

*Final*

**FOX FIELD INDUSTRIAL CORRIDOR  
SPECIFIC PLAN**

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**FOX FIELD INDUSTRIAL CORRIDOR SPECIFIC PLAN**  
Errata Sheet-August 1997

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

Interpretations:

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

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

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

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

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

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

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

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

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## I. Summary

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# I. SUMMARY

## A. EXECUTIVE PROJECT SUMMARY

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

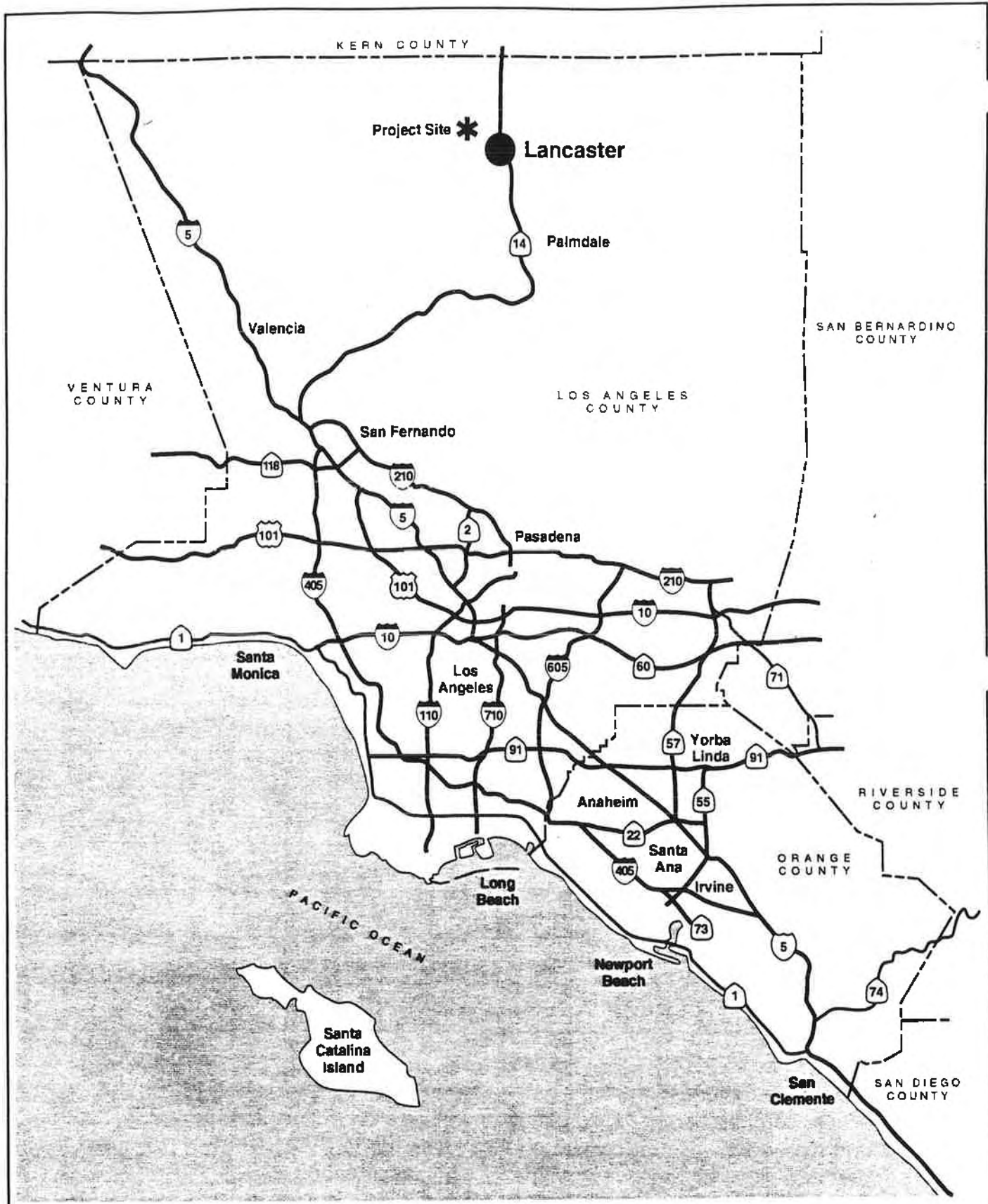
Land uses for the specific plan area include Office, Research & Development, Light Industrial, Manufacturing, Support Commercial, Public/Institutional, and Open Space. Table 1, *Land Use Summary*, provides a summary of the generalized land uses in the specific plan area:

**TABLE 1  
LAND USE SUMMARY**

<i>Land Use</i>	<i>Acres</i>	<i>% Land Area</i>	<i>Projected Building Area* (Calculated on net acreage)</i>
Business Park			
Focused Planning Areas**	537.1	6.5%	9,687,743
Expansion Areas	5,331.6	64.9%	81,770,832
<b>Subtotal</b>	<b>5,868.7</b>	<b>71.4%</b>	<b>91,458,575</b>
Golf Course	183.7	2.2%	-
Open Space	794.0	9.6%	-
Fairgrounds	198.8	2.4%	0
Roads	1,190.6	14.4%	-
<b>Total</b>	<b>8,235.8 (gross)</b>	<b>100%</b>	<b>91,458,575</b>

\* Note: Building area is a projection only, based on the net acreage and an FAR of .40, and may increase to the maximum Floor Area Ratio (FAR) which is permitted in each parcel, as described in the project development standards.

\*\* Phases 1-4



Not to scale



Robert Beir, William Frost & Associates

6-94

JN 29133-4314

FOX FIELD INDUSTRIAL CORRIDO  
**Regional Vicinity**

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

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

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

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

## **B. ORGANIZATION OF THE SPECIFIC PLAN DOCUMENT**

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

- **Introduction:** This section outlines the location and general description of the project, the purpose, intent, and authority of the Specific Plan, environmental issues summary, and relationship to the General Plan.
- **Project-Wide Development Plans:** This section describes the project development plan and standards for the proposed project, including: land use, circulation, open space, landscaping, and infrastructure plans. In addition this section includes a description of the relationship to the Airport Master Plan and proposed project-related airport planning zones.

- *Design Guidelines:* This section includes guidelines for the various design elements within the Industrial Corridor, including site planning, streetscape, architecture, walls and fences, and lighting.
- *Planning Area Development Standards:* This section provides a summary and development/planning standards for the planning areas within the project.
- *Specific Plan Implementation:* This section describes the administration, amendment procedures, and approval process for the Specific Plan.
- *Appendix:* This section provides backup information for the Specific Plan, including the General Plan conformance analysis.

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## II. Introduction

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## II. INTRODUCTION

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### A. PROJECT LOCATION AND BACKGROUND

#### 1. Location and Existing Land Uses

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

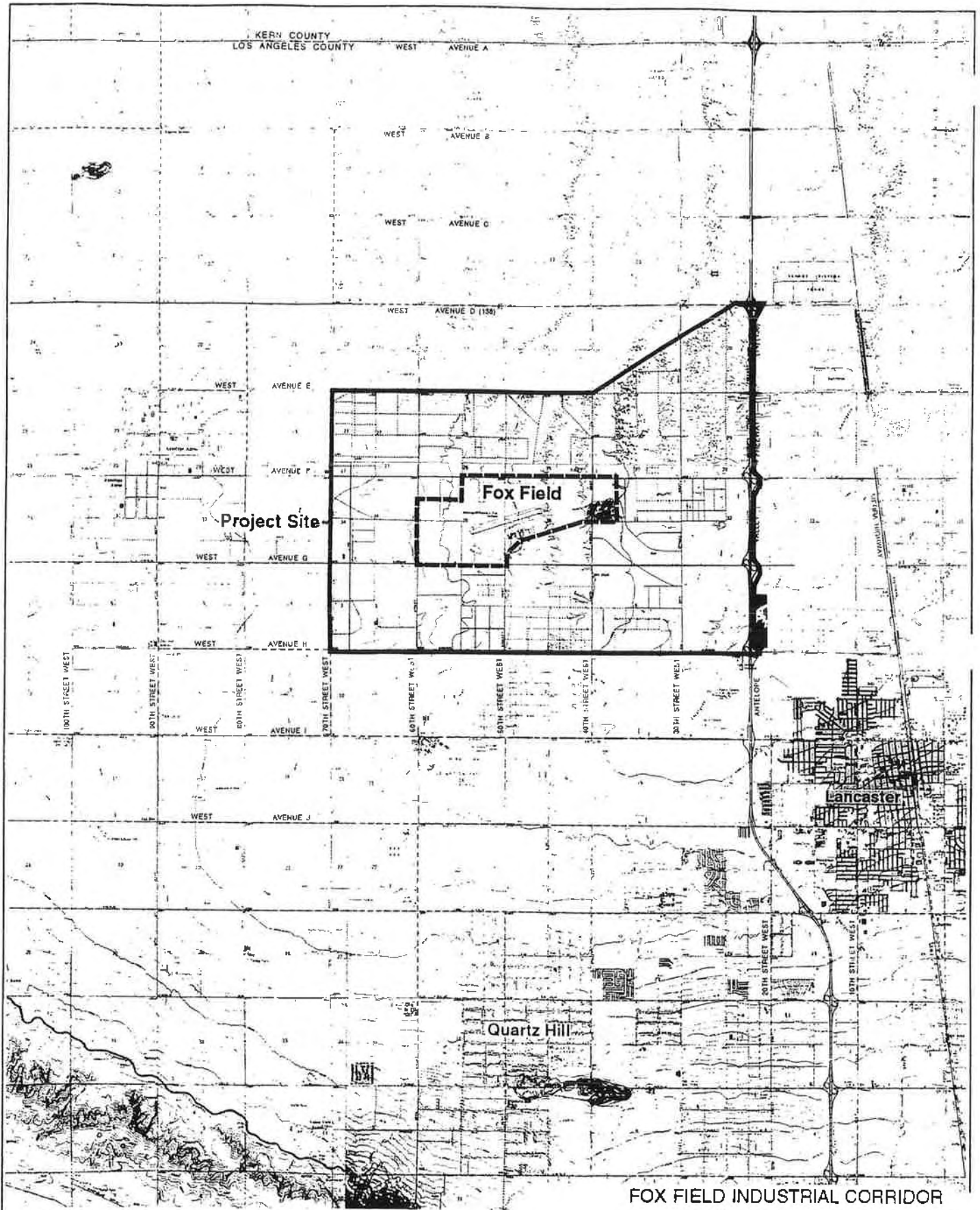
- ***Fox Field East:*** Fox Field East Focused Planning Area consists of approximately 547.1 acres located to the east of the airport, adjacent to the Antelope Valley Freeway between Avenue H and Avenue F.
- ***Fox Field West:*** Fox Field West Focused Planning Area consists of approximately 138.6 acres located within the Airport, south of the terminal, to the east and south of the airport, north of Avenue G and west of Apollo Park.
- ***Expansion Area:*** The Expansion Area consists of approximately 7,392 acres surrounding the airport and including the county-owned lands in the airport area. The expansion area is broken into two subareas: the "East to West" expansion area located between Fox Field East and West; and the Long Term Expansion Area, surrounding these areas. The airport itself consists of approximately 1,300 acres of county-owned land. The expansion area is bounded by Avenue E to the north, the Antelope Freeway to the east, Avenue H to the south, and 70th Street West to the west.

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

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

***Lancaster General Plan:*** Based upon the recently adopted General Plan (August 1992), approximately 13 square miles of land surrounding Fox Field is designated as Light Industrial Specific Plan. A proposed hospital site has been moved out of the study area.





KERN COUNTY  
LOS ANGELES COUNTY

Project Site

Fox Field

Lancaster

Quartz Hill



FOX FIELD INDUSTRIAL CORRIDOR  
**Site Vicinity and  
Specific Plan Boundary**



**Airport Master Plan:** An update of the Fox Field Master Plan is currently being prepared (see detailed discussion in Section III.H, *Relationship to Airport Land Use Plan*). Preliminary discussions indicate that the existing fixed base operations can handle 400 aircraft. The 100 acres to the west of the airport entry is adequate to accommodate future aviation uses. A private test track is proposed immediately north of the western runway protection zone.

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

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

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

## **2. Project Background and History**

The project has been undertaken through a cooperative effort of the City of Lancaster, the Lancaster Economic Development Corporation (LEDC), and the County of Los Angeles. The concept of an intergovernmental planning effort in the Fox Field area was proposed over eleven years ago in a 1982 letter to the County of Los Angeles from the City of Lancaster City Manager. In their response, the County indicated the desire to maximize their interest in any development effort; a willingness to continue discussions with the City; and a lack of opposition to the City's proposed Fox Field Redevelopment Project. The Redevelopment project was adopted by the City in 1982.

The Lancaster Economic Development Corporation (LEDC) contracted with a real estate economics firm to prepare a study investigating the feasibility of an industrial park development at Fox Field. The study indicated that the existence of Fox Field and its general aviation focus would encourage industrial development in and around the field. Other studies addressing this area included a Master Plan for Fox Airfield (County of Los Angeles, 1984) and the Redevelopment Project Plan (Lancaster Redevelopment Agency, 1982).

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

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

## **B. PURPOSE AND INTENT OF THE SPECIFIC PLAN**

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

## **C. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

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

this monitoring effort, a mitigation monitoring program matrix will be developed by the City and included as an Appendix of the Specific Plan upon project approval.

#### **D. AUTHORITY AND SCOPE**

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

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

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

#### **E. RELATIONSHIP BETWEEN SPECIFIC PLAN AND GENERAL PLAN**

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

The 1992 Lancaster General Plan contains seven elements: Natural Environment (Open Space and Conservation), Public Health and Safety (Safety and Noise), Living Environment (Housing), Physical Mobility (Circulation), Municipal Services and Facilities, Physical Development (Land Use), and Economic Development. These elements expand on the seven State-mandated General Plan elements (Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety) by including optional elements for Municipal Services and Facilities, and Economic Development.

Approximately 13 square miles of land surrounding Fox Field is designated as Specific Plan. The two square mile area on the southern edge of the study area bounded by Avenue I, Avenue H, 30th Street and 50th Street is designated as medium density residential and mobile home park; the area east of the freeway is zoned for heavy industry (.50 FAR). The areas identified as the focused study (Fox Field East and West) areas are designated Specific Plan.

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