Profile

The City of Palmdale has experienced tremendous growth, due to the in-migration and birth of approximately 71,961 new residents between 1980 and 1991. Over this period, the total number of households increased from 4,711 households to more than 22,000. As this growth occurred, shifts in the demographic characteristics of the population also took place, specifically with respect to age, household composition, ethnicity, employment/commute patterns, income, and education. These trends represent an important factor in anticipating issues relating to development and determining appropriate land uses and policies within the Planning Area. Therefore, a brief overview of demographics within the City has been included in this Section of the Land Use

Element. Data in this section has been taken from the 1980 and 1990 U.S. Census. Table LU-3 has been included for comparison of demographic data between 1980 and 1990.

The population of the City is relatively young as compared to the State of California as a whole. Median age within Palmdale is 27.6 years as compared to 31.5 years for the state. A majority of residents fall within two age classifications: those under the age of 18 and those between the ages of 25 and 44. Approximately 39 percent of residents are between the ages of 21 and 44. This age group represents persons within the child bearing/rearing years; the large percentage of the population within this age group points to continued population growth via births for the foreseeable future. Approximately 35 percent of Palmdale residents are under the age of 18; of that figure, almost 40 percent are under five years of age. Senior citizens (those residents 65 years and over) comprise only 4.8 percent of the total population.

Households within the City are predominantly comprised of families headed by a married couple. Approximately 65 percent of all households are classified as married couple families, while 81 percent of family households are similarly designated. City residents most commonly reside within the context of a household. In 1990, only 80 persons were housed in group quarters not constituting a household. Average household size increased from 2.68 persons per household in 1980 to 3.17 per household in 1990, reflecting the preponderance of young families in the community. (See Table LU-3)

Ethnically, the City of Palmdale is generally homogeneous, with whites comprising approximately 76 percent of the population. The remaining 24 percent includes black, American Indian, Asian and other ethnicities (See Table LU-3). Persons of Hispanic origin are included in each group and constitute about 22 percent of the population. These figures represent a diversification of ethnicity from 1980, when 89 percent of the population was classified as white and those of Hispanic origin accounted for 9 percent of the total population.

As with several other suburban communities within Los Angeles, San Bernardino and Riverside Counties, new residents have been drawn to Palmdale by the availability of relatively low housing costs within a reasonable commuting distance from the Los Angeles basin. It is estimated that 34 percent of Palmdale residents commute to employment centers within the San Fernando Valley and greater Los Angeles area. The combination of limited local job opportunities and higher salaries within the San Fernando Valley and Los Angeles Basin have left many residents with no choice but to commute. Employment within the City has traditionally been related to aerospace and defense industries. However, the population growth of the 1980's brought increases in local jobs related to surface mining and construction. The increased population created

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new demands for consumer goods and services, which in turn increased local employment opportunities in the service sectors.

Approximately 58 percent of the employed persons in Palmdale work in the professional/technical or manager/official categories, with less than 10 percent of the workforce in each of the categories of clerical, sales, crafts, operatives, service workers or laborers.

According to the 1990 U.S. Census, residents of the City of Palmdale are well educated and have incomes in excess of the median County income. Of residents over the age of 18, 82 percent are high school graduates and 51 percent have attended college. Median household income for the City is \$41,974, or \$7,009 more than the median income of Los Angeles County as a whole.

TABLE LU-3

COMPARISON OF DEMOGRAPHIC CHARACTERISTICS BETWEEN 1980 AND 1990

	1980		1990	
DISTRIBUTION OF POPULATION BY AGE				
0-4 Years of Age	903	8%	0-4 Years of Age	8972 13%
5-14 Years of Age	1628	15%	5-14 Years of Age	12900 19%
15-59 Years of Age	3282	62%	15-59 Years of Age	42257 61%
60-64 Years of Age	567	5%	60-64 Years of Age	1524 2%
65+ Years of Age	<u>1075</u>	<u>10%</u>	65+ Years of Age	<u>3264</u> <u>5%</u>
TOTAL	10,866	100%	TOTAL	68,917 100%

DISTRIBUTION OF POPULATION BY HOUSEHOLD TYPE				
Married Couple	2815	61%	Married Couple	14734 67%
Single Parent-Male	55	1%	Single Parent-Male	506 2%
Single Parent-Female	385	8%	Single Parent-Female	1467 6%
Single Householder	162	3%	Single Householder	987 5%
Non-Family Household	<u>1294</u>	<u>27%</u>	Non-Family Household	<u>4316</u> <u>20%</u>
TOTAL	4,711	100%	TOTAL	22,018 100%

DISTRIBUTION OF POPULATION BY RACE				
White	10945	89%	White	52101 76%
Black	420	3%	Black	4398 6%
American Indian	208	2%	American Indian	648 1%
Asian	150	1%	Asian	3030 4%

Other	<u>554</u>	<u>5%</u>	Other	<u>8665</u>	<u>13%</u>
TOTAL	12,277	100%	TOTAL	68,842	100%

People of Hispanic Origin are included in each group and are numbered at 1,147 in 1980 (9%) and 15,154 in 1990 (22%).

YEARS OF SCHOOL COMPLETED FOR RESIDENTS OVER 18

High School (No Diploma)	2569	29%	High School (No Diploma)	7634	18%
High School Graduate	3447	39%	High School Graduate	12858	31%
College (No Diploma)	1863	22%	College (No Diploma)	12518	30%
College Degree	466	5%	College Degree	7525	18%
Post Graduate	<u>405</u>	<u>5%</u>	Post Graduate	<u>1381</u>	<u>3%</u>
TOTAL	8,750	100%	TOTAL	41,916	100%

Source: 1980 and 1990 U.S. Census of Population and Housing

Based upon the preceding demographic profile, the City of Palmdale can be characterized as a young, family-oriented community with a well-educated labor force. The community is comprised primarily of young, first-time homebuyers with small children. Although the community is predominantly white, it has gained in ethnic diversity over the last ten years, particularly with respect to Blacks and Hispanics as a percentage of the population. Based on these characteristics, the following needs for future development and land use have been identified:

1. Emphasis must be placed on the development of local job opportunities, both for current employees and those who will enter the workforce in the next 10-15 years. Based upon citizen surveys conducted by the City, residents have a high level of concern with the time spent commuting to employment out of the area, and the traffic congestion caused by the lack of local employment.
2. The City should work with local school districts to identify current and future school needs. Existing and future sites should be included on the Land Use Map. Future development should be reviewed to ensure that adequate land has been set aside to allow for placement of school facilities. The Public Services Element of the General Plan discusses this issue further.
3. The City must continue to obtain and improve sites for parks and other recreational facilities. Improvements and facilities within the park system should consider the demographic characteristics of the community in defining park needs. The City may wish to consider the use of more neighborhood parks to accommodate the school age population and to further define neighborhoods. Additionally, the City should continue to cooperate with the school districts to

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promote joint use of recreational facilities. In the future, the City may wish to consider construction of a regional recreation or sports complex. These issues will be further addressed in the Parks, Recreation and Trails Element of the General Plan.

4. Bikeways and pedestrian trail systems should be developed to connect residential areas to civic facilities, shopping, and recreational opportunities. This issue is also addressed in the Circulation Element, and will be expanded in the Parks, Recreation and Trails Element.
5. The City should work toward creating a system of branch libraries to serve the residents, as discussed in the Public Services Element.
6. An effort should be made to encourage the incorporation of day care facilities within employment centers and/or individual businesses.
7. There is a need to designate adequate areas throughout the City for neighborhood commercial development and encourage the location of appropriate neighborhood businesses to support residential areas.
8. Development should emphasize those uses which reflect the characteristics and needs of the City's residents.

E. Land Use Trends and Issues

1. Residential Land Uses

Existing residential development within the City of Palmdale is predominantly single family detached housing on lots of 10,000 square feet or less. According to figures provided by the California Department of Finance, approximately 76 percent of Palmdale households were living in single family detached residences. Table LU-4 summarizes the number and percentage by dwelling type within the City of Palmdale.

TABLE LU-4

RESIDENTIAL DWELLING TYPES

<u>Type of Residence</u>	<u>Number</u>	<u>Percentage</u>
Single family detached	21,539	76%
Multi-family units	4,951	17%
Mobile home units	2,004	7%

Source: City of Palmdale Planning Department/California Department of Finance Estimates 1992

Until the mid-1980's, residential land uses were generally located within a core area bounded by Avenue Q, 47th Street East, Avenue S and the Antelope Valley Freeway. This core area contained a variety of residential use types, including apartments, townhomes, and mobile home parks in addition to a high percentage of single family detached residences on lots ranging from 7,000-8,000 square feet in size. More recently, residential development has expanded further to the east, west and south in response to lower land prices, the availability of larger development parcels, and the marketability of hillside (view) lots. Single family residential developments now extend westerly to 70th Street West, and southerly to Pearblossom Highway, and east to 60th Street East. Development west of 50th Street West has been maintained at a density of approximately 2-3 dwelling units per acre, while the southerly expansion has resulted in typical 7,000 square foot lot subdivision with a density of around 4 dwelling units per acre.

The east side of the City of Palmdale is currently under considerable development pressure. Single-family tracts have been constructed from 47th Street East to 61st Street East and, as a result of a 1992 General Plan Amendment, proposals for subdivision have been submitted for parcels as far east as 75th Street East.

Multiple family residential uses have been established in two general areas of the City. One of these areas is bounded by Avenue Q, Avenue R, 5th Street East and 15th Street East. Developments in this area range in size from 3-4 unit infill projects to projects containing more than 100 units. Larger projects have typically been located near Palmdale Boulevard between 5th Street East and 10th Street East, where larger vacant parcels existed. This area has historically contained single-family residences, which are now intermixed with the multifamily projects.

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A second major corridor of multiple family development has occurred along Avenue R, from 15th Street East to 20th Street East. Uses within this area include both apartment projects and a single family attached (townhome) project. Densities within this corridor are around 18-20 units per acre.

Other areas containing concentrations of apartment projects include the areas near Avenue R at Division Street, and south of Avenue S near 10th Street East. Large projects of several hundred units have also been completed within the last several years west of the freeway at 5th Street West and at 25th Street East and Avenue S. Densities of these projects range from 14-18 dwelling units per acre.

There are ten mobile home parks currently located within the City of Palmdale at an average density of 15 dwelling units per acre. Five of these parks are located within a one-half mile radius of the intersection of Avenue R and 40th Street East. Another two parks are located at within the Rancho Vista Specific Plan area, west of 45th Street West. The remaining parks are scattered throughout the City. A majority of these mobile home parks were developed under Los Angeles County and were subsequently annexed to the City.

Residential land uses within the sphere of influence portion of the Planning Area are primarily located within two areas known as the Southside and Westside areas. Each of these areas is rural in nature and is comprised of parcels ranging from 1-5 acres. Most of these lots were created through sectional subdivisions approved prior to enactment of the State Subdivision Map Act. Access to these areas is generally via unimproved local private streets; however some arterial streets exist within these areas, but lack full right-of-way improvements. Each of the areas is the subject of a Memorandum of Understanding approved by the City and affected homeowners' groups, in which both parties agree to preserve rural lifestyles and prevent encroachment by incompatible uses.

**Table LU-5
Existing Mobile Home Parks**

1.	Domenic's Adult Mobile Home Estates 38015 30th Street East (8.25 du/ac density)	*11.	Alpine Village Mobile Home Park 36211 Sierra Highway (4.24 du/ac density)
2.	Grecian Isle Mobile Home Community 444 East Avenue R (7.85 du/ac density)	*12.	Antelope Valley Center 8807 East Palmdale Boulevard (11.5 du/ac density)
3.	Sierra Vista Mobile Home Estates 3255 East Avenue R (9.6 du/ac density)	*13.	S-B Trailer Park 38525 90 th Street East (11.3 du/ac density)
4.	Sagetree Village Mobile Home Community 3524 East Avenue R (16.0 du/ac density)	*14.	Telstar Trailer Park 343 East Avenue Q (7.5 du/ac density)
5.	Almond Heights Mobile Estates 40701 Rancho Vista Boulevard (6.6 du/ac density)		
6.	Rolling Hills Estates 1030 East Avenue S (6.1 du/ac density)		
7.	Palmdale Mobilehome Park 38015 65th Street East (7.8 du/ac density)		
8.	Ponderosa Vista 5200 Entrar Drive (5.9 du/ac density)		
9.	Thousand Elms Mobile Lodge 37311 North 47th Street East (9.3 du/ac density)		
10.	Joshua View Mobilehome Park 6150 East Avenue T (24 du/ac density)		

* Mobilehome/Trailer parks within the Planning Area

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Rates of residential development have diminished since 1989, due in part to a slumping economy and related financial impacts. However, because of Palmdale's location within the Los Angeles area and its large supply of residential property, it is anticipated that residential development will remain strong as compared to Los Angeles County median growth rates.

During the mid-1980's, a major emphasis was given to the construction of larger homes within the City, particularly on the west side. This development was the result of increasing resale values within the San Fernando Valley and the desire of homebuyers for larger homes and lots. As a result, average home prices within the City as a whole steadily rose from mid 1985 to 1989. This "executive" home market depends heavily on move-up buyers reinvesting equity from previous homes; development of this market has depended greatly on property sales within the Los Angeles area. However, this market will not be solely dependent on the greater Los Angeles area in the future. With the tremendous growth within the City and Antelope Valley, a move-up market has been created within the local region.

While the first-time home sales market has remained strong, development of "executive" homes within the City has leveled off; increasingly, developers have been downsizing homes on previously-approved tract maps to attract the first-time buyer. These trends indicate that the Palmdale residential market will be driven by the first time and first step move up buyer for the next few years. These homes are typically 1,700 square feet in size and are located on lots 7,000 square feet in area.

Significant development of multi-family projects is not anticipated for the next several years. Almost 4,500 multiple family units were constructed between 1980 and 1990. The 1990 Census indicated a 12 percent vacancy rate within rental units in the City. While recent figures from the California Department of Finance indicate that the vacancy rate has dropped to 10.1 percent, this figure still represents a 5-7 percent higher vacancy rate than other cities within Los Angeles County. Given the vacancy rate and limited absorption, it appears that there will be less emphasis in the next few years on the construction of new apartments.

Because of these vacancy rates and changes in federal tax laws, a number of property owners have expressed a desire to convert existing apartments to airspace condominiums. Condominium conversions represent a challenge to the City in the form of long term maintenance and potential reduction of affordable rental housing. Policies regarding conversion are contained within the Housing Element.

As housing costs have steadily risen within the City, new housing types have emerged. Detached condominiums, attached single family residences, airspace condominiums and manufactured home projects are currently being considered. Each of these

housing types offers an element of affordability which may not be available in typical single family detached neighborhoods. However, it is not apparent that the population characteristics of the residents and suburban character of Palmdale will accommodate significant absorption of these housing alternatives in the coming years, since recent reductions in housing prices have made detached homes more affordable. Although there appears to be a limited market for these housing alternatives, land uses and policies should be established to allow for the development of non-typical housing units, provided that design, aesthetics and recreational amenities meet the needs of residents within these developments.

In 1992, the City approved City Ranch and Ritter Ranch, two planned communities within 13,000 acres to the southwest of the existing City. These projects will ultimately create an additional 12,400 dwelling units within the City. In addition, other master planned projects including the Santa Fe Hills Specific Plan area have been proposed. These projects represent a trend throughout the State of California toward the development of large properties as master planned communities. The master plan concept incorporates schools and other public uses, recreational facilities, and commercial uses to create cohesive neighborhoods served by conveniently supportive uses. Additionally, master planned communities offer an opportunity to develop master infrastructure plans with a greater economy-of-scale. These residential Specific Plan areas are anticipated to result in the development of a variety of residential types within the City for the next 20 years.

This section has addressed general trends in residential development within Palmdale; further discussions of needs with respect to specific housing types and locations are included in the Housing Element.

2. Commercial and Office Land Uses

a. Types, Intensity and Distribution of Existing Uses.

In the past, commercial activity within the City developed primarily in linear patterns along Palmdale Boulevard and Sierra Highway, serving the need of the adjacent neighborhoods. As the community grew during the 1970's, traveler-related activities such as motels and gas stations continued this pattern creating the Palmdale Boulevard commercial corridor. Today, Palmdale Boulevard and Sierra Highway are established as the City's downtown area and offer a wide variety of general retail and commercial activities such as used car sales, auto repair, appliance and furniture stores, banks, medical and dental clinics, restaurants and motels.

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The corridor along Palmdale Boulevard has an average depth of 660' to the north and south, and the developed area extends approximately four miles, from 5th Street West to approximately 35th Street East. The north/south corridor (Sierra Highway) extends from Avenue Q on the north, south to Avenue R, spreading from 6th Street East to 9th Street East. A variety of architectural styles, ranging from Spanish-mission to contemporary, mix with older structures, reflecting four decades of the City's growth.

Rapid residential growth in the mid-1980's created a demand for more neighborhood commercial centers in central Palmdale. In addition, growth in the City's outlying areas resulted in the creation of new neighborhood shopping centers located away from the Palmdale Boulevard commercial areas. In response to this need, successful neighborhood shopping centers were established at key intersections throughout the City including the southwest corner of 47th Street East and Avenue S; the northeast corner of 30th Street East and Avenue S; both the northeast and northwest corners of 25th Street East and Avenue S; the northeast corner of 10th Street West and Palmdale Boulevard; and the northwest corner of 30th Street West and Rancho Vista Boulevard. A typical neighborhood shopping center is located on ten to fifteen acres and contains a supermarket, drug store, restaurants, dry cleaner, doughnut/coffee shop, video rental, real estate office and other similar consumer oriented businesses.

The most recent efforts of the City to attract more commercial activities can be seen in the regional commercial sector. The 127-acre Antelope Valley Mall is located at the northwest corner of 10th Street West and Avenue P. Phase I of the development contains 769,956 gross square feet anchored by four major department stores and approximately 100 mall stores. Phase II-A, scheduled for completion in the Fall of 1992, will add a fifth department store consisting of 78,000 square feet. Approved plans indicate the remainder of Phase II will construct three additional department stores and additional mall stores. At the completion of Phase II, the Antelope Valley Mall will include approximately 1.48 million square feet of enclosed mall. In addition, a series of outparcels have been created surrounding the mall and contain a restaurant row plus other complementary mall uses. To date, four of these parcels are developed and two more parcels are completing construction. The outparcels will add approximately 152,000 square feet of floor area for a total of 1.64 million gross square feet within the Antelope Valley Mall, providing one of the largest planned malls in Southern California.

Other notable regional commercial activity includes development of the 68-acre Antelope Valley Auto Center. This master-planned retail automotive sales and leasing center can accommodate up to 15 auto dealership franchises. Presently five dealerships are operating in the center selling 15 product lines. The auto center is generally located between Avenue P-8 to the north, Freeway 14 to the east, Avenue Q to the south and 5th Street West to the west.

With the adoption of the 756 acre Palmdale Trade and Commerce Center (PT&CC) Specific Plan in July 1990, the City has clearly indicated its desire to be the Antelope Valley's leader in regional commercial activity. The PT&CC Specific Plan area is generally located between Avenue P to the north, 10th Street West to the west, Palmdale Boulevard to the south and Division Street to the east. One commercial shopping center containing approximately 350,000 square feet of gross floor area at the southeast corner of 5th Street West and Avenue P has been completed since the adoption of the PT&CC Specific Plan. Phase I of a 554,230 square foot shopping center located at the northeast corner of 10th Street West and Avenue P-8, has also been completed, with the opening of 114,336 square feet of space. The Specific Plan promotes regional commercial activity and mixed use development and provides a comprehensive approach to infrastructure planning and financing.

During the past decade, the City has experienced an exceptionally high rate of residential growth spreading east, south and west of the urban core. This growth has resulted in a need for neighborhood commercial centers within these newly developed outlying areas, particularly within the western portion of the City, where revenue loss (sales tax leakage) to adjacent Los Angeles County and City of Lancaster commercial areas is occurring.

According to the Semi-Annual Retail Survey conducted by the Charles Dunn Company in Fall 1991, retail development in Palmdale has a slightly higher (9.3 percent) vacancy factor than Lancaster (6.8 percent) and the overall Antelope Valley (8 percent). A high vacancy rate was clearly noticeable in a recent windshield survey conducted by the City of Palmdale Planning Department within the area bounded by Avenue Q, Palmdale Boulevard, Sierra Highway and 10th Street East. There is a need to remedy this vacancy rate, particularly in downtown Palmdale.

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Due to the recent development of the Antelope Valley Mall and two other high volume retail centers, the area bisected by the Antelope Valley Freeway from Avenue P south to Palmdale Boulevard has emerged as a regional commercial corridor. Given the City's expansion to the south, east and west, coupled with high growth in the unincorporated County areas east and south of Palmdale, there is a need for additional regional commercial designations on the southeastern fringe of the City.

The City of Los Angeles Department of Airports owns approximately 17,750 acres earmarked for a regional airport within the general area of Avenue M, 30th Street East, Avenue P-12 and 100th Street East. In order to provide access to the future regional airport from the greater Los Angeles area, re-routing of Highway 138 from its current Palmdale Boulevard alignment to a future alignment along Avenue P-8 is being considered by Caltrans. Should the realignment occur, there would be a need for highway oriented commercial uses within the proposed freeway corridor.

A 1991 survey prepared by Antelope Valley Local Development Corporation, entitled "Space - The Final Frontier", indicates that the percentage of employed residents who commute out of the area to work grew from 28 percent in 1987 to 34 percent in 1990. The report further revealed that 50 percent of the recent population growth consisted of commuters. A large number of Palmdale commuters traverse Avenue S and Pearblossom Highway toward the Antelope Valley Freeway. Commercial services along these arterials would save commuters time spent before and after work traveling to tend to their shopping and other consumer needs. This need is further strengthened due to the residential expansion to the south within the City of Palmdale and the unincorporated portions of Los Angeles County.

In annexing unincorporated areas of the County, the City often inherits non-conforming commercial structures. There is a need to address various issues, including parking, accessibility and the appearance of these structures.

Storefront retailers include those outlets that display merchandise sold to end-use customers. The strongest sales tax producers in this segment include auto dealerships, department stores, factory outlets and membership warehouse clubs. These retailers attract consumers from a wider trade area. Due to tremendous population growth in Palmdale and the entire Antelope Valley area, Palmdale has a need to attract more

department stores, a factory outlet mall and a membership warehouse to serve the community's needs while retaining sales tax dollars in Palmdale.

3. Industrial and Business Uses

Aerospace and related industries dominate the industrial and business sector in Palmdale. U.S. Air Force Plant 42, located within the north central portion of the City, provides facilities for a majority of aerospace industries. Presently, Northrop Corporation and McDonnell Douglas Corporation are located within Plant 42. The Lockheed Corporation leases some facilities within Plant 42 and also owns additional facilities and operates on land located southwest of Air Force property. Rockwell International facilities are located to the southeast of Plant 42 on land leased from Los Angeles City Department of Airports. In addition, there are several other ancillary aerospace manufacturing facilities operating within the community.

Another predominant industrial use operating in the City of Palmdale is sand and gravel mining and related uses (see Exhibit LU-6). There are six mining operations located along the Little Rock Wash on the eastern edge of the City, and one mining operation located on the west side of the City at 70th Street West, south of the California Aqueduct.

Other industrial businesses in the City are categorized as multi-tenant and single-tenant users. Currently there are over 550,000 square feet of multi-tenant industrial space located within the Palmdale Planning Area. The majority of these business and industrial parks are located west and south of Plant 42 and range in size from 8,000 square feet up to 80,000 square feet. Additionally single-tenant industrial users from 10,000 square feet to 68,000 square feet operate over 300,000 square feet of industrial business in the City. The majority of these businesses are located in an approximately four square mile area bounded by Avenues P and Q, and Sierra Highway to 30th Street East. A large number of industrial businesses are also located along 6th Street East, many of which have operated since the time of the City's incorporation thirty years ago.

Based on California State Mining and Geology Board Guidelines for Mineral Resource Zones (MRZ) the Palmdale Production-Consumption region falls into MRZ-2 category and extends over 37 square miles within the general area of Little Rock Wash. In addition, there are six concrete batching operations, three asphalt batching operations and one concrete pipe manufacturer located within the Little Rock Wash area.

A majority of industrial land in Palmdale is located north of Avenue Q and east of the Antelope Valley freeway surrounding Air Force Plant 42. The Amargosa Creek runs from south to north within the western portion of this general area. Due to the creek's location, a large portion of the area lies with the exception of the land east of Sierra

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Highway, within a flood plain, creating a need for major flood control improvements prior to development of the area. In addition, other than Sierra Highway, 50th Street East and 90th Street East, this area lacks a north/south transportation network, resulting in a need to define a network of roadways capable of carrying future traffic volume. Other infrastructure needs are water, gas, and electricity to support the City's future industrial base.

The Antelope Valley's rapid residential growth has created a job-housing imbalance within the area. To address this imbalance, Palmdale is making an effort to attract more businesses to create new jobs; this effort is not without competition. The City of Lancaster, along with other neighboring areas such as the Victor Valley, Inland Empire and San Fernando Valley are competing with Palmdale in attracting business and industry. It is anticipated this trend will continue into the 21st century.

Small industrial uses continued to grow during the latter part of the 1980's as compared to the large scale industrial uses. Due to a favorable business climate, continuance of this trend is anticipated.

Aerospace research and development will continue to grow in Palmdale. This trend can be seen in the recent efforts by the Lockheed Corporation to relocate their Skunkworks Division from Burbank. Due to recent world events, it is anticipated that changes in research and development within the major aerospace manufacturing companies may be forthcoming. With the resources and knowledge currently available, the aerospace industry has the opportunity to convert its skilled labor force and available manufacturing facilities to develop better means of transportation.

The City of Los Angeles Department of Airports will continue to make progress towards building the proposed regional airport in Palmdale in the years to come. In addition to a regional airport, Caltrans' decision to reroute Highway 138 along the alignment of Avenue P-8 could provide the additional roadway network needed to promote development of the industrial area surrounding Plant 42.

Because of the high competition for new employers, a need exists for the City to develop an incentive portfolio to attract businesses.

There is a need to provide a framework for protection of the mining areas in the City. Operators are experiencing increased pressure from residential development and water purveyors to curtail their activities. Protection of this area is necessary in order to ensure that this valuable resource is available for future generations.

4. Economic Development:

The City of Palmdale has established four Redevelopment Project Areas within its boundaries. These areas, administered by the Palmdale Community Redevelopment Agency, cover 8,500 acres of both developed and vacant properties (refer to Exhibit LU-1). Because a portion of the property tax revenues generated within the project areas is retained by the Community Redevelopment Agency, the City can offer certain incentives to potential developments locating within these areas. These incentives include provision of infrastructure, reduction of processing fees, and loans, among others. The use of public financing to construct backbone infrastructure has been utilized in the past to attract commercial enterprises to the City; funds in several of the project areas have been obligated to pay for previously issued bonds. In the future, the range of incentives which can be provided will be a useful tool to attract and retain businesses in the community.

Retention of existing business and assistance to new businesses will be critical in the future if job flight from southern California and the United States continues to occur. Presently, the City is aggressively working to attract new industries and commercial enterprises into the City. Programs which support existing local businesses will become increasingly important in the future.

Attracting new businesses to the area will become increasingly challenging as competition heightens between municipalities throughout the Southwest for a limited number of industries. The City of Palmdale has many advantages in this competitive atmosphere: competitive land prices, a well educated workforce, an extensive transportation network, good air quality, and large expanses of areas of raw land. In addition, a variety of activities and programs are being established to increase the City's competitive edge. The City is actively pursuing applications for designation of certain territories as an Enterprise Zone and a Foreign Trade Zone. These types of designations, supported by on-going City programs, will maintain Palmdale's competitive advantage in attracting new businesses to the City.

Commercial buildings within the City's core area are experiencing higher rates of vacancies than those within newer commercial centers. Programs aimed at revitalizing the core area will assist in maintaining the City's economic viability and provide opportunities for related cultural and social activities. Flexible standards, incentives for infill development, and development of a Civic Center Complex and multi-modal transportation facility will help to facilitate business activity in the downtown area.

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5. Public Facilities and Open Space

a. Public Facilities

The General Plan Land Use Map recognizes a number of public facilities throughout the Planning Area, including schools, hospitals, water and sewer treatment facilities, the Civic Center Complex, Park and Ride, cemeteries, and the landfill site. The areas presently designated on the land use map as public facilities represent existing facilities or locations where these facilities are presently anticipated to be built. Where precise locations of future facilities have not yet been identified, these uses have not been shown on the land use plan; therefore, the land use plan does not necessarily identify sufficient public facilities to service the anticipated buildout population of the General Plan. In addition, there are certain public facilities which are not represented on the Land Use Plan at all. These facilities include flood control facilities, maintenance yards, fire stations and sheriff's stations. These facilities are not identified because the locations of new facilities have not yet been specifically determined.

The following discussion describes the land use issues relating to these facilities and the anticipated trends for provision of service as the City develops. Additional information on infrastructure issues is contained in the Public Services Element.

Schools: The land use map presently identifies 29 school sites; an additional 10 sites are located within the Ritter Ranch, City Ranch and Santa Fe Hills Specific Plan areas. In general, these sites are located within or adjacent to developed residential areas. These sites represent built school sites and sites which have not yet been developed but are presently owned or promised to the various school districts. However, even the use of all these sites will not provide sufficient school facilities to accommodate the student population which could be generated by this General Plan. Therefore, additional school facilities will be required. Location of these additional facilities should consider interface issues such as the noise environment, surrounding traffic levels, and compatibility with adjoining uses.

Hospitals: The Land Use Plan identifies two hospital sites. One site contains the Palmdale Hospital Medical Center, located south of Avenue S between 10th Street East and 20th Street East; the other site, located north of Avenue P, west of Division Street, represents a proposed hospital site. Together, these facilities will provide approximately 240 hospital

beds for local residents. Considering the population which could result from buildout of the General Plan, additional hospital facilities will be needed to meet the demands on this service. Land use considerations for siting these facilities should include location of fault zones, traffic impacts, and compatibility with adjacent uses.

Water Treatment Facilities: Water Treatment Facilities shown on the Land Use Map include the Antelope Valley-East Kern (AVEK) Facility located at Avenue N, west of 65th Street West; Acton Treatment Plant located on Sierra Highway where it is crossed by the Aqueduct Siphon; and the Palmdale Water Treatment Facility located south of Avenue S near 5th Street East. Potable water from these treatment plants is stored in numerous water reservoir sites (water tanks) located throughout the City. These facilities provide the bulk of treated water to Palmdale residents and businesses. The present facilities are sized to accommodate current demands for treated water; however, future growth will require expansion of existing facilities or construction of new facilities. In addition, the water delivery infrastructure will also need to be expanded to accommodate the increased demands. Future water treatment facilities may locate near the California Aqueduct in order to take advantage of the imported water it delivers.

Sewer Treatment Facilities: The Los Angeles County Sanitation District's Wastewater Treatment Facility is located north of Avenue P, east of 30th Street East. This facility was recently expanded to a capacity of 8 million gallons per day of effluent. Although this facility is presently capable of processing the effluent generated by the current population, additional expansion or new facilities will be required to support future populations. Location of future wastewater treatment facilities will be constrained by topography and interface issues with adjacent properties. In order to utilize gravity flow infrastructure systems, any future facility will have to be located at an elevation lower than the area it is designed to serve. Therefore, locations toward the northern portion of the City are most appropriate. In addition, concerns regarding odor generation, sludge composting, and spreading areas must be considered in locating a new treatment facility.

Civic Center Complex: The land use map calls out the present Civic Center Complex, composed of the Administration Building, the Public Works Building, the Cultural Center and the Library. In addition, a branch library site has been identified within the Ritter Ranch Specific Plan area. For the most part, the existing government facilities do not provide

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adequate space for the various City departments. This is evidenced by the fact that the Finance Department, Personnel Department, Planning Department, Engineering Department and the Parks and Recreation Department are located at separate facilities, physically removed from the main Civic Center Complex. Therefore, the existing civic center facilities should be expanded to provide for the efficient administration of the City government, and to accommodate the necessary increases in services which will be demanded by the increased population. This expansion could occur either by creating a large centralized complex, by providing satellite government centers throughout the City, or by utilizing a combination of both techniques. At the present time, the City is committed to constructing a Civic Center Complex at the present location of the City Hall facilities. To begin this effort, the City has prepared a Civic Center Master Plan as a starting point to address site planning, space needs, and land acquisition needs. This plan identifies a large, centralized civic center site reaching from Sierra Highway to 10th Street East and from Avenue R to Avenue Q-6. One issue related to implementation of this plan includes the removal/relocation of existing businesses and residential units located within the proposed Civic Center site. Although these residential units are older, they provide housing for low income residents. In addition, there is a need for a multi-modal transportation facility in the downtown area of Palmdale. This facility, depending on its ultimate location, could be connected to the Civic Center Complex through a pedestrian mall concept. These two land uses will help to maintain the economic integrity of the downtown area.

Park and Ride: The existing Park and Ride, located south of Avenue S near 5th Street East, is shown on the land use map. This facility contains 700 spaces to provide off-street parking for commuters traveling to the Los Angeles area. As the population continues to grow, more park and ride facilities may be needed. The location of these facilities should consider access to the freeway and proximity to residential areas where commuters dwell. Park and Rides are discussed in more detail in the Circulation Element.

Cemeteries: There are two cemeteries identified on the Land Use Map; one is located north of Avenue S near 20th Street East, and the other is located south of Avenue S near 25th Street East. Although the Planning Area population is expected to increase dramatically, the demographic profile of the current population does not indicate a substantive need for new cemeteries at the present time. If new cemeteries are located in the Planning Area, their location would have to consider the compatibility with

adjacent uses and the suitability of the site considering the surrounding terrain.

Landfill Site: The Antelope Valley Landfill is located on the south facing slope of Verde Ridge. Access to the facility is provided via City Ranch Road. The site now covers 65 acres; however, Los Angeles County recently approved a request to expand the size of the facility by 75 acres, and increase the amount of solid waste which it may accept by 105 million tons. Therefore, for the foreseeable future, this facility will be able to accommodate most solid waste disposal demands generated by the City's population. The facility cannot, however, accept hazardous, infectious or radioactive wastes. Those categories of waste which are generated within Palmdale will have to be disposed of outside of the Planning Area. The life of the landfill will be prolonged by the City's compliance with Assembly Bill 939 which requires significant reductions in the amount of solid waste which reaches the landfill. However, compliance with this legislation will likely result in a need for additional solid waste facilities beyond the landfill itself. These facilities could include materials recovery facilities, transfer stations, or composting sites. These facilities are not bound to the landfill location; they may be constructed wherever appropriate. The land use issues related to their placement include compatibility with adjacent uses in terms of the increased truck traffic, blowing debris and the generation of objectionable odors which could accompany the operation of these facilities.

With regard to the landfill itself, there are certain interface issues which should be addressed when considering adjacent development. At the present time, the surrounding land use designations provide for development of single-family residences. The City Ranch South Specific Plan, located to the west of the landfill property, was required to provide a 1000-foot buffer between the landfill property and residential dwellings. A similar buffer should be considered on other nearby developments in order to minimize interface problems such as blowing dust and debris, vectors, odors, and truck traffic.

Flood Control Facilities: Flood Control facilities are not specifically identified on the land use map; however, these structures are public facilities. The City's Master Plan of Drainage and Drainage Management Plan provide a framework for constructing flood control structures throughout the City. These facilities consist of drainage pipes and channels which conduct storm water runoff to regional detention basins. Implementation of these plans are on-going; there are four regional

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detention basins constructed throughout the Planning Area, four more are anticipated for construction within the next year, and four more are contemplated by the plans but have no established construction schedule. With regard to the Amargosa Creek Drainage, Assessment District 90-01 is presently proposed to fund many of the necessary drainage improvements. Also, at the present time, small in-tract detention basins are utilized to capture the incremental increase in storm water runoff generated by development. Many of these local basins are being retrofitted for greater efficiency to enhance the capability of the existing storm drainage system.

A challenge to implementing the Master Plan of Drainage will be the need to acquire property for construction of the basins, and easements for conveyance of the drainage flows. As the City develops, the need for these facilities will increase, yet less vacant land will be available on which these facilities could be constructed. In addition, connecting flood control channel through the built portions of the City will be difficult, in many cases, to accomplish because they will either have to be placed underground or they will displace structures and/or streets.

One means of minimizing the cost of providing flood control is to combine storm water retention with recreational uses so that land acquisition costs are not solely attributed to drainage purposes. The joint use of basin sites as both play areas and detention basins will provide multiple benefits to Palmdale residents at a cost which is less than acquiring separate sites for each use.

Maintenance Yards: As the City assumes the increasing responsibility of maintenance of public areas, the need for public works maintenance yards will increase. At the present time, maintenance equipment is stored and repaired at a small yard located in Courson Park. In addition, a public works maintenance yard has been identified within the City Ranch Specific Plan area, and a yard of approximately 1/2 acre is planned to be included in Palms Park. Additional yards may be required to provide for the equipment and manpower necessary to maintain City parks, streets, and landscaped areas. As these yards are sited, equipment noise and traffic will need to be addressed.

Fire Stations/Sheriff's Stations: Presently, there are three fire stations located within the Planning Area. In addition, a new fire station is proposed on Avenue S near 27th Street East and potential sites within Palms Park at 57th Street East and Avenue R and within both the Ritter

Ranch and City Ranch Specific Plan areas have been identified. The Los Angeles County Sheriff's Department has recently established a substation in temporary quarters located at the southeast corner of Palmdale Boulevard and 10th Street East. These facilities are adequate for present needs. However, as the City grows, new fire stations and sheriff's facilities will be necessary.

b. Open Space

The General Plan Land Use Map designates a limited number of areas as open space. These areas include community and neighborhood parks, golf courses, portions of Ritter Ranch, portions of City Ranch, Alpine Butte, and Lake Palmdale. Except for the active parks and golf courses, these areas will be preserved in their present natural condition, with little or no development allowed. At the present time, extensive tracts of vacant land provide for "de facto" open space because development pressures have not yet impacted these areas. Because of the preponderance of vacant land surrounding the developed portion of the City, the physical sense of openness will be retained for many years. In addition, there are other features which will contribute to creating a sense of openness which will offset the regimented perception which often accompanies development. These features include greenbelts, utility corridors, and the California Aqueduct.

There are opportunities to utilize areas which are constrained from development by topography, faults and flood hazards to create an open space network which can support trails and passive recreational uses. These areas are not identified because their locations have not yet been specifically determined. The following discussion will describe the issues surrounding the preservation of open space throughout the Planning Area.

Designated Open Space Areas/Parks: The Land Use Map designates 9,458 acres as open space. Of this area, approximately 1,500 acres will be developed as active parkland or golf courses. These parks will provide active recreational facilities to support the existing population and a large portion of the anticipated population of Palmdale. However, based on the City's standard of five acres of parkland per 1,000 population, additional active park acreage will be required in the future. The goals, objectives and policies for parks and recreation amenities will be more fully provided in the Parks, Recreation and Trails Element.

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The golf courses included in the Planning Area include Desert Air Golf Course, the Antelope Valley Country Club Golf Course, and golf courses proposed in the Ritter Ranch, City Ranch and Rancho Vista Specific Plans.

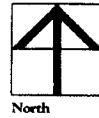
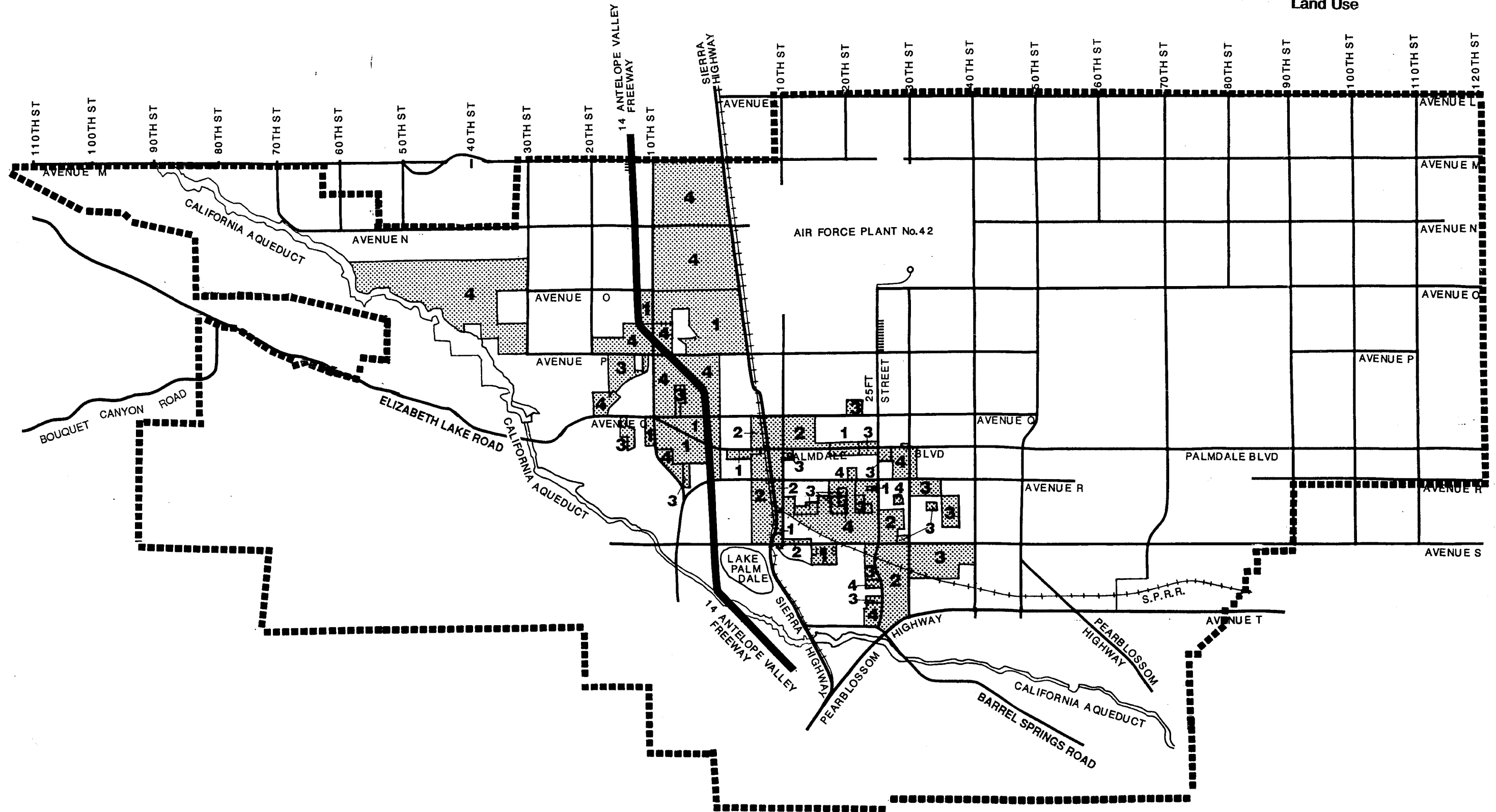
Within the City Ranch and Ritter Ranch Specific Plan where development rights have been transferred from the open space areas to the areas proposed for development, the area designated as open space will be preserved in its entirety. Remaining areas within the Planning Area designated as open space are under public ownership and will be maintained in their natural state.

Open Space Network: Throughout the San Andreas Fault zone, the hillside areas, and natural drainage areas such as Little Rock Wash, there are areas constrained from development. These locations contain fault traces, steep slopes, or areas subject to flooding. Although these areas are not suitable for development, they provide an excellent opportunity to create open space buffers in proximity to developed areas. These sites become even more valuable in terms of promoting biological diversity when they act to connect larger open space areas through a system of open space corridors. Therefore, creation of an open space network linking large open space areas should be encouraged.

Vacant Land: At the present time, vacant land comprises the bulk of the acreage within the Planning Area. Although there is little economic value derived from the vacant areas, they contribute significant aesthetic value to the community. The vacant areas help to break up the often monotonous visual effects of development. Though most of the vacant areas support designations which will allow development in the future, it is likely that much of the areas presently vacant, such as the Palmdale Regional Airport site, will remain vacant for many years to come.

California Aqueduct/Utility Corridors/ Greenbelts: The California Aqueduct, the natural gas line easement along Avenue S, and the electrical transmission lines which traverse the western and southernmost portion of the City are examples of physical structures which provide an additional sense of open space. Because these areas will not be developed, they will form a visual break from the uniform character of adjacent development. In addition, these open corridors can provide opportunities for future trail connections throughout the Planning Area. Although there are presently no examples of greenbelts in the City, the General Plan encourages their use in residential areas.

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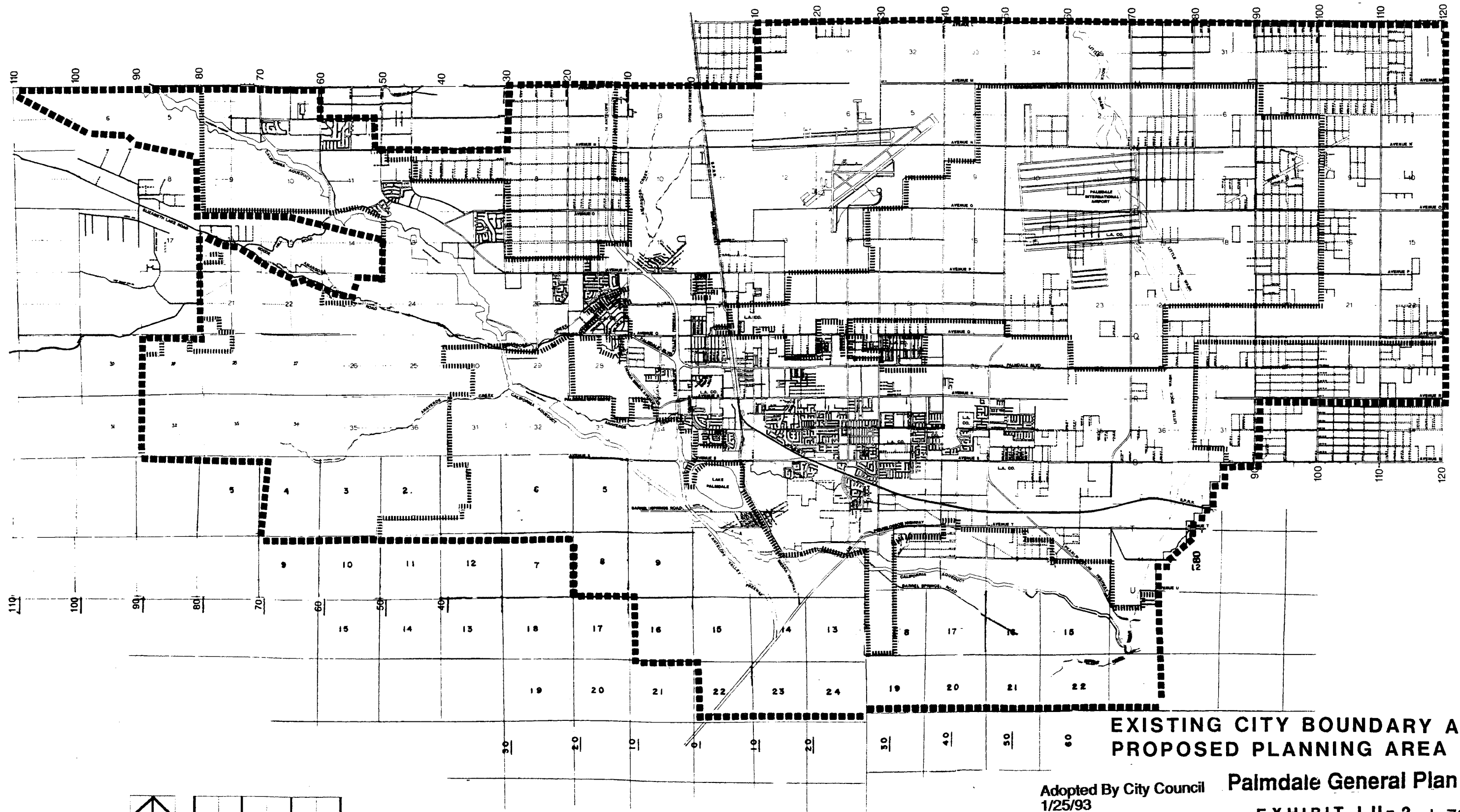
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 REDEVELOPMENT PROJECT AREAS

Redevelopment Project Areas
Palmdale General Plan

Adopted by City Council
 1/25/93

EXHIBIT LU-1

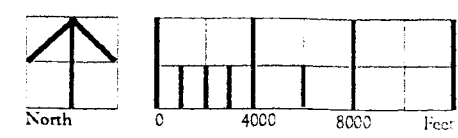


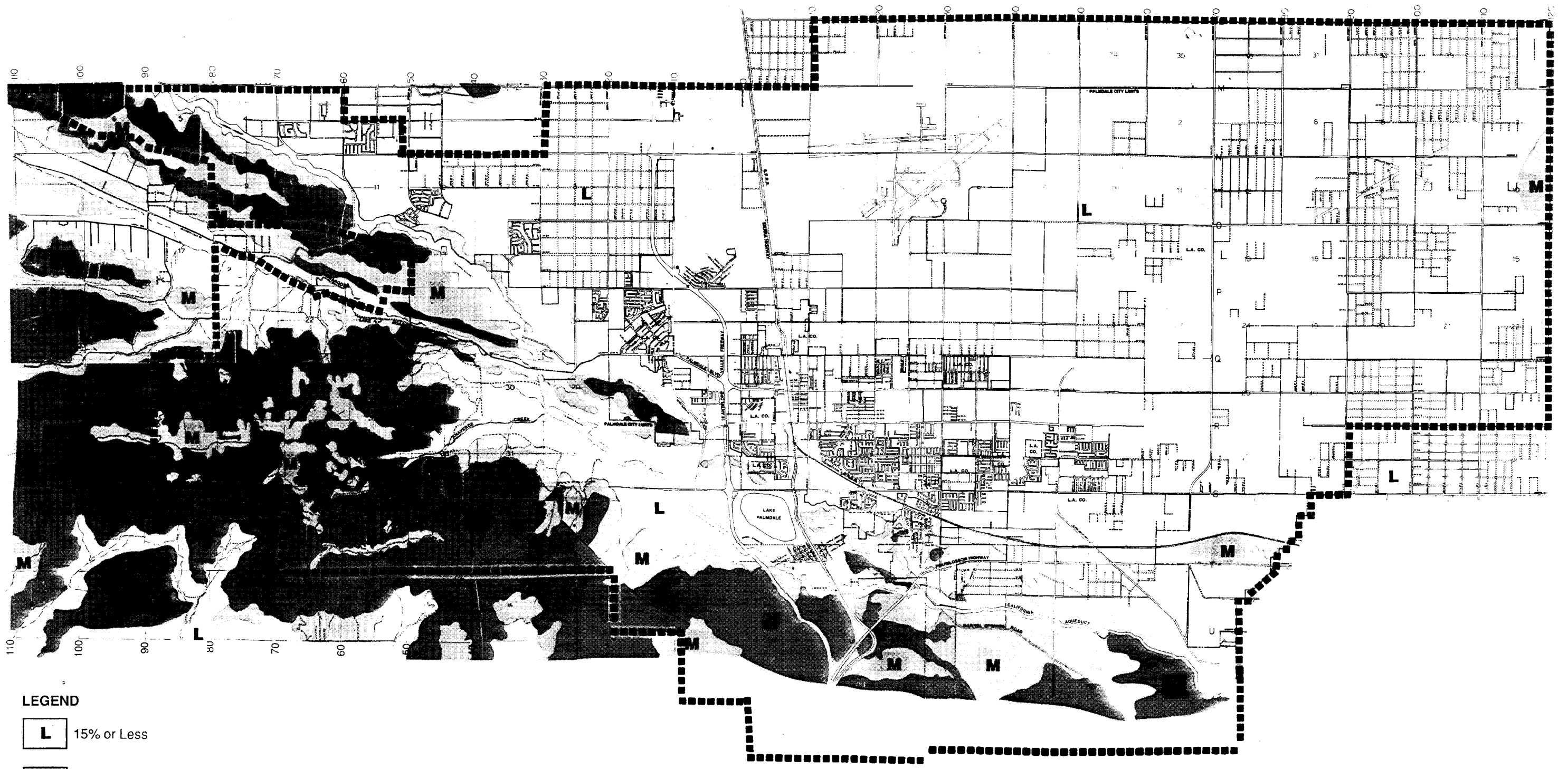
**EXISTING CITY BOUNDARY AND
PROPOSED PLANNING AREA**

Adopted By City Council
1/25/93

Palmdale General Plan

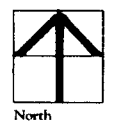
EXHIBIT LU-2 L-73





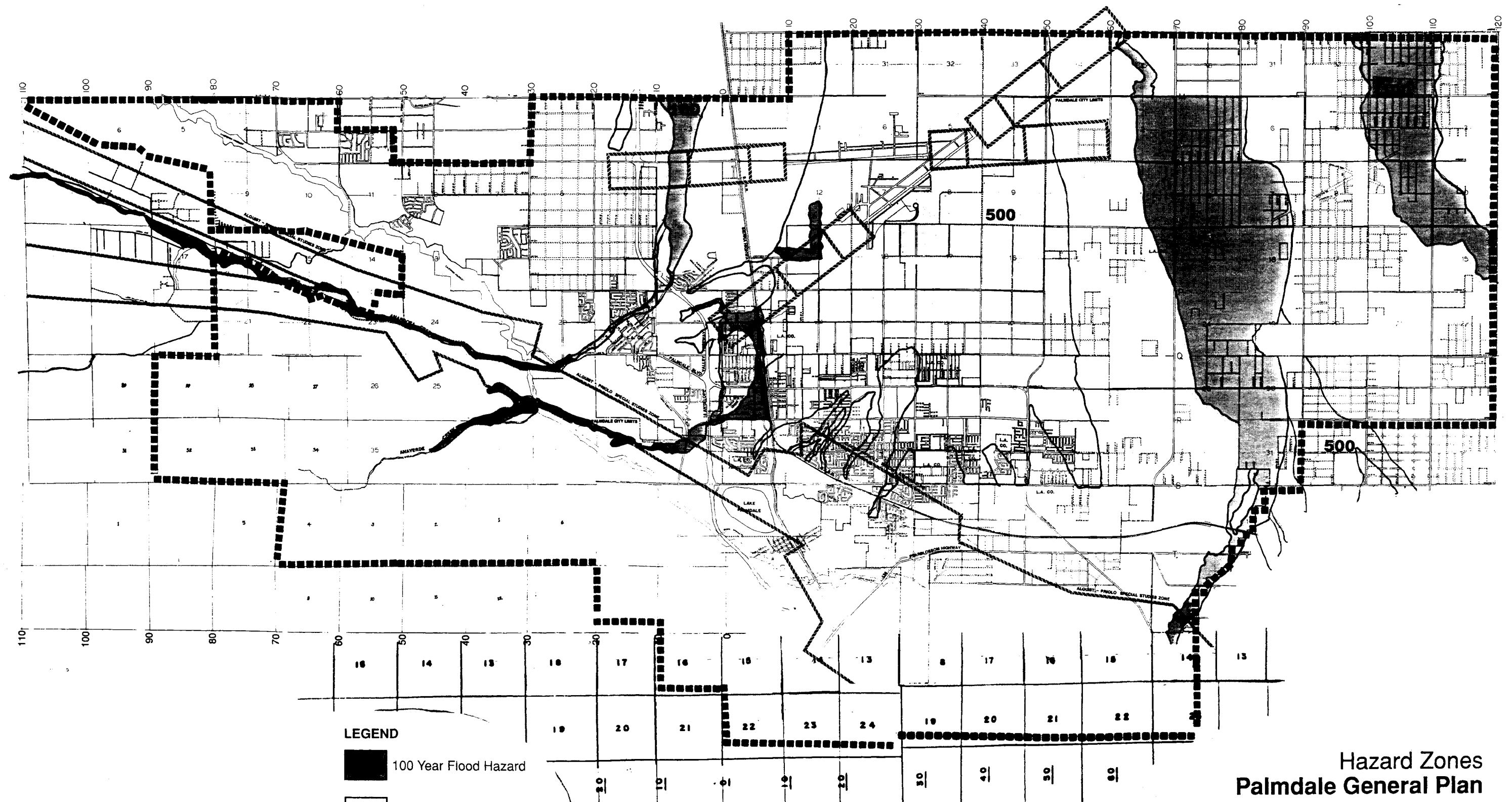
LEGEND




- L** 15% or Less
- M** 15-25%
- 25% or Greater
- Not Surveyed



Adopted by City Council
1/25/93

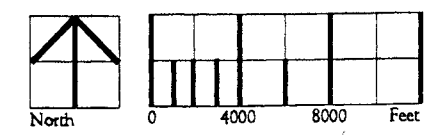
Slope Categories
Palmdale General Plan

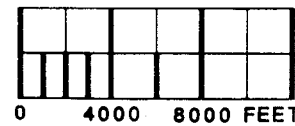
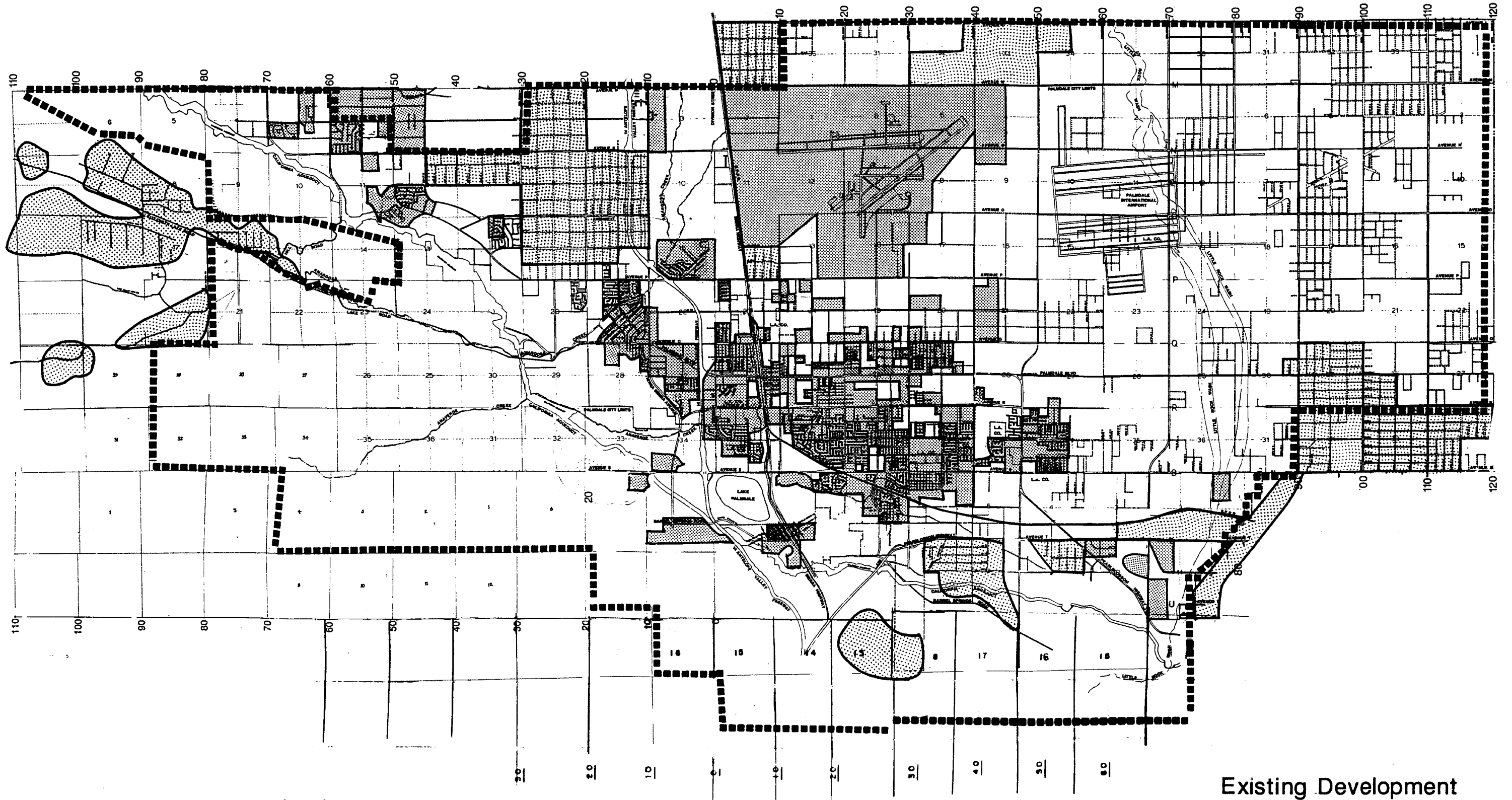


- LEGEND**
-  100 Year Flood Hazard
 -  500 Year Flood Hazard
 -  Hazards Management Zone



**Hazard Zones
Palmdale General Plan**

Adopted by City Council
1/25/93



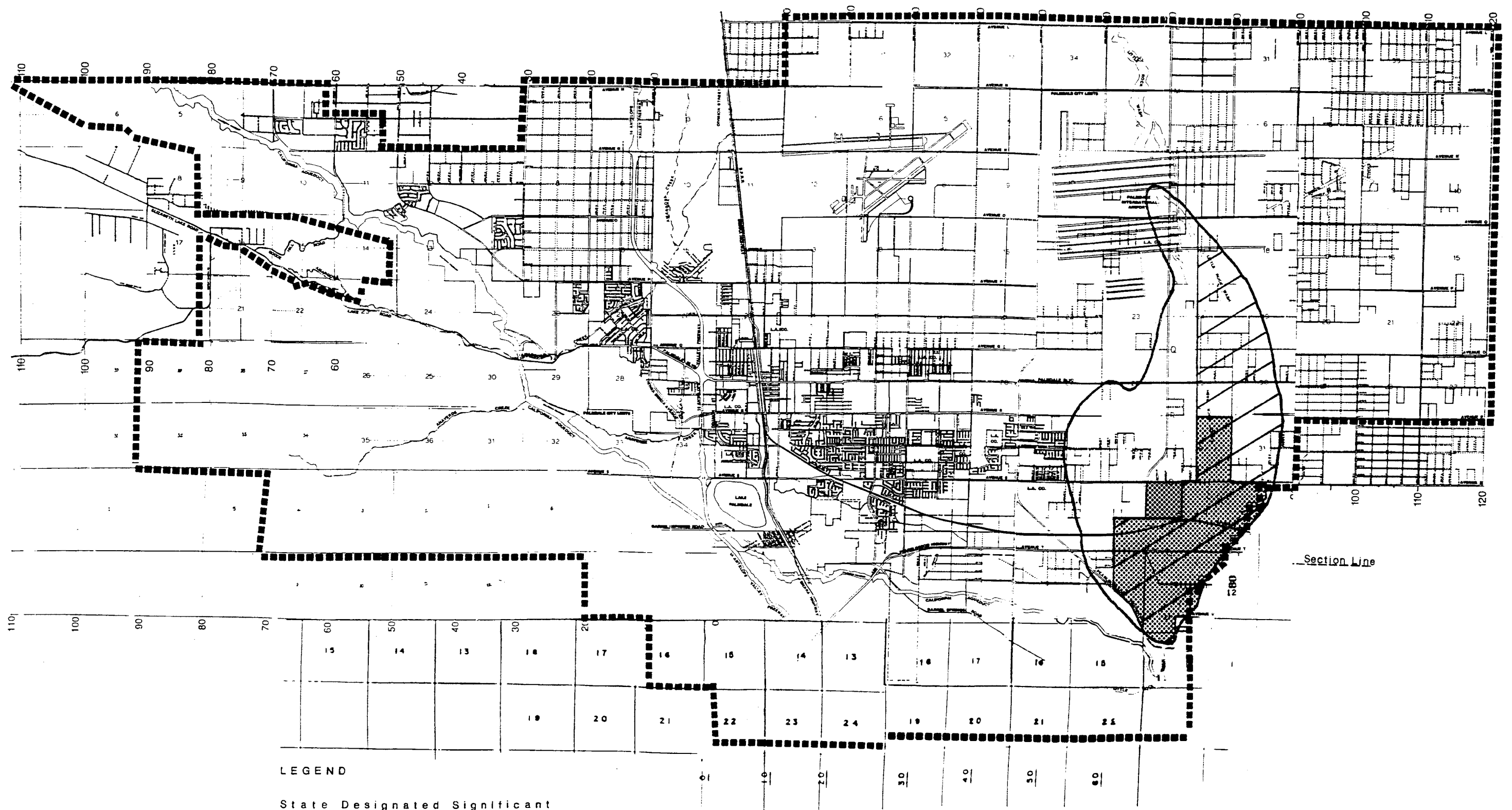


Legend

-  URBAN DEVELOPMENT
-  SCATTERED/RURAL DEVELOPMENT



Existing Development
Pattern
Palmdale General Plan

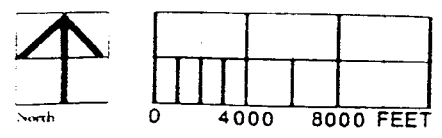
Adopted by City Council
1/25/93



LEGEND

State Designated Significant Resource Area

-  Mineral Resource Extraction District
-  Existing Quarry Operations



Sand and Gravel
Resource Area
Palmdale General Plan