Final

FOX FIELD INDUSTRIAL CORRIDOR
SPECIFIC PLAN

Final • May 31, 1996

Prepared For:

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FOX FIELD INDUSTRIAL CORRIDOR SPECIFIC PLAN
Errata Sheet-August 1997

Background: The Fox Field Industrial Corridor Specific Plan contains language that grants the Director of Community Development the ability to make administrative changes to and interpretations of the specific plan development requirements if they allow for superior design solutions, do not substantially change the type or intensity of development, and are consistent with the overall design intent of the plan. (Specific Plan Section IV.A., page 63; Section VI.C.d., page 109). Since the adoption of the Specific Plan in May 1996, the Director has made several interpretations of these regulations in the review of proposed development projects in the core area of the Plan, which is defined as the Fox Field East, Fox Field West, and East to West Expansion Areas. Therefore, the following interpretations apply only to projects within the defined core area.

Interpretations:
Section IV.B.5, SITE PLANNING DESIGN GUIDELINES, Walls and Fences

Walls and fences generally should not be placed on property lines. However, in circumstances where the fence or wall is used as part of the perimeter of a secured storage or parking area that is an integral part of the business operation, the fence or wall may be placed on a side or rear property line if enforcement of the normal requirement would make development of the site difficult or the maintenance of landscaping outside of the fence or wall impractical, or in circumstances where the fence or wall is needed on top of a retaining wall that has been placed on the property line.

Section IV.C, ARCHITECTURAL DESIGN GUIDELINES-COMMERCIAL/INDUSTRIAL

Although building design is of concern throughout the core area of the plan; it is of primary importance in commercial and office projects, and it is expected that these types of uses will design their buildings and sites to meet the intent of the design guidelines. However, large-scale industrial uses, such as manufacturers of vehicles, aircraft, and other large products, major warehousing or storage business, and similar operations that cannot easily adapt their buildings to the intent of the design guidelines will be granted greater flexibility in the design of their facilities in order to minimize interference with the business operations; it is expected that the use of color and screening of rooftop equipment, along with setbacks and landscaping appropriate to the scale of the building(s), will be the primary methods of integrating large-scale users with the surrounding area.

Section IV.D.1.b.3), LANDSCAPE GUIDELINES, 30th Street

This section is modified to state that this is a major arterial with only a single row of canopy trees to be provided in the 10 foot wide parkway as shown in the diagram in Exhibit 10. A double row of canopy trees is provided behind the sidewalk.

Section V.C.8.a.5), DEVELOPMENT STANDARDS, Landscape Requirements, General

"Net area" is defined as the area of the lot minus any street dedications and the footprint area of the building. For example, the net area of a 22 acre lot with street dedications of 2 acres and a 5 acre building footprint would be 15 acres, and the required landscaping would be 98,010 square feet (2.25 acres). The 5% parking lot landscaping listed under Section V.C.8.d.2)b) is a part of this overall 15% landscaped area.
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I. Summary
I. SUMMARY

A. EXECUTIVE PROJECT SUMMARY

The Fox Field Industrial Corridor Specific Plan is a business/industrial park located in the northwest portion of the City of Lancaster (see Exhibit 1, Regional Vicinity). The project has been undertaken through a cooperative effort of the City of Lancaster, the Lancaster Economic Development Corporation (LEDC), and the County of Los Angeles. The specific plan area includes lands surrounding the Fox Field general aviation airport, and focuses on two study areas Fox Field East, and Fox Field West. These two areas are intended for immediate development and are located to the east of the airport. The remaining expansion area for future business park uses is located between these areas and acts to protect the airport from the encroachment of residential uses, thus allowing continued airport operations.

Land uses for the specific plan area include Office, Research & Development, Light Industrial, Manufacturing, Support Commercial, Public/Institutional, and Open Space. Table 1, Land Use Summary, provides a summary of the generalized land uses in the specific plan area:

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<th>% Land Area</th>
<th>Projected Building Area* (Calculated on net acreage)</th>
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<td></td>
<td></td>
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<td>Focused Planning Areas**</td>
<td>537.1</td>
<td>6.5%</td>
<td>9,687,743</td>
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<tr>
<td>Expansion Areas</td>
<td>5,331.6</td>
<td>64.9%</td>
<td>81,770,832</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>5,868.7</td>
<td>71.4%</td>
<td>91,458,575</td>
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<tr>
<td>Golf Course</td>
<td>183.7</td>
<td>2.2%</td>
<td></td>
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<tr>
<td>Open Space</td>
<td>794.0</td>
<td>9.6%</td>
<td></td>
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<tr>
<td>Fairgrounds</td>
<td>198.8</td>
<td>2.4%</td>
<td>0</td>
</tr>
<tr>
<td>Roads</td>
<td>1,190.6</td>
<td>14.4%</td>
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<tr>
<td><strong>Total</strong></td>
<td>8,235.8 (gross)</td>
<td>100%</td>
<td>91,458,575</td>
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* Note: Building area is a projection only, based on the net acreage and an FAR of .40, and may increase to the maximum Floor Area Ratio (FAR) which is permitted in each parcel, as described in the project development standards.

** Phases 1-4
The planning concept for the Fox Field Industrial Corridor is to create a landscaped, high quality campus environment which may accommodate a variety of clean businesses including manufacturing, light industrial, professional, administrative, high technology and research uses.

Up front infrastructure costs will be minimized while creating a strong image and a sense that the development is well established. Maximum flexibility in providing a range of parcel sizes is a key element of the specific plan. In contrast to other Lancaster business parks, the Fox Field will have the capability to deliver very large parcels to interested industrial users. Although the land use plan for Fox Field East shows a maximum parcel size of 55 acres, the master plan flexibility will permit consolidation of two or more parcels to accommodate very large users.

Phase 1A and 1B (as shown in Exhibit 19) have been identified as the first development anticipated for the Fox Field Specific Plan Area. These phases are anticipated to include approximately 500,000 gross square feet of building and a 200 to 250 room hotel, to be located in Planning Area 1 on approximately 75 acres. This initial phase is planned for the parcel bounded by Avenue G, the Antelope Valley Freeway, and Avenue G-8 to the south.

Design Guidelines and Development Standards have been prepared for Fox Field Industrial Corridor and are included in the Specific Plan. These guidelines establish a flexible design framework and design review criteria which developers/designers of individual projects will use as a guide to new development and which the City will use to evaluate proposed development. These guidelines will assure developers within the Corridor and the City of Lancaster that individual improvements will conform to a high standard of design.

B. ORGANIZATION OF THE SPECIFIC PLAN DOCUMENT

The Specific Plan is organized to progress from concept to detail, beginning with background information and continuing through the more detailed development and utility plans, development standards, and design information. The Fox Field Industrial Corridor Specific Plan document is organized as follows:

- **Introduction**: This section outlines the location and general description of the project, the purpose, intent, and authority of the Specific Plan, environmental issues summary, and relationship to the General Plan.

- **Project-Wide Development Plans**: This section describes the project development plan and standards for the proposed project, including: land use, circulation, open space, landscaping, and infrastructure plans. In addition this section includes a description of the relationship to the Airport Master Plan and proposed project-related airport planning zones.
• **Design Guidelines:** This section includes guidelines for the various design elements within the Industrial Corridor, including site planning, streetscape, architecture, walls and fences, and lighting.

• **Planning Area Development Standards:** This section provides a summary and development/planning standards for the planning areas within the project.

• **Specific Plan Implementation:** This section describes the administration, amendment procedures, and approval process for the Specific Plan.

• **Appendix:** This section provides backup information for the Specific Plan, including the General Plan conformance analysis.
II. Introduction
II. INTRODUCTION

A. PROJECT LOCATION AND BACKGROUND

1. Location and Existing Land Uses

The Fox Field Industrial Corridor Specific Plan area is located in the northwest portion of the City of Lancaster (see Exhibit 2, Site Vicinity). The specific plan area (approximately 8,200 acres) includes three subareas.

- **Fox Field East**: Fox Field East Focused Planning Area consists of approximately 547.1 acres located to the east of the airport, adjacent to the Antelope Valley Freeway between Avenue H and Avenue F.

- **Fox Field West**: Fox Field West Focused Planning Area consists of approximately 138.6 acres located within the Airport, south of the terminal, to the east and south of the airport, north of Avenue G and west of Apollo Park.

- **Expansion Area**: The Expansion Area consists of approximately 7,392 acres surrounding the airport and including the county-owned lands in the airport area. The expansion area is broken into two subareas: the "East to West" expansion area located between Fox Field East and West; and the Long Term Expansion Area, surrounding these areas. The airport itself consists of approximately 1,300 acres of county-owned land. The expansion area is bounded by Avenue E to the north, the Antelope Freeway to the east, Avenue H to the south, and 70th Street West to the west.

The Specific Plan will address land uses for the overall 8,200 acre study area but will concentrate on the two focused planning areas, Fox Field East and West (see Exhibit 3, Land Use Plan).

**Existing Land Uses**: The study area is currently very sparsely populated with several small pockets of single family homes. One church is located in the Fox Field emergency touchdown area on Avenue F directly north of Apollo Park. There are several homes scattered throughout the study area, primarily in the vicinity of Avenue F between 30th Street and the Antelope Freeway. East of the Antelope Freeway at E Street is a 40 acre trailer park and several water wells on the west side. A sewage treatment plant is located at the northeast corner of the study area, north of Avenue D. Paralleling the west side of the Antelope Valley Freeway is a cluster of auto-related commercial land uses between Avenues I and H. Storm water retention ponds for Amargosa Creek are located on the east side of the Freeway, just north of Avenue H.

**Lancaster General Plan**: Based upon the recently adopted General Plan (August 1992), approximately 13 square miles of land surrounding Fox Field is designated as Light Industrial Specific Plan. A proposed hospital site has been moved out of the study area.
Airport Master Plan: An update of the Fox Field Master Plan is currently being prepared (see detailed discussion in Section III.H, Relationship to Airport Land Use Plan). Preliminary discussions indicate that the existing fixed base operations can handle 400 aircraft. The 100 acres to the west of the airport entry is adequate to accommodate future aviation uses. A private test track is proposed immediately north of the western runway protection zone.

Surrounding Development Outside Study Area: The two square mile area on the southern edge of the study area bounded by Avenue I, Avenue H, 30th Street and 50th Street is zoned for a mix of medium density residential (6.6 to 15 units/acre) and mobile home park. The area east of the freeway is zoned for heavy industry, with a .50 maximum F.A.R. The land just outside the Lancaster city limits is designated NU-3, non-urban residential at 1 du/ac. The Mira Loma Detention Facility and fire station are located immediately south of the study area at Avenue I and 60th Street. This 54 acre medium to minimum facility is operated by the County of Los Angeles and has a population of approximately 1,800. It is planned for expansion to a maximum security facility. A small enclave of homes called Antelope Acres is located in the vicinity of Avenue F and 90th Street. A planned community of 880 acres called "Del Sur Ranch" has been approved for a location near 90th Street west and Avenue G to the west of the project area. In addition to these areas, Quartz Hill is a rapidly emerging residential growth area. A "Power Center - Outlet Mall" has recently been constructed on the west of the freeway at Avenue J.

Property Ownership Surrounding Fox Field: Based upon the "Property Ownership Profile for the Fox Field Redevelopment Area," a total of 17 county, 1 state and 1 school owned property in addition to 3,894 privately owned parcels and 26 parcels with no address, total 3,939 separate property ownerships within the study area. This total does not include property east of Antelope Valley Freeway or north of Avenue E.

Based upon assessors books covering the study areas, there appears to be an evenly dispersed collection of subdivisions and "paper streets" throughout the study area. The unbuilt subdivision between Avenues F and H between 30th Street W and 40th Street West appears from aerial photos to have the streets "bladed" in. Of the 3,894 privately held properties, 2,990 are held by Californians, mostly persons not residing in Antelope Valley.

2. Project Background and History

The project has been undertaken through a cooperative effort of the City of Lancaster, the Lancaster Economic Development Corporation (LEDC), and the County of Los Angeles. The concept of an intergovernmental planning effort in the Fox Field area was proposed over eleven years ago in a 1982 letter to the County of Los Angeles from the City of Lancaster City Manager. In their response, the County indicated the desire to maximize their interest in any development effort; a willingness to continue discussions with the City; and a lack of opposition to the City's proposed Fox Field Redevelopment Project. The Redevelopment project was adopted by the City in 1982.
The Lancaster Economic Development Corporation (LEDC) contracted with a real estate economics firm to prepare a study investigating the feasibility of an industrial park development at Fox Field. The study indicated that the existence of Fox Field and its general aviation focus would encourage industrial development in and around the field. Other studies addressing this area included a Master Plan for Fox Airfield (County of Los Angeles, 1984) and the Redevelopment Project Plan (Lancaster Redevelopment Agency, 1982).

From late 1982 to 1989, no further discussions took place with the County relative to the development of Fox Field. From the fall of 1989 to the present, the County, the Lancaster Redevelopment Agency, the Los Angeles County Economic Development Corporation (LACEDC), and the Lancaster Economic Development Corporation (LEDC) have all expressed a continuing interest in the development of the area, with the objective of expanding and improving the airfield; developing excess properties for both aviation-related and non-aviation uses; and promoting industrial development and its resulting job creation in the City of Lancaster. After further discussion, in 1990 the Agency authorized staff to proceed with the preparation of a cooperative agreement between the County, the Agency, the LACEDC, and the LEDC. During 1991, financial modeling associated with the interjurisdictional development planning effort was initiated.

In 1993, an Inventory/Analysis and Opportunities and Constraints study was undertaken to further define existing conditions, development constraints, and make recommendations regarding land uses and specific areas for development. Based upon the results of that study, the land use planning and specific plan process was begun.

B. PURPOSE AND INTENT OF THE SPECIFIC PLAN

The Fox Field Industrial Corridor Specific Plan provides the planning and development regulations for the development of the area identified by the project overall Land Use Plan (Exhibit 3). It is the intent and purpose of this document to outline a comprehensive set of development plans, guidelines, development regulations, and implementation programs assuring a quality development consistent with the project Land Use Plan and the goals, objectives and policies of the City of Lancaster General Plan.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The Fox Field Industrial Corridor Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of Lancaster prepared an initial study. The City determined that the project could result in environmental impacts and therefore required an Environmental Impact Report (EIR) to assess the environmental impacts of the project and provide measures to mitigate them. As lead agency, the City of Lancaster will implement a program for the monitoring of adopted mitigation measures. To assist in
this monitoring effort, a mitigation monitoring program matrix will be developed by
the City and included as an Appendix of the Specific Plan upon project approval.

D. AUTHORITY AND SCOPE

Cities are authorized by the California Government Code to adopt Specific Plans under
Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans
may be adopted as policies by resolution or as regulations by ordinance. The City of
Lancaster will adopt the Fox Field Industrial Corridor Specific Plan by ordinance. State
law requires public hearings by both the Planning Commission and City Council. The
Lancaster City Council must adopt the Specific Plan for it to take effect.

The Fox Field Industrial Corridor Specific Plan is a regulatory plan constituting the
development concept and zoning for the property. Land use and development
standards defined in the Specific Plan shall govern all uses within the specific plan area.
Development plans or agreements, tract or parcel maps, precise development plans or
any action requiring ministerial or discretionary approval on this property must be
consistent with the Specific Plan as approved by the City Council. Whenever any
regulations or standards contained in this document differ from or conflict with the
regulations of the Lancaster Municipal Code, the regulations contained in this
document shall take precedence. Items not covered by the standards and regulations of
this Specific Plan shall be subject to the provisions of the City of Lancaster Zoning
Ordinance.

Actions deemed to be consistent with the Specific Plan will be judged to be consistent
with the Lancaster General Plan, as mandated in Section 65454 of the California
Government Code. Statements demonstrating General Plan consistency with the
proposed development program, as required by Government Code, are included in the
Project-Wide Development Plans and Standards section (Section III) and the Appendix
to this document (Section VII).

E. RELATIONSHIP BETWEEN SPECIFIC PLAN AND GENERAL PLAN

California Government Code 65450-65553 permits the adoption and administration of
Specific Plans as an implementation tool for elements contained within the local
General Plan. Specific Plans must demonstrate consistency in regulations, guidelines
and programs with the goals, objectives, policies, programs and land uses that are set
forth in the General Plan.

The 1992 Lancaster General Plan contains seven elements: Natural Environment (Open
Space and Conservation), Public Health and Safety (Safety and Noise), Living
Environment (Housing), Physical Mobility (Circulation), Municipal Services and
Facilities, Physical Development (Land Use), and Economic Development. These
elements expand on the seven State-mandated General Plan elements (Land Use,
Circulation, Housing, Conservation, Open Space, Noise, and Safety) by including
optional elements for Municipal Services and Facilities, and Economic Development.
Approximately 13 square miles of land surrounding Fox Field is designated as Specific Plan. The two square mile area on the southern edge of the study area bounded by Avenue I, Avenue H, 30th Street and 50th Street is designated as medium density residential and mobile home park; the area east of the freeway is zoned for heavy industry (.50 FAR). The areas identified as the focused study (Fox Field East and West) areas are designated Specific Plan.

The City General Plan has been reviewed, and applicable goals addressed as they pertain to the proposed Specific Plan. A listing of implementation methods by which consistency between the General Plan and the Specific Plan has been achieved is provided in the Specific Plan Appendix, Section F. The discussion for each goal will consider applicable policies related to the goal.
III. Project-Wide Development Plans
III. Project-Wide Development Plans

A. Specific Plan Goals and Objectives

1. Project Goals

The following are goals of the Fox Field Industrial Corridor project which are implemented through development of the plans and provisions of the Specific Plan. The project is intended to fulfill the following goals:

Land Use

a. Identify industrial/business park land uses near the Fox Field Airport, taking advantage of the visibility from the Antelope Valley Freeway;

b. Provide large building sites to interested industrial users;

c. Develop a land use plan which:

- Is consistent with the airport land use plan;
- Provides a buffer to protect the airport from residential encroachment; and
- Accommodates large public, private, or institutional users.

d. Take advantage of the fact that Fox Field is the last general aviation airport in the County that has not been encroached on by residential development;

e. Establish flexible development and design guidelines which will accommodate future market trends and tenant needs while providing a consistent level of design;

f. Provide maximum flexibility in parcel sizes by facilitating lot line adjustments.

Economic

a. Encourage new businesses to locate in the City of Lancaster;

b. Provide a local job market for the residents of the City of Lancaster;

c. Increase tax revenues to the City and County by placing unused County-owned land on the tax rolls;

Infrastructure

a. Provide adequate infrastructure (water, wastewater and drainage) to support the specific plan land uses.
Circulation

a. Provide for the efficient movements of goods and people into and throughout the project area, establishing adequate access to individual land uses.

b. Provide for effective access to the future fairgrounds which is coordinated with the circulation system for the project and which provides multiple points of access for the future fairgrounds.

c. Establish landscaped corridors into the project on the regional arterials to establish a project theme and identity and enhance the City’s image.

2. Phase 1 Objectives

a. Implement Avenue G as a project identity street or “spine” because it connects with Fox Field:
   • Install 35 foot wide drought tolerant landscaping on both sides of the street to present a frontage which contributes to the image of Avenue G as the primary project street;
   • Buildings on both sides of Avenue G will present a facade to contribute to the image of this street as the primary street;
   • Service area/loading docks may not face Avenue G directly; they must be "side loaded" or screened from public view.

b. Create Fox Field East and West development zones. At project inception, direct approximately 200-300,000 square feet of building to Fox Field West (airport) in order to begin development in that area.

c. Set recommended land use zones in place for future phases:
   • Office: This land use would be adjacent to the freeway and future fairgrounds. This will consist of campus-style development;
   • Commercial: This use would be located at the first signal between the fairgrounds and the proposed office, and research & development uses on Avenue G, visible from freeway in Phase 1;
   • Research & Development: This land use is located south of Avenue G and east of 30th Street, near the office uses and fairgrounds;
   • Manufacturing/Light Industrial: This use is located north of Avenue G, in an area with room for expansion without impacting the future fairground site.

d. Choose easily assembled (few owners) land parcels for development.
e. Minimize up-front infrastructure costs while creating a strong image and a sense that the development is well established—a linear development pattern accomplishes this. Development should develop outwards, north and south from Avenue G.

f. Provide maximum flexibility in parcel sizes by allowing lot line adjustments. Larger 10-20 acre parcels may be subdivided into smaller parcels by adding a small cul-de-sac street.

g. Install interior streets adequate for allowing expansion during any phase. Much of Phase 1 interior streets are single loaded to allow for maximum flexibility on the undeveloped side of the street.

h. Consolidate development areas in order to avoid a checkerboard of "left over" lots between developed parcels. This strategy also gives the business park a completed, established look.

i. Install monument signage at the freeway and also at entries.

j. At the airport property (Fox Field West), start development adjacent to the existing airport edge and develop south towards Avenue G. Create a new entry boulevard right-of-way from Avenue G at 45th Street to the existing airport terminal. Reserve a zone along the north side of Avenue G between 45th/50th Streets for future office/support commercial uses. Encourage Phase 1 office uses to concentrate at Fox Field East (freeway property).

k. At Fox Field West (airport), begin development at the western side (50th Street) and move east. Hold several "super-block" areas for large users. These superblocks may be subdivided further or developed as multiple tenant sites if demand requires.

3. Phase 1A and 1B Objectives

Phase 1A and 1B have been identified as the first development anticipated for the Fox Field Specific Plan Area. These phases are anticipated to include approximately 500,000 gross square feet of building and a 200 to 250 room hotel, to be located in Planning Area 1 on approximately 75 acres.

a. Implement Planning Area 1 as a commercial/office/recreation area, including a 250 room hotel.

b. Phase 1A is planned to consist of approximately 150,000 building square feet (gross) of commercial space. Phase 1B would consist of an additional 350,000 building square feet (gross) and a 200 to 250 room hotel.

c. Phases 1A and 1B are strategically located in the Fox Field Specific Plan in Area 1 for several reasons:

- Location directly adjacent to the Avenue G off/on ramp for the Antelope Valley Freeway.
• Minimal amount of off-site infrastructure will be required for these two initial phases.

• Land is currently controlled by one owner, eliminating the need for costly and time consuming property acquisitions.

d. Off-site infrastructure that must be completed prior to occupancy in Phase 1A will include the following:

• Completion of full street section (including landscaping) of Avenue G from the Antelope Valley Freeway to the project's entry drive, labeled on the plan as "Airport Loop Drive."

• Construction of Project entry signage landscaping and "Gateway Feature" on the south side of Avenue G at the Antelope Valley Freeway.

• Construction of Primary intersection landscaping and signage on the southeast corner of the intersection of Avenue G and Airport Loop Drive.

B. COMPREHENSIVE LAND USE PLAN

1. Description

The planning concept for the Fox Field Industrial Corridor is to create a landscaped, high quality campus environment which may accommodate a variety of clean businesses including manufacturing, light industrial, professional, administrative, high technology and research uses. These will be accomplished by limited commercial activities and the use of open space. The quality and design of the Fox Field Industrial Corridor will be an asset to the City and an enhancement to the surrounding area.

The Fox Field project Land Use Plan includes lands surrounding the Fox Field general aviation airport, and focuses on two areas: Fox Field East, and Fox Field West. These two areas, encompassing approximately 685.7 acres, are intended for immediate development in four major phases over a 20 year period, and are located to the east of the airport. The remaining Expansion Area for future business park uses surrounds the airport and acts as a buffer to protect the airport from the encroachment of residential uses.

The overall land use concept for the Fox Field Specific Plan area is a mixed use business park on approximately 8,200 acres which provides a non-residential buffer around Fox Field (see Exhibit 3, Land Use Plan and Exhibit 4, Focused Planning Area Land Use Plan). The Land Use Plan consists of Office, Research and Development, Light Industrial, Manufacturing, and Commercial in the focus areas and Business Park in the expansion area; a Public land use is located in the southwestern portion of the site. An open space network composed of parks, parkways, a greenbelt corridor, and urban trails provide a connecting element for the focus areas in the eastern portion of the project.
Plan Flexibility: It is the intent of this specific plan that there be some flexibility of future street alignment and parcel sizes in the business park to accommodate unforeseen conditions. The overall master plan concept of Avenue G as the linear focus or "spine" of the business park and the spacing of intersections of future streets are fixed.

Because the area is large, the specific plan land uses have been divided into the following areas:

a. Fox Field East: Fox Field East Focused Planning Area consists of approximately 547.1 gross acres located to the east of the airport, adjacent to the Antelope Valley Freeway between Avenue H and Avenue F. The planning area is accessed by Avenue G and H, each with a full interchange with the Antelope Valley Freeway (SR-14). Because of its visibility and access from the freeway, this planning area contains a wide range of land use types. These include Research & Development and Support Commercial concentrated south of Avenue G; and Light Industrial and Manufacturing concentrated north of Avenue G (see Exhibit 4, Focused Planning Area Land Use Plan and Table 2, Land Use Statistics). The future fairgrounds are located in the southeastern portion of this planning area and consist of 198.8 acres not included in the Fox Field East acreage.

b. Fox Field West: Fox Field West Focused Planning Area consists of approximately 138.6 gross acres located to the east and south of the airport, north of Avenue G and south of Apollo Park. The planning area is accessed by Avenue G and a proposed Airport Loop Drive which connects this area with Fox Field East. A secondary roadway provides a direct connection with the airport terminal from Avenue G. Because of its distance from SR-14 and its close proximity to the airport, uses in this planning area focus on Light Industrial, Manufacturing, and Research & Development with limited Support Commercial. It is anticipated that these uses will concentrate on airport-related or airport-dependent industry.

c. East to West Expansion Area: This expansion area consists of approximately 1,042.3 gross acres located between Fox Field East and West. The area is bounded by the drainage canal on the south, airport loop drive on the north, 30th street on the east, and Fox Field West on the west. The area is expected to develop in Phases 5 and 6, after the 20 year buildout of Fox Field East and West. Commercial Recreation/Golf Course uses are permitted in a portion of the Expansion Area, subject to approval by the Director of Community Development.

d. Long Term Expansion Area: The Long Term Expansion Area consists of approximately 6,309 gross acres surrounding the airport. The airport itself consists of approximately 1,300 acres of county-owned land. The expansion area is accessed by Avenue E to the north, the Antelope Freeway to the east, Avenue H to the south, and 70th Street West to the west. The Expansion Area is anticipated to develop at some time after Fox Field East and West, a time period in excess of approximately 20 years. Land uses are anticipated to include Business Park (anticipated for development in the future), and Public (for public, quasi-public, and institutional use).
2. Planning Districts

The three major areas of the Fox Field project, East, West, and the East to West Expansion Area, have their parcels grouped into districts which are designated with a letter (see Exhibits 5-7, Planning Districts). The purpose of illustrating these districts is to show which parcels may be combined with others to form large parcels of land, if required. In other words, the edges of the districts illustrate fixed boundaries and the internal streets and parcels within a district may be reconfigured depending upon the land requirements of a particular user. Although the internal configurations may change within a district, the total acreage of each land use type (e.g. Research and Development) within the district must remain generally consistent with the Land Use Plan. District boundaries include Avenue G, Avenue H, 30th Street, 40th Street, Airport Loop Drive, and the major drainage way. Also fixed are the locations of the intersections along the major and minor arterials: Avenues G and H and 30th and 40th Streets.

As Table 3, Subarea Size Distribution illustrates, the majority of the parcels planned for both Fox Field East and West range in size from 20 to 30 acres. The parcels’ configurations and width-to-depth ratios allow them to be subdivided into smaller lots, if necessary. Conversely, the creation of the planning district concept allows maximum flexibility while maintaining the key elements of the Specific Plan.

In the event that an interior street or parcel is changed to accommodate the specific needs of a future tenant, then the entire district of which that subarea is a part must be revised showing the new interior street and planning area configurations. These revisions may be done administratively, without a Specific Plan Amendment, as long as the acreages of the land uses within district are consistent with the overall Land Use Plan. This constant updating and monitoring throughout the development’s build-out will assure that the Specific Plan continues to be a useful tool throughout the life of the project.

3. Land Uses

Land use designations in the specific plan area include:

- **Office**: This designation is intended for general and professional office park uses in a campus-style development. A total of 42.5 acres of office use are proposed, with 12.6 acres in Fox Field West, and 29.9 acres in Fox Field East. The majority of the office uses are concentrated near the freeway off Avenue G, adjacent to the future fairgrounds;

- **Research & Development (R&D)**: A total of 126 acres of this land use is proposed, with 27.9 acres located in Fox Field West and 98.1 acres located in Fox Field East near the office uses and fairgrounds. This use is located in areas with room for expansion.
• **Commercial**: Commercial uses may include support services for the Business Park, general commercial, entertainment, restaurants, and recreation. A total of 75.1 acres is proposed, with 1.8 acres in Fox Field West, and 73.1 acres in Fox Field East. The majority of the support commercial is located in Fox Field East near the future fairgrounds.

• **Light Industrial**: This use is intended for light industrial uses. A total of 206.4 acres is proposed, with 180.6 acres in Fox Field East and 25.8 acres in Fox Field West.

• **Manufacturing/Distribution**: This use is intended for manufacturing uses. A total of 85.3 acres of Manufacturing is proposed, with 40.1 acres in Fox Field West and 45.2 acres in Fox Field East. These uses are located in areas with room for expansion.

• **Mixed Use Business Park**: This is a designation for the lands in the Expansion Areas of the Specific Plan. These lands are identified for uses similar in nature to those in Fox Field West and East; however, due to the anticipated long-range development of this area and unknown market conditions, the land use designation is general in nature. A total of 5,331.6 acres is proposed.

• **Commercial Recreation/Golf Course**: A 183.7 acre, 18-hole golf course is proposed in the Expansion Area between Avenues F and G in the western portion of the site. This golf course is a potential use, subject to a conditional use permit (approval by the Director of Community Development), in the East to West Expansion Area between Fox Field East and West. Should a golf course not be developed in this area, business park uses will take its place.

• **Open Space**: Open space accounts for a total of 794 acres of the project area, including 47.6 acres in Fox Field East, 12.4 acres in Fox Field West, and 734 acres in the Expansion Areas. Open Space includes the parkways on the major corridors such as Avenues G and H; the park proposed for Fox Field East; the urban trail system; and the greenbelt corridor located along the streambed which traverses the site (see the detailed discussion in the Open Space section of this Specific Plan).

• **Specific Plan Land Use Designation**: The land use designation of properties in the Long Term Expansion Area is the underlying Lancaster General Plan land use designation. Development standards for these areas shall be the City Zoning Standards for those General Plan land use designations.

Permitted uses within each of these land use categories is presented in Section V of this document. Public facilities (i.e., fire or police stations) that may be required in the future may be located in any of the land use categories listed above.

4. **Illustrative Site Plan**

A pictorial example of the eventual build-out of Fox Field East and West is shown on Exhibit 8, *Illustrative Site Plan*. This conceptual plan shows one scenario of the build-out of the east and west zone as well as the expansion areas between. Actual parcel sizes
## Table 2

### Land Use Statistics

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Projected F.A.R. (net)</th>
<th>Projected Bldg. Square Footage (net)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fox Field East</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office/Commercial</td>
<td>29.9</td>
<td>0.40</td>
<td>520,978</td>
</tr>
<tr>
<td>Research &amp; Development</td>
<td>98.1</td>
<td>0.40</td>
<td>1,709,294</td>
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<tr>
<td>Commercial</td>
<td>75.1</td>
<td>0.40</td>
<td>1,308,542</td>
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<tr>
<td>Light Industrial</td>
<td>180.6</td>
<td>0.40</td>
<td>3,146,774</td>
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<tr>
<td>Manufacturing/Distribution</td>
<td>45.2</td>
<td>0.40</td>
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<tr>
<td>Open Space</td>
<td>47.6</td>
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<tr>
<td>Roads</td>
<td>70.6</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>547.1 gross / 428.9 net</td>
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<tr>
<td><strong>Fox Field West</strong></td>
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<tr>
<td>Office</td>
<td>12.6</td>
<td>0.40</td>
<td>548,556</td>
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<td>Research &amp; Development</td>
<td>27.9</td>
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<tr>
<td>Commercial</td>
<td>1.8</td>
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<td>31,363</td>
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<td>Light Industrial</td>
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<td>Roads</td>
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<td><strong>Subtotal</strong></td>
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<td><strong>Total Focused Planning Areas</strong></td>
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<tr>
<td>Fairgrounds/Business Park</td>
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<td><strong>East to West Expansion Area</strong></td>
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<td></td>
</tr>
<tr>
<td>Golf Course</td>
<td>183.7</td>
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<tr>
<td>Business Park</td>
<td>598.6</td>
<td>10,454,400</td>
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<tr>
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<td>Roads</td>
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<td><strong>Long Term Expansion Area</strong></td>
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<td>Business Park</td>
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<td>Roads</td>
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<td><strong>TOTAL</strong></td>
<td>8,235.8</td>
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Note: The FAR figures and building square footages are projected numbers; the maximum FAR permitted is .50 for all parcels. Should the Golf Course not be developed, a total of 3,200,788 square feet of building square footage may be developed, at a projected FAR of 0.4.

All acreages are approximate.
### Table 3
**Parcel Size Distribution**

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<thead>
<tr>
<th>Parcel Size: 7.0-10.5 acres</th>
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<tbody>
<tr>
<td>Parcel #</td>
<td>Acres</td>
<td>Land Use</td>
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<tr>
<td>11</td>
<td>10.5</td>
<td>Light Industrial</td>
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<tr>
<td>9</td>
<td>7.7</td>
<td>Manufacturing</td>
</tr>
<tr>
<td>16</td>
<td>8.2</td>
<td>Light Industrial</td>
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<tr>
<td>12</td>
<td>7.0</td>
<td>Light Industrial</td>
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<tr>
<td>Subtotal</td>
<td>33.4</td>
<td>8%</td>
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<table>
<thead>
<tr>
<th>Parcel Size: 12.3-14.1 acres</th>
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<td>Parcel #</td>
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<td>Land Use</td>
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<td>12.3</td>
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<tr>
<td>2</td>
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<td>5</td>
<td>14.1</td>
<td>Light Industrial</td>
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<tr>
<td>Subtotal</td>
<td>52.8</td>
<td>13%</td>
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<table>
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<td>18.4</td>
<td>Light Industrial</td>
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<td>10</td>
<td>18.9</td>
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<td>19.3</td>
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<td>3</td>
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| Total Fox Field East | 428.9 acres* |

*Excludes area 22, proposed Fairgrounds/Business Park*
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and configurations will vary from this conceptual drawing depending upon land acquisitions and the land requirements of future tenants.

C. Circulation Plan

1. Regional Access

The regional highway providing access to the City of Lancaster and the Fox Field Industrial Corridor is the Antelope Valley Freeway (SR-14), which is a four-lane, north-south running freeway with interchanges providing access to the project area at Avenues H, G, and F. The Antelope Valley Freeway is located adjacent to Fox Field East. Other regional access is provided by State Route 138 and Sierra Highway, which links the area with the I-5/SR-14 interchange.

Existing arterial highways which provide access to Fox Field East and West include:

- **Avenue G**: This is a two-lane, east-west running Regional Arterial (105 foot right-of-way) which is the southern boundary of the airport and is connected to the Antelope Valley Freeway with a full interchange;

- **Avenue H**: This roadway is a two-lane east-west running Regional Arterial (105 foot right-of-way) which is the southern boundary of the project area and is connected to the Antelope Valley Freeway with a full interchange. This roadway is a major connecting roadway for developments to the west of Fox Field, including the proposed Del Sur Ranch;

- **Avenue F**: This roadway is a two-lane, east-west running Major Arterial (100 foot right-of-way) which is the northern boundary of the airport and is connected to the Antelope Valley Freeway with a full interchange;

- **30th Street West**: This existing two-lane roadway is a north-south running Major Arterial (85 foot right-of-way) which is located between the two focused planning areas;

- **40th Street West**: This two-lane roadway is a north-south running Major Arterial which is discontinuous in the vicinity of the airport, terminating at Avenue G and restarting at Avenue F. This roadway is currently paved to Avenue I on the south.

The existing roadway system within the study area operates at a high Level of Service (LOS A) because of the sparsity of existing development.

2. Circulation Plan Components

Circulation improvements within the specific plan area are concentrated in Fox Field East and West and will be phased to coordinate with land use development. An outline of the phased circulation improvements is included in Table 4 of the Phasing discussion.
Improvements have been calculated for accommodating the 685.7 acre development of Fox Field East and West. These improvements have been predicated upon an estimation of the future building square footage of Fox Field East and West. Additional circulation improvements may be required once these areas are built out and development occurs in the "East to West" Expansion area or the remaining expansion area.

Circulation improvements include the following (see Exhibit 9, Circulation Plan):

1) Freeways

Improvements to two freeway ramps will be required to accommodate project-related traffic:

- The on-off ramp to the Antelope Valley Freeway at Avenue G (South northbound) will be widened to two lanes at the intersection only, with an additional "take-off" lane added from the northbound freeway to Avenue G.

- The on-off ramp to the Antelope Valley Freeway at Avenue H (north/ south bound) will be widened to two lanes at the intersection only, and an additional "take-off" lane will be added to the northbound Antelope Valley Freeway to Avenue H.

2) Arterials

Improvements to arterial streets include widening of Avenues G and H, and 30th Street, as follows:

- Avenue G will ultimately be widened to six lanes between the freeway and 30th Street, and to four lanes from 30th Street to 50th Street (see Exhibit 10 Road Cross Sections). In the early phases of the project, a portion of the right-of-way will be comprised of landscaping until the additional widening is needed;

- Avenue H will be widened to six lanes between the freeway and 30th Street;

- 30th Street will be widened to four lanes between Avenue G-8 and Avenue H;

- Bridges on Avenues G and H will be widened, and bridges added over earthen channels at 30th Street and Avenue H.

3) Internal Circulation

Internal roadways will include in-tract roads which may be public or private; the construction of an Airport Loop Road which will connect the airport/Fox Field West with 30th Street and Fox Field East; and the construction of a roadway which connects Avenue G to the airport terminal through Fox Field West (see Exhibit 10, Road Cross Sections).
4) Traffic Signals

A total of 17 traffic signals will be added to control traffic in the specific plan area (see Exhibit 9, Circulation Plan).

5) Parking

No parking will be permitted on streets within the Fox Field project area; the project Development Standards contain provisions for off-street parking to accommodate anticipated needs.

6) Transportation Demand Management (TDM)

The project will participate in any applicable City Transportation Demand Management (TDM) programs, which reduce vehicular trips and thus reduce air quality and circulation impacts. As applicable, the individual businesses within Fox Field shall comply with the South Coast Air Quality Management District’s (SCAQMD) Regulation XV, which requires trip reduction methods for businesses with over 100 employees at a single worksite, implemented through a Trip Reduction Plan by the individual businesses.

7) Bicycle Trails

Bicycle trails are included in the master plan for Fox Field. These trails may be used for both recreational and commuter travel to and from the area as part of the City’s overall trip reduction efforts. On-street bicycle lanes are provided on Airport Loop Drive, the secondary arterials, and the interior local streets within the project; as well as the proposed off-street trail system that will connect to the City’s overall trail system.

D. INFRASTRUCTURE AND UTILITIES PLANS

1. Drainage Plan

a. Description

1) Background

The "Antelope Valley Master Plan of Drainage," which was developed by the Los Angeles County Department of Public Works in 1985, is an analysis of flood hazards in the Antelope Valley. The objective of the Master Plan was to provide a coordinated plan of flood control which allows further conversion of open space in the Antelope Valley to residential and commercial development without increasing flood hazards. The Master Plan has proposed a combined regional flood control program including both flood conveyance structures and multiple retention/detention basins.
In June 1987, Los Angeles County Department of Public Works adopted the Final Report on the Antelope Valley Comprehensive Plan of Flood Control and Water Conservation. The plan is a pre-requisite to the collection of fees from future subdivider. It provides an equitable financial mechanism by which new developments within the Antelope Valley Drainage area will share the costs of providing new drainage facilities necessary to protect the developments from stormwater, mitigate the changes in storm waters caused by the developments, manage the floodplains in the rural areas of the valley, and mitigate the impacts of runoff reaching Edwards Air Force Base (AFB). The plan describes the proposed Antelope Valley Comprehensive Plan of Flood Control and Water Conservation within the project area. According to the plan, the off-site and on-site flows will be conveyed in a number of Floodplain Management Paths and Earthen Trapezoidal Channels throughout the site, and ultimately discharge into the existing Caltrans retention basin located to the northeastern corner of Antelope Valley Freeway (I-14) and Avenue H. The flow out of the basin and tributary flows from east of the freeway are conveyed in proposed channels and in a northeasterly and northerly direction towards the Rosamond Dry Lakes and the Edwards Air Force.

The City of Lancaster is currently in the process of updating and preparing a Revised Master Drainage Plan (MDP) for the entire City of Lancaster limits. The major difference between the new City Master Plan and the County Plan is the addition of two new storm drains along Avenue "F" and "G" and their lateral systems along the intersecting streets. The system along Avenue "F" begins at 55th Street as a 72-inch pipe and ends at the City limits just to the west of the Antelope Freeway as a 5' by 18' box. The system along Avenue "G" starts as a 5' by 10' box at 45th Street and ends as a 5' by 18' box at the City limits to the west of Antelope Freeway. Other changes include addition of laterals to the eastern channels and Floodplain Management Paths shown on the L.A. County Plan. All drainage system design within the City of Lancaster shall conform to this new drainage Master Plan.

**Existing Floodplain Mapping:** The project area is located within FEMA, Flood Insurance Rate Map Panels 060672 0005B (1-6-82), 060672 0015B (1-6-82), and 060672 0010B (1-6-82) adopted by the City of Lancaster and Panel 065043 0095B (12-2-80) adopted by LA County. The flood hazard zones within the site include Zone "A", "B", "C", "AH", and "AO". The basic requirement for development located within the 100-year flow hazardous zone is to raise the building pad elevations one foot above the 100 year base flood elevation.

**Alluvial Fan Hazards:** The Antelope Valley is an enclosed inland drainage basin, with no ocean outlet for the generated runoff. The numerous streams originating in the mountains and foothills surrounding the valley carry highly erodible soils onto the valley floor, depositing sediments. The deposited sediments forms the large alluvial fans atypical of the valley floors in this area. These fans develop at the transition from the steep mountain slopes to the gentle valley floor. Usually all areas on alluvial fans are subject to a flood hazard.
The project site terrain can generally be classified as being an alluvial fan. Even though the entire site has not been identified to be within a "Zone A" flood hazard zone on the FIRM, the location on the alluvial fan poses erosion and sheet flow hazards which are not identified on the FIRM. Extension of the National Flood Insurance Act of 1968 to alluvial fans is a key element in flood loss protection on alluvial fan areas and towards strengthening the necessary mitigation measures. The flooding process on alluvial fans is highly complex. Flows on alluvial fans typically have a high velocity, unpredictably change direction, and carry large amounts of debris. The soils on alluvial fans are usually highly porous and easily erodible. In addition, flow characteristics change abruptly over short distances on most alluvial fans. However hydrologic and hydraulic characteristics varies widely among various alluvial fans. All watercourse on alluvial fans are ephemeral. Channel patterns and flooding zones vary with each flood.

These flooding conditions are most severe at the upstream edge of urbanization on a fan, where the unpredictable and debris-laden flows must be retained or collected and channelized, and the sites must be armored against impact damages on the upstream side.

**Regional Water Quality Control Board Design Constraints:** On August 20, 1992, the State Water Resources Control Board adopted a final General Construction permit. The permit provisions require that discharges of storm water from construction activities of five acres or more must be regulated as an industrial activity and covered by a National Pollutant Discharge Elimination System (NPDES) permit. In a recent ruling by Ninth Circuit Court of Appeals, the court revoked the USEPA exemption of construction activities less than five acres and has requested USEPA for further action of the set regulation. However, until further clarification is directed from USEPA, the five-acre criteria remains in effect. The general construction permit is implemented and enforced by the nine California Regional Water Quality Control Boards.

The construction activities covered under the general permit include clearing, grading, or excavations that cause disturbance of at least five acres of land. Those portions of the projects that require a Corps of Engineers 404 permit because of dredging and/or filling are excluded. The general construction permit requires dischargers to eliminate/reduce non-storm water discharges to storm water systems, develop and implement a stormwater pollution prevent plan (SWPPP), and inspect storm water control structures and pollution prevention measures. The SWPPP shall be implemented concurrent with the beginning of the construction activities and kept on-site for projects commencing on and after October 1, 1992.

In order to obtain coverage under the general construction permit, the project applicant/owner is required to submit a Notice of Intent (NOI) prior to the commencement of construction, filed with the State Water Resources Control Board.
2) Drainage Plan Components

The Drainage Master Plan consists of two major components, a storm drain system and 14 detention/retention basins to convey storm flows (see Exhibit 11, Drainage Master Plan). In addition to this system, the drainage course will be relocated south of the proposed fairgrounds.

b. Development Standards and Criteria

City of Lancaster's Design Requirements: All drainage design within the City of Lancaster shall conform to the City's revised Master Drainage Plan.

The City of Lancaster requires that the 50-year flows be contained below street curb line limits, and storm drain pipelines be designed for 25-year design flowrates. In addition, the City requires that the excess generated volume of runoff associated with development be retained on the project site. Regional facilities and retention/detention basins should be designed based on the 50-year design storm. In addition building pad elevations should be placed one foot above the 100 year base flood elevation.

The City approves of the use of properly designed detention or retention facilities for storing the excess generated flows associated with development. However, detention facilities are preferred since they do not require pump stations. All detention and retention facilities should be excavated below natural ground and not impound water above grade. Basins should be buffered from adjacent developments.

Drainage Fees: All developments within the City of Lancaster are required to pay a drainage fee for construction of regional facilities. The drainage fees are due and payable to the City at the time of building permit issuance.

Maintenance Fees: All developments are required to annex into the Lancaster Drainage Benefit Assessment District (LDBAD) to provide for maintenance of facilities whether planned drainage facilities or other drainage facilities. Annexation is required whether drainage facilities are constructed or not. The developer will pay the fees necessary to annex into the district. Planned Drainage Facilities constructed by the City will be accepted into the LDBAD for maintenance.

2. Water Plan

a. Description

1) Background

Sources of Supply: The Los Angeles County Water Works District (LACWWD) No. 4 is the agency responsible for providing retail water service to the Lancaster Area. This agency relies on local groundwater as well as imported State Project Water to meet the needs of customers within its Service Area.
A supplemental supply to local groundwater in the Antelope Valley is State Project water furnished by the Antelope Valley-East Kern Water Agency (AVEK). AVEK currently operates four water treatment plants in its service area with a fifth plant potentially constructed in the Fairmont Area. The Quartz Hill Water Treatment Plant (QHWTP) is located southwest of the City of Lancaster adjacent to the east branch of the California Aqueduct. This plant provides a source of filtered water supply for domestic use to the Lancaster Area. The AVEK imported water supply is provided by LACWWD No. 4, the retail water agency, to the Lancaster Area via the AVEK South Feeder. LACWWD No. 4 has constructed water supply facilities, as shown in Exhibit 12, Regional Water System, to provide the imported water supply at the appropriate pressures throughout the Lancaster Area. The AVEK QHWTP's current capacity is 65 mgd and plant expansions will occur as needed.

2) Proposed Water System Components

The Fox Field Industrial Corridor will require the construction of the northerly portion of the LACWWD No. 4 major transmission loop serving the Lancaster Area (see Exhibits 12-13, Regional Water System and Water Master Plan). This 36-inch diameter pipeline project is master planned to be constructed in Avenue "H" and will connect to the existing 36-inch in 60th Street West. The 36-inch pipeline will extend from the proposed well fields, west of the Fox Field Industrial Corridor, to the east side of the Antelope Valley Freeway.

The Fox Field Industrial Corridor will also require the construction of in-tract water distribution mains. The in-tract system will consist of 10- to 20-inch water mains and four inter-connections to the LACWWD No. 4's 36-inch main as shown on Exhibit 13. Discussions with the WW No. 4 staff indicated that no new pump station or reservoir are anticipated for the project at this time.

LACWWD No. 4's water duty factors were utilized to compute the water demands for the project site. A factor of 2.0 was applied to the average daily flow to obtain the maximum daily flow. The estimated water demand for the Proposed Fox Field Development is approximately 2.5 million gallons per day (MGD) average flow and approximately 5.0 MGD maximum daily flow. The estimated water demand for the Future Fox Field Development – the Future Development being the West Expansion Area and Expansion Area north of Avenue F – is approximately 10.4 MGD average daily flow and 20.8 MGD maximum daily flow. The combined estimated total being 12.9 MGD average daily flow and 25.8 maximum daily flow. Based on the maximum daily flow and the maximum fire flow required by the Los Angeles County Fire Department the water distribution system depicted in Exhibit 13 was developed.

Development of well fields to provide groundwater supplies to the distribution system proposed to the west of the Fox Field Industrial Corridor will also be
required by LACWWD No. 4. The LACWWD has indicated that a comprehensive water master plan will be required for the Fox Field Industrial Corridor to evaluate the sizing and location of supply and transmission facilities.

LACWWD No. 4 requires the golf course, located south of Avenue G between the Urban Trails and 30th Street West, be supplied with non-domestic water. Currently, the water district does not allow a green belt or landscaped area, such as a park or golf course, to be irrigated with domestic water unless it is proven to be highly unfeasible to irrigate with reclaimed water. The average and maximum daily flows required at the golf course were determined to be 0.6 MGD and 1.3 MGD, respectively. A duty factor of 4 acre-feet per acre per year (AF/AC/YR) was used to compute this estimated water demand. A factor of 2.0 was applied to the average daily flow to compute the estimated maximum daily flow.

Provided residential units will not be developed on the golf course, the water demand may be met with secondary effluent from a waste water treatment plant under current regulations. If, however, residential units are developed on the golf course or the current regulations are modified, it will be necessary to meet the water demands with reclaimed water treated to a tertiary level. The Lancaster Water Reclamation Plant (LWRP) would be a likely source of supply for the golf course. The non-domestic distribution system will most likely consist of two 30 horsepower pumps (100 percent redundant) and a 25,000 linear foot 12-inch transmission main from the LWRP to the golf course site as shown on Exhibit 16.

b. Development Standards and Criteria

The Los Angeles County Water Works District No. 4 (LACWWD No. 4) has expressed a willingness and ability to provide water service to the proposed Fox Field Industrial Corridor in the Lancaster Area. Water service would be contingent on the following conditions:

1) Annexation of the Study Area to LACWWD No. 4, which is currently within its sphere of influence.

2) Development of a groundwater supply program to provide the maximum day demands for the Study Area.

3) Construction of regional water supply facilities necessary to "import" water from Antelope Valley - East Kern Water Agency (AVEK) to the Study Area.

4) Construction of internal water distribution system within the Study Area, consisting of the necessary transmission and above ground storage facilities to provide both domestic and fire protection service.
5) Dedication of the required water supply and distribution system to LACWWD No. 4 accompanied by easements for future access and maintenance to these facilities.

6) Payment of the appropriate annexation and connection fees to AVEK and LACWWD No. 4 in order for connections to be made to existing regional facilities and service provided to the proposed Fox Field Industrial Corridor.

3. Sewer

a. Description

1) Background

Existing Treatment Capacity: The proposed Fox Field Industrial Corridor lies within the drainage area served by the CSDLAC Lancaster Water Reclamation Plant (see Exhibit 15). This plant is located at the intersection of Avenue "D" and the Antelope Valley Freeway, and is at a low point that can serve a drainage area of approximately 140 square miles west of Little Rock Wash and tributary to Amargosa Creek.

The LWRP is currently a 10 mgd water reclamation plant consisting of primary treatment facilities followed by oxidation ponds for secondary biological treatment.

Proposed Treatment Capacity: The LWRP is proposed to be expanded to an average flow of 16 mgd through the addition of aeration devices to increase the treatment capacity of the existing oxidation ponds.

The CSDLAC has estimated that the ultimate service area for the LWRP may ultimately produce an average flow of 47 mgd, which corresponds to a peak capacity of 83 mgd, by the year 2020. Expansions beyond the presently planned 16 mgd may require conversion of the existing LWRP to a more advanced treatment plant to meet future capacity requirements, and provide effluent for industrial and agricultural reuse as well as for groundwater recharge of the Antelope Valley basin.

Effluent Disposal: The CSDLAC Lancaster WRP currently utilizes 270 acres of oxidation ponds to provide secondary biological treatment of the primary effluent. Approximately 0.6 mgd of the effluent receives advanced tertiary treatment which is used for irrigating the Apollo Park adjacent to the William J. Fox Airfield.

The remaining secondary effluent is conveyed to the Piute Ponds northeast of the plant site. Historically, the secondary effluent had been discharged to the Amargosa Creek. Through the development of an Effluent Management Program, CSDLAC is attempting to reuse the effluent for irrigation purposes.
CSDLAC is in the process of developing a new Effluent Management Program for the next 16 mgd expansion increment.

2) Proposed Sewage System Components

The CSDLAC provides outfall interceptor capacity in the 48-inch Rosamond Outfall, located in 20th Street West (see Exhibits 14, 15 and 16, Regional Sewer System, Sewer Master Plan and Non-Potable Water Master Plan). CSDLAC currently maintains Trunk "E" and Trunk "F" facilities, as shown on Exhibit 16, Regional Sewer System.

Two of the master planned trunk sewers will be located within the Fox Field Industrial Corridor. One trunk sewer, 27- to 33-inch in diameter, is proposed in Avenue F and the other trunk sewer, 27- to 30-inch in diameter, is proposed in Avenue H. Both trunk sewers are proposed to connect into the Rosamond Outfall, which discharges directly into the LWRP. The project site falls within two sub-basin boundaries as shown on Exhibit 15. Approximately half of the project site drains to the trunk sewer in Avenue F and approximately half drains to the trunk sewer in Avenue H. All in-tract sewer mains drain by gravity to the collector mains, thus eliminating the need for lift stations. An existing local sewer serves Fox Airfield and Apollo Park, operated by the Los Angeles County Public Works. The line ranges from 8-inches to 24-inches in diameter and is located in Avenue F-8, extending from 20th Street to the Service Road west of the Airfield. The line could be used for initial development (approximately 380 acres) around the existing airstrip and/or along the sewer line alignment in Avenue F-8.

The in-tract collection system will consist of 8- to 18-inch sewer mains. Ninety percent of the average water demand duty factor of 2,000 gpd/AC is 1,800 gpd/AC, which is the duty factor utilized to estimate the average amount of sewage to be generated. A factor of 3.0 was applied to the average flow to determine the peak flow. The peak flow is then used to estimate the sizes of the sewer mains. The average flow was estimated to be 2.0 MGD for the Proposed Fox Field Development and 8.52 MGD for the Future Fox Field Development. The peak flow was estimated to be 9.3 cubic feet per second (cfs) for the Proposed Fox Field Development and 39.5 cfs for the Future Fox Field Development.

b. Development Standards and Criteria

The County Sanitation Districts of Los Angeles County (CSDLAC) has expressed a willingness and ability to provide wastewater interceptor conveyance, treatment and effluent disposal service to the proposed Fox Field Industrial Corridor. Sewage service would be contingent on the following conditions.

1) Annexation of the Fox Field Industrial Corridor to CSDLAC District No. 14.
FOX FIELD INDUSTRIAL CORRIDOR

Regional Sewer System

Exhibit 14
2) Construction of major east/west sewer interceptors within the Study Area to the existing Rosamond Sewer Outfall, located in 20th Street W, east of the Antelope Freeway.

3) Construction of local sewage collection system within the Industrial Corridor to connect to the proposed CSDLAC interceptors.

4) Timely expansion of the CSDLAC Lancaster Water Reclamation Plant (LWRP) to accommodate future development of the Fox Field Industrial Corridor as well as the remainder of the drainage areas served by LWRP.

5) Development of Effluent Management Programs by CSDLAC to maximize the use of reclaimed water for irrigation purposes and reduce dependency on imported State Project Water to supplement groundwater supplies.

6) Dedication of the required sewage collection system for the Fox Field Industrial Corridor to the appropriate jurisdictional agency accompanied by the necessary easements for access and maintenance.

7) Payment of the appropriate annexation and connection fees to the CSDLAC in order to purchase capacity in existing CSDLAC facilities and provide funding for future CSDLAC system expansion.

4. Grading

The grading required for the Fox Field project will be minimal due to the flat topography of the project area; grading will include raising of development pads which lie within the 100-year flood plain, as required by the final drainage study and engineering plans. All grading operations will comply with the grading requirements of the City of Lancaster and the project's Environmental Impact Report.

5. Utilities and Services

a. Electrical Service

Southern California Edison currently provides electrical service to the Lancaster area and the project site. Edison maintains several regional electrical transmission lines in the western portion of the City. There are two 220,000 volt transmission lines and one 500 kV line located in the southwest portion of the City. All other lines in the study area are 66 kV or less. One of the two power corridors parallels 120th Street West to south of Avenue F, then proceeds south towards the Los Angeles Basin. The second corridor crosses diagonally from the northwest corner of the City and proceeds south toward San Bernardino. Edison operates two regional substations, both located in the western portion of the City; one near 90th Street West and Avenue H and the other near Avenue J and 90th Street West.
Within the project area, a 66 kV line extends along Avenue H to State Route 14, where it turns south and continues east along Avenue I. Another 66 kV line extends west along Avenue E to the east side of State Route 14 where it turns south to Avenue I.

It is anticipated that adequate electrical service is available and that service can be provided by Southern California Edison to the land uses within the specific plan area. All lines within project will be placed underground.

b. Natural Gas Service

Natural gas is supplied to the Lancaster area and the project site by the Southern California Gas Company. The Gas Company maintains an extensive supply network within the incorporated and unincorporated sections of Lancaster. Within the Fox Field study area, an eight inch line extends north along 60th Street to Fox Field Airport. Another eight inch line feeds off this northerly line at Avenue H and extends west, and a short segment extends to the east at Avenue I.

It appears that adequate service is provided within and around the specific plan area to accommodate the specific plan land uses.

c. Telephone Service

The project area is located within the General Telephone Company (GTE) service area. Additional facilities will be required to service the specific plan land uses. It is anticipated that GTE will be able to provide service to the project.

d. Police Service

The City of Lancaster contracts for its law enforcement with the Los Angeles County Sheriff's Department. The Antelope Valley Sheriff's station, under the jurisdiction of the County of Los Angeles Sheriff's Department, provides the project area with police protection with approximately five to eight patrol units deployed throughout the City on various shifts. The Antelope Valley Sheriff's Station is being relocated to the intersection of Lancaster Boulevard and Sierra Highway.

e. Fire Service

The Los Angeles County Fire Department (LACFD) provides fire protection services to the Antelope Valley, including the Fox Field area of the City of Lancaster. Fire service for the project area is provided by the County of Los Angeles Fire Department, Fire Station 130. Station 130 is located on 40th Street West at Newgrove.

f. Solid Waste Disposal

Waste Management of Lancaster is the refuse collector for the project area. The landfill which would accommodate the project area is the Lancaster Sanitary Landfill, a Class II landfill located at 600 East Avenue F.
E. OPEN SPACE AND RECREATION PLAN

1. Existing Facilities

One existing park is located in the project area, Apollo Park, a 61 acre regional park just east of Fox Field between Avenues G and F.

2. Plan Components

The proposed open space and recreation components of the Fox Field project include parks, corridors, and trails (see Exhibit 4, Focused Planning Area Land Use Plan).

a. Parks (Feature Park and Apollo Park): A small 32 acre park is planned for a prominent site on Airport Loop Drive between Avenues F and G. This park is intended to serve the surrounding business park areas, giving employees a place for walking or lunch. The park will be passive, with landscaping, picnic tables, walkways, and benches. The park may include a daycare center with related parking. Apollo Park, the existing park to the east of the airport, will be directly connected to an urban trail/linear park system as well as to the pedestrian walks along Airport Loop Drive.

b. Corridors: Three types of open space corridors are proposed for the project: 1) landscaped parkways along arterial roadways, 2) a linear park, and 3) the drainage corridor formed by the existing streambed/earthen channel which traverses the site.

- Major parkways are proposed for Avenues G and H, consisting of 35 feet of landscaping on each side of the road, outside of the right-of-way (see Exhibit 10, Road Cross Sections). These parkways will provide visual corridors into the project from the freeway and create a positive image for the project. Smaller parkways of 25 feet are proposed for the Airport Loop Drive and 30th Street. For additional detail on these parkways, refer to the Landscape Plan of this document.

- A 150 foot wide linear park will be provided from Apollo Park to Avenue I. This linear open space element will contain an eight foot off-street bicycle trail and landscaping. This linear park and trail are consistent with the General Plan urban trail network.

- The 500 foot wide drainage corridor will be landscaped along its top edge to create visual continuity along this linear element (see Exhibit 17, Drainage Corridor Cross Section). An eight foot bicycle trail/pedestrian pathway will be provided along the top edge on both sides, connecting to the linear park/urban trail at Avenue I.

c. Trails: A looped trail system is proposed, comprised of the urban trail/linear park, the off-street trail on the top edge of the drainage corridor, and an eight-foot wide off-street bicycle/pedestrian trail on the Airport Loop Drive, connecting to the
drainage corridor though project roadways. This trail loop will connect Fox Field East and West and provide employees with recreational opportunities.

F. PROJECT AND PUBLIC FACILITY PHASING

1. Project Phasing Plan Description

The Fox Field East and West focused planning areas is anticipated for development in four phases over a 20 year period (see Exhibits 18 - 24 Phasing Plan). Table 4, Land Use Phasing, breaks down the land use development acreages by phase. In some cases, phases may overlap due to market trends which favor a particular land use. Infrastructure will be constructed to provide water, wastewater and drainage facilities to each phase as it develops. Circulation improvements will be phased to serve the land uses as they develop. These improvements are indicated in Table 5, Circulation Improvement Phasing.

The Director of Community Development and the City of Lancaster will monitor phasing through subdivision and design review procedures to ensure adequate capacity in infrastructure systems for each phase. The phasing of development is only proposed and can be modified as necessary by the Director of Community Development. The utility, drainage, and circulation improvements are what is expected to be necessary for ultimate build-out; the Director of Community Development may allow the installation of facilities on an interim basis that do not meet the ultimate plan.

G. RELATIONSHIP TO AIRPORT MASTER PLAN

1. Airport Master Plan

In 1985, the owner and operator of the Fox Field Airport adopted an Airport Master Plan. This Master Plan depicts future facilities at the airport for the next 20 years. Elements of the Airport Master Plan that could affect land uses adjacent to the airport included; extending the existing runway one thousand feet and each end to a total length of 7,000 feet; provided for an additional 5,000 foot runway, 700 feet north and parallel to the existing runway; and proposed an instrument landing system for the existing extended runway.

At the present time, the 1985 Airport Master Plan is being updated. This update will not be finalized until the Fox Field Industrial Corridor Project is completed. However, coordination with Los Angeles County indicates that no additional major aviation facilities will be included in the current Master Plan update.

Therefore, the criteria used to determine the effects of aviation activity on the Fox Field Industrial Corridor Project is based on the 1985 Airport Master Plan. This methodology will provide reasonable assurance that land uses proposed in the Fox Field Industrial Corridor Project will not conflict with existing and future aviation activity at the airport.
<table>
<thead>
<tr>
<th>Phase</th>
<th>Land Use</th>
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<th>Fox Field East</th>
<th>Total</th>
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<td>0.0</td>
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<tr>
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<td>Phase 4</td>
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<td>Subtotal</td>
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<td>138.6</td>
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<td>Other</td>
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<td>198.8</td>
<td>198.8</td>
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<tr>
<td>TOTAL</td>
<td></td>
<td>138.6</td>
<td>745.9</td>
<td>884.5</td>
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Note: Phases 1-4 comprise the build-out of the Fox Field East and West Planning Areas. All acreages are approximate.
### TABLE 5
CIRCULATION IMPROVEMENT PHASING

<table>
<thead>
<tr>
<th>Phase</th>
<th>Improvements</th>
</tr>
</thead>
</table>
| Phase 1 | • Bridge Widening to four lanes (Avenues G and H)  
• Freeway on-off ramp widening to two lanes intersection only (Avenue G/South northbound)  
• Traffic Signals (5)  
• Avenue G: four lanes between freeway and 30th Street |
| Phase 2 | • 30th Street four lanes between G-8 and the Airport Loop Road  
• Traffic Signals (6)  
• Avenue G: Add two lanes between the freeway and 30th Street  
• Build additional “take-off” lane from northbound freeway to Avenue G |
| Phase 3 | • Avenue H: four lanes between the freeway and 30th Street  
• Avenue H: Bridge (four lanes) over earthen channel  
• Avenue G: four lanes from 30th Street to 50th Street  
• Bridge widening to four lanes (Avenue H)  
• Traffic signals (3) on Avenue H  
• Freeway on/off ramp widening to two lanes on Avenue H at intersection only  
• 30th Street: four lanes between G-8 and Avenue H  
• 30th Street Bridge at drainage channel (four lanes) |
| Phase 4 | • Avenue H: addition of two lanes (six lanes total) between the freeway and 30th Street;  
• Widen Avenue H Bridge to six lanes;  
• Traffic Signals (3);  
• Construction of an additional “take-off” lane from northbound freeway to Avenue H;  
• Construction of Airport Loop Drive |

Note: Phases 1-4 comprise the build-out of the Fox Field East and West Planning Areas.
2. Planning Zones

The following are the recommended sizes of planning zones for Fox Field. The size and location of the zones selected for Fox Field are shown on Exhibit 25, Airport Hazard Zones, and Table 6.

a. Inner Safety Zone

Includes the obstruction free zone as defined in Federal Aviation Advisory Circular 150/5300-13. Except for aids to navigation, no structures are recommended. This area is immediately beyond the end of each runway. Its size is based on aircraft activity, type and the type of approach/departure assigned to the runway.

For a Precision Instrument Runway, the inner safety zone or runway protection zone, starts 200 feet beyond the runway, is 1,000 feet wide nearest the runway, is 1,700 feet long, and the outer dimension is 1,425 feet.

For a visual runway, the inner safety zone starts 200 feet beyond the end of the runway, is 250 feet wide nearest the runway, is 1,000 feet long, and the outer dimension is 450 feet.

b. Outer Safety Zone

This area includes land that is regularly overflown in the airport traffic pattern. This zone includes the aircraft flight paths during the critical portions of landing and/or takeoffs and touch and go operations.

This zone does not utilize FAA criteria. The California Land Use Planning Handbook recommends areas that conform to major flight tracks be given additional consideration. The areas selected for Fox Field include those portions of the aircraft flight tracks during maneuvering to or away from the runways while conducting touch and go operations. The areas recommended include over 720 acres north of the airport.

c. Extended Runway Centerline Zones

These areas apply to Precision type runways. These areas are provided to recognize that these runways will be used during periods of inclement weather.

This zone is not included in FAA criteria. The California Land Use Planning Handbook recommends this area for precision runways. This area is 1,000 feet wide and extends 10,000 feet beyond the end of the precision runway.

d. Overflight Zone

This zone includes the envelope of aircraft flight paths associated with aircraft operations while in the airport traffic pattern and approaching and departing the airport. This zone is the largest of all areas associated with aircraft operations.
<table>
<thead>
<tr>
<th>Aviation Safety Zones</th>
<th>Permitted Land Uses</th>
<th>Excluded Land Uses</th>
<th>Maximum Structural Coverage</th>
<th>Maximum People/Acre</th>
<th>Maximum People/Bldg</th>
<th>Maximum Residential Du/Ac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner Safety Zone</td>
<td>* Transportation Facilities&lt;br&gt;* Agriculture</td>
<td>* No structures</td>
<td>N/A</td>
<td>25</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Extended Runway Centerline (Precision Runway)</td>
<td>* Transportation facility&lt;br&gt;* Industrial w/no hazardous products&lt;br&gt;* Small office&lt;br&gt;* Agriculture</td>
<td>* No residences&lt;br&gt;* No hotel/motel&lt;br&gt;* No hazard industries&lt;br&gt;* No major office&lt;br&gt;* No shopping centers&lt;br&gt;* No schools&lt;br&gt;* No hospitals</td>
<td>20% gross&lt;br&gt;30% net</td>
<td>25</td>
<td>150</td>
<td>N/A</td>
</tr>
<tr>
<td>Outer Safety Zone</td>
<td>* Transportation Facility&lt;br&gt;* Commercial&lt;br&gt;* Industrial/Office&lt;br&gt;* Agriculture</td>
<td>* No residential&lt;br&gt;* No schools&lt;br&gt;* No large assemblies of people&lt;br&gt;* No hospitals</td>
<td>20% gross&lt;br&gt;30% net</td>
<td>50</td>
<td>150</td>
<td>N/A</td>
</tr>
<tr>
<td>Overflight Zone (Primary)</td>
<td>* Transportation Facility&lt;br&gt;* Commercial&lt;br&gt;* Industrial/Office&lt;br&gt;* Agriculture&lt;br&gt;* Residential</td>
<td>* No schools&lt;br&gt;* No hospitals</td>
<td>40% gross&lt;br&gt;50% net</td>
<td>65</td>
<td>450</td>
<td>4.5 gross (calculated on 1/4 square mile)</td>
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<tr>
<td>FAA Part 77 Zones</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

* Gross coverage to be calculated by dividing the total building coverage by 40 acres.
e. **Structure Height Limitation Zone**

Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace" defines structural height limits around all airports that are available for public use. A public use airport is one that is open to the general public with or without a prior request to use the airport. Fox Field is a public use airport. This regulation has three criteria:

- Notice requirements;
- Obstructions Standards; and
- Hazard determination resulting from a specific aeronautical study.

The Part 77 criteria recommended for Fox Field is the obstruction standard. This criteria balances the needs of the airspace user and the use of properties beneath the Part 77 areas.
IV. Design Guidelines
IV. DESIGN GUIDELINES

A. PURPOSE

The Specific Plan Design Guidelines have been prepared to articulate the intended character of the Fox Field East, Fox Field West, and East to West Expansion Area of the Fox Field Industrial Corridor Specific Plan. The purpose of the guidelines is to:

- Establish a flexible design framework and design review criteria which developers/designers of individual projects will use as a guide to new development and which the City will use to evaluate proposed development. These guidelines will assure developers within Corridor and the City of Lancaster that individual improvements will conform to a high standard of design,

- Provide the City with assurances that the specific plan area will develop in accordance with the intended character, and will enhance the overall image of the City of Lancaster.

The Design Guidelines address the following issues: Site Planning, Architecture, Landscape Architecture, and Community Elements (lighting, walls and fences) These guidelines apply to all uses within the Fox Field Specific Plan project area.

The Fox Field Director of Community Development will have the authority to interpret and approve minor adjustments to the design guidelines and criteria in order to achieve superior design solutions. Such adjustments will be reviewed and authorized by the Director of Community Development.

B. SITE PLANNING DESIGN GUIDELINES

1. Site Planning Concept

The intention of this specific plan is to guide future development through changing market conditions. A design concept for Fox Field Business Park has been formulated to maintain visual consistency throughout the development and to create an overall enhanced environment. Primary goals of the Site Planning Guidelines are to control building placement and to establish setbacks that reinforce the landscape theme. Key features of the plan which may serve to both create a functional environment and provide visual consistency throughout the project are as follows:

- Landscaping treatment of public streets, private access ways and parking lots.

- Coordinated vehicular access locations and design for each development parcel to promote smooth traffic flow.

- Freeway gateway feature and wide setbacks along Avenue G.
• Network of pedestrian links to the commercial area.

• Where possible, office and R&D are clustered together and surrounded by heavily planted parking lots. Clustered buildings function to shelter the outdoor courtyard areas from the prevailing southwest wind.

2. Site Plan Flexibility

Any given site within the project can accommodate a variety of site plans, all of which should express the original design intent of the Specific Plan. The purpose of the illustrative plan (Exhibit 8) is to show one conceptual development alternative describing the character of the buildings, site planning, circulation systems, and the landscape treatment envisioned for Fox Field Business Park.

3. Building Entries

Buildings shall be located and oriented so that their entrances are visible from the street on which they front. Entries shall be connected to the street and/or parking areas by a paved pedestrian path.

4. Building Site Coverage and F.A.R. (Floor Area Ratio)

The maximum building site coverage for the overall focused planning area shall be 50% of the net site area, and the maximum overall floor area ratio (FAR) is 0.5:1 (50%). The Director may approve individual uses that exceed these requirements provided that the average overall site coverage and FAR within the focused planning area does not exceed the maximum limits.

5. Walls and Fences

Walls shall be designed as an integral part of the overall site design, constructed with materials that are complementary to the style of adjacent buildings and incorporate the same finishes and colors.

• Walls shall not be permitted on lot lines. Walls located near lot lines shall observe an interior property line building setback of 10 feet. No wall shall exceed a height of 8 feet.

6. Pedestrian Amenities

Shared site amenities such as plazas, visitor entries, pedestrian walks and other features are encouraged.

• Public art is especially encouraged.

• Grandiose or overly pretentious landscape features will not be allowed.

• Separation of vehicular, pedestrian and service functions will be required.
7. Commercial

The commercial component within the project will serve as an amenity. Its distinctive architectural design will differentiate this hub from the rest of the business park. Pedestrian walkways within the project will lead to this area.

8. Gateway Feature

The Gateway Feature at the Antelope Valley Freeway/Avenue G entry will create a powerful contrast to the surrounding flat landscape (see Exhibits 26 and 27, Project Entry Concept Sketch and Alternative Project Entry Signage Concept). This vertical composition will borrow from aviation references. Art is also encouraged in other portions of the site, especially within interior courtyards. The drawings shown are artist's concepts only of possible signage.

9. View Corridors

View corridors from the freeway shall be created that frame attractive elements of the site plan while minimizing objectionable views. Building placement and landscape screening should be arranged to maximize the effectiveness of this strategy.

C. ARCHITECTURAL DESIGN GUIDELINES-COMMERCIAL/INDUSTRIAL

1. Concept

Buildings should be designed in a timeless manner to project an image of integrity, permanence and restrained elegance. The architectural concept should prevent a complex of competing, unrelated buildings.

The highest quality architectural design is encouraged.

2. Building Massing and Height

- Building facades abutting streets should be massed in order to minimize apparent bulk.

- Breaking up of large masses into smaller ones, use of shade and shadow, and structural expression are encouraged.

- Long uninterrupted exterior walls are discouraged.

- Building height shall not interfere with aviation zones.
FOX FIELD INDUSTRIAL CORRIDOR
Alternate Project Entry Signage Concept

Source: Langdon + Wilson

Exhibit 27
3. Facade Articulation

- Timelessness of design is encouraged through the use of form, light, shadow, texture and color.

- Windows should be differentiated from spandrel panels, and the ratio of glass to spandrel should be balanced.

- Recessed and/or articulated windows, spandrels and columns are encouraged.

- All building elevations within a parcel which are visible from a public street shall be consistent in the level of quality of materials, detailing and design. This requirement is particularly important for buildings on corner parcels.

- Roll-up industrial doors facing the street frontage shall not be allowed, unless specifically authorized by the Director of Community Development.

- Glass boxes or monotonous facades without a sense of scale are discouraged. Arbitrary, decorative, stylized or token historicism of architectural elements are not permitted. Residential or "period" buildings (i.e., Spanish, Cape Cod or Art Deco) are discouraged.
- Building Bases: Each project should have a pedestrian-scaled base that clearly identifies building entrances. Variation in materials, textures, colors, openings and recesses are encouraged. The use of architectural elements such as arcades, colonnades and covered walkways that define and organize space at the ground plane are encouraged.

- Utility doors, access panels, fire doors, loading docks, and other openings shall be treated as part of the architectural composition of buildings.

- Building Detailing: Materials, texture, color, patterns, control joints, etc., should be consistent with the overall architectural concept. Details or elements which appear added-on or arbitrary will not be allowed.

4. Roofs

The primary or predominant roof form shall be flat. Other roof forms may be used with the approval of the Architectural Review Board, if designed as an integral part of the building design, to provide emphasis and interest at significant points in the building such as building entry ways.

![Encouraged Roofscape](image1)

![Discouraged Roofscape](image2)
• Particular consideration shall be given to color, materials, detailing and design of the roofs. Mansard roof forms are discouraged.

• All roof-mounted mechanical equipment will be screened on all sides. Mechanical screens and penthouses shall be integrated with the building facade whenever possible and constructed of similar or compatible materials and colors.

• Roof flashing, rain gutters, drains, vents, etc., should match roof color.

• Buildings should appear free of all utility and communication devices. Satellite dishes and antennas shall be ground mounted and located and treated in a manner that reduces visibility from pedestrian areas, streets and freeways.

5. Colors

The palette of building colors should reflect the project’s location in the high desert. A palette of light earth tones should be selected.

• Accent colors should be used purposefully to express entries, bases, or special areas. Accent colors should not be highly contrasting, arbitrary or graphic.

• All exterior colors must be approved by the Director of Community Development. The color scheme for existing neighboring buildings shall be indicated and considered.

• Bright shades of color used as the primary exterior color are discouraged.

6. Materials

Materials should be used in a manner consistent with their construction, use and character. The following materials list is to be used as a guideline for appropriate usage in the specific plan area.

a. Encouraged

1) Windows

• Clear: Entry and ground detail
• Bronze or Green Glass: Non-reflective or lightly reflective (30% or less)

2) Spandrel

• Poured-in-place or precast concrete (sandblasted or textured)
• Concrete with integral color or light colored aggregate
• Painted concrete
• Metal panels with factory applied paint or anodic finishes
• Natural stone materials
• Stucco or similar materials (Dryvit)
• Glass fiber reinforced concrete (GFRC)
• Light colored tile

b. Discouraged

1) Windows
• Mirror glass
• Blue, pink or any glass besides those stated above

2) Spandrels
• Wood shakes or shingles
• Glass
• Wood siding
• Asphalt shingles
• Dark brick or concrete block masonry

3) Awnings

4) Metal Buildings

Metal buildings are prohibited in Fox Field East. Metal buildings may be permitted in Fox Field West and the East to West Expansion Area if it is determined by the Director of Community Development that the design and treatment of the building will allow it to blend in with proposed and existing development in these areas. Metal buildings are allowed within the Long Term Expansion Area.

7. Energy Considerations

Solar access and prevailing winds should be considered in building design and orientation.

D. LANDSCAPE GUIDELINES

The existing site is presently characterized by flat open land, highly visible from the Antelope Valley Freeway and local roads. This highly visible, flat open site calls for discriminating decisions from designers working with a common ideal, in order that the site may develop as a continuous whole, rather than a series of unrelated spaces. Individual expression in the design of the different parcels should point toward the overall sense of place by respecting this common ideal. These guidelines, in conjunction with the Landscape Master Plan, are intended to provide the framework in which to develop an image within the landscape of Fox Field Industrial Corridor.

Given the individual needs and tastes of future tenants of Fox Field Industrial Corridor, the resulting architecture of this site will undoubtedly take on a variety of forms and styles within the constraints of the architectural guidelines. The landscape will play a key role in conveying "first impressions" of the site as a coherent, unified whole.
Therefore, the purpose of the landscape plan and design guidelines is to solidify the design intent and to guide future development of Fox Field Industrial Corridor towards a common goal, while allowing for individual expression within this framework.

1. Landscape Master Plan Concept

   a. Freeway Edge and Avenue G/H Entries:

   The Antelope Valley Freeway edge presents the greatest opportunity for utilizing landscaping elements to create a positive first impression for the person entering the Fox Field Industrial Corridor or passing it on the freeway. The freeway edge should be landscaped with informal drifts of trees and shrubs. A setback of 50 feet from the freeway right-of-way will be dedicated as a landscape easement paralleling the freeway and this easement will widen at both Avenues G and H intersections. These areas on both sides of Avenues G and H will receive a special landscape treatment, which will include monument signage to welcome the visitor. A diagrammatic plan and elevation of this proposed concept is illustrated in Exhibit 26, Project Entry Concept Sketch.

   b. Streetscape Landscaping

   The streetscape establishes structure, hierarchy, coherence, continuity and visual identity for the project. The plant palette and landscape treatment for each of the streets reinforces the overall concept. Preference has been given to plant materials which are water-conserving and/or drought-tolerant.

1) Regional Arterials (Avenues I, G and H): These avenues are the primary spines and Avenue G is anticipated to be the most significant roadway in the project. Both G and H are designed as a parkway with wide landscape setbacks on both sides as well as a 20 foot wide median. A 35 foot wide landscaping easement on both sides, (see Exhibit 10) containing a meandering sidewalk, earth berm with shrubs and double row of canopy trees will create a majestic stately image. The berm will assist in giving the project a finished look as well as screening cars from parking lots.

   The 35 foot wide landscape easements on Avenue G between the freeway and 30th Street should be installed in the early phases of the project. Areas for future widening of Avenue G and H in both directions should be provided.

2) Other Local Streets and Airport Loop Drive: These streets are planned to contrast with the major Avenues and will possess a more informal looking landscape design. Groves of irregularly spaced trees as well as four foot high undulating berms will allow flexibility in locating driveway entrances as well as permitting views into each parcel from the street. A 22-25 foot wide landscape easement on both sides of each street will contain a 10 foot wide parkway, a 5 foot wide sidewalk and an additional minimum of 20 feet of landscaping.

3) 30th Street: This collector will feature a regularly spaced doubled row of canopy trees within a 10 foot wide parkway. A 30 foot wide landscape easement from the street right-of-way will signify this street as a major thoroughfare.
c. Feature Intersections

Avenue G, as the major boulevard in the project, will be highlighted by intersections which will include special paving, lighting, and feature plant materials. Those intersections are shown on the Landscape Master Plan Concept (see Exhibit 28).

d. Entries from Avenue G and H

In order to facilitate smooth traffic flow, entries off of the major Avenues G & H are limited to one quarter mile spacing as depicted on the Land Use Plan. These intersections will be highlighted with distinctive columnar trees, monument signage, and crosswalks of special paving. A conceptual illustration of these entries is shown in Exhibit 29.

e. Drainage Corridor and Linear Park

The 500 foot wide drainage corridor will be landscaped along its top edge with informally spaced drifts of drought resistant trees and shrubs in order to create visual continuity along this linear element. The linear park, which is planned to connect the existing Apollo Park and Avenue I, will be landscaped with drifts of canopy trees and shrubs. A Class I bikeway and pedestrian path will connect Apollo Park to Avenue I and will conform to the "urban trails" network in the General Plan.

f. Feature Park and Apollo Park

A small 3.2 acre feature park is planned for a prominent site on Airport Loop Drive between Avenues F and G. This park is designed as a passive park, serving all phases of the Fox Field Industrial Corridor. Its lush, green appearance and shade trees will provide an oasis for business park employees and also may include a daycare center with related parking. Apollo Park will be directly connected to the urban trail system as well as to the pedestrian walks along Airport Loop Drive.

g. Maintenance District

A common landscape maintenance district requiring member assessments will be instituted to insure consistent and quality maintenance for streetscape landscape easements, feature park, urban trails and the drainage way top of slopes. Participation in this assessment district will be mandatory for all property owners in Fox Field Industrial Corridor.

h. On-Site Landscaping

The Specific Plan establishes landscape criteria for the on-site landscaping of individual parcels. This landscaping will be the responsibility of individual parcel owners and will be reviewed and approved as part of the Director of Community Development's approval process. The Development Standards set the specific landscaping requirements for parcels.
The landscape concept for individual parcels is to create a sense of buildings set in a consistent and unified project-wide landscape environment. The on-site landscaping is intended to create a simple, strong landscape setting appropriate to a business park and the various scales of buildings, streets and parking areas within the Park. This will be achieved through the use of a limited and carefully selected plant palette, and with massing of similar plant materials, especially along street frontages and at vehicular entries. Large sweeps of single species are recommended. Ornamental accent trees, shrubs and ground cover are recommended for courtyards, gardens, and building entries. The Recommended Plant Palette (see Table 7), offers a variety of plant material that does well in Lancaster’s climate.

Standards for on-site lighting will complement the landscape. They assure the visual continuity of lighting within public right-of-ways and private development and the consistency of lighting design and fixtures among individual parcels.

i. Parking Lot Landscaping

The Specific Plan standards for parking lot landscaping (refer to the Development Standards, Section V of this document) are integral to the success of the on-site landscape design. Canopy trees and related landscaping are required to provide shade and create an inviting experience while within parking areas, to avoid large unshaded areas of paving, and to create a continuity of landscaping throughout the more public areas of the site.

j. Plant Palette

Planting materials shall be selected from the following list, Table 7:” Suggested Plant Palette. Other materials may be used with approval by the Director of Community Development. The following plants on the list have been chosen for their visual quality, appropriate to the landscape needs of the Fox Field Industrial Corridor, ability to thrive in the high desert, and, in many cases, their limited need for water. The choice of specific plants from this list should be based on factors including specific location, orientation, wind exposure, irrigation, and soil quality.

2. Landscape Design Guidelines

The landscape should be structural to reflect the site’s arid location, while at the same time maintaining an upscale business park image. This image may be described as a formality of straight lines and geometric patterns, practical use of space, open vistas, simplicity and consistency in plant material selection.

- Specific design features including entry monuments and signage should be enhanced through landscape design.

- Landscape buffers should be provided between individual developments within Fox Field Industrial Corridor.
• The landscape should complement the buildings and provide visual relief for larger buildings.

• Shade and shelter from winds should be considered in all landscape design especially within the parking lots.

• Drought tolerant plant materials and water conserving irrigation design shall be used in the areas of new development.

• To the maximum extent feasible, parking lots should be screened from view from traffic along all project streets with the use of berming and landscaping.

• A restricted palette of plant materials utilizing plants indicated by Table 7, Suggested Plant Palette, should be used in order to maintain the theme of the landscape design which is desired to be established on each individual lot. Plant materials on individual lots should complement the established planting along public rights-of-way. Although Table 7 outlines suggested plant materials, plants within individual developments may vary, utilizing other plants on the City of Lancaster's approved plant list.

• Plant material with invasive or destructive root systems, as well as plants known to have messy and/or staining fruit and/or brittle limbs, should be avoided.

• All plant material selected for use should be of a type known to have been successful in the area, or in similar climatic and soil conditions.

• A mixture of evergreen and deciduous plant material shown should be chosen to insure some foliage year-round.

• Since water requirements of plant materials may vary extensively, attention should be given to selecting plants with similar water requirements in particular planting areas.

• Attention should also be given to on parcel soil conditions and to selecting irrigation systems that can regulate water requirements as needed. This is of particular importance when using drought-tolerant plant material that typically requires a higher water usage initially until established, at which time the amount of irrigation can be reduced.
### Table 7
**Suggested Plant Palette**

<table>
<thead>
<tr>
<th>Latin Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Evergreen Trees</strong></td>
<td></td>
</tr>
<tr>
<td>Cedrus atlantica 'Glauc'a'</td>
<td>Blue Atlas Cedar</td>
</tr>
<tr>
<td>Cedrus deodara</td>
<td>Deodar Cedar</td>
</tr>
<tr>
<td>Eucalyptus microtheca</td>
<td>Flood Box</td>
</tr>
<tr>
<td>Eucalyptus sideroxylon</td>
<td>Red Ironbark</td>
</tr>
<tr>
<td>Magnolia grandiflora</td>
<td>Southern Magnolia</td>
</tr>
<tr>
<td>Pinus pinea</td>
<td>Italian Stone Pine</td>
</tr>
<tr>
<td>Quercus ilex</td>
<td>Holly Oak</td>
</tr>
<tr>
<td><strong>Deciduous Trees</strong></td>
<td></td>
</tr>
<tr>
<td>Crataegus phaenopyrum</td>
<td>Washington Thorn</td>
</tr>
<tr>
<td>Gleditsia triacanthos inermis</td>
<td>Thornless Honey Locust</td>
</tr>
<tr>
<td>Koelreuteria paniculata</td>
<td>Golden Rain Tree</td>
</tr>
<tr>
<td>Liquidambar styraciflua</td>
<td>American Sweet Gum</td>
</tr>
<tr>
<td>Plantanus acerifolia 'Yardwood'</td>
<td>London Plane Tree</td>
</tr>
<tr>
<td>Prunus cerasifera 'Atropurpurea'</td>
<td>Purple Leaf Plum</td>
</tr>
<tr>
<td>Pyrus calleryana</td>
<td>Bradford Pear</td>
</tr>
<tr>
<td>Robinia ambigua 'Idahoensis'</td>
<td>Idaho Locust</td>
</tr>
<tr>
<td>Zelkova serrata</td>
<td>Sawleaf Zelkova</td>
</tr>
<tr>
<td><strong>Shrubs</strong></td>
<td></td>
</tr>
<tr>
<td>Cotoneaster species</td>
<td>Cotoneaster</td>
</tr>
<tr>
<td>Chaenomeles</td>
<td>Flowering Quince</td>
</tr>
<tr>
<td>Heteromeles arbutifolia</td>
<td>Toyon</td>
</tr>
<tr>
<td>Juniperus species</td>
<td>Juniper</td>
</tr>
<tr>
<td>Photinia fraseri</td>
<td>Red Photinia</td>
</tr>
<tr>
<td>Pittosporum tobira</td>
<td>Pittosporum</td>
</tr>
<tr>
<td>Pyracantha species</td>
<td>Firethorn</td>
</tr>
<tr>
<td>Raphiolepis indica</td>
<td>India Hawthorn</td>
</tr>
<tr>
<td>Rhus ovata</td>
<td>Sugar Bush</td>
</tr>
<tr>
<td>Yucca</td>
<td>Yucca</td>
</tr>
<tr>
<td>Latin Name</td>
<td>Common Name</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>Vines</strong></td>
<td></td>
</tr>
<tr>
<td>Gelsemium sempervirens</td>
<td>Carolina Jessamine</td>
</tr>
<tr>
<td>Hardenbergia violacea</td>
<td>Hardenbergia</td>
</tr>
<tr>
<td>Macfadyena unguis-cati</td>
<td>Cat's Claw Vine</td>
</tr>
<tr>
<td>Parthenocissus quinquefolia</td>
<td>Virginia Creeper</td>
</tr>
<tr>
<td>Parthenocissus tricuspidata</td>
<td>Boston Ivy</td>
</tr>
<tr>
<td>Tecomaria capensis</td>
<td>Cape Honeysuckle</td>
</tr>
<tr>
<td><strong>Ground Cover</strong></td>
<td></td>
</tr>
<tr>
<td>Agapanthus</td>
<td>Lily of the Nile</td>
</tr>
<tr>
<td>Ajuga reptans</td>
<td>Carpet Bugle</td>
</tr>
<tr>
<td>Cerastium tomentosum</td>
<td>Snow in Summer</td>
</tr>
<tr>
<td>Coreopsis grandiflora</td>
<td>Coreopsis</td>
</tr>
<tr>
<td>Cotoneaster</td>
<td>Cotoneaster</td>
</tr>
<tr>
<td>Euonymous fortunei 'Colorata'</td>
<td>Purple Leaf Winter Creeper</td>
</tr>
<tr>
<td>Hedera helix 'Hahn's'</td>
<td>Hahn's Ivy</td>
</tr>
<tr>
<td>Hemerocallis</td>
<td>Day Lily</td>
</tr>
<tr>
<td>Juniperus species</td>
<td>Juniper</td>
</tr>
<tr>
<td>Lonicera</td>
<td>Honeysuckle</td>
</tr>
<tr>
<td>Rosmarinus 'prostratus'</td>
<td>Creeping Rosemary</td>
</tr>
<tr>
<td>Santolina virens</td>
<td>Green Cotton Lavender</td>
</tr>
<tr>
<td>Vinca major</td>
<td>Periwinkle</td>
</tr>
<tr>
<td><strong>Grasses</strong></td>
<td></td>
</tr>
<tr>
<td>Festuca elatior</td>
<td>Tall Fescue</td>
</tr>
</tbody>
</table>
V. Development Standards
V. DEVELOPMENT STANDARDS

A. GENERAL PROVISIONS

1. The provisions contained herein shall govern the zoning and development of the Fox Field East, West, and East to West Expansion area of the Fox Field Industrial Corridor Specific Plan area. The land use designation of properties in the Long Term Expansion Area is the underlying Lancaster General Plan land use designation. Development standards for these areas shall be the City Zoning Standards for those General Plan land use designations. Any land use proposal not specifically covered by the provisions contained herein shall be subject to the regulations of the City of Lancaster Municipal Code for the applicable zoning designation that corresponds to the underlying General Plan land use designation.

2. This document comprises the zoning for the specific plan area. Whenever any regulations or standards contained in this section differ from or conflict with the regulations of the City of Lancaster Municipal Code, the regulations contained in this document shall take precedence.

3. Whenever a use has not been specifically listed as being a permitted use in a particular zone classification within the Specific Plan, it shall be the duty of the Director of Community Development to determine if said use is consistent with the intent of the zone and compatible with other listed permitted uses.

4. All grading shall comply with all applicable regulations of the City of Lancaster.

5. All construction shall comply with all provisions of the Uniform Building Code and applicable sections of the Lancaster Municipal Code. Construction within any development area may commence only after the Director of Community Development and the City Community Development Director, or his designee, finds that the construction proposal, these regulations and applicable policies and guidelines of the Fox Field Specific Plan are consistent, through the submittal review process.

6. Community design elements shall substantially conform to the Design Guidelines and Landscape Master Plan Concept outlined in this Specific Plan document.

7. Terms used in this section shall have the same definitions as provided in the Lancaster Municipal Code unless otherwise defined.

8. Non-Conforming Uses and Structures: Where a lawful use of land exists within the specific plan area which would not be permitted by the regulations imposed by this specific plan, such use shall be deemed a non-conforming use and may be continued so long as it remains otherwise lawful, subject to the requirements of the City zoning code.

Where a lawful structure exists that could not be built under the terms of these regulations by reason of restrictions on area, height, yards, location on the lot, or
other requirements concerning the structure, it shall be deemed a non-conforming structure and may be continued so long as it remains otherwise lawful, subject to the following provisions:

a. No such structure may be enlarged or altered in a way which increases its non-conformity, but any structure or portion thereof may be altered to decrease or not affect its non-conformity.

b. Should such non-conforming structure or portion of such structure be destroyed by any means to an extent of more than fifty (50%) percent of its replacement cost at time of destruction, it shall not be reconstructed except in conformity with the provisions of this specific plan.

B. PERMITTED AND CONDITIONAL USES

1. General

The Land Use Plan for the Fox Field Industrial Corridor specifies all land to be classified as business park. All uses in the following permitted use category are allowed unless they are specifically not allowed due to aeronautical constraints (refer to Table 6, Page 61).

The focused area Land Use Plan (Exhibit 4) displays eight different land use categories: Commercial; Office; Research and Development (R&D); Light Industrial; Manufacturing/Distribution; Mixed-Use Business Park; Commercial Recreation/Golf Course and Open Space. These use designations are suggested land use categories for each planning area. Each planning area may contain any of the permitted uses. During build-out of the Industrial Corridor, the land uses suggested on Exhibit 4 should be periodically re-evaluated to reflect the current building pattern. The goal is to maintain flexibility in the location of the different permitted uses and provide a variety of parcel sizes for different land uses during each phase of the project.

2. Permitted Uses - Business Park

a. Offices - Business, Government or Professional.

b. Public safety facilities and services.

c. General manufacturing (refer to Section 241.021.9 of the City Municipal Code [excludes cement manufacturing, explosives, foundries, paper manufacturing, plastic manufacturing, or tanning of animal hides]).

d. Public services and utilities.

e. Research and development.

f. Warehousing, wholesaling, and related signage.
g. Eating and drinking establishments (bars, cocktail lounges, nightclubs, or similar uses which meet the definition of on-sale liquor establishments, shall be required to obtain a conditional use permit.)

h. Financial institutions and services.

i. Retail/Commercial.

j. Repair services (excludes automobile, boats, or heavy equipment) - This is limited to shoe repair, jewelry and watch repair, locksmiths and similar repair services.

k. Fairgrounds.

l. Services-business or personal - This category includes uses which may be classified as support services for the business park. Examples include day care, dry cleaners and laundries, florists, moving and storage, parcel delivery terminals, tailors, barbers and beauty shops, and health spas.

m. Other operations and uses which are neither specifically prohibited nor specifically authorized by these restrictions may be permitted in specific cases if consistent with the purposes and intent of the Specific Plan, and if approved by the Director of Community Development. All uses must be conducted within an enclosed building.

C. STANDARDS

1. Setbacks

a. All setbacks shall be determined as the perpendicular distance from the property line to the foundation point of the closest structure, in accordance with Table 8, Building and Parking Setbacks. Setbacks shall be measured from the street property line, which shall be the back of curb.

b. Setbacks noted here are minimum requirements.

c. Projections into required building setbacks are subject to review and approval by the Director of Community Development. Projections include, but are not limited to, balconies, footings, stairs, and roof overhangs. Freestanding flag poles and banner mounts shall observe setback requirements.

d. All setbacks shall be fully landscaped in accordance with the Specific Plan Landscape Master Plan Concept.
<table>
<thead>
<tr>
<th>Building/Parking Setbacks</th>
<th>Setback (in feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avenues G, H</td>
<td>35</td>
</tr>
<tr>
<td>30th, 40th Streets</td>
<td>30</td>
</tr>
<tr>
<td>Airport Loop Drive/ Secondary Arterials</td>
<td>25</td>
</tr>
<tr>
<td>Interior Local Streets/ Cul-de-Sacs</td>
<td>22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Additional Building Setbacks</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings &gt; 35' in Height</td>
<td>Add 1' front setback per 1' in height beyond 35'</td>
</tr>
<tr>
<td>Buildings &gt; 150' in Length</td>
<td>Add 1' front setback per 10' of length beyond 150' to a maximum 50' setback</td>
</tr>
<tr>
<td>Building Side Setback (interior)</td>
<td>10</td>
</tr>
<tr>
<td>Building Rear Setback (interior)</td>
<td>10</td>
</tr>
</tbody>
</table>

Note: All setbacks shall be measured from the property line.
2. Building Intensity and Height

a. The maximum overall Floor Area Ratio (FAR) within the focused planning area shall be 0.5:1 (50%). The Director may approve individual uses that exceed this requirement as provided under Section IV. B.4 of the Specific Plan.

b. There shall be no maximum building height established by this plan since building heights will be constrained by the established setbacks, FAR, and off-street parking requirements.

c. Building height shall not interfere with aviation zones.

d. No building may be constructed which would shade any existing active solar energy system on adjoining property without the consent of the affected property owner.

3. Parking Requirements

a. Parking ratios within the specific plan area shall meet the parking requirements of the City of Lancaster Municipal Code. Handicapped, compact, bicycle, and motorcycle parking shall be provided in accordance with City requirements.

b. Shared parking is allowed in accordance with City of Lancaster zoning regulations for uses within building clusters where peak operating hours of each use differ significantly. Proposals for shared parking shall be based on a parking study which indicates that minimum parking requirements of each use are met at all times during the hours each use is open for business.

c. Child care facilities which service the employees of a facility shall require no additional parking. Commercial child care facilities shall require one (1) space for each staff member plus 1 space for each 10 children. One loading space shall be provided.

d. Parking lot design, including aisle width, circulation pattern, and parking space width, shall conform to the City of Lancaster standards.

e. The Director may require the provision of shower and clothing locker facilities within individual developments or buildings that will employ large numbers of people for employees that travel to work by bicycle.

f. The City's Transportation Demand Management (TDM) requirements must be met.

g. The Director may approve parking requirements for individual uses that are based on the expected employee and customer demand when it is determined that the application of the City's adopted parking ratio will result in either a significant surplus or shortage of parking.
4. Walls and Fences

a. All walls and fences used for screening shall have a minimum height of six (6) feet and a maximum height of twelve (12) feet.

b. No walls, with the exception of decorative walls, freestanding planter walls or screens, shall be constructed within the required front yard landscaped setback.

c. Walls within the front yard setback area shall not exceed a height of three (3) feet.

d. All walls shall be designed as an integral part of the overall architecture and site design, being constructed of materials complementary to the style of adjacent buildings and site landscaping.

e. All wall and fence design, materials and dimensions are subject to approval by the Director of Community Development.

f. The use of barbed or razor wire fencing is prohibited.

g. Chain link fencing is prohibited in any area visible from a public street, freeway or adjacent properties.

5. Screening

a. Where landscaping only is used for screening, it shall be of an evergreen variety, planted at a size and spacing which will allow it to reach a height of six (6) feet within one year of planting and eight (8) feet within two years of planting.

b. All mechanical equipment, ground-mounted equipment including transformers, utilities, storage, vehicle storage and loading areas, exterior storage areas and service yards, trash enclosures, electrical cage enclosures and storage tanks not occurring within a building are to be screened from view from access streets and adjacent properties. Screening is to be provided by a visual barrier such as a wall, enclosure, berm, or mature landscape materials.

c. Roof-mounted components of the mechanical systems, including plumbing, heating, cooling, and ventilation, shall be screened from view by a building parapet or an unobtrusive screening device whose color, location and form is an integral part of the overall architectural design.

d. No exterior components of plumbing, processing, heating, cooling, and ventilating systems shall be mounted on any building wall unless they are an integrated architectural design feature.

e. Where possible, refuse containers, transformers and other ground-mounted equipment should be integrated into the same enclosure.

f. Loading platforms, docks, and ramps shall be screened from public view.
g. Where shrub planting or hedges are used in the front yard setback or sideyards and rear yards which front on a public street to screen parking, such plant material shall be kept at a maximum height of three and one half \(3 \frac{1}{2}\) feet.

h. Side property lines not adjacent to a public right-of-way as well as rear property lines shall have a landscaped screen, in addition to any walls. Screening planting shall be provided by the developer at the rear property line. Screen planting consisting of shrubs and/or vines shall also be provided at rear property lines whether or not there is a wall. Shrubs and/or vines shall be planted at a size and spacing which will provide an opaque screen six (6) feet high within one year of planting.

6. Loading and Storage

a. Loading

1) Loading areas shall not encroach into setback areas unless specifically approved by the Director of Community Development.

2) Loading or unloading facilities shall be screened from off-site view with an effective combination of walls and landscaping.

3) Loading docks shall be set back and screened to conceal vehicles otherwise visible from the street. Docks shall not be closer than thirty five (35) feet to the street property line, unless specifically approved by the Director of Community Development. Loading shall not be permitted from the front of any building or in any area visible from front or corner side property lines.

4) On-street loading or unloading is prohibited.

5) Loading areas will be designed to provide for backing and maneuvering of trucks and other equipment within the parcel boundaries. This activity may not take place on any street.

b. Storage

1) General

a) Unless approved by the Director of Community Development, no materials, supplies, or equipment shall be stored on site except inside a closed building, or in a location which is screened so that the stored material is not visible from the neighboring properties or public streets.

b) No company-owned or operated trucks, tanks, trailers or similar equipment may be stored in the front portion of the site unless approved by the Director of Community Development.
2) Refuse Storage and Collection Areas

a) Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Deposited refuse should not be visible from outside the refuse container.

b) Each parcel shall have a waste storage area on-site. Minimum capacity is determined by ratio of ten (10) square feet of waste storage area for each one thousand (1000) square feet or portion thereof of net floor area of the facility, but not less than six (6) feet in width nor less than eighteen (18) feet in length (exterior dimension). This size will allow for storage of recycling containers. Such storage areas shall be enclosed on three (3) sides by a minimum six (6) foot high reinforced masonry or concrete wall of a finish and color which is harmonious with the overall architectural and landscape theme.

c) A sight-obscuring solid gate which is the same height as the enclosing walls is required unless a maze type enclosure is utilized. Slatted chain link gates are not allowed. The floor of the enclosure shall be of concrete and the gate shall be built of non combustible materials. Refuse storage areas must have a 6-inch raised interior curb to prevent bins from hitting the side walls.

d) The Director of Community Development may approve recessed type trash containers, provided that they are located away from street exposure and screened by berms or suitable landscape treatment.

e) The enclosure shall not be visible from adjacent lots or sites, neighboring properties or streets. No refuse collection areas shall be permitted between a street and the front of a building.

f) Refuse collection areas should be located on the site as to provide clear and convenient access to refuse collection vehicles and thereby minimize wear-and-tear to on-site and off-site development.

3) Outdoor Storage

a) Approval of outside storage will be granted only where storage is visually screened from view from streets and adjacent properties. All screening of outdoor storage shall be a minimum of six (6) feet in height. No materials shall be stored above the top of the wall.

b) Bicycle storage shall not be permitted in the front yard setback or side yard and rear yard setbacks fronting on a public street, unless adequately screened from the adjacent street by landscaping and/or walls.

c) Bicycle storage facilities shall be placed as close as possible to paved pedestrian ways without conflicting with pedestrian flows. The width of pedestrian paving adjoining bicycle storage areas shall not be less than four (4) feet.
7. Utilities

a. All utility and manufacturing distribution services and systems shall be enclosed in approved buildings or shall be placed under ground. These services include electrical, gas, water, sewer, storm drains, telephone, and any other special piping, conduit, containers, meters, or other required equipment. Temporary overhead and surface installations will be permitted during the active construction period only.

b. All permanent on-site utility lines shall be undergrounded in accordance with the requirements of the utility companies serving the specific plan area and the City of Lancaster.

c. Temporary overhead power and telephone facilities are permitted during construction.

d. On-site underground utilities shall be designed and installed to minimize the disruption of off-site utilities, paving and landscape during construction. The maintenance of on-site utilities shall not place excessive burdens on off-site utility systems during the course of use.

e. No antenna or other device for transmission or reception of any signals, including but not limited to telephone, television and radio shall be placed on any lot so that it is visible from areas normally utilized by the public and users of adjacent parcels, unless specific written approval is granted by the Director of Community Development.

8. Landscape Requirements

a. General

1) It is the intent of the Fox Field Industrial Corridor Specific Plan to allow parcel developers the ability to define their own landscape design, consistent with the landscape designs of other private parcels and the overall landscape treatment of the specific plan area.

2) A detailed landscaping and irrigation plan, prepared by a Landscape Architect registered in the State of California or prepared under the supervision of an Architect registered in the State of California, shall be submitted as part of the submittal of building plans for approval by the Director of Community Development prior to installation of any landscaping.

3) All landscaping in medians and other locations within and adjacent to the public right-of-way shall be pruned per the City's sight distance criteria, thinned and/or otherwise treated at least once a year to assure that foliage does not impede visibility of trucks, other vehicles and pedestrians.
4) All landscape within each parcel shall be planted with materials in accordance with the Landscape Master Plan, Recommended Plant Palette, Table 7, and criteria identified in the following standards.

5) Each site shall have 15% of its net area developed and maintained with landscape improvements.

6) A minimum of one tree shall be provided for every four hundred (400) square feet of landscaped area. Such plantings will soften the hard surface of adjacent structures and pavement, provide shade, and reduce the adverse effects of light, glare and fumes on adjacent properties.

7) Trees, in both linear and massed forms, shall be utilized to enclose and subdivide planted and/or paved exterior spaces on each parcel in order to provide physical protection from the sun and wind.

8) The individual developer will be responsible for providing and maintaining hedgerow planting at the rear of the development site in accordance with the Landscape Master Plan.

9) The quantity and actual placement of trees, shrubs, ground cover and turf shall be adequate to screen and soften buildings and their associated loading and parking areas from adjacent public streets. Such landscaping shall be designed with consideration given to parcel size and the intended building use.

10) Spacing of plant material should be commensurate with anticipated mature growth in order to promote natural forms without the need for excessive pruning and maintenance in the future.

11) Grouped masses of plant material shall be designed to complement the architectural elevations and roof lines through color, texture, density and form.

12) Berms in landscaped areas shall not exceed four (4) feet in height. Slopes shall not exceed 3:1 slope ratio.

13) The number of plant species used on each parcel shall be restricted to retain continuity and simplicity in the design.

14) Earth berms and existing topography may be used, where appropriate, as a component of the landscape plan.

15) All plant material within a thirty foot triangle at the intersection of two streets shall be no more than three feet in height above the curb level at maturity, to allow for visibility at the corner.
b. Landscape Setbacks

1) The property owner, leasee or occupant shall landscape and maintain all unimproved areas on the lot.

2) The following unplanted landscape improvements may be located within the front yard setback landscaped area: steps and walks connecting the building entries to public sidewalks or the public street; landscape lighting; benches; pools or fountains; rock groupings; bollards; sculptures; free-standing entry monuments; flags; planter walls; and paving.

3) Landscape elements shall be used to screen and soften the appearance of all walls open to public view from access streets or adjacent parcels.

4) Mature landscape screening may be required if the Director of Community Development finds that use of smaller sizes of plant materials will not be consistent with the intent of the Specific Plan. Mature plant materials include 24, 36, and 48-inch box tree or 15 gallon shrub materials.

5) Parking lots shall be screened from public view by shrub materials clipped to forty two (42) inches high. Where parking is located within the front building setback (and side building setback nearest to the corner on corner lots), shrubs shall also be provided along the sides of the entry drive to screen parking. Shrubs shall also be used to screen areas utilized for loading, storage and trash collection.

6) Trees planted in sidewalks on plazas, entryways and in parking areas shall have painted metal heel-proof tree grates or plants surrounding their base.

c. Plant Materials

1) Quality

a) Plant materials shall be symmetrical, typical for variety and species, sound, healthy, and vigorous. It shall be free from plant disease, insect pests or eggs. The container should be well-filled, but not to the point of being root bound.

b) All trees shall be of adequate caliper to stand without support. Notwithstanding this requirement, some trees may need to be staked.

c) All shrubs are to be full and bushy to the ground.

d) All plant material containers shall be free of weeds, native grasses, Bermuda grass, and Kikuyu grass.

e) Ground cover plants shall be healthy and densely foliated.

2) Plant Material Sizes
a) Trees

All on-site trees shall be installed at the following sizes:

- 75% minimum of 15 gallon
- 25% minimum of 24” box

b) Shrubs

All shrubs planted on the parcel shall be installed at the following sizes:

- 50% minimum of 1 gallon
- 50% minimum of 5 gallon

c) Vines

All vines planted on the parcel shall be installed at the following size:

- 50% minimum of 1 gallon
- 50% minimum of 5 gallon

d) Ground cover

- All ground cover shall be well-rooted cuttings in flats, except for white trailing ice plant which may be unrooted fresh tip cuttings.
- All ground cover shall be from flats planted a minimum of eight (8) inches on center and spaced triangularly.

e) Turf

- Turf shall be limited to a maximum of twenty (20) percent of the total landscaped area of the parcel, in order to conserve water.
- Turf may be seeded or sodded. Hydroseeding of lawn areas shall be permitted. However, evaluation of such proposals shall be subject to review by the Director of Community Development.
- Turf seed or sod shall be of a variety which presents a healthy green appearance at all times of the year, lowers the requirements for maintenance, and reduces the amount of irrigation.

f) Berms

- Berms or earth mounds shall not exceed a slope of 3:1 or a height of four (4) feet.
d. Parking Area Landscaping

Landscaping of parking lot areas is an important aspect of the visual quality of the Fox Field Industrial Corridor. Landscaping has several functions: 1) to visually break up otherwise broad expanses of pavement and cars; 2) to create a comfortable microclimate which provides shade and therefore livability to an otherwise typically barren area; and 3) to be an important means of assuring visual and stylistic consistency between the landscape appearance of the public streets and private development.

1) Amount of Required Landscaping

a) A minimum of five (5) percent of the off-street parking and access area, exclusive of landscape street setbacks, shall be landscaped with trees and other plant material to cover all unpaved areas. All parking lots shall be planted at a minimum ratio of one tree per four (4) automobile parking spaces.

2) Location of Required Landscaping

a) Parking lot trees should be geometrically arranged in regularly-spaced planting bays, in traffic islands, and/or in regularly spaced tree wells with tree grates. These elements shall be dispersed in a uniform manner throughout the parking lot in order to create shaded areas and break-up expanses of paving.

b) There shall be a maximum of ten (10) car spaces between finger type planters, whose width is a minimum of five (5) feet.

c) Where there are tree wells, they shall be placed at the intersections of parking lot striping.

d) Landscaping located in loading and trucking areas shall be appropriate to its location. Plant material shall be placed as necessary to minimize exposure to damage by vehicles.

e) All trees shall be located so as to avoid damage from vehicular circulation, maneuvering and parking.

3) Type of Plant Materials

a) Low canopy deciduous trees are encouraged as the primary planting materials. A single species of tree shall be used for each parking area. The tree species may be different in separated parking areas on the same parcel.

b) Plant material is to be selected from the Suggested Plant Palette, Table 7. If special soil or parcel conditions prevent the use of the recommended trees, the property owner should request approval from the Director of Community Development for an alternate plant.
4) Other Requirements

a) All planting areas shall be bounded by a concrete curb with a minimum height of six inches. The finished grade of the planted areas shall be at least three inches below the top of the planter curbing where the curb abuts a public right-of-way.

e. Irrigation Systems

1) Permanent, automatic, underground irrigation systems shall be required in all landscaped areas, including raised planters. Each system shall be capable of providing the proper amount of precipitation for the particular type of plant materials used.

2) The use of low volume irrigation equipment is encouraged for all planted areas within individual parcels.

3) The landscape sprinkler irrigation system shall be designed and operated to prevent or minimize run-off and discharge of irrigation water onto sidewalks, roadways, driveways, adjacent properties, and any area not under control of the user.

4) Irrigation systems for berms shall be designed to minimize water usage, runoff, water pooling at the bottom and top of berms, wastage, and loss of water to wind. Methods to achieve this shall include the use of proper sprinkler heads, the installation of separate sprinkler lines to water the top and bottom of berms, the installation of sprinkler controls which individually control each sprinkler line for time of day and duration of watering, the careful monitoring of water usage, adjustment or programming of the controllers as needed throughout the year to adjust for wind and weather conditions, and the limitation of slopes to a maximum of 3:1. Further, the entire frontage shall be looped in order to provide the opportunity to utilize grey water systems should such a system be brought near to the Project site.

5) All irrigation controllers shall be completely automatic, capable of timing each controller station in variable increments of minutes or hours. Controllers shall have a dual programming module capable of providing two irrigation programs - one for lawn areas and one for other landscape planting areas.

6) Where and if above-ground sprinkler heads are required, pop-up operation type sprinkler heads shall be used adjacent to all walks, drives, curbs, parking areas, and public rights-of-way. These heads are to be used in order to avoid breakage and reduce maintenance costs.

7) Backflow protection shall be required on all irrigation systems which are supplied by a potable water system.

8) Utility cabinets and irrigation hardware shall be screened.
f. Installation

1) Landscape improvements in accordance with the construction documents submitted and approved by the Director of Community Development must be installed within thirty (30) days following the substantial completion of all major structures to be placed on the parcel, or as soon as practicable allowing for the seasons of the year. In no case shall landscape improvements be installed later than ninety (90) days following substantial completion of all major structures to be placed on the parcel. Once started, all landscape improvement construction shall be diligently pursued to completion. Such construction may not be left in a partly finished condition any longer than is reasonably necessary.

2) No deviations or changes to landscape improvements during installation shall be made from the approved construction documents without authorization of the Director of Community Development.

3) Soil in all areas requiring landscaping shall be properly amended and tilled to provide a medium suitable to the growth of all plant material.

4) Specifications shall be submitted with landscaping plans showing that adequate soil preparation will be undertaken based on soils analysis and recommendations by a qualified soils testing laboratory.

9. Signage

a. Administration and Authority

The Director of Community Development will have the authority to administer and interpret these criteria for general conformance, in order to allow for creativity in signage design. In all cases the full intent of these regulations shall apply. The major concern and emphasis of the Director of Community Development in reviewing applications for the approval of signs will be with signs intended to be placed in the front yard setback and all signs facing or visible from street front or external streets and highways. Signage is reviewed and approved as part of the Approval Process as described in the Implementation Section, Section VI.G. of this document.

b. Signage Concept

Signage is a critical element in the appearance, visual quality and efficient functioning of the specific plan area as a whole and each parcel. The concept of the Project's signage is:

1) To contribute to the quality, appearance and visual cohesiveness of the specific plan area's environment.

2) To clearly identify the entries, streets and uses within the Project.

3) To eliminate excessive and confusing sign displays.
4) To safeguard and enhance property values.

5) To provide signage which is integrated and harmonious with the site development.

6) To allow for individual expression and identity.

c. General Requirements

Sign Design

- Signage shall be visually complementary, compatible with and subordinate to the architectural and landscape design of all improvements within the Fox Field Specific Plan area.

- Signage is limited to the identification, as distinguished from advertisement of, businesses and services.

- The minimum number of signs shall be used.

- Signs shall be legible from the street, but shall be designed and located in a manner in which the sign is subsidiary in its visual impact to the design of the buildings and the landscape.

Sign Construction

- All signs shall be of materials compatible with the exterior building colors, materials and finishes. Fabrication shall be of a high quality.

- Sign lighting may be accomplished by: individual letter internal illumination (not neon tube lighting); back lighted letters; or flood lights designed as an integral part of the building or located within the landscape area.

- No signs or any contrivance shall be devised or constructed to rotate, gyrate, flash, blink, change light intensity, brightness or color, or move or simulate movement in any animated fashion.

- Pylon, pole post, or audible signs are not permitted, except that they may be allowed, subject to a Conditional Use Permit, along the freeway for "significant retail" sites of a minimum of 20 acres in size.

- No exposed conduit, wiring, ballasts, tubing, raceways, conductors, transformers, braces, supports or other equipment shall be permitted. Signs are to be free of all labels and fabricator's advertising, except for those required by code. All electrical service to a sign shall be fully concealed, and shall be on the owner/tenant's meter. No tube, bulb or filament shall be visible, except for the back portion of a spotlight oriented away from public exposure.
All signs will conform to appropriate building and electrical codes, and bear the U.L. label if illuminated. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.

Letters painted on buildings are not permitted.

Wooden signs are not permitted.

d. Requirements Relating to Specific Sign Types

1) Permanent Signs On-Site

- Parcel Entry Monument Sign

This standard entry sign is designed as a free-standing monument of dimensions and materials which are uniform throughout the Fox Field specific plan area. One sign only is to be located at each entrance (or primary entrance) serving one or more parcels. The sign is to be placed perpendicular to the street right-of-way and should be double sided. The sign shall be consistent with the signage identified in Exhibit 30, Project Entry Monument Signs. The sign, provided for both single or multi-tenant parcels, is limited to containing the name and the address for all buildings on the parcel. In the case of multiple tenants, the building name as well as the names of each tenant may be shown. Applied letters with or without internal illumination as well as a logo or other identifying graphic may be used. Applied letters and numbers shall be individually formed. Type faces used on entry monument signs shall be highly legible and consistent with the type faces used on other signs on the parcel.

- On-Site Directional Signs

Directional signs not exceeding six (6) square feet each in area per face, double faced, shall be permitted in connection with off-street parking and loading. Sign area of directional signs shall not be calculated as part of the permitted sign area. This sign shall not exceed four (4) feet above grade in vertical height (refer to Exhibit 31).

- Single Tenant or Owner Occupied Building Identification Signs

One wall-mounted or one on-site monument building identification sign per each street frontage shall be allowed for each building occupied by a single business. These signs are in addition to the monument sign at the street. Each sign shall not exceed fifty (50) square feet. The total sign area of all building identification signs on a building shall not exceed one hundred (100) square feet (refer to Exhibit 32).
INTERNAL BUSINESS COLLECTOR

MAJOR ARTERIAL STREET (Aves. F, G, H, 30th - 60th)

NOTES:
- ILLUMINATED CABINET (OPTIONAL)
- ON CONCRETE BASE WITH LIGHT SANDBLASTED FINISH.
- TENANT GRAPHICS AND COLORS TO VARY.
- ALUMINUM CABINET

ADDRESS NUMBERS SHALL BE 6" ALUMINUM, ANODIZED DARK BRONZE OR PAINTED BLACK.

Source: Langdon + Wilson

FOX FIELD INDUSTRIAL CORRIDOR
Project Entry Monument Signs

Exhibit 30
**PARTIAL ELEVATION**

X TIMES Y IS NOT GREATER THAN 10 SQUARE FEET.

Source: Langdon + Wilson

**FOX FIELD INDUSTRIAL CORRIDOR**

**On-site Directional Signs and Exterior Entry Door Signs**

Exhibit 31
DIMENSION OF X & Y VARIES.

X TIMES Y IS NOT GREATER THAN 50 SQUARE FEET.

Source: Langdon * Wilson

FOX FIELD INDUSTRIAL CORRIDOR
Single Tenant or Owner-Occupied Building Identification Sign

Exhibit 32
• Signs on Buildings

- Wall-mounted signs shall be located in the upper part of the building above the highest level of windows (e.g., above first story windows in a one story building, or above second story windows in a two story building). The sign shall consist of applied letters, the height of which shall not exceed ten (10) percent of the building height.

- Signs are limited in subject matter to identifying the building name and/or the name of the owner, operator, builder, sales agent, lessor or lessee of the premises. Signage may also identify the activities (including merchandise handled or services rendered) on the premises on which the sign is located. A design, logo or trademark may also be incorporated. Signage is not to include any advertising, including commercial advertising unrelated to the principal use of the building on which the sign is located.

- Allowed signage for both tenants and owner-occupants shall consist of separate raised letters constructed of permanent materials, placed flat against the building. Included in the allowed area may be a company logo, provided that the logo does not exceed the allowed size or letter height as determined by the wall height on which it is placed.

- Typefaces shall be chosen for their legibility as well as visual quality. Letters shall be arranged to maximize legibility through the proper choice of typefaces, the spacing of individual letters, words, graphics and lines, and the color and value contrast between the letters and their background.

- To the extent possible, all lettering and numbers on signage within each parcel shall use a single typeface.

- Lettering, text or logos identifying the name, address, business or firm on approved signs shall be consistent with the applicant’s use of such information on stationary, business cards, and advertising. Proof of such may be required. This requirement is waived if the sign uses a standard typeface common to all signs on the parcel.

- Lighting of signs, if provided, shall be by internal illumination, backlighting, or from concealed ground-mounted sources. Box-type signs with internal lighting which are attached to a building are not permitted.

- Signs cannot be painted directly on the building.

- The color of all letters and of all signs shall be the same for all buildings on the parcel. Colors shall also be compatible with exterior building materials and are subject to approval.
- No signs of any sort shall be permitted on canopy roofs or on building roofs. Signs may not project above the building or top of the wall upon which they are mounted.

- **Monument Signs**

  - If the allowed sign is a monument sign located in the setback area, it shall not exceed fifty (50) square feet per sign face per frontage and shall be designed to complement the overall design of the structure and landscaping.

2) **Multi-Tenant Building Identification Signs**

- **Building Signs:**

  - One wall-mounted sign facing each frontage shall be allowed for each building occupied by multiple tenants, in addition to the monument sign at the street. This sign shall not exceed fifty (50) square feet. The sign shall consist of applied letters the height of which shall not exceed ten (10) percent of the building height. The sign shall be located in the upper part of the building above the level of the highest level of windows (e.g., above first story windows in a one story building, or above second story windows in a two story building). The sign is limited to identifying the name of the building.

- **Multi-tenant Identification Signs**

  - Each tenant shall be allowed one (1) business identification sign of a maximum size determined by Table 9, *Allowable Maximum Area of Multi-Tenant Signs*. However, for multi-tenant buildings, the total sign area for the building shall not exceed one hundred (100) square feet.

  - Notwithstanding, the maximum allowable areas, the size and location of each sign shall be complimentary and proportional to each individual building. In no case may the sign exceed two (2) feet in height nor exceed fifty (50) percent of the horizontal dimension of the building in width.

  - The signs identifying each tenant should be carefully related to each other and to the design of the elevation on which it is located, in order that each sign is an integral design element of the elevation and does not appear arbitrary and scattered. If possible, the signs should be grouped. Other methods of relating the signs are establishing a common baseline for the lettering; using identical typefaces for all lettering; and/or using the same color for all lettering.
**Table 9**

**Allowable Maximum Area of Multi-Tenant Signs**

<table>
<thead>
<tr>
<th>Building Square Footage</th>
<th>Sign Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 1200</td>
<td>15</td>
</tr>
<tr>
<td>1200 - 1500</td>
<td>20</td>
</tr>
<tr>
<td>1500 - 1800</td>
<td>25</td>
</tr>
<tr>
<td>1800 - 2400</td>
<td>30</td>
</tr>
<tr>
<td>2400 - 3000</td>
<td>40</td>
</tr>
<tr>
<td>3000 - 3500</td>
<td>45</td>
</tr>
<tr>
<td>3500 - 4000</td>
<td>50</td>
</tr>
<tr>
<td>More than 4000</td>
<td>50</td>
</tr>
</tbody>
</table>

*Multi-Tenant sign area for each building shall not exceed one hundred (100) square feet.*

- **Building Address Signs**

  - All buildings shall have easily identifiable addresses twenty-four (24) inches in height posted on the street side of the building. On corner parcels, addresses shall be installed on each elevation with street frontage. The addresses shall be of individually-cut letters surface-mounted on the building, or cast within the building wall. Addresses shall be located for legibility from the street, and shall use a type face chosen for legibility and consistent with the type face used on the entry monument sign. Addresses may also be placed on the entry monument sign as shown in Exhibit 30. The Fire Department may require larger numbers on address signs.

- **Exterior Entry Door Signs**

  - This sign is limited to identifying exterior tenant entry doors and is located over or immediately adjacent to the door. Such signs are not allowed on street frontages unless approved by the Director of Community Development. The size and location of each sign is designed to be pedestrian-oriented, to be complementary and proportional to each individual building and entry area, and in no case shall the sign exceed eighteen (18) inches in height or ten (10) square feet in area (refer to Exhibit 31).
• **Other Permanent Signs**

   - Each occupant or tenant may place upon the front entrance door or door area of his business a sign indicating business name, hours of business, emergency telephone numbers, etc. This sign shall not contain more than two hundred eighty-eight (288) square inches of lettering and shall not exceed four (4) inches in height. Color shall be compatible with the building color theme. The typeface shall be compatible with the typeface(s) used on other signs on the parcel.

   - Each multi-tenant building shall be allowed one directory sign for each entrance onto a public thoroughfare. The directory signs shall be a maximum of five (5) square feet each, and shall contain a site plan, the suite number and name of each individual tenant.

3) **Temporary Signs**

   - Temporary ground signs are allowed, in order to provide information and facilitate sales during the construction and marketing of the Fox Field Specific Plan area.

   - Temporary signs shall be designed to last the length of their intended use without significant fading, peeling, blistering, warping, cracking, rotting or delamination.

   - The Director of Community Development reserves the right without liability to cause removal of any sign deemed to be in violation of the requirements for temporary signs due to deterioration or damage.

   - "**For Rent,** "**For Sale,**" or "**For Lease**" Signs

   - "For Rent," For Sale," or "For Lease" signs shall not exceed sixteen (16) square feet in area and not more than two (2) such signs on any parcel shall be permitted. These signs shall be removed within five (5) days after the property to which they refer has been rented, leased or sold (refer to Exhibit 32).

   - **Temporary Signs Denoting the Architect, Engineer, Contractor, Builder, etc.**

   - Temporary signs carrying the name of the architect, engineer, contractor or other party involved in the design and construction of parcel improvements may be erected on the building parcel on which any work under construction, alteration or removal is taking place. Such signs shall not exceed thirty-two (32) square feet and shall be removed from the parcel within seven (7) days after completion of the Project (refer to Exhibit 33).
TEMPORARY FOR RENT, SALE, OR LEASE SIGNS

TEMPORARY CONSTRUCTION TYPE SIGNS

Source: Langdon + Wilson

FOX FIELD INDUSTRIAL CORRIDOR
Temporary Signs

Exhibit 33
10. Lighting

a. General

- On-site lighting shall be low key. Overall high levels of illumination are not required or desirable. Intensity should be no greater than required for automobile and pedestrian safety. Within these parameters, light sources should convey a sense of safety, direction, and movement.

- On-site parking lot lighting fixtures and illumination levels shall be in conformance throughout the Fox Field Specific Plan area. Lighting design shall not cast glare onto adjacent lots and streets.

- On each parcel, all lighting fixtures shall be from the same family of fixtures with respect to design, materials, color of fixtures and color of light.

- Energy-conserving fixtures or lighting systems shall be used. All illumination elements shall have controls to allow their selective use as an energy conservation measure.

- High-intensity security lighting fixtures shall not be substituted for parcel or landscape lighting or general building exterior illumination. Such security lighting shall be limited to loading and storage locations or other similar service areas.

- All parcel lighting including lighting of signs shall be of a configuration, style, and finish color that complements the architectural theme and materials established by the building design.

- All exterior lighting shall be adequately controlled and shielded to prevent glare and undesirable illumination to adjacent properties or streets.

b. Pedestrian Lighting

- Sidewalks, plazas and other exterior areas on individual parcel may incorporate lighting fixtures on poles with a minimum height of twelve (12) feet and a maximum height of twenty feet (20') and on bollards with a minimum height of three (3) feet and a maximum height of three and one-half (3½) feet.

- Pedestrian walkway lighting shall not exceed an overall height of sixteen (16) feet.

- Pedestrian lighting for outdoor use areas such as courtyards and entry ways shall achieve a uniformity ratio of 3.5 : 1 (average to minimum), with an average illumination of 0.60 footcandles and a minimum of 0.18 footcandles.

c. Parking Lot Lighting

- Parking area, access drive, and internal vehicular circulation area lighting fixtures within all parcels shall be of one of two types:
- Mounted on buildings, or

- A zero cut-off "shoe box" type design mounted at a maximum of twenty-five (25) feet atop a square or round metal pole. Both the fixture and pole shall have a durable finish (refer to Exhibit 34).

- The light source shall be a 150 watt color corrected high pressure sodium lamp.

- A parking lot illumination level shall achieve a uniformity ratio of 3:1 (average to minimum) with a maintained average of one footcandle and a minimum of 0.3 footcandle.

d. **Street Lighting**

Public street lighting shall conform in type and location, to the Standards of the City of Lancaster at the time of installation.
CUT-OFF FIXTURE WITH HIGH PRESSURE SODIUM LAMP.

SAND BLASTED CONCRETE BASE

PARKING  EQ.  EQ  PARKING

PARKING  3'-0''

Source: Langdon - Wilson

FOX FIELD INDUSTRIAL CORRIDOR
Parking Lot Lighting

Exhibit 34
VI. Specific Plan Implementation
VI. SPECIFIC PLAN IMPLEMENTATION

This section provides guidance for the implementation of the policies, standards, and guidelines outlined by this document. The project will be implemented by processing projects to ensure conformity with the regulations and standards in the Specific Plan.

A. AMENDMENTS

A major amendment to the Specific Plan will require review and approval by the Director of Community Development. Such major amendments are governed by the California Government Codes, Section 65500, which requires an application and fee submitted to the City of Lancaster Planning Department, stating in detail the reasons for the proposed amendment.

All sections or portions of the Specific Plan to be changed or that may be affected by the change must be included in the amendment. A concurrent amendment to the General Plan would not be required unless the Director of Community Development or City of Lancaster determine that substantive changes would influence the goals, objectives, policies or programs of the General Plan.

B. SEVERABILITY

If any portion of the Fox Field Industrial Corridor Specific Plan is for any reason held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining portions.

C. ADMINISTRATION AND ENFORCEMENT

a. The City of Lancaster Planning Department will administer the Fox Field Industrial Corridor Specific Plan in accordance with provisions of the Specific Plan and the Lancaster Municipal Code.

b. The Specific Plan for the Fox Field Industrial Corridor area becomes the zoning code for the Project, replacing the relevant provisions of the City Zoning Ordinance. In the Specific Plan Development Regulations (Section V.), development standards for the project are outlined. Uses not addressed in the development standards of the Specific Plan will conform to the applicable City standards from the zone which most closely fits the assigned use of the area.

c. The Lancaster Subdivision Ordinance shall govern subdivision within the specific plan area: subdivision maps are required where properties are to be separately financed, sold, leased or otherwise conveyed.
d. Certain changes to provisions in the Specific Plan may be made administratively by the Community Development Director, subject to appeal to the City Council. These changes may include the following:

- The addition of information to the Specific Plan exhibits or text which does not change the meaning or intent.
- Changes to the infrastructure (such as drainage, water, and sewer systems) which do not have the effect of increasing or decreasing development capacity in the specific plan area.
- Changes of not more than 10% to acreages of specific plan land uses caused by more precise mapping at tentative/final map planning stages.

D. IMPLEMENTATION/FINANCING RESPONSIBILITIES

Improvements which will be provided by the Developer and Property Owner include the following:

1. Off-Site Improvements
   - Roads and sidewalks in public right of way;
   - Landscaping of public areas;
   - Signage or artwork in public areas;
   - Utilities (including electrical, gas, water, sewer, telephone) in the public right of way along the frontage of parcels, as well as stub-outs to the parcel property line.

Note: Some of these improvements may be implemented through the use of an assessment district.

2. On-Site Improvements
   - Mass grading of parcels to comply with flood control requirements;
   - Utilities (including water, sewer, drainage, electric and gas) within the parcel and connection to utilities in public right of way;
   - Curb cuts and driveways for access into individual parcels;
   - All development on individual parcels, including, but not limited to, grading, building construction, parking lots, sidewalks not located in the public right-of-way, signage, lighting, and landscaping.
E. MAINTENANCE

Maintenance of the Fox Field project will be the responsibility of three entities: one or more Property Owner Maintenance Associations, the City of Lancaster, and the individual parcel owner.

- Maintenance of the common areas within the specific plan area will be the responsibility of a Property Owner's Maintenance Association. The areas of responsibility include the streetscape landscape easements, feature park, urban trails, common area landscaping, and signage in public areas.

- Individual parcel owners will maintain all development within privately-owned parcels, including parking lots, landscaping, and hardscape/sidewalks.

- The City of Lancaster will maintain the utilities within public rights of way (including water, sewer, street lights and storm drains), all public streets, public parks, and General Plan trails.

F. APPROVAL PROCESS

1. Submissions

Projects will be submitted directly to the Director of Community Development and reviewed through the City's Site Plan Review process. The Director will consult with appropriate members of City staff and, for proposals that could affect airport operations, the County Aviation Chief. Project approval times will be two years with the opportunity for the applicant to request an additional one year extension.

The Director of Community Development is empowered to approve site plans and other development plans within the boundaries of the Fox Field Specific Plan. This Agency shall meet as needed to consider site plan and development approval for all properties included in the Specific Plan.

If a project is located within a business park or other site owned or operated by the Lancaster Economic Development Corporation (LEDC), the provisions of this section that refer to the involvement of the Director of the LEDC in the submission, review, and approval process shall apply. Other projects shall not be required to be reviewed by or obtain the approval of the Director of the LEDC.

2. Approval for Plans and Specifications

Application for approval of plans and specifications shall be by three sequential submissions; (1) Pre-Design Review; (2) Site Plan Review; and (3) Construction Documents Review.
All plans are to be submitted for approval by the Director of Community Development via the Director of the Lancaster Economic Development Corporation.

All plans and specifications to be submitted shall be prepared by an architect licensed to practice in the State of California. Landscape plans must be prepared by a licensed landscape architect. All proposed development shall be consistent with the provisions and intent of the Fox Field Specific Plan.

The applicant shall submit the following:

- Review Application Form
- Application Fee
- Application Checklist Form

When the Director of the Lancaster Economic Development Corporation has determined that the application package is complete, the Director shall file the application with the Staff Liaison to the Director of Community Development with the application fee. This fee goes to the City of Lancaster and is in the same amount as the City’s Site Plan Review fee.

The Community Development Staff will conduct an internal review of the project and may prepare a brief, one page report to the Director of Community Development with recommendations regarding consistency with the Specific Plan and/or modifications.

a. Pre-Design Meeting

The Pre-Design Meeting includes the applicant, his architect, and the Director of the Lancaster Economic Development Corporation. At this meeting, the basic design direction of the project will be established. Development Standards will be discussed as they apply to the applicant’s project and basic questions regarding such issues as allowable uses, parking, building setbacks and design of improvements on the parcel will be resolved.

The applicant is required to submit the following materials for the Pre-Design Meeting:

- Preliminary Building Program
- Preliminary Site Plan
- Any other materials which indicate the intended parcel development

b. Site Plan Review

The application package shall incorporate any modifications required as a result of the Pre-Design meeting. The package includes:

- Refined Building Program including: tabulation of gross building area by use, site area, landscape area, and projected number of employees and schedule of working hours.
- Site Plan (3 copies) including: parcel and parcel map numbers; property lines, existing and proposed topography; site elevations; structures on adjacent properties; setback lines; proposed structures and appurtenances; parking; driveways; vehicular and pedestrian circulation; storage areas; loading docks and ramps; mechanical equipment including transformers and storage tanks; utility connections; walkway and security lighting; and location and appearance of temporary construction sheds, material, yard, and equipment storage.

- Conceptual Landscape Plan (3 copies) including location, types and sizes of trees, shrubs, ground cover and other plant material and hardscaping.

- Colored Building Elevations (3 copies) showing major relationships of ground elevations, and any other elements affecting the exterior appearance of the proposed site development.

- Colored Perspectives (one or more) indicating architectural character, materials and color.

- Signage Plan (3 copies), including a developer-provided sign program for multi-tenant buildings, the entry monument, and any other on-site signage. Plan shall show sign location, size, layout, design, color, lettering and other graphics.

The Director of Community Development will administer and interpret the signage standards and in all cases the full intent of these regulations shall apply. However, the Director of Community Development reserves the right to interpret the Standards on a case-by-case basis in order to balance the need for identity with the need for subordinating the signage to the overall design character of the parcel and the Specific Plan Area. Approval for signs on one site shall not constitute a precedent for approvals on other sites. The major concern and emphasis of the Director of Community Development in reviewing an application for sign approval will be with signs to be placed in setback areas visible from street frontages.

- Building Floor Plans (3 copies).

- Building Materials Sample Board.

- Color Board with actual color samples indicating all exterior colors, including sign colors, visible from public streets or adjacent parcels.

- Optional materials if required by the Director of Community Development. Materials may include color slides and photos, a development phasing plan, and additional explanatory material.

Approval of the Site Plan Review submissions by the Director of Community Development constitutes the City's formal approval of the design.
c. Construction Documents Review

The applicant shall submit the following material to the City of Lancaster. Material shall incorporate any revisions required by the Site Plan Review.

- Complete Architectural Construction Documents (3 copies) including: architectural, structural, mechanical and electrical plans and specifications; site plan including permanent storage areas, utility connections, location and appearance of temporary construction sheds and storage; grading plan; building elevations; final signage and lighting plans; and landscape plans, specifications and details.

- Building exterior color and materials samples.

- Acoustical Report which verifies that the project is compliance with the Noise Level Criteria of the Fox Field EIR.

- Colored elevations, renderings, and/or other drawings if required by the Director of Community Development and/or the City of Lancaster in order to fully illustrate the applicant’s development plan.

- Other documents required by the City Building and Engineering departments.

The Staff Liaison shall be responsible for plan checking the construction documents for consistency with the material submitted for Site Plan Review which was approved or approved with modifications. No building permit may be issued without a stamped set of plans, signed by the Director of the Lancaster Economic Development Corporation and the Staff Liaison as to conformance with the approved Site Plan Review submission.

In order to expedite the building permit process, the applicant may submit plans for the Construction Documents review by the Director of Community Development simultaneous with the application to the City of Lancaster Building and Safety Department for a building permit. Submission to both entities may occur at the same time with the applicant’s understanding that changes proposed by either approving entity must be incorporated in order to obtain a building permit. If the Agency so designates, minor changes may to be approved by staff and not submitted to the Agency once initial Agency approval has been given. Under these circumstances, neither the City nor the Lancaster Economic Development Corporation will be held responsible for any cost related to required modifications.

Construction may not begin until the construction documents have been reviewed and approved.

3. Environmental Approvals

Developments on individual parcels within the Fox Field Specific Plan area will not need separate environmental review if they conform with the provisions of the Specific Plan.
4. Subdivision Approvals

Parcel fragmentation is discouraged. It is the intent of the Specific Plan that all subdivided land be provided with improved streets and utility systems. No site shall be further subdivided, resubdivided or extended without the written approval of the Director of Community Development.
VII. Appendix
VII. APPENDIX

A. GENERAL PLAN CONSISTENCY

California Government Code 65450-65553 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals, objectives, policies, programs and land uses that are set forth in the General Plan.

The City General Plan has been reviewed, and applicable goals addressed as they pertain to the proposed Specific Plan. A listing of implementation methods by which consistency between the General Plan and the Fox Field Specific Plan has been achieved is provided below. The discussion for each goal will consider applicable policies related to the goal.

1. General Community Goals

Goal 1: To define the various aspects of "quality of life" which can be enhanced or degraded by land use and development decisions, and ensure that Lancaster manages its future in such a manner as to place the highest value on people and their quality of life.

Implementation: The City General Plan identifies the area surrounding the Fox Field Airport as an industrial specific plan area and further identifies a goal of protecting the airport from incompatible land uses. The Fox Field Specific Plan implements these provisions by providing a master plan for the development of the area and protecting the airport from residential land use encroachment by providing approximately a one-mile non-residential buffer around the airport.

Goal 2: To facilitate a smooth conversion of the City of Lancaster from a suburb of the Los Angeles Basin to a balanced and complete community encompassing a diverse mix of land use types and intensities, housing types and styles, and local employment and business opportunities, which combine to provide a quality living and working environment.

Implementation: Lancaster is considered by SCAG to be "jobs poor" at the present time, with a jobs/housing balance of less than 1.0. Because the area is considered "jobs poor" with regard to jobs/housing balance, additional non-residential development is consistent with the goals and policies of the general plan, to help achieve regional jobs/housing balance.
2. Plan for the Natural Environment

Goal 3: To identify limits on the natural resources needed to support existing and future development within the City and its sphere of influence, and ensure that these resources are managed and protected.

Implementation: A water and sewer study has been prepared as part of the specific plan and EIR process which identifies constraints on the use of the groundwater resources of the valley, as well as infrastructure capacity for wastewater treatment. The water/sewer plan for the project utilizes water resources within the local capacity.

3. Plan for Public Health and Safety

Goal 4: To provide a secure manmade environment which offers a high level of protection from natural and manmade hazards to life, health, and property.

Implementation: The project's Environmental Impact Report (EIR) identifies project-related impacts from natural and manmade hazards such as hazardous waste, flooding, and seismic conditions and provides measures to mitigate these impacts. Further, the Specific Plan land uses will address safety issues in the following manner:

- **Seismic Safety:** The design of structures within the project area will conform to the latest Uniform Building Code (UBC) and/or City Code requirements relating to seismic reinforcement.

- **Flood Control:** The drainage plan in this specific plan document outlines flood control measures within the specific plan area to protect against flood-related damage.

- **Airport Noise:** The airport 60 CNEL noise contour within the Fox Field project are identified on Exhibit 25. The noise contours which affect the project are the 60 and 65 CNEL levels. These noise levels are considered to be in the acceptable range for industrial and business park uses. Both the Federal Aviation Administration (FAA) and the Department of Housing and Urban Development (HUD) recommend that single family residences not be constructed within the 65 CNEL contour.

- **Land Use Compatibility:** It is a stated goal of the City and the County to limit land uses surrounding Fox Field to ensure safe airfield operation. The land uses proposed by the Specific Plan are non-residential in nature, providing a buffer zone on approximately one mile from residential uses. Industrial and business park uses are generally felt to be compatible with airport operations.

- **Hazardous Materials:** The City of Lancaster has developed a Multihazard Functional Plan to outline the City's response to emergencies, including
hazardous materials, as well as evacuation routes and notification plans in cases of emergencies.

- **Police and Fire Protection:** The Fox Field project area is within the service areas of the County of Los Angeles Sheriff Antelope Valley Station and the County Fire Department, which will provide police and fire protection for the development.

**Goal 5:** To provide a system of emergency services which is adequate to meet routine emergencies, as well as major catastrophic situations.

**Implementation:** The City will provide police and fire services to the specific plan area through contracts with the County of Los Angeles. In addition, the City has developed a disaster plan in the event of natural or man-made disasters; the plan includes evacuation routes through the City.

**4. Plan for the Living Environment (Housing)**

**Goal 6:** To promote sufficient housing to meet the diverse housing needs of all economic segments of the present and future City of Lancaster.

**Implementation:** The specific plan area is identified in the General Plan as a non-residential specific plan area. This is due in part to airport hazards and noise zones as well as a desire by the County of Los Angeles and the City to protect the airport with a planned non-residential buffer. Thus, the Fox Field Specific Plan does not include residential uses, although residential land uses are present to the south of the project area.

**Goal 7:** To preserve existing housing stock within areas for which a desirable living environment can be provided; to promote conversion of such residential areas for which a desirable living environment can not be sustained.

**Implementation:** This goal does not apply to this project: the Fox Field Specific Plan area is a proposed new industrial/business park development which is consistent with the existing General Plan.

**Goal 8:** To promote provision of adequate housing opportunities for those desiring to live in Lancaster, regardless of age, race, ethnic background, national origin, religion, family size, marital status, physical handicap, or other arbitrary factors.

**Implementation:** See discussion for Goals 6 and 7, above.

**Goal 9:** To promote access for Lancaster residents to high quality local educational services.
Implementation: Although no schools are anticipated within the industrial/business park-oriented Fox Field project, it is anticipated that school fees will be paid as required by the local school district.

Goal 10: To provide a park, recreation, and open space system which enhances the livability of urban and rural areas by providing parks for residential neighborhoods; establishing a comprehensive trails system; and meeting the open space and recreational needs of Lancaster residents.

Implementation: The project land use plan identifies an open space network (see Exhibit 4, Focused Planning Area Land Use Plan) that provides:

- Visual open space adjacent to project roadways;
- Park space in Fox Field East adjacent to the future fairgrounds;
- An open space corridor/greenbelt along the streambed which traverses the area; and
- An urban trail system that links the project open space with Apollo Park. The trail system is consistent with the trails identified for the area in the City's General Plan.

Goal 11: To promote community appreciation for the unique history of the Antelope Valley and the City of Lancaster and community involvement in the protection, preservation, and restoration, where feasible, of features of cultural, historical, or architectural significance.

Implementation: At this time, no archaeological or historical resources have been identified in the project area, although sites have been discovered along Amargosa Creek, located southeast of the project area. The project's EIR identifies measures for the protection or preservation of cultural resources found during project construction.

Goal 12: To enhance the quality of life for Lancaster residents through opportunities for social interaction and participation in a wide range of cultural activities.

Implementation: The City has a number of cultural and social opportunities for area residents. The project development standards do not preclude the development of these types of facilities in the project area except where limited by airport hazard or noise zones.

Goal 13: To enhance social interaction and ensure the physical, mental, and emotional well-being of those in need.

Implementation: The City of Lancaster has programs for the physical, mental, and emotional well-being of residents. Social facilities such as child
care are not feasible in many portions of the project area due to noise and hazard limitations caused by airport operations.

5. Plan for Physical Mobility

Goal 14: A well-balanced transportation and circulation system which maximizes freedom of movement; provides for the efficient and safe transport of goods within and through the City of Lancaster; and balances concerns for mobility with concerns for safety and the quality of the City’s living environment.

Implementation: The project is located adjacent to the Antelope Valley Freeway, a major regional circulation link; in addition, the area takes access from Avenues F, G, and H, and 30th and 40th Streets. The project’s circulation components (see Exhibits 9-10, Circulation Plan and Road Cross Sections) provide a system which effectively moves vehicles through and within the project area. The circulation-related improvements are consistent with the General Plan circulation map. A trail system will provide pedestrian access within the site. Further, the project Environmental Impact Report provides circulation-related measures to mitigate any impacts to the local circulation system.

6. Plan for Municipal Services and Facilities

Goal 15: A full range of municipal services and facilities at desired levels for urban and rural areas, as appropriate.

Implementation: The project provides for the public services and facilities needed by the proposed land uses as follows:

- Public Services: The project area is within the service areas of the County of Los Angeles Sheriff Antelope Valley Station and the County Fire Department, which will provide police and fire protection for the development.

- Flood Control: The drainage plan for the project (see Exhibit 11-12, On-Site Drainage Plan and Regional Drainage Plan) outlines flood control measures within the specific plan area to protect against flood-related damage in areas prone to flooding. The existing drainage channel/streambed which traverses the southern portion of the project area is proposed as a natural open space corridor/channel. In addition, the project EIR outlines measures to mitigate potential flood hazards.

- Emergency Plan: The City of Lancaster has developed a Multihazard Functional Plan to outline the City’s response to emergencies, and includes evacuation routes and notification plans in cases of emergencies.
• **Infrastructure**: A water and sewer study has been prepared as part of the Specific Plan and EIR process which identifies constraints on the use of the groundwater resources of the valley, as well as infrastructure capacity for wastewater treatment. The water/sewer plan for the project utilizes water resources within the local capacity.

7. **Plan for Economic Development and Vitality**

**Goal 16**: Economic self-sufficiency and a fiscally solvent and financially stable community.

**Implementation**: Based upon the fiscal analyses performed for the project, the project will result in a net positive flow of revenues into the City.

8. **Plan for Physical Development**

**Goal 17**: To establish a variety of land uses which further Lancaster’s transition from a suburb of Los Angeles to a community in which people live, work, shop, and play.

**Implementation**: The Fox Field project provides primarily industrial/office land uses, with support commercial in focused areas to provide needed services within the business park. The project is accessible, located adjacent to the Antelope Valley Freeway (SR-14) and accessed by two regional arterials (Avenues G and H) with full interchanges at SR-14. These land uses will generate an additional employment base for the City (which is jobs-poor according to SCAG) and are consistent with General Plan and County goals of protecting the airport from non-residential encroachment. In addition, the project land use plan identifies an area for public/quasi-public/institutional activities in the southern portion of the site.

**Goal 18**: To manage urban development by structuring the location and intensity of urban and rural uses to create a comprehensive urban structure.

**Implementation**: The project is located around the existing Fox Field airport in an area identified by the City for industrial development. The project area definition has taken into consideration the needs of the County to buffer the airport, the City's desire for additional employment, and the project areas of the City's redevelopment agency. Currently, some infrastructure is existing in the project area, and the project is located between the City of Lancaster's urbanized area and urban development (Del Sur Ranch) occurring to the west.

**Goal 19**: To create a well planned community with an aesthetically pleasing physical environment.

**Implementation**: The land uses proposed by the Land Use Plan present a pattern which is consistent with the existing airport land uses and land use
restrictions. The Design Guidelines and Landscape Plan outlined in this
document will assure the City of Lancaster of the continued design quality of
the development. The Design Guidelines contain standards for site design,
walls and fences, signage and other design elements. The project Landscape
Plan (see Exhibit 28, Landscape Concept Plan) delineates a hierarchy of
roadways through the use of streetscape treatments and highlights Avenues
G and H as major corridors into and through the site through the use of
significant landscaped setbacks and monument signage.

Goal 20: To promote a regional perspective in land use decisions affecting the
residents of Lancaster.

Implementation: Throughout the Fox Field planning effort, the City of
Lancaster and County of Los Angeles have worked together to plan for
appropriate land uses around the airfield. This coordinated work effort has
given the project a regional perspective.