

RESOLUTION NO. 15-04

A RESOLUTION OF THE CITY COUNCIL OF LANCASTER, CALIFORNIA, AMENDING THE GENERAL PLAN TO REVISE THE EXISTING BOUNDARY OF THE DOWNTOWN LANCASTER TRANSIT VILLAGE DISTRICT; AMENDING THE GENERAL PLAN TO REVISE THE TEXT OF TABLE VIII-1, GENERAL PLAN LAND USE CATEGORIES, RELATED TO THE MU (MIXED USE) LAND USE DESIGNATION AND AMENDING THE GENERAL PLAN LAND USE MAP TO DESIGNATE THE AREA GENERALLY BOUNDED BY MILLING STREET, SIERRA HIGHWAY, AVENUE J, AND THE WEST SIDE OF FERN AVENUE, AS A COMBINATION OF MU AND PK (PARK)

WHEREAS, in 2012, the City applied for and was awarded a transit-oriented development planning grant from the Los Angeles County Metropolitan Transit Authority (Metro); and

WHEREAS, the City used the grant proceeds to prepare an update to the zoning and development regulations for areas surrounding the City's Downtown area and Metrolink station to provide standards and regulations for the implementation of more walkable, mixed-use, and transit-oriented development patterns; and

WHEREAS, the City's effort to adopt the Lancaster TOD Zones requires amendments to the City's General Plan, including amendment to modify the boundary of the Downtown Transit Village District, to amend Table VIII-1 of the General Plan to add language to the MU land use designation related to transit oriented development, and to designate the properties within the district to MU (Mixed Use) (Exhibits "A" and "B"); and

WHEREAS, notice of intention to consider the General Plan amendment was given as required in Section 65854 and 65905 of the Government Code of the State of California; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended that the General Plan amendment and land use map be approved; and

WHEREAS, the City has made a diligent effort to achieve public participation in review of these changes by selecting a Steering Committee and holding two committee meetings on April 22, 2013, and June 27, 2013; holding two public workshops on May 18, 2013, and September 7, 2013; providing a presentation before the Architectural and Design Commission (ADC) on February 6, 2014; holding public hearings before the Planning Commission for this purpose on May 19, 2014; June 16, 2014; July 21, 2014; August 18, 2014; and September 22, 2014; and has received and commented on all public testimony; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended approval of the proposed actions; and

WHEREAS, the potential effects of the General Plan and zoning amendments are within the scope of the Program Environmental Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and no further environmental review is required; and

WHEREAS, the City Council, based on the evidence in the record, hereby adopts the following findings in support of approval of the amendments to the General Plan policy document and land use map as detailed in Exhibits "A" and "B":

1. There is a need for the proposed amendment to modify the boundary of the Downtown Transit Village District, to amend Table VIII-1 of the General Plan to add language to the MU land use designation related to transit oriented development, and to designate the properties within the district to MU (Mixed Use), because it would further the availability of mixed use designated sites, allowing for intensification of development surrounding a defined transit facility, generating employment opportunities, and resulting in economic benefits for the City.

2. The proposed amendment is consistent with the following goals, objectives, and policies of the General Plan for the reasons stated below:

Goal 16: "To promote economic self-sufficiency and a fiscally solvent and financially stable community."

Objective 16.3: "Maintain development patterns and growth which contribute to, rather than detracts from net fiscal gains to the City."

Objective 16.4: "Promote the revitalization of Downtown Lancaster as the Urban Center of the Antelope Valley creating a mix of cultural, recreational, social, economic and residential activities."

Policy 16.4.1: "Continue to promote the creation of a transit village development district around the Metrolink commuter rail station to provide opportunities for transit-oriented development, including mixed-use housing, shopping, public services, employment opportunities and cultural/recreational activities within a safe, pedestrian-friendly environment."

Goal 17: "To establish a variety of land uses which serve to develop Lancaster into a balanced and complete community in which people live, work, shop and play."

Policy 17.1.1: "Maintain an adequate inventory of land for residential, commercial, employment and public uses."

Policy 17.1.4: "Provide for office- and industrial-based employment-generating lands which are highly accessible and compatible with other uses in the community."

3. The proposed area is an appropriate location for the designation of MU, because it is proximate to a defined transit facility and transit services, is located near good pedestrian facilities in the downtown area, and already contains a mix of uses that could be incrementally expanded.

4. The approval of these amendments to the General Plan are in the public interest, since it would allow for incremental expansion of existing development in an area already serviced by transit and infrastructure, and offers an opportunity for long-term reduction in pollutants through walking, biking, and transit use.

5. The requested land use amendment at the location will not:

a. Adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area, because the proposed amendments to the City's General Plan, including amendment to modify the boundary of the Downtown Transit Village District and re-designation of properties within the district to MU (Mixed Use) are not drastic changes from the current land uses of UR (Urban Residential) and MU (Mixed Use), which allows for a variety of uses, including higher intensity residential, commercial and office uses.

b. Be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, because future uses in the proposal area will be developed with sensitivity to land use context using appropriate buffers between adjacent uses, and be developed to ensure the integrity of other surrounding uses.

c. Jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare, because adequate sewer, water, and drainage facilities will be required as discussed in the staff report.

NOW, THEREFORE, BE IT RESOLVED:

The City Council hereby approves the amendments to the General Plan as detailed in Exhibits "A" and "B".

PASSED, APPROVED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_ 2015, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
BRITT AVRIT, CMC  
City Clerk  
City of Lancaster

\_\_\_\_\_  
R. REX PARRIS  
Mayor  
City of Lancaster

STATE OF CALIFORNIA            )  
COUNTY OF LOS ANGELES    )     ss  
CITY OF LANCASTER            )

CERTIFICATION OF RESOLUTION  
CITY COUNCIL

I, \_\_\_\_\_, \_\_\_\_\_ City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Resolution No. 15-04, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

(seal)

\_\_\_\_\_

**EXHIBIT “A”**

**Table VIII-1  
General Plan Land Use Categories**

**TRANSIT ORIENTED DEVELOPMENT ZONES UPDATE  
City Council Meeting**

In the Lancaster General Plan Policy Document, Table VIII-1 of the Plan for Physical Development will be revised under the MU designation to include the description below.

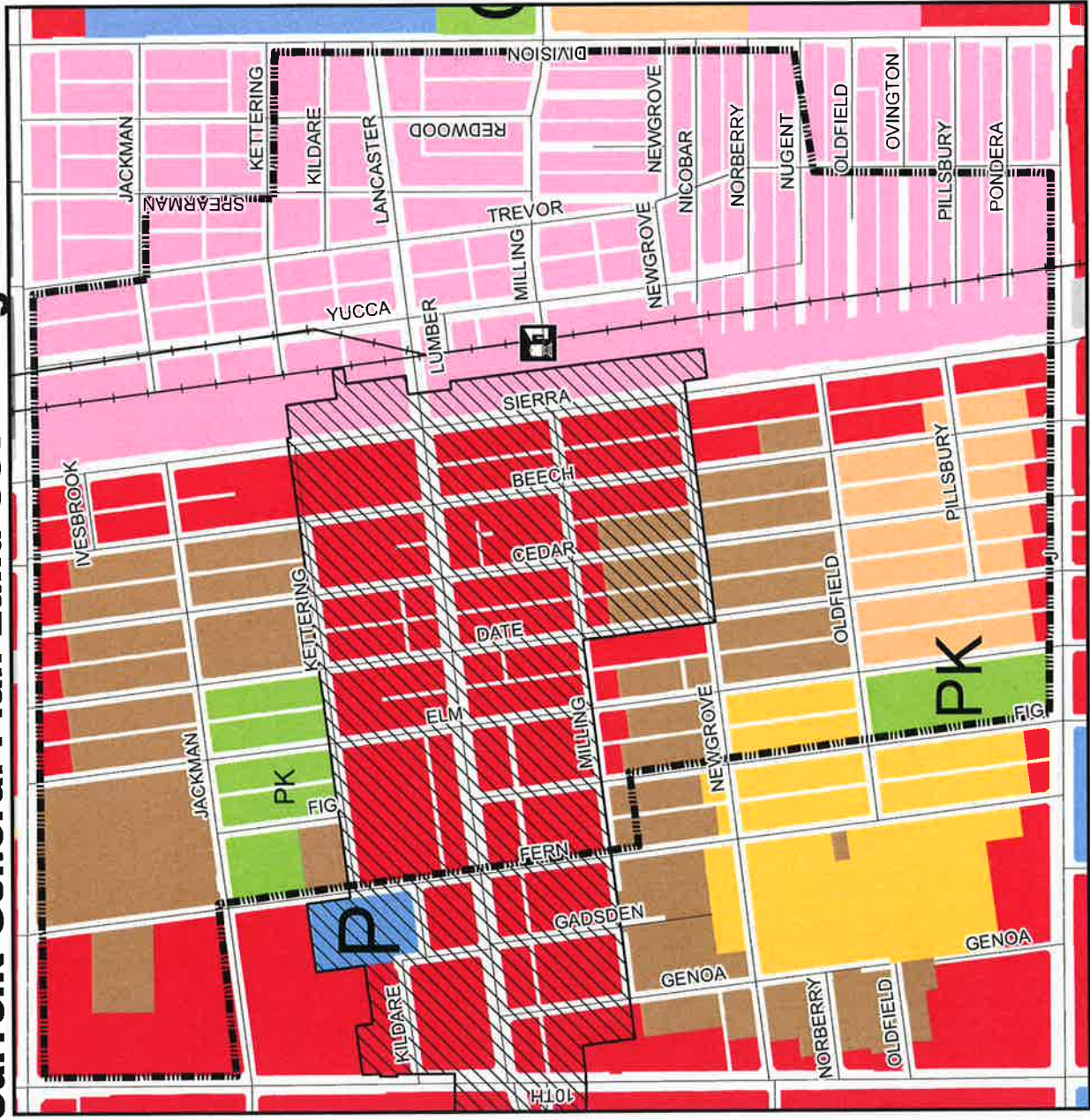
Designation	Land Use	Type and Intensity of Use
SP	<ul style="list-style-type: none"> <li>• <b>Specific Plan</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Specific Plans and planned developments.</b></li> </ul>
MU	<ul style="list-style-type: none"> <li>• <b>Mixed Use</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>The mixed-use land use category combines retail, service and office uses with higher density residential uses in the same building or on the same site with residential potentially located above commercial activities. Mixed-use development typically functions as the center of activity for the surrounding area and emphasizes integrated design with strong pedestrian/transit connections.</b></li> <li>• <b>Areas considered for mixed-use development will typically require development under the guidance of a specific plan. Unit density and floor area ratios may vary depending on the purpose and design but the average density and FAR would be as follows:</b>   <p>Average density:      21 dwelling units/acre                      Average FAR:            1.0</p> </li> </ul>

“MU designations also include transit oriented development (TOD) areas that are generally more suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these areas are roughly within a half-mile radius of a defined transit facility. A mixed use, transit-oriented area does not imply that each property must contain a mix of land uses. The vision is to promote the traditional neighborhood development pattern. The purpose of the TOD Planning Areas is to acknowledge the natural tendency toward development intensification into areas where intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods.”



# Metro TOD General Plan Map Change

**Current General Plan Land Use Designation**



## Legend

TRANSIT VILLAGE BOUNDARY

DOWNTOWN SPECIFIC PLAN

UR = URBAN RESIDENTIAL  
(2.1 - 6.5 DU/AC)

MR1 = MULTI-RESIDENTIAL  
(6.6 - 15.0 DU/AC)

MR2 = MULTI-RESIDENTIAL  
(15.1 - 30.0 DU/AC)

MU = MIXED USE

C = COMMERCIAL

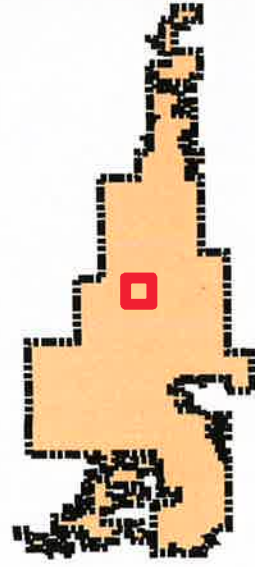
P = PUBLIC USE

P = PUBLIC  
S = SCHOOL

O = OPEN SPACE

CE = CEMETERY  
O = OPEN SPACE  
PK = PARK

METROLINK STATION



**General Plan Land Use Designation After Changes**





ORDINANCE NO. 1003

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, AMENDING TITLE 17 OF THE LANCASTER MUNICIPAL CODE TO INCORPORATE BY REFERENCE THE LANCASTER TOD ZONES AS THE DEVELOPMENT AND LAND USE REGULATIONS FOR THE DEFINED AREA, AND AMEND THE ZONING MAP TO MU-TOD TO BE CO-TERMINUS WITH THE LANCASTER TOD ZONES

WHEREAS, in 2012, the City applied for and was awarded a transit-oriented development planning grant from the Los Angeles County Metropolitan Transit Authority (Metro); and

WHEREAS, the City used the grant proceeds to prepare an update to the General Plan, zoning and development regulations for areas surrounding the City's Downtown area and Metrolink station to provide standards and regulations for the implementation of more walkable, mixed-use, and transit-oriented development patterns; and

WHEREAS, the State of California Government Code requires zoning to be consistent with the City's General Plan; and

WHEREAS, notice of intention to consider the TOD Zones, and corresponding updates to the General Plan and Zoning Ordinance, was given as required in Sections 65854, 65905, and 65090 of the Government Code of the State of California; and

WHEREAS, the City Council finds that the City has made a diligent effort to achieve public participation by selecting a Steering Committee, and holding two committee meetings on April 22, 2013, and June 27, 2013; holding two public workshops on May 18, 2013, and September 7, 2013; providing a presentation before the Architectural and Design Commission (ADC) on February 6, 2014; holding public hearings before the Planning Commission for this purpose on May 19, 2014, June 16, 2014, July 21, 2014, August 18, 2014, and September 22, 2014, and has received and commented on all public testimony; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended that the Lancaster TOD Zones and corresponding zoning amendments be approved; and

WHEREAS, the City Council finds that the potential environmental effects of the Lancaster TOD Zones and corresponding zoning amendments are within the scope of the Program Environment Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and no further environmental review is required; and

WHEREAS, the City Council, based upon evidence in the record hereby makes the following findings in support of the Lancaster TOD Zones, the amendments to Title 17 of the Lancaster Municipal Code, and the modifications to the City zoning map:

1. The addition of the MU-TOD (Mixed Use-Transit Oriented Development) zone is necessary to introduce standards and regulations that will bring it into compliance with the land use designation of MU (Mixed Use) within the boundary of the Downtown Transit Village District.
2. The MU-TOD standards and regulations implement the General Plan's goals, objectives, policies and programs to guide development and maintenance of an efficient and attractive built environment, to protect and manage natural resources, and to provide adequate infrastructure and services.
3. The zoning amendment of properties within the boundary of the Downtown Transit Village District to MU-TOD would further the availability of mixed use designated sites and allow for intensification of development surrounding a defined transit facility.
4. The TOD Zones are consistent Lancaster General Plan 2030, the Master Plan of Trails and Bikeways, the Downtown Specific Plan, and vision plans for selected areas, by providing standards and regulations that promote Lancaster as a more sustainable, livable, walkable, and bikeable community.
5. The TOD Zones guide development within the City's urban core, within close proximity to the City's public transit station and support an efficient and attractive built environment around the City's Downtown.
6. The TOD Zones encourage a higher standard of design quality, consistent with the provision of the adopted Lancaster Architectural and Design Guidelines, in exchange for increased development flexibility for the developer.

THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, DOES HEREBY ORDAIN, AS FOLLOWS:

Section 1. Title 17 of the Lancaster Municipal Code: Mixed – Transit Oriented Development zone is hereby amended as described in Exhibit “C-1” to add the Mixed Use – Transit Oriented Development zone.

Section 2. The “Lancaster TOD Zones” (Exhibit “C-2”) are hereby adopted as part of Title 17 of the Lancaster Municipal Code, establishing them as the regulatory land use control for the defined area.

Section 3. The Lancaster Zoning Map is hereby amended to include the MU-TOD zone classification as shown in Exhibit “C-3”.



I, Britt Avrit, CMC, City Clerk of the City of Lancaster, do hereby certify that the foregoing ordinance was regularly introduced and placed upon its first reading on the \_\_\_\_\_ day of \_\_\_\_\_ 2015, and placed upon its second reading and adoption at a regular meeting of the City Council on the \_\_\_\_\_ day of \_\_\_\_\_ 2015, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
BRITT AVRIT, CMC  
City Clerk  
City of Lancaster

\_\_\_\_\_  
R. REX PARRIS  
Mayor  
City of Lancaster

STATE OF CALIFORNIA                    )  
COUNTY OF LOS ANGELES            ) ss  
CITY OF LANCASTER                    )

CERTIFICATION OF ORDINANCE  
CITY COUNCIL

I, \_\_\_\_\_, \_\_\_\_\_ City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Ordinance No. 1003, for which the original is on file in my office.

WITNESS MY HAND AND SEAL OF THE CITY OF LANCASTER, on this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_

(seal)

**EXHIBIT “C-1”**

**Amendments to Title 17 of the Lancaster Municipal Code**

**TRANSIT ORIENTED DEVELOPMENT ZONES UPDATE  
City Council Meeting**

**Lancaster Municipal Code Section 17.10.030**

“D. Mixed Use-Transit Oriented Development (MU-TOD). These zones provide the foundation for a complementary mixture of appropriately intensive commercial and high-density residential land uses in close proximity to a defined transit facility. Adopted and incorporated by reference into this category are the following:

1. Lancaster T.O.D. Zones as adopted by the City Council on \_\_\_\_\_, generally covering 186 acres within the Downtown Lancaster Transit Village District as established by the Lancaster General Plan.”

**EXHIBIT “C-2”**

**Lancaster TOD Zones**  
**(On file in the City Clerk’s Office)**

**Also available online:**  
**[www.cityoflancasterca.org/TOD](http://www.cityoflancasterca.org/TOD)**







# PLANNING COMMISSION ACTION:

APPROVED (6-0-0-1) (ABSENT: Harvey)

AGENDA ITEM:

2.

DATE:

09-22-14

## STAFF REPORT

### TRANSIT ORIENTED DEVELOPMENT (TOD) ZONES

DATE: September 22, 2014

TO: Lancaster Planning Commission

FROM: Planning Section, Community Development Division  
Development Services Department *BJ*

APPLICANT: City of Lancaster

LOCATION: Planning Area 1 is approximately 84 acres in size and is located northeast of the Metrolink Station between Avenue I and Milling Street, and between Sierra Highway and Division Street. Planning Area 2 is approximately 102 acres in size and is located southeast of the Metrolink Station and south of Downtown Lancaster between Milling Street and Newgrove Street from Fern Avenue to Date Avenue, and between Newgrove Street and Avenue J from Fern Avenue to Sierra Highway

REQUEST: Adoption of regulatory changes, as follows:

- Amend the General Plan to revise the existing boundary of the Downtown Lancaster Transit Village District;
- Amend the General Plan to revise the text of Table VIII-1, General Plan Land Categories, related to the MU (Mixed Use) land use designation;
- Amend the General Plan land use map to designate the area generally bounded by Milling Street, Sierra Highway, Avenue J, and the west side of Fern Avenue, as a combination of MU and PK (Park);
- Amend Title 17 of the Lancaster Municipal Code to incorporate by reference the Lancaster TOD Zones as the development and land use regulations for the defined area, and amend the zoning map to MU-TOD to be co-terminus with the Lancaster TOD Zones

RECOMMENDATION: Adopt Resolution No. 14-12, recommending to the City Council approval of amendments to the Lancaster General Plan, and an ordinance to amend Title 17 of the Lancaster Municipal Code and the Lancaster Zoning Map to adopt the Lancaster Transit Oriented Development Zones.

**GENERAL PLAN DESIGNATION, EXISTING ZONING AND LAND USE:** The area covered by the proposed Transit Oriented Development document contains a mix of residential, commercial, and mixed-use land use designations and zoning classifications. The land use designations, zoning classifications, and existing uses bordering on the proposed specific plan area are also varied, but are primarily residential to the east, commercial to the south, residential to the west, and a mix of residential and commercial to the north.

**PUBLIC IMPROVEMENTS:** Planning Area 1 and 2 contain various infrastructure systems, including streets, sidewalks, water, sewer, and other utilities that have been installed over time to serve development that have occurred. The Transit Oriented Development document describes potential changes that could occur to the physical layout of area as additional development occurs in the area, including the modification of street widths and configurations, and the addition of public parks and open space. Potential impacts and necessary mitigation measures relative to public improvements is discussed in Sections 5.3, 5.7, and 5.10 of the final General Plan EIR.

**ENVIRONMENTAL REVIEW:** Pursuant to Sections 15162 and 15168(c)(2) of the State CEQA Guidelines, the proposed update is within the scope of the Program Environmental Impact Report (SCH #2007111003) for the existing Lancaster General Plan, and no further environmental review is required.

**LEGAL NOTICE:** Notice of Public Hearing was posted in three places and noticed in a newspaper of general circulation per prescribed procedure.

**BACKGROUND:**

- **June 2012:** City of Lancaster was awarded \$136,000 funding grant from Los Angeles County Metropolitan Transportation Authority (METRO), which was part of a Sustainable Communities grant to prepare Transit Oriented Development (TOD) Zones for the Northeast, Southeast, and Southwest Transit Planning Areas.
- **January 2013:** Sargent Town Planning was selected as consultant team.
- **March 2013:** Steering Committee members were selected.
- **April 22, 2013; June 27, 2013:** Steering Committee meetings were held.
- **May 18, 2013; September 7, 2013:** Two community workshops were held.
- **February 6, 2014:** David Sargent, from Sargent Town Planning provided an overview of the TOD Zones document to the Architectural and Design Commission (ADC), and accepted comments from the public.
- **March 17, 2014:** David Sargent introduced the TOD Zones document to the Planning Commission, received initial input, and accepted comments from the public.

- **May 1, 2014:** the Architectural and Design Commission (ADC) adopted Resolution 14-01, recommending approval of the TOD Zones document to the Planning Commission.
- **May 19, 2014:** the Planning Commission recommended that staff invite the consultant for the TOD project, David Sargent (Sargent Town Planning) to the next Planning Commission meeting.
- **June 16, 2014:** the Planning Commission, David Sargent, and staff, reviewed and discussed various issues regarding the draft TOD document.
- **July 21, 2014:** the Planning Commission opened up the hearing to the public and asked staff questions regarding the draft TOD document.
- **August 18, 2014:** the Planning Commission opened up the hearing to the public. Staff returned with modifications to the draft TOD document.

ANALYSIS: The project involves amending the General Plan to extend the existing boundary of the Downtown Lancaster Transit Village District from a quarter mile to include all the land within a half mile of the Metrolink station. The General Land Use Map will be updated to reflect a Mixed-Use (MU) designation for Planning Area 2. Planning Area 1 is already designated as MU. In the Lancaster General Plan Policy Document, Table 8-1 of the Plan for Physical Development, will be revised to include this description under the MU designation (see Exhibit “B”):

“MU designations also include transit oriented development (TOD) areas that are generally more suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these areas are roughly within a half-mile radius of a defined transit facility. A mixed use, transit-oriented area does not imply that each property must contain a mix of land uses. The vision is to promote the traditional neighborhood development pattern. The purpose of the TOD Planning Areas is to acknowledge the natural tendency toward development intensification into areas where intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods.”

Staff believes that the characteristics of the MU designation are consistent with those in the TOD planning areas, such as the provision of higher density development and mixed uses. The Zoning map will be updated to include one new Transit Oriented Zone for the identified planning areas. Lancaster Municipal Code Section 17.10.030 will be updated to include Section D (see Exhibit “D”), which will read:

“D. Mixed Use-Transit Oriented Development (MU-TOD). These zones provide the foundation for a complementary mixture of appropriately intensive commercial and high-density residential land uses in close proximity to a defined transit facility. Incorporated by reference into this category, as follows:

1. Lancaster T.O.D. Zones as adopted by the City Council on \_\_\_\_\_, generally covering 186 acres within the Downtown Lancaster Transit Village District as established by the Lancaster General Plan.”

These place-specific zones encompass the subjects of land use and development intensity, but also include significant amounts of information about the design of the neighborhood streetscapes, the scale and form of new buildings, and the intended physical character of each area. Such are the foundation of transit-oriented places and neighborhood environments that hold their value over time.

Staff recommends that the Planning Commission adopt Resolution No. 14-12, recommending to the City Council approval of regulatory changes that support transit oriented development by amending the General Plan text and land use map as shown, and amending Title 17 of the Lancaster Municipal Code to add the MU-TOD zone classification, incorporate by reference the Lancaster TOD zones, and amending the zoning map to add the MU-TOD classification to be co-terminus with the Lancaster TOD zones.

Respectfully submitted,

  
Christopher Atine, Assistant Planner

**Attachments:**

PC Resolution No. 14-12

Exhibit “A” General Plan Policy Document - Table (VIII-1) General Plan Land Use Categories

Exhibit “B” Amendment to the General Plan Land Use Map

Exhibit “C” Draft Ordinance

Exhibit “C-1” Amendments to Title 17 – Lancaster Municipal Code

Exhibit “C-2” Lancaster TOD Zones (Dated 08/19/2014)

Exhibit “C-3” Zoning Map Amendments



RESOLUTION NO. 14-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LANCASTER, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF AMENDMENTS TO THE LANCASTER GENERAL PLAN, AND AN ORDINANCE TO AMEND TITLE 17 OF THE LANCASTER MUNICIPAL CODE AND THE LANCASTER ZONING MAP TO ADOPT THE LANCASTER TRANSIT ORIENTED DEVELOPMENT ZONES

WHEREAS, in 2012, the City applied for and was awarded a transit-oriented development planning grant from the Los Angeles County Metropolitan Transit Authority (Metro); and

WHEREAS, the City used the grant proceeds to prepare an update to the zoning and development regulations for areas surrounding the City's Downtown area and Metrolink station to provide standards and regulations for the implementation of more walkable, mixed-use, and transit-oriented development patterns; and

WHEREAS, the State of California Government Code requires zoning to be consistent with the City's General Plan; and

WHEREAS, the City's effort to adopt the Lancaster TOD Zones requires amendments to the City's General Plan, as well as an amendment to the City's municipal code and zoning map; and

WHEREAS, notice of intention to consider amendments to the General Plan, municipal code, and zoning map was given as required in Sections 65854, 65905, and 65090 of the Government Code of the State of California; and

WHEREAS, the City has made a diligent effort to achieve public participation in review of these changes by selecting a Steering Committee and holding two committee meetings on April 22, 2013, and June 27, 2013; holding two public workshops on May 18, 2013, and September 7, 2013; providing a presentation before the Architectural and Design Commission (ADC) on February 6, 2014; holding public hearings before the Planning Commission for this purpose on May 1, 2014; June 16, 2014; July 21, 2014; August 18, 2014; and September 22, 2014; and has received and commented on all public testimony; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended approval of the proposed actions; and

WHEREAS, the potential effects of the General Plan and zoning amendments are within the scope of the Program Environment Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and no further environmental review is required; and

WHEREAS, this Commission based on the evidence in the record, hereby adopts the following findings in support of approval of the amendments to the General Plan policy document and land use map as detailed in Exhibits “A” and “B”:

1. There is a need for the proposed amendment to modify the boundary of the Downtown Transit Village District, to amend Table VIII-1 of the General Plan to add language to the MU land use designation related to transit oriented development, and to designate the properties within the district to MU (Mixed Use) because it would further the availability of mixed use designated sites, allowing for intensification of development surrounding a defined transit facility, generating employment opportunities, and resulting in economic benefits for the City.
2. The proposed amendment is consistent with the following goals, objectives, and policies of the General Plan for the reasons stated below:
  - Goal 16: “To promote economic self-sufficiency and a fiscally solvent and financially stable community.”
  - Objective 16.3: “Maintain development patterns and growth which contribute to, rather than detracts from net fiscal gains to the City.”
  - Objective 16.4: “Promote the revitalization of Downtown Lancaster as the Urban Center of the Antelope Valley creating a mix of cultural, recreational, social, economic and residential activities.”
  - Policy 16.4.1: “Continue to promote the creation of a transit village development district around the Metrolink commuter rail station to provide opportunities for transit-oriented development, including mixed-use housing, shopping, public services, employment opportunities and cultural/recreational activities within a safe, pedestrian-friendly environment.”
  - Goal 17: “To establish a variety of land uses which serve to develop Lancaster into a balanced and complete community in which people live, work, shop and play.”
  - Policy 17.1.1: “Maintain an adequate inventory of land for residential, commercial, employment and public uses.”
  - Policy 17.1.4: “Provide for office- and industrial-based employment-generating lands which are highly accessible and compatible with other uses in the community.”
3. The proposed area is an appropriate location for the designation of MU, because it is proximate to a defined transit facility and transit services, is located near good pedestrian facilities in the downtown area, and already contains a mix of uses that could be incrementally expanded.

4. The approval of these amendments to the General Plan are in the public interest, since it would allow for incremental expansion of existing development in an area already serviced by transit and infrastructure, and offers an opportunity for long-term reduction in pollutants through walking, biking, and transit use.

WHEREAS, the Planning Commission, based upon evidence in the record hereby makes the following findings in support of approval of amending Title 17 of the Lancaster Municipal Code and the Lancaster Zoning Map under Ordinance No. \_\_\_\_\_ contained in Exhibit "C", and specifically detailed in Exhibits "C-1", "C-2", and "C-3":

1. The addition of the MU-TOD (Mixed Use-Transit Oriented Development) zone is necessary to introduce standards and regulations that will bring it into compliance with the land use designation of MU (Mixed Use) within the boundary of the Downtown Transit Village District.
2. The MU-TOD standards and regulations implement the General Plan's goals, objectives, policies and programs to guide development and maintenance of an efficient and attractive built environment, to protect and manage natural resources, and to provide adequate infrastructure and services.
3. The zoning amendment of properties within the boundary of the Downtown Transit Village District to MU-TOD would further the availability of mixed use designated sites and allow for intensification of development surrounding a defined transit facility.
4. The Lancaster TOD Zones are consistent Lancaster General Plan 2030, the Master Plan of Trails and Bikeways, the Downtown Specific Plan, and vision plans for selected areas, by providing standards and regulations that promote Lancaster as a more sustainable, livable, walkable, and bikeable community.
5. The Lancaster TOD Zones guide development within the City's urban core, within close proximity to the City's public transit station and support an efficient and attractive built environment around the City's Downtown.
6. The Lancaster TOD Zones encourage a higher standard of design quality, consistent with the provision of the adopted Lancaster Architectural and Design Guidelines, in exchange for increased development flexibility for the developer.

NOW, THEREFORE, BE IT RESOLVED:

1. This Commission hereby recommends to the City Council approval of amendments to the General Plan as detailed in Exhibit "A" and "B".
2. This Commission hereby recommends to the City Council approval of an ordinance as contained in Exhibit "C".

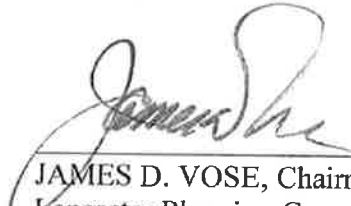
PASSED, APPROVED and ADOPTED this 22<sup>nd</sup> day of September 2014, by the following vote:

AYES: Commissioners Cook, Coronado, Malhi, Terracciano, Vice Chairman Hall, and Chairman Vose.


NOES: None.

ABSTAIN: None.

ABSENT: Commissioner Harvey.

  
\_\_\_\_\_  
JAMES D. VOSE, Chairman  
Lancaster Planning Commission

ATTEST:

  
\_\_\_\_\_  
BRIAN S. LUDICKE, Planning Director  
City of Lancaster



**EXHIBIT “A”  
Table VIII-1  
General Plan Land Use Categories**

**TRANSIT ORIENTED DEVELOPMENT ZONES UPDATE  
Planning Commission Meeting  
September 22, 2014**

In the Lancaster General Plan Policy Document, Table VIII-1 of the Plan for Physical Development will be revised under the MU designation to include the description below.

Designation	Land Use	Type and Intensity of Use
SP	<ul style="list-style-type: none"> <li>Specific Plan</li> </ul>	<ul style="list-style-type: none"> <li>Specific Plans and planned developments.</li> </ul>
MU	<ul style="list-style-type: none"> <li>Mixed Use</li> </ul>	<ul style="list-style-type: none"> <li>The mixed-use land use category combines retail, service and office uses with higher density residential uses in the same building or on the same site with residential potentially located above commercial activities. Mixed-use development typically functions as the center of activity for the surrounding area and emphasizes integrated design with strong pedestrian/transit connections.</li> <li>Areas considered for mixed-use development will typically require development under the guidance of a specific plan. Unit density and floor area ratios may vary depending on the purpose and design but the average density and FAR would be as follows:  Average density:       21 dwelling units/acre Average FAR:           1.0</li> </ul>

“MU designations also include transit oriented development (TOD) areas that are generally more suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses; these areas are roughly within a half-mile radius of a defined transit facility. A mixed use, transit-oriented area does not imply that each property must contain a mix of land uses. The vision is to promote the traditional neighborhood development pattern. The purpose of the TOD Planning Areas is to acknowledge the natural tendency toward development intensification into areas where intensified uses and public transit will be mutually supportive and will help create vibrant pedestrian oriented neighborhoods.”

## Current General Plan Land Use Designation



### Legend

-  TRANSIT VILLAGE BOUNDARY
-  DOWNTOWN SPECIFIC PLAN
-  UR = URBAN RESIDENTIAL (2.1 - 6.5 DU/AC)
-  MR1 = MULTI-RESIDENTIAL (6.6 - 15.0 DU/AC)
-  MR2 = MULTI-RESIDENTIAL (15.1 - 30.0 DU/AC)
-  MU = MIXED USE
-  C = COMMERCIAL
-  P = PUBLIC USE  
P = PUBLIC  
S = SCHOOL
-  O = OPEN SPACE  
CE = CEMETERY  
O = OPEN SPACE  
PK = PARK
-  METROLINK STATION



## General Plan Land Use Designation After Changes



0 250 500 1,000 1,500 2,000 2,500  
Feet

0 0.25 0.5 1  
Miles

## **EXHIBIT “C”**

### **ORDINANCE NO.**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, AMENDING TITLE 17 OF THE LANCASTER MUNICIPAL CODE TO ADD THE MIXED USE TRANSIT ORIENTED DEVELOPMENT ZONE, ADOPTING THE LANCASTER TOD ZONES, AND AMENDING THE CITY ZONING MAP**

WHEREAS, in 2012, the City applied for and was awarded a transit-oriented development planning grant from the Los Angeles County Metropolitan Transit Authority (Metro); and

WHEREAS, the City used the grant proceeds to prepare an update to the zoning and development regulations for areas surrounding the City’s Downtown area and Metrolink station to provide standards and regulations for the implementation of more walkable, mixed-use, and transit-oriented development patterns; and

WHEREAS, the State of California Government Code requires zoning to be consistent with the City’s General Plan; and

WHEREAS, notice of intention to consider the TOD Zones, and corresponding updates to the General Plan and Zoning Ordinance, was given as required in Sections 65854, 65905, and 65090 of the Government Code of the State of California; and

WHEREAS, the City Council finds that the City has made a diligent effort to achieve public participation by selecting a Steering Committee, and holding two committee meetings on April 22, 2013, and June 27, 2013; holding two public workshops on May 18, 2013, and September 7, 2013; providing a presentation before the Architectural and Design Commission (ADC) on February 6, 2014; holding public hearings before the Planning Commission for this purpose on May 1, 2014, June 16, 2014, July 21, 2014, August 18, 2014, and September 22, 2014, and has received and commented on all public testimony; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended that the Lancaster TOD Zones and corresponding zoning amendments be approved; and

WHEREAS, the City Council finds that the potential environmental effects of the Lancaster TOD Zones and corresponding zoning amendments are within the scope of the Program Environment Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and no further environmental review is required; and



WHEREAS, the City Council, based upon evidence in the record hereby makes the following findings in support of the Lancaster TOD Zones, the amendments to Title 17 of the Lancaster Municipal Code, and the modifications to the City zoning map:

1. The addition of the MU-TOD (Mixed Use-Transit Oriented Development) zone is necessary to introduce standards and regulations that will bring it into compliance with the land use designation of MU (Mixed Use) within the boundary of the Downtown Transit Village District.
2. The MU-TOD standards and regulations implement the General Plan's goals, objectives, policies and programs to guide development and maintenance of an efficient and attractive built environment, to protect and manage natural resources, and to provide adequate infrastructure and services.
3. The zoning amendment of properties within the boundary of the Downtown Transit Village District to MU-TOD would further the availability of mixed use designated sites and allow for intensification of development surrounding a defined transit facility.
4. The TOD Zones are consistent Lancaster General Plan 2030, the Master Plan of Trails and Bikeways, the Downtown Specific Plan, and vision plans for selected areas, by providing standards and regulations that promote Lancaster as a more sustainable, livable, walkable, and bikeable community.
5. The TOD Zones guide development within the City's urban core, within close proximity to the City's public transit station and support an efficient and attractive built environment around the City's Downtown.
6. The TOD Zones encourage a higher standard of design quality, consistent with the provision of the adopted Lancaster Architectural and Design Guidelines, in exchange for increased development flexibility for the developer.

THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, DOES HEREBY ORDAIN, AS FOLLOWS:

Section 1. Title 17 of the Lancaster Municipal Code: Mixed – Transit Oriented Development zone is hereby amended as described in Exhibit "C-1" to add the Mixed Use – Transit Oriented Development zone.

Section 2. The "Lancaster TOD Zones" (Exhibit "C-2") are hereby adopted as part of Title 17 of the Lancaster Municipal Code, establishing them as the regulatory land use control for the defined area.

Section 3. The Lancaster Zoning Map is hereby amended to include the MU-TOD zone classification as shown in Exhibit "C-3".

I, Britt Avrit, CMC, City Clerk of the City of Lancaster, do hereby certify that the foregoing ordinance was regularly introduced and placed upon its first reading on the \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_, and placed upon its second reading and adoption at a regular meeting of the City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

\_\_\_\_\_  
BRITT AVRIT, CMC  
City Clerk  
City of Lancaster

\_\_\_\_\_  
R. REX PARRIS  
Mayor  
City of Lancaster

STATE OF CALIFORNIA                    )  
COUNTY OF LOS ANGELES            ) ss  
CITY OF LANCASTER                    )

CERTIFICATION OF ORDINANCE  
CITY COUNCIL

I, \_\_\_\_\_, \_\_\_\_\_ City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Ordinance No. \_\_\_\_\_, for which the original is on file in my office.

WITNESS MY HAND AND SEAL OF THE CITY OF LANCASTER, on this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_

(seal)

**EXHIBIT “C-1”**  
**Amendments to Title 17 of the Lancaster Municipal Code**

**TRANSIT ORIENTED DEVELOPMENT ZONES UPDATE**  
**Planning Commission Meeting**  
**September 22, 2014**

**Lancaster Municipal Code Section 17.10.030**

- “D. Mixed Use-Transit Oriented Development (MU-TOD). These zones provide the foundation for a complementary mixture of appropriately intensive commercial and high-density residential land uses in close proximity to a defined transit facility. Incorporated by reference into this category, as follows:
1. Lancaster T.O.D. Zones as adopted by the City Council on \_\_\_\_\_, generally covering 186 acres within the Downtown Lancaster Transit Village District as established by the Lancaster General Plan.”





**EXHIBIT “C-2”  
Lancaster TOD Zones (Draft 08/19/2014)**

**Available for review online:**

**[www.cityoflancasterca.org/TOD](http://www.cityoflancasterca.org/TOD)**













## Legend

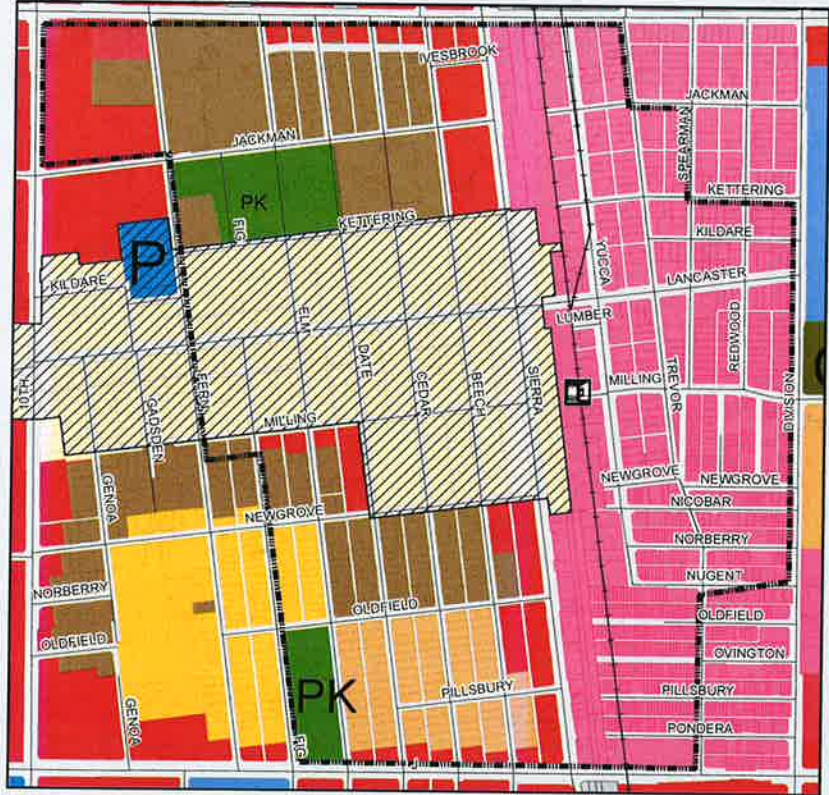
-  TRANSIT VILLAGE BOUNDARY
-  DOWNTOWN SPECIFIC PLAN

-  METROLINK STATION

### Zoning Type

-  MU - TOD
-  MU-N
-  R-7,000
-  HDR
-  MDR
-  C
-  CE
-  PK
-  P
-  S
-  SP

## Current Zoning



## Zoning After Changes



0 250 500 1,000 1,500 2,000 2,500 Feet

0 0.25 0.5 1 Miles