

ANTELOPE VALLEY COMMERCE CENTER SPECIFIC PLAN PROJECT

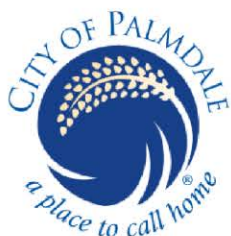


GENERAL PLAN AMENDMENT 22-001 ; ZONE CHANGE 22-001 ;
SPECIFIC PLAN 22-001 ; SITE PLAN REVIEW 22-008 ;
TENTATIVE PARCEL MAP 83738

City of Palmdale, California

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ANTELOPE VALLEY COMMERCE CENTER SPECIFIC PLAN No. 22-00 I

Prepared for:

THE CITY OF PALMDALE

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ES	EXECUTIVE SUMMARY	ES-I
	ES.1 Specific Plan Overview.....	ES-1
	ES.2 Other Governing Document	ES-4
	ES.3 Specific Plan Components	ES-4
CHAPTER I	INTRODUCTION	I-I
	1.1 Specific Plan Purpose and Intent.....	1-1
	1.2 Specific Plan Objectives	1-1
	1.3 Authority.....	1-2
	1.3.1 State of California	1-2
	1.3.2 City of Palmdale.....	1-2
	1.4 Consistency Analysis with the Palmdale 2045 General Plan	1-4
	1.4.1 Land Use and Community Design	1-4
	1.4.2 Circulation and Mobility	1-5
	1.4.3 Public Facilities, Services, and Infrastructure.....	1-5
	1.4.4 Conservation.....	1-5
	1.4.5 Safety.....	1-6
	1.4.6 Noise	1-6
	1.5 Planning Context	1-7
	1.6 Environmental Review.....	1-10
	1.7 Discretionary Actions.....	1-10
	1.8 Airport Land Use Compliance	1-11
CHAPTER 2	EXISTING CONDITIONS	2-I
	2.1 Existing and Surrounding Land Uses.....	2-1
	2.2 Existing Circulation and Access.....	2-1
	2.2.1 Regional Circulation.....	2-1
	2.2.2 Local Circulation	2-1
	2.3 Existing Physical Site Conditions.....	2-1
CHAPTER 3	LAND USE.....	3-I
	3.1 Vision	3-1
	3.2 Land Use Plan	3-1
	3.2.1 Industrial Land Use Designation	3-3
	3.2.2 Commercial Land Use Designation	3-3
	3.2.3 Open Space Land Use Designation	3-3
CHAPTER 4	INFRASTRUCTURE PLAN	4-I
	4.1 Circulation and Access Plan	4-1

4.1.1	<i>Vehicular Circulation</i>	4-1
4.1.2	<i>Non-Vehicular Circulation</i>	4-6
4.2	Utility Infrastructure Plan.....	4-8
4.2.1	<i>Potable Water Plan</i>	4-8
4.2.2	<i>Sanitary Sewer Plan</i>	4-10
4.2.3	<i>Storm Water Management Plan</i>	4-12
4.2.4	<i>Dry Utilities Plan</i>	4-14
4.2.5	<i>Solid Waste</i>	4-14
4.3	Grading.....	4-14
CHAPTER 5	DEVELOPMENT REGULATIONS	5-I
5.1	Purpose and Intent.....	5-1
5.2	Applicability.....	5-1
5.3	Permitted, Conditional, Minor Uses, and Ancillary Uses.....	5-1
5.4	Industrial Development Standards.....	5-5
5.5	Commercial Development Standards.....	5-7
5.6	Airport Land Use Consistency.....	5-8
5.7	Other Development Standards.....	5-9
CHAPTER 6	DESIGN GUIDELINES	6-I
6.1	Purpose and Intent.....	6-1
6.2	Design Theme.....	6-1
6.3	Industrial Architectural Standards and Guidelines.....	6-2
6.3.1	<i>Building Form</i>	6-3
6.3.2	<i>Building Materials, Colors and Texture</i>	6-4
6.3.3	<i>Windows and Doors</i>	6-4
6.3.4	<i>Ground or Wall Mounted Equipment</i>	6-5
6.3.5	<i>Rooftop Equipment</i>	6-5
6.3.6	<i>Trash Enclosures</i>	6-5
6.3.7	<i>Outdoor Lighting</i>	6-6
6.3.8	<i>Truck Courts and Loading Docks</i>	6-7
6.3.9	<i>Walls and Fences</i>	6-7
6.3.10	<i>Employee Amenities</i>	6-7
6.3.11	<i>Signages</i>	6-8
6.4	Commercial Architectural Standards and Guidelines.....	6-8
6.4.1	<i>Site Design</i>	6-8
6.4.2	<i>Building Architecture</i>	6-9
6.4.3	<i>Supplemental Standards and Guidelines</i>	6-10
6.5	Signage Design Standards and Guidelines.....	6-11

6.6	Landscape Design Guidelines	6-12
6.6.1	Plant Palette	6-14
6.6.2	Irrigation	6-15
6.6.3	Streetscapes.....	6-15
6.6.4	Entries and Monuments.....	6-19
6.6.5	Walls and Fences	6-22
6.6.6	Outdoor Amenity Areas	6-22
6.5.7	Water Quality Basin.....	6-22
6.7	Public Art	6-22

CHAPTER 7 IMPLEMENTATION PLAN.....7-I

7.1	Severability	7-1
7.2	Applicability	7-1
7.3	Interpretation	7-1
7.4	Development Review Process	7-1
7.4.1	Subdivision Maps	7-1
7.4.2	Site Plan Review.....	7-1
7.4.3	Zone Clearance Review	7-2
7.4.4	Conditional Use Permits.....	7-2
7.4.5	Minor Use Permits	7-2
7.4.6	Variances	7-2
7.4.7	Development Agreement.....	7-2
7.5	Substantial Conformance	7-2
7.6	Minor Development Modifications	7-2
7.7	Amendments to the Specific Plan	7-3
7.8	Appeals	7-4
7.9	Compliance with Mitigation Monitoring and Reporting Program	7-4
7.10	Project Financing	7-4
7.10.1	Developer Funding.....	7-4
7.10.2	Lighting Maintenance District (LMD).....	7-5
7.10.4	Other Funding Sources.....	7-5
7.11	Phasing Plan.....	7-5
7.11.1	Vehicular Circulation and Access Phasing Plan.....	7-5
7.11.2	Potable Water Infrastructure Phasing Plan	7-5
7.11.3	Sanitary Sewer Infrastructure Phasing Plan	7-5
7.11.4	Storm Drain Infrastructure Phasing Plan	7-6
7.11.5	Dry Utilities Infrastructure Phasing Plan.....	7-6
7.12	Maintenance Plan.....	7-13

APPENDIX A CONSISTENCY WITH THE GENERAL PLANA-I

APPENDIX B LAND USE DEFINITIONS..... B-I

FIGURES

Figure ES-1	Regional Map	ES-2
Figure ES-2	Vicinity Map	ES-3
Figure 1-1	General Plan Land Use Designations	1-8
Figure 1-2	Zoning Designations.....	1-9
Figure 2-1	Surrounding Land Uses (2022).....	2-3
Figure 2-2	Existing General Plan Designation (2023).....	2-4
Figure 2-3	Existing Zoning Designation (2023).....	2-5
Figure 2-4	USGS Topographic Map (2022).....	2-6
Figure 3-1	Land Use Plan.....	3-2
Figure 4-1	Vehicular Circulation and Access Plan	4-2
Figure 4-2	Columbia Way (East Avenue M) Cross Section	4-3
Figure 4-3	Interior Streets Cross Section	4-5
Figure 4-4	Non-Vehicular Circulation and Mobility Plan	4-7
Figure 4-5	Potable Water Infrastructure Plan.....	4-9
Figure 4-6	Sanitary Sewer Infrastructure Plan.....	4-11
Figure 4-7	Storm Drain Infrastructure Plan.....	4-13
Figure 4-8	Dry Utility Infrastructure Plan.....	4-15
Figure 5-1	Palmdale Regional Airport Influence Area.....	5-10
Figure 6-1	Conceptual Landscape Plan	6-13
Figure 6-2	Columbia Way (East Avenue M) Streetscape	6-17
Figure 6-3	Interior Public Streets Streetscape	6-18
Figure 6-4A	Primary Corner Treatment.....	6-20
Figure 6-4B	Secondary Corner Treatment	6-21
Figure 6-5	Fence Details.....	6-23
Figure 6-6	Water Quality Basin Plan View	6-24
Figure 6-7	Water Quality Basin Illustration.....	6-25
Figure 7-1	Building Phasing Plan	7-7
Figure 7-2	Vehicular Circulation and Access Phasing Plan.....	7-8
Figure 7-3	Potable Water Infrastructure Phasing Plan	7-9
Figure 7-4	Sanitary Sewer Infrastructure Phasing Plan.....	7-10
Figure 7-5	Storm Drain Infrastructure Phasing Plan	7-11
Figure 7-6	Dry Utilities Infrastructure Phasing Plan.....	7-12

TABLES

Table ES-1 Land Use Summary ES-1

Table 3-1 Land Use Plan Statistical Summary..... 3-1

Table 5-1 Permitted Uses..... 5-2

Table 5-2 Development Standards – Industrial 5-5

Table 5-3 Development Standards – Commercial 5-7

Table 6-1 Plant Palette..... 6-14

Table 7-1 Maintenance Responsibilities 7-13

ES - EXECUTIVE SUMMARY

ES.1 SPECIFIC PLAN PROJECT OVERVIEW

The Antelope Valley Commerce Center Specific Plan Area consists of approximately 432.9 acres of land located in the north central portion of the City of Palmdale. The subject site is located east of Sierra Highway, south of Columbia Way (East Avenue M), west of the Boeing Palmdale Facility and Air Force Plant 42, and north of the Air Force Plant 42 and associated runways. The northern boundary of the Specific Plan (Columbia Way) is the jurisdictional boundary between the City of Palmdale and the City of Lancaster.

The location of the Antelope Valley Commerce Center from a regional and local context is represented in Figure ES-1, *Regional Map* and Figure ES-2, *Vicinity Map*, showing the relationship between the Specific Plan Area, nearby communities, and existing land uses.

The following land use types are included as part of the Antelope Valley Commerce Center project:

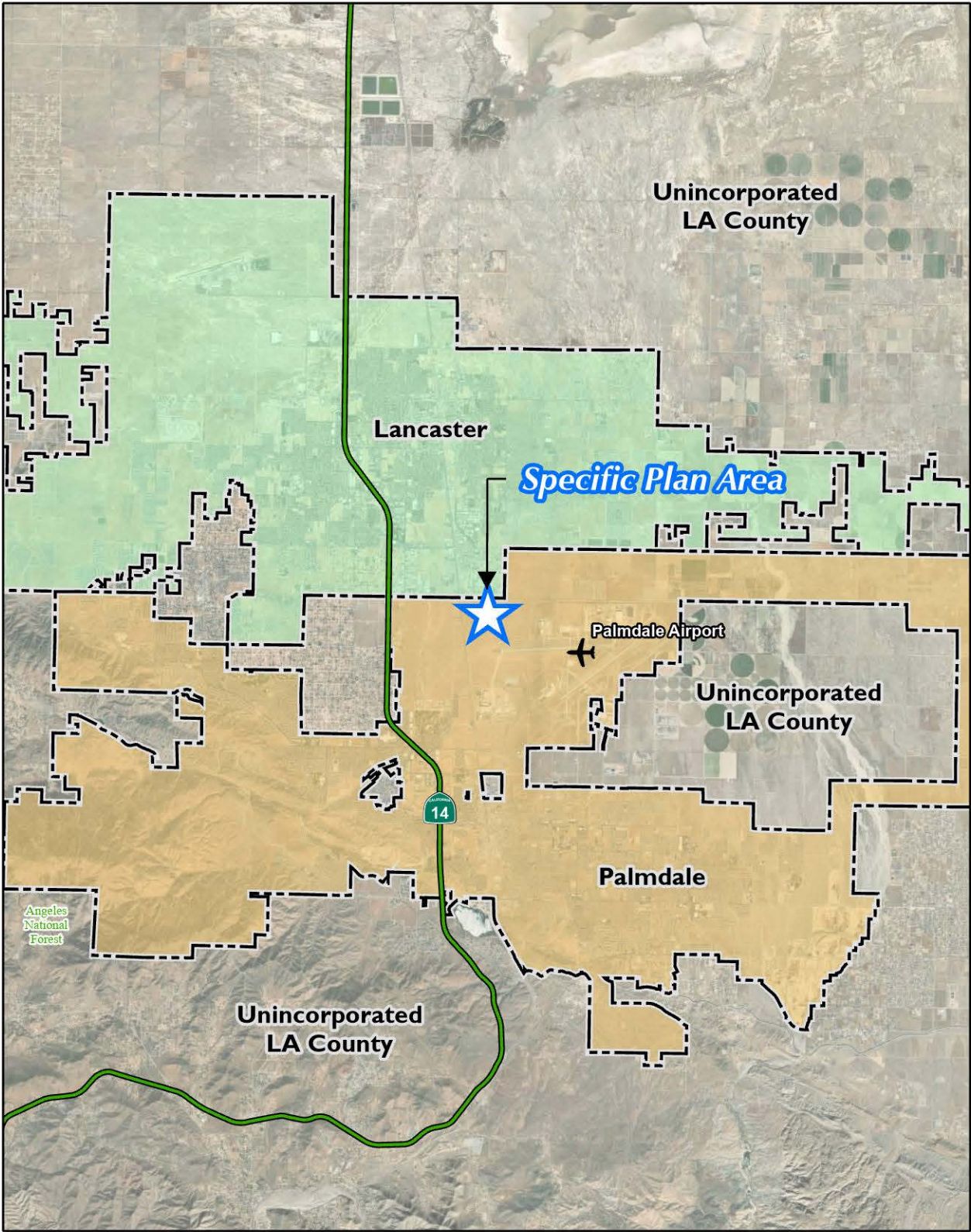
- **Industrial (IND):** Including manufacturing, warehousing, parcel hub, fulfillment center, light industrial and associated uses.
- **Commercial (C):** Including commercial retail and provisions of goods and services, with the intention to serve the surrounding businesses and employees.
- **Open Space (OS):** Including passive open spaces and stormwater retention.

This Specific Plan provides guidance for the development of a contemporary, master-planned commerce center. The Antelope Valley Commerce Center is envisioned to contain industrial and commercial buildings supported by public roads and utility infrastructure systems, private driveways, parking lots, truck courts, lighting, landscaping, signage, and other functional and decorative features. The commercial and industrial uses in smaller buildings are positioned along Columbia Way (East Avenue M) in the northwestern segment of the site, while industrial uses in larger warehouse-style buildings comprise the balance of the Specific Plan Area. Building users are expected to be a mixture of businesses that bring job opportunities and economic growth to the City of Palmdale. A summary of the land uses is as follows:

Table ES-1 Land Use Summary

Land Use Designation	Acres ¹	Maximum Building Sq. Ft.
Industrial	378.4 AC	8,241,552 SF
Commercial	7.0 AC	60,984 SF
Open Space	29.3 AC	N/A
Roadway	18.2 AC	N/A
Total	432.9 AC	8,302,536 SF

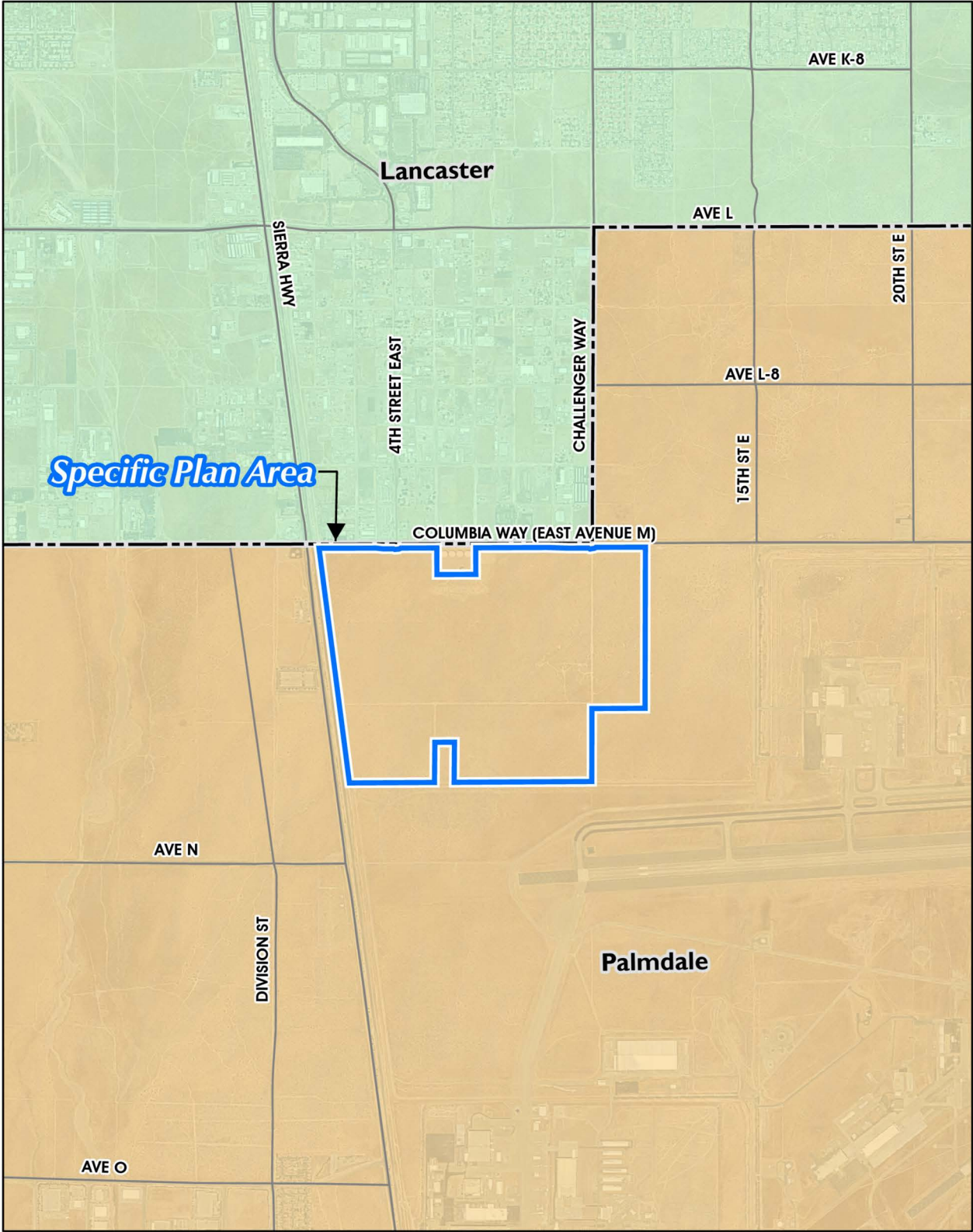
1. Acreages are approximate and subject to survey verification.



Source(s): Esri, Los Angeles County (2022)

Figure ES-1





Source(s): ESRI, NearMap Imagery (July 2023), Los Angeles County (2022)

Figure ES-2



ES.2 OTHER GOVERNING DOCUMENTS

In addition to this Specific Plan, which includes a Land Use Plan, Infrastructure Plan, Development Regulations, Design Guidelines, and Implementation Plan, the following documents also contain applicable information relevant to the Specific Plan Area:

- City of Palmdale General Plan. Updated in 2023, the Palmdale General Plan includes goals and policies pertaining to land use and community design, circulation and mobility, economic development, military compatibility, equitable and healthy communities, parks, recreation, and open space, conservation, public facilities, services, and infrastructure, safety, sustainability, climate action, and resilience, air quality, and noise that pertain to land administered by the City of Palmdale and all areas within the city's sphere of influence.
- City of Palmdale Municipal Code. The regulatory provisions in the City's Municipal Code govern over topics on which the Specific Plan's development regulations do not address. Note: where the requirements of this Specific Plan differ from the requirements of the City's Municipal Code, this Specific Plan takes precedence.
- Los Angeles County Airport Land Use Commission - Palmdale Regional Airport. The Palmdale Regional Airport is under the land use authority of the Los Angeles County Airport Land Use Commission (ALUC). The ALUC relies upon the airport's Comprehensive Land Use Plan for policies and guidelines relevant to land use compatibility that is intended to ensure the continued operation of the Palmdale Regional Airport while minimizing hazards and impacts to the built environment and future development surrounding the airport. The Specific Plan Area is located in the airport influence area and is thus subject to the Comprehensive Land Use Plan.
- Mitigation Monitoring and Reporting Program (MMRP). An Environmental Impact Report (EIR) is the California Environmental Quality Act (CEQA) compliance document for this Specific Plan. The EIR's MMRP stipulates certain measures required to be implemented to mitigate environmental effects associated with the development represented in the Specific Plan Area.

ES.3 SPECIFIC PLAN COMPONENTS

The Antelope Valley Commerce Center Specific Plan is organized into the following chapters:

Chapter 1 - Introduction:

Describes the purpose and objectives of this Specific Plan, the related entitlement approvals for implementing development, and the general relationship of this Specific Plan to the City of Palmdale General Plan.

Chapter 2 - Existing Conditions:

Describes the physical setting of the Antelope Valley Commerce Center Specific Plan Area and the physical conditions on and surrounding the property at the time this Specific Plan was prepared.

Chapter 3 - Land Use Plan:

Describes the development plan for the Antelope Valley Commerce Center Specific Plan, which includes Industrial, Commercial, and Open Space land uses. Chapter 3 specifies the acreages of each land use designation and the maximum development intensities (amount of building square footage) permitted in each land use category.

Chapter 4 - Infrastructure Plan:

Provides information on vehicular and non-vehicular circulation improvements; the planned backbone water, sewer, and storm drain systems; the planned dry utility network; and the preliminary grading concept for the development of the Antelope Valley Commerce Center.

Chapter 5 - Development Regulations:

Establishes the list of permitted and conditionally permitted land uses in the Specific Plan Area based on the land use designations established in Chapter 3 and provides the development regulations (zoning) that govern development of the Specific Plan Area. A discussion of the relationship of the development regulations of this Specific Plan to the Los Angeles County Airport Land Use Commission also is provided.

Chapter 6 - Design Guidelines:

The Antelope Valley Commerce Center design guidelines are presented in Chapter 6, which guide the site planning, landscaping, and architectural quality of implementing development within the Specific Plan Area. These guidelines include architectural design, landscape design, streetscapes, entry treatments and monuments, corner treatments, fencing, lighting, and signage.

Chapter 7 - Implementation Plan:

Chapter 7 presents the policies and procedures for the City's review and approval of implementing projects within this Specific Plan. This chapter also describes the methods and procedures for interpreting and amending this Specific Plan as necessary. A summary of maintenance and financing responsibilities for development within the Specific Plan Area is also provided.

Chapter 8 - Consistency with the General Plan:

Chapter 8 provides a matrix evaluating consistency of this Specific Plan with each of the applicable policies of the Palmdale General Plan.

CHAPTER I - INTRODUCTION

1.1 SPECIFIC PLAN PURPOSE AND INTENT

The purpose of this Specific Plan is to guide the development of an approximately 432.9-acre property into a master-planned commerce center, known as the Antelope Valley Commerce Center. The site is located within the northern portion of the City of Palmdale (City). Projects developed within the boundaries of the Antelope Valley Commerce Center are required to demonstrate substantial conformity with the information contained in this Specific Plan document.

Situated near State Route 14 (CA-14), State Route 138 (CA-138), and the Palmdale Regional Airport, the Antelope Valley Commerce Center is poised to successfully accommodate uses that rely on access to the local and regional transportation network. The Specific Plan Area is located approximately 1.3 miles east of CA-14, 4.5 miles north of CA-138, and abuts the Palmdale Regional Airport to the south. The property's location at the junction of these major transportation facilities provides the ability to quickly receive and transport goods as well as facilitate access for employees and patrons of the Antelope Valley Commerce Center.

1.2 SPECIFIC PLAN OBJECTIVES

The Specific Plan achieves the following objectives:

- To provide a land use plan for the development of a state-of-the-art commerce center that accommodates modern business and industrial activities.
- To attract and sustain industrial and commercial uses within the Specific Plan Area that are compatible with surrounding land uses.
- To locate businesses that rely on transportation efficiency in the Palmdale area that offers convenient access to the highway system.
- To provide opportunities for positive economic benefit to the City, including new net revenues to the General Fund which can be used for vital City services.
- To diversify the City's available range of employment-generating land uses.
- To improve connectivity in the area by providing pedestrian and bike access to the Sierra Bike Trail and bike racks and associated amenities that encourage circulation by means not completely dependent on a motorized vehicle.
- To identify capital improvements for water, sewer, storm drain, and circulation facilities that serve planned land uses within and adjacent to the Specific Plan area.
- To define guidelines and standards for architecture, landscaping, entry monuments/signage, and fencing and screening within the Specific Plan area.
- To set forth a development phasing sequence that is aligned with a logical sequence for the installation of supporting infrastructure.

1.3 AUTHORITY

1.3.1 State of California

The Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grants local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While the City of Palmdale General Plan covers the entire City, the Specific Plan concentrates on the specific development of the approximately 432.9-acre Antelope Valley Commerce Center property.

California Government Code §§ 65450 through 65457 establish the authority adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

- (a) A Specific Plan shall include text and diagram which specify all the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items (1), (2), and (3).
- (b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan

The Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of the current General Plan for the City of Palmdale and the Antelope Valley Commerce Center property. All future development plans and implementing construction activities proposed with the Antelope Valley Commerce Center are required to be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

1.3.2 City of Palmdale

This Specific Plan shall act as the regulatory document for land use, development standards, and design guidelines and standards within the Specific Plan Area. In topics where the Specific Plan is silent, the Palmdale Municipal Code shall be used as the governing document for any decision on land use, development standards, and design guidelines and standards.

For the Specific Plan to be a comprehensive document, the Palmdale Municipal Code requires general provisions and required contents for a Specific Plan as outlined below:

- (a) A Specific Plan shall include a narrative report to describe the proposed development, place within the regional setting, and provide detailed information necessary for plan review. The required report contents shall include but not be limited to the following information:
1. Information regarding the property, developer, owner, representatives, and consultants preparing the report.
 2. Table of Contents, including list of maps and figures.
 3. A discussion of the nature and intent of the proposed development.
 4. A descriptive analysis of the project site.
 5. Quantified information on the impacts of project build-out.
 6. A development plan for all proposed land uses in the project (including open space).
 7. A description of existing infrastructure, projected improvements needed to serve the project, and a plan for providing needed infrastructure, including community facilities.
 8. A circulation plan for the project.
 9. Development standards applicable to development within the specific plan.
 10. Special design standards applicable to the project, including but not limited to signage, landscaping, fences and walls, lighting, and entry monumentation.
 11. Proposed phasing of the project.
 12. An implementation plan for the Specific Plan including processes for minor and major modifications for development within the Specific Plan Area.
 13. A discussion of how the project conforms to the goals, policies, and objectives of the General Plan policies and maps.
- (b) A Specific Plan shall provide maps to geographically depict characteristics of the project site, regional settings, proposed nature and intensity of development, project phasing, and other pertinent information needed for project review. Required maps shall include but not limited to the following information:
1. Existing Conditions of the project site, including topography, natural drainage courses, existing structures, roads, easements, uses, zoning, and General Plan designations.
 2. The proposed Development Plan, including phasing.
 3. The proposed Circulation Plan, including phasing, any proposed trails, and connectivity to the regional circulation system.
 4. Any proposed landscape, design, or amenity features.

1.4 CONSISTENCY ANALYSIS WITH THE PALMDALE 2045 GENERAL PLAN

The following represents goals, objectives, and policies for the Antelope Valley Commerce Center Specific Plan, which are consistent with the City of Palmdale General Plan's policies and maps. In addition, a General Plan Consistency Analysis was conducted and is represented in Appendix A, *Consistency with the General Plan*.

1.4.1 Land Use and Community Design

Goal: Create a vision for long-term growth and development in the City of Palmdale which provides for orderly, functional patterns of land uses.

- (a) Objective: Ensure compatibility between land uses which have different functions, requirements, and impacts.
- (b) Policy:
 - 1. Ensure development within the Specific Plan Area is compatible with and supports surrounding existing and proposed land uses.

Goal: Increase job opportunities in the City of Palmdale through expanded industrial land use near the Air Force Plant 42.

- (a) Objective: Provide Industrial land use that supports a diverse range of industrial activities that can attract businesses and balance out the jobs to housing ratio.
- (b) Policy:
 - 1. Ensure Industrial land use within the Specific Plan Area is compatible with and support Air Force Plant 42 and other industrial activities in the surrounding area.

Goal: Preserve the existing economic base of high-quality jobs and provide opportunities for a wide range of manufacturing and related industrial uses in the City of Palmdale.

- (a) Objective: Attract manufacturing employers and provide employee serving amenities.
- (b) Policies:
 - 1. Ensure the Specific Plan Area and associated facilities are developed at a high standard that attracts quality supply chain and manufacturing industrial users that benefit the City's economic base.
 - 2. Provide opportunities for retail, dining, and service establishments that directly support and benefit employees and visitors within and in proximity to the Specific Plan Area.

Goal: Ensure new major development is accessible to its surrounding and provides for high-quality architecture and site design.

- (a) Objective: Provide balance between industrial and commercial land use within the Specific Plan Area.
- (b) Policies:
 - 1. Provide opportunities for retail, dining, and service establishments that directly support and benefit employees and visitors within and in proximity to the Specific Plan Area.

2. Provide and clearly define pedestrian and vehicular access between the Specific Plan Area industrial and commercial land use districts.
3. Provide bicycle access between the Specific Plan Area and the Sierra Highway Bike Trail to encourage such use.
4. Provide site and building design standards within this Specific Plan to ensure industrial and commercial development is of high-quality design.

1.4.2 Circulation and Mobility

Goal: Provide a balanced transportation system for movement of goods and people within and around the Specific Plan Area.

- (a) Objective: Increase the use of alternative modes of transportation such as walking, biking, and public transport.
- (b) Policies:
 1. Encourage employees and visitors of the Specific Plan Area to utilize the Sierra Highway Bike Trail and the nearby Lancaster and Palmdale Train Stations.
 2. Provide bike lanes and sidewalks within the Specific Plan Area to provide for and encourage alternative transportation modes.

1.4.3 Public Facilities, Services, and Infrastructure

Goal: Ensure the Specific Plan Area has adequately served public utilities, including water, sewer, and dry utilities.

- (a) Objective: Ensure that basic and essential public facilities and utilities are available at the time of development.
- (b) Policy:
 1. Provide a phasing plan for installation of public facilities and utilities and ensure service availability at the time of development.

1.4.4 Conservation

Goal: Protect Significant Ecological Areas, including, but not limited to, sensitive flora and fauna habitat areas.

- (a) Objective: Ensure local compliance with the California Endangered Species Act, the Federal Endangered Species Act, and the City's Native Vegetation Ordinance to protect western Joshua Trees.
- (b) Policy:
 1. Provide open space areas within the Specific Plan Area for the preservation of Joshua Trees.

Goal: Reduce greenhouse gas emissions from transportation.

- (a) Objective: Provide facilities that will encourage visitors and employees to utilize non-emission vehicles.
- (b) Policies:

1. Provide bike facilities, such as bicycle parking and access to the Sierra Highway Bike Trail, to visitors and employees of the Antelope Valley Commerce Center.
2. Implement design standards that will accommodate the future installation of charging stations for electric vehicles and trucks.

Goal: Minimize local air pollution caused by motor vehicles.

(a) Objective: Implement measures that will reduce vehicle trips and contain emissions within designated routes.

(b) Policies:

1. Encourage bicycle use by providing access to the Sierra Highway Bike Trail.
2. Avoid truck emission to the nearby residential and commercial districts by restricting trucks movement to only City of Palmdale designated truck routes.

Goal: Reduce and/or eliminate unnecessary sources of air pollution.

(a) Objective: Avoid street designs that only offer vehicular travel and no other modes of transportation.

(b) Policy:

1. Ensure all streets within and abutting the Specific Plan are designed to accommodate all modes of transportation including vehicles, bicycles, and pedestrians.

1.4.5 Safety

Goal: Minimize hazards to public health and safety resulting from natural and man-made hazards.

(a) Objective: Incorporate measures into this Specific Plan and the Environmental Impact Report (EIR) to reduce natural and man-made hazards.

(b) Policies:

1. Ensure the transporting of hazardous materials are along designated routes that minimize risks to the public and sensitive environmental areas.
2. Ensure development within the Specific Plan Area is consistent with the Air Force Plant 42 Air Installation Compatibility Use Zone (AICUZ) Report and complies with applicable FAA regulations.

1.4.6 Noise

Goal: Promote noise compatible land uses within the 65 dBA CNEL contour and the Frequent Overflight Area of Air Force Plant 42.

(a) Objective: Restrict noise sensitive land uses within area designated within both the 65 dBA CNEL contour and the Frequent Overflight Area.

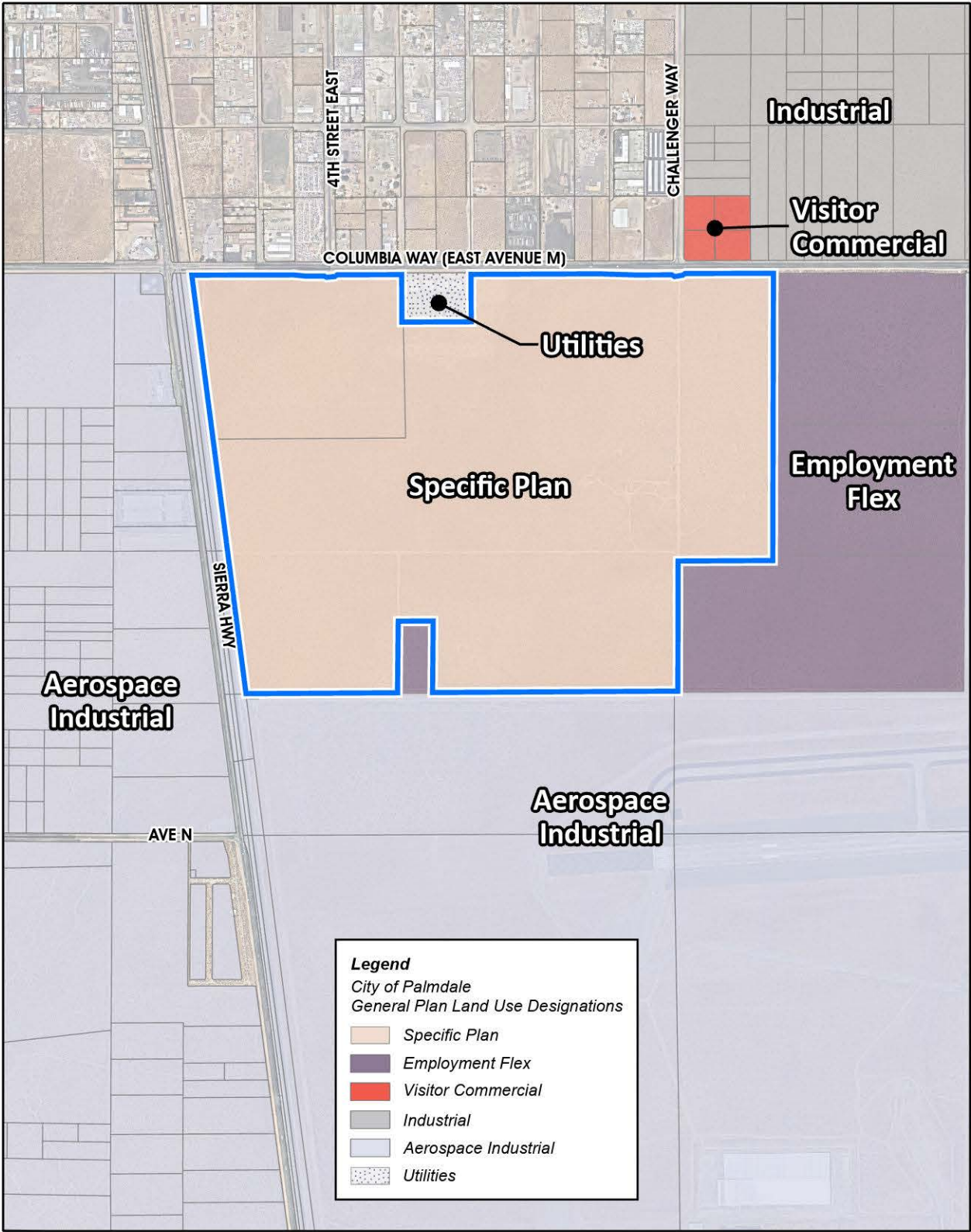
(b) Policy:

1. Ensure permitted uses within the Specific Plan Area are not noise sensitive as defined in Table 3-5, *Land Use Compatibility, Noise Exposure, and Accident Potential*, of the Air Force Plant 42 AICUZ Report.

1.5 PLANNING CONTEXT

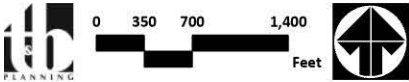
As shown on Figure 1-1, *General Plan Land Use Designations*, upon the approval of this Specific Plan, the General Plan land use designation for the Specific Plan Area will be changed to “Specific Plan” to allow for the development of a variety of industrial and commercial uses.

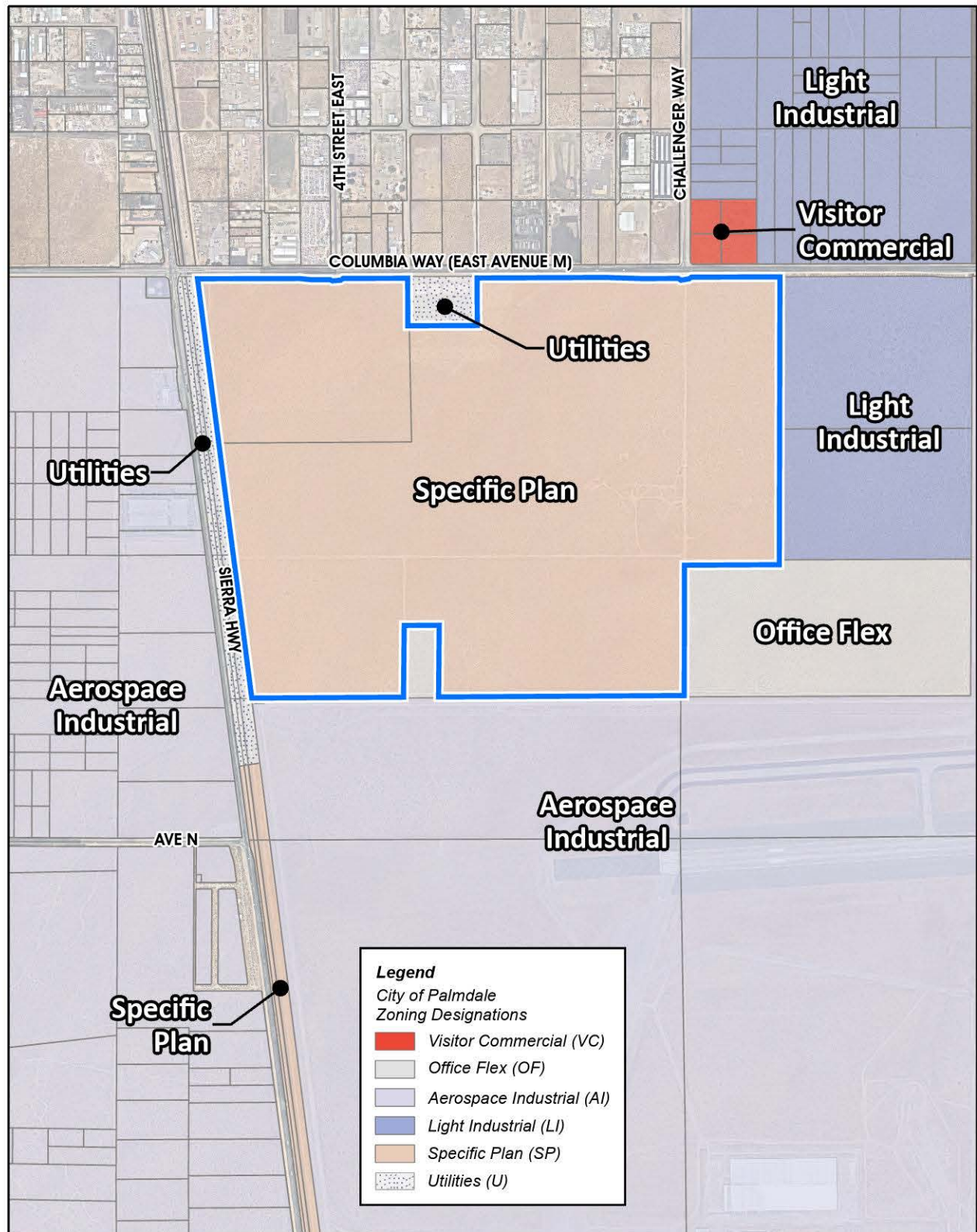
As shown on Figure 1-2, *Zoning Designations*, upon the approval of this Specific Plan, the zoning designation for the Specific Plan Area will be changed to “Specific Plan” to allow for the development of a variety of industrial and commercial uses. This Specific Plan regulates future development of the Specific Plan Area. In instances where the Specific Plan is silent on development standards, the City’s Economic & Community Development Director, or their designee, shall make the final decision regarding the appropriate process or standard.



Source(s): ESRI, NearMap Imagery (July 2023), Los Angeles County (2022)

Figure 1-1





Source(s): ESRI, NearMap Imagery (July 2023), Los Angeles County (2022)

Figure 1-2



1.6 ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) (SCH No. 2022090009) was certified in compliance with the California Environmentally Quality Act (CEQA) to serve as the project-wide environmental assessment document. Together, this Specific Plan and the environmental mitigation measures contained in the accompanying EIR's Mitigation Monitoring and Reporting Program (MMRP) provide a path to develop the property considering all applicable goals, objectives, government requirements, and environmental regulations.

1.7 DISCRETIONARY ACTIONS

The process to approve this Specific Plan requires the City of Palmdale Planning Commission to make a recommendation to the City Council after considering the consistency of this Specific Plan to the Palmdale General Plan. The City Council is the final decision-making authority regarding the adoption of this Specific Plan after considering the recommendations of the Planning Commission.

Any future amendments to this Specific Plan are required to be considered by the City of Palmdale Planning Commission and City Council and adopted by ordinance or resolution of the City Council, pursuant to City of Palmdale Municipal Code (PMC), Specific Plan Review provisions. More information on implementation procedures is contained in Chapter 7, *Implementation Plan*.

Any Minor Modifications to this Specific Plan after its approval that will not change the land uses or increase the development intensity permitted by this Specific Plan and any criteria listed in Section 17.26.040 of the PMC may be acted on by the Economic & Community Development Director or their designee upon submittal of an application, required materials, and applicable fees for a Minor Modification. Criteria for a minor modification to the Specific Plan is explained further in Section 7.6, *Minor Modification*, to the Specific Plan.

Major Amendments to this Specific Plan shall be subject to review by the Planning Commission with a recommendation to the City Council. Major Amendments also shall be reviewed in accordance with the CEQA Statute and Guidelines, with the City of Palmdale serving as the CEQA Lead Agency. More information on minor modifications and major amendments to this Specific Plan is contained in Chapter 7, *Implementation Plan*.

Proposed development projects within the Specific Plan Area shall be subject to the Site Plan Review Process established in the PMC. Palmdale City Staff shall refer to this Specific Plan as a regulatory document for land use, development standards, and design. For proposed uses and similar uses that are not listed in Table 5-1, *Permitted Uses Table*, and topics where this Specific Plan is silent, the City's Economic & Community Development Director, or their designee, shall make the final decision regarding consistency based upon the procedures outlined within the PMC as it relates to determination of unlisted uses.

1.8 AIRPORT LAND USE COMPLIANCE

The entire Specific Plan Area is located within the US Air Force Plant 42 Influence Area that may limit building height, building construction type, land uses, and floor area ratio (FAR) based on the proposed land use and requirements for open land. The governing documents within the Airport Influence Area include the Airforce Plant 42 Installation Compatibility Use Zone (AICUZ) Report and the Los Angeles County Airport Land Use Plan. The Air Force Plant 42 AICUZ Report provides land use compatibility guidelines, noise contours, and locations of Clear Zones and Accident Potential Zones; and the Los Angeles County Airport Land Use Plan provides safety and noise guidelines within the Airport Influence Area.

Development within the Air Force Plant 42 Influence Area shall comply with the guidelines and standards provided in both the Air Force Plant 42 AICUZ Report and the Los Angeles County Airport Land Use Plan. Additional information can be found in Chapter 5, *Development Regulations*, the Air Force Plant 42 AICUZ Report, as well as the Los Angeles County Airport Land Use Plan.

CHAPTER 2 - EXISTING CONDITIONS

2.1 EXISTING SURROUNDING LAND USES

At the time this Specific Plan was prepared in 2022, the Antelope Valley Commerce Center Specific Plan Area was vacant and undeveloped and did not contain any internal infrastructure. As shown on Figure 2-1, *Surrounding Land Uses (2022)*, the Specific Plan Area is bounded to the north by Columbia Way (East Avenue M) and a parcel containing municipal water towers. Columbia Way is the dividing line between the City of Palmdale (south of Columbia Way) and the City of Lancaster (north of Columbia Way). On the north side of Columbia Way in the City of Lancaster is an auto repair center, a construction yard, storage facilities, an automobile salvage yard, a restaurant, and vacant land. To the west of the Specific Plan Area is a Southern Pacific Railroad line (Metrolink rail line) and Sierra Highway, beyond which is a financial institution, Sierra Highway Plaza, and vacant land. Avenue M-12 and Palmdale Regional Airport are to the south and vacant land, Boeing, Lockheed Martin, and Plant 42 are to the east.

Before this Specific Plan was approved and as depicted in Figure 2-2, *Existing General Plan Designation (2023)*, and Figure 2-3, *Existing Zoning Designation (2023)*, the Specific Plan Area was within the Employment Flex General Plan land use designation and Office Flex (OF) zone.

2.2 EXISTING CIRCULATION AND ACCESS

2.2.1 Regional Circulation

State Route 14 (CA-14) is located approximately 1.3 miles west of the Antelope Valley Commerce Center Specific Plan Area. The Specific Plan Area is accessible to and from CA-14 via the West Avenue M on- and off-ramps. State Route 138 (CA-138) is located approximately 4.5 miles south of the Specific Plan Area, with access to and from CA-138 provided via Sierra Highway.

2.2.2 Local Circulation

Access to the Antelope Valley Commerce Center Specific Area is provided from Columbia Way (East Avenue M), 4th Street East, and Challenger Way. Columbia Way (East Avenue M) is a City of Palmdale designated truck route that provides truck access to the Antelope Valley Commerce Center.

Columbia Way (East Avenue M) abuts the Specific Plan Area on the north side and consists of four through lanes (two east bound and two westbound lanes) over its entire length. The City of Palmdale General Plan designates Columbia Way (East Avenue M) as a Major Arterial Roadway.

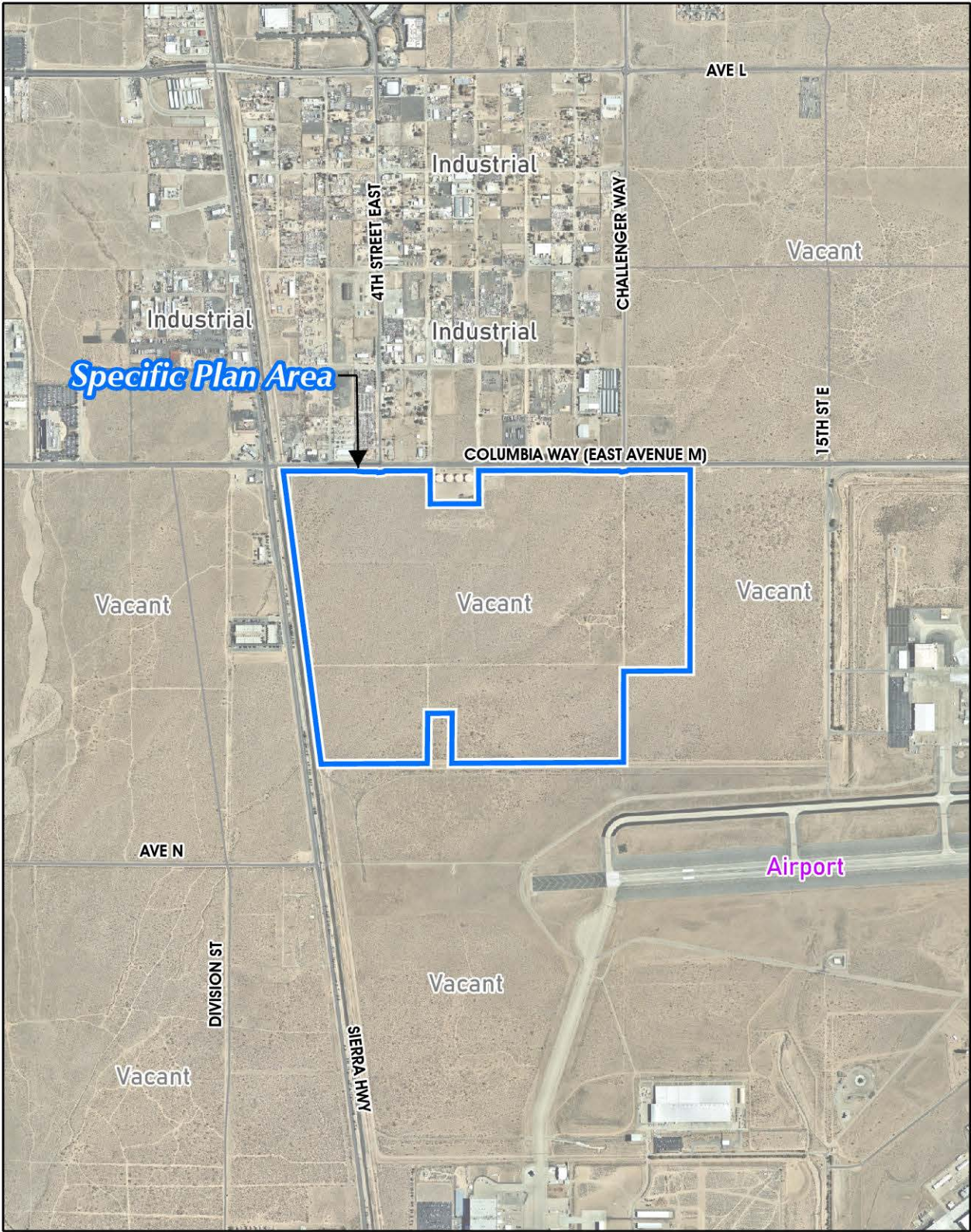
4th Street East is a north-south oriented roadway that exists north of and intersects with Columbia Way (East Avenue M) at the west-central portion of the Specific Plan Area. 4th Street East is a 2-lane Collector Street maintained by the City of Lancaster.

Challenger Way is a north-south oriented roadway that exists north of and intersects with Columbia Way (East Avenue M) at the eastern portion of the Specific Plan Area. Challenger Way is a 2-lane Collector Street maintained by the City of Lancaster.

2.3 EXISTING PHYSICAL SITE CONDITIONS

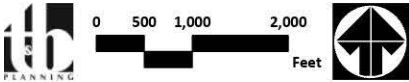
At the time this Specific Plan was prepared in 2022, the Antelope Valley Commerce Center Specific Plan property is relatively flat and gently falls to the northeastern corner of the Specific Plan Area. Elevation

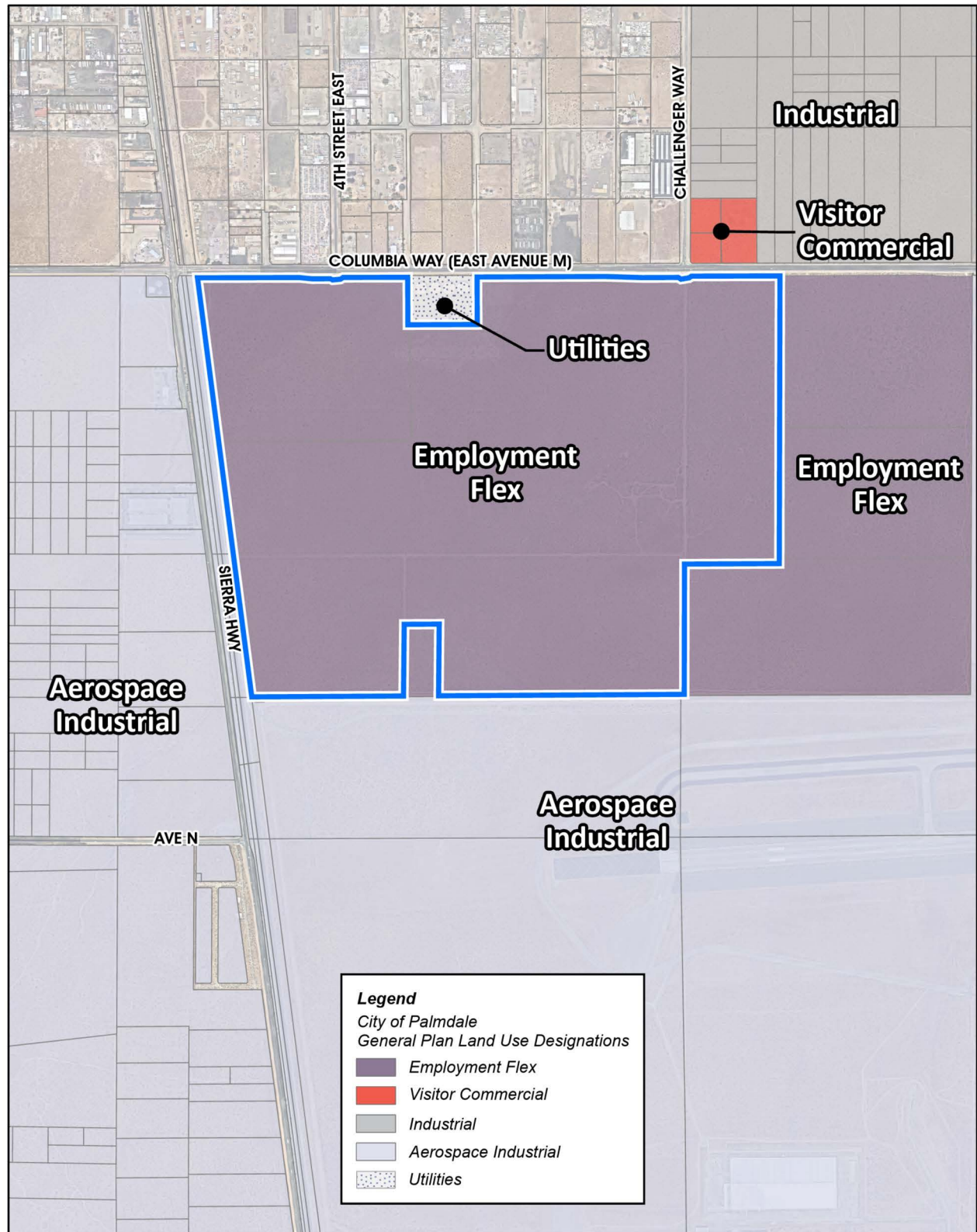
ranges from approximately 2,505 feet above mean sea level in the northeast to approximately 2,550 feet above mean sea level in the southwest. The existing topographic conditions for the Specific Plan Area are illustrated on Figure 2-4, *USGS Topographic Map (2022)*. For more information regarding the existing physical site conditions at the time this Specific Plan was prepared, refer to the Antelope Valley Commerce Center EIR (SCH No. 2022090009).



Source(s): Esri, Nemap Imagery (2022), Los Angeles County (2022)

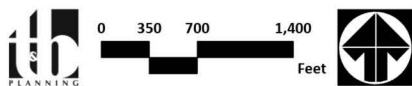
Figure 2-1

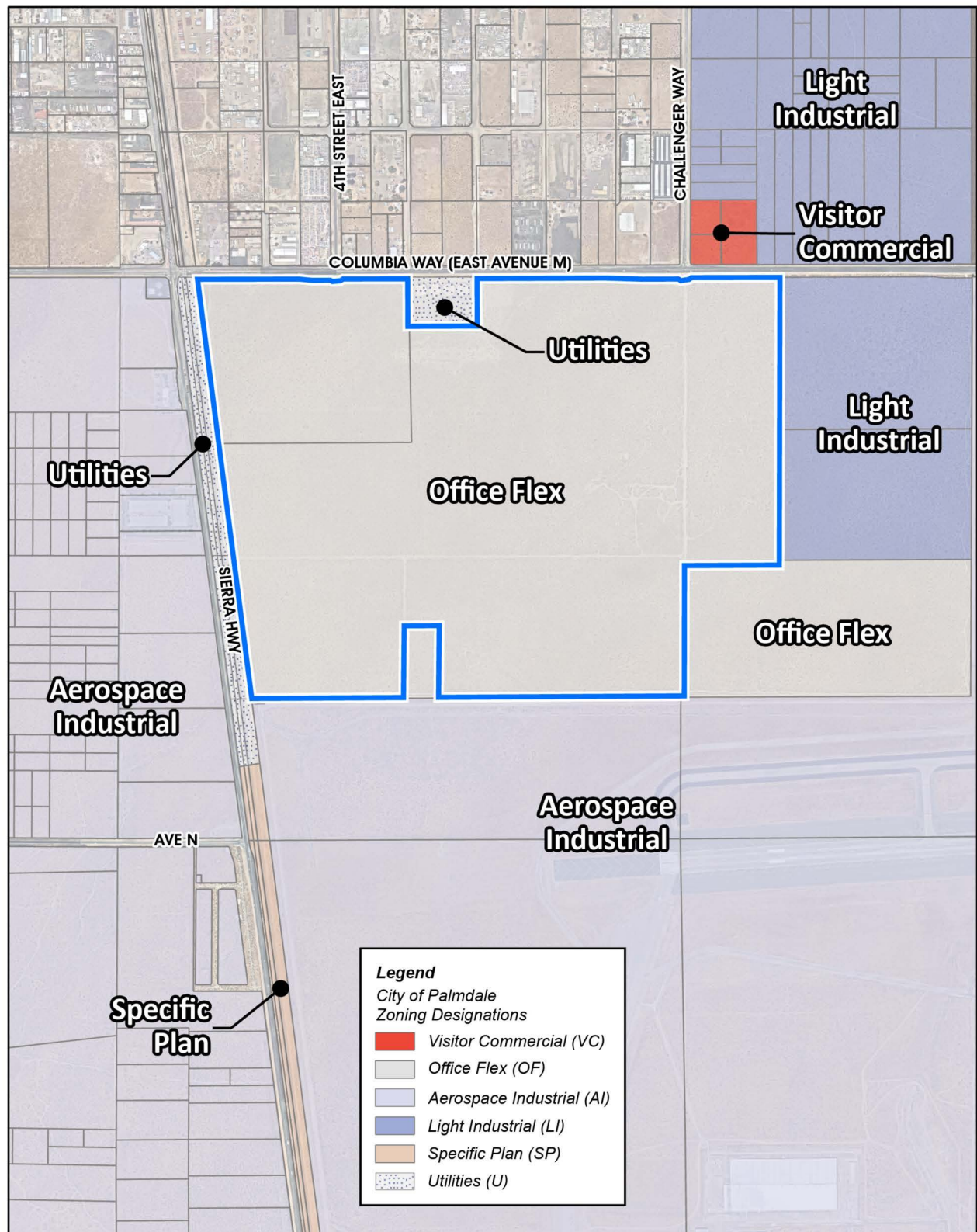




Source(s): ESRI, NearMap Imagery (July 2023), Los Angeles County (2022)

Figure 2-2





Source(s): ESRI, NearMap Imagery (July 2023), Los Angeles County (2022)

Figure 2-3



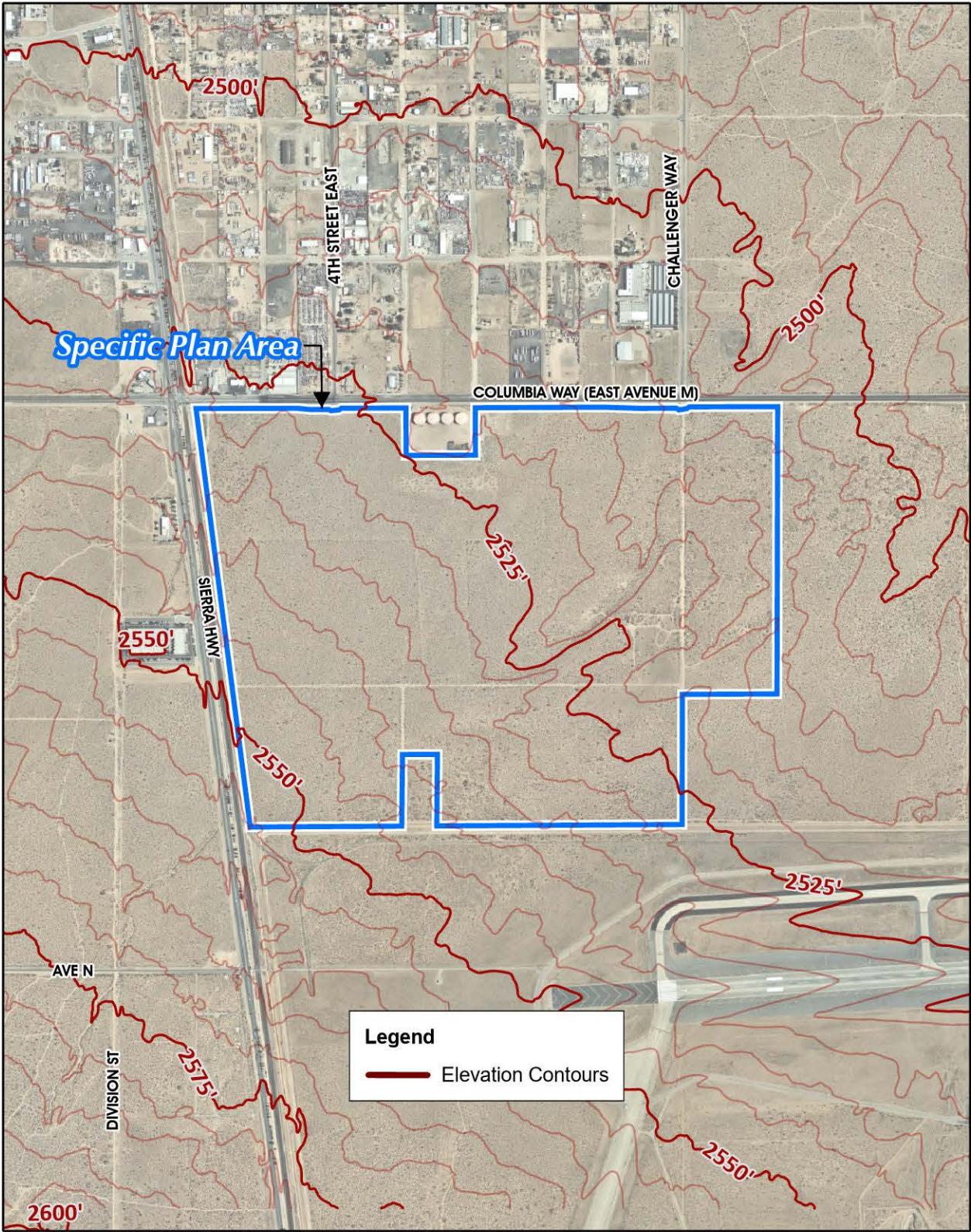
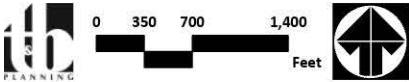


Figure 2-4



CHAPTER 3 – LAND USE

3.1 VISION

The Antelope Valley Commerce Center is designed as an industrial and commercial employment center laid out in a master-planned setting. Located in the northern section of the City of Palmdale, the Antelope Valley Commerce Center is positioned to attract a variety of business types and sizes, ranging from local enterprises to international corporations. The Antelope Valley Commerce Center is envisioned as an attractive place where businesses can prosper, attract economic investment, and provide goods, services, and job opportunities to the surrounding community and region.

3.2 LAND USE PLAN

This Specific Plan establishes three land use designations: Industrial, Commercial, and Open Space. Figure 3-1, *Land Use Plan*, depicts the land use designations and the major roads within and abutting the Specific Plan Area.

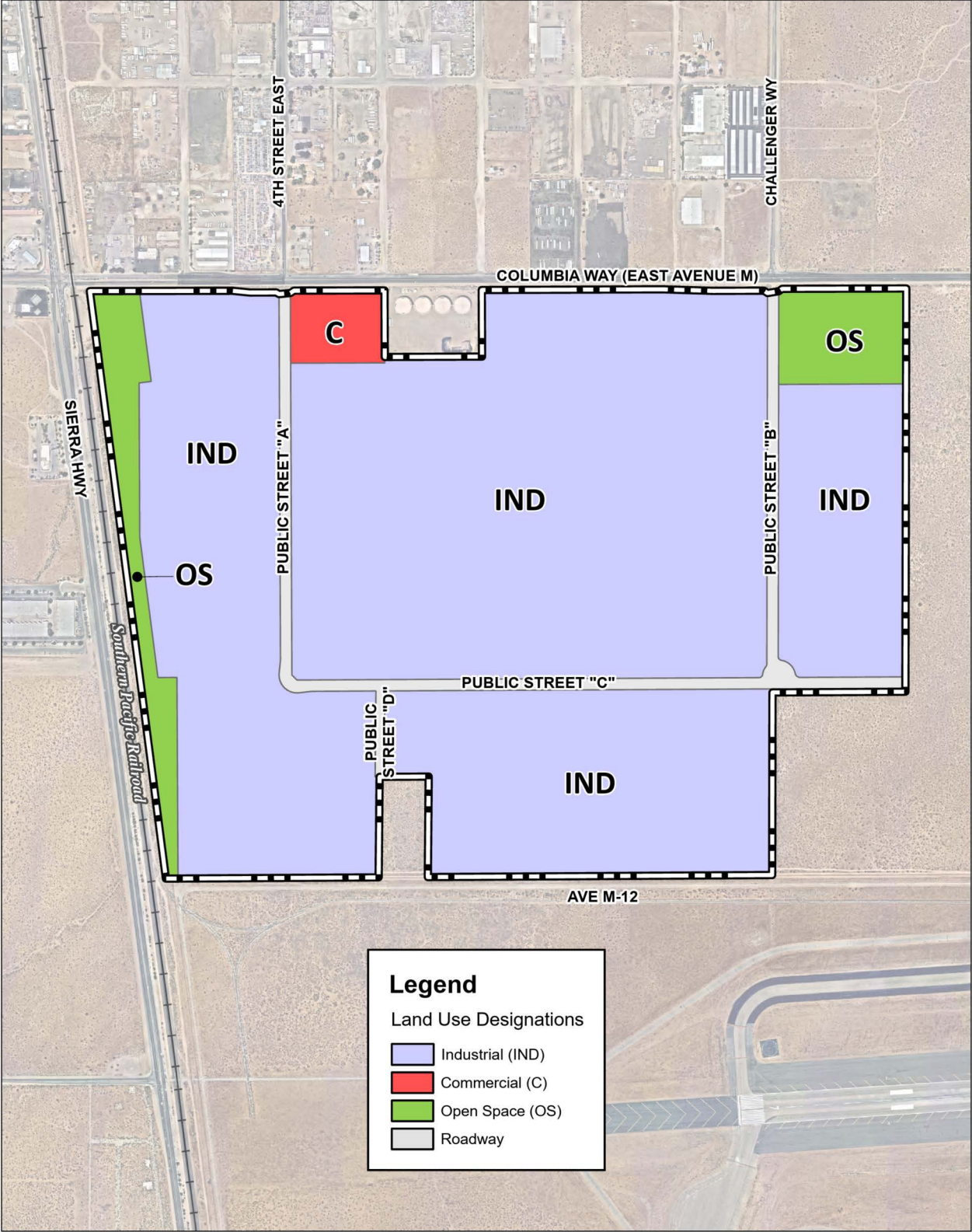
Table 3-1, Land Use Plan Statistical Summary, lists each land use designation and its respective acreage, and maximum development intensity (amount of building square footage allowed for each land use designation). The maximum building square footage allowed within the Specific Plan Area is 8,241,552 square feet (s.f.) for Industrial and 60,984 s.f. for Commercial.

Table 3-1 Land Use Plan Statistical Summary

Land Use Designation	Acres	Maximum Building Sq. Ft.
Industrial	378.4	8,241,552 s.f.
Commercial	7.0	60,984 s.f.
Open Space	29.3	n/a
Roadway	18.2	n/a
Total Acreage	432.9	

Notes:

1. Acreages are approximate and subject to survey verifications.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 3-1

3.2.1 Industrial Land Use Designation

The Industrial land use designation covers a total of 378.4 acres. A maximum of 8,241,552 s.f. of building space is allowed across the Industrial land use designation. Public streets are provided to facilitate vehicular access to and from the uses in the Industrial area from two access points at Columbia Way (East Avenue M).

The industrial buildings are envisioned to provide for a range of manufacturing, warehouse/storage, fulfillment center, parcel hub, light industrial operations, and similar activities or uses. Outdoor operations and storage are allowed, provided that such areas are generally screened from public rights-of-way (ROW) and are ancillary to an indoor industrial business. Amenities such as kitchens, locker rooms, and showers to support the daily needs of employees, are also allowed. Refer to Table 5-1, *Permitted Uses*, for a comprehensive list of uses.

3.2.2 Commercial Land Use Designation

The Commercial land use designation covers a total of 7.0 acres. This area is located in the northwestern portion of the Specific Plan Area abutting Columbia Way (East Avenue M). A maximum of 60,984 s.f. of building space is allowed within the Commercial land use designation.

The Commercial designation allows for commercial retail, restaurants, and small-scale retail commercial goods and services intended to benefit residents, employees, and visitors in and around the Specific Plan Area and surrounding neighborhoods.

3.2.3 Open Space Land Use Designation

The Open Space land use designation covers 29.3 acres and is in the northeastern and western portions of the Specific Plan Area. The western Open Space land use area includes Joshua Tree conservation and a regional water detention basin, while the northeastern area provides for water quality retention/detention basins.

CHAPTER 4 – INFRASTRUCTURE PLAN

4.1 CIRCULATION AND ACCESS PLAN

The Antelope Valley Commerce Center Circulation and Access Plan provides direct, safe, and convenient access for visitors, employees, and goods movement to and from the Specific Plan Area. Components of the Circulation and Access Plan are discussed and illustrated on the following pages.

4.1.1 Vehicular Circulation

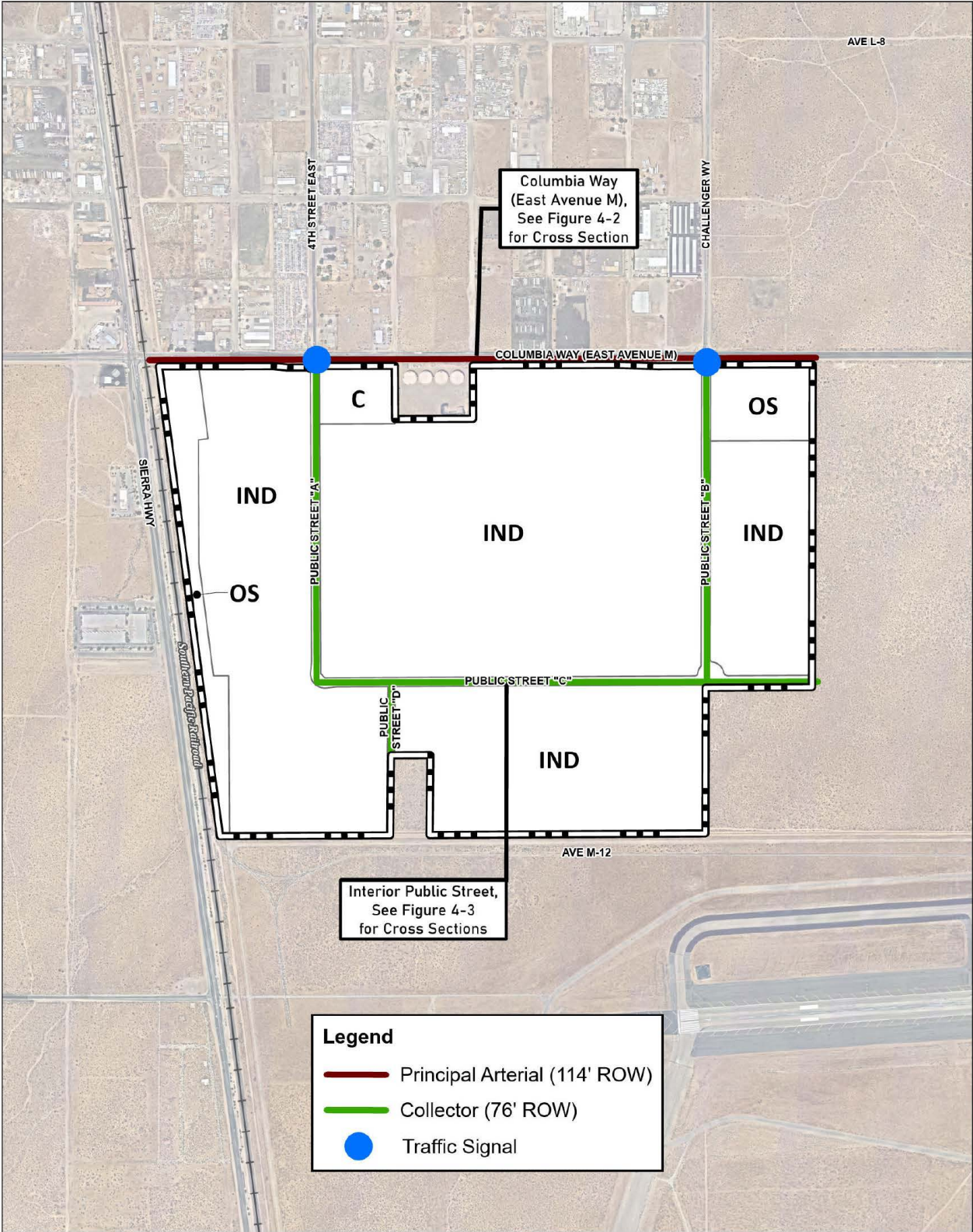
Columbia Way (East Avenue M) and the Southern Pacific Rail Line form the northern and western borders the Specific Plan Area, respectively. Columbia Way (East Avenue M) is the only street providing direct access to the Antelope Valley Commerce Center. The Southern Pacific Railroad and the Sierra Highway Bike Trail form a buffer between Sierra Highway and the Specific Plan Area, preventing direct access to Sierra Highway.

Public Streets “A”, “B”, “C”, and “D” provide interior access within the Specific Plan Area. Public Streets “A” and “B” are north-south oriented roadways connecting with Columbia Way (East Avenue M). Public Street “A” is aligned with 4th Street East to form a 4-way intersection with Columbia Way (East Avenue M), and Public Street “B” is aligned with Challenger Way to form a 4-way intersection with Columbia Way (East Avenue M). Public Street “C” is an internal east-west oriented roadway connecting Public Street “A” and Public Street “B”. Public Street “D” is an internal north-south oriented roadway connecting Public Street “C” and properties south of the Specific Plan Area. The ultimate alignment of Public Streets “B” and “C” is to be determined and designed in conjunction with implementing development plans since the final site plans are not yet determined at the time this Specific Plan was prepared.

Traffic signals are planned where Public Street “A” and Public Street “B” intersect with Columbia Way (East Avenue M), forming 4-way intersections with 4th Street East and Challenger Way, respectively. Additional traffic controls (traffic signals and/or stop signs) and the location and orientation of private driveways serving individual buildings will be determined as part of implementing development plans.

Figure 4-1, *Vehicular Circulation and Access Plan*, illustrates the vehicular circulation plan for the Specific Plan Area. Final intersection designs, intersection spacing, intersection right-of-way, and traffic controls must conform to all applicable City Standards to the satisfaction of the City Engineer.

The following pages describe and illustrate the primary components of the vehicular circulation network for the Antelope Valley Commerce Center Specific Plan. Refer to Chapter 7, *Implementation Plan*, for additional circulation improvement standards pertaining to phasing.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 4-1



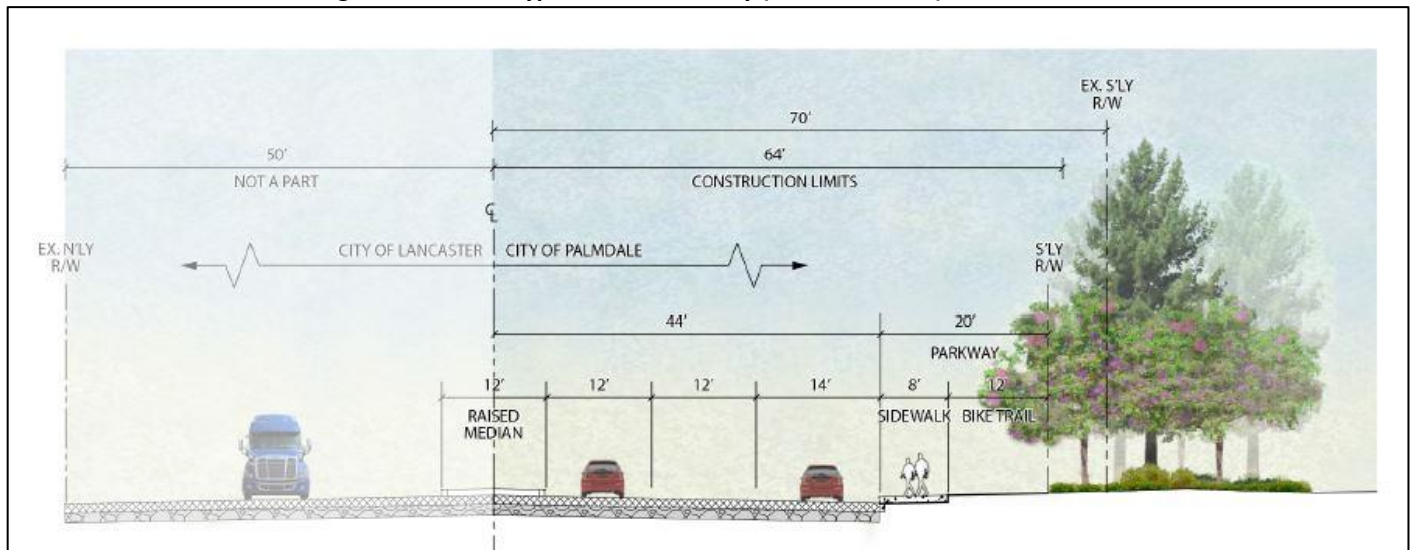
A. Columbia Way (East Avenue M) (114-Foot ROW)

Columbia Way (East Avenue M) forms the jurisdictional border between the City of Palmdale and City of Lancaster, which is established at the street centerline. As discussed further within Chapter 7, the first phase of development will include improvements to the south side of the segment of Columbia Way (East Avenue M) located between Sierra Highway and the eastern edge of the Specific Plan boundary.

Columbia Way (East Avenue M) forms the northern boundary of the Specific Plan Area and is the only direct access from off-site areas to the Specific Plan Area. Street improvements will primarily be to the southern section of the roadway, along the Specific Plan Area frontage.

As depicted in Figure 4-2, *Typical Columbia Way (East Avenue M) Cross Section*, Columbia Way (East Avenue M) provides for a 114-foot right-of-way with 50 feet of right-of-way being north of the centerline and 64 feet being to the south. The proposed ROW will eliminate 6 feet of existing ROW south of the centerline from 70 feet to 64 feet. A 12-foot-wide raised center median is established along this segment. Three eastbound traffic lanes are established within the 44 feet of paved roadway, including two 12-foot-wide travel lanes and one 14-foot-wide travel lane. In addition to the travel lanes, a 20-foot-wide curb-adjacent parkway is also provided. Within the 20-foot-wide parkway, an 8-foot-wide sidewalk is provided for pedestrian access and a 12-foot-wide bike trail is provided for cyclists. Columbia Way (East Avenue M) will maintain the same street layout throughout the frontage of the Specific Plan Area with exception for a tapering of roadway necessary to accommodate a reduced ROW along the LA County Waterworks District (LACWD) property and existing utility infrastructure.

Figure 4-2 Typical Columbia Way (East Avenue M) Cross Section



Traffic signals are located at the intersection of Columbia Way (East Avenue M) and 4th Street East and the intersection of Columbia Way (East Avenue M) and Challenger Way. Traffic signals and intersection layouts are subject to change based on the results and recommendations from a traffic study and/or the City Engineer. The developer(s) of the Antelope Valley Commerce Center are responsible for installation of the traffic signals. All improvements to Columbia Way (East Avenue M) are to comply with applicable City of Palmdale requirements, including sight distance requirements. Buildings located in the northern

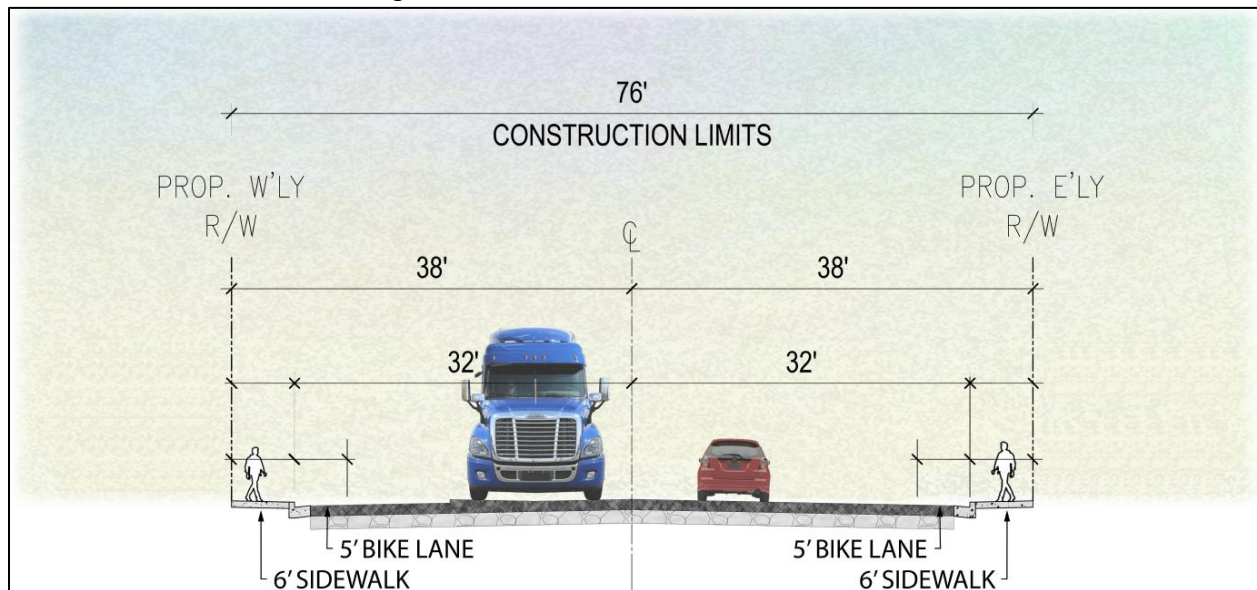
portion of the Specific Plan Area connect to Columbia Way (East Avenue M) via direct driveways. Final driveway locations connecting with Columbia Way (East Avenue M) is to be determined in conjunction with the approval of the design of each of implementing development plan. For landscaping guidelines along Columbia Way (East Avenue M), refer to Chapter 6, *Design Guidelines*, of this Specific Plan.

B. Interior Public Streets (76-Foot ROW)

The interior public streets are classified as collector streets and provide circulation access within the Antelope Valley Commerce Center Specific Plan Area. Public Street “A” provides access to the western portions of the Specific Plan Area including the Industrial land use and the Commercial land Use; Public Street “B” provides access to the eastern portions of the Specific Plan Area including the Industrial land use and the water quality retention basin; Public Street “C” connects Public Street “A” and Public Street “B” and provides access to the southern portion of the Specific Plan Area; and Public Street “D” provides access to the southern portion of the Specific Plan Area as well as offsite access to properties south of the Specific Plan Area. The exact alignment of Public Streets “A”, “B”, “C”, and “D” is to be determined in conjunction with approval of each individual development plan.

As depicted in Figure 4-3, *Interior Public Streets Cross Section*, the developer(s) of the Antelope Valley Commerce Center are to construct the entirety of the 76-foot-wide interior public streets, which consist of 64 feet of pavement and a 6-foot-wide curb adjacent sidewalk on both sides of the roadways. Within the 64 feet of pavement, a 5-foot-wide bike lane is provided on both sides of the roadway. As previously identified in Section 4.1.1A above, traffic signals will be located at the intersection of Public Street “A” and Columbia Way (East Avenue M) and at the intersection of Public Street “B” and Columbia Way (East Avenue M). All improvements to the interior public streets are required to comply with applicable City of Palmdale requirements, including sight distances.

Figure 4-3 Interior Streets Cross Section



Buildings within the Specific Plan Area connect to the interior public streets via direct driveway connections along the interior public streets. Final driveway locations are determined in conjunction with the approval of the design of each implementing development plan. For landscaping guidelines within the Interior Streets, refer to Chapter 6, *Design Guidelines*, of this Specific Plan.

C. Private Drive Aisles

Private Drive Aisles connect individual planning areas to the roadways described above. Within each planning area, Private Drive Aisles provide vehicular access for automobiles and trucks to parking lots, truck lots, loading dock areas, etc. Private Drive Aisles are not depicted on Figure 4-1, *Conceptual Vehicular Circulation and Access Plan*, because their locations, alignments, and widths will be determined in conjunction with the approval of the design of each implementing development plan.

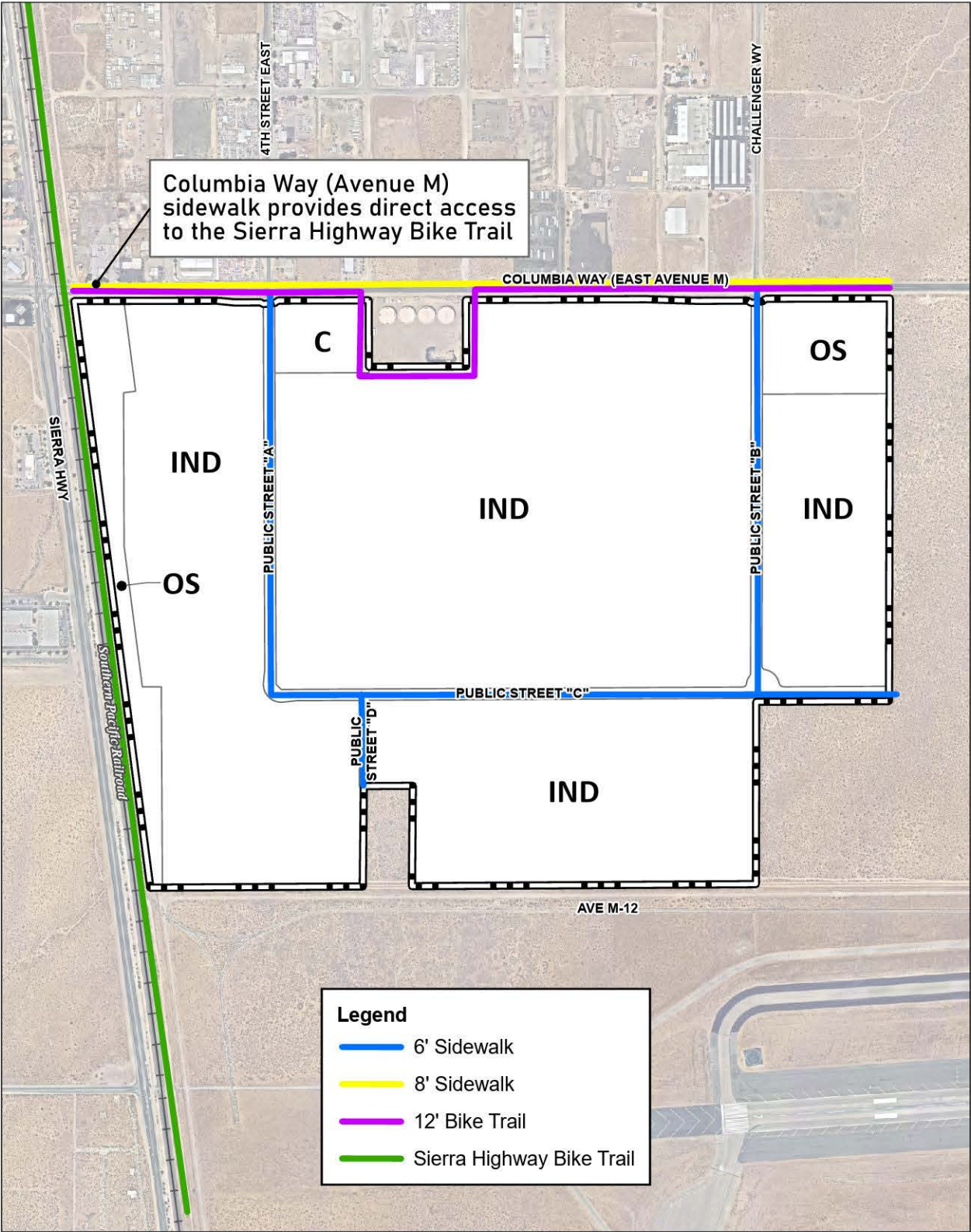
4.1.2 Non-Vehicular Circulation

The Antelope Valley Commerce Center Specific Plan encourages access and circulation by employees and visitors via non-motorized means. Pedestrian circulation is encouraged within the Specific Plan Area through a network of sidewalks. Additional pedestrian pathways are designed on individual building sites at the time buildings are designed and positioned in each Planning Area as part of the approval of each implementing development plan.

As illustrated on Figure 4-4, *Non-Vehicular Circulation and Mobility Plan*, the Antelope Valley Commerce Center Specific Plan provides for sidewalks or trails in the public rights-of-way along the sides of the following streets: south side of Columbia Way (East Avenue M); and both sides of Public Streets “A”, “B”, “C”, and “D”. Pedestrian crosswalks in all directions are identified at signalized intersections along Columbia Way (East Avenue M) to ensure pedestrian safety.

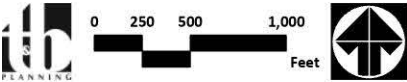
As illustrated on Figure 4-4, *Conceptual Non-Vehicular Circulation and Mobility Plan*, the Specific Plan provides for a 20-foot-wide parkway that includes an 8-foot-wide sidewalk and a 12-foot-wide bike trail to provide bicycle and pedestrian access to the site and surrounding area. This segment provides direct connection to the Sierra Highway Bike Trail, which provides employees and visitors ease of access to an existing regional trail system. To provide a 12-foot-wide bike trail throughout the entire frontage of the Specific Plan Area that will ensure pedestrian and bicyclist safety, the bike trail would need to loop around the Los Angeles County Waterworks District (LACWD) property abutting the Specific Plan Area as the current Columbia Way (East Avenue M) right-of-way design does not provide sufficient width to implement the parkway along Columbia Way (East Avenue M) in front of the LACWD property. Additionally, the Antelope Valley Commerce Center Specific Plan provides for 6-foot-wide sidewalks and 5-foot-wide bike lanes on both sides of Public Streets “A”, “B”, “C”, and “D”.

The 7.1-mile-long Sierra Highway Bike Trail is a commuter and recreational all-weather surface trail running between the Palmdale and Lancaster Metrolink Train Stations, located adjacent to Sierra Highway and the Southern Pacific Rail Line. The Specific Plan Area is located at the midpoint of the Sierra Highway Bike Trail being approximately 3.5 miles north of the Palmdale Metrolink Station and 3.5 south of the Lancaster Metrolink Station. Residents and commuters can use alternative modes of transportation, such as bikes, electric bikes, or electric scooters, to travel to and from the Antelope Valley Commerce Center Specific Plan Area via the Sierra Highway Bike Trail.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 4-4



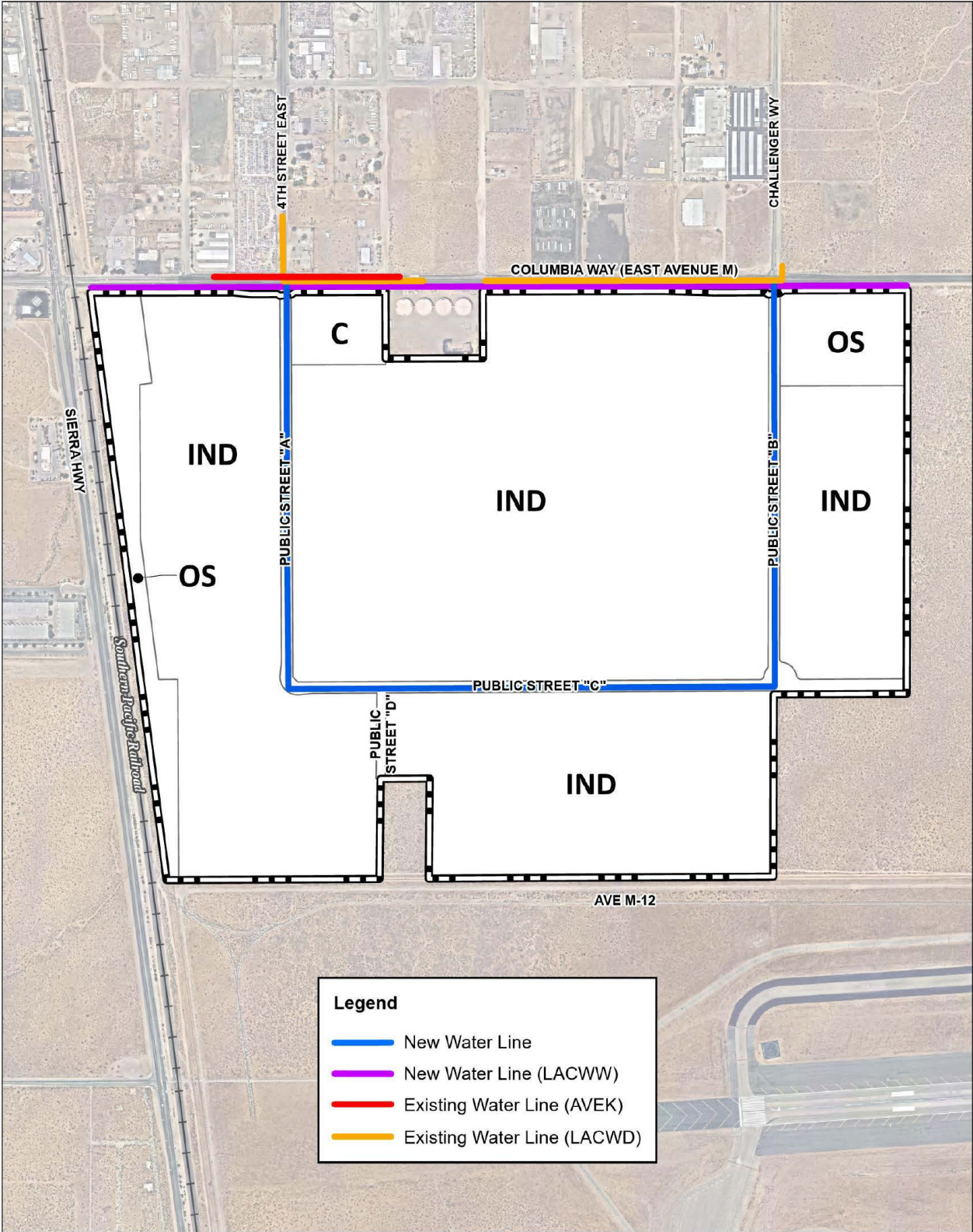
4.2 UTILITY INFRASTRUCTURE PLAN

Buildout of the Antelope Valley Commerce Center requires the installation of water, sewer, drainage, and other utility infrastructure, as described herein. Utilities proposed in this section will be installed when the roadway is constructed even if the proposed utility is needed for a later phase. All utility infrastructure improvements shall be constructed in accordance with applicable Los Angeles County Waterworks and City of Palmdale design standards and specifications. Refer to Chapter 7, *Implementation Plan*, for phasing of the proposed infrastructure.

4.2.1 Potable Water Plan

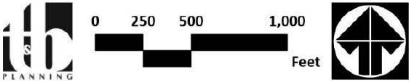
Potable water service for the Specific Plan Area is provided by the Los Angeles County Waterworks District – Region 4 (LACWD). As depicted on Figure 4-5, *Potable Water Infrastructure Plan*, existing LACWD water lines range from 30-inch to 48-inch in diameter and are located within the Columbia Way (East Avenue M) right-of-way, which will provide service to the Specific Plan Area. In addition to the LACWD water line, a 30-inch diameter Antelope Valley-East Kern Water Agency water line is located along the Columbia Way (East Avenue M) right-of-way, at the 4th Street East intersection.

The Specific Plan Area requires the planning, design, and construction of the potable water systems, which includes installing water lines within the Public Street “A”, “B”, and “C” rights-of-way, and a Los Angeles County Water Works (LACWW) water line will be installed along Columbia Way (East Avenue M). The proposed water lines will connect to the existing LACWW water line at the intersection of Public Street “A” and Columbia Way (East Avenue M) and at Public Street “B” and Columbia Way (East Avenue M). The final sizing and design of the potable water system is subject to review and approval by the City’s engineer.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 4-5

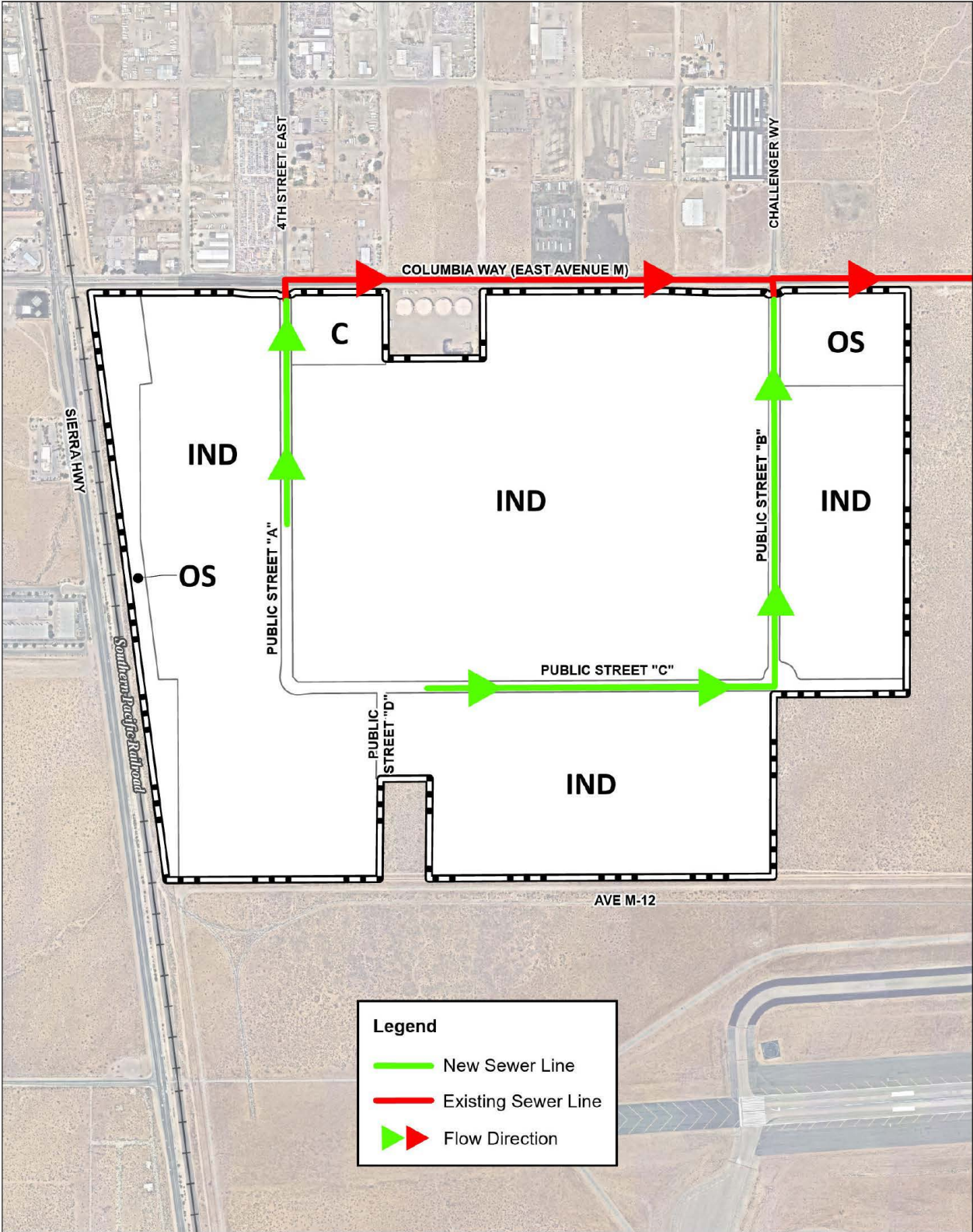


4.2.2 Sanitary Sewer Plan

Sanitary sewer service for the Specific Plan Area is provided by the City of Palmdale. As depicted on Figure 4-6, *Sanitary Sewer Infrastructure Plan*, existing sanitary sewer (SS) lines are located within the Columbia Way (East Avenue M) right-of-way to the north of the Specific Plan Boundary.

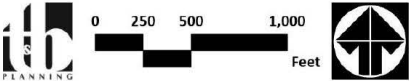
The Specific Plan Area requires the planning, design, and construction of the sanitary sewer system, which includes installing sanitary sewer lines along the Public Street “A”, “B”, and “C” rights-of-way. The proposed sanitary sewer lines will connect to the existing sanitary sewer line at the intersection of Public Street “A” and Columbia Way (East Avenue M) and Public Street “B” and Columbia Way (East Avenue M). The proposed sanitary sewer Line in Street “A” will remain independent from the proposed sanitary sewer lines in the rest of the Specific Plan Area, serving only the western portion of the Specific Plan Area.

As part of the approval process, a Preliminary Sewer and Hydrology Study for the Specific Plan Area will be submitted concurrently with this Specific Plan. The final design of sizing of the public sewer, including potential upgrade or extension of the existing mainline along Columbia Way (East Avenue M), is subject to review and approval by the City’s engineer.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 4-6



4.2.3 Storm Water Management Plan

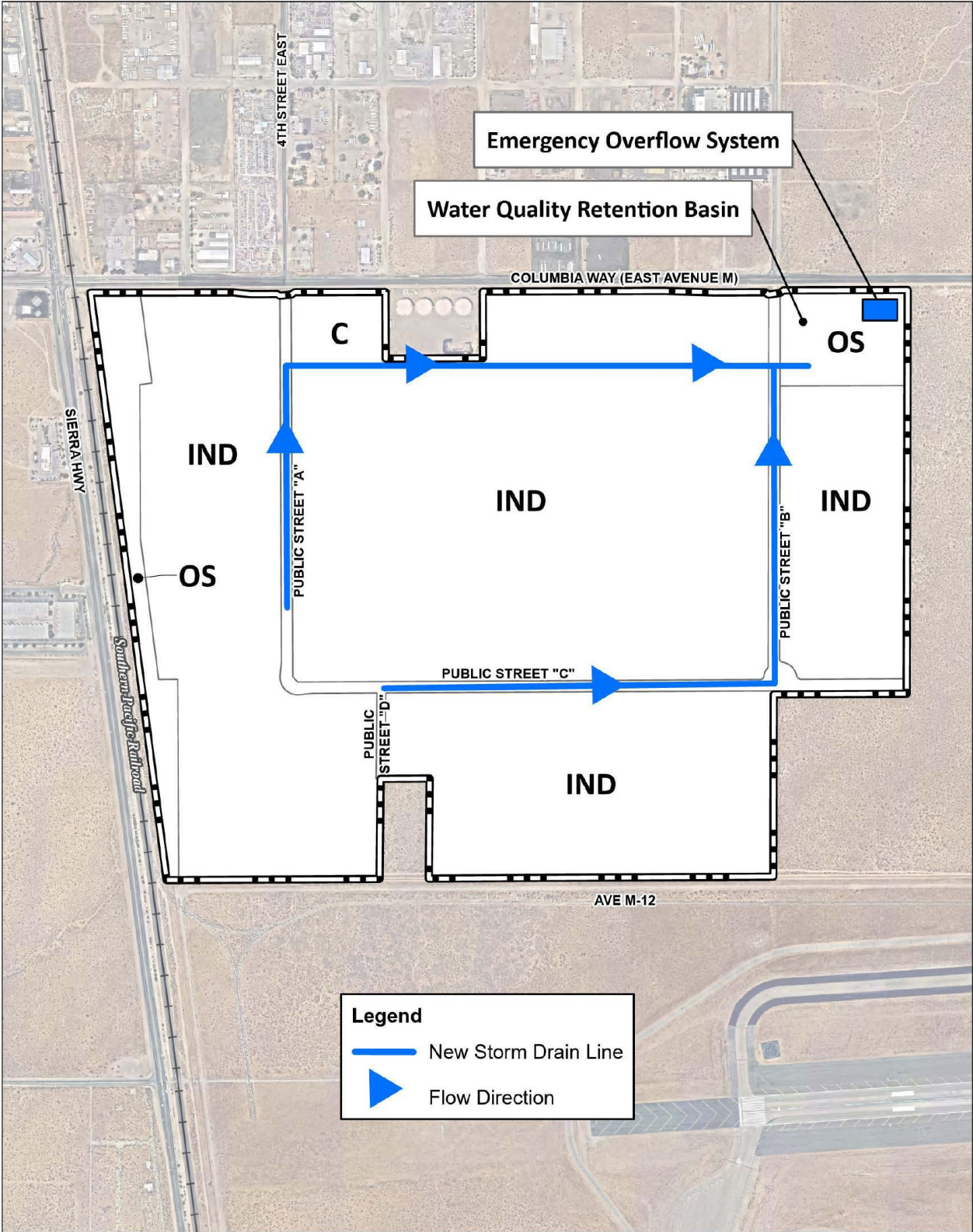
The master storm drainage system for the Antelope Valley Commerce Center is shown in Figure 4-7, *Storm Drain Infrastructure Plan*. Improvements include the construction of storm drains along segments of Public Street “A”, segments of Public Street “B”, segments of Public Street “C”, and within the northern portion of the central Industrial lot extending east towards the water quality retention basin in the northeastern portion of the Specific Plan area.

The storm drain system proposed in the Antelope Valley Commerce Center Specific Plan would provide two paths of travel that would ultimately convey storm water to a water quality retention basin in the northeastern portion of the Specific Plan Area. As shown in Figure 4-7, storm water will generally be conveyed in either of the following paths: north via the Public Street “A” storm drain line then east via the storm drain line in the northern portion of the central Industrial lot; or east via the Public Street “C” storm drain line then north via the Public Street “B” storm drain line. The proposed drainage basin will be adequately sized to serve the Specific Plan Area storm water needs. In the event that the maximum basin capacity is reached, an emergency overflow system will direct storm water out to Columbia Way (East Avenue M), to follow historical storm water flow pattern. The final sizing and design storm drain system is subject to review and approval by the City’s engineer.

Each storm drain will be equipped with a hydrodynamic separator or City approved equal device to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the State Water Resources Control Board (SWRCB).

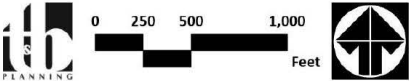
A. Airport Compatibility

The Specific Plan Area is located in the Palmdale Regional Airport Influence Area. The Federal Aviation Administration (FAA) identified stormwater management facilities as one of the greatest attractants to wildlife hazardous to airport operations. For this reason, the Water Quality Retention Basin proposed for the northeast segment of the Specific Plan Area will be designed to avoid the creation of open water and habitat by being designed to drain completely within a maximum 48-hour period following design storm event (i.e., 24-hour storm) and remain totally dry between storm events.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 4-7



4.2.4 Dry Utilities

Southern California Gas Company and Southern California Edison provide natural gas and electricity to the Antelope Valley Commerce Center Specific Plan Area, respectively. As shown in Figure 4-8, *Dry Utility Infrastructure Plan*, natural gas and dry utility lines will be installed to connect to existing gas and dry utility lines at Columbia Way (East Avenue M) to the east of the Specific Plan Area. Gas lines will be stubbed and available for service as requested by future tenants in conjunction with approval of the design of each implementing development plan. Telephone/fiber/cable service is offered by multiple carriers, including AT&T, Frontier, Spectrum and Verizon.

4.2.5 Solid Waste

The solid waste provider for businesses within the Antelope Valley Commerce Center Specific Plan is Waste Management. Solid waste and recycling are taken to the Antelope Valley Recycling & Disposal Facility.

Starting in January 2022, California Senate Bill 1383 and Assembly Bill 1826 requires businesses to recycle organic materials, such as food waste, food soiled paper, and landscaping materials. The Specific Plan Area must provide separate bins for organic waste and must provide businesses within the Specific Plan Area for organic recycling services. Furthermore, per Assembly Bill 341, the Specific Plan Area is also required to provide recycling services for all businesses that generate more than four cubic yards or more of trash per week.

4.3 GRADING

The natural topography of the Antelope Valley Commerce Center site is relatively flat. No unique or unusual grading conditions exist and substantial importing or exporting of material is not expected. The main grading objectives are to provide development pads for construction, balance the cut and fill grading quantities on site, and meet all necessary City of Palmdale building standards and infrastructure gradient requirements.

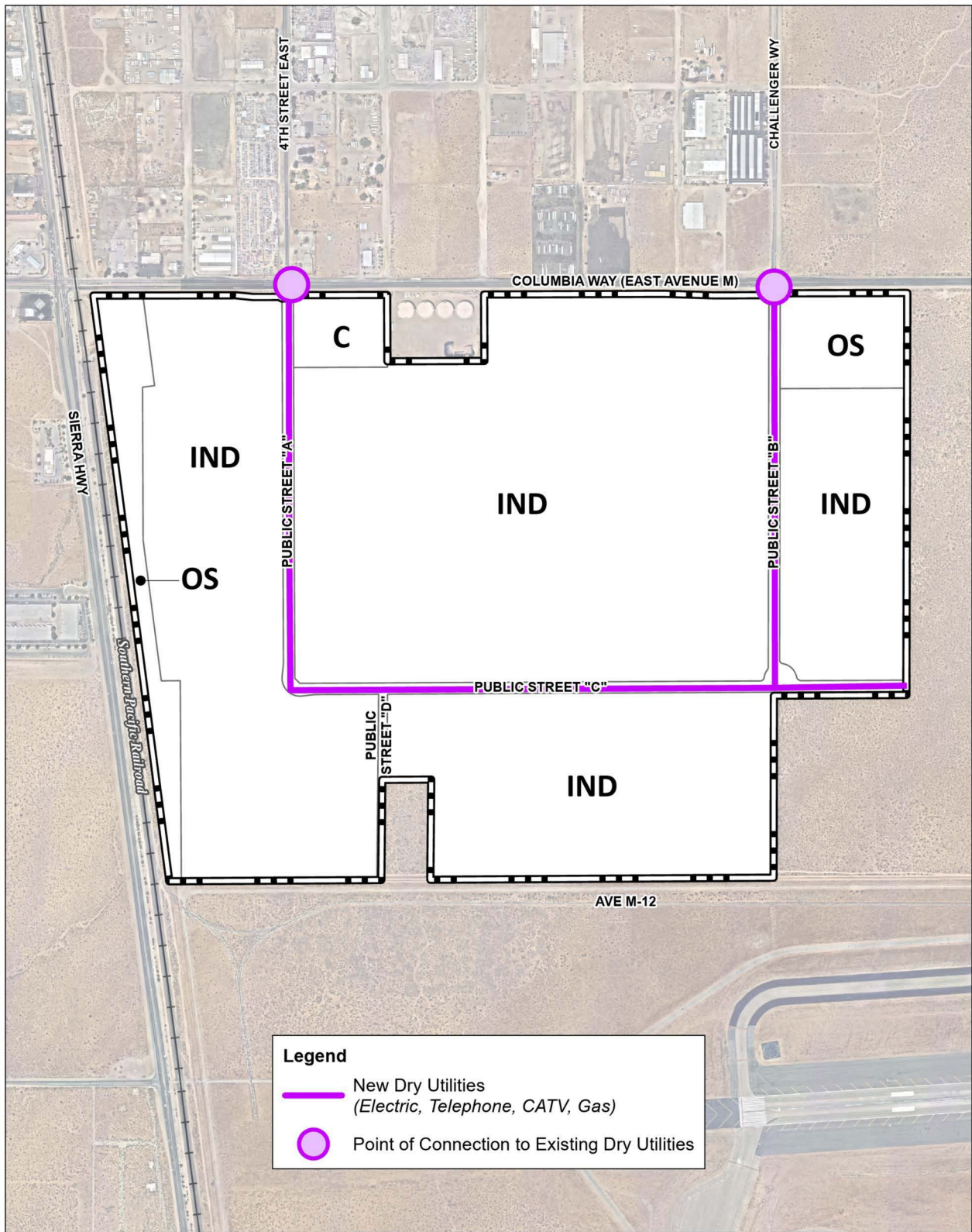


Figure 4-8

CHAPTER 5 – DEVELOPMENT REGULATIONS

5.1 PURPOSE AND INTENT

This chapter formally establishes the use permissions and development standards (zoning) for the Antelope Valley Commerce Center property. The regulations provided herein, together with the architectural and landscape guidelines set forth in Chapter 6, *Design Guidelines*, will regulate the development of buildings and other physical features in the Antelope Valley Commerce Center Specific Plan Area.

5.2 APPLICABILITY

The regulations set forth in this chapter apply to all development plans or agreements, tract or parcel maps, site plans, or any other action requiring administrative or discretionary approval within the Antelope Valley Commerce Center Specific Plan Area. Whenever the development standards contained herein differ from those contained in the City's Municipal Code, the provisions of this Specific Plan shall take precedence. Any development standard, condition, or situation not specifically addressed herein shall be subject to the applicable requirements of the City's Municipal Code.

5.3 PERMITTED, CONDITIONAL, MINOR USES, AND ANCILLARY USES

The Antelope Valley Commerce Center Specific Plan Area may be developed, divided, and/or used for those activities listed in Table 5-1, *Permitted Uses Table*. Table 5-1 lists the permitted, conditionally permitted, minor use, and accessory land uses for each land district established by this Specific Plan (Industrial, Commercial, and Open Space). For a list of definitions of each land use, refer to Appendix B, *Land Uses Definitions*. A land use not listed in Table 5-1 is a prohibited use unless otherwise allowed pursuant to the procedures described in Chapter 7, *Implementation Plan*, or applicable interpretations and determinations established by the City's Municipal Code.

The entire Specific Plan Area is located within the Air Force Plant 42 Influence Area that may limit land uses. Refer to the Air Force Plant 42 Air Installation Compatible Use Zone (AICUZ) Report and the Los Angeles County Airport Land Use Plan for additional applicable land use restrictions.

The symbols shown in Table 5-1 have the following meanings:

- **"P"** means the land use is permitted by right, subject to the development standards applicable to that land use district.
- **"C"** means the land use is conditionally permitted, subject to the approval of a Conditional Use Permit in accordance with the requirements specified herein.
- **"M"** means the land use is permitted through the approval of a Minor Use Permit in accordance with the requirements specified herein.
- **"A"** means the land use is ancillary to the permitted or conditionally permitted land uses. An ancillary land use is subordinate to and supports the primary permitted or conditionally permitted land use.

Table 5-1 Permitted Uses

Use Legend: Permitted Use = "P" Conditional Use = "C" Minor Use = "M" Ancillary Use = "A" Prohibited Use = "---"

Land Use District				
Land Use	Industrial	Commercial	Open Space	Notes
Warehouse, Transportation, Freight and Storage Services				
Courier and Delivery Services, including Parcel and Package Delivery	P	---	---	
Cold Storage Plants	C	---	---	Chilled, cooled, and freezer warehouse space is limited to a max. of 860,000 s.f. within the Specific Plan Area.
Data Processing Center	P	---	---	
Fulfillment Center	P	---	---	
Furniture Moving and Storage	P	---	---	
Industrial Retail Sales - Up to 20,000 s.f.	P	---	---	
Industrial Retail Sales - Over 20,001 s.f.	C	---	---	
Industrial Robotics Manufacturing and Assembly	P	---	---	
Truck and Trailer Storage	P	---	---	
Truck Terminal	P	---	---	
Warehousing of materials or products for which a conditional use permit is not required for the manufacture, storage, distribution, or wholesale of that product.	P	---	---	
Manufacturing				
Aircraft and Component Parts; Manufacture, Testing, Modification, Repair, Overhaul and Storage of	P	---	---	
Alcoholic Beverages; distilling, bottling, wholesale, and distribution	C	---	---	
Apparel and Textile Products	P	---	---	
Chemicals and Related Products	P	---	---	
Concrete and Related Construction Materials	P	---	---	
Electronic and Electrical Equipment	P	---	---	
Fabricated, Machine, and Sheet Metal Shops	P	---	---	
Food Products	P	---	---	
Furniture and Fixtures; distribution, manufacturing, and refinishing	P	A	---	Ancillary to retail sales in Commercial District
Miscellaneous Manufacturing and Industries	P	---	---	Includes medical equipment and supplies; jewelry and silverware; sporting and athletic goods; toys; office

Use Legend: Permitted Use = "P" Conditional Use = "C" Minor Use = "M" Ancillary Use = "A" Prohibited Use = "---"

Land Use District				
Land Use	Industrial	Commercial	Open Space	Notes
				supplies; signs; and other misc. manufacturing.
Paper Printing, Published, and Allied Products	P	---	---	
Plastics and Rubber Products (manufacturing and assembly)	C	---	---	
Transportation Equipment	P	---	---	
Weapons and/or Ammunition; storage and warehousing	C	---	---	
Wood Products	P	A	---	Ancillary to retail sales in Commercial District
Public, Quasi-Public and Institutional Uses				
Electric Vehicle Charging Stations	A	M	---	
Fire/Police stations	P	P	---	
Post Office and Distribution Center	P	P	---	Permitted without distribution in the Commercial District
Public Utilities/Public Works Storage and Maintenance Yards	P	---	---	
Utility Facilities	P	P	---	
Retail, Personal, and Food Services				
Automotive Parts and Supplies	C	P	---	Wholesale only permitted in Industrial; Retail only permitted in Commercial District
Barber and Beauty Services	---	P	---	
Building Materials and Supplies	---	M	---	
Caterers and Mobile Food Services	---	M	---	
Cafe/Bakery	---	P	---	
Convenience Market	---	P	---	
Delicatessens and Sandwich Shops	A	P	---	
Dry cleaners and Launderers	---	P	---	Facility not to exceed 10,000 square feet in size
Restaurants, with or without a Drive-Through	---	P	---	
General Retail Stores	---	P	---	Store not to exceed 10,000 square feet in size
Gyms and Fitness Studios	---	M	---	
Machinery, Equipment, and Supplies	P	C	---	
Mail Order Businesses (excluding warehousing)	---	P	---	
Microbrewery, Brewpub, or Winery	---	M	---	

Use Legend: Permitted Use = "P" Conditional Use = "C" Minor Use = "M" Ancillary Use = "A" Prohibited Use = "---"

Land Use	Land Use District			Notes
	Industrial	Commercial	Open Space	
Plumbing and Heating Equipment and Supplies	---	P	---	
Miscellaneous Services and Other Uses				
Automobile and truck repair garages	A	C	---	Limited to basic maintenance such as tire repairs, oil changes, and other minor non-engine vehicle maintenance
Fueling Stations	C	C	---	
Equipment Rental	---	C	---	
Professional/Administrative Office	P	P	---	
Laboratories, Research and Development, and Testing Services	P	---	---	
Linen and Uniform Laundry Services	P	---	---	
Natural Areas, Open Space Areas, Biological Preserves	---	---	P	
Motion picture and sound studios, editing, sound mixing, and associated material storage	P	---	---	Outdoor studio or storage requires CUP
Water Detention, Retention, and Water Quality Basins	---	---	P	
Outdoor Storage	A	A	---	See Section 5.7 of this Specific Plan for development standards of outdoor storage.
Temporary Uses	M	M	---	See Palmdale Municipal Code for temporary uses list and requirements

5.4 INDUSTRIAL DEVELOPMENT STANDARDS

The following standards establish the development criteria that shall apply within the Industrial land use designation of this Specific Plan. As depicted in Figure 5-1, *Palmdale Regional Airport Influence Area*, the entire Specific Plan is located within the Palmdale Regional Airport Influence Area that may limit building height, land uses, and FAR based on the proposed land use. Refer to the Los Angeles County Airport Land Use Plan for additional applicable land use restrictions.

Table 5-2 Development Standards - Industrial

Site Requirements	
Minimum Lot Size	20,000 SF
Minimum Lot Width	N/A
Maximum Building Height ^{1, 2}	75 feet
Minimum Landscape Coverage for building areas/lots fronting Columbia Way (East Avenue M) ³ (Landscaping shall include plantings (trees, shrubs, groundcovers, vines) and may include walkways, benches, trellises, fencing, walls, and related amenities.)	10%
Minimum Landscape Coverage for buildings not Fronting Columbia Way (East Avenue M) ⁴	None
Notes:	
<ol style="list-style-type: none"> 1. No windows, stairways, or other areas where people could look out onto adjacent properties shall be permitted above the first floor on the side of a building which faces and has view of properties south and east of the Specific Plan Area. 2. Building Heights as measured in feet above mean sea level to the highest point of the building require FAA approval and shall not exceed the height restriction set by the Federal Aviation Regulations Part 77 guidelines. 3. Minimum landscape coverage shall apply to the entire lot or site and setback areas, including parking lots and drive aisles. 4. Buildings not fronting Columbia Way (East Avenue M) shall adhere to the minimum setback requirements and minimum parking lot landscape standard listed below along with street tree standards listed in Section 5.7.(3) of this Specific Plan. 	
Minimum Setback Requirements ¹	
Columbia Way (East Avenue M) ^{2, 3}	20 feet, minimum 10 feet of the setback area shall be landscaped. ⁴
Local and Collector Streets ^{2, 3}	10 feet, minimum 6 feet of the setback area shall be landscaped. ⁴
Interior Lot Line	0 feet
Notes:	
<ol style="list-style-type: none"> 1. Setbacks shall be measured from property line to the edge of a building. 2. All minimum setback areas along Columbia Way (East Avenue M) and public local and collector streets shall be fully landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, vines) and may include walkways, utility boxes and apparatus, and areas containing benches, trellises, thematic fencing, walls, and related amenities.) 3. Building eaves, roof projections, awnings, stair landings, and similar architecture features and other architectural projections may project into a building setback up to a maximum of five feet. 4. For landscape standards along setback area, refer to Section 6.6.3, <i>Streetscapes</i>, of this Specific Plan. 	
Minimum Parking Space, Parking Space Size, Drive Aisle, and Parking Lot Landscaping Requirements	
Passenger Vehicle Parking Requirements ¹	
Warehouse, Transportation, Freight and Storage Services	0.5 spaces for each 1,000 square feet or 1 space for each employee, whichever is less, plus space to accommodate all service trucks and vehicles.
Manufacturing	Two spaces for each 1,000 square feet, plus space to accommodate all service trucks and vehicles.
Public, Quasi-Public and Institutional Uses	2.5 spaces for each 1,000 square feet of gross floor area.

Food Services	Greater of: one space for every three seats or six spaces for every 1,000 square feet for indoor areas. For outdoor dining area: one space for every 150 square feet of outdoor dining and seating area over 450 square feet in size.
Retail and Personal Services	Five spaces per 1,000 square feet for the first 5,000 square feet, and four spaces per 1,000 square feet for all additional area.
Miscellaneous Services and Other Uses	Three spaces per 1,000 square feet of gross floor area.
Parking Space Size	
Standard Parking Space Size Minimum	Refer to Table 17.87.090-1, <i>Parking Space and Drive Aisle Dimensions</i> , of the Palmdale Municipal Code.
Compact Parking Space Size Minimum ²	Refer to Table 17.87.090-1, <i>Parking Space and Drive Aisle Dimensions</i> , of the Palmdale Municipal Code.
Driving Aisle	
Minimum Driving Aisle Width	12 feet for a one-way drive aisle 26 feet for a two-way drive aisle
Parking Lot Landscaping	
Minimum Landscaping Requirements ^{3,4}	15% of the parking lot area
Notes: <ol style="list-style-type: none"> 1. Refer to Section 17.87.060 of the Palmdale Municipal Code, <i>Required Vehicles Spaces</i>, for parking space requirements of permitted uses not listed in this table. 2. For developments with 20 or more required parking spaces, up to 25% of the required parking spaces may be compact size. 3. A minimum of one-third of the required landscaping shall be distributed within the interior of all passenger vehicle parking facilities and the remaining two-thirds of the required landscaping shall be provided as peripheral planting on the exterior edges of the parking areas. Refer to City of Palmdale Municipal Code Section 17.87.090.N, <i>Landscaping</i>, for additional parking lot landscaping requirements. 4. Landscaping requirements are only applicable to passenger vehicle lots. Truck and trailer parking lots are exempt from the minimum landscaping requirements. 	
Other Development Standards	
Signage	Signage shall be in conformance with the standards listed in Chapter 6 of this Specific Plan. ¹ Sign sizes, heights, etc., shall be per the regulations in Chapter 17.88 of the Palmdale Municipal Code.
Ground and Roof-Mounted Equipment	All ground and roof mounted equipment shall be screened or obscured from view through use of parapets and other architectural features when equipment is visible from adjacent public roadways or the Sierra Highway Bike Trail. ¹
Loading Docks and Truck Parking	Loading docks and truck parking areas shall be visually screened through the use of walls, berms and landscaping from Columbia Way (East Avenue M) and public local and collector streets.
Exterior Light Fixtures	Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets and/or adjacent properties and have a maximum height of 35 feet. Wall mounted fixtures shall be architecturally compatible with the associated building. ¹
Minimum Trash Enclosure Interior Dimension	15 feet in width by 11 feet in depth
Fence and Wall Height	Eight feet maximum height for fences 12 feet maximum height for walls, with allowance for up to 14 feet if needed for sound attenuation or visual screening of outdoor storage areas or loading docks. ¹
Plant 42 Adjacency Standards	No outdoor balconies, stairways, windows providing direct viewing onto adjacent Plant 42 properties shall be allowed above the first floor of any building or structure.
Note: <ol style="list-style-type: none"> 1. See Chapter 6 for guidelines and standards pertaining to building architecture, walls, fencing, landscaping, and signage. 	

5.5 COMMERCIAL DEVELOPMENT STANDARDS

The following standards establish the development criteria that shall apply within the Commercial area of this Specific Plan. As depicted in Figure 5-1, *Palmdale Regional Airport Influence Area*, the entire Specific Plan is located within the Palmdale Regional Airport Influence Area that may limit building height, land uses, and FAR based on the proposed land use. Refer to the Los Angeles County Airport Land Use Plan for additional applicable land use restrictions.

Table 5-3 Development Standards – Commercial

Site Requirements	
Minimum Lot Size	5,000 SF
Minimum Lot Width	N/A
Maximum Individual Tenant Space	20,000 square feet
Maximum Building Height ¹	35 feet
Minimum Landscape Coverage ² (Landscaping shall include plantings (trees, shrubs, groundcovers, vines) and may include walkways, benches, trellises, fencing, walls, and related amenities.)	10%
Notes:	
<ol style="list-style-type: none"> 1. Building Heights as measured in feet above mean sea level to the highest point of the building require FAA approval and shall not exceed the height restriction set by the Federal Aviation Regulations Part 77 guidelines. 2. Minimum landscape coverage shall apply to the entire lot or site and setback areas, excluding parking lots and drive aisles. 	
Minimum Setback Requirements ¹	
Columbia Way (East Avenue M) ^{2,3}	20 feet, minimum 10 feet of the setback area shall be landscaped. ⁴
Local and Collector Streets ^{2,3}	10 feet, minimum 6 feet of the setback area shall be landscaped. ⁴
Interior Lot Line	0 feet
Notes:	
<ol style="list-style-type: none"> 1. Setbacks shall be measured from property line to the edge of a building. 2. All minimum setback areas along Columbia Way (East Avenue M) and public local and collector streets shall be fully landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, vines) and may include walkways, utility boxes and apparatus, and areas containing benches, trellises, thematic fencing, walls, and related amenities.) 3. Building eaves, roof projections, awnings, stair landings, and similar architecture features and other architectural projections may project into a building setback by five feet. 4. For landscape standards along setback area, refer to Section 6.6.3, <i>Streetscapes</i>, of this Specific Plan. 	
Minimum Parking Space, Parking Space Size, Drive Aisle, and Parking Lot Landscaping Requirements	
Parking Requirements ¹	
Public, Quasi-Public and Institutional Uses	2.5 spaces for each 1,000 square feet of gross floor area.
Food Services	Greater of: one space for every three seats or six spaces for every 1,000 square feet for indoor areas. For outdoor dining area: one space for every 150 square feet of outdoor dining and seating area greater than 450 square feet in size.
Retail and Personal Services	Five spaces per 1,000 square feet for the first 5,000 square feet, and four spaces per 1,000 square feet for all additional area.
Miscellaneous Services and Other Uses	Three spaces per 1,000 square feet of gross floor area
Parking Space Size	
Standard Parking Space Size Minimum	Refer to Table 17.87.090-1, <i>Parking Space and Drive Aisle Dimensions</i> , of the Palmdale Municipal Code.
Compact Parking Space Size Minimum ¹	Refer to Table 17.87.090-1, <i>Parking Space and Drive Aisle Dimensions</i> , of the Palmdale Municipal Code.

Driving Aisle	
Minimum Driving Aisle Width	12 feet for a one-way drive aisle 26 feet for a two-way drive aisle
Parking Lot Landscaping	
Minimum Landscaping Requirements ³	15% of the parking lot area
Notes: 1. Refer to Section 17.87.060 of the Palmdale Municipal Code, <i>Required Vehicles Spaces</i> , for parking space requirements of permitted uses not listed in this table. 2. For development with 20 or more required parking spaces, up to 25% of the required parking spaces may be compact size. 3. A minimum of one-third of the required landscaping shall be distributed within the interior of all passenger vehicle parking facilities and the remaining two-thirds of the required landscaping shall be provided as peripheral planting on the exterior edges of the parking areas. Refer to City of Palmdale Municipal Code Section 17.87.090.N, <i>Landscaping</i> , for additional parking lot landscaping requirements.	
Other Development Standards	
Signage	Signage shall be in conformance with the standards listed in Chapter 6 of this Specific Plan. ¹ Sign sizes, heights, etc., shall be per the regulations in Chapter 17.88 of the Palmdale Municipal Code.
Ground and Roof-Mounted Equipment	All ground and roof mounted equipment shall be screened or obscured through the use of parapets and other architectural features when equipment is visible from adjacent public roadway or the Sierra Highway Bike Trail. ¹
Exterior Light Fixtures	Exterior lighting fixtures shall be downward directed. Pole-mounted lights shall be shielded with the light source oriented away from public streets and/or adjacent properties and have a maximum height of 35 feet. Wall mounted fixtures shall be architecturally compatible with the associated building. ¹
Minimum Trash Enclosure Interior Dimension	15 feet in width by 11 feet in depth
Fence and Wall Height	Eight feet maximum height for fences 12 feet maximum height for walls, with allowance for up to 14 feet if needed for sound attenuation or visual screening of outdoor storage areas or loading docks. ¹
Note: 1. See Chapter 6 for guidelines and standards pertaining to building architecture, walls, fencing, landscaping, and signage.	

5.6 AIRPORT LAND USE CONSISTENCY

The Specific Plan Area is located within the Air Force Plant 42 Influence Area. All development in the Antelope Valley Commerce Center shall be subject to the mandatory applicable requirements and standards of the Air Force Plant 42 AICUZ Report and the Los Angeles County Airport Land Use Plan and require compliance with all applicable standards and procedures set forth in Federal Aviation Administration Regulations (FAR) Part 77.

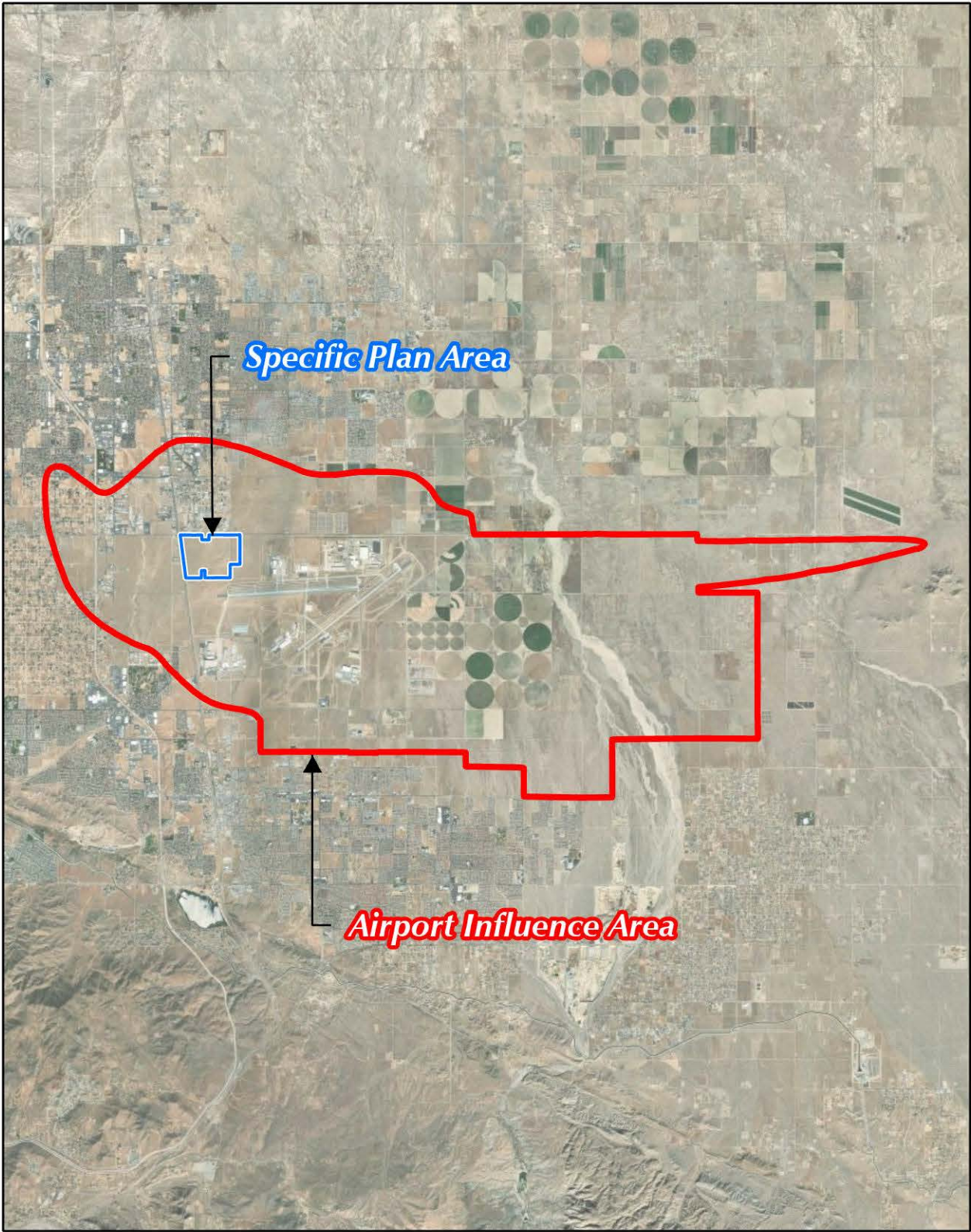
The Specific Plan Area is located entirely within the Airport's 65 CNEL noise contour boundary. With the Specific Plan Area being exclusive to industrial, commercial, and open space land uses, no noise limitations are anticipated, though noise exposure and insulation may be needed for commercial uses with greater potential for exposure to elevated noise levels. Further review with the Air Force Plant 42 AICUZ Report concludes that the land uses proposed in Table 5-1 is consistent with the Land Use Compatibility Guidelines and Table 3-5, *Land Use Compatibility, Noise Exposure, and Accident Potential*, of the Air Force Plant 42 AICUZ Report.

The Specific Plan Area is located outside of the Airport's runway protection zones (RPZ) and inner safety zone (ISZ). There are no additional building height restrictions beyond that which may be required by the Federal Aviation Regulations (Part 77) guidelines.

Given the proximity of the Specific Plan Area to the Air Force Plant 42, developers within the Specific Plan Area shall consult and coordinate with City of Palmdale, the Air Force, and the FAA during the planning and design stage to ensure that development plans and right-of-way streets improvement do not create any hazards to aircraft and airport operations and comply with the California Airport Land Use Planning Handbook published by the Caltrans Division of Aeronautics, the Air Force Plant 42 AICUZ Report, and the Los Angeles County Airport Land Use Plan.

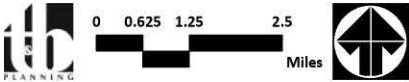
5.7 OTHER DEVELOPMENT STANDARDS

- (1) Outdoor loading and storage areas and loading doors shall be completely screened from view from public streets by screen walls, solid fences, landscaping, or a combination thereof. Any gates shall be lockable. Wall height shall be in compliance with Tables 5-2 and 5-3 and shall be of sufficient height to fully screen outdoor materials and equipment.
- (2) All manufacturing and processing activities associated with a permitted or conditionally permitted use shall be conducted within an enclosed building.
- (3) All landscaping within private lots abutting Columbia Way (East Avenue M) and Public Streets "A", "B", "C", and "D" Right-of-Way (ROW) shall incorporate sufficient street trees to provide shading to pedestrians and bicyclists. Trees shall be planted no less than 10 feet away from the public ROW and spaced no less than 50 feet apart.
- (4) The Specific Plan shall incorporate public art elements and/or contribute to the City's Public Arts Fund for any proposed development. Public art shall be placed at the entrances of the Specific Plan Area to provide maximum visibility for public viewing. A Building Permit Valuation for development of \$500,000 or more shall devote no less than 0.5% for public art, with a cap of \$250,000 allocated for single construction projects.
- (5) Prior to the issuance of a building permit, Developer shall provide documentation to the City of Palmdale demonstrating that the Project could achieve Leadership in Energy and Environmental Design (LEED) certification to meet or exceed CALGreen Tier 2 standards in effect at the time of building permit application.



Source(s): Esri, LA County Department of Regional Planning (2020)

Figure 5-1



CHAPTER 6 – DESIGN STANDARDS AND GUIDELINES

6.1 PURPOSE AND INTENT

The design guidelines presented in this chapter describe the quality and character of the built environment expected for the Antelope Valley Commerce Center. While the design guidelines provide standards and direction, they are meant to provide a certain level of flexibility to allow creative expression during the design of implementing development projects. The guidelines provide criteria for architecture, lighting, signage, and landscape design.

The Antelope Valley Commerce Center's visual identity is expressed primarily through landscape, hardscape, and signage elements. The architectural design guidelines contained herein are presented in a manner that ensures consistent architectural expression across the Specific Plan Area, while allowing for flexibility in modern-day building design.

The Objectives of these Design Guidelines are as follows:

- To provide the City of Palmdale with the assurance that the Antelope Valley Commerce Center develops in accordance with the quality and character described within this Specific Plan.
- To provide design criteria to developers, builders, engineers, architects, landscape architects, and other professionals to achieve and maintain the desired design quality.
- To provide an aesthetic benchmark for City staff, the Planning Commission, and the City Council in their review of the design of future implementing projects in the Specific Plan Area.
- To provide design criteria that steer the Antelope Valley Commerce Center to convey a contemporary aesthetic theme and character while allowing flexibility for practical application and creative expression.
- To ensure that the Specific Plan implements the intent of the City's General Plan and the City's Municipal Code.

The Design Guidelines presented in the chapter apply to all development within Antelope Valley Commerce Center. The design criteria may be subject to modification and interpretation to allow for responses to unanticipated conditions, including but not limited to changes in the real estate market, needs and desires of building users, technology advancements, and fluctuation in economic conditions.

6.2 DESIGN THEME

The Antelope Valley Commerce Center is an employment and commercial center with a contemporary design aesthetic focusing upon timeless architectural features, attractive detailing, and a predominately light toned color palette. Buildings are characterized by simple and distinct cubic masses with interlocking volumes of wall planes, colors, and materials to create visual appeal. Building colors, materials and textures can be mixed with an emphasis upon use of blue, gray, and beige tones with glass or steel materials at focal points, such as at building entrances and near outdoor gathering spaces.

Design elements are selected to be compatible in character, massing, and materials to promote a clean, contemporary feel. Individual creativity and identity are encouraged, but design integrity and compatibility must be maintained among all buildings and developable areas to reinforce a unified visual image within the Antelope Valley Commerce Center.

6.3 INDUSTRIAL ARCHITECTURAL STANDARDS AND GUIDELINES

The architectural style of Industrial uses within the Specific Plan emphasizes a contemporary interpretation traditional context with building massing over structural articulation. Buildings are characterized by cubic masses with interlocking wall planes, materials and colors that create an attractive visual interest.

Design elements are to be compatible in character, massing, and material use to promote a clean and distinct contemporary feel. Design integrity and compatibility is to exist among all industrial buildings within the Specific Plan, with individual creativity and identity encouraged.

Conceptual Representation of Design Theme



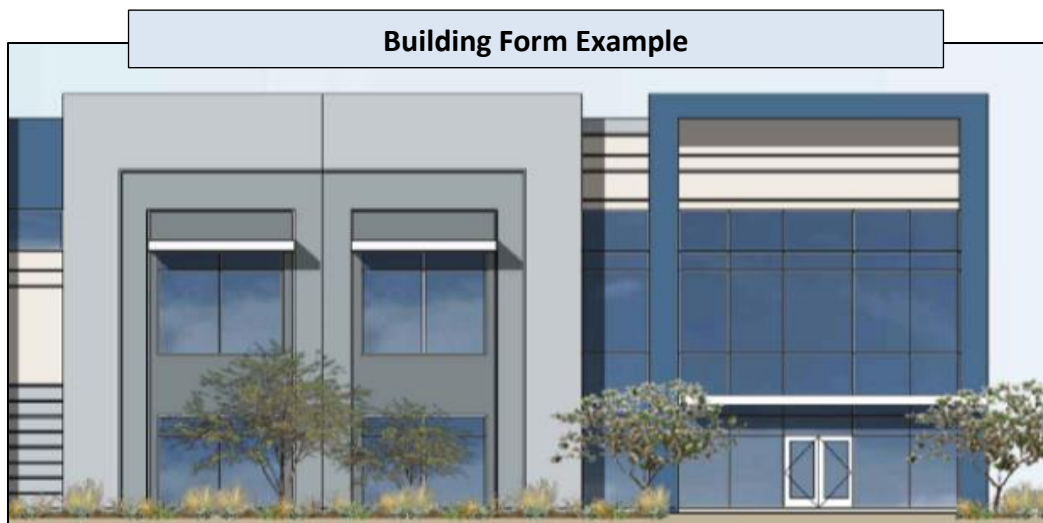
6.3.1 Building Form

Building “form” is one of the primary elements of architecture. Building forms are especially important for building facades that are visible from public streets and public view corridors. In the Antelope Valley Commerce Center, these include Columbia Way (East Avenue M) to the north, interior Public Streets “A,” “B,” “C,” “D,” and the Sierra Highway Bike Trail that parallels Sierra Highway to the west.

The following design guidelines and standards apply to buildings within the Antelope Valley Commerce Center to ensure that development is visually consistent, as well as aesthetically appealing and inviting. The following building form design standards shall apply:

- 1) Simple geometric shapes shall represent the overall building form. Rectangular forms are encouraged to promote balance and visual interest.
- 2) Building elevations visible from a public street shall include changes in exterior building materials, color, and decorative accents at least every 100 feet. Reveals, recesses, projections, panels, and other architecture elements should be utilized to provide variety and visual interest to the streetscape.
- 3) Modulation and variation of building masses shall occur between buildings visible from public streets.
- 4) Pedestrian entrances to buildings (with exception of service doors and emergency exit doors) shall be emphasized and encourage visual interest through use of design elements that change massing, color, and/or building materials.
- 5) Architectural and trim detailing shall be clean, simplistic, and not overly complicated.
- 6) Materials applied to any elevation shall be wrapped around the corner of the building to logical termination points.

Note that industrial building facades that orient inward to truck courts or service areas and that are not visible from public roads, or publicly accessible viewing areas, are not required but encouraged to adhere to the above building form design standards.



6.3.2 Building Materials, Colors and Texture

Building materials and colors play a key role in developing a clean, contemporary visual environment; therefore, the selected exterior materials, colors, and textures should complement one another throughout the Specific Plan Area. Slight variations are encouraged to provide visual interest. The following building materials, colors and texture standards shall apply:

- 1) Primary exterior building materials shall include concrete tilt-up panels and similar materials. Accent materials include but are not limited to metal, natural or fabricated stone, and/or fire-resistant wood siding (horizontal or vertical).
- 2) Trim details may include metal, plaster or concrete elements finished consistently with the building treatment. Extraneous “themed” detailing, such as oversized or excessive foam cornice caps or foam moulding, are prohibited.
- 3) Material changes shall occur at intersecting planes or where architectural elements intersect.
- 4) Primary exterior building colors shall be shades of blue, gray and/or beige. Prominent use of darker or more vibrant accent colors may be provided at building entrances.
- 5) Exposed downspouts, service doors and mechanical screen colors shall be the same color as the adjacent wall.
- 6) Vertical versus horizontal color banding shall be used on walls greater than 300 feet in length. Horizontal color bands are acceptable on walls 300 feet or less in length, or for longer lengths when combined with vertical banding. Horizontal bands across an entire building elevation are not allowed.

Building Materials, Texture, and Color Example



6.3.3 Windows and Doors

The patterns of window and door openings shall correspond with a uniform design characteristic of the building and should be consistent in form, pattern, and color within the Specific Plan Area. Standards for windows and doors within the Antelope Valley Commerce Center are as follows:

- 1) Doors and windows shall be placed in a symmetrical and repetitive pattern to create visual continuity.
- 2) Windows styles, trims, forms, and colors shall be consistent throughout the Specific Plan Area. Window trims shall utilize a consistent color throughout any single building.

- 3) Metal windows or door frames shall be complementary to and accentuate the main building design and colors.
- 4) Window and door glass shall be clear or colored with subtle reflectiveness. Silver, bronze, or reflective glass is prohibited.

6.3.4 Ground or Wall Mounted Equipment

The following standards shall apply for ground or wall mounted equipment:

- 1) Ground-mounted equipment, including but not limited to mechanical or electrical equipment, emergency generators, boilers, storage tanks, risers, and electrical conduits shall be screened from public viewing areas including adjacent public roads. Screening shall be accomplished with solid walls, fencing, berms, or landscaping.
- 2) Electrical equipment rooms shall be within the building envelope. Pop-outs or shed-like additions are prohibited.
- 3) Electrical rooms shall be oversized by at least 25% or a secondary electrical room shall be provided to accommodate the future installation of additional electrical panels to support, if needed.
- 4) Wall-mounted items, such as electrical panels shall not be located on building façades facing and within 150 feet of adjacent roads/views. Wall-mounted items shall be screened or incorporated into the architectural elements of the building to limit viewing of such items from roads or other public areas.

6.3.5 Rooftop Equipment

The following standards shall apply for rooftop equipment:

- 1) Rooftop equipment, including but not limited to mechanical equipment, electrical equipment, storage tanks, wireless telecommunication facilities, satellite dishes vents, exhaust fans, smoke hatches, and mechanical ducts shall be screened by parapet walls or architecturally compatible rooftop screens so that these items are not visible from roads or other public areas.
- 2) Rooftop screens (i.e., parapet walls) shall be integrated into the architecture of the main building. Wood finished rooftop screens are prohibited.
- 3) All building roofs shall be solar-ready. Solar panels shall be installed over a minimum of 50% of the roof coverage per building as part of tenant improvement plans. Rooftop mounted solar panels are required to be reviewed and approved by the City of Palmdale, which shall include consideration given to ensure glare or reflectivity from the panels will not interfere with adjacent airport operations.
- 4) Roof access (via roof ladders or other means) shall be located interior to the building.

6.3.6 Trash Enclosures

The following standards shall apply for trash enclosures:

- 1) Outdoor refuse containers shall be placed within a permanent, lockable, and durable trash enclosure. The trash enclosure design shall reflect the architectural style of adjacent buildings.

- 2) Trash enclosures shall have solid roofs to prevent exposure of dumpster contents to rainfall and prevent polluted stormwater runoff.
- 3) Trash enclosures shall be placed behind or to the side of buildings, away from the building's main entrance and public view.
- 4) Trash enclosures shall be easily accessible to refuse collection trucks and the site user. Distance between a building entry door and trash enclosure shall not exceed 150 feet.



6.3.7 Outdoor Lighting

Outdoor lighting is an essential architectural component that provides aesthetic appeal, enhances safe pedestrian and vehicular circulation, and adds to security. Lighting within the public rights-of-way shall adhere to applicable City of Palmdale requirements. Additionally, the following standards shall apply:

- 1) To minimize glare and “spill over” light onto public streets and adjacent properties, downward-directed lights and/or cutoff devices shall be used. Fixtures and cutoff devices shall be consistent with those defined by the Illuminating Engineering Society of North America (IESNA) on outdoor lighting fixtures, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, parking, loading, unloading, and similar areas.
- 2) Outdoor lighting fixtures used in the Specific Plan Area shall be from the same – or complementary – family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.
- 3) Lights shall be unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement fixtures.
- 4) Neon lighting, low-pressure fixture sodium lighting, and flashing lights are prohibited in the Specific Plan Area.
- 5) All electrical meter pedestals and light switch/control equipment shall be in areas with minimum public visibility or screen them with appropriate plant materials.
- 6) Parking lots, loading dock areas, pedestrian walkways, building entrances, and public sidewalks shall be illuminated to the level necessary for building operations and security purposes. Dimmers and motion detectors are permitted.
- 7) Low mounted fixtures (ground or bollard height) shall be used in association with sidewalks and walkways to reinforce the pedestrian scale where possible.
- 8) Exterior lights shall be used to accent entrances, plazas, activity areas, and special features.
- 9) Lighting that could be mistaken for airport lighting or that would create glare in the eyes of pilots of aircraft using the nearby Palmdale Regional Airport is prohibited.



6.3.8 Truck Courts and Loading Docks

The following standards shall apply for truck courts and loading docks:

- 1) Loading doors, service docks, and equipment areas shall be screened to reduce visibility from public roads and publicly accessible locations within the Specific Plan. Screening with fences, berms, and landscaping that are compatible with the overall site design and architectural expression of the building are permitted.
- 2) For Industrial buildings located along Columbia Way (East Avenue M), loading docks shall be oriented facing away from and not be in public view from Columbia Way (East Avenue M).
- 3) Adequate queuing distance shall be provided on-site to avoid the circumstance of trucks stacking on public streets waiting to enter at gates.
- 4) Truck courts shall be composed of concrete.
- 5) Truck and service vehicle entries shall provide clear and convenient access to truck courts and loading areas such that passenger vehicle, pedestrian, and bicycle circulation and not adversely affected by truck movements.
- 6) Dock seals and plug-in electric outlets shall be provided at loading bays utilized by refrigerated trailers.
- 7) Install raceway conduit in truck courts and truck parking areas that will allow for the future installation of charging stations for electric trucks, in anticipation of this technology becoming available.



6.3.9 Walls and Fences

The following standards shall apply for walls and fences:

- 1) Freestanding walls and fences are intended to be used for screening of truck courts and loading docks. Landscape may be used for visual screening instead of walls and fences where a solid physical barrier is not needed for safety or security.
- 2) Walls and fences established in public view shall utilize durable materials such as concrete, block, metal, and wrought iron.
- 3) Chain-link, barbed or razor wire, and electrical fencing is prohibited.
- 4) Wall and fence material shall be visually compatible with other building design elements described in this Chapter.

6.3.10 Employee Amenities

The following standards shall apply for employee amenities:

- 1) Provide bicycle racks and electrical outlets for electric bike charging at each building or in a common area that serves multiple buildings to encourage bicycle commuting.

- 2) Provide bicycle lockers, safe storage areas, and/or showers within buildings to further encourage bicycle commuting.
- 3) Provide outdoor employee amenity areas at each building or in a common area serving multiple buildings, which includes shade, tables, and chairs for worker comfort and outdoor enjoyment.

6.3.11 Signages

The following signages shall apply for all industrial buildings within the Specific Plan area:

- 1) Signage shall be posted to state that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.
- 2) Contact information for the public to report any construction-related air quality concerns shall be provided during Project construction.



6.4 COMMERCIAL ARCHITECTURAL STANDARDS AND GUIDELINES

The goal of the commercial architectural standards and guidelines is to promote visual compatibility and individuality within the specific plan. These standards and guidelines are intended to assist in establishing the design direction and the quality of the end product. The intent of these standards and guidelines is to provide a framework for development over time, while maintaining maximum flexibility and thematic consistency to accommodate a wide variety of commercial uses while avoiding monotonous architecture. In addition, it is intended for the architectural theme of the commercial area to be consistent with the application of detail and materials authentic to the spirit and character of the Specific Plan.

6.4.1 Site Design

The following standards shall apply to site design:

- 1) Orient primary building entrances in proximity to parking areas. Provide pedestrian connections between parking areas and building entrances.
- 2) Position building entrances, signage, light fixtures, and/or landscape planters adjacent to pedestrian entries to emphasize pedestrian scale and connectivity.
- 3) Pedestrian connectivity shall be provided between buildings throughout the commercial area and abutting streets, ensuring safe and convenient access. The use of trees combined with building canopies, awnings, trellises, and shade structures shall be considered when designing connections in order to provide shade for users.
- 4) For restaurants with drive through service, drive through areas shall be screened from Columbia Way (East Avenue M) and Public Street "A" to minimize direct viewing of and headlight glare from vehicle stacking. Screening can include use of berms, walls and/or landscaping.
- 5) Position bicycle parking areas near main building entrances.
- 6) Orient and screen trash enclosures, loading doors, service docks, etc. away from Columbia Way (East Avenue M) and Public Street "A" to minimize visibility.
- 7) Restaurant outdoor dining/seating areas are encouraged. Placement shall be adjacent to the building entrance with a minimum of 50% of the area being in shade through use of trees or shade structures.
- 8) Service areas, loading docks, and equipment areas shall be screened from directly viewing from streets, main parking, and outdoor dining and public gathering areas.
- 9) Refuse enclosures and equipment shall be easily accessed by service vehicles, with enclosures and equipment located within a building's facade or within a screened enclosure.



6.4.2 Building Architecture

- 1) Buildings shall provide architectural features and building elements (arcades, colonnades, recesses, etc.) that define and emphasize main entries and create pedestrian scale.

- 2) General building design, materials and colors of the commercial buildings shall be compatible with and complimentary to the industrial buildings and overall theme of the Specific Plan.
- 3) When feasible, exterior building materials shall be of natural character that would reflect the surrounding environment. Contemporary materials are acceptable if they are compatible with the surroundings and are used for creating interest.



- 4) Towers and well-proportioned building elements (arcades, colonnades, recesses, etc.) are encouraged to define entries and emphasize pedestrians.
- 5) Principal roof forms are to be flat in appearance with parapet walls. Simple pitched gable, hip or shed roof forms are acceptable.
- 6) Mechanical equipment, other than solar panels, on roofs should be screened from the view of public roadways and public gathering areas. Screening shall consist of parapet walls and use of materials consistent with those of the building.

6.4.3 Supplemental Standards and Guidelines

- 1) Refuse enclosures shall be designed to reflect the architectural style of adjacent buildings and use similar, high-quality materials.
- 2) Shopping cart storage areas shall be integrated within the initial building and site design.
- 3) Position lower building masses, signage, doors, light fixtures, and/or landscape planters adjacent to pedestrian entries, particularly entries that may face internal streets to create human-scaled development at these locations.
- 4) All outdoor lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for structures, landscaping, parking, loading, unloading, and similar areas should be focused, directed, and arranged to prevent glare and illumination on streets or adjoining property.
- 5) Light standards should blend architecturally with buildings, pedestrian areas, other hardscape elements, and street furniture.



- 6) Consideration should be given to incorporating public art into the overall site design of the commercial area, particularly in highly visible or public gathering locations.

6.5 SIGNAGE DESIGN STANDARDS AND GUIDELINES

Signage within the Specific Plan Area serves a variety of purposes. Signs are to identify the Antelope Valley Commerce Center and its building occupants and ensure the efficient circulation of vehicle traffic within the site by identifying vehicular entry points and directing vehicles to on-site destinations. Also, signage can enhance the pedestrian experience through the design of wayfinding components: directories, directional signage, and destination identifiers. Clear, concise, and easy-to-understand signage that is visually appealing is important for positive worker and visitor experiences at the Antelope Valley Commerce Center.

All signs shall comply with the following general design criteria:

- 1) Design signage on development sites to be compatible with and complementary to the building's exterior materials, colors, and finishes as described in Section 6.3.3.
- 2) The dimensions and shape of free-standing signs and sign panels or elements mounted on building facades or marquees shall be scaled proportionately to the building architecture.
- 3) Building occupant identification signage shall be in keeping with the character established for the Antelope Valley Commerce Center with variations allowed to accommodate individual user identities/corporate branding standards.
- 4) All signs shall be of the highest quality to pass eye-level examination and scrutiny, and shall comply with the following fabrication specifications:
 - a) Signs shall be constructed to eliminate burrs, dents, cutting edges, and sharp corners;
 - b) Welds on exposed surfaces shall be imperceptible in the finished work;
 - c) Surfaces which are intended to be flat shall be without dents, bulges, oil canning, gaps, or other physical deformities;
 - d) All fasteners shall be concealed;
 - e) Painted, polished and plated surfaces shall be unblemished in the finished work.
- 5) Prohibited sign types include the following:
 - a) Can signs;
 - b) Pole signs.
- 6) Prohibited sign components include the following:
 - a) Paper, cardboard, Styrofoam or untreated cloth;
 - b) Visible moving parts or simulated moving parts by means of fluttering, rotation, or reflective devices;
 - c) Exposed raceways;
 - d) Flashing and strobing.

- 7) Directional signs shall be consistent in size, shape, and design throughout the Antelope Valley Commerce Center.
- 8) Typography on directional signs should be legible and have enough contrast to be read from an appropriate windshield viewing distance.
- 9) Reflective vinyl copy for night-time illumination shall be incorporated.

6.6 LANDSCAPE DESIGN GUIDELINES

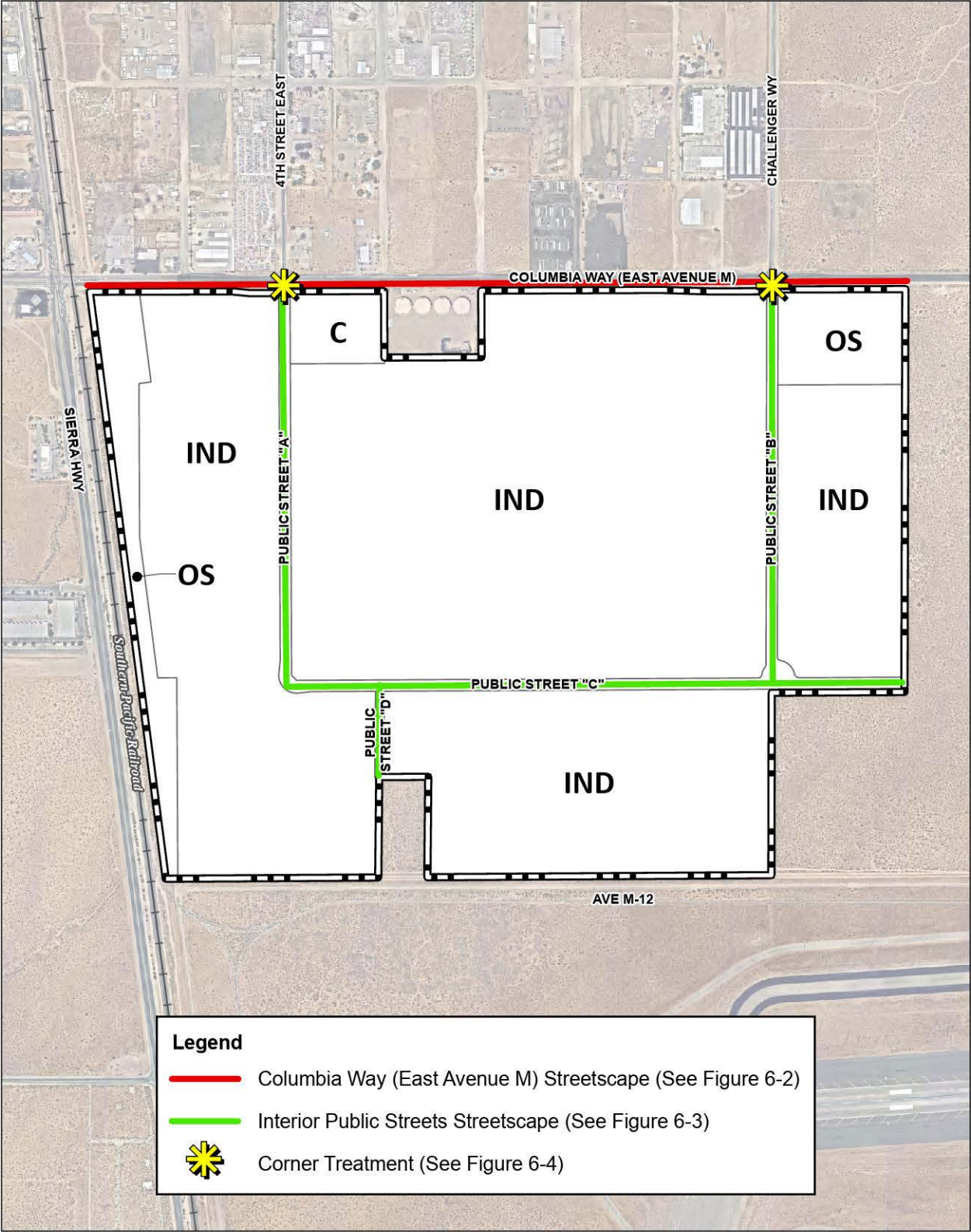
The Landscape Design Guidelines establish landscape principles and standards that apply to all areas within the Antelope Valley Commerce Center. The intent is to ensure that plant materials, entries and monuments, streetscapes, and other amenities are compatible with the overall design theme and that all implementing development projects are united under a common design vocabulary. The Landscape Design Guidelines, along with the Architecture Design Guidelines provided herein, establish an identity for the Antelope Valley Commerce Center that is contemporary, visually appealing, and contextually sensitive to the surrounding area.

These Landscape Design Guidelines are not intended to establish a set of rigid landscaping requirements for the Antelope Valley Commerce Center. It is recognized that there is a need to adapt the Guidelines to meet certain parcel-specific or user-identity requirements. As such, the Landscape Design Guidelines are intended to be flexible, and are subject to modification over time. However, it is critical to the Antelope Valley Commerce Center's long-term design integrity that any deviations from these Landscape Design Guidelines are in keeping with the spirit of the core elements of the overall theme described herein to ensure a cohesive and unified landscape design throughout the Antelope Valley Commerce Center.

Landscaping is intended to be established and maintained throughout the Specific Plan, but most prominently provided for at street corners, along roadways, and at building entrances and in passenger car parking lots. Landscaping is not expected in loading bay and truck court areas to ensure the safe maneuverability of trucks and avoid damage to landscaping by trucking activity.

Entry Treatments provided at the two main entrance corners are intended to welcome employees and visitors to the Antelope Valley Commerce Center. Corner treatments featuring signs and landscaping are planned at the corners of Columbia Way (East Avenue M) and Public Street "A" and Columbia Way (East Avenue M) and Public Street "B".

As identified on Figure 6-1, *Conceptual Landscaping Plan*, the Antelope Valley Commerce Center's identity is reinforced by the landscape design of interfaces, monumentation, streetscapes, and pedestrian paths. Furthermore, the recommended plant palette, community elements, and hardscape materials work in concert to reinforce and emphasize the Antelope Valley Commerce Center's landscape theme.



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 6-1

6.6.1 Plant Palette

The plant palette for the Antelope Valley Commerce Center is water efficient while also providing an attractive and inviting aesthetic through the use of colorful shrubs and groundcovers, ornamental grass and succulents, and evergreen and deciduous trees – including flowering varieties – that are commonly used throughout the high desert climates of Southern California. Many of the plant materials are water-efficient species native to Southern California or naturalized to the arid high desert Southern California Climate.

Table 6-1, *Plant Palette*, provides a list of plant materials approved for use in the Antelope Valley Commerce Center. The plants listed in Table 6-1 establish a base palette for the Antelope Valley Commerce Center landscape design. Other similar plant materials may be substituted for species listed in Table 6-1, provided the alternative plants are drought-tolerant and complement the Antelope Valley Commerce Center design theme.

Table 6-1 Plant Palette

BOTANICAL NAME	COMMON NAME	WATER USE ¹
TREES		
Cercidium 'Desert Museum'	Blue Palo Verde	L
Fraxinus a. 'Raywood'	Raywood Ash	M
Gleditsia tricanthos	Honey Locust	M
Juniperus s. 'Skyrocket'	Skyrocket Juniper	M
Pinus eldarica	Afghan Pine	L
Pistachia chinensis	Chinese Pistache	L
Prunus c. 'Krauter Vesuvius'	Purple-leaf Plum	M
Quercus ilex	Holly Oak	L
SHRUBS		
Salvia c. 'Allen Chickering'	Allen Chickering Sage	L
Arbutus undeo	Strawberry Tree	L
Dietes bicolor	Fortnight Lily	M
Gaura lindheimeri	Gaura	M
Heteromeles arbutifolia	Toyon	L
Juniperus c. 'Armstrong'	Armstrong Juniper	L
Leucophyllum frutescens	Texas Ranger	L
Ligustrum j. Texanum	Texas Privet	M
Muhlenbergia capillaris	Pink Muhly	M
Muhlenbergia rigens	Deer Grass	M
Rhus ovata	Holly Berry	L
Salvia greggii	Autumn Sage	L
ACCENTS		
Agave americana	Century Plant	L
Agave 'Blue Glow'	Blue Glow Agave	L
Agave parryi	Parry's Agave	L
Dasylerion wheeleri	Desert Spoon	L
Hesperaloe parviflora	Red Yucca	L
GROUNDCOVER		
Baccharis p. 'Pigeon Point'	Dwarf Coyote Bush	L
Cotoneaster 'Lowfast'	Cotoneaster	M
Hemerocallis hybridus - Yellow	Yellow Day Lily	M
Lonicera j. 'Halliana'	Hall's Honeysuckle	L
Trachelospermum jasminoides	Star Jasmine	M
Tulbaghia violacea	Society Garlic	M
Notes		
1. Water use data is extracted from the Water Use Classification of Landscape Species (WUCOLS) where L stands for low water need, and M stands for moderate water need.		

6.6.2 Irrigation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Antelope Valley Commerce Center:

- 1) Equip landscaped areas with a permanent, automatic, underground irrigation system. Drip systems shall be utilized in all areas needing irrigation. Irrigation systems must conform to all City of Palmdale requirements.
- 2) Design irrigation systems to apply water slowly, allowing plants to be deep soaked and to reduce run-off.
- 3) Irrigation system shall connect to the recycled water conveyance system.
- 4) The design of irrigation systems, particularly the location of controller boxes, valves, and other above-ground equipment (e.g., backflow prevention devices), shall be incorporated into the overall landscape design. Screen aboveground equipment or otherwise remove from public view to the extent possible.

6.6.3 Streetscapes

Streetscape landscaping plays an important role in creating a sense of place. In addition, streetscapes serve functional purposes, including screening undesirable views from public view. Within the Antelope Valley Commerce Center, streetscapes are planted with a combination of evergreen and deciduous trees, low shrubs, and masses of groundcovers to create a visually pleasing experience for pedestrians and motorists. The landscaping plant palette for streetscapes should link the roadways to the rest of the Antelope Valley Commerce Center and should reflect the overall landscape design theme.

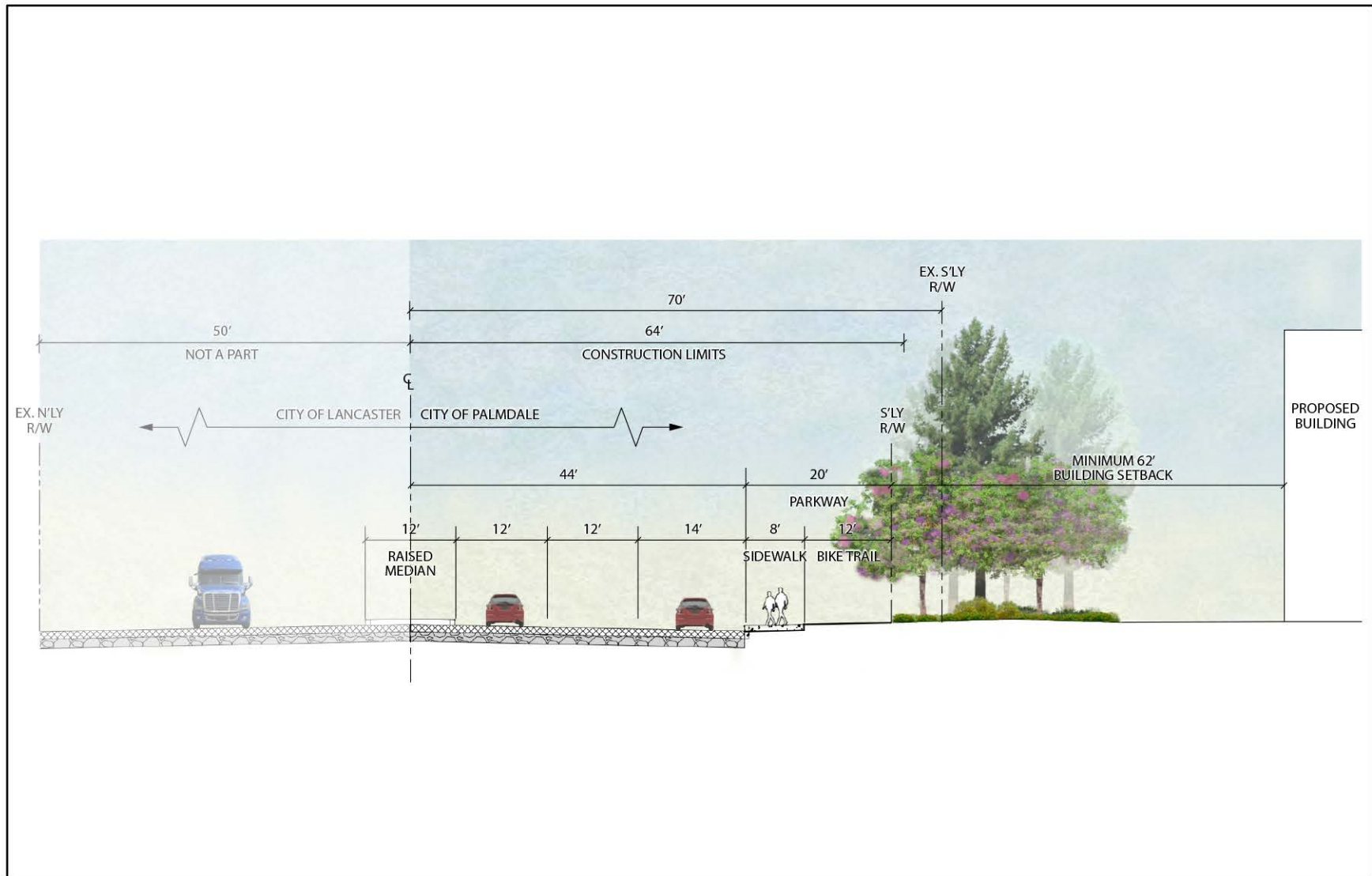
The conceptual streetscape landscape treatments within the Antelope Valley Commerce Center are presented on the following pages.

A. Columbia Way (East Avenue M) Streetscape

The segment of Columbia Way (East Avenue M) abutting the Antelope Valley Commerce Center features landscaping on the 18-foot-wide raised center median. The raised medians are proposed to be paved. To encourage more non-vehicular modes of travel, trees are planted along the edge and outside of the right-of-way to provide shade for pedestrians and bicyclists. Additionally, the streetscapes also provide the physical relationship between the proposed buildings within the Specific Plan Area and Columbia Way (East Avenue M). Refer to Section 5.7 of this Specific Plan for standards of landscaping along the public right of ways. The typical Columbia Way (East Avenue M) Streetscape and Columbia Way (East Avenue M) with right turn pocket streetscape is illustrated on Figure 6-2, *Columbia Way (East Avenue M) Streetscape*.

B. Interior Streets Streetscape

Interior public streets within the Antelope Valley Commerce Center do not provide landscape improvements within the public parkway. Therefore, the interior streets streetscape landscaping rely upon the abutting building sites with the ultimate landscaping layout determined as part of implementing development plans. Refer to Section 5.7 of this Specific Plan for standards of landscaping along the public right of ways. Figure 6-3, *Interior Public Streets Streetscape*, illustrates the relationship between the interior public streets and the landscaping in building sites.

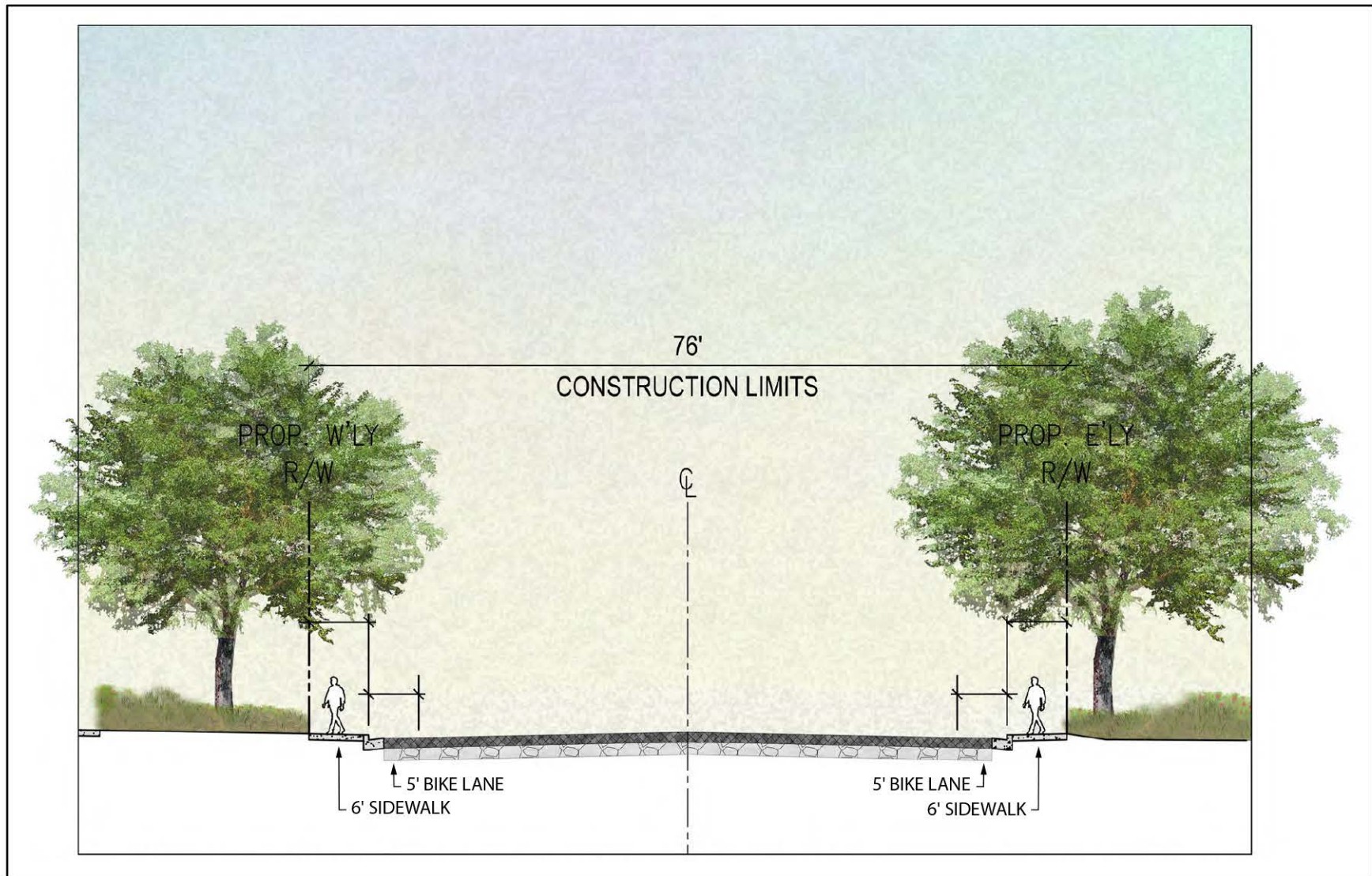


Source(s): Hunter Landscaping (2024), T&B Planning, Inc. (2024), & WestLand (03-06-2024)

Figure 6-2



Not to Scale



Source(s): Hunter Landscaping (08-09-2022)

Figure 6-3



Not to Scale

6.6.4 Entries and Monuments

Entries and monuments for the Antelope Valley Commerce Center focus on the two signalized street connections with Columbia Way (East Avenue M). The entry and corner treatments at these two locations are designed to provide distinctive visual statements and emphasize the Antelope Valley Commerce Center's contemporary aesthetic. The entry and monument locations are designed to provide adequate "line-of-sight" for motorists and comply with applicable City design standards and specifications. Monumentation shall not be located within the public street rights-of-way.

The entry and corner concepts described and illustrated on the following pages have been designed to provide a prominent reminder of the quality and distinctiveness of the Antelope Valley Commerce Center and to complement and reinforce the Specific Plan Area's general architectural and landscape theme. Implemented entry and corner treatments should be flexible to respond to physical contexts and the needs and desires of specific tenants and may differ slightly from the concept presented herein; however, all entry and corner treatments within the Antelope Valley Commerce Center shall be consistent in theme and character.

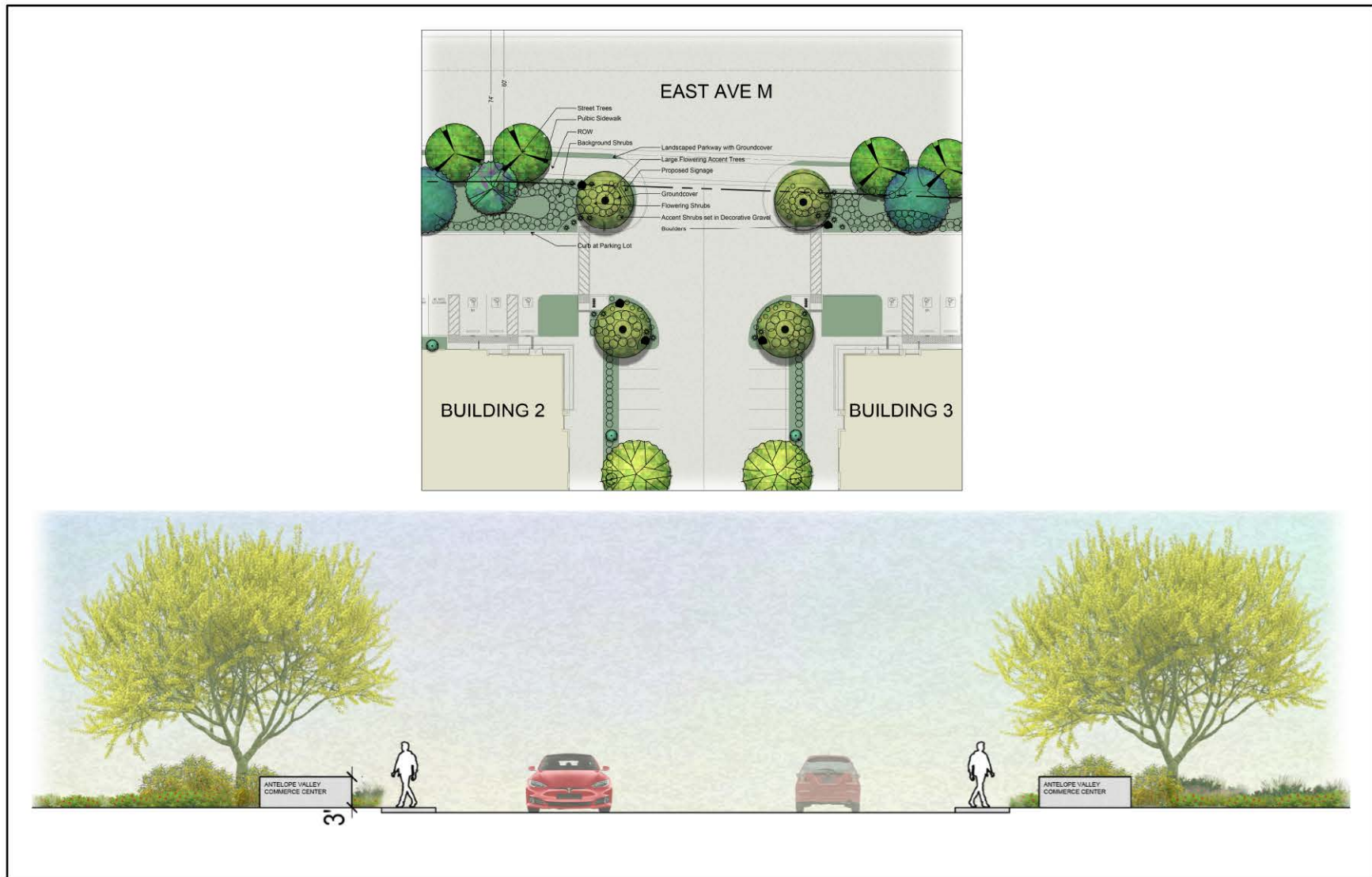
A. Typical Primary and Secondary Corner Monument Treatments

Corner Monument Treatments are located at the intersection of Columbia Way (East Avenue M) and Public Street "A" and Columbia Way (East Avenue M) and Public Street "B" to indicate the arrival to the Antelope Valley Commerce Center. The locations of the Secondary Entry Monuments will be determined at the time buildings are designed as part of implementing development plans. Landscaping at these Treatments may include accent trees and decorative ground coverings. Figure 6-4A, *Primary Corner Treatment*, and Figure 6-4B, *Secondary Corner Treatment*, conceptually illustrate these typical corner monuments. Additionally, the primary and secondary corner monument locations may serve as locations for the future installation of public art. See Specific Plan Section 6.7 for additional information regarding public art.



Source(s): Hunter Landscaping (07-11-2023)

Figure 6-4A



Source(s): Hunter Landscaping (07-11-2023)

Figure 6-4B



Not to Scale

6.6.5 Walls and Fences

Along building site perimeters and interior to building sites, the installation of walls and fences are also necessary. The final locations and details of these walls and fences will be determined when buildings are designed and oriented during the implementation of the Antelope Valley Commerce Center. As shown on Figure 6-5, *Fence Details*, tubular fences are utilized around the perimeters of individual building sites, loading docks area, trailer parking areas, and parking lots to create a barrier between individual industrial buildings and public ROW.

6.6.6 Outdoor Amenity Areas

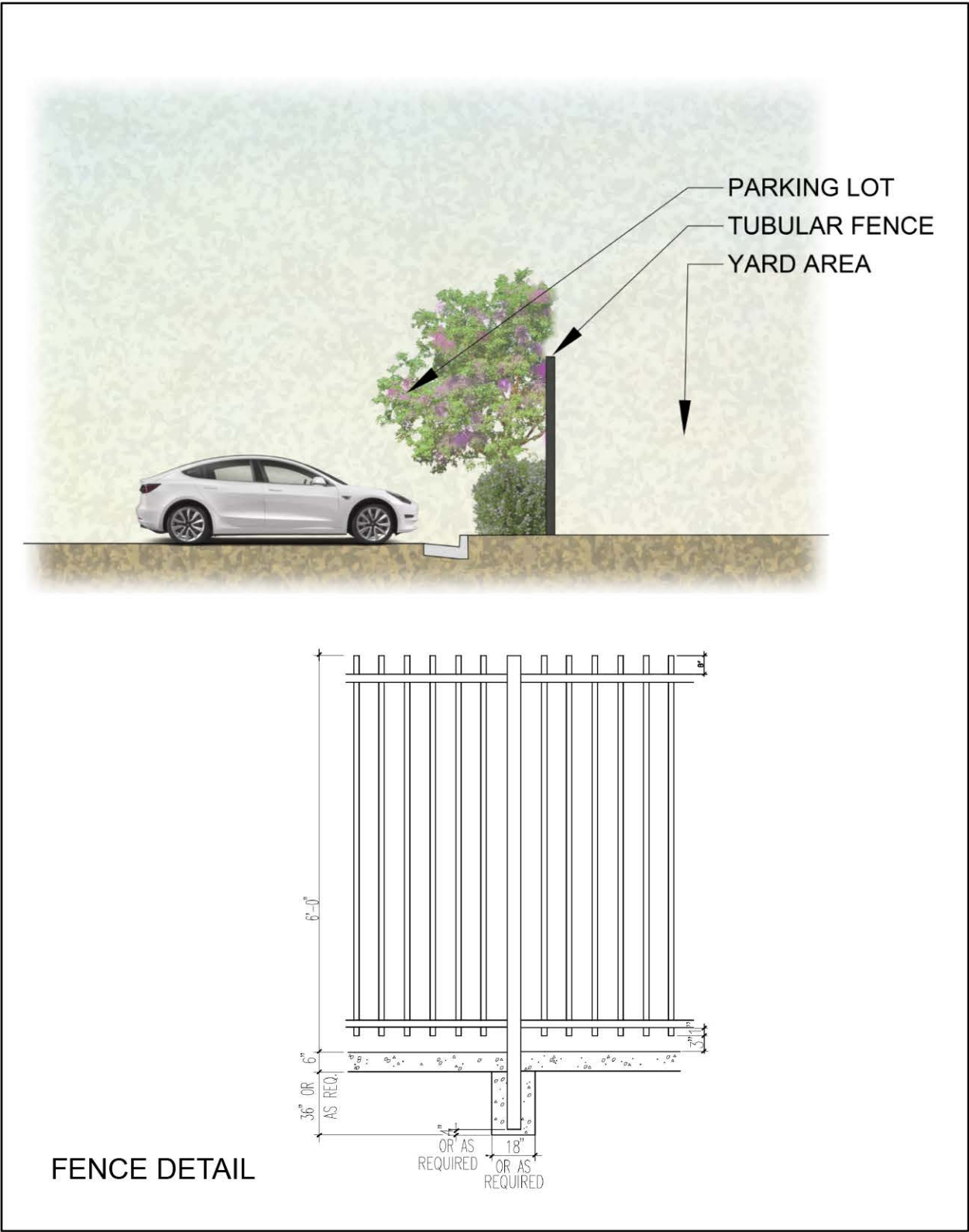
Outdoor amenity areas may be provided within the Antelope Valley Commerce Center to offer employees and visitors a recreational amenity to the Industrial and Commercial Flex land uses. The shared amenities that may be provided within open space areas include seating areas, open turf areas, and planting scheme with boulders. The final locations and details are designed and oriented during the implementation of the Antelope Valley Commerce Center.

6.6.7 Water Quality Basin

As shown in Figure 6-6, *Water Quality Basin Plan View*, and Figure 6-7, *Water Quality Basin Illustration*, a water quality basin is provided in the northeastern portion of the Specific Plan Area to treat and retain stormwater, as described in Section 4.2.3, *Storm Water Management Plan*. The water quality basin may include contoured basin edges for a natural look, and landscaping around the perimeter of the basin to screen public views of the basin. Limited landscaping may be necessary to deter the attraction of birds and other wildlife to the basins, which can be a hazard to aircrafts using the nearby Palmdale Regional Airport. Other wildlife deterrents such as floating covers and bird balls may also be included to further prevent the attraction of birds to the water quality basin. Depending upon slope and fill conditions, perimeter fencing of the water quality basin may be necessary.

6.7 PUBLIC ART

Public Art can improve the general welfare of the residents, employees, and visitors of the City of Palmdale. Cultural and artistic resources promote economic development and improve the overall business climate by creating a more visually desirable setting. To further promote the goals established in the City of Palmdale's Public Art Master Plan, The Antelope Valley Commerce Center will incorporate a public art element within the Specific Plan and/or contribute to the City's Public Arts Fund. Any public art proposed shall be placed at the entrances of the Specific Plan Area to provide for maximum visibility for public viewing.

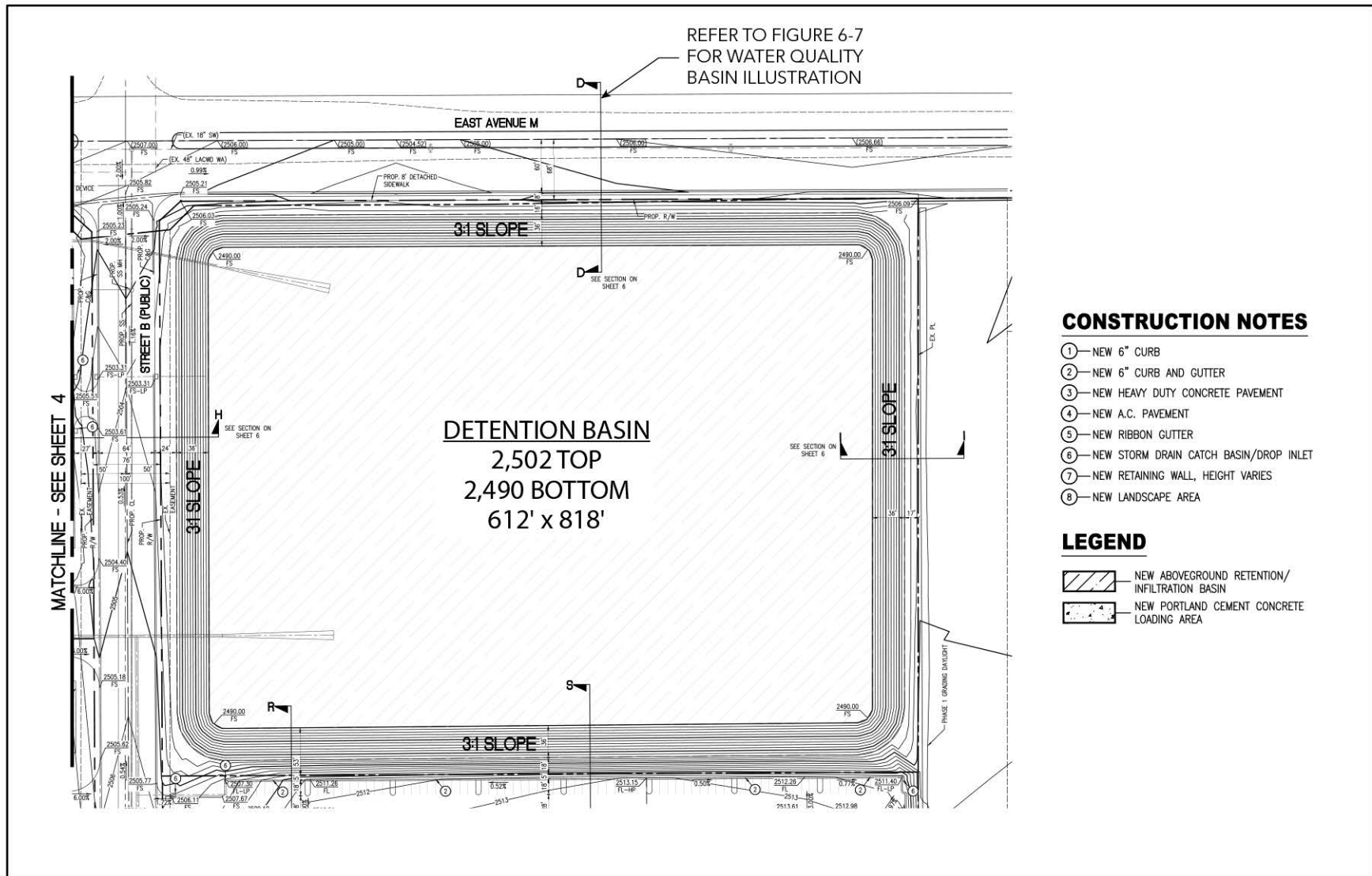


Source(s): Hunter Landscaping (07-12-2023), HPA (02-18-2022)

Figure 6-5



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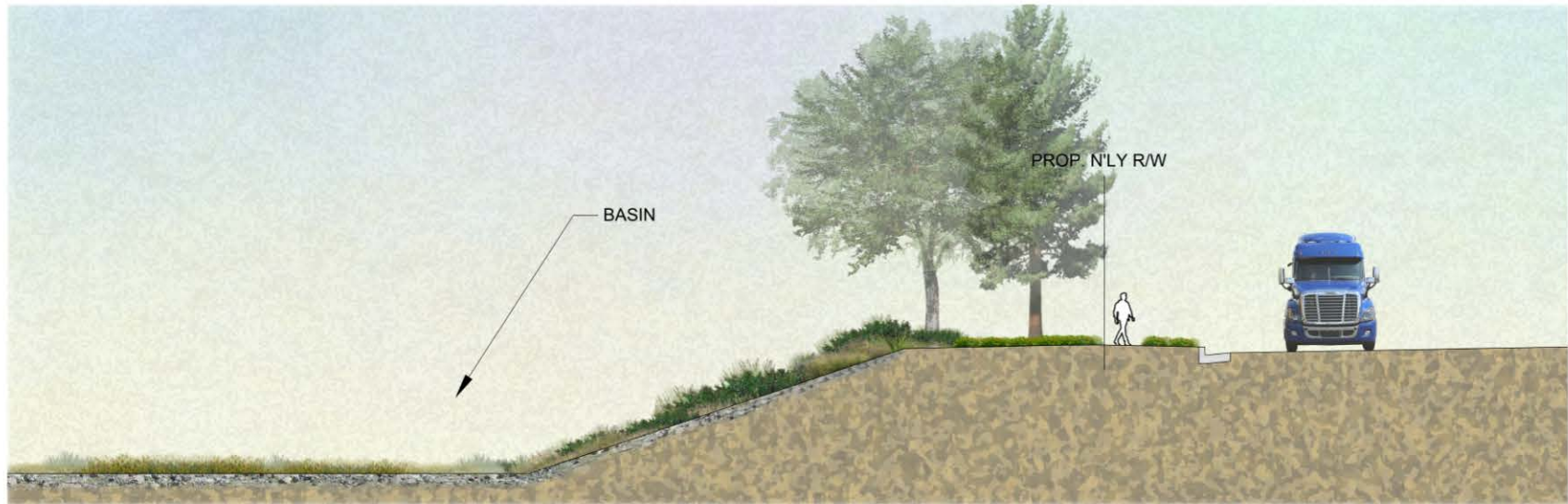


Source(s): WestLAND Group, Inc. (07-29-2022)

Figure 6-6



Not to Scale



Source(s): Hunter Landscaping (07-11-2023)

Figure 6-7



Not to Scale

CHAPTER 7 – IMPLEMENTATION PLAN

7.1 SEVERABILITY

This Specific Plan document enables the City of Palmdale to facilitate the processing and approval of development plans and implementing permits to build out the Antelope Valley Commerce Center. If any regulation, condition, program, or portions shall be deemed separate, distinct, and independent provisions, the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

7.2 APPLICABILITY

Approval of the Antelope Valley Commerce Center Specific Plan represents acceptance by the City of Palmdale City Council of a general framework for the development of the Antelope Valley Commerce Center property. Part of that framework establishes specific development standards that constitute the zoning regulations for the Specific Plan (refer to Chapter 5, *Development Standards*). The provisions contained herein are intended to regulate development within the Specific Plan Area.

Development within the Antelope Valley Commerce Center Specific Plan Area shall be implemented through the City's approval of subdivision maps, site plan reviews, zoning clearance reviews, conditional use permits, minor use permits, variances, and other applicable review procedures as established in the City's Municipal Code. For processes that are silent in the Municipal Code, the implementation process described herein provides the mechanisms for review and approval of development projects within Antelope Valley Commerce Center.

7.3 INTERPRETATION

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City's Economic & Community Development Director, or their designee, in a manner consistent with the goals, policies, purpose, and intent established in the Specific Plan.

7.4 DEVELOPMENT REVIEW PROCESS

7.4.1 Subdivision Map

All tentative and final subdivision maps shall be reviewed and approved pursuant to the applicable provisions of the City of Palmdale and consistent with the applicable provisions established by this Specific Plan.

7.4.2 Site Plan Review

All development within the Specific Plan property shall be subject to the Site Plan Review Process established in the City of Palmdale Municipal Code. Adoption of this Specific Plan by the City of Palmdale includes the design guidelines contained in Chapter 6, which serve as the design criteria by which development projects with the Specific Plan shall be reviewed. For topics on which these design guidelines and standards are silent, the applicable design guidelines contained within the City's Municipal Code shall apply.

7.4.3 Zoning Clearance Review

Zoning Clearance Review is intended to ensure that the proposed uses within the Specific Plan Area meet the requirements of the standards listed in this Specific Plan and the City of Palmdale Municipal Code. Uses proposed shall be subject to the Zoning Clearance Review process established in the City of Palmdale Municipal Code.

7.4.4 Conditional Use Permits

Uses specified as conditionally permitted uses within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to the Conditional Use Permit Process established in the City of Palmdale Municipal Code.

7.4.5 Minor Use Permits

Uses specified as minor use within Chapter 5, *Development Regulations*, of this Specific Plan shall be subject to the Minor Use Permit Process established in the City of Palmdale Municipal Code.

7.4.6 Variances

Variances to the development regulations contained in Chapter 5, *Development Regulations*, of this Specific Plan with respect to the site area, setback dimensions, building heights, distances between buildings, landscape percentage and off-street parking and loading shall be subject to the Variance Process established in the City of Palmdale Municipal Code.

7.4.7 Development Agreement

Due to the scale and complexity associated with development of the Specific Plan, a Development Agreement is proposed to vest the Project entitlements and fees, ensure financing of public improvements required by Conditions of Approval placed upon the Project, and provide certain community and public benefits, including, but not limited to, expansion of employment opportunities for area residents.

7.5 SUBSTANTIAL CONFORMANCE

As part of the Site Plan Review, development under the Specific Plan is subject to a Substantial Conformance Determination, considered and approved ministerially by the Economic & Community Development Director or their designee. The Substantial Conformance Determination is also a mechanism that allows for the approval of ministerial minor modifications for development under the Specific Plan. Criteria for a minor modification to the Specific Plan is explained further in Section 7.6, *Minor Modification to the Specific Plan*.

7.6 MINOR DEVELOPMENT MODIFICATIONS

The City recognizes that not all development proposed within the Specific Plan may fit all criteria listed in the previous chapters and modifications to this document may be needed over time. Upon direction by the City of Palmdale, certain modifications to development standards and/or design guidelines may not require a formal Specific Plan Amendment (i.e., through public hearing) and occur ministerially. The following minor modifications to this document do not require a formal Specific Plan Amendment and are subject to review and approval by the Economic & Community Development Director or their designee. The Economic & Community Development Director or their designee shall have the discretion to defer any request for modification to the Planning Commission or City Council, either for ministerial direction

and guidance, or determination that the required change requires a formal amendment as discussed below in Section 7.7. If a request for Minor Modification accompanied by a concurrent application which requires Planning Commission and/or City Council review and approval, the Minor Modification request shall be reviewed and approved by the required hearing body for the concurrent applications.

The following minor deviations or modifications to the Specific Plan shall be subject to review and administrative approval by the Economic & Community Development Director or their designee as a Minor Modification:

- Implementation of alternative landscape materials, wall materials, entry monument design, primary/secondary corner treatments, and streetscape design that are generally consistent with the conceptual design guidelines contained within this Specific Plan.
- Minor variations of architectural style, materials, and colors that do not alter the overall architectural theme and style.
- Final infrastructure facility sizing, and precise location of dry utilities, water, sewer, and storm drainage improvements as approved by the City Engineer or the Los Angeles County Public Works.
- Specific modifications of a similar nature to those listed above which are deemed minor by the Economic & Community Development Director, which are in keeping with the intent of this Specific Plan and which are in conformance with components of the General Plan.

7.7 AMENDMENTS TO THE SPECIFIC PLAN

All modifications to this document which do not meet the criteria of a Minor Modification (as defined in the previous subsection) shall be deemed to require a Specific Plan Amendment. This document was prepared pursuant to California Government § 65450, et. Amendments shall be processed in accordance with the applicable requirements of the law, which include § 65453, et seq. of the California Government Code.

Amendments to this Specific Plan shall be subject to the Amendments and Modifications to the Approved Specific Plan Process established in the City of Palmdale's Municipal Code. Formal Specific Plan Amendments shall be subject to the review and approval of the City Council. The Planning Commission should first hear and consider all applications for formal Specific Plan Amendments and provide a recommendation to the City Council. As required by the California Government Code, all government agencies significantly affected by the proposed Amendment shall be notified of the proposed action prior to the approval. In addition, and as required by CEQA, formal Specific Plan Amendments shall be appropriately reviewed in accordance with the State CEQA Guidelines, with the City of Palmdale serving as the CEQA Lead Agency.

Any formal Specific Plan Amendment initiated by an applicant requires preliminary review by the Economic & Community Development Director, filing of an official application and required materials supporting the Amendment, submittal of a fee deposit, Planning Commission review and recommendations, and City Council review and final decision.

Amendments also may be initiated by the City Council or Planning Commission by utilizing the Amendments and Modifications to the Approved Specific Plan Process established in the City of Palmdale's Municipal Code. All Planning Commission-requested amendments shall be submitted and considered by the City Council and accepted for processing by a majority vote. City staff may initiate an amendment by submitting the requested amendment to the Planning Commission for a vote. Only amendments accepted by a majority vote of the Planning Commission shall be submitted to the City

Council for consideration; however, the Applicant shall have the right of appeal to City Council if the Planning Commission fails to approve.

In considering approval or disapproval of formal Specific Plan Amendments, the City Council shall find that the request is:

- Consistent with the goals, policies, and objective of the Specific Plan.
- Compatible with surrounding land uses with respect to use, development standards, density, or issues of health, public safety, and general welfare.
- Consistent with the overall design character and general structure of the Antelope Valley Commerce Center as set forth in Chapter 6, *Design Guidelines*, of this Specific Plan.

7.8 APPEALS

Appeals of any determination of the Economic & Community Development Director or the Planning Commission, may be made by the applicant or any other aggrieved party by filing an application on forms provided by the City of Palmdale and accompanied by the appropriate fee as established by City Council Resolution within 12 days following the final date of action for which an appeal is made. Appeal shall be processed consistent with the provisions of the City of Palmdale Municipal Code.

7.9 COMPLIANCE WITH MITIGATION MONITORING AND REPORTING PROGRAM

Certification of an EIR will occur concurrent with the approval of this Specific Plan. Development within the Antelope Valley Commerce Center Specific Plan shall comply with all approved mitigation measures as described in the MMRP included as part of the EIR.

7.10 PROJECT FINANCING

The financing of construction, operation, and maintenance of public improvements, facilities, and public services shall include funding through a combination of financing mechanisms. Prior to the recordation of final maps, a final determination shall be made by City of Palmdale staff and confirmed by the Economic and Community Development Director and City Engineer regarding the maintenance of public facilities, whether publicly or privately maintained. The developer will be responsible for construction of public improvements and facilities to support the Specific Plan Area. The City will maintain public streets and improvements except for parkway landscaping which shall be the responsibility of the abutting property owner or property owner association.

Implementation of the Antelope Valley Commerce Center Specific Plan may involve financing options including, but not limited to, the following:

7.10.1 Developer Funding

Onsite Facilities and improvements are directly associated with phases of development. Developers, builders, and property owners are expected to provide funding associated with these facilities and improvements to secure development rights. Onsite local streets, utility connections to existing service lines, and drainage facilities are examples of facilities and improvements typically required concurrent with development and often funded by the developer or builder.

7.10.2 Lighting Maintenance District (LMD)

Lighting Maintenance District (LMD) are used for maintenance and servicing of lighting through annual assessments on properties within the Industrial Land Use for this Specific Plan. Lighting district fund is solely for the maintenance of lighting related and not other improvements.

7.10.3 Other Funding Sources

Other funding sources may be available to finance various improvements associated with this Specific Plan. These sources include federal, state, regional, or local government grants, public agency construction, private developer coalitions, property owner association (maintenance), or various types of bonds not previously identified.

7.11 PHASING PLAN

As shown on Figure 7-1, *Building Phasing Plan*, the building development of the Antelope Valley Commerce Center is expected to occur in four (4) phases in response to market demands and according to a logical and orderly extension of roadways, public utilities, and infrastructure. Phase 1 includes the northern portion of the central Industrial lot, the northern portion of the western Industrial lot, and the Open Space area in the northwest; Phase 2 includes the southern portion of the central Industrial lot, and the southern portion of the western Industrial lot; Phase 3 includes the Commercial lot and the Industrial lot west of Public Street “A”; and Phase 4 includes the Industrial lot south of Public Street “C”. The western Open Space area is not specifically tied to any of the development phases as it is anticipated to be developed in association with the project’s environmental mitigation measures and project conditions of approval. These phases may be developed as subphases and may occur either sequentially or concurrently with one another. Development within the Specific Plan area can be developed out of phase subject to all required infrastructure being installed prior to building development. Phasing of the Specific Plan and associated improvements will be further dictated by the Development Agreement approved in conjunction with this Specific Plan.

7.11.1 Vehicular Circulation and Access Phasing Plan

As shown on Figure 7-2, *Vehicular Circulation and Access Phasing Plan*, the development and improvement of public streets and associated non-vehicular improvements occur in two phases. Improvement on Columbia Way (East Avenue M), installation of new traffic signals, and construction of the northern portion of Public Street “A” and Public Street “B” will be implemented during Phase 1 of development. The remaining southern portions of Public Street “A” and Public Street “B”, Public Street “C”, and Public Street “D” will be installed during Phase 2 of development. At the terminus of Public Street “A” and Public Street “B” during Phase 1, a cul-de-sac will be installed to facilitate traffic circulation until Phase 2 is implemented.

7.11.2 Potable Water Infrastructure Phasing Plan

As shown on Figure 7-3, *Potable Water Infrastructure Phasing Plan*, the development of potable water infrastructure occurs in two phases. Water lines in the northern portion of Public Street “A” and Public Street “B” and water the LACWW line along Columbia Way (East Avenue M) will be installed during Phase 1 of development; water lines in the southern portion of Public Street “A” and Public Street “B” and water line in Public Street “C” will be installed during Phase 2 of development.

7.11.3 Sanitary Sewer Infrastructure Phasing Plan

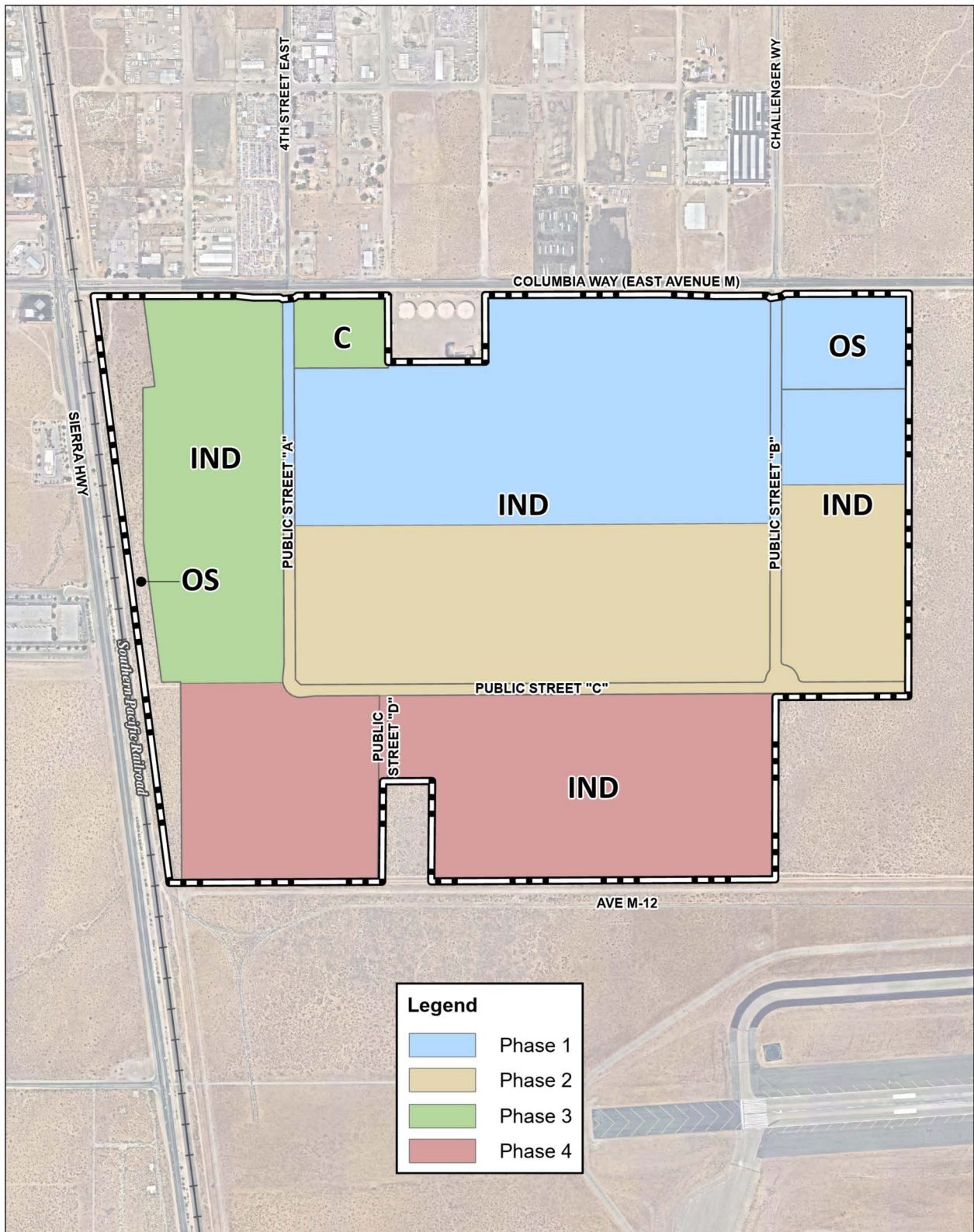
As shown on Figure 7-4, *Sanitary Sewer Infrastructure Phasing Plan*, the development of sanitary sewer lines occurs in two phases. Sanitary sewer lines in the northern portion of Public Street “A” and Public Street “B” will be installed during Phase 1 of development; sanitary sewer lines in the southern portion of Public Street “A” and Public Street “B” and sanitary sewer line in Public Street “C” will be installed during Phase 2 of development.

7.11.4 Storm Drain Infrastructure Phasing Plan

As shown on Figure 7-5, *Storm Drain Infrastructure Phasing Plan*, the development of storm drain infrastructures occurs in two phases. Storm drain travelling through the northern part of the central Industrial lot will be installed during Phase 1 of development; Storm drain in the northern portion of Public Street “A”, storm drain in Public Street “C”, and storm drain in Public Street “B” will be installed during Phase 2 of development.

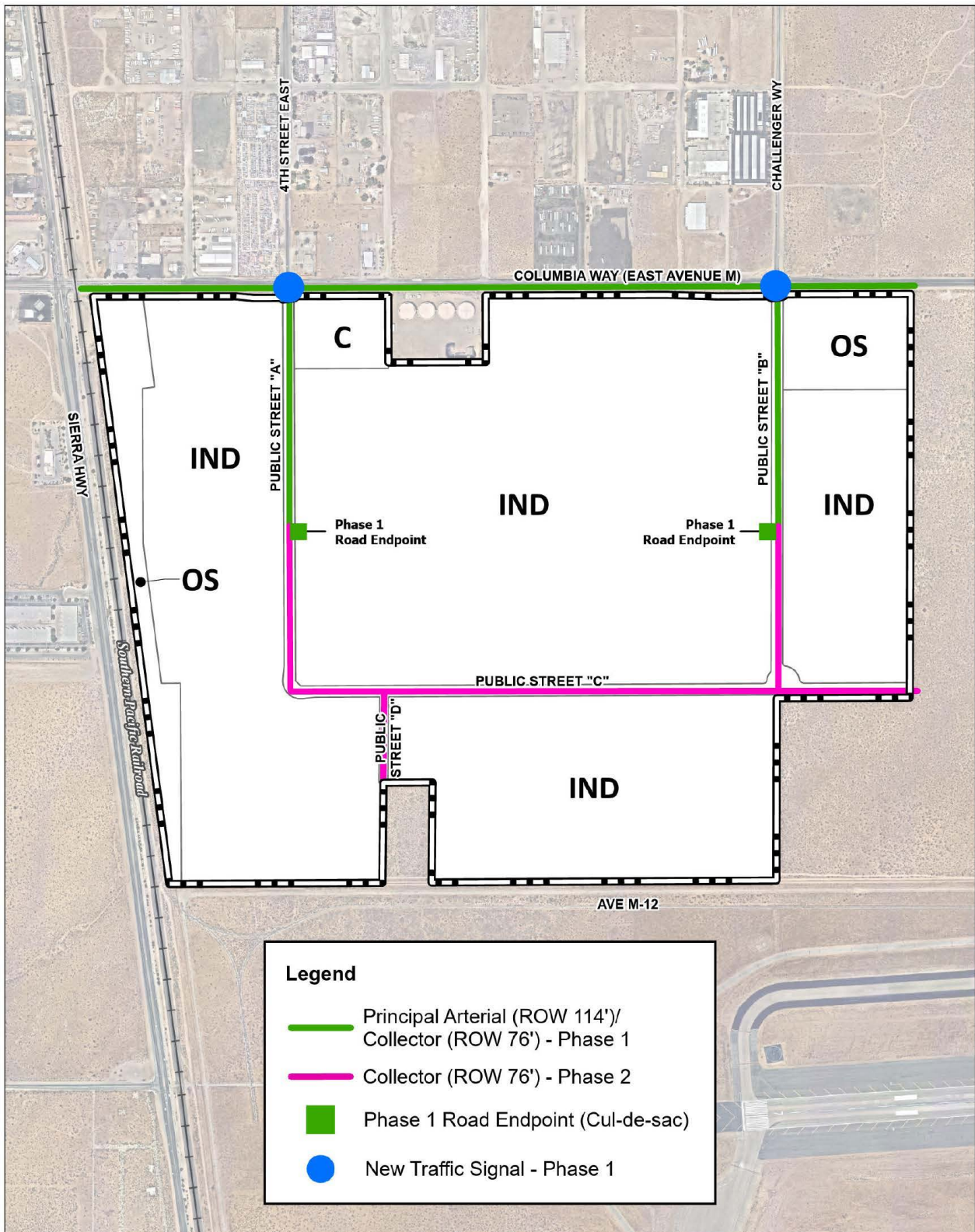
7.11.5 Dry Utilities Infrastructure Phasing Plan

As shown on Figure 7-6, *Dry Utilities Phasing Plan Phasing Plan*, the development dry utilities will occur in two phases. Improvement on the northern portion of Public Street “A” and Public Street “B” will be implemented during Phase 1 of development; the southern portion of Public Street “A” and Public Street “B” and Public Street “C” will be installed during Phase 2 of development.



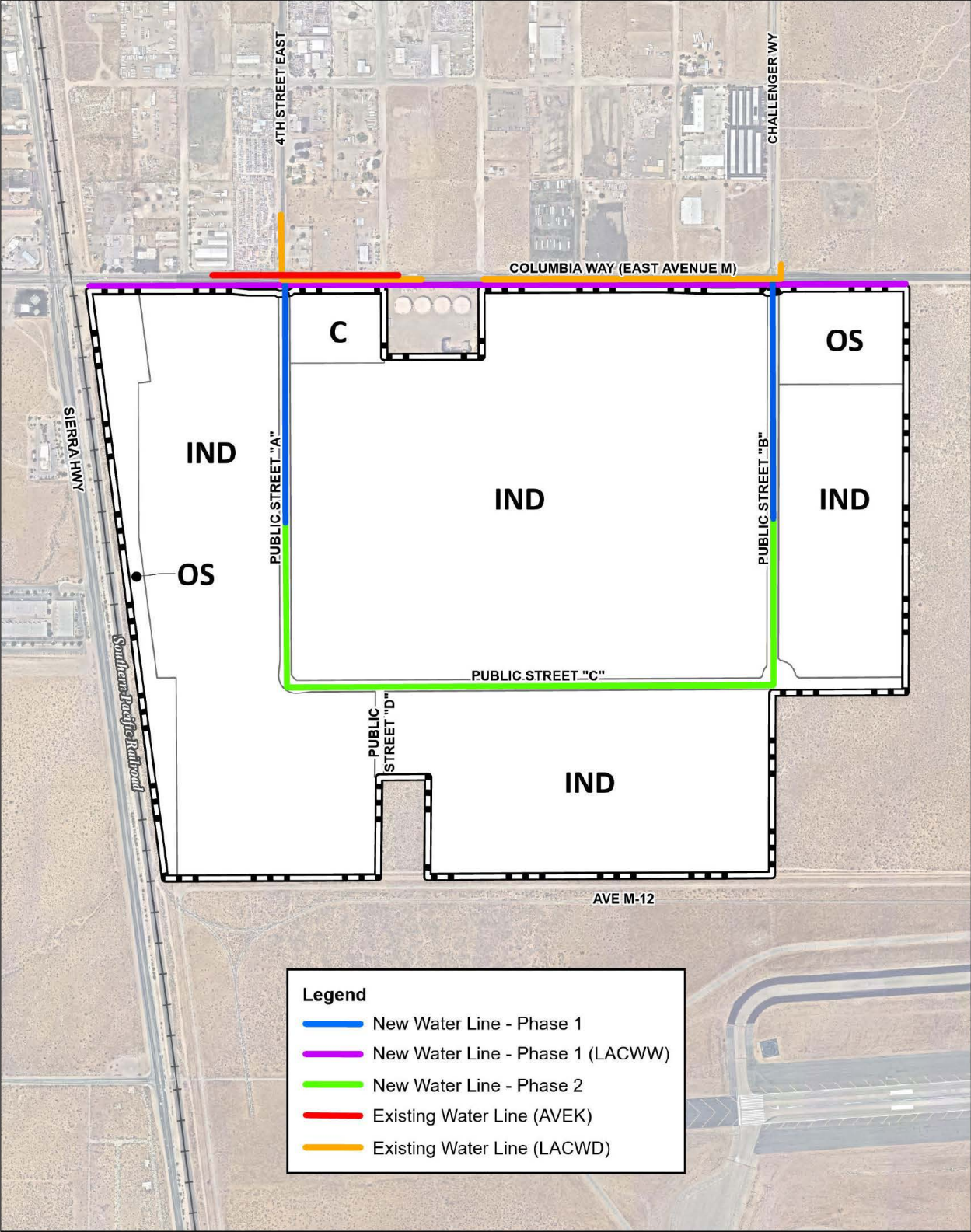
Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 7-1



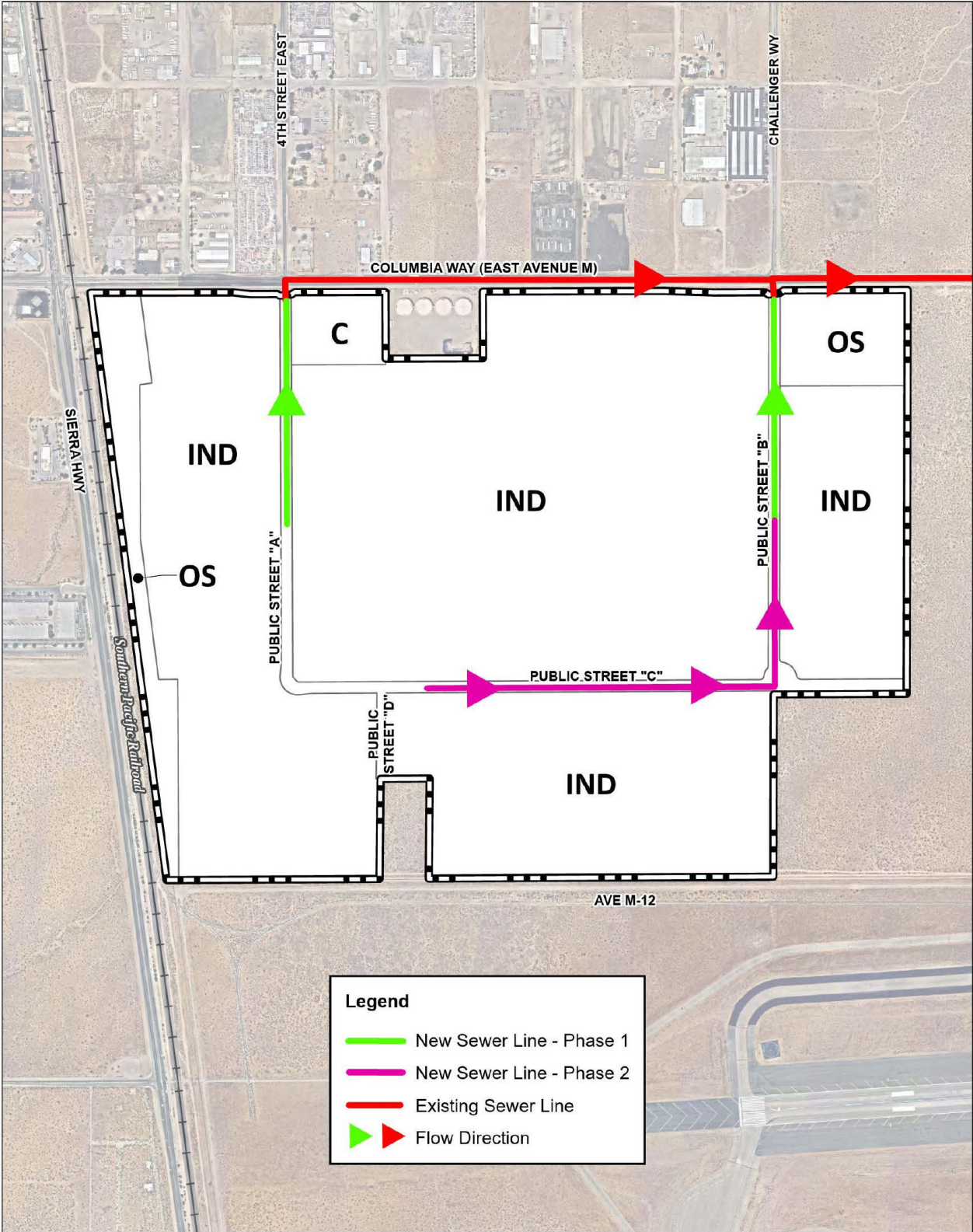
Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 7-2



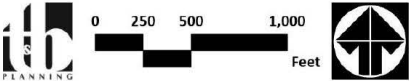
Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

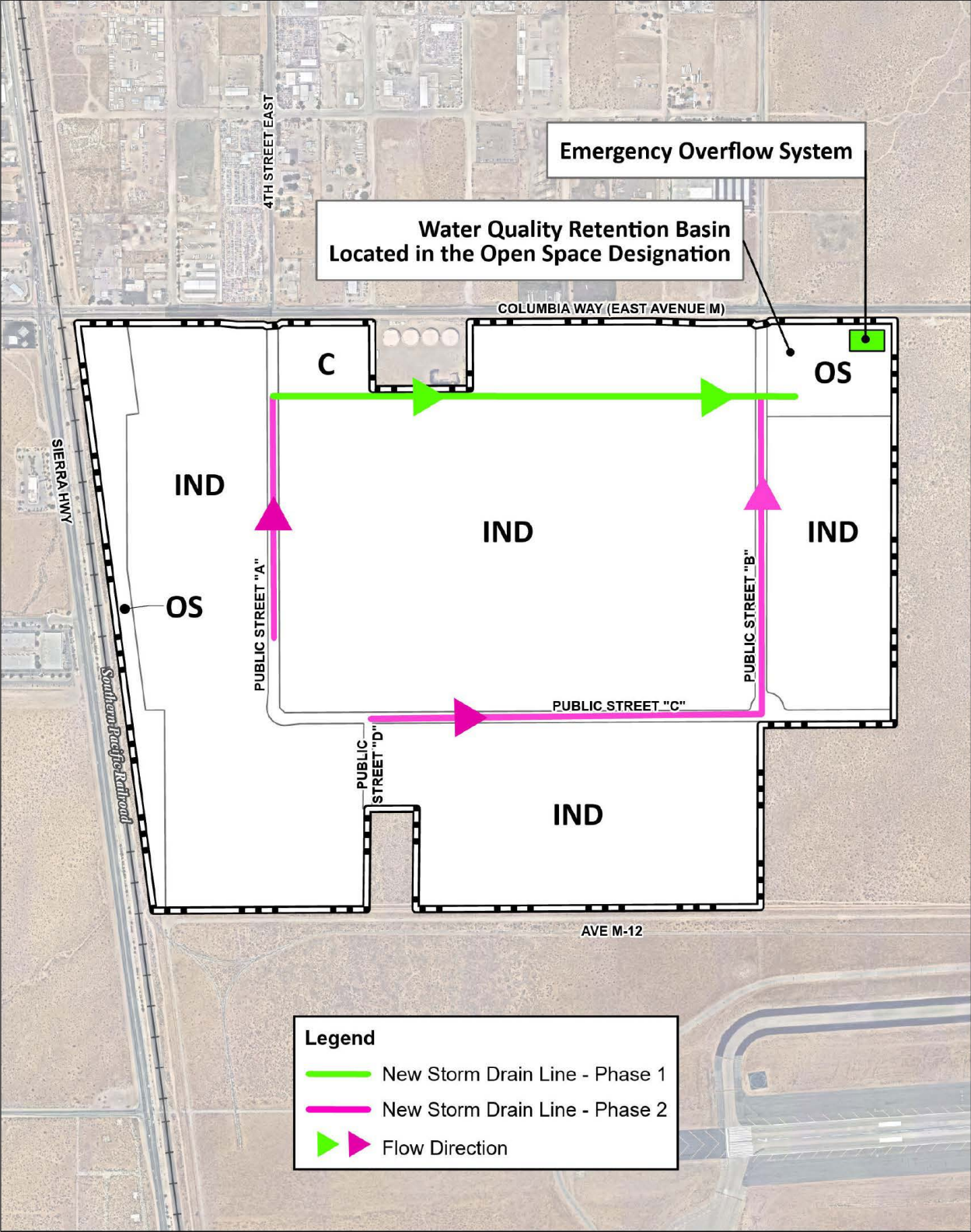
Figure 7-3



Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 7-4





Source(s): ESRI, NearMap Imagery (July 2023), Westland Group, Inc. (08-24-2023)

Figure 7-5

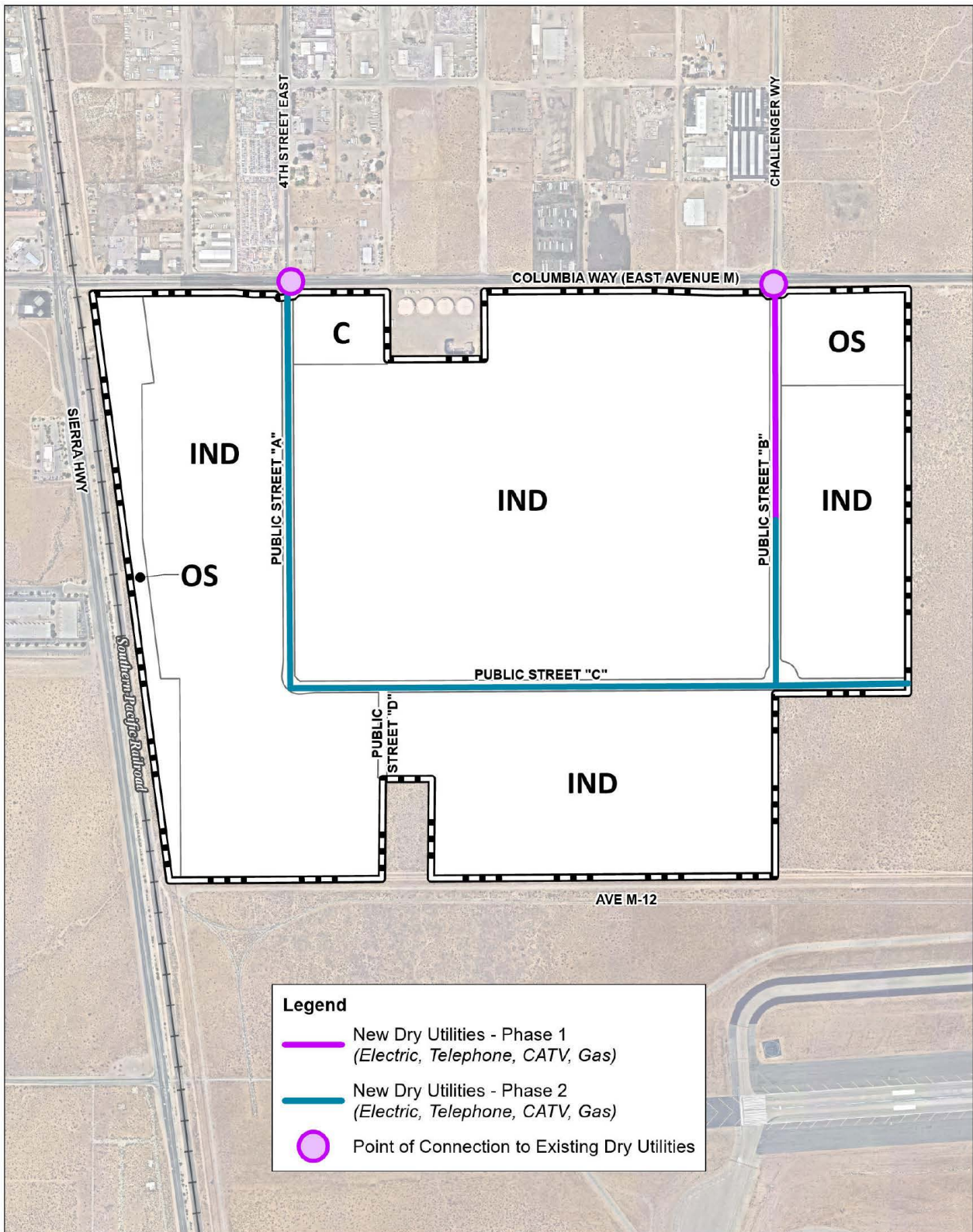


Figure 7-6

7.12 MAINTENANCE PLAN

The public and private improvements to be constructed within the Antelope Valley Commerce Center Specific Plan shall be maintained through a combination of public and private entities as described in Table 7-1, *Maintenance Plan*. Table 7-1 provides a list of maintenance entity options that fund and/or maintain facilities within the Specific Plan. A Property Owners Association (POA) shall be established for the maintenance of common area landscape improvements and private roadways within areas of the Specific Plan. For areas in public ownership (such as public roadway ROWs), municipal maintenance districts shall fund the maintenance of these areas.

Table 7-1 Maintenance Plan

Facility	Responsible for Construction	Responsible for Ongoing Maintenance and Repairs
Roadways (Columbia Way (East Avenue M), Public Streets "A", "B", "C")		
▪ Curb-to-Curb Improvements	Master Developer	City of Palmdale and/or CFD/LLMD
▪ Parkways within Public Right-of-Way (ROW) or LLMD	Master Developer	City of Palmdale and/or CFD/LLMD
▪ Neighborhood Edges, Master Plan Trails, and Medians	Master Developer	City of Palmdale and/or CFD/LLMD
▪ Landscape Buffer Located Outside Public ROW/LLMD	Master Developer or Builder	Property Owners Association
Off-Street Parking Areas	Master Developer or Builder	Property Owner or Occupant
Traffic Control Signs – in the Public ROW/LLMD	Master Developer	City of Palmdale and/or CFD/LLMD
Traffic Control Signs – not in the Public ROW/LLMD	Master Developer	Property Owners Association
Streetlights – in the Public ROW	Master Developer	City of Palmdale and/or CFD/LLMD
Streetlights – not in the Public ROW/LLMD	Master Developer	Property Owners Association
Public Water, Sewer, and Storm Drain Improvements within Public ROW (excluding laterals)	Master Developer and Utility Provider	City of Palmdale and/or CFD/LLMD
On-site Landscaping and Irrigation	Master Developer or Builder	Property Owners Association AND Property Owner or Occupant
Common Open Space	Master Developer	Property Owners Association
Walls and Fences	Master Developer	Property Owners Association AND Property Owner or Occupant
Corner and Entry Monuments	Master Developer	Property Owners Association
Tenant Signage	Builder	Property Owners Association AND Property Owner or Occupant
Off-Street Lighting	Master Developer or Builder	Property Owners Association AND Property Owner or Occupant
Offsite Storm Water Drainage/Water Quality Facilities – within the Public ROW/LLMD	Master Developer and Utility Provider	City of Palmdale and/or CFD/LLMD
Onsite Storm Water Drainage/Water Quality Facilities (Swales, Basins, Biotreatment Filers, etc.)	Master Developer	Property Owners Association

Facility	Responsible for Construction	Responsible for Ongoing Maintenance and Repairs
Fiber Optic Communication System in the Public ROW	Master Developer, Builder, or Utility Provider	City of Palmdale and/or CFD/LLMD

APPENDIX A – CONSISTENCY WITH THE GENERAL PLAN

A.1 OVERVIEW

California Government Code (Title 7, Division 1, Chapter 3, Article 8, §§ 65450 through 65457) allows local government to adopt and administer specific plans as tools to implement their general plan; however, specific plans must demonstrate consistency with the goals and policies set forth in the local general plan. This Chapter provides a summary discussion to demonstrate that this Specific Plan is consistent with, and results in the implementation of, applicable primary goals and policies of the City of Palmdale 2045 General Plan.

A.2 GENERAL PLAN ELEMENTS

A.2.1 Land Use and Community Design

City of Palmdale General Plan Objective	Specific Plan Consistency
<i>Goal LUD-4: High-quality architecture and site design in the renovation and construction of all buildings.</i>	
Objective LUD-4.1 Quality Construction. Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.	Consistent. This Specific Plan establishes development standards and guidelines for the building forms. Chapter 6, <i>Design Standards and Guidelines</i> , describes the quality and character of the Specific Plan Area built environment, including criteria addressing architecture, lighting, signage, and landscape design.
Objective LUD-4.5 Attractive Building. Use visual and physical design cues within the design of a building and within building entries to emphasize the building entrance and connections to public spaces and public pathways/networks.	Consistent. Chapter 6, <i>Design Standards and Guidelines</i> , of the Specific Plan establishes development standards and guidelines for building entries that visually emphasize the building entrance and connections to public spaces and public pathways while ensuring the buildings and surrounding spaces are attractively designed.
Objective LUD-4.9 Public Streetscapes. Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.	Consistent. The Specific Plan provides for a sidewalk and bike trail along Columbia Way (East Avenue M), bike lanes, and sidewalks along the public streets abutting and within the Specific Plan Area. Shade trees are to be provided along the trail and sidewalks to encourage non-vehicular transportation. Chapter 6, <i>Design Standards and Guidelines</i> , provides landscape guidelines for streetscapes within the Specific Plan.
<i>Goal LUD-8: A place that encourages and supports its local arts and community culture.</i>	
Objective LUD-8.1 Arts and Cultural Program. Expand arts and cultural programming in public spaces, building off the existing Public Art Master Plan.	Consistent. The Specific Plan identifies potential locations for the placement of public art within the Specific Plan Area. Chapter 5, <i>Development Standards</i> , and Chapter 6, <i>Design Standards and Guidelines</i> , provide guidelines for public art within the Specific Plan Area.

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal LUD-14:</u> Facilitate employment growth through expanded operations onsite and by preserving the buffer between Air Force Plant 42 and the rest of the city.	
Objective LUD-14.1 Safeguarding Plant Operations. Support continued growth of Plant 42 operations in the Aerospace Industrial land use district. Maintain sufficient land to accommodate a wide variety of industrial uses to meet military and community needs.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use that can accommodate a wide variety of industrial activities as well as military and community needs. Chapter 5, <i>Development Standards</i> , provides a list of permitted uses that support continued growth of Plant 42 operations.
Objective LUD-14.3 Limited Non-Industrial Uses. Prevent non-industrial uses from locating in the Aerospace Industrial area (aside from uses that directly support Plant 42 or airport operations).	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use and approximately 7.0 acres of commercial use. The commercial use is intended to directly support users of the Specific Plan Area and the surrounding Aerospace Industrial area. Chapter 5, <i>Development Standards</i> , provides a list of commercial land uses that will directly support the surrounding industrial operations.
Objective LUD-14.5 Circulation and Access. Maintain vehicular infrastructure and improve circulation to accommodate the unique demands of aerospace workplaces.	Consistent. The Specific Plan proposes frontage improvements to the southern half of Columbia Way (East Avenue M) and the development of four public streets within the Specific Plan Area. These capital improvements will directly benefit circulation to accommodate the demands of the industrial and aerospace workplaces. Chapter 4, <i>Infrastructure Plan</i> , further describes these capital improvements.
<u>Goal LUD-16:</u> Increased job opportunities in Palmdale through expanded flex, light industrial, production/distribution/repair (PDR), and creative/flex land uses.	
Objective LUD-16.2 Employment Diversity. Support a diverse mix of light industrial, information, film, makerspace, boutique food/wine/beer processing, local food, and technology uses to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Mixed-Use and Employment designations.	Consistent. Table 5-1, <i>Permitted Uses</i> , of the Specific Plan provides a diverse mix of uses within the industrial and commercial land use. The mix of uses within the Specific Plan Area would provide job and tax revenues for the community by allowing emerging economic uses and industries.
Objective LUD-16.7 Industrial Incentives. Promote establishment of incentives for new light industrial development in Palmdale including the use of local, state, and federal programs.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use, which is consistent with the City's vision of providing opportunity for more light industrial development.
<u>Goal LUD-17:</u> Facilitation of industrial areas that support and buffer Plant 42 while maintaining compatibility with adjacent non-industrial uses.	

City of Palmdale General Plan Objective	Specific Plan Consistency
Objective LUD-17.2 Infrastructure Master Planning. Encourage master planning and infrastructure funding districts within industrial areas to ensure adequate and comprehensive provision of infrastructure and efficient, attractive designs, through cohesive planning of larger development projects.	Consistent. The Antelope Valley Commerce Center is a master planned industrial park that will ensure sufficient funding is secured for all infrastructure improvements to be made that are necessary to adequately serve the Specific Plan area. Chapter 4, <i>Infrastructure Plan</i> , and Chapter 7, <i>Implementation Plan</i> , represent how infrastructure improvements within the Specific Plan will be funded and developed.
Objective-17.3 Industrial Development Standards. Adopt development standards for industrial uses near residential uses, to ensure compatibility and aesthetically pleasing views from adjacent rights of way, including but not limited to standards for screening of outdoor storage, locations of loading and refuse disposal areas, height, bulk, impervious surface area, architectural enhancement, landscaping, and other measures as deemed appropriate.	Consistent. Chapter 5, <i>Development Standards</i> , and Chapter 6, <i>Design Standards and Guidelines</i> , of the Specific Plan provides development standards and design guidelines to ensure that the industrial and commercial buildings are aesthetically pleasing. Appropriate screening will be provided within the Specific Plan Area necessary to properly shield outdoor storage and other industrial activities from adjacent rights of way.
<i>Goal LUD-18: Attraction and stimulation of new employment uses through flexible land use regulations and supportive policies/actions.</i>	
Objective-18.2 Middle-Income Employment. Expand a core area of light industrial and service uses that provide middle-income jobs for Palmdale residents.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use. The proposed industrial developments will provide middle-income jobs for Palmdale residents.

A.2.2 Circulation and Mobility

City of Palmdale General Plan Objective	Specific Plan Consistency
<i>Goal CM-1: Build and maintain a transportation system that is safe and comfortable for travelers of all modes regardless of age or ability.</i>	
Objective CM-1.1 Roadway Design. Design and maintain the public right-of-way through a complete streets approach that facilitates safe, comfortable, and efficient travel for all roadway users.	Consistent. The Specific Plan proposes abutting roadway improvements along the southern half of Columbia Way (East Avenue M) and constructing public streets within the Specific Plan Area that will improve circulation to accommodate the demands of the future workplaces. Chapter 4, <i>Infrastructure Plan</i> , provides detail of the roadway improvements.
<i>Goal CM-2: Build and maintain a transportation system that accommodates future growth and maintains transportation networks for all modes.</i>	

City of Palmdale General Plan Objective	Specific Plan Consistency
Objective CM-2.5 Multimodal Comfort. Prioritize quality of multimodal facilities with respect to a user's experience of stress, connectivity, and safety for streets with a non-automobile priority, and ensure the appropriate balance with vehicular operations.	Consistent. The Specific Plan provides for establishing a sidewalk and bike trail along the south side of Columbia Way (East Avenue M) abutting the site. In addition to the sidewalk and bike trail, interior public streets provide bike lanes and shaded sidewalks for non-automobile connectivity.

A.2.3 Economic Development

City of Palmdale General Plan Objective	Specific Plan Consistency
Goal ED-1: <i>Preserve the existing economic base of high-quality jobs in the City.</i>	
Objective ED-1.1 Attract Manufacturing Employers. Attract supply chain employers for the manufacturing and defense industries to strengthen Palmdale's economic viability and competitiveness within these sectors.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use. The site is designed to attract supply chain employers, including manufacturing and defense industries, to strengthen Palmdale's economic viability and competitiveness within these sectors.
Objective ED-1.2 Employee Serving Amenities. Encourage the development of business and employee serving amenities (i.e., retail, dining, hospitality) proximate to existing districts.	Consistent. The Specific Plan proposes approximately 7.0 acres of commercial land use. The commercial land use is designed to primarily serve the businesses and employees within the Specific Plan Area and surrounding industrial areas.

A.2.4 Military Compatibility

City of Palmdale General Plan Objective	Specific Plan Consistency
Goal MC-1: <i>Compatible adjacent land uses that support continued operation of Plant 42.</i>	
Objective MC-1.1 Aerospace Compatible Land. Maintain appropriate land use designations surrounding Plant 42 to limit incompatible uses and to ensure continued safe operation of airport activities.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use and 7.0 acres of commercial land use. Table 5-1, <i>Permitted Uses</i> , provide uses that are compatible with the Plant 42 AICUZ Report.
Objective MC-1.2 Land Use Buffers. Continue to buffer Plant 42 from adjacent, non-compatible residential and commercial uses by reviewing development applications in the Military Influence Area for potential conflicts.	Consistent. The Specific Plan proposes approximately 379.5 acres of industrial land use and 7.0 acres of commercial land use. Table 5-1, <i>Permitted Uses</i> , provide uses that are compatible with the Plant 42 AICUZ Report. Chapter 5, <i>Development Regulations</i> , provides certain standards to ensure the Specific Plan's compatibility with the neighboring Plant 42 area.

City of Palmdale General Plan Objective	Specific Plan Consistency
Objective MC-1.3 Non-Industrial Land. Limit non-industrial uses from locating in the Aerospace Industrial area (aside from uses that directly support Plant 42 or airport operations)	Consistent. The Specific Plan proposes approximately 7.0 acres of commercial land use. The commercial land use is designed to serve businesses and employees within the Specific Plan Area as well as the surrounding industrial areas. The commercial land use will not interfere with Plant 42 operations.
Objective MC-1.4 Evaluate Existing and Future Land Uses. Use overlay maps of the Air Installation Compatibility Use Zones (AICUZ) noise contours and Air Force Land Use Compatibility Guidelines to evaluate existing and future land use proposals.	Consistent. Uses within the Specific Plan Area are compatible with the AICUZ noise contours and the Air Force Land Use Compatibility Guidelines. Chapter 5, <i>Development Regulations</i> , provides standards to ensure the Specific Plan's compatibility with the neighboring Plant 42 area.
<i>Goal MC-2: Mitigate and/or avoid encroachment of incompatible development into space utilized by Plant 42 air operations.</i>	
Objective MC-2.2 AICUZ Consistency. Require all development to be consistent with DoD regulations as outlined in the Plant 42 AICUZ Report and comply with regulations which affect development in the Clear Zones/Accident Potential Zones.	Consistent. The Specific Plan is not within the Plant 42 AICUZ Clear Zones/Accident Potential Zones. Additionally, uses within the Specific Plan Area are compatible with the AICUZ noise contours and the Air Force Land Use Compatibility Guidelines. Chapter 5, <i>Development Regulations</i> , provides discussion on the Specific Plan's compatibility with the neighboring Plant 42 area.
<i>Goal MC-3: Protect residents from excessive noise and protect Plant 42 from noise complaints by preventing incompatible land uses from encroaching upon the site.</i>	
Objective MC-3.1 Noise and Overflight Compliance. Ensure that all new land use proposals comply with the noise and overflight policies of the most recent AICUZ for Plant 42.	Consistent. Uses within the Specific Plan Area are compatible with the AICUZ noise contours and the Air Force Land Use Compatibility Guidelines. Chapter 5, <i>Development Regulations</i> , provides discussion on the Specific Plan's compatibility with the neighboring Plant 42 area.

A.2.5 Equitable and Healthy Communities

City of Palmdale General Plan Objective	Specific Plan Consistency
<i>Goal EHC-12: A City designed to improve air quality and reduce disparate health impacts.</i>	
Objective EHC-12.7 Toxic Air Emissions: Coordinate with regional, state, and federal agencies, including the U.S. Environmental Protection Agency, as well as large aerospace and industrial employers to decrease toxic chemical emissions. Proactively explore potential partnerships and interventions to decrease potential exposure of residents to these chemicals.	Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures to reduce and/or eliminate unnecessary sources of air pollution before and after project construction. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal EHC-16:</u> <i>A City that improves public safety for all residents by reducing crime and injuries.</i>	
Objective EHC-16.1 Pedestrian and Bicyclist Safety. Strive for a safe transportation system by making transportation improvements in areas with a high incidence of collisions, injuries, and death, especially for pedestrians and bicyclists. Street improvements may include the following: <ul style="list-style-type: none"> • Marked crosswalks • Bicycle lanes • Traffic calming 	Consistent. The Specific Plan represents the development of a sidewalk and bike trail along Columbia Way (East Avenue M) for pedestrians and bicyclists, as well as bicycle lanes and sidewalks within the interior public streets of the Specific Plan Area. The proposed infrastructure improvements are designed for and intended to provide a safe traveling environment for pedestrians and bicyclists.

A.2.6 Park, Recreation, and Open Space

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal PR-2:</u> <i>Promote bicycling as an important mode of transportation and recreation in the City of Palmdale.</i>	
Objective PR-2.1 Bikeway Network. Encourage bicycle use by developing a comprehensive bikeway network for the city that meets access needs of all bicyclists.	Consistent. The Specific Plan represents providing a sidewalk and bike trail along Columbia Way (East Avenue M) for pedestrians and bicyclists, as well as bicycle lanes and sidewalks within the interior public streets of the Specific Plan Area. The sidewalk and bike trail along Columbia Way (East Avenue M) will provide connection to the existing Sierra Highway Trail to the west. Chapter 4, <i>Infrastructure Plan</i> , provides details of the proposed bikeway improvements.

A.2.7 Conservation

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal CON-1:</u> <i>Protect Significant Ecological Areas in and around the City, including, but not limited to, sensitive flora and fauna habitat areas.</i>	
Objective CON-1.1 Endangered Species Protection. Ensure local compliance with the California Endangered Species Act and the Federal Endangered Species Act (ESA).	Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures to ensure local compliance with the California Endangered Species Act and the Federal Endangered Species Act. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.

City of Palmdale General Plan Objective	Specific Plan Consistency
<p>Objective CON-1.2 Joshua and Juniper Trees. Continue enforcing the City's Native Vegetation Ordinance to protect western Joshua trees and Juniper trees.</p>	<p>Consistent. This Specific Plan reserves approximately 29.3 acres of land for open space conservation, particularly for Joshua Tree habitat conservation. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.</p>
<p><i>Goal CON-6: Minimize the impacts of urban development on groundwater supplies.</i></p>	
<p>Objective CON-6.2 Reduce Landscaping Irrigation Needs. Require the use of water conserving native or drought resistant plants and drip irrigation systems where feasible.</p>	<p>Consistent. Chapter 6, <i>Design Standards and Guidelines</i>, provides a plant palette for the Specific Plan. The plants represented are drought tolerant and are classified as either low or moderate water need in the Water Use Classification of Landscape Species (WUCOLS). Additionally, drip design irrigation systems are required for landscaping within the Specific Plan Area.</p>
<p><i>Goal CON-8: Protect historical and culturally significant resources, which contribute to the community'</i></p>	
<p>Objective CON-8.5 Tribal Consultation. Conduct Native American consultation consistent with the applicable regulations when new development is proposed in potentially culturally sensitive areas.</p>	<p>Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides measures to ensure Native American consultation is conducted when a new development is proposed. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.</p>
<p>Objective CON-8.6 Discovery Coordination with Tribal Groups. When human remains suspected to be of Native American origin are discovered, coordinate with the Native American Heritage Commission and any local Native American groups to determine the most appropriate course of action.</p>	<p>Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures to coordinate with Native American Heritage Commission and any local Native American groups when human remains are found. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.</p>
<p>Objective CON-8.7 Cooperation with Preservation Entities. Cooperate with private and public entities whose goals are to protect and preserve historic landmarks and important cultural resources.</p>	<p>Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures to ensure historic landmarks and cultural resources are preserved. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.</p>

A.2.8 Public Facilities, Services, and Infrastructure

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal PSFI-3:</u> <i>Ensure all development in Palmdale is served by adequate water distribution and sewage facilities.</i>	
Objective PSFI-3.1 Local Drainage Detection Basins. Make use of interim local drainage detention basins to slow stormwater runoff until such time as permanent drainage facilities are constructed.	Consistent. The Specific Plan proposes two detention basins within its boundary. The detention basin proposed in the northwestern portion of the Specific Plan Area will be a regional basin and the detention basin proposed in the northeastern portion of the Specific Plan Area will be a basin intended to serve the Specific Plan Area.
Objective PSFI-3.3 Retention Facilities. Where feasible, plan for detention or retention facilities in areas where groundwater recharge can be accomplished.	Consistent. The Specific Plan proposes two detention basins within its boundary. The detention basin proposed in the northwestern portion of the Specific Plan Area will serve as a regional basin and the detention basin proposed in the northeastern portion will serve the Specific Plan Area.
Objective PSFI-3.4 Drainage Facilities. Through the development review process, reserve land in appropriate locations for construction of drainage facilities.	Consistent. This Specific Plan's sewer infrastructure is adequately sized to handle expected wastewater flows and properly maintained to protect the health of employees and visitors. Refer to Chapter 4, <i>Infrastructure Plan</i> , for details of the sanitary sewer system.
Objective PSFI-3.7 Public Sewer System Prioritization. Require that all commercial, industrial, institutional, and multiple family uses be connected to a public sewer system with only limited use of private sewage disposal systems.	Consistent. This Specific Plan's sewer infrastructure will connect to the existing public sewer system established along Columbia Way (East Avenue M). Refer to Chapter 4, <i>Infrastructure Plan</i> , for details of the sanitary sewer system.
Objective PSFI-3.16 Service Levels. Provide sufficient levels of water, sewer, and storm drain services throughout the City.	Consistent. This Specific Plan's utility infrastructure will be sufficient to serve the Specific Plan Area. Refer to Chapter 4, <i>Infrastructure Plan</i> , for details of the utility infrastructure system.
<u>Goal PSFI-4:</u> <i>Maximize the use of infrastructure facilities through appropriate land use strategies.</i>	
Objective PFSI-4.5 Planning Documents. Require comprehensive planning documents such as area plans, specific plans, and development agreements, to specify the nature, timing and financing of both capital improvements and ongoing operations/maintenance of public improvements and services.	Consistent. The Antelope Valley Commerce Center will provide necessary funding to provide all necessary infrastructure and public improvements. Chapter 4, <i>Infrastructure Plan</i> , and Chapter 7, <i>Implementation Plan</i> , provide detail on how the infrastructure within the Specific Plan will be installed and funded.
<u>Goal PSFI-5:</u> <i>Ensure that adequate public utilities are available to support development in an efficient and orderly manner.</i>	

City of Palmdale General Plan Objective	Specific Plan Consistency
Objective PSFI-5.2 On-site Infrastructure. Require all new development, including major modifications to existing development, to construct required on-site infrastructure improvements pursuant to City standards.	Consistent. All infrastructure necessary to serve the Specific Plan will be constructed in accordance with and pursuant to all applicable City standards. Refer to Chapter 4, <i>Infrastructure Plan</i> , for details of the utility infrastructure system.
<u>Goal PSFI-6:</u> <i>Coordinate with utility providers to support adequate provision of critical utilities.</i>	
Objective PSFI-6.3 New Utility Development. When feasible, require new utility lines to be constructed underground and along existing utility corridors.	Consistent. This Specific Plan's utility infrastructure improvements will utilize existing corridors and be primarily established within the public street rights-of-way. Refer to Chapter 4, <i>Infrastructure Plan</i> , for details of the utility infrastructure system.

A.2.9 Safety

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal SE-1:</u> <i>A city with minimal public health, safety, and welfare impacts resulting from seismic hazards.</i>	
Objective SE-1.1 Geological Review. Review development within or adjacent to geologic hazard zones and provide copies of geotechnical reports and studies to be reviewed by a qualified geologist and implement recommendations to ensure adequate provisions for public safety.	Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures to ensure adequate provisions for public safety. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.
<u>Goal SE-6:</u> <i>Minimize impacts to public safety and property resulting from aircraft accidents.</i>	
Objective SE-6.1 Consistent Development with Department of Defense. Require all development to be consistent with Department of Defense regulations as outlined in the Air Force Plant 42 Air Installation Compatibility Use Zone (AICUZ) Report and comply with applicable FAA regulations that affect development in the Accident Potential Zones.	Consistent. This Specific Plan is consistent with the Plant 42 AICUZ Report and applicable FAA regulations. Furthermore, future development on the Specific Plan property would be required to comply with the development standards and design guidelines established in this Specific Plan, as well as the applicable requirements from the City of Palmdale, which would preclude any potential inconsistencies with the Palmdale Regional Airport Land Use Plan.

A.2.9 Sustainability, Climate Action, and Resilience

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal SCR-4:</u> <i>Reduce greenhouse gas emissions from transportation (SB 379, EO N-79-20).</i>	

City of Palmdale General Plan Objective	Specific Plan Consistency
Objective SCR-4.1 Bike Facilities. Promote bicycle use with new private development projects through requirements for bicycle parking, lockers and showers, bike share facilities, and when feasible, connections to City bike lanes.	Consistent. The Specific Plan provides a sidewalk and bike trail along Columbia Way (East Avenue M) for pedestrians and bicyclists, as well as bicycle lanes and sidewalks within the interior public streets of the Specific Plan Area. The sidewalk and bike trail along Columbia Way (East Avenue M) will provide connection to the existing Sierra Highway Bike Trail. Additionally, employee amenities, as discussed in Chapter 6, will provide bicycle parking and lockers and showers. Chapter 4, <i>Infrastructure Plan</i> , provides details of the proposed bikeway improvements.
Objective SCR-4.7 Pedestrian and Cyclist Safety. Promote bicycle and pedestrian modes of travel by promoting pedestrian and cyclist safety.	Consistent. The Specific Plan provides a sidewalk and bike trail along Columbia Way (East Avenue M) for pedestrians and bicyclists, as well as bicycle lanes and sidewalks within the interior public streets. Bike lanes and sidewalks will be either curb separated or marked to promote safe bicycle and pedestrian modes of travel.

A.2.10 Air Quality

City of Palmdale General Plan Objective	Specific Plan Consistency
<u>Goal AQ-1:</u> <i>Minimize local air pollution caused by motor vehicles.</i>	
Objective AQ-1.1 Reduced Work-Related Trips. Reduce the number and length of work-related trips through such means as providing a balance of jobs and housing in the community, promoting alternate work schedules, telecommuting, teleconferencing, company-sponsored ride-share and alternative fuel vehicle programs, use of commuter trains and other alternative modes of transportation to the workplace, creation of additional park and ride facilities, and improving the fiber optic network and connectivity.	Consistent. The Antelope Valley Commerce Center Specific Plan EIR provides mitigation measures that reduce the number and length of work-related trips. Refer to the Antelope Valley Commerce Center Specific Plan EIR for a detailed analysis of the mitigation measures to properties associated with the implementation of the Specific Plan.
<u>Goal AQ-3:</u> <i>Reduction and/or elimination of unnecessary sources of air pollution.</i>	
Objective AQ-3.3 Complete Streets. Design a more effective street system by emphasizing complete streets which accommodate all modes of transportation.	Consistent. The streets within the Specific Plan Area will accommodate all modes of transportation. The Specific Plan provides a sidewalk and bike trail along Columbia Way (East Avenue M) for pedestrians and bicyclists, and bicycle lanes and sidewalks within the interior public streets of the Specific Plan Area.

A.2.11 Noise

City of Palmdale General Plan Objective	Specific Plan Consistency
<i>Goal N-3: Promote noise compatible land uses within the 65 dBA CNEL contour and the Frequent Overflight Area of Air Force Plant 42.</i>	
Objective N-3.1 Frequent Overflight Area. Designate and permit employment flex, industrial, aerospace industrial, and similar uses within the 65 dBA CNEL contour and the Frequent Overflight Area.	Consistent. The proposed use within the Antelope Valley Commerce Center will be mostly Industrial with a small portion for Commercial uses. The Los Angeles County Airport Land Use Plan allows for industrial and commercial use within the 65 CNEL contour and future uses within the Specific Plan Area that will not be adversely affected by aircraft and associated noise.

APPENDIX B – LAND USE DEFINITIONS

The following definitions are intended to provide a general description of each use category. Uses not addressed in the Land Use Table (i.e., Table 5-1) are prohibited. However, the City of Palmdale's Economic & Community Development Director has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

WAREHOUSE, TRANSPORTATION, FREIGHT AND STORAGE SERVICES

Courier and Delivery Services, including Parcel and Package Delivery: Facilities that include sorting, processing, and distribution of parcels to consumers and/or to other inter-transfer facilities.

Cold Storage Plants: Facilities that provide storage and warehousing of perishable items such as meat, produce, and dairy products at an optimum temperature to extend their life.

Data Processing Center: Facilities that provides storage to computers, telecommunications equipment, and environmental control systems (air conditioning) for businesses to process information and data.

Fulfillment Center: Facilities that provide storage and warehousing services, which also includes shipping and distribution of parcels.

Furniture Moving and Storage: Facilities that provides indoor space for furniture storage and accommodates for parking and storage of moving trucks and vans.

Industrial Retail Sales – Up to 15% of Building Gross Floor Area: Facilities that provide less than 15% of the building's gross floor area for wholesale or sale of finished products.

Industrial Retail Sales – Over 15% of Building Gross Floor Area: Facilities that provide more than or equal to 15% of the building's gross floor area for wholesale or sale of finished products.

Industrial Robotics Manufacturing and Assembly: Facilities that utilize robotics to automate repetitive, menial tasks such as material handling and assembly.

Truck and Trailer Storage: Facilities that accommodates for parking and storage of trucks, truck tractors, and/or truck trailers.

Truck Terminal: Any facility and improvements used for trucking/freight operations or freight transfer truck terminals including the parking, servicing, repairing, storage of trucks, truck tractors, and/or truck trailers.

Warehousing of materials or products for which a conditional use permit is not required for the manufacture, storage, distribution, or wholesale of that product: Facilities that provides wholesale, storage, and warehousing to retailers from the premises of finished products.

MANUFACTURING

Aircraft and Component Parts; Manufacture, Testing, Modification, Repair, Overhaul and Storage of: Establishments engaged in the assembly, fabrication, or manufacturing of aerospace products from extracted or raw materials or recycled or recycled or secondary materials, or bulk storage and handling of such products and materials. Includes manufacturing, testing, modification, repair, overhaul, and storage of aircraft and component parts, communications equipment, aircraft instruments and equipment, missiles, space vehicle propulsion units, and freight and distribution services ancillary to aircraft operations. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing or testing process.

Alcoholic Beverages; distilling, bottling, wholesale, and distribution: Establishment engaged in the production, processing, packaging, or manufacturing of alcoholic beverage products primarily for off-site consumption, where retail sales are incidental.

Apparel and Textile Products: Indoor establishment engaged in the assembly, fabrication, or manufacturing of apparel and textile products from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Concrete and Related Construction Materials: Indoor establishment engaged in manufacture of concrete and other construction materials including by not limited to bricks, cement, tiles, pipes, and glass. Production typically involves some transformation in way of heating, chilling, combining, or through a chemical reaction. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Electronic and Electrical Equipment: Indoor establishments engaged in manufacturing of electronic and electrical equipment and finished parts primarily from previously prepared materials by means of physical assembly or reshaping. These industrial activities produce limited impacts on nearby properties including, but not limited to, noise, gas, odor, or vibration.

Fabricated, Machine, and Sheet Metal Shops: Indoor establishment engaged in the assembly, fabrication, or manufacturing of metal products from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Food Products: Establishment engaged in the production, processing, packaging, or manufacturing of food or beverage products for off-site consumption and any instruction, direct sales, or on-site consumption are incidental to the food production activity.

Furniture and Fixtures; distribution, manufacturing, and refinishing: Indoor establishments engaged in manufacturing of furniture and fixtures and finished parts primarily from previously prepared materials by means of physical assembly or reshaping. These industrial activities produce limited impacts on nearby properties including, but not limited to, noise, gas, odor, or vibration.

Miscellaneous Manufacturing and Industries: Indoor establishment engaged in the assembly, fabrication, or manufacturing of non-edible products from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Paper Printing, Published, and Allied Products: Indoor establishments engaged in manufacturing of paper products and finished parts primarily from previously prepared materials by means of physical assembly or reshaping. These industrial activities produce limited impacts on nearby properties including, but not limited to, noise, gas, odor, or vibration.

Plastics and Rubber Products (manufacturing and assembly): Indoor establishment engaged in the assembly, fabrication, or manufacturing of plastic and rubber products from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Transportation Equipment: Indoor establishment engaged in the assembly, fabrication, or manufacturing of transportation equipment from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Weapons and/or Ammunition; storage and warehousing: Indoor establishment engaged in the assembly, fabrication, or manufacturing of weapons and/or ammunition from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

Wood Products: Indoor establishment engaged in the assembly, fabrication, or manufacturing of wood products from extracted, raw, recycled or secondary materials, or bulk storage and handling of such products and materials. Production typically involves some transformation by way of heating, chilling, combining, or through a chemical or biochemical reaction or alteration. Toxic, hazardous, or explosive materials may be produced or used in large quantities as part of the manufacturing process. These

industrial activities may produce impacts on nearby properties including, but not limited to, noise, gas, odor, dust, or vibration.

PUBLIC, QUASI-PUBLIC AND INSTITUTIONAL USES

Electric Vehicle Charging Stations: Facilities that will supply electrical power for charging plug-in electric vehicles including electric cars and plug-in hybrids.

Fire/Police Stations: Facilities to accommodate for storage of firefighting apparatus such as fire engines and related vehicles, personal protective equipment, fire hoses, and specialized equipment, and/or to accommodate a police headquarter for a particular district, for which police officers are dispatched.

Post Office and Distribution Center: Public department or corporation responsible for mail services and distribution of packages.

Public Utilities/Public Works Storage and Maintenance Yards: Public Utility/Public Works Storage are used to store maintenance equipment for water, sewer, telephone, communication, cable television, natural gas, or electric services.

Utility Facilities: Public Utility/Public Works Storage are used to generate, store, distribute, or provide water, sewer, telephone, communication, cable television, natural gas, or electric services to the public.

RETAIL, PERSONAL, AND FOOD SERVICES

Automotive Parts and Supplies: Establishment that provides for sale of automotive parts and related products.

Barber and Beauty Shops: Establishment that provide services to individual as a primary use. Barber and beauty shops may also include accessory retail sales of products related to the services provided.

Bicycles, parts and accessories: Establishments that provides for sale of bicycles and associated parts and accessories.

Building Materials and Supplies: Retail sales or rental of building supplies or equipment. This classification includes but not limited to lumber yards, tool and equipment sales or rental establishments, and includes establishments devoted principally to taxable retail sales to individuals for their own use.

Caterers and Mobile Food Services: Businesses preparing and/or packaging food primarily for off-site consumption, excluding those of an industrial character in terms of processes employed, waste produced, water used, and traffic generated.

Coffee Shops: Establishments where food and beverages are prepared and are sold to patrons for predominately off-site consumption. Coffee shops may include limited seating for on-site consumption of products.

Convenience Stores: Neighborhood-serving retail store of 5,000 square feet or less in gross floor area that carries a range of merchandise oriented to daily convenience shopping needs, which may include grocery items and alcoholic beverage sales.

Delicatessens and Sandwich Shops: Establishments where food and beverages are prepared and are sold to patrons for predominantly off-site consumption. Delicatessens and sandwich shops may include limited seating for on-site consumption of products.

Dry Cleaners and Launderers: Establishment that provide dry cleaning and laundry services to individual as a primary use.

Restaurants, with or without a Drive-Through: Establishment operated for the primary purpose of providing food, beverages, or meals for compensation that has suitable kitchen facilities for preparation, storage, and service food. Food service may be for on-site consumption, off-site consumption, or a combination of service types. Restaurants can have an affiliated drive-through facility for the service of food and beverages directly to patrons in vehicles.

Feed, Grain, and Hay: Establishments that provides for the sale of feed, grain, and hay.

Florist Shops: Establishments that provides for the sale of flowers and associated merchandise.

General Retail Stores: Establishments that provide retail and rental of merchandise. Retail establishments include but are not limited to department stores, home improvement centers, clothing stores, furniture stores, pet supply stores, small hardware stores, and other goods stores.

Grocery Stores: An establishment over 5,001 square feet, primarily engaged in the retail sale of products including, but not limited to, meat, dry goods, canned goods, produce, dairy, fresh and prepared meats, fish, and poultry.

Gym and Fitness Studios: Establishment that provides exercise and other health fitness conditioning, including gymnasiums, aerobic dance and exercises classes, reducing salons, spas, and similar fitness facilities.

Hardware Stores: Establishment that provides for sale of tools, machinery, and other durable equipment.

Machinery, Equipment, and Supplies: Establishment that provides for sale and rental of heavy machinery, equipment, and associated supplies.

Mail Order Businesses (excluding warehousing): Establishment that provides a temporary storage or pick up location for mail order merchandises.

Microbrewery, Brewpub, or Winery: Establishments engaged in the production, processing, packaging, or manufacturing of alcoholic beverage products primarily for off-site consumption, where retail sales are incidental. Microbrewery, Brewpub, or Winery allows for alcoholic beverages to be sold and consumed on site.

Nail Salons: Establishment that provide nail services to individuals as a primary use. Nail salons may also include accessory retail sales of products related to the services provided.

Plumbing and Heating Equipment and Supplies: Establishment that provides for sale and rental of plumbing and heating equipment and associated supplies.

MISCELLANEOUS SERVICES AND OTHER USES

Automobile and Truck Repair Garages: Establishments that engages in general automotive repair, including but not limited to regular maintenance services, engine repair, radiator repair, exhaust system repair, brake relining, and wheel alignment.

Equipment Rental: Establishment that provides for rental of large equipment, machinery, and associated supplies.

Graphic and Interior Design Services: Office space that provides graphic and interior design consultation services.

Laboratories, Research and Development, and Testing Services: Any business combining activities, laboratories, and facilities for research; uses involve the production of experimental products that neither constitute nor cause a public health risk to employees and/or to surrounding properties and/or residents.

Linen and Uniform Laundry Services: Indoor establishments engaged in laundry processing and other cleaning operations.

Natural Areas, Open Space Areas, Biological Preserves: Natural open space, and habitat and/or resource conservation areas.

Motion Picture and Sound Studios, Editing, Sound Mixing, and Associated Material Storage: Motion picture and television facilities, and related media support facilities for the production, processing, reconstruction, synchronization of film with soundtrack, and distribution of motion pictures and other forms of audiovisual products.

Photographic Processing, Developing, and Printing: Facilities that provide photograph development services to individuals as a primary use. Photographic processing, developing, and printing facilities may include accessory retail sales of products related to the services provided.

Water Detention, Retention, and Water Quality Basins: Facilities constructed for storage or conveyance of storm runoff in drainage channels.

Outdoor Storage: Establishment that provides outdoor storage of business-related materials, products, or equipment.

Temporary Uses: A use established for a specified period of time, with the intent to discontinue the use at the end of the designated time period.