NORTH LANCASTER
INDUSTRIAL SPECIFIC PLAN

March 2025

NORTH LANCASTER INDUSTRIAL SPECIFIC PLAN (SP NO. 24-002)

Prepared for:

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CHAPTER 1 – INTRODUCTION

1.1 PURPOSE AND INTENT

The North Lancaster Industrial Specific Plan (NLISP or Plan) provides a land use plan, infrastructure plans, development standards, design guidelines, and an implementation plan to guide and regulate development activities within the NLISP area.

California Government Code Section 65450 establishes the authority for cities to adopt Specific Plans either by resolution or ordinance. The NLISP would be adopted by resolution after public hearings before the City of Lancaster Planning Commission and City Council. Development activities and physical improvements within the NLISP's boundary shall be consistent with the NLISP.

1.2 OVERVIEW

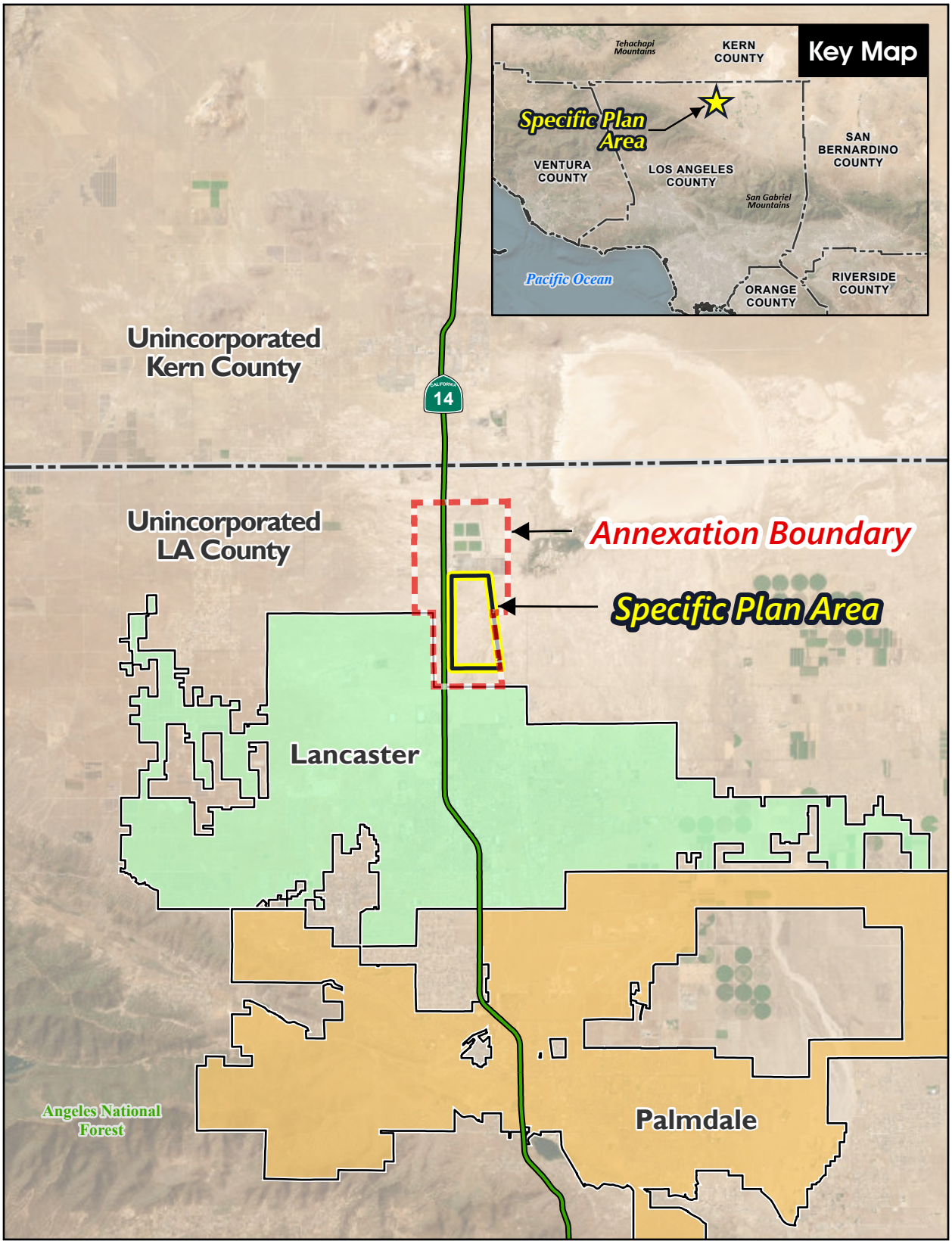
The NLISP area is approximately 1,860.7 acres, bounded by Avenue D to the north, Sierra Highway to the east, Avenue F-8 to the south, and 20th Street West to the west. When the NLISP was prepared, the NLISP area was located in unincorporated Los Angeles County in the City of Lancaster's Sphere of Influence (SOI). Figure 1-1, *Regional Map*, and Figure 1-2, *Vicinity Map*, provide the location of the NLISP area and its surroundings.

The NLISP area is part of a larger 7,153-acre area that the City of Lancaster proposes to annex, referred to as the Westside Annexation Area (WAA). The WAA is bounded by Avenue B to the north, Sierra Highway and Edwards Air Force Base to the east, Avenue G to the south, and 30th Street West to the west. The NLISP area would be pre-zoned 'Specific Plan 24-002' to allow for implementation of the NLISP while the remainder of the WAA would be pre-zoned with a mix of public, residential, commercial, mixed-use, and industrial zones.

The NLISP area is envisioned as a major business and employment center for the City of Lancaster. Uses are expected to range from small industrial and commercial buildings, to larger warehouse buildings, to heavy industrial facilities all supported by a system of master-planned public roads and utility infrastructure. Within individual development sites, infrastructure, passenger vehicle and truck parking areas, lighting, landscaping, signage, walls, fencing, and other functional and decorative elements would be planned and designed as part of the permitting and approval process for individual development applications. Building users are expected to be a mixture of companies that bring employment opportunities and economic growth to the City of Lancaster.

1.3 DISCRETIONARY ACTIONS

The NLISP and any future amendments to the NLISP are required to be considered by the City of Lancaster Planning Commission and City Council and adopted by resolution of the City Council, pursuant to City of Lancaster Municipal Code Chapter 17.36, Administration. More information on implementation procedures is contained in Chapter 6, *Implementation Plan,* of this Plan.

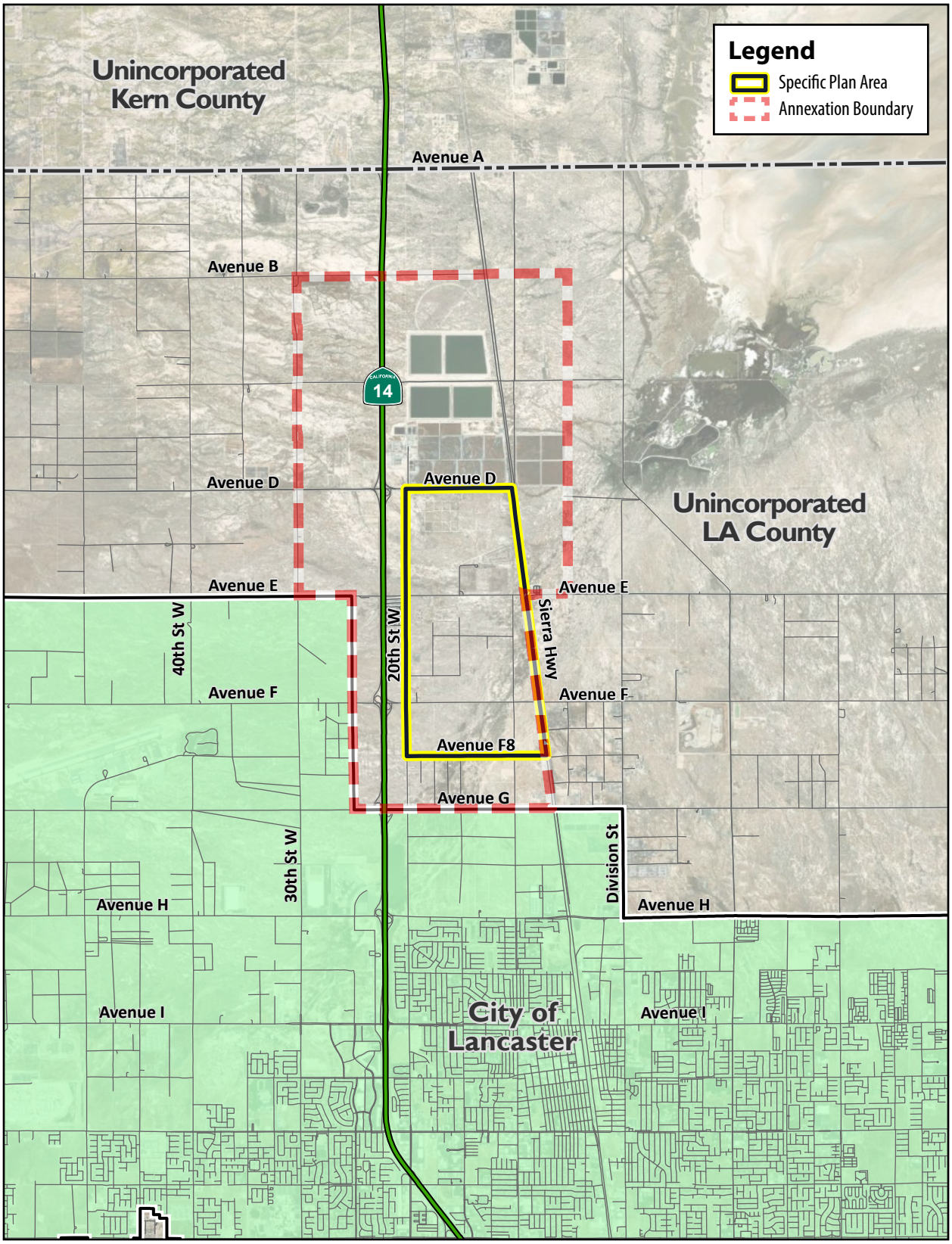


Source(s): Esri, Los Angeles County (2024)

FIGURE 1-1

0 1 2 4 Miles

REGIONAL MAP



Source(s): Esri, Los Angeles County (2024)

FIGURE 1-2

VICINITY MAP

The required approval action for the NLISP is as follows:

Specific Plan (SP 24-002). The NLISP will govern the use of land within approximately 1,860.7 acres bounded by Avenue D to the north, Sierra Highway to the east, Avenue F-8 to the south, and 20th Street West to the west. This NLISP allows for up to approximately 38.5 million square feet of industrial building space within the 1,860.7-acre NLISP area, as follows:

- 1,615.5 acres of Light Industrial land uses;
- 153.6 acres of Heavy Industrial land uses; and
- 91.6 acres of roadways.

The following discretionary actions may be required for, but is not limited to, approval of individual projects within the NLISP area:

- Tentative Parcel/Tract Map
- Site Plan Review/Director's Review
- Conditional Use Permit/Minor Use Permit

The following discretionary actions are associated with the Westside Annexation, of which the NLISP is a part:

- **Annexation (ANX24-002):** The City applied to LAFCO to annex approximately 7,153 acres of land (the WAA), which includes the approximately 1,860.7-acre NLISP area, from unincorporated Los Angeles County to the City of Lancaster.
- **General Plan Amendment (GPA24-002):** A General Plan Amendment (GPA) is required to amend the City's General Plan Land Use Map to reflect the land use designations of the WAA, including the area covered by the NLISP.
- **Pre-zoning (PZ24-001):** The NLISP area would be pre-zoned 'Specific Plan (SP)' to allow for implementation of the NLISP. Additionally, the remaining WAA will be pre-zoned to a variety of uses including residential, mixed-use, light industrial, and public uses. Pre-zoning is required as part of the annexation process and will take place concurrently with the approval of the NLISP.

1.4 AUTHORITY

The NLISP is a regulatory document prepared pursuant to the provisions of California Government Code Sections 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.

The NLISP shall include the required items listed below and establish a link between the policies of the City of Lancaster General Plan and the NLISP. All future development plans and construction

within the NLISP area are required to be consistent with the requirements set forth in the NLISP and with all other applicable City regulations. According to California Government Code Section 65451:

(a) A Specific Plan shall include text and diagrams 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 project, and financing measures, is 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.

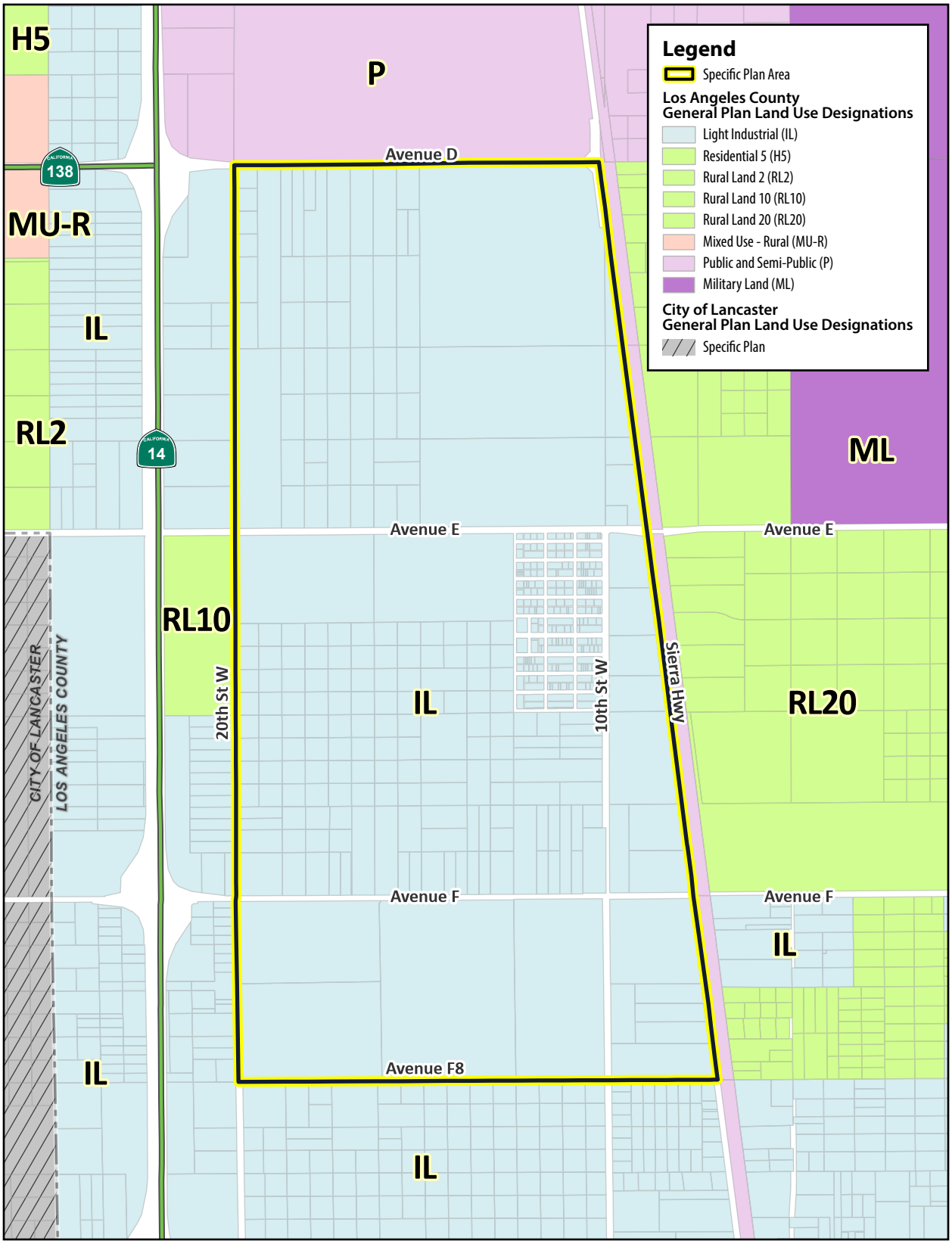
1.5 PLANNING CONTEXT

At the time the NLISP was prepared, the NLISP area was in the process of being annexed into the City of Lancaster's jurisdictional boundary as part of an annexation application filed with the Los Angeles County Local Agency Formation Commission (LAFCO) for the WAA.

As shown on Figure 1-3, *Existing Los Angeles County General Plan Land Use Designations*, the Los Angeles County General Plan designates the NLISP area as Light Industrial (IL). A City of Lancaster General Plan Amendment (GPA) is required concurrent with the approval of the NLISP to change the land use designation of the NLIPS Area to Specific Plan (SP), as depicted on Figure 1-4, *Proposed City of Lancaster General Plan Land Use Designations*.

As shown on Figure 1-5, *Existing Los Angeles County Zoning Designations*, the Los Angeles County Zoning Map classifies the NLISP area as Light Manufacturing (M-1). A City of Lancaster Zone Change is required concurrent with the approval of the NLISP to change the zoning designation of the NLISP area to Specific Plan 24-002 (SP 24-002) to allow for Light Industrial (LI) and Heavy Industrial (HI) uses, as shown in Figure 1-6*, City of Lancaster Proposed Zoning Designations*.

California law requires that a specific plan be consistent with the general plan of the adopting locality. The NLISP is consistent with the applicable goals and policies of the City of Lancaster General Plan. The Land Use and Planning section of the Environmental Impact Report (EIR) prepared for the Westside Annexation and the NLISP contains the General Plan Consistency Analysis.

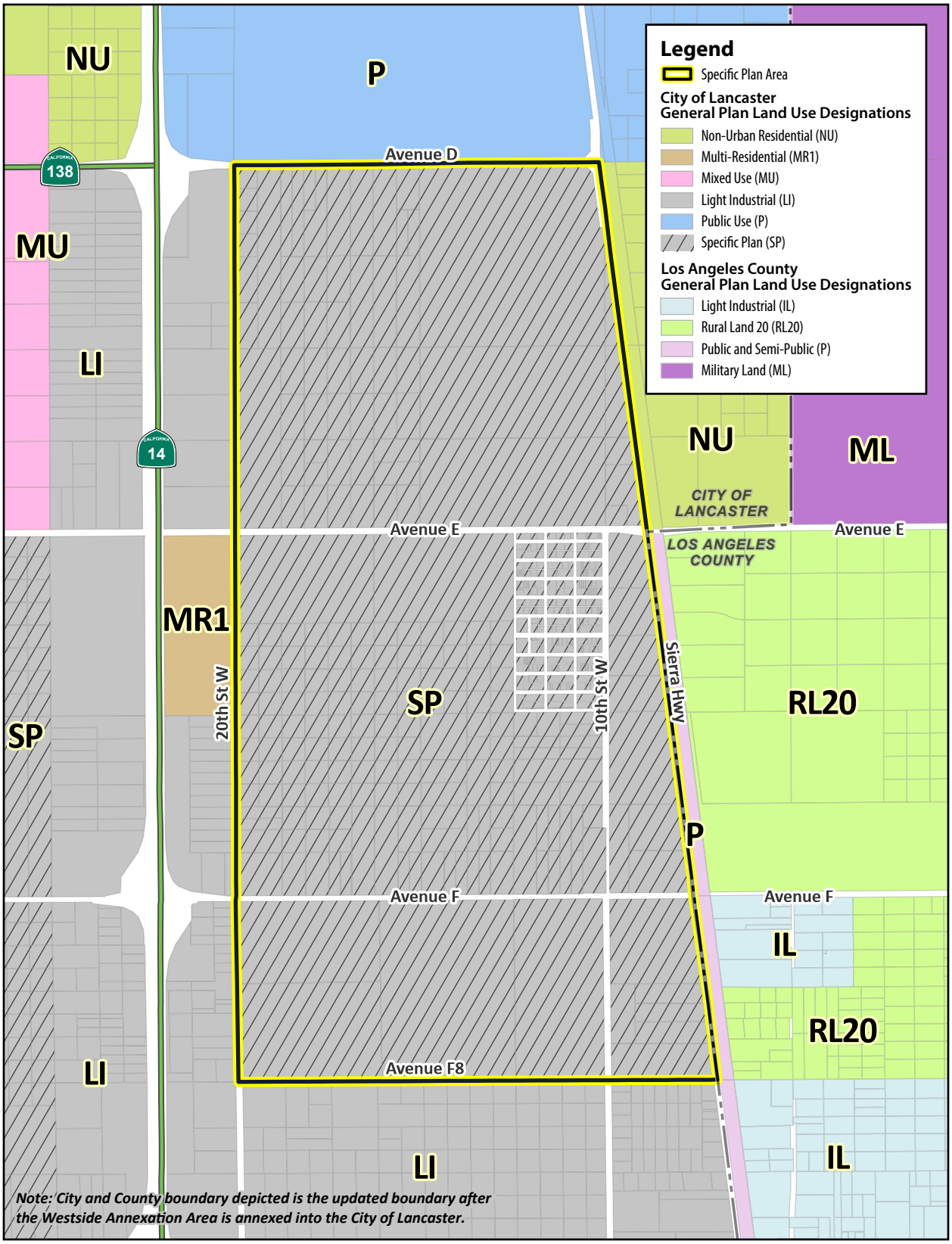


Source(s): City of Lancaster (2015), Esri, Los Angeles County (2024)

0 525 1,050 2,100 Feet

FIGURE 1-3

EXISTING LOS ANGELES COUNTY GENERAL PLAN LAND USE DESIGNATIONS

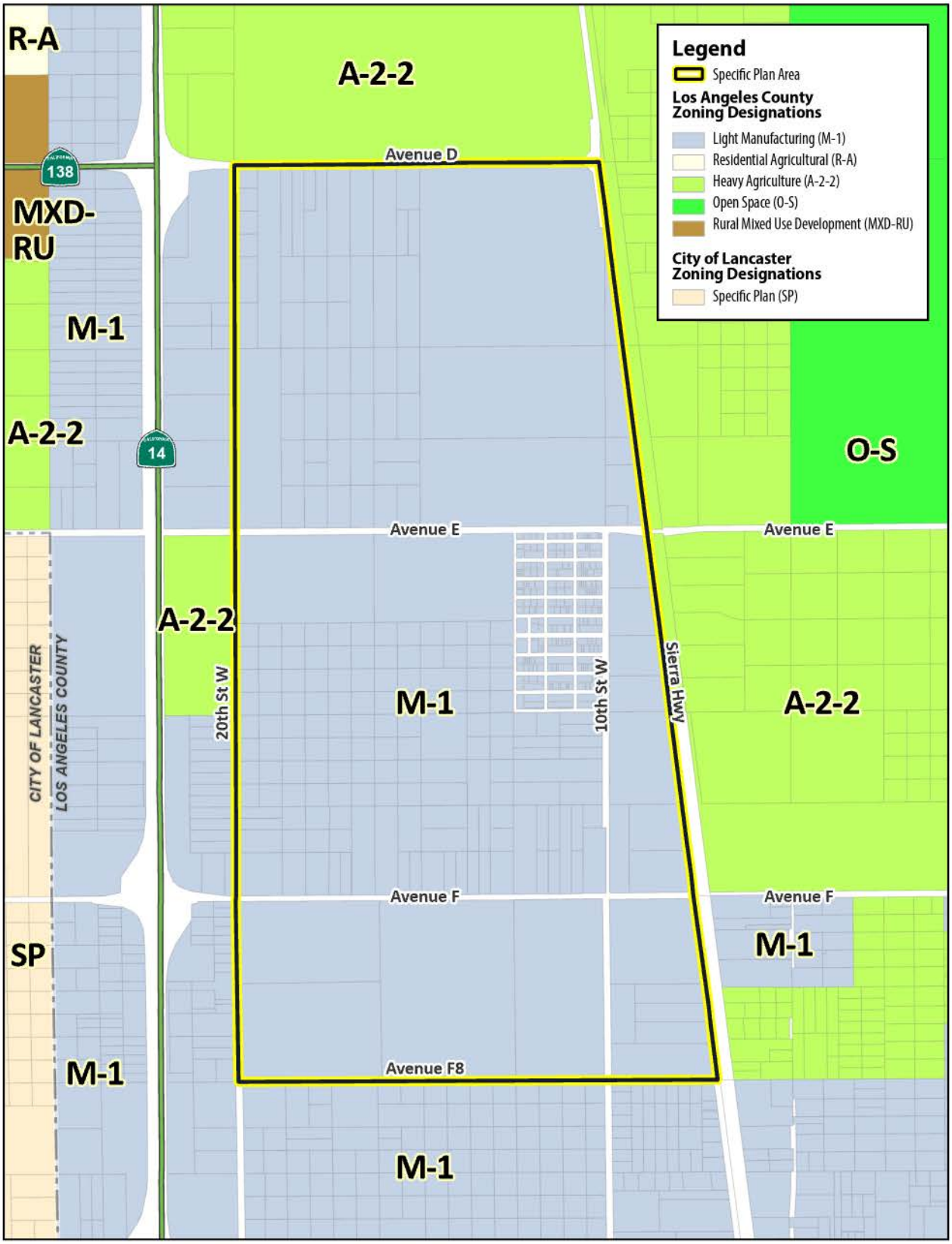


Source(s): City of Lancaster (2015), Esri, Los Angeles County (2024)

FIGURE 1-4

0 525 1,050 2,100 Feet

PROPOSED CITY OF LANCASTER GENERAL PLAN LAND USE DESIGNATIONS

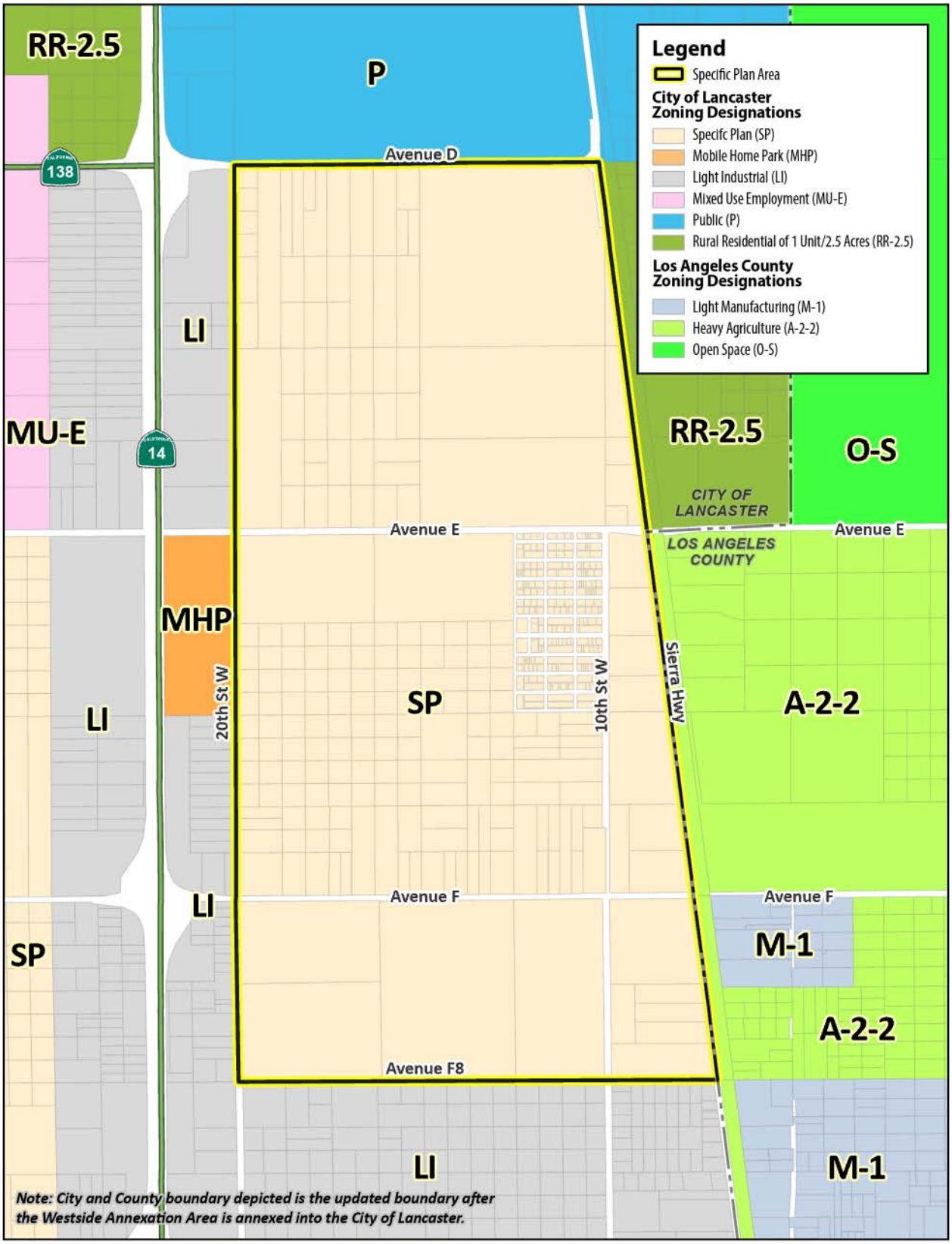


Source(s): City of Lancaster (2015), Esri, Los Angeles County (2024)

0 525 1,050 2,100 Feet

FIGURE 1-5

EXISTING LOS ANGELES COUNTY ZONING DESIGNATIONS



Source(s): City of Lancaster (2015), Esri, Los Angeles County (2024)

FIGURE 1-6

0 525 1,050 2,100 Feet

PROPOSED CITY OF LANCASTER ZONING DESIGNATIONS

1.6 ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA), a Program and Project-specific EIR was prepared for the Westside Annexation and the NLISP. The EIR (SCH No. 2024081372) identifies potential environmental effects associated with annexing the subject property into the City of Lancaster and implementing development in the NLISP area. Additionally, the EIR sets forth feasible mitigation measures to reduce significant impacts created by the Westside Annexation and implementation of the NLISP. The City of Lancaster is the lead agency under CEQA and is required to certify the EIR prior to approving the NLISP. California Public Resources Code Section 21081.6 also requires the City of Lancaster to adopt a mitigation monitoring and reporting program (MMRP) to ensure that the EIR's applicable mitigation measures are implemented as part of the NLISP.

1.7 SPECIFIC PLAN ORGANIZATION

This Specific Plan document is organized into the following chapters:

Chapter 1 – Introduction
Describes the purpose, objectives, and organization of the NLISP and the general relationship of the NLISP to the WAA and the City of Lancaster General Plan.

Chapter 2 – Existing Conditions
Describes the physical setting of the NLISP area and the physical conditions on and immediately surrounding the property at the time the NLISP was prepared.

Chapter 3 – Plan Elements
Describes the vision for the NLISP area, which includes Light Industrial and Heavy Industrial development that attracts economic investment and job opportunities to the City of Lancaster. The chapter also describes the NLISP's planning areas, their approximate acreages, and the maximum development intensities (amount of building square footage) allowed in each land use category. Chapter 3 also provides information about vehicular and non-vehicular circulation improvements; planned water, sewer, and storm drain infrastructure; and the planned dry utility network to support development within the NLISP area.

Chapter 4 – Design Guidelines
Provides guidelines for the site planning and the physical character of implementing development within the NLISP area. Chapter 4 provides guidelines for architectural design and landscaping design including but not limited to lighting, signage, streetscapes, and walls/fences.

Chapter 5 – Development Regulations
Serves as the zoning regulation for the NLISP area. Chapter 5 specifies the permitted uses in each land use category and establishes development standards including minimum lot sizes, setbacks, landscaping requirements, parking requirements, and building configuration elements.

Chapter 6 – Implementation Plan

Presents the policies and procedures by which the City of Lancaster's staff will review and approve individual projects within the NLISP area. Chapter 6 describes the methods and procedures for interpreting and amending the NLISP if and/or when necessary. A summary of maintenance responsibilities for development within the NLISP area is also provided.

CHAPTER 2 – EXISTING CONDITIONS

2.1 EXISTING AND SURROUNDING LAND USES

At the time the NLISP was prepared, the NLISP area was predominantly undeveloped and did not contain substantive internal infrastructure systems. The County of Los Angeles previously approved an industrial development project in the southern portion of the NLISP area, covering approximately 121 acres, but the development of that project had not commenced. As shown in Figure 2-1, *Existing Site Conditions and Surrounding Land Uses*, north of the NLISP area is the Lancaster Water Reclamation Plant; east of the NLISP area is an RV Park, vehicle storage yards, and undeveloped land; south of the NLISP area is undeveloped land; and west of the NLISP area is the Leisure Lakes Mobile Home Park and undeveloped land.

2.2 EXISTING CIRCULATION AND ACCESS

2.2.1 Regional Circulation

As shown in Figure 2-1, both State Route 14 (SR-14) and State Route 138 (SR-138) are located approximately 1,100 feet west of the NLISP area. The NLISP area is accessible to and from SR-14 via Avenue D, Avenue F, Avenue G, and Avenue H and is accessible to and from SR-138 via Avenue D.

2.2.2 Local Circulation

As shown in Figure 2-1, access to the NLISP area is provided by Avenue D, Avenue E, Avenue F, 20th Street West (partial), and Sierra Highway. The future alignment of Avenue F-8 forms the southern boundary of the NLISP area, but no road currently exists in this location.

The County of Los Angeles designates Avenue E, Avenue F, and Sierra Highway as truck routes. The City of Lancaster's General Plan does not currently designate truck routes. However, all major and secondary arterials are considered suitable for truck traffic.

- Avenue D is an east-west oriented street that forms the northern border of the NLISP area and consists of one paved travel lane in each direction. The County of Los Angeles currently has no roadway designation for Avenue D; the City of Lancaster would consider this roadway a major arterial.
- Avenue E is an east-west oriented street that provides access to the northern and central portions of the NLISP area and consists of one paved travel lane in each direction. The County of Los Angeles designates Avenue E as a Secondary Highway; the City of Lancaster would consider this roadway a major arterial.
- Avenue F is an east-west oriented street that provides access to the southern portion of the NLISP area and consists of one paved travel lane in each direction. The County of Los Angeles designates Avenue F as a Major Highway; the City of Lancaster would consider this roadway as major arterial.

- 20th Street West is a north-south oriented street that forms the western border of the NLISP area and consists of one paved travel lane in each direction from Avenue E to Avenue F. The remaining segments of 20th Street West from Avenue D to Avenue E and from Avenue F to Avenue F-8 are unpaved. The County of Los Angeles currently has no roadway designation for 20th Street West; the City of Lancaster would consider this roadway a major arterial upon buildout.
- Sierra Highway is a north-south oriented street that forms the eastern border of the NLISP area and consists of one paved travel lane in each direction. The County of Los Angeles designates Sierra Highway as a Major Highway. The City of Lancaster considers Sierra Highway a major arterial.

2.3 ENVIRONMENTAL SETTING

2.3.1 Topography

The NLISP area is relatively flat, with elevations ranging from approximately 2,295 to 2,310 feet above mean sea level (AMSL). The existing topographic conditions for the NLISP area are shown in Figure 2-2, *USGS Topographic Map*.

2.3.2 Hydrology

Surface water flow within the NLISP area occurs via sheet flow and generally flows northeasterly along Amargosa Creek toward the Piute Ponds and Rosamond Dry Lake. According to the Federal Emergency Management Agency (FEMA), portions of the NLISP area are within a flood hazard zone "X," which are areas determined to be outside of the 0.2 percent annual chance of flooding. Other portions of the NLISP area are within flood hazard zone "AO," which includes river or stream flood hazard areas and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet.

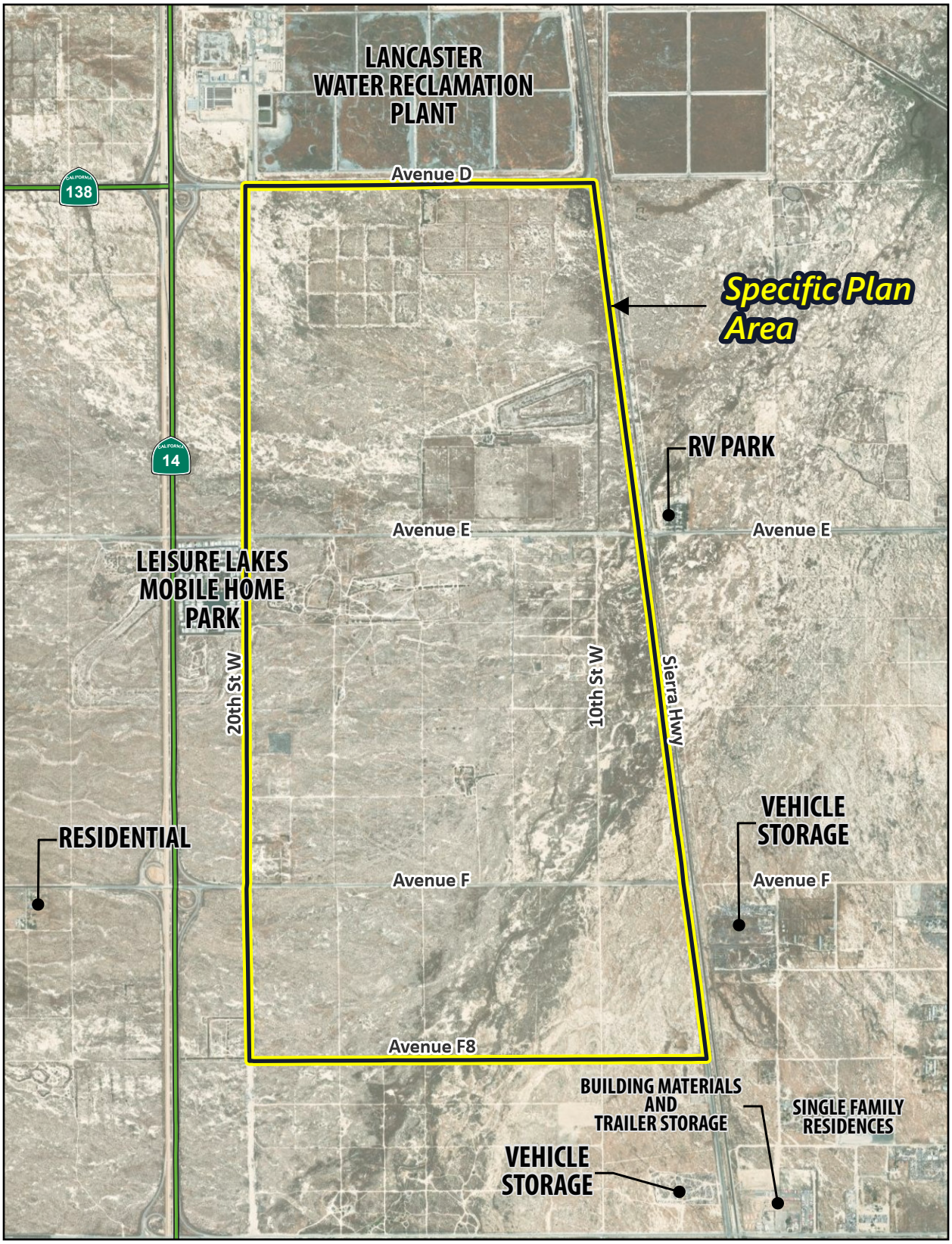
2.3.3 Geology and Soils

The NLISP area is located in the Antelope Valley surrounded by the Tehachapi Mountain range to the north and northwest, and the San Gabriel, Sierra Pelona, and Liebre Mountains to the south and southwest. Geologically, the area is part of the Mojave structural block. The region's geology consists of three main rock groups: crystalline rocks of Pre-Tertiary age; volcanic and sedimentary rocks of Tertiary age; and alluvial sedimentary rocks of Quaternary age. Soils are modern alluvium, modern alluvial fan deposits, and younger playa deposits that are Holocene to late Pleistocene in age.

From a seismic perspective, the NLISP area lies within a seismically active area referred to as the Mojave Desert Geomorphic Province of Southern California. Based on the California Department of Conservation, the nearest fault to the NLISP area is the Willow Springs Fault located approximately 9.3 miles to the northwest.

2.3.4 Vegetation and Biological Resources

The NLISP area contains a mixture of disturbed native desert scrub and disturbed and undeveloped land cover types. Amargosa Creek drains through the southeastern portion of the NLISP Area in a southwest to northeast direction towards the Piute Ponds and Rosamond Dry Lake.

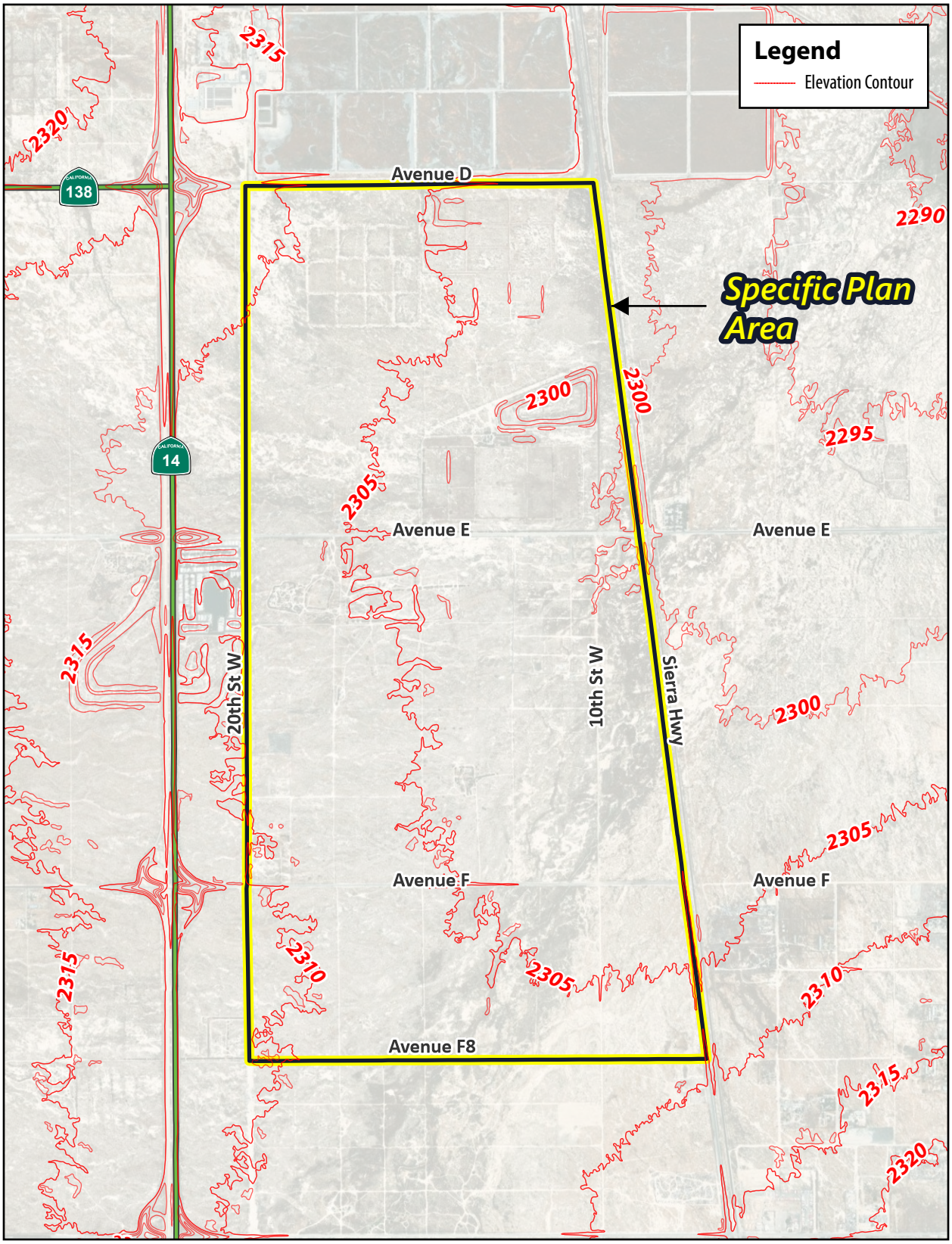


Source(s): Esri, Los Angeles County (2024)

0 550 1,100 2,200 Feet

FIGURE 2-1

EXISTING SITE CONDITIONS AND SURROUNDING LAND USES



Source(s): Esri, Los Angeles County (2024), USGS (2022)

FIGURE 2-2

0 550 1,100 2,200 Feet

USGS TOPOGRAPHIC MAP

CHAPTER 3 – PLAN ELEMENTS

3.1 VISION

The NLISP area is envisioned as a major business and employment center and attractor of economic growth to the City of Lancaster. The area is intended to contain a variety of uses ranging from small industrial and commercial buildings, to larger warehouse buildings, to heavy industrial facilities, supported by a system of master-planned public roads and utility infrastructure and having a complementary, high-quality aesthetic.

3.2 LAND USE PLAN

The NLISP allows for two land use types within its boundaries: Light Industrial (LI) and Heavy Industrial (HI). The NLISP area is divided into eight planning areas. A "planning area" is defined as a specific geographic area to which development standards are uniformly applied. Figure 3-1, *Land Use Plan*, depicts the physical arrangement of the planning areas and the major roadways within and abutting the NLISP area.

Table 3-1, *Land Use Plan Statistical Summary*, identifies each planning area and their respective land use designation, approximate acreage, and maximum development intensity. The maximum amount of total building area permitted in the NLISP area is 38,530,998 square feet (sf).

Table 3-1
Land Use Plan Statistical Summary

Planning Area	Land Use Designation	Acreage[1]	FAR[2]	Maximum Buildout[3]
1	Light Industrial	313.6	0.50	6,830,208 sf
2	Light Industrial	317.3	0.50	6,910,794 sf
3	Light Industrial	123.4	0.50	2,687,652 sf
4	Light Industrial	115.8	0.50	2,522,124 sf
5	Light Industrial	512.4	0.50	11,160,072 sf
6	Light Industrial	233.0	0.50	5,074,740 sf
7	Heavy Industrial	75.9	0.50	1,653,102 sf
8	Heavy Industrial	77.7	0.50	1,692,306 sf
	Roadway	91.6	--	--
	TOTAL	**1,860.7**		**38,530,998 sf**

[1] Acreages are approximate and subject to survey verification.

[2] FAR = Floor Area Ratio.

[3] Projects that were previously approved by the County of Los Angeles prior to the approval of the Specific Plan will have their square footage count towards the maximum buildout of a Planning Area.

"Floor Area Ratio (FAR)" is represented by the mathematical formula of dividing the total area of a building (measured in sf) by the square footage of the lot area on which the building is located, to generate a ratio of building area to gross land area. This is not the same as the building footprint.

3.2.1 Light Industrial (LI)

Planning Areas 1 through 6 are designated Light Industrial (LI) and cover approximately 1,615.5 acres. Planning Areas 1 through 6 are located in the northern, central, and southwestern portions of the NLISP area. Up to 35,185,590 sf of building area is permitted. The LI uses are envisioned to contain a range of manufacturing, warehousing and distribution, fulfillment center, parcel hub, indoor and outdoor storage, food manufacturing, repair shops, office, community facilities, commercial and other similar activities or uses. Refer to Table 5-1, *Permitted Uses*, for a comprehensive list of uses.

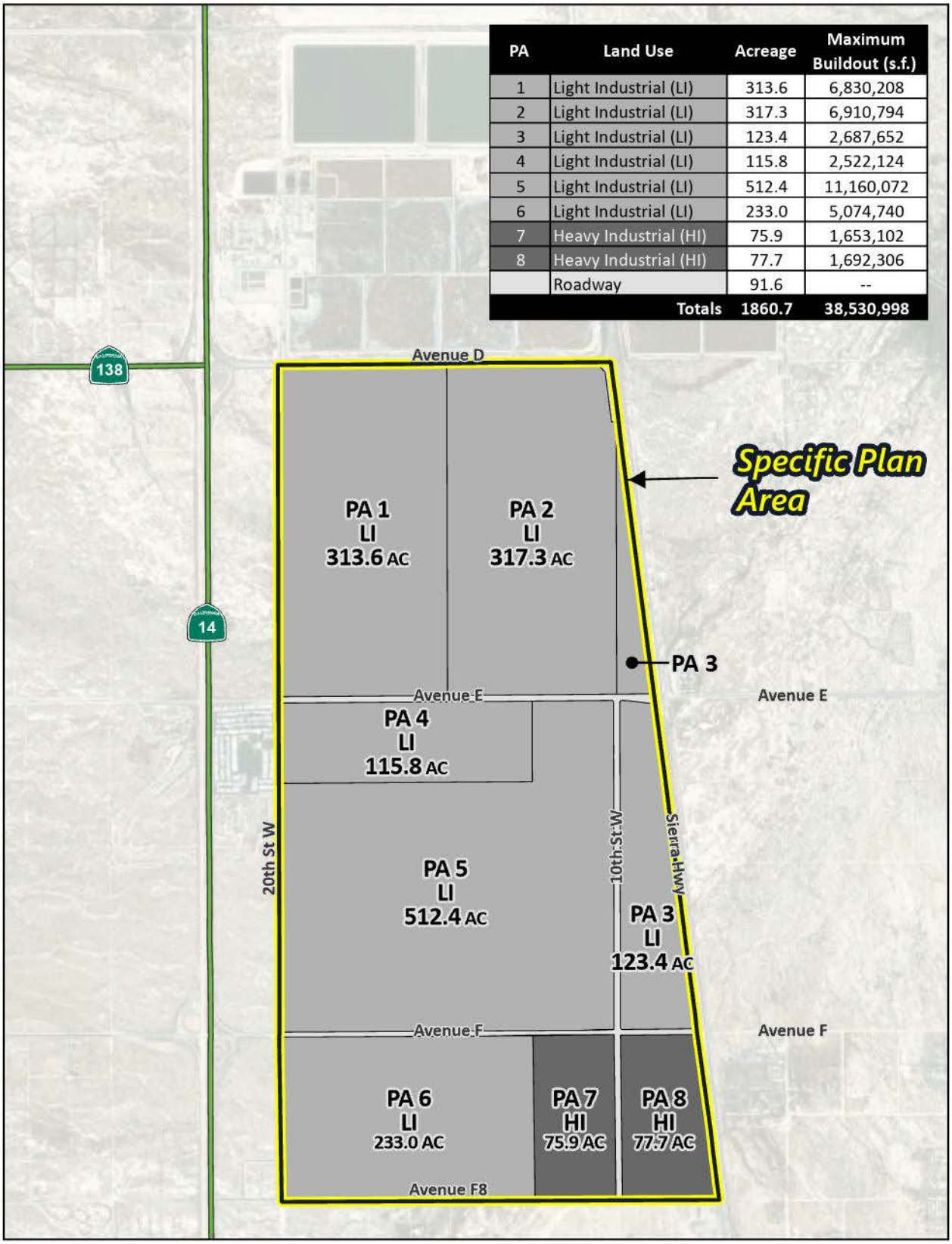
3.2.2 Heavy Industrial (HI)

Planning Areas 7 and 8 are designated Heavy Industrial (HI) and cover approximately 153.0 acres located in the southeastern portion of the NLISP area. Up to 3,345,408 sf of building area is permitted in Planning Areas 7 and 8. The HI uses are envisioned to provide a range of medium to high intensity industrial uses such as manufacturing, assembly, research and development, parcel hub, truck terminal, equipment repair, warehousing and distribution, and outdoor storage and stacking. Refer to Table 5-1, *Permitted Uses*, for a comprehensive list of uses.

3.3 General William J. Fox Airfield Land Use Consistency

A portion of the NLISP area is located within the boundaries of the General William J. Fox Airfield Land Use Compatibility Plan. As shown in Figure 3-2, *General William J. Fox Airfield Compatibility Map*, portions of Planning Areas 1, 4, and 5 are within Compatibility Zone C, portions of Planning Areas 1, 2, 3, 4, 5, and 6 are within Compatibility Zone D, and portions of Planning Area 6 are within Compatibility Zone E.

The governing document within the Airport Influence Area is the General William J. Fox Airfield Land Use Compatibility Plan (ALUCP). The ALUCP provides land use compatibility guidelines and noise contours for the compatibility zones. Land use and development standards established in the ALUCP may limit building height, building construction type, land uses, and floor area ratio (FAR) based on the proposed land use. Development within the General William J. Fox Airfield compatibility zones shall comply with the guidelines and standards provided in the ALUCP. If there are any inconsistencies between the ALUCP and Chapter 4, *Design Guidelines*, or Chapter 5, *Development Regulations*, of the NLISP, the requirements of the ALUCP shall govern.



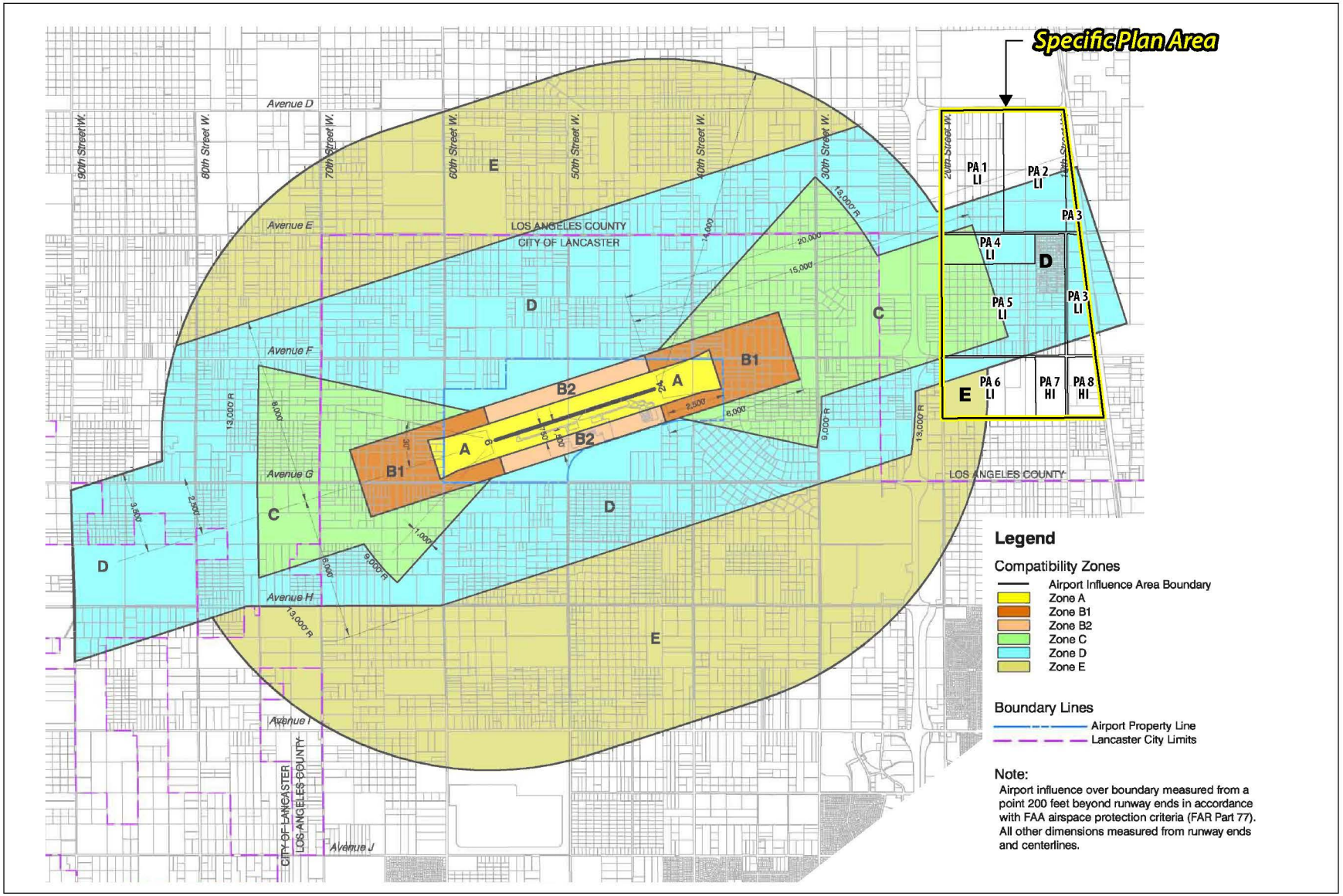
PA	Land Use	Acreage	Maximum Buildout (s.f.)
1	Light Industrial (LI)	313.6	6,830,208
2	Light Industrial (LI)	317.3	6,910,794
3	Light Industrial (LI)	123.4	2,687,652
4	Light Industrial (LI)	115.8	2,522,124
5	Light Industrial (LI)	512.4	11,160,072
6	Light Industrial (LI)	233.0	5,074,740
7	Heavy Industrial (HI)	75.9	1,653,102
8	Heavy Industrial (HI)	77.7	1,692,306
	Roadway	91.6	--
	Totals	**1860.7**	**38,530,998**

Source(s): Esri, Los Angeles County (2024), City of Lancaster (11-24-2013)

FIGURE 3-1

0 575 1,150 2,300 Feet

LAND USE PLAN



Source(s): General William J. Fox Airfield Land Use Compatibility Plan (December 2004)

FIGURE 3-2

Not to Scale

GENERAL WILLIAM J. FOX AIRFIELD COMPATIBILITY MAP

3.4 CIRCULATION AND ACCESS PLAN

The Circulation and Access Plan provides access for visitors, employees, and goods movement to and from the NLISP area.

3.4.1 Vehicular Circulation

Access to the NLISP area is provided by several roadways as shown on Figure 3-3, *Vehicular Circulation and Access Plan*. Final street design, intersection design, intersection spacing, intersection right-of-way, and traffic controls must conform to the City of Lancaster's Circulation Element, Master Plan of Complete Streets and other applicable City standards.

A. Major Arterials (Avenue D, Avenue E, Avenue F, 20th Street West, 10th Street West, and Sierra Highway)

As part of the Westside Annexation, the City of Lancaster will designate Avenue D, Avenue E, Avenue F, 20th Street West, 10th Street West, and Sierra Highway as Major Arterials. The City of Lancaster's General Plan does not currently designate truck routes. However, all major and secondary arterials are considered suitable for truck traffic.

- Avenue D forms the northern boundary of Planning Areas 1 and 2 and provides access to the NLISP area from off-site areas to the northeast and northwest. Avenue D intersects with State Route 14 (SR-14) providing a full movement interchange just to the west of the NLISP area.
- Avenue E forms the southern boundary of Planning Areas 1 and 2, the northern boundary of Planning Areas 4 and 5, and bifurcates Planning Area 3. Avenue E provides access to the NLISP area from off-site areas to the east and west.
- Avenue F forms the southern boundary of Planning Areas 3 and 5 and the northern boundary of Planning Areas 6, 7, and 8. This roadway provides access to the NLISP area from off-site areas to the east and west. Additionally, Avenue F provides an on- and off-ramp for SR-14 just to the west of the NLISP area.
- 20th Street West forms the western boundary of Planning Areas 1, 4, 5, and 6. This roadway provides access to the NLISP area from off-site areas to the northwest and southwest.
- 10th Street West forms the eastern boundary of Planning Areas 5 and 7 and the western boundary of Planning Areas 3 and 8. This roadway provides internal access within the NLISP area and from off-site areas to the south.
- Sierra Highway forms the eastern boundary of Planning Areas 3 and 8. This roadway provides access to the NLISP Area from off-site areas to the northeast and southeast.

As depicted in Figure 3-4, *Street Sections – Major Arterials and Secondary Arterials*, major arterials are designed to have a 100-foot-wide right-of-way (ROW), with 72 feet of the ROW designated

for vehicles and 14 feet on each side of the ROW designated for parkway landscaping and a meandering sidewalk.

The design details within each major arterial ROW, such as travel lane and turn lane striping patterns, lane widths, bike lane design, and pedestrian access design, are not specified in the NLISP and will be based upon City standards and approvals for individual developments. Developers within the NLISP area having property that fronts Major Arterial roads will be responsible for ROW dedication and the construction of half-width improvements (50 feet), or up to the roadway centerline. Additional roadway improvement requirements may be required beyond centerline and would be determined by the City during its review of the development application.

Improvements to major arterials shall comply with all applicable City of Lancaster requirements. Driveways and private streets providing access for buildings and uses may connect directly to the major arterials at the discretion of the City Engineer and/or Traffic Engineer. The locations of connection points shall be determined as part of the development review approval for each building and use.

B. Secondary Arterial (Avenue F-8)

As part of the Westside Annexation, the City of Lancaster will designate Avenue F-8 as Secondary Arterials.

- Avenue F-8 forms the southern boundary of Planning Areas 6, 7, and 8. This roadway provides access to the NLISP area from off-site areas to the southeast and southwest.

As depicted in Figure 3-4, *Street Sections – Major Arterials and Secondary Arterials*, each secondary arterial road is designed to have an 80-foot-wide ROW, with 52 feet of the ROW designated for vehicles and 14 feet on each side of the ROW designated for parkway landscaping and meandering sidewalks.

The design details within each secondary arterial ROW, such as travel lane and turn lane striping patterns, lane widths, bike lane design, and pedestrian access design, are not specified in the NLISP and based upon City standards and approvals for individual developments. Developers within the NLISP area having property that fronts the secondary arterial roads will be responsible for ROW dedication and the construction of half-width improvements (40 feet), or up to the roadway centerline. Additional roadway improvement requirements beyond centerline and would be determined by the City during its review of the development application.

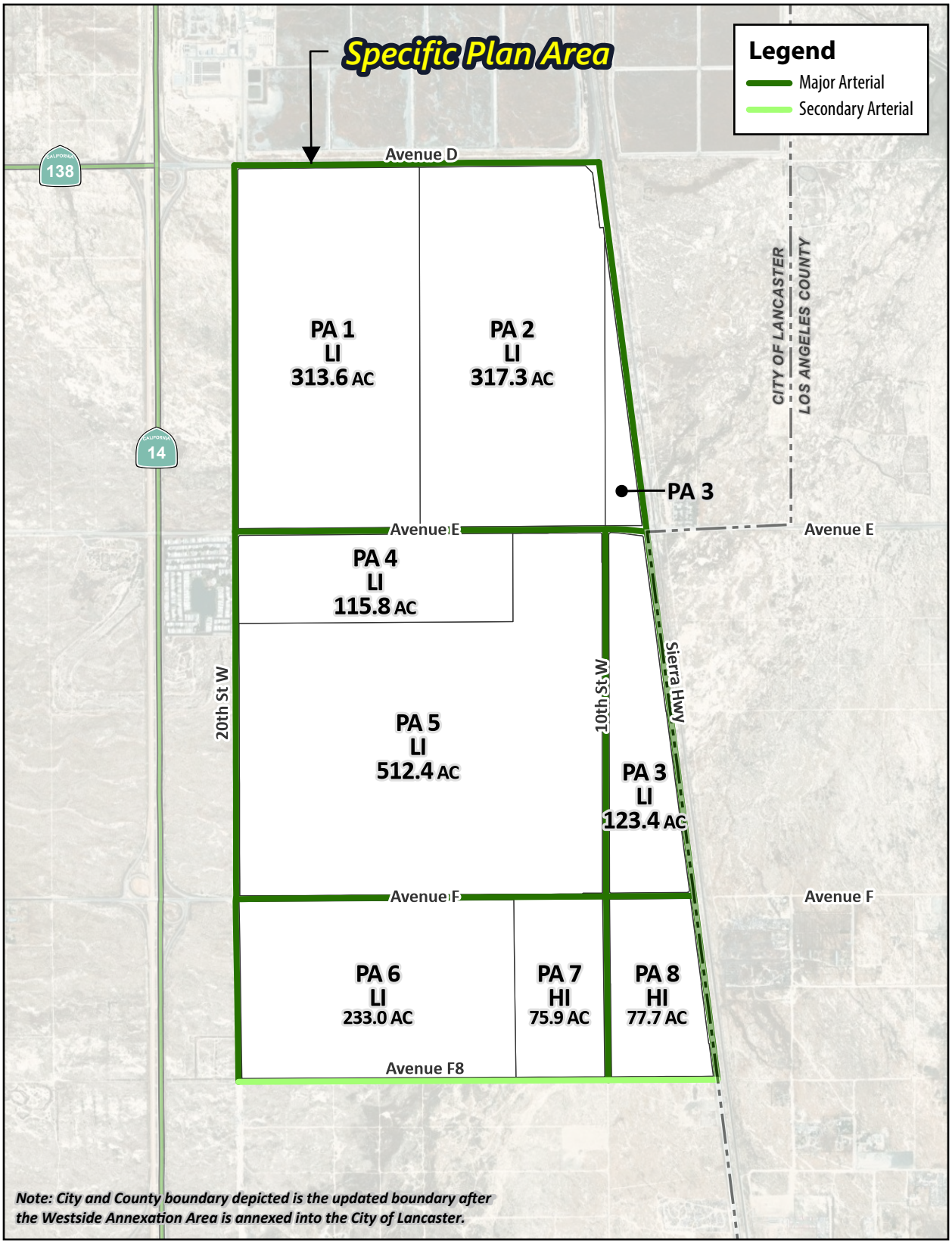
Improvements to secondary arterial roads shall comply with all applicable City of Lancaster requirements. Driveways and private streets providing access for buildings and uses may connect directly to the Secondary Arterial roads. The locations of connection points shall be determined as part of the development review approval for each building.

3.4.2 Non-Vehicular Circulation

The NLISP encourages access via non-motorized vehicles within the NLISP area through a network of sidewalks and bicycle lanes within the street ROWs. Sidewalks, other pedestrian improvements, and bike routes shall be determined as part of each building's and use's development review approval.

As illustrated in Figure 3-5, *Non-Vehicular Circulation and Access Plan*, meandering sidewalks will occur along all major arterial and secondary arterial roadways described in Section 3.4.1, *Vehicular Circulation*. The non-vehicular transportation improvements will ultimately connect to the existing City and County bike and trail system. Additionally, bike access is permitted within the major and secondary arterials ROWs within the NLISP area. However, bike lane delineation will be dependent on the adjacent building's or use's development review approval. Developers within the NLISP area with development projects fronting major arterial and secondary arterial roadways shall be responsible for constructing the sidewalks and bike lane facilities in the public ROW as part of their roadway frontage improvement requirements.

The Antelope Valley Transit Authority (AVTA) provides bus services approximately 1.5 miles south of the NLISP area, and Metrolink provides regional mass transit. The Antelope Valley Line provides services to Lancaster Station, approximately 3.1 miles south of the NLISP Area. Future expansion of AVTA services and the Antelope Valley Line may occur as ridership demand and funding increase.

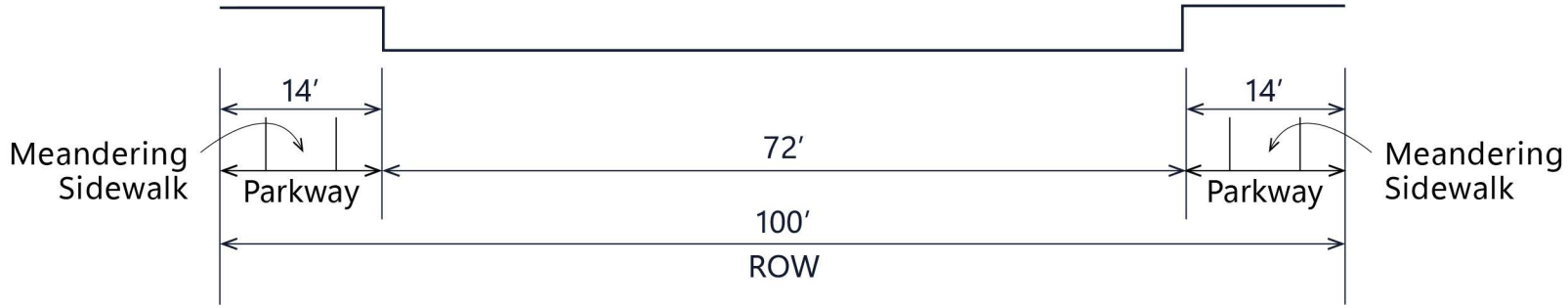


Source(s): City of Lancaster Local Road Safety Plan and Program (August 2022), Esri, Los Angeles County (2024)

0 525 1,050 2,100 Feet

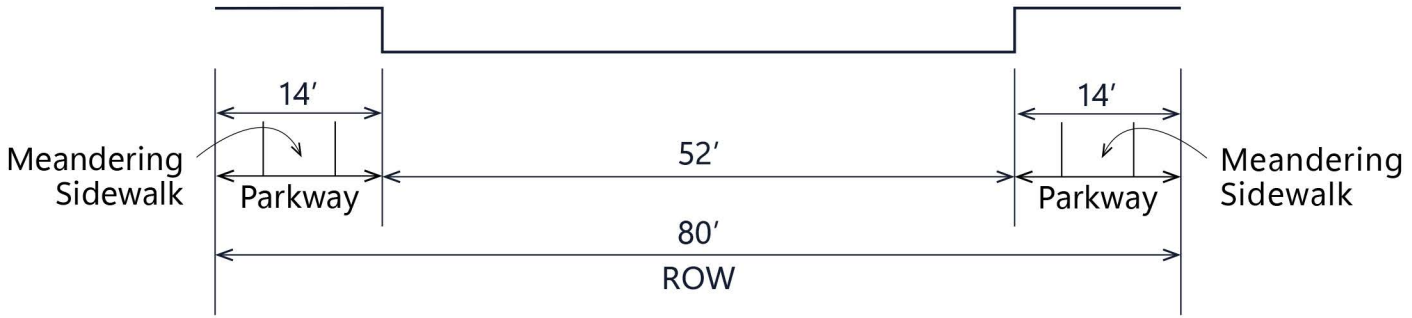
FIGURE 3-3

CONCEPTUAL VEHICULAR CIRCULATION AND ACCESS PLAN



MAJOR ARTERIAL

(AVENUE D, AVENUE E, AVENUE F, SIERRA HIGHWAY, 20TH ST W, AND 10TH ST W)



SECONDARY ARTERIAL

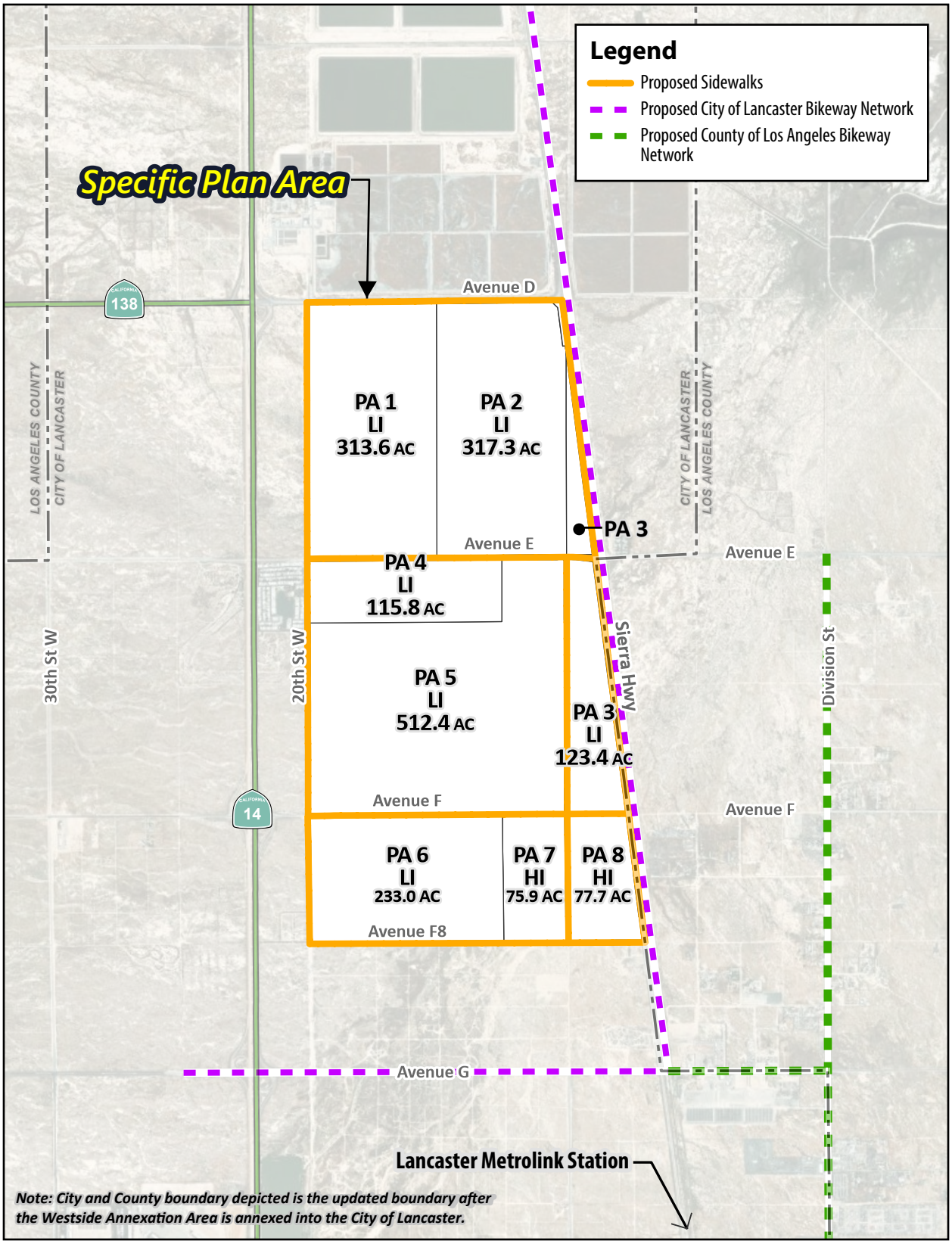
(AVENUE F-8)

Source(s): City of Lancaster Master Plan of Complete Streets (2016)

FIGURE 3-4

Not to Scale

STREET SECTIONS - MAJOR ARTERIALS AND SECONDARY ARTERIALS



Source(s): Esri, Los Angeles County (2024)

0 750 1,500 3,000 Feet

FIGURE 3-5

CONCEPTUAL NON-VEHICULAR CIRCULATION AND ACCESS PLAN

3.5 UTILITY INFRASTRUCTURE PLANS

Buildout of the NLISP area requires the installation of water, sanitary and storm sewer, and other utility infrastructure. Developers within the NLISP area with development projects fronting Major Arterial and Secondary Arterial roads will be responsible for installing utility infrastructure in the public ROW as part of their roadway frontage improvement requirements. Additionally, developers are responsible for installing the necessary infrastructure to connect to the backbone infrastructures described in the following sections.

All utility infrastructure improvements shall be constructed in accordance with applicable Los Angeles County Waterworks District, Los Angeles County Sanitation Districts, and City of Lancaster design standards and specifications.

3.5.1 Potable Water Plan

Potable water service for the NLISP area is provided by the Los Angeles County Waterworks District (LACWD). As depicted in Figure 3-6, *Potable Water Infrastructure Plan*, an existing LACWD 36-inch water main runs along Avenue H, approximately 1.5 miles south of the NLISP area. The existing water main will provide points of connection at 20th Street West, 10th Street West, and Sierra Highway.

The NLISP area requires the planning, design, and construction of public potable water systems. Onsite improvements include installing water lines within 20th Street West, 10th Street West; Avenue F-8; Avenue F; Avenue E; Avenue D; within the common border between Planning Areas 1 and 2; and within Sierra Highway. Offsite improvements include installing water lines within 20th Street West, 10th Street West; and Sierra Highway from Avenue H to Avenue F-8. Should additional infrastructure be needed within the WAA, an additional, optional potable water line can be installed within Avenue G. Additionally, developers are responsible for the installation of necessary infrastructure to connect to the backbone potable water infrastructure described above. The final sizing and design of the potable water system is subject to review and approval by the City's Engineer and LACWD.

3.5.2 Recycled Water Plan

Recycled water service for the NLISP area is provided by the Los Angeles County Sanitation Districts (LACSD). As depicted in Figure 3-7, *Recycled Water Infrastructure Plan*, there are no existing recycled water lines within the NLISP area. Developers of the NLISP will need to provide lines connecting the NLISP area and the Lancaster Water Reclamation Plant, which is immediately north of Avenue D.

The NLISP area requires the planning, design, and construction of the recycled water system. Onsite improvements include installing recycled water lines within 20th Street; along the common border between Planning Areas 1 and 2; within Sierra Highway; within Avenue D; within Avenue E; and within Avenue F. Offsite improvements will include installation of recycled water lines within 20th Street West between Avenue F-8 and Avenue H; and within Sierra Highway between Avenue

F-8 and Avenue H. Should additional infrastructure be needed within the WAA, an additional, optional recycled water line can be installed within Avenue G. Additionally, developers are responsible for the installation of necessary infrastructure to connect to the backbone recycled water infrastructure described above. The final sizing and design of the recycled water system is subject to review and approval by the City's Engineer and LACSD.

3.5.3 Sanitary Sewer Plan

Sanitary sewer service for the NLISP area is provided by the LACSD. As depicted in Figure 3-8, *Sanitary Sewer Infrastructure Plan*, existing sanitary sewer line runs along 20th Street West, traversing the western border of the NLISP area. The existing sanitary sewer main will provide points of connection at the intersection of Avenue D and 20th Street West, Avenue E and 20th Street West, and Avenue F and 20th Street West.

The NLISP area requires the planning, design, and construction of the sanitary sewer systems, which includes installing sanitary sewer lines within Avenue D; Avenue E; Avenue F; the southern section of 10th Street West; and within the common border of Planning Areas 6 and 7. Should additional infrastructure be needed within the WAA, an additional, optional sanitary sewer line can be installed within Avenue G. Additionally, developers are responsible for the installation of necessary infrastructure within their development site within the NLISP area to connect to the backbone sanitary sewer infrastructure described above. The final sizing and design of the sanitary sewer system is subject to review and approval by the City's Engineer and LACSD.

3.5.4 Storm Water Management Plan

The master storm drain system for the NLISP area shall follow the standards provided in the City of Lancaster Master Plan of Drainage. The best management practices for industrial and heavy industrial development in the NLISP area will include erosion control, directing of stormwater runoff away from operating, processing, fueling, cleaning and storage areas, and exercising general good housekeeping practices to minimize operational impacts to water quality. Storm water management plans shall be consistent with the latest version of the City of Lancaster Master Plan of Drainage. The final design of the storm water management plan within the NLISP area is subject to review and approval by the City's Engineer.

3.5.5 Dry Utilities Plan

Electricity is provided by Lancaster Choice Energy and Southern California Edison (SCE) provides the distribution, billing, and customer service to the NLISP area. Communication services are offered by multiple carriers, including Race Communications and Frontier Communications. Natural gas is provided by Southern California Gas Company (SoCal Gas).

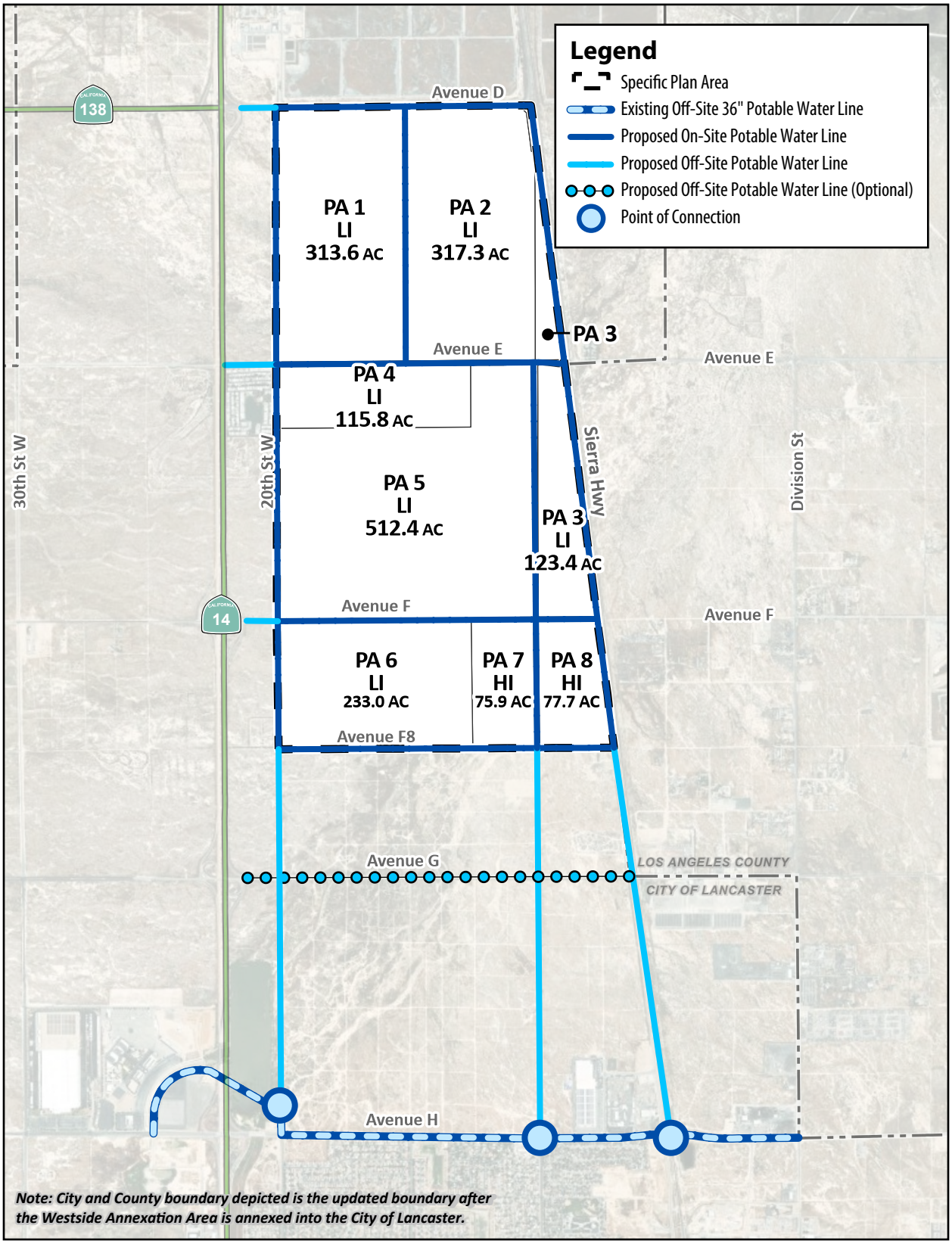
As shown in Figure 3-9, *Dry Utilities Infrastructure Plan*, existing dry utility lines are within Avenue D, Avenue E, 10th Street West, and the northern portion of Sierra Highway. The existing dry utility lines provide points of connection at the intersection of Avenue F and 10th Street West, and along Avenue E, and at the common border of Planning Areas 1 and 2.

The NLISP area requires the planning, design, and construction of the dry utilities system, which includes installing dry utility lines within 20th Street West; the southern portions of Sierra Highway; Avenue F; along the common border between Planning Areas 1 and 2; and within Planning Area 6. Offsite improvements will include installation of dry utility lines along 20th Street West and Sierra Highway between Avenue F-8 and Avenue H. Should additional infrastructure be needed within the WAA, additional, optional dry utility lines can be installed within Avenue G. Additionally, developers are responsible for the installation of necessary infrastructure to connect to the backbone dry utilities infrastructure described above. The final design of the dry utilities system is subject to review and approval by the City's Engineer.

3.5.6 Solid Waste

The solid waste provider for businesses within the NLISP area is Waste Management. Solid waste and recycling are taken to one of two landfills in the Antelope Valley: the Lancaster Landfill & Recycling Center and the Antelope Valley Landfill.

Based on the City of Lancaster's franchise agreement with Waste Management, all businesses within the NLISP area are required to have trash services. Waste Management will provide separate bins for trash, recycling, and organic waste.

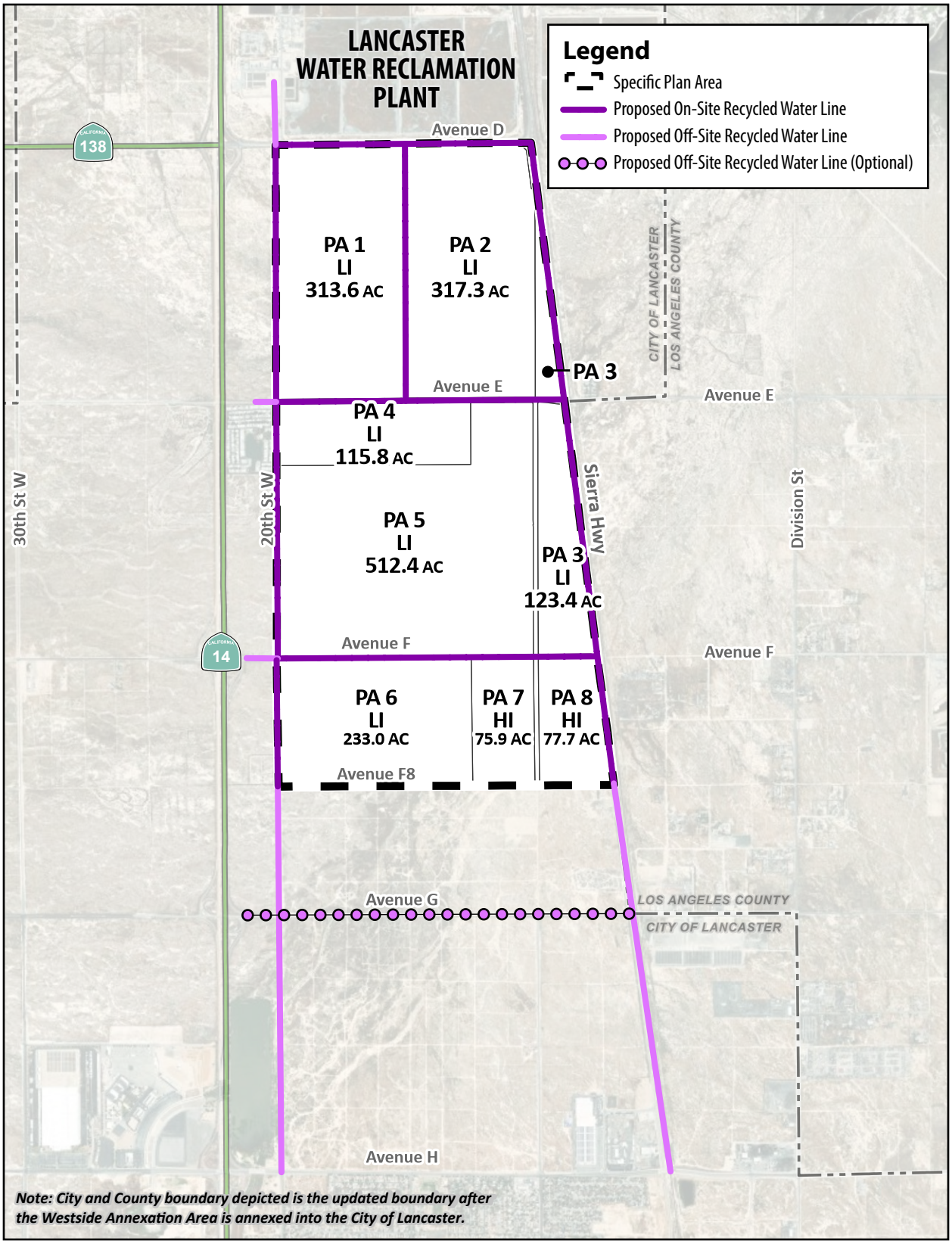


Source(s): Esri, Los Angeles County (2024)

FIGURE 3-6

0 750 1,500 3,000 Feet

POTABLE WATER INFRASTRUCTURE PLAN

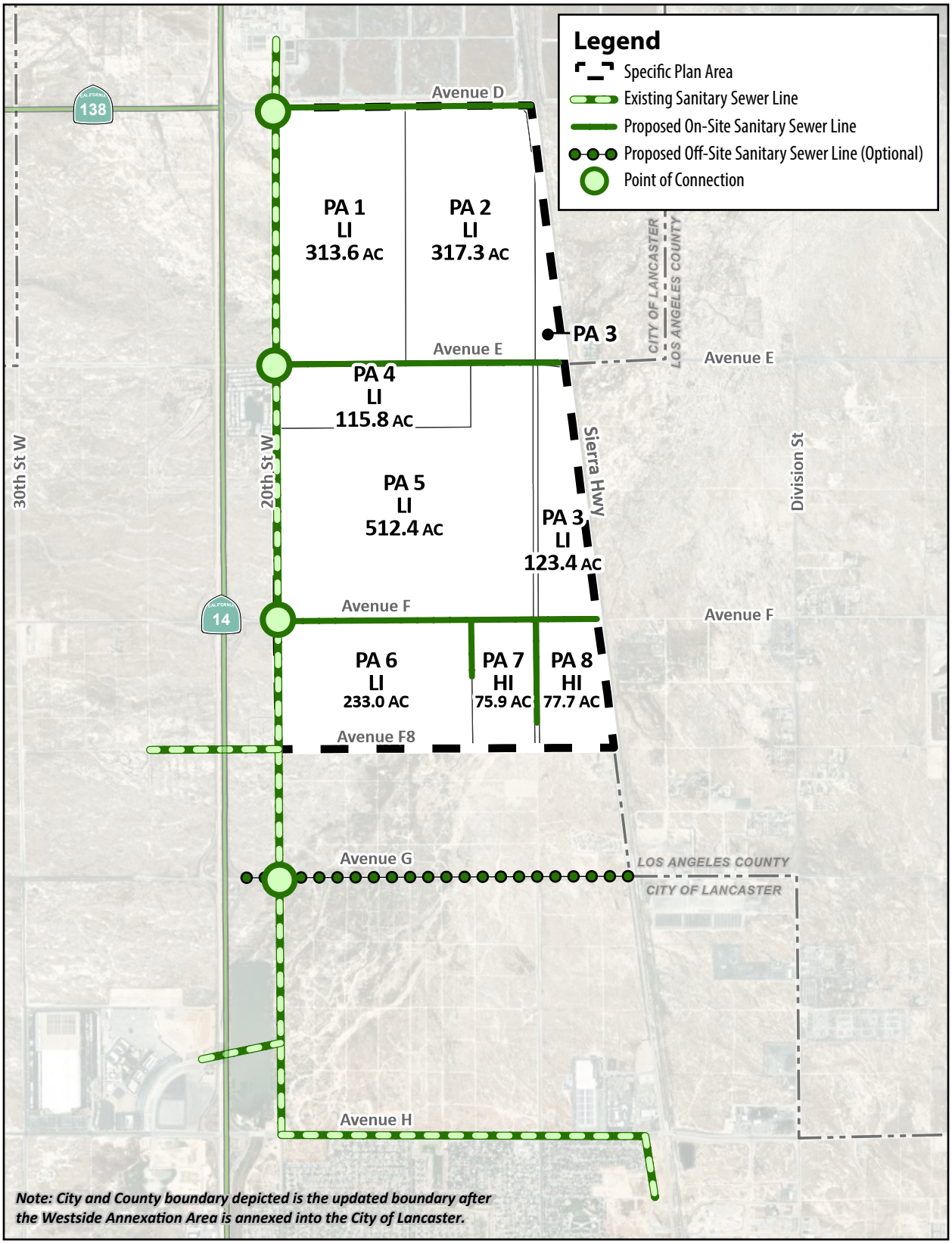


Source(s): Esri, Los Angeles County (2024)

FIGURE 3-7

0 750 1,500 3,000 Feet

RECYCLED WATER INFRASTRUCTURE PLAN

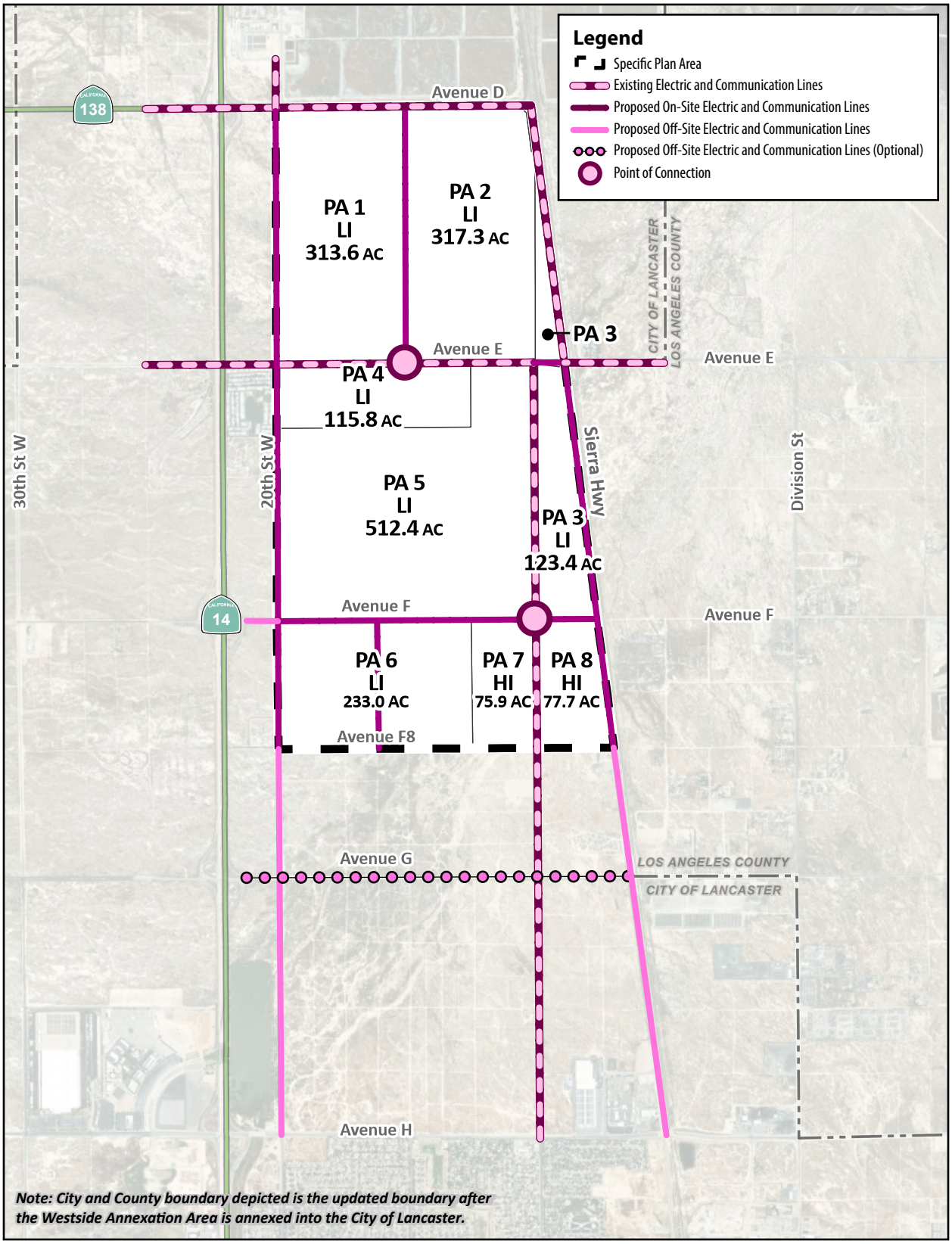


Source(s): Esri, Los Angeles County (2024)

FIGURE 3-8

0 750 1,500 3,000 Feet

SANITARY SEWER INFRASTRUCTURE PLAN



Source(s): Esri, Los Angeles County (2024)

FIGURE 3-9

0 750 1,500 3,000 Feet

DRY UTILITIES INFRASTRUCTURE PLAN

CHAPTER 4 – DESIGN GUIDELINES

4.1 PURPOSE AND INTENT

The design guidelines presented in this chapter describe the quality and character of physical development expected in the NLISP area. While the design guidelines presented herein provide general direction to architects, landscape architects, and other design professionals, they are also meant to provide a certain level of flexibility to allow creative expression in the design of implementing development projects and in keeping with continuously evolving design trends. Development projects are expected to substantially conform to these design guidelines to ensure visual cohesiveness throughout the NLISP area, resulting in a complementary collection of buildings and uses

These guidelines address four principal components: Site Planning Guidelines, Architectural Guidelines, Signage Guidelines, and Landscape Guidelines. These components are the defining elements that establish the design concept, physical character, and overall aesthetic theme of the NLISP area.

The objectives of the design guidelines are to:

- Describe the thematic elements expected in the NLISP area.
- Provide the City of Lancaster with assurance that the NLISP area develops in accordance with the quality and character described within this Specific Plan.
- Guide developers and design professionals to achieve a consistent design theme while allowing flexibility for practical application and creative concepts.
- Establish an aesthetic benchmark that provides guidance for the City of Lancaster's staff during their reviews of implementing development projects.
- Ensure that the quality of implementing development projects upholds the intent of the City of Lancaster General Plan, applicable requirements of the Lancaster Municipal Code (LMC), the City's 2009 Design Guidelines, and the California Green Building Standards Code (CalGreen).
- Recognize existing and planned surrounding land uses and identify interface treatments that ensure compatible co-location of varying uses.
- Encourage sustainable, energy-efficient, and environmentally-friendly design practices that conserve water and energy and reduce fossil fuel consumption. Guidelines that uphold environmental responsibleness are indicated with an (E) throughout this chapter.

4.2 APPLICABILITY

The design guidelines presented in this chapter apply to all development within the NLISP area except where it is expressly noted that certain guidelines apply only to specific land uses or locations. The photographs, illustrations, and exhibits depicted herein are intended as visual aids to convey an overall theme. Exact replication of the examples is neither required nor anticipated. The design theme is intended to be interpreted in ways that allow responsiveness to contextual conditions, including, but not limited to, changes in the real estate market, the needs and desires of future building users, technology advancements, and fluctuation in economic conditions.

Development projects within the NLISP area will establish specific building locations, sizes, and orientations, parking lot layouts, internal circulation, landscaping, lighting, and signage as part of Site Plan Review approvals, in conformance to these design guidelines.

The City of Lancaster's Design Guidelines (2009), the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Program (v.5), and various best practices for industrial building design were consulted during the preparation of this chapter.

As promoted by the City's Design Guidelines, it is recommended and encouraged that implementing development projects incorporate, to the extent feasible, design criteria established by the United States Green Building Council's LEED Program. Pursuing and obtaining LEED certification for individual buildings or development projects is not required or expected, but incorporating relevant LEED principals for building cores and shells as if certification would be pursued, is a noble goal towards establishing the NLISP area as an equitable, healthy, and resilient employment center that positively contributes to a future, decarbonized economy.

Buildings within the NLISP may vary in size. For purposes of these design guidelines and to establish expectations about the level of site planning and architectural detail desired, buildings are classified into three size categories:

- **Small:** Up to 75,000 sf,
- **Medium:** 75,001-249,999 sf, and
- **Large:** 250,000 sf and greater.

Guidelines presented in this chapter that are recommended but not required are indicated by the word "should." Guidelines that are mandatory are indicated by the words "shall" or "must."

4.3 Design Theme

The NLISP exhibits a sense of place for business, trade, and economic competitiveness conducted in a high-quality environment where companies establish, grow, and thrive. The size and function of a building often directly influence its design elements, from accessibility to security, visibility, and logistics. Building design within the NLISP area should consider the planned size and use, as these are crucial to ensuring structures are functional, safe, and efficient while also having aesthetic appeal.

Buildings within the NLISP area should be designed appropriately for their intended use and size but should share some design features across all planning areas to create a harmonious visual environment. As such, the inspirational design theme for the NLISP area exhibits a California-desert palette of building, landscape, and hardscape materials, conceived from the site's geographic context, climatic conditions, and the desire to promote sustainable building practices and low water use.

All buildings should reflect earth-toned colors as the primary theme, but also include accent colors and/or materials to enhance the building's appearance. Landscape designs for the individual planning areas should consist of climate appropriate plantings and smart irrigation systems in accordance with CalGreen.

Design elements within each planning area should be compatible in character, massing, and materials, and reflect the surrounding desert environment. Creativity and building user branding are expected for implementing development projects; however, overall thematic design integrity of the primary building color palette and massing is desired among all buildings within a single planning area and generally across the NLISP area so that a complementary visual image is maintained.

4.4 SITE PLANNING GUIDELINES

4.4.1 Site Orientation and Planning

The following site orientation and planning guidelines are to be considered when designing a site plan for development within the NLISP area. These guidelines focus on sense of place, ensuring adequate visibility and wayfinding for vehicles, pedestrians, and bicyclists, and establishing pleasing aesthetic environments.

1. The building's front, primary entry, and windows should be oriented toward the public street or driveway from which it takes primary passenger vehicle and pedestrian access. Landscaped areas in the site design also should be oriented toward and be visible from this direction.
2. Primary vehicular and pedestrian entries to a development site from the public street system should be readily visible to motorists and pedestrians. This will encourage clear access and visibility of main access points and building entrances used by customers and visitors.
3. Provide easily-recognizable pedestrian access to building entrances from the street, parking areas, and perimeter sidewalks. Walkways should be included to building's visitor entries even for buildings lacking direct public street frontage to enable clear wayfinding.
4. All sides of a building, particularly those that orient towards and are visible from a public street shall be attractive, even if vehicular and pedestrian access to the building is not available from that street.

5. Interior to a development site, provide a well-organized site plan that emphasizes safe and functional vehicular, pedestrian, and bicycle flow and that orients attractive sides of buildings and landscaping towards public view.

6. Where feasible and appropriate, provide separate entrances into a building for service functions to prevent conflict with front entries used by customers/visitors.

4.4.2 Medium and Large Logistics Use Buildings

The following requirements shall apply to buildings 75,001 sf or larger that have loading docks intended and are to be used primarily to store cargo, goods, or products for distribution by Class 7 and Class 8 trucks (heavy-duty trucks with gross vehicle weight ratings over 26,001 pounds) to business or retail customers, or both, and that do not predominantly serve retail customers onsite ("logistics uses"). These uses are indicated with a **(L)** in Table 5-1, *Permitted Use Table*.

1. Entry gates into truck courts serving loading docks shall be positioned after a minimum of 50 feet of total available stacking depth inside the property line. The stacking depth should be increased by 70 feet for every 20 loading docks beyond 50 loading docks, to the extent feasible.

2. Loading dock openings shall be no closer than 500 feet from the property lines of sensitive receptors located outside of the NLISP boundary (using a direct straight-line method of measurement) if the sensitive receptor exists at the time that an entitlement application for the building is filed with the City of Lancaster. Sensitive receptors are defined in Section 5.2.

3. If at least 900 feet of separation is provided between all loading dock openings and the property lines of sensitive receptors located outside of the NLISP boundary, measured using a direct straight-line method, no additional loading dock orientation guidelines shall apply.

4. If loading dock openings are between 501 feet and 899 feet from the property lines of sensitive receptors located outside of the NLISP boundary (using a direct straight-line method of measurement) and the sensitive receptor exists at the time that an entitlement application for the building is filed with the City of Lancaster, the following shall apply.

    a. To the extent feasible, refrain from positioning loading bays on the building façade that directly faces the sensitive receptor.

    b. There shall be buffering and screening elements provided between the loading dock openings and the sensitive receptor property lines that collectively measure at least 50 feet in width. Screening can consist of irrigated landscaped area planted with drought-tolerant evergreen screening trees, landscaped berms, solid decorative wall, and comparable materials. The height of walls and berms, if used, shall be at least 10 feet. Trees used for screening in linear row should be placed no further than 40 feet on center and at least two rows of trees are encouraged in

a staggered planting pattern. Trees used for screening and buffering shall be a minimum size of 24-inch box at initial planting. Palm trees shall not be used for screening purposes.

4.4.3 Parking and Loading Areas

1. Clear lines of sight shall be provided at passenger vehicle driveways and entry points and at truck and service vehicle driveways and entry points.
2. Passenger vehicle parking areas shall be landscaped to break up the monotony of large expanses of parking. Landscaped islands shall not be required in covered parking areas or in parking areas primarily reserved for trucks and trailers.
3. Passenger vehicle parking areas shall be at least 50% shaded with landscaping at maturity or by other shading methods such as covered parking. (E)
4. Covered parking should include the installation of photovoltaic (PV) panels. (E)
5. Parking areas for visitors and guests should be located near primary building entrances.
6. Drive aisles for use by Class 7 and Class 8 trucks should not be positioned between passenger car parking areas and primary building entrances used by visitors.
7. Loading dock areas may be secured by walls or fencing with access controlled through a manned or unmanned access gate.
8. Gravel shall not be used as the surface of permanent parking areas.
9. For development sites 5.0 acres or larger having a use specified in Table 5-1 under the *Manufacturing and Assembly* category and the *Warehouse, Transportation, Freight, and Storage Services* category, drive aisles, truck courts, and permanent truck and trailer storage lots shall be composed of light-colored concrete or a comparable material that has a lower heat island effect than asphalt. Asphalt surfaces are discouraged for use in these areas. Specific materials to be utilized are at the discretion of the City Engineer. (E)
10. The installation of electric vehicle (EV) charging stations for passenger vehicles, above the minimum number required by CalGreen, is encouraged. (E)
11. For Large buildings (250,000 sf and larger) that attract Class 7 and Class 8 trucks, an area of the parking lot or truck court shall be identified where electric truck charging can potentially occur. Conduit is encouraged to be installed as feasible between the building's electrical room and the designated area to facilitate the future installation of electric truck charging stations as demanded by the eventual building user(s), the trucking industry, or by future federal, State, or local regulatory requirements. (E)

4.5 ARCHITECTURAL STYLE GUIDELINES

The architectural style guidelines serve as a framework for achieving high-quality and sustainable building design in the NLISP area. The guidelines focus on architectural styles and details, building mass and scale, materials and exterior colors, articulation details, and energy efficiency features.

Building designs are encouraged to address the effects of strong desert sunlight on architecture, using architectural elements such as awnings on Small buildings or plane changes on Medium and Large buildings that will create shadows for visual interest. Additionally, building designs are envisioned to include a complementary palette of primary and secondary accent colors, materials, and textures to articulate façades and create visual appeal. Design elements are expected to be compatible in character, massing, and materials to promote a clean and contemporary feel.

Small Building Examples (Up to 75,000 sf)

Medium Building Examples (75,001 – 249,999 sf)

Large Building Examples (250,000 sf and greater)

Large building architectural style may result in an emphasis on building massing over structural articulation. In this instance, buildings are characterized by cubic masses with offset wall planes, materials and colors that are attractively combined and viewed as a logical extension of the natural environment's material and color palette. Building character should complement the surroundings of an arid high desert landscape.

Small and Medium sized buildings may also be cubic but are envisioned to offer more articulation such as awnings, eyebrows, glazing, and building offsets. Form does follow function, as buildings should be built for their intended uses, however, design elements to soften the structure are required.

4.5.1 Four-Sided Architecture

Architectural details shall be applied to all façades to avoid blank walls. As such, buildings shall reflect four-sided architecture by having design elements from the front and other prominent elevation sides, share features on less prominent elevation sides such as eyebrows, color blocking, and wall plane offsets.

1. Avoid blank walls by providing articulation on building elevations visible from a public right-of-way through elements such as cornices, parapets, glazing, and changes in materials and/or colors.
2. Provide the greatest level of articulation on the front façades that are visible from public rights-of-way and at the main building entrances but share some of those details onto the less visible sides.
3. Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
4. Employ recessed or covered building entrances used by visitors to provide shade and visual relief while also announcing the building entries.
5. In commercial uses and more customer-visited businesses such as a small automotive repair shop or retail business, special consideration should be paid toward the more publicly occupied areas such as front patio/waiting areas and storefronts.

4.5.2 Building Form and Massing

To ensure that building designs complement one another and are aesthetically appealing, the following guidelines apply to all sides of a building.

1. Scale, massing, fenestration, materials, and colors shall be consistent with the building's intended use and architectural style and complement the aesthetic theme in the greater NLISP area.
2. Building size and form shall be appropriate to its use. For example, logistics and warehouse buildings may be larger simplified structures, whereas commercial/retail uses have

opportunity for buildings smaller in size and with a greater amount of glazing/articulation along public rights-of-way and common spaces (e.g., patios, plaza areas).

3. Simple geometric shapes shall be used as the overall building form.
4. Pedestrian entrances to buildings (with the exception of service doors and emergency exit doors) shall be obvious, using changes in massing, color, and/or building materials.
5. For Large and Medium sized buildings and buildings over 60 feet in height, building form and massing techniques should be used as feasible to bring added visual interest and avoid the appearance of a monolithic structure. Techniques include but are not limited to the use of plane offsets, vertical and/or horizontal banding, and stacked window placement.
6. Building projections and/or wing walls projecting from the building should be used as feasible to assist in screening truck courts, loading dock areas, and outdoor storage areas from public view.

4.5.3 Building Materials, Colors, and Textures

Building materials and colors play a key role in visual association. Using a complementary primary color palette among all or most buildings in the NLISP area will assist in establishing a unified visual theme. An earth-toned color palette is selected inspired by dawn to dusk hues cast on the surrounding desert landscape.

The selected exterior materials and colors of individual buildings should utilize the proposed palette, with variations that provide visual interest. The following guidelines apply to building materials and color:

1. Primary exterior building colors shall be shades of brown, tan, beige, gray, and cream. Prominent use of darker or more vibrant accent colors may be provided at building entrances and other focal points.
2. Bright primary colors that will clash with the color palette are prohibited, except in building user branding elements or signage.
3. Appropriate primary exterior building materials include concrete, metal, brick or other appropriate masonry materials.
4. Architectural and trim detailing on building facades shall be clean, simplistic, and not overly complicated.
5. Material changes shall occur at intersecting planes, preferably at the inside corners of change of wall planes or where architectural elements intersect.
6. Exposed downspouts, service doors, and mechanical screen colors shall be the same color as the adjacent wall.

7. Paints and other architectural coatings shall be selected that have a low volatile organic compound (VOC) levels. (E)

Primary Colors:

Tans

Browns/Beige

Grays

Creams

Secondary Colors:

Terracotta

Silver

Dark Blue

Green

Limited Accents:

All Colors

4.5.4 Windows and Doors

1. Primary visitor building entries shall be clearly identifiable.
2. Where feasible, areas near doors of Medium and Large buildings where employees or visitors may be dropped off or picked up by carpools, vanpools, and shared ride services should be covered with shade and include a kiosk or sign. The placement and design of these areas shall be determined at the tenant improvement stage of building design. (E)
3. Window styles and trims should be consistent in form and color on individual buildings. Window trims shall be finished in a consistent color on all sides of a building.
4. The desired window style is square or rectangular-shaped glass panels with large glass masses. Glass should be clear or colored with subtle reflectiveness. Highly reflective glass or surfaces are prohibited.
5. Unfinished/untreated metal window or door frames are prohibited. Black and silver anodized frames are allowed.

4.5.5 Walls and Fencing

The following guidelines for walls and fencing will ensure that these features complement the overall NLISP design theme, and are attractive, scaled appropriately, durable, and integrated consistently within the NLISP area.

1. Walls and fences shall be built with attractive, durable, weather-proof materials including but not limited to concrete, masonry block, tubular steel, or wrought iron. Chain link fencing is permitted but not preferred and shall not be placed along a major roadway (Ave G, Ave F, etc.) Use of chain link fence elsewhere is subject to Director's Review. Materials may also be combined; for example, tubular steel fencing placed on top of a low masonry wall.
2. Walls used for noise attenuation must be of solid construction with no openings.
3. Wall and fencing materials shall be visually compatible with the design of the associated building. For developments that have no building, wall and fencing materials shall visually complement design elements found on adjacent parcels or along the same street.
4. Landscaped berms may be used in combination with walls or fences to provide visual screening. Landscaping may be used for visual screening instead of walls and fences in locations where a solid physical barrier is not needed.

Solid Concrete Noise Attenuation Wall

Entry Gate and Solid Wing Wall

Wrought Iron Over Masonry Wall

4.5.6 Utilities and Integrated 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 positioned out of public view or screened from public view. Screening may be accomplished with solid walls or fences, and in limited instances, landscaping.
2. All roof-top equipment shall be screened.
3. Roof access ladders shall be interior to the building unless it is infeasible (e.g., extremely tall buildings) to provide internally.

4. Electrical equipment rooms shall be located within the building envelope. Pop-outs or shed-like additions are prohibited.
5. For Large and Medium sized buildings accommodating a use specified in Table 5-1 under the *Manufacturing and Assembly* category and the *Warehouse, Transportation, Freight, and Storage Service*s category, buildings shall have adequately sized electrical rooms to hold electrical panels sufficiently sized to accommodate the future installation of EV charging stations and rooftop solar panels. Electrical panels are not required to be installed until they are needed. (E)
6. As allowed by the utility providers, utility meters should be advanced smart-reader ready or use comparable technology. (E)
7. Dock seals and plug-in electric outlets shall be provided at loading bays that serve temperature-controlled (chilled, refrigerated, or freezer) warehouse space. (E)
8. Outdoor electric outlets shall be installed in logical exterior locations where electric-powered landscape maintenance equipment can plug in and charge. (E)
9. For Large and Medium sized buildings with loading docks, outdoor electric outlets shall be installed in loading dock truck courts to facilitate the use and charging of electric-powered equipment such as forklift and yard hostlers. (E)
10. HVAC equipment should be high-efficiency. (E)
11. Wall-mounted items, such as electrical panels placed on the exterior of a building shall be screened or incorporated into the color palette and architectural elements of the building so as not to be visually apparent from public streets.
12. To reduce water use and associated energy use, buildings shall include water conservation measures such as the installation of low-water use appliances and fixtures. (E)
13. The installation of low-profile roof-top wireless facilities are highly encouraged over ground-mounted mono-pole wireless equipment.

4.5.7 Building Roofs

1. Roof areas not covered by solar panels shall have a light color and include other cool roof principles. A cool roof is designed to reflect more sunlight than a conventional roof, absorbing less solar energy. (E)
2. Rooftop equipment, including but not limited to mechanical equipment, electrical equipment, emergency generators, storage tanks, wireless communication facilities, satellite dishes, vents, exhaust fans, smoke hatches, and mechanical ducts, shall be screened by parapet walls or architecturally compatible rooftop screens so that the equipment is not visible to the public.
3. Roofs shall be designed to support the future installation of solar panels. (E)

4. As part of shell building construction, solar panels shall be installed as required by CalGreen. As part of tenant improvement permits, the building user's electric needs and the utility company's transformer capacity shall be assessed to determine the appropriate and feasible amount of ultimate rooftop solar. (E)

5. In Large buildings, skylights shall be installed in a minimum of 1% of the building roof area, where feasible. If skylights are not installed, equivalent LED lighting shall be installed in the building interior. (E)

4.5.8 Trash Enclosures

1. Compactors for trash and recycling may be used in lieu of trash bins.

2. Trash enclosures shall be sized and designed to meet all applicable bin requirements specified by regulatory agencies and the local waste hauler for separated trash, recyclables, and green waste collection. (E)

3. The preferred locations for placement of outdoor trash enclosures are inside secured truck yards, behind or to the side of buildings, and out of view from public streets. Trash enclosures shall be covered with a trellis or roof.

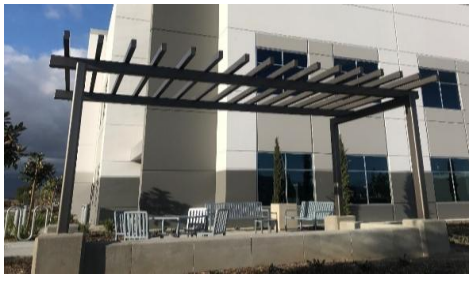
4.5.9 Outdoor Amenities/Design Elements

The following guidelines apply to outdoor amenities on private property.

1. For Large buildings, an outdoor employee break area shall be provided. For Medium and Small buildings, break areas are optional and may be shared between adjacent buildings if there is a reciprocal use agreement put in place. The placement, size, and design of break areas shall be determined during the tenant improvement phase of building design.

2. Outdoor employee break areas, where provided, should include at minimum, shaded areas, seating, and trash receptacles. Break areas could also include creative elements such as sport courts, barbeque grills, fitness stations, outdoor work spaces, etc.






4.5.10 Outdoor Lighting

Outdoor lighting within the NLISP area is an essential architectural component that provides aesthetic appeal and enhances safety and security. Street lighting shall adhere to applicable City of Lancaster requirements. The following guidelines shall apply to outdoor lighting on private property. These guidelines supplement Lancaster Municipal Code (LMC) standards for footcandle and other technical requirements.

1. All pole-mounted lighting fixtures shall be selected from the same or complementary family of fixtures with respect to design, materials, fixture color, and light color.
2. Lighting used in private areas should take visibility for pedestrian safety into consideration. Lighting fixtures such as wall mounted security lights and walkway bollard lights may be installed.
3. Lights shall be LED or comparable forms of energy-conserving lighting. (E)
4. To conserve energy, use of dimmers and motion sensors is encouraged except in areas where doing so would be impractical or compromise safety. (E)
5. Neon and similar types of bright, colored lighting are prohibited except as part of advertising signage. Lighting also is prohibited that could be mistaken for airport lighting or that would create glare.
6. All electrical meter pedestals and light switch/control equipment shall be located in areas with minimum public visibility or they shall be screened.
7. Exterior lights, whether freestanding or affixed to a building, shall be shielded and focused downward to minimize illumination of the night sky and prevent "spill over" effects on adjacent properties.
8. Low mounted fixtures (ground or bollard height) are encouraged along sidewalks and walkways.

4.6 SIGNAGE GUIDELINES

Outdoor signs in the NLISP area serve multiple purposes, including for building user identification and wayfinding. The following guidelines shall apply to outdoor signs on private property. These guidelines supplement LMC standards for sizing standards and other technical requirements. All signage shall comply with requirements for signage in the industrial zones of the LMC, currently Sections 17.16.140 through 17.16.200, Signs.

4.6.1 General Signage Concept

Signage is a critical element in the appearance, visual quality and efficient function of the NLISP area as well as for each planning area. The signage for the NLISP area is envisioned to be an essential component in enhancing the aesthetic appeal, visibility, and functionality of the area. The signage for the NLISP area is envisioned to reflect the modern, professional nature of the development, ensuring clear communication and easy navigation while maintaining a cohesive and visually appealing design. This will involve the use of high-quality materials, thoughtful placement, and clear typography to make the signage both functional and an integral part of the overall design identity of the NLISP area.

Key elements of the signage design should include:

1. Legibility: Clear, easy-to-read fonts and well-lit signs will ensure that information is easily visible at various times of the day and under different weather conditions. The use of high-contrast colors will enhance readability.
2. Directional Signage: Well-placed directional signs will guide visitors, workers, and drivers to key areas such as entrances, parking lots, buildings, and service zones, minimizing confusion and improving traffic flow.
3. Wayfinding Systems: A comprehensive wayfinding system that incorporates both digital and static signs will help visitors navigate the large and complex NLISP area, particularly for newcomers or those unfamiliar with the site.
4. Safety and Compliance: Signage will also emphasize safety, including clearly marked exit routes, hazard warnings, and other relevant safety-related instructions.
5. Environmental Integration: The signage design will be sensitive to the natural environment, ensuring that it complements the landscape and architectural style of the NLISP area while minimizing visual clutter.
6. Sustainability: Use of sustainable materials and energy-efficient technologies, such as LED lighting and recyclable materials, will be prioritized to align with environmentally conscious practices. (E)
7. Flexibility and Adaptability: The signage system will be designed with flexibility in mind, allowing for easy updates or additions as the NLISP area evolves over time.

Overall, the goal is to ensure that signage in the NLISP area enhances the user experience, supports operational efficiency, and reinforces the professional image of the development.

4.6.2 General Sign Construction

1. All ground-mounted signs shall be of materials compatible with the exterior building colors, materials and finishes. Fabrication shall be of a high quality.
2. Sign lighting may be accomplished by individual letter internal illumination (not neon tube lighting); back lighted letters; or flood lights designed as an integral part of the building or located within the landscape area (if ground mounted free-standing sign).
3. No signs or any contrivance shall be devised or constructed to rotate, gyrate, flash, blink, change light intensity, brightness or color, or move or simulate movement in any animated fashion.
4. No exposed conduit, wiring, ballasts, tubing, raceways, conductors, transformers, braces, supports or other equipment shall be permitted. Signs are to be free of all labels and fabricator's advertising, except for those required by code. All electrical service to a sign shall be fully concealed and shall be on the owner/tenant's meter. No tube, bulb or filament shall be visible, except for the back portion of a spotlight oriented away from public exposure.
5. Letters painted on buildings are not permitted.
6. Wooden signs are not permitted.

4.6.3 Building-Mounted Signs

The following guidelines shall apply to building-mounted signs.

1. Text and symbols placed on signs shall be clear, concise, and easy to understand.
2. The dimensions and shape of signs shall be scaled proportionally to the building's height, scale, and overall architecture.
3. Signs shall be backlit or internally lit.
4. There are no limitations on building-mounted sign color for tenant identification.
5. Building-mounted signs other than for tenant identification shall have a consistent style and color across the building, including for multi-tenant buildings.
6. All conductors, transformers, cabinets, housing, wiring, raceways, ballasts, and associated equipment to illuminate signs are to be concealed and/or incorporated into the building architecture.

4.6.4 Freestanding Identification Signs

The following guidelines apply to freestanding identification signs.

1. Text and symbols placed on signs shall be clear, concise, and easy to understand.
2. Signs shall be ground-mounted and not pole-mounted.
3. If directional signage and tenant identification signage is needed in the same location, the information should be combined onto a single sign.
4. Signs shall be indirectly downlit or have internal lighting.
5. The foundational material of the sign face shall be consistent in color and character to the primary building it is advertising. There are no limitations on colors for the text and symbols.
6. Multi-tenant signs should provide easy to change plaques that can be removed and changed for new tenants when needed.
7. Signs shall use durable, high quality, UV treated materials intended for long term outdoor use.

4.6.5 Wayfinding and Instructional Signs

1. Messaging on vehicular and pedestrian direction signs shall be clear, concise, and easy to understand.
2. Signs shall be installed at truck exit driveways directing drivers to the shortest routes to SR-14 and/or Sierra Highway. (E)
3. Signs shall be posted in truck courts, at loading doors and service docks, and other similar areas, stating the required limitations on engine idling time that meet or exceed (are shorter than) California Air Resources Board (CARB) requirements or any other applicable regulatory requirement. (E)

4.7 LANDSCAPE GUIDELINES

The landscape guidelines provided herein provide design criteria for landscape, streetscape, edge conditions, screening and buffering, hardscaping, irrigation, and water conservation. Landscaping in the NLISP area is expected to use xeriscaping techniques to conserve water.

4.8 PLANT PALETTE

The plant palette for the NLISP area includes colorful shrubs and groundcovers, ornamental grasses and succulents, and evergreen and deciduous trees that are commonly used in arid regions of California. Many of the plant materials are native water-efficient species or naturalized to the desert climate of the City of Lancaster.

Tale 4-1, *Plant Palette*, establishes a base palette for the NLISP area's landscape design. Other similar plant materials may be substituted for species listed in Table 4-1, with prioritization on plant materials that are drought-tolerant, suitable for the region, and complement the NSLIP's design theme.

TABLE 4-1
PLANT PALETTE

Botanical Name	Common Name	Water Use[1]
Evergreen Trees		
Cedrus Atlantica 'Glauca'	Blue Atlas Cedar	Moderate
Cedrus Deodara	Deodar Cedar	Moderate
Magnolia Grandiflora	Southern Magnolia	Moderate
Pinus Eldarica	Afghan Pine	Low

TABLE 4-1 PLANT PALETTE		
Pinus Pinea	Italian Stone Pine	Low
Deciduous Trees		
Brahea Edulis	Guadalupe Palm	Low
Celtis Australis	European Hackberry	Low
Gleditsia Triacanthos Inermis	Thornless Honey Locust	Low
Koelreuteria Paniculata	Golden Rain Tree	Moderate
Liquidambar Styraciflua	American Sweet Gum	Moderate
Pistacia Chinensis	Chinese Pistache	Low
Pyrus Calleryana	Bradford Pear	Moderate
Robinia Ambigua "Idahoensis'	Idaho Locust	Low
Zelkova serrata	Sawleaf Zelkova	Moderate
Cotinus Coggygria	Smoke Tree	Low
Shrubs		
Cotoneaster Species	Cotoneaster	Low
Chaenomeles	Flowering Quince	Low
Hesperaloe Parviflora	Red Yucca	Low
Heteromeles Arbutifolia	Toyon	Low
Juniperus Scopulorum 'Wichita Blue'	Wichita Blue Juniper	Low
Juniperus Virginiana 'Taylor'	Taylor Eastern Redcedar	Low
Leucophyllum Candidum 'Thunder Cloud'	Thunder Cloud Texas Sage	Low
Pittosporum tobira	Pittosporum	Moderate
Pyracantha Species	Firethorn	Low
Raphiolepis indica	India Hawthorn	Moderate
Rhus Ovata	Sugar Bush	Low
Simmondsia Chinensis	Jojoba	Low
Yucca Whipplei	Chaparral Yucca	Low
Vines		
Gelsemium Sempervirens	Carolina Jessamine	Moderate
Hardenbergia violacea	Hardenbergia	Moderate
Macfadyena unguis-cati	Cat's Claw Vine	Moderate
Parthenocissus quinquefolia	Virginia Creeper	Moderate
Parthenocissus tricuspidata	Boston Ivy	Moderate
Tecomaria capensis	Cape Honeysuckle	Moderate
Ground Covers		
Agapanthus	Lily of the Nile	Moderate
Ajuga Reptans	Carpet Bugle	Moderate
Cerastium tomentosum	Snow in Summer	Moderate
Coreopsis grandiflora	Coreopsis	Moderate
Euonymous fortunei 'Colorata'	Purple Leaf Winter Creeper	Moderate
Hedera helix 'Hahn's'	Hahn's Ivy	Moderate

TABLE 4-1 PLANT PALETTE		
Hemerocallis	Day Lily	Moderate
Lonicera	Honeysuckle	Moderate
Santolina virens	Green Cotton Lavender	Low
Vinca major	Periwinkle	Moderate
Grasses		
Festuca Elatior	Tall Fescue	Low

[1]Water use data is extracted from the Water Use Classification of Landscape Species (WUCOLS).

4.8.1 Arterial and Secondary Arterial Streetscapes

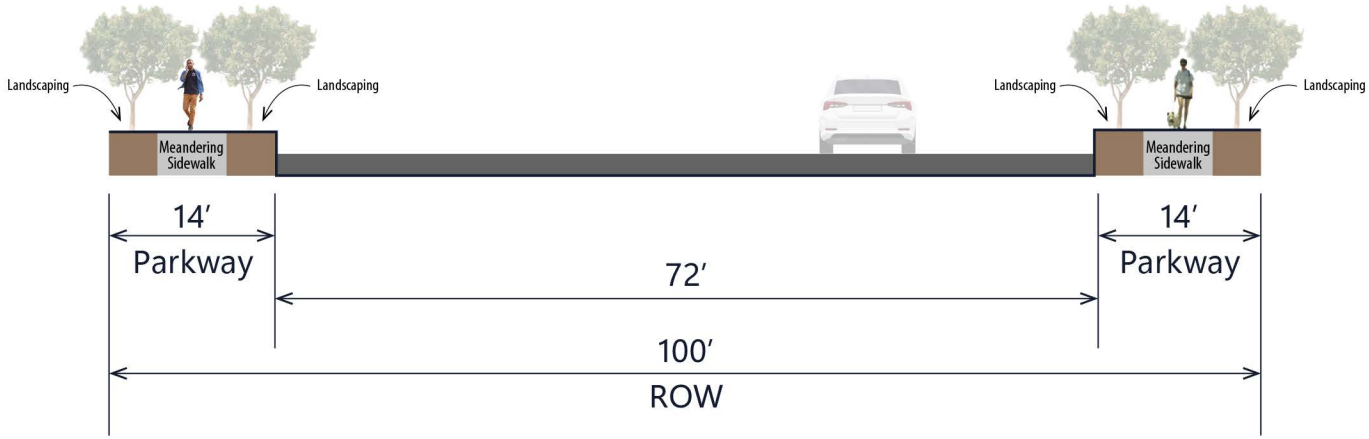
No entry monuments to the NLISP area are planned. The streetscape design will create a sense of place. In addition, the streetscapes will serve functional purposes, including pedestrian access and landscape screening. Streetscapes within and along the NLISP area shall include a combination of approved plant materials established in Table 4-1, *Plant Palette*, to create a visually pleasing experience for employees, visitors, pedestrians and passing motorists. The streetscapes should link the arterial roadways abutting and traversing through the NLISP area to the private streets and driveways interior to the site, and reflect the overall landscape design theme.

As depicted in Figure 4-1, *Conceptual Streetscape – Major Arterials and Secondary Arterials*, Major and Secondary Arterials shall include landscaping of the street with street trees and accent trees to provide shade to pedestrians, along with decorative shrubs and groundcover.

4.8.2 Perimeter Landscape Interface

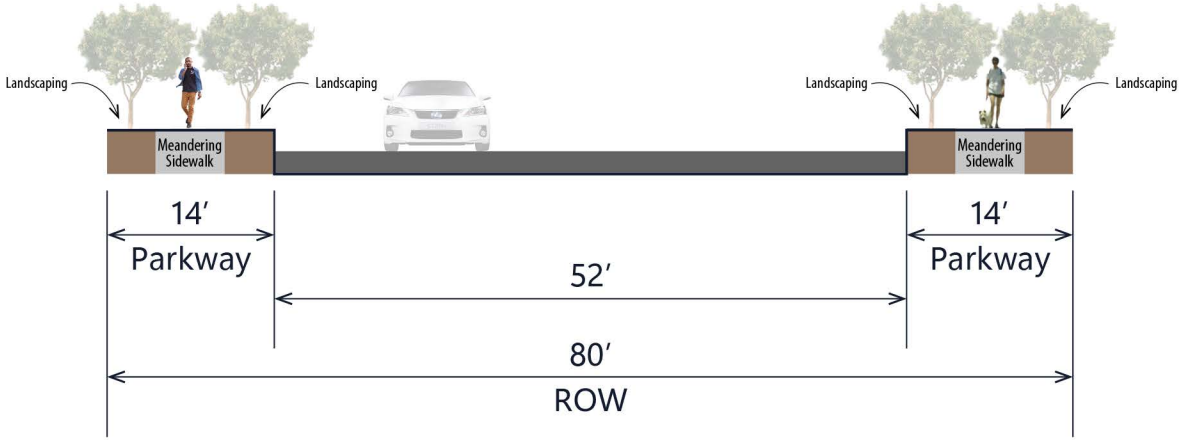
The Leisure Lakes Mobile Home Park is located on the west side of 20th Street West, just west of Planning Area 4. The interface between this community and the development in Planning Area 4 warrants special consideration.

A perimeter landscape interface shall be provided in this area on the east side of 20th Street West to provide buffering and enhanced physical separation between the uses. Figure 4-2, *Conceptual Landscape Interface – Light Industrial to Offsite Residential*, depicts the relationship between the NLISP rea and Leisure Lakes to the west. The interface exhibit is not intended to represent a literal design, but rather to serve as a guideline, which may be subject to modification and enhancement as part of the design of implementing development projects in Planning Area 4.



MAJOR ARTERIAL

(AVENUE D, AVENUE E, AVENUE F, SIERRA HIGHWAY, 20TH ST W, AND 10TH ST W)



SECONDARY ARTERIAL

(AVENUE F-8)

Source(s): City of Lancaster Master Plan of Complete Streets (2016)

Not to Scale

FIGURE 4-1

CONCEPTUAL STREETSCAPE - MAJOR ARTERIALS AND SECONDARY ARTERIALS

FIGURE 4-2

CONCEPTUAL LANDSCAPE INTERFACE - LIGHT INDUSTRIAL TO OFFSITE RESIDENTIAL

Not to Scale

4.8.3 Private Lot Perimeter and Interior Landscaping

1. Plant material in private lots should be concentrated near building entrances used by visitors, in outdoor employee amenity areas, in passenger vehicle parking areas, and around the perimeter for buffering and screening.
2. Plant material shall not occur in truck courts and loading dock areas where it can interfere with large vehicle movements.
3. Xeriscape principals using rock and low-water use plant material is encouraged. (E)
4. The use of turf is prohibited.
5. Passenger car parking lots shall be at least 50% shaded upon maturity of landscaping. This shade requirement also can be met through covered parking. Covered parking should also include PV solar panels and does not count towards the overall landscaping of the site.

4.8.4 Irrigation and Water Conservation

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Specific Plan Area. Irrigation systems must conform to all City of Lancaster requirements.

1. Systems are prohibited that apply water to non-vegetated surfaces. (E)
2. All landscaped areas shall be equipped with a permanent, automatic, underground irrigation system. Drip systems are encouraged in all areas needing irrigation. "Pop-up" type sprinkler heads may be used adjacent to all walks, drives, curbs, parking areas and public streets but must be designed to prevent all run-off and overspray. (E)
3. Irrigation systems shall be designed to apply water slowly, allowing plants to be deep soaked and to reduce run-off. (E)
6. Where above ground equipment is provided, it shall be screened.
7. To reduce evaporation, the irrigation system shall be programmed to operate based on the time of year and the season's climate conditions. (E)

CHAPTER 5 – DEVELOPMENT REGULATIONS

5.1 APPLICABILITY

This Chapter establishes the allowable land uses and development standards for all development within the NLISP area. The standards provided herein work in concert with the guidelines found in Chapter 4, Design Guidelines, to achieve the development objectives of the NLISP.

If any development regulation contained herein differs from a regulation contained in the City of Lancaster Municipal Code (LMC), the provisions of the NLISP shall take precedence over the LMC.

Any development regulation, condition, or situation not explicitly addressed herein shall be subject to the requirements of the LMC or other City Council adopted agreements.

5.2 DEFINITION OF TERMS

Alternative Energy – Alternative energy refers to the production of electricity or fuel through renewable means such as solar, hydrogen, geothermal, water, etc.

Battery Energy Storage Systems (BESS) – Facilities that store and distribute energy using mechanical, chemical, thermal, or other similar technologies. Only applies to the storage of energy, not the production of energy in any form.

Cold Storage Plant/Warehousing – Facilities that store perishable items such as meat, produce, dairy products, pharmaceuticals, and organic items that require storage at a chilled, cold, or frozen temperature.

Data Processing Center – A building that contains computer infrastructure for storing and managing digital information; building, running, and delivering applications and services.

Landscape Coverage – Includes areas of the ground covered by pervious surfaces, including plant material, soil prepared to grow plant material, mulch, decorative rock or stone, and including portions of these areas that may contain fountains, sculpture, and street furniture.

Logistics Use - As defined by 2024 California Assembly Bill 98 (AB 98). A building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of cargo, goods, or products.

Parcel Hub, Parcel and Package Sort/Delivery - Facilities that include sorting, processing, and distribution of parcels to inter-transfer or comparable facilities or to end users or consumers.

Sensitive Receptor – Any of the following: (1) A residence, including, but not limited to, a private home, apartment, condominium unit, group home, dormitory unit, or retirement home; (2) a school, including, but not limited to, a preschool, prekindergarten, or school maintaining

kindergarten or any of grades 1 to 12, inclusive; (3) a daycare facility, including, but not limited to, in-home daycare; (4) publicly owned and operated parks, playgrounds, and recreational areas or facilities primarily used by children; (5) nursing homes, long term care facilities, hospices, convalescent facilities, or similar live-in housing; and (6) hospitals, as defined in Section 128700 of the Health and Safety Code.

Truck and Trailer Storage – Facilities that accommodate parking and storage of trucks, tractors, and/or trailers, inclusive of electric vehicle (EV) charging facilities.

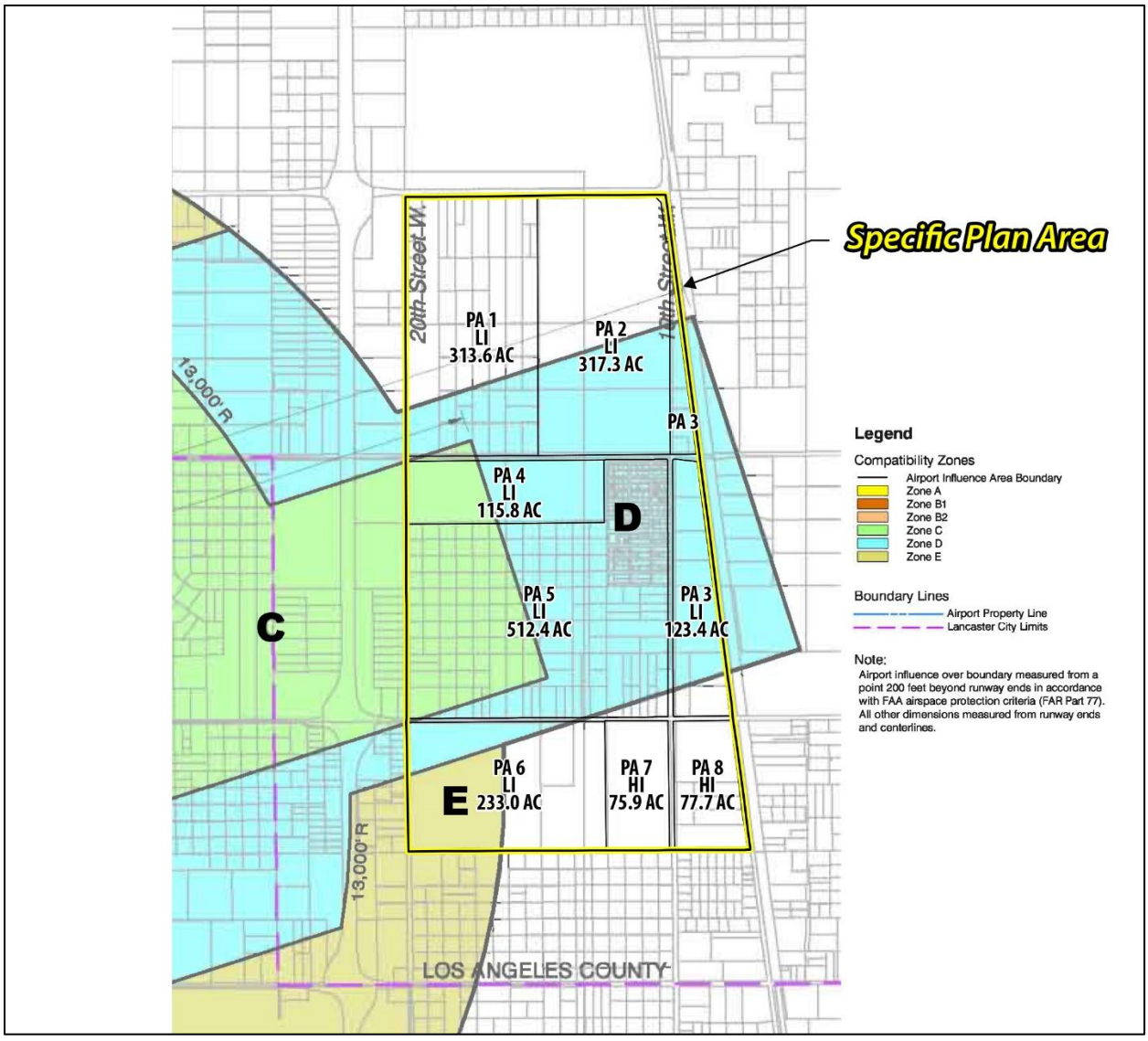
Truck Terminal – Any facility and improvements used for trucking/freight operations or freight transfer truck terminals including those that also involve the parking, servicing, repairing, storage of trucks, truck tractors, and/or truck trailers.

Warehousing, Wholesaling, and Storage – Facilities that provide wholesale, storage, and/or warehousing of partly or wholly finished products for distribution to other warehouse facilities and/or to retailers or users.

5.3 AIRPORT LAND USE CONSISTENCY

As previously stated in Subsection 3.3, a portion of the NLISP area is located within the boundaries of the General William J. Fox Airfield Airport Land Use Compatibility Plan (ALUCP). Portions of Planning Areas 1, 4, and 5 are within Compatibility Zone C, portions of Planning Areas 1, 2, 3, 4, 5, and 6 are within Compatibility Zone D, and portions of Planning Area 6 are within Compatibility Zone E.

Land use and development standards established in the ALUCP and that apply to the NLISP area may limit building height, building construction type, land uses, and floor area ratio (FAR), and may require the provision of open land area. Approval also may be required from the Airport Land Use Commission. Development within the General William J. Fox Airfield compatibility zones shall comply with the guidelines and standards provided in the most recently adopted ALUCP. If there are any inconsistencies between the ALUCP and Chapter 4, *Design Guidelines*, or Chapter 5, *Development Regulations,* of the NLISP, the requirements of the ALUCP shall govern.


Specific Plan Area
20th Street W.
10th Street W.
PA 1
LI
313.6 AC
PA 2
LI
317.3 AC
PA 3
PA 4
LI
115.8 AC
D
PA 5
LI
512.4 AC
PA 3
LI
123.4 AC
C
PA 6
LI
233.0 AC
E
PA 7
HI
75.9 AC
PA 8
HI
77.7 AC
13,000' R
13,000' R
LOS ANGELES COUNTY
Legend
Compatibility Zones
Airport Influence Area Boundary
Zone A
Zone B1
Zone B2
Zone C
Zone D
Zone E
Boundary Lines
Airport Property Line
Lancaster City Limits
Note:
Airport influence over boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

5.4 PERMITTED AND CONDITIONALLY PERMITTED USES

The NLISP area may be developed with the uses listed in Table 5-1, *Permitted Uses*. A land use not listed in Table 5-1 is a prohibited use unless otherwise allowed by applicable interpretations and determinations by the City of Lancaster's Director of Community Development or their designee. Development within Zones C, D, and E of the ALUCP may be subject to additional requirements. Please refer to the William J. Fox Airfield Land Use Compatibility Plan for details.

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 designation. All new development within the Specific Plan area that is a permitted land use requires the submittal and approval of a Site Plan review prior to issuance of a grading and/or building permit.
- "D" means the land use is permitted with approval by the City of Lancaster Director of Community Development in accordance with Article VI. – Director's Review, of the LMC.
- "C" means the land use is conditionally permitted through the approval of a Conditional Use Permit in accordance with the LMC.

TABLE 5-1
PERMITTED USES

	Use Code: **Permitted Use (P)** **Permitted subject to Director's Review (D)** **Permitted subject to a Conditional Use Permit (C)** **Not Allowed (X)**		
USE	**LIGHT INDUSTRIAL (LI)**	**HEAVY INDUSTRIAL (HI)**	**NOTES**
Manufacturing and Assembly			
Aircraft-Related Manufacturing	P	P	
Building Trades and Related Uses	P	P	
Food Manufacturing, Processing, Wholesales and Storage	P	P	Manufacturing processes shall be conducted within an enclosed building.
General Manufacturing	P	P	Manufacturing and assembly processes shall be conducted within an enclosed building.
General Industrial			

TABLE 5-1 PERMITTED USES			
	Use Code: **Permitted Use (P)** **Permitted subject to Director's Review (D)** **Permitted subject to a Conditional Use Permit (C)** **Not Allowed (X)**		
USE	**LIGHT INDUSTRIAL (LI)**	**HEAVY INDUSTRIAL (HI)**	**NOTES**
Aircraft, Automobile, Boat, Equipment, Motorcycle, Truck, Tractor Assembly, Sales, Service, Repair, Accessories, and Parts	P	P	
Research and Development	P	P	
Alternative Energy/Energy Production			
Battery Energy Storage Systems (BESS)	C	C	Refer to Subsection 5.6 herein for BESS Requirements
Hydrogen Production	C	C	
Solar Electrical Generating Plant	P	P	
Other forms of energy production	C	C	
Warehouse, Transportation, Freight, and Storage Services			
Parcel Hub **(L)**[1]	P	P	
Parcel and Package Delivery **(L)**[1]	P	P	
Cold Storage Plant/ Warehousing **(L)**[1]	P	P	
Data Processing Center	P	P	
Truck and Trailer Storage	P	P	A Director's Review (D) is required if the storage lot operates as an EV charging facility.
Truck and Trailer Storage with Trailer Stacking	X	P	
Truck Terminal **(L)**[1]	P	P	
Warehousing, Wholesaling, and Storage **(L)**[1]	P	P	
(L): Meets the definition of "Logistics Use."			
Public and Institutional Uses			
Communication Facilities and Services	D	D	Low-profile roof top wireless facilities are encouraged over ground-mounted, mono-poles.

TABLE 5-1 PERMITTED USES			
	Use Code: **Permitted Use (P)** **Permitted subject to Director's Review (D)** **Permitted subject to a Conditional Use Permit (C)** **Not Allowed (X)**		
USE	**LIGHT INDUSTRIAL (LI)**	**HEAVY INDUSTRIAL (HI)**	**NOTES**
Electric Vehicle Charging Facility	D	D	
Fire/Police Stations	P	P	
Post Office and Distribution Center	P	P	
Public Utilities/Public Works Storage and Maintenance Yards	P	P	
Public Utility Facilities	P	P	Gas distribution depots are not permitted in the Light Industrial (LI) designation.
Recycling Facilities	X	C	Recycling facilities include plastic recycling, electronic recycling, glass recycling, and metal recycling.
Schools – Specialized Training	D	D	
Commercial			
Eating and Drinking Establishments	D	D	
Equipment Rental Establishments	P	P	
Financial Institutions and Services	D	D	
Offices – Business, Government, or Professional	D	D	
Repair Services	P	P	An establishment that repairs appliances, jewelry, locksmiths, shoe repair, watch repair, and similar repair services. All services shall be provided within an enclosed building. For repair of

TABLE 5-1 PERMITTED USES			
	Use Code: **Permitted Use (P)** **Permitted subject to Director's Review (D)** **Permitted subject to a Conditional Use Permit (C)** **Not Allowed (X)**		
USE	**LIGHT INDUSTRIAL (LI)**	**HEAVY INDUSTRIAL (HI)**	**NOTES**
			equipment/vehicles, please see the General Industrial section.
Other Uses			
Emergency Shelter	P	X	
Prohibited Uses			
Hazardous Material Facilities	X	X	This prohibition of Hazardous Materials Facilities applies to those facilities as defined in Article VIII of Chapter 17.40 of the Lancaster Municipal Code.
Automobile Dismantling Yard	X	X	
Salvage Yard	X	X	

5.5 DEVELOPMENT STANDARDS

The following development standards shall apply within the NLISP area. As depicted in Figure 3-2 and shown in summary below, a portion of the NLISP area is located within the boundaries of the General William J. Fox Field Airfield Airport Land Use Compatibility Zones C, D, and E. The mandatory requirements of the Airport Land Use Compatibility Plan may limit building height, land use, population density, and floor area ratio (FAR) and may require the provision of open land. Refer to the General William J. Fox Airfield Land Use Compatibility Plan for additional applicable land use restrictions.

5.5.1 Light Industrial Development Standards (Planning Areas 1-6)

Note that portions of Planning Areas 1 to 6 fall within Airfield Compatibility Zones C, D, and E. Please refer to the General William J. Fox Airfield Land Use Compatibility Plan for additional applicable requirements.

TABLE 5-2
LIGHT INDUSTRIAL DEVELOPMENT STANDARDS

Site Requirements	
Minimum Lot Size	10,000 sf
Minimum Lot Width	80 feet
Minimum Lot Depth	100 feet
Maximum Building Height[1,2]	Buildings ≤ 250,000 sf: 50 feet Buildings > 250,000 sf and ≤ 500,000 sf: 75 feet Buildings > 500,000 sf and ≤ 1,000,000 sf: 100 feet Buildings > 1,000,000 sf: 100 feet+[3]
Maximum Floor Area Ratio (FAR)	0.50
Minimum Landscape Coverage	10% of lot area
Notes: 1 For buildings under 1,000,000 sf, additional building height can be requested through a Minor Use Permit. 2 For buildings from up to 1,000,000 sf intended for cold storage uses, maximum building height shall be 100 feet. 3 A Conditional Use Permit is required for any building with a height greater than 100 feet.	
Minimum Building Setback Requirements	
Front Yard	For arterial streets: 25 feet For all other streets: 15 feet
Side Yard	For arterial streets: 25 feet For all other streets and property lines: 10 feet
Rear Yard	10 feet
Passenger Vehicle Parking Requirements	
Minimum Passenger Vehicles Spaces[1]	
Manufacturing Uses	One (1) spot for each 400 sf of gross floor area
Warehouse, Transportation, Freight, and Storage Services	Five (5) spots plus one (1) additional for each 5,000 sf of gross floor area
Public and Institutional Uses	One (1) spot for each 400 sf of gross floor area
Commercial Uses	One (1) spot for each 250 sf of gross floor area

TABLE 5-2 LIGHT INDUSTRIAL DEVELOPMENT STANDARDS	
Office Uses	One (1) spot for each 250 sf of gross floor area
Minimum Passenger Vehicle Space Size	
Minimum Parking Space Size	9 feet in width by 20 feet in length
Minimum Compact Parking Space Size[2]	8 feet in width by 17 feet in length
Notes: 1 Truck and trailer parking spaces may count toward passenger vehicle parking spaces, with the exception of spaces positioned directly in front of loading dock doors. 2 Total number of compact spaces shall not exceed 35% of the total number of parking spaces.	
Other Development Standards	
Maximum Wall and Fence Height	15 feet

5.5.2 Heavy Industrial Development Standards (Planning Areas 7 & 8)

TABLE 5-4 HEAVY INDUSTRIAL DEVELOPMENT STANDARDS	
Site Requirements	
Minimum Lot Size	25,000 sf
Minimum Lot Width	100 feet
Minimum Lot Depth	100 feet
Maximum Building Height[1,2]	Buildings ≤ 250,000 sf: 50 feet Buildings > 250,000 sf and ≤ 500,000 sf: 70 feet Buildings > 500,000 sf and ≤ 1,000,000 sf: 100 feet Buildings > 1,000,000 sf: 100 feet+[3]
Maximum Floor Area Ratio (FAR)	0.50
Minimum Landscape Coverage	7% of lot area
Notes: 1 For buildings under 1,000,000 sf, additional building height can be requested through a Minor Use Permit. 2 For buildings up to 1,000,000 sf intended for cold storage uses, maximum building height shall be 100 feet. 3 A Conditional Use Permit is required for any building with a height greater than 100 feet.	
Minimum Setback Requirements	
Front Yard	For arterial streets: 25 feet For all other streets: 10 feet
Side Yard	For arterial streets: 25 feet For all other streets and property lines: 10 feet
Rear Yard	For arterial streets: 10 feet For all other streets and property lines: none
Passenger Parking Requirements	
Minimum Passenger Vehicles Spaces	
Manufacturing Uses	One (1) spot for each 400 square feet of gross floor area
Warehouse, Transportation, Freight, and Storage Services	Five (5) spots plus one (1) additional for each 5,000 sf of gross floor area

TABLE 5-4 HEAVY INDUSTRIAL DEVELOPMENT STANDARDS	
Public and Institutional Uses	One (1) spot for each 400 sf of gross floor area
Commercial Uses	One (1) spot for each 250 sf of gross floor area
Office Uses	One (1) spot for each 250 sf of gross floor area
Minimum Passenger Vehicle Space Size	
Minimum Parking Space Size	9 feet in width by 20 feet in length
Minimum Compact Parking Space Size[1]	8 feet in width by 17 feet in length
Notes: 1 Total number of compact parking spaces shall not exceed 35% of the total number of parking spaces.	
Other Development Standards	
Maximum Wall and Fence Height	15 feet

5.6 BATTERY ENERGY STORAGE SYSTEM (BESS) REQUIREMENTS

1. BESS facilities shall be designed, constructed, and operated pursuant to the current California and local building code and California Fire Code requirement and shall comply with Chapter 12 of the County of Los Angeles Fire Code.
2. BESS facilities shall have integrated operational management systems that identify fire and safety systems such as heating ventilation and cooling (HVAC), gas, heat and smoke detection and alarms, and fire suppression, to ensure safe and efficient operations.
3. Onsite substations, if any, shall be placed in a secure, separately fenced (chain link security fencing) area where such items as high-voltage electrical equipment, switchgear cabinets, auxiliary transformers, meters and communications equipment are located.
4. A perimeter interior roadway is required around the entire BESS field.
5. An "All Weather Access" roadway width of 26 feet, clear-to-sky, shall be posted "No Parking-Fire Lane" within 150 feet of all exterior portions of buildings containing BESS uses and along with a 32-foot centerline turning radius with an inner radius of 19 feet and an outer radius of 45 feet.
6. An "All Weather Access" roadway width of 20 feet, clear-to-sky, shall be posted "No Parking-Fire Lane" serving BESS uses that do not include a building (including solar fields) along with a minimum centerline turning radius of 32 feet, with an inner radius of 22 feet and an outer radius of 42 feet.
7. Fire apparatus access roads shall have a soil compaction of 90%, or the apparatus access road shall be excavated and re-compacted to 90%.
8. Ingress/egress access gate(s) shall be located on the address side of the property.

a. The location of the gate shall be located a minimum of 50 feet interior to the site from the public right-of-way.

b. The gate width shall be a minimum of 26 feet, clear-to-sky, with all gate hardware clear of the roadway width.

c. The BESS facility's emergency contact information shall be provided on a placard and clearly visible at each gate along with a limited access device per County of Los Angeles Fire Department Regulation 5, The minimum size of the placard shall be 12 inches X 12 inches.

d. Gate locking devices shall comply with the County of Los Angeles Fire Department Regulation 5, Compliance for Installation of Emergency Access Devices.

9. No interior gates shall be permitted on interior access roads.

10. A minimum of one water tank is required.

    a. The water tank shall be located near the address side entry/ exit gates if feasible.

    b. Tank size shall be specified by the Los Angeles County Fire Department and the tank shall be for the exclusive use of the Fire Department and shall be clearly identified for "Fire Department Use Only".

    c. The water tank(s) shall comply with Fire Department and other governing standards, including for outlet, underground piping, and electrical requirements.

    d. The water tank shall have a low-level water local alarm which shall be in compliance with all applicable codes and regulations. The low-level water local alarm can be battery operated.

11. Perimeter landscaping is required at BESS facilities, however, vegetation is prohibited in areas that interfere with BESS facilities operations.

5.7 ALTERNATIVE ENERGY DEVELOPMENT REQUIREMENTS

Proposed alternative energy generation and storage facilities including solar, hydrogen, and electric vehicle charging shall adhere to Sections 17.08.270 to 17.08.330 of the LMC.

CHAPTER 6 – IMPLEMENTATION PLAN

6.1 ADMINISTRATION

6.1.1 Responsibility

The City of Lancaster's Director of Community Development or their designee shall be responsible for administering the NLISP in accordance with its provisions and all governing and applicable State and Federal laws, the City of Lancaster General Plan, and the City of Lancaster Municipal Code (LMC).

6.1.2 Applicability

All development in the NLISP area shall comply with the requirements and standards set forth in this Specific Plan and the accompanying Environmental Impact Report's (EIR's) Mitigation Monitoring and Reporting Program (MMRP). The NLISP shall supersede the relevant provisions of the Lancaster Municipal Code (LMC) and supplement the General Plan, as they currently exist or may be amended in the future.

Any development regulation, condition, or situation not explicitly addressed herein shall be subject to the requirements of the LMC or other City Council adopted agreements.

6.1.3 Enforcement

The NLISP serves as the implementation tool for the Lancaster General Plan and zoning for the NLISP area. The City shall enforce the provisions of the NLISP in the same manner that the City enforces the provisions of the Lancaster General Plan and Municipal Code.

6.1.4 Interpretation

In instances where any section, subsection, sentence, clause, phrase, portion, or word contained within the NLISP is undefined, unclear, or vague, the Director of Community Development or their designee shall ascertain all pertinent facts concerning such ambiguity and decide as to the meaning and intent of any disputed item, taking into consideration the purpose and intent of the NLISP. Appeals of Director of Community Development interpretations may be made to the Planning Commission, subject to appeal to the City Council. Said determination absent an appeal shall be deemed final.

6.1.5 Severability

If any portion of the NLISP and its regulations if for any reason are held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

6.1.6 Modifications to the NLISP

It is anticipated that certain modifications to the NLISP text, exhibits, and/or project design may be necessary during the implementation phase of the NLISP in response to changes in market

forces, architecture style, building materials, alternative energy strategies, technology, etc. All modifications to the NLISP shall occur in accordance with one of the procedures and its associated application described in this Section.

Modifications to the NLISP may occur through two distinct procedures: a "Substantial Conformance" or a "Specific Plan Amendment." To qualify for consideration as Substantial Conformance, the proposed modifications must be found, by the Director of Community Development or their designee to be a non-substantial modification of a diagram or text of the NLISP and does not change the basic design or improvements required and is consistent with the original resolution adopting the NLISP, the conditions of approval, and vision and objectives described in Section 1.3 of the NLISP. All other changes shall require the NLISP to be amended through the Specific Plan Amendment process.

A. Substantial Conformance

A Substantial Conformance shall be processed in the event that the City of Lancaster Director of Community Development or its designee determines that the proposed modifications to the NLISP text, graphics, and/or project design do not change the character or intent of the development as described in the NLISP, and therefore does not require a Specific Plan Amendment.

A Substantial Conformance shall constitute the following:

1. Modifications to the NLISP text and graphics that do not substantially change the intent of the NLISP.
2. Expansions or reductions of the gross acreage covered by given Planning Areas within the NLISP area by no more than 15% of the larger affected planning area according to the Planning Area acreage stated within the NLISP. Expansions cannot increase the total acreage of the NLISP area nor add previously excluded property to the NLISP area.
3. Modifications of design criteria such as paving treatments, architectural details, landscape treatments, fencing, and lighting.
4. Modifications to public or private roadway right-of-way design, when such modifications are approved by the City Engineer.
5. Modifications to landscape, wall material, wall alignment, and streetscape which are determined by the Community Development Director or its designee to be consistent with the Design Guidelines contained in the NLISP.
6. Modification to the Architectural Design Guidelines, such as variation of materials within the particular architectural style and variations in colors.
7. Modifications to architecture, plotting, and building size that have been previously reviewed and approved through the design review process.

8. Modifications of a similar nature to those listed above, which are deemed minor by the Director of Community Development or its designee, because they are consistent with the goals and intent of the NLISP and in conformance with the Lancaster General Plan.

B. Specific Plan Amendment

Major Modifications that do not meet the criteria for Substantial Conformance described in the previous section shall require a formal amendment to the adopted NLISP.

Major modifications include the following:

1. Expansions or reductions of the gross acreage covered by given Planning Areas within the NLISP area by more than 15% of the larger affected planning area according to the Planning Area acreage stated within the NLISP.
2. Amendments to the NLISP that would result in an amendment to the Lancaster General Plan.
3. Changes to development intensity that exceeds the total maximum allowable building area square footage permitted by the NLISP. Transfers of allowed building area between Planning Areas is permitted without need for a Specific Plan Amendment; however, no development shall exceed 0.5 FAR.
4. Modifications, deletions, and additions to the list of permitted and conditionally permitted uses.
5. Any changes to the proposed development that would result in substantial changes or potentially significant unmitigated impacts not considered by the certified Environmental Impact Report (EIR).

Amendments to the NLISP may be requested in accordance with the terms and conditions imposed during the original approval. Specific Plan Amendments shall be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. In addition, Specific Plan Amendments shall be subject to City review for consistency with the scope of an EIR and subject to the provisions of the California Environmental Quality Act (CEQA).

6.1.7 Appeals

Decisions of the Director of Community Development made under the provisions of the NLISP may be appealed to the Planning Commission, subject to appeal to the City Council. Appeals shall be filed and processed in accordance with Section 17.36.030 of the Lancaster Municipal Code. Said determination absent an appeal shall be deemed final.

6.2 IMPLEMENTATION

6.2.1 Specific Plan Adoption

The NLISP has been prepared, processed, and approved in a manner consistent with California Government Code Section 65451, and shall be adopted by resolution in accordance with the City of Lancaster's established policies. The NLISP was developed as both a regulatory document and land use policy. Chapter 5*, Development Regulations* of the NLISP, is structured in a format consistent with the City of Lancaster General Plan and Municipal Code, incorporating general provisions, permitted uses, development standards, project approval procedures and other zoning related provisions. The remaining chapters of the NLISP pertain to land use policies, and include background and project information, planning policies, design guidelines, conceptual plans, and infrastructure proposals.

6.2.2 Site Plan Reviews

The Director of Community Development's review of a Site Plan Review application is limited to determining whether the application is consistent with the NLISP and the parameters and requirements of the certified EIR. This determination is considered to be ministerial in nature.

6.2.3 Subdivision Maps, Conditional Use Permits, and Other Entitlements

The implementation process described in the LMC for subdivision maps, conditional use permits, and other entitlements shall be followed.

6.2.4 CEQA Compliance Process

A Program and Project Specific EIR was prepared for the NLISP and the Westside Annexation Area (WAA) in accordance with CEQA and the implementing State CEQA Guidelines. The EIR evaluates potential environmental impacts associated with development in the NLISP area, including the necessary off-site infrastructure improvements. The EIR includes a MMRP to ensure that development in the NLISP area complies with all applicable environmental mitigation and permit requirements. The City Council is required to certify the EIR prior to approval of the NLISP. Projects that are consistent with the development density established by the NLISP for which the EIR was certified shall not require additional environmental review.

6.2.5 Financial Mechanism

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 or approval of a Site Plan Review, a final determination shall be made by the Director of Community Development, Director of Public Works, and City Engineer to determine whether improvements are publicly or privately maintained. The developer shall be responsible for the construction of public improvements and facilities to support the NLISP area. The City will maintain public streets and improvements in the public rights-of-way including parkway landscaping.

The following is a summary of potential methods that could be used to finance the improvements planned within the Specific Plan area:

A. 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 funded by the developer and/or the builder.

B. Special Assessment Districts

A Special Assessment District is a benefit district that requires approval by the property owners to encompass a defined geographic area. Property owners within the defined geographic area agree to pay an additional assessment to fund specific improvements within that district. The City or other agencies may form Special Assessment Districts under one of several statutory acts to construct public improvements such as streets, storm drains, sidewalks, streetlight, sewer facilities, and other similar capital facilities. Special Assessment Districts can also issue bonds to finance the improvements listed in this section and levy a special assessment to pay debt service on those bonds.

C. Lighting Maintenance District

A Lighting Maintenance District (LMD) may be used for maintenance, servicing of lighting through annual assessments within the NLISP area.

D. Drainage Maintenance District

A Drainage Maintenance District may be used for maintenance and servicing of storm drainage within the NLISP area. The Drainage Maintenance District is responsible for inspection and cleaning of storm drains and cleaning debris and clearance of drainage systems after storm events.

E. Sewer Maintenance District

A Sewer Maintenance District may be used for maintenance and servicing of the sewer system within the NLISP area. The Sewer Maintenance District is responsible of sewer line cleaning, root removal, manhole maintenance and repair, and sewer lateral maintenance, repair, and replacement.

F. Other Funding Sources

Other funding sources may be available to finance various improvements associated with the NLISP. These sources may include federal, state, regional, or local government grants, public agency construction, private developer coalitions, property owner associations, or various types of bonds not previously identified.

6.2.6 Maintenance Responsibilities

The public and private improvements to be developed within the NLISP area shall be maintained through a combination of public and private entities as described in Table 6-1, *Finance and Maintenance Plan*. Table 6-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the NLISP area. For areas in public ownership (such as public ROWs), municipal maintenance districts may fund the maintenance of these areas.

TABLE 6-1
FINANCE AND MAINTENANCE PLAN

Facility	Responsible for Construction	Responsible for Financing	Responsible for Ongoing Maintenance and Repairs
In Public Roadways Rights of Way			
• Curb-to-Curb Improvements	Developer	Developer	City of Lancaster
• Landscaping and Irrigation	Developer	Developer	City of Lancaster
• Sidewalk/Walkways	Developer	Developer	City of Lancaster
• Street Furniture	Developer	Developer	City of Lancaster
• Lighting	Developer	Developer	City of Lancaster
• Traffic Control Signs/Signals	Developer	Developer	City of Lancaster
• Directional Signs	Developer	Developer	City of Lancaster
• Walls and Fencing	Developer	Developer	City of Lancaster
• Public Art	Developer	Developer	City of Lancaster
• Public Water, Sewer, and Storm Drain Improvements (excluding laterals)	Developer	Developer	Los Angeles County Water Works/Los Angeles County Sanitation District/City of Lancaster
In Common Private Roads/Driveways			
• Curb-to-Curb Improvements	Developer	Developer	Developer
• Landscaping	Developer	Developer	Developer
• Sidewalk/Walkways	Developer	Developer	Developer
• Lighting	Developer	Developer	Developer
• Directional Signs	Developer	Developer	Developer
• Public Water, Sewer, and Storm Drain Improvements (excluding laterals)	Developer	Developer	Developer
In Common Areas			
• Landscaping and Irrigation	Developer	Developer	Individual Property Owner
• Public Art	Developer	Developer	Individual Property Owner
• Walls and Fences	Developer	Developer	Individual Property Owner
• Lighting	Developer	Developer	Individual Property Owner

TABLE 6-1 FINANCE AND MAINTENANCE PLAN			
Facility	**Responsible for Construction**	**Responsible for Financing**	**Responsible for Ongoing Maintenance and Repairs**
• Stormwater Drainage/Water Quality Facilities (Swale, Basins, Biotreatment Filters, etc.)	Developer	Developer	Individual Property Owner
In Privately Owned Parcels			
• Landscaping and Irrigation	Developer	Developer	Developer
• Tenant Signage	Developer	Developer	Developer
• Lighting	Developer	Developer	Developer
• Walls and Fences	Developer	Developer	Developer
• Entry Gates/Security Booths	Developer	Developer	Developer