
SPECIFIC PLAN

LANCASTER BUSINESS PARK PHASE III

Prepared for the Lancaster Business Park Limited Partnership
and the City of Lancaster by The SWA Group

January 15, 1991

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I. INTRODUCTION

A. SPECIFIC PLAN ORGANIZATION

This Specific Plan, in order to systematically implement the General Plan, is organized into eight sections.

I. *Introduction*: Describes the background, purpose, authority and application of this Specific Plan as well as the requirement for California Environmental Quality Act Compliance.

II. *An Overview*: Describes the Project location, planning concept, community and regional context, property ownership, existing conditions, development concept, and how the Project realizes the City's General Plan Goals and Objectives.

III. *Component Plans*: Contains the four component plans of the Specific Plan: the Land Use Master Plan, Circulation Master Plan, Infrastructure and Utilities Master Plan, and Landscape Master Plan.

IV. *Development Standards*: Defines the Reviewing Entity, as well as the process for reviewing building and landscape design, environmental approval, and Specific Plan amendment procedures; defines the Standards governing all development on private and common areas of the Lancaster Business Park Phase III. The categories of Standards are: Uses, including setbacks and parking; Site Design; Building Design and Layout; Landscape Requirements; Signage; Lighting; Maintenance Requirements; and Other Requirements.

V. *Phasing and Implementation Responsibilities*: Describes the proposed Project phasing, as well as implementation responsibilities related to construction and maintenance.

VI. *Appendix*: Includes two sections: environmental mitigation measures defined by the Environmental Impact Report for the Project; and definitions of key words, terms and phrases as used in this Specific Plan.

B. BACKGROUND

The Lancaster Business Park Limited Partnership is proposing to develop the Lancaster Business Park Phase III as a high quality business center. This Project is the third phase of the Business Park, a project which is an important element of the long range economic development strategy for the City of Lancaster. The Project will create employment opportunities and provide needed business facilities serving the City of Lancaster and the Antelope Valley as a whole.

C. PURPOSE OF THE SPECIFIC PLAN

This Specific Plan provides the City of Lancaster with a comprehensive set of plans, regulations, conditions and programs for guiding the orderly development of the Lancaster Business Park Phase III. This development will include a variety of manufacturing, research and development, professional, and limited commercial uses. These will be integrated within a unified framework of planned vehicular circulation, landscaping, pedestrian walkways and common open space. The Plan implements the applicable provisions and elements of the City's General Plan.

This Specific Plan as proposed has several purposes:

- **To implement the City's goals and policies within the Project Area.** The Plan establishes standards which implement the City's General Plan by providing for business development in an orderly, coordinated, integrated and comprehensive manner. These Standards thereby implement the City's goals and objectives for providing a range of employment opportunities.

- **To establish predictable and uniform development standards for individual parcels.** Development and design standards are established which address allowable land uses, landscaping, site design, building materials, parking, building height and setbacks. Requirements for long term maintenance of buildings, landscaping and other improvements are also defined. The standards will insure a uniformly high quality of development throughout the Project as individual parcels are developed over time.

The application of the Standards assures that the Business Park will be an asset to the City as a whole as well as the Park's immediate neighbors. The standards also protect the value of each owner's investment in their parcel.

- **To guide development of common facilities serving all employees and visitors of the Park.** The Specific Plan establishes a common framework of landscaped roadways, graphics, signage, utilities, open space and visitor/worker services to guide the development of necessary common infrastructure and public service improvements.
- **To reduce the need for detailed planning and environmental review as the Project is developed.** The accompanying Environmental Impact Report (EIR SCH # 89010281) will serve as the sole environmental document for the Specific Plan and all individual projects pursuant to and in conformance with the Specific Plan. Pursuant to Division 13 of the Public Resources Code, commencing with Section 21000, no Initial Study or Negative Declaration need be filed for any individual site and building plans in substantial conformance with the standards and guidelines of the Specific Plan. These powers of the Plan and its Environmental Impact Report are in accordance with Section 65453 of the California Government Code.
- **To assure that environmental standards are met.** This Specific Plan addresses the Project's environmental considerations, balancing developmental needs with environmental needs.

D. AUTHORITY

1. Authority of the Specific Plan

The Lancaster Business Park Phase III Specific Plan is created through the authority granted to the City of Lancaster by the California Government Code. Its adoption is authorized by Title 7, Divisional Chapter 3, Articles 8 and 9, Sections 65450 through 65507 of the Code. This document fulfills Specific Plan requirements of the City of Lancaster Municipal Code, as well as the requirements of the State of California Government Code relating to the adoption and implementation of Specific Plans. This document is intended for adoption as an ordinance by the City of

Lancaster. As defined by the codes, the Specific Plan establishes the regulations, programs and legislation which are required for the systematic execution of the General Plan.

Section 65450 of the Code gives a legislative body authority to prepare Specific Plans for the systematic implementation of the General Plan for all or for part of the area covered by the General Plan. California Government Code Section 3755507 provides as follows:

"When it deems it to be for the public interest, the legislative body may initiate and adopt an ordinance or resolution establishing a Specific Plan or an amendment thereto."

Upon adoption of the Specific Plan, according to procedures described below, the Plan has the following authority:

- a. The Specific Plan will constitute the zoning for the Project site. Land use standards and regulations contained within this document shall govern all areas within the Project. Any future development plans, including tentative parcel maps and final tract maps submitted to the City for projects within the Lancaster Business Park, must be consistent with the Specific Plan for this Area.
- b. All details or issues not specifically covered by these regulations shall be subject to the regulations of the City of Lancaster Zoning Ordinance in effect at the time. Where specific standards and requirements are established by the Specific Plan, they shall take precedence.

2. Required Adoption Procedures

The Code requires the following procedures for adoption of the Specific Plan:

- a. The Planning Commission must hold a public hearing before the Planning Agency can recommend the adoption of a Specific Plan.
- b. The City Council may then approve a Specific Plan by ordinance or resolution.

E. APPLICATION

The Lancaster Business Park Phase III Specific Plan applies only to that property within the Project Boundaries, incorporating Tentative Tract 48978, Lots 1 through 89 inclusive. The Land Use Master Plan of this Specific Plan delineates the property which is subject to this Specific Plan. The area incorporated in the Land Use Master Plan may potentially be increased by the incorporation of up to 6.3 acres of land immediately adjacent to the west property line of the Project, which is currently owned by the Southern Pacific Railroad. If incorporated, this land will be included in the parcels directly to the east. In addition, portions of the current Southern Pacific Railroad right-of-way may be incorporated within the Project. All requirements of this Specific Plan will apply to the incorporated area, as appropriate.

Others will be addressed through the site plan and tract map approval process. These mitigation measures are outlined in Section VI.A. of this document.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

As part of the planning process for the Lancaster Business Park, an Environmental Impact Report (EIR) has been prepared as required by California State Law under the California Environmental Quality Act. This EIR assesses the environmental impacts of the proposed development including: transportation and parking, air quality, noise, population and housing, and growth inducing impacts.

The EIR is designed as a master EIR, applicable to all future development projects within the Lancaster Business Park Phase III (i.e., tract maps, site plans, subdivision maps, etc.) which meet the Specific Plan development criteria as approved and adopted. Therefore, a separate Environmental Impact Report for each development is not required if that development is consistent in use and other characteristics with the Specific Plan.

Foreseeable development impacts have been addressed by this EIR, in part through its assumption of a maximum amount of development, incorporating forty (40) percent office square footage. This level of development is more intensive than what will probably occur. Many of the mitigation measures required by the EIR have been directly addressed through the Specific Plan.

II. AN OVERVIEW

1. Regional Context

The Lancaster Business Park is located within the City of Lancaster, in the northern portion of Los Angeles County, known as the Antelope Valley. The site is approximately 1 1/2 miles from downtown Lancaster and approximately 65 miles from downtown Los Angeles. The Antelope Valley Freeway, 1 1/2 miles to the west of the site, provides direct access from the greater Los Angeles area. Neighboring cities include Palmdale, 8 miles south of Lancaster (See Figure 1, Regional Location Map and Figure 2, Vicinity Map).

2. Area Context

The Project site is located between Avenue K-8 and Avenue L, directly south of the existing Lancaster Business Park Phases I and II. The site is bounded on the east by 5th Street East, on the west by the Southern Pacific right-of-way and railroad tracks, on the north by Avenue K-8 and on the south by Avenue L, which will ultimately link the Business Park to the Antelope Valley Freeway.

Adjacent uses include:

- Lancaster Business Park, Phases I and II: This eighty-acre business park began construction in 1981. To date, streets and landscaping have been installed and sixteen parcels have been developed with business uses.
- Housing: A single family housing district is located to the east of the Business Park, and an apartment complex is located to the north, on Kirkland Avenue. Other developed single family parcels are dispersed around the area.
- Park: Challenger Park is currently being developed near the Lancaster Business Park Phase III. It is located west of 5th Street East between Avenues K and K-4. The park is designed as a retention basin, and will also have active recreational facilities for children and adults.

B. PLANNING CONCEPT

The Lancaster Business Park Phase III is a master planned complex proposed as the third phase of a Business Park which currently includes 58 companies and 1,500 employees. The total employment of Phases I and II will double to 3000 upon buildout. Total employment of Phase III on buildout in seven years will be 6000. The Project will accommodate a full range of clean business, office and support commercial uses with parcels ranging from approximately one half (1/2) to five and one half (5 1/2) acres. Both rail and vehicular access will be provided.

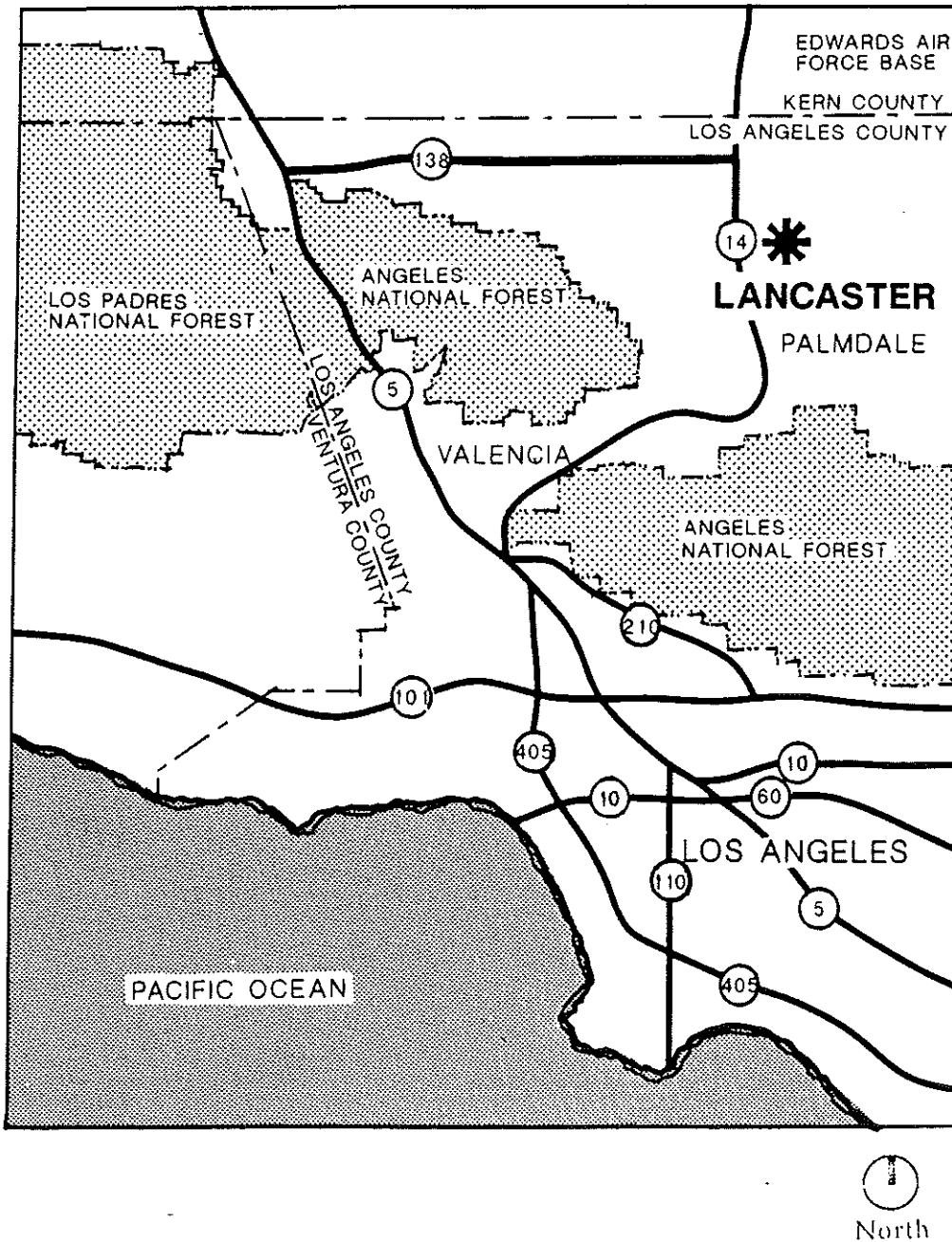
The planning concept is to create a landscaped, high quality campus environment which can accommodate a variety of clean businesses including manufacturing, professional, administrative, high technology and research uses. These will be accompanied by limited commercial activities and open space. The quality and design standards of the Lancaster Business Park Phase III will be an asset to the City and an enhancement to the surrounding area.

A landscape theme and hierarchy of landscape treatments will be established that lends identity and coherence to the Project area. Uniform lighting and a graphic system for signage will be an integral element of the Project. In addition, the Specific Plan provides site-specific development standards to guide the development of individual parcels.

The Plan is designed to achieve the following objectives:

Economic

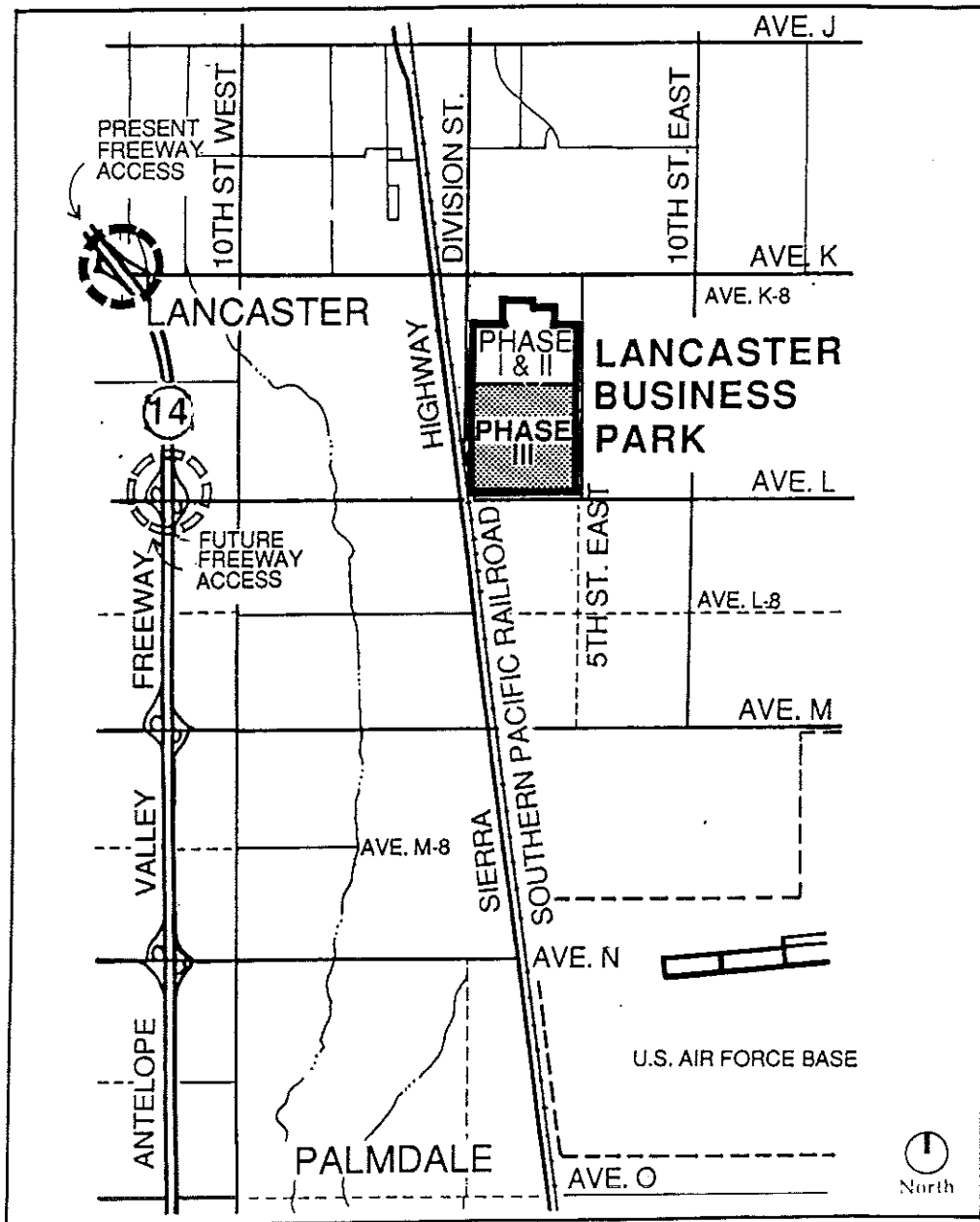
- Respond to the growing pressures for the expansion of the business/office economic base in the Antelope Valley and the City of Lancaster.
- Help the City reach a jobs/housing balance as required by the Air Quality Management District. The Project will provide employment opportunities for those people seeking to relocate to the Lancaster area, and for those living in the Lancaster area who now commute to outlying employment centers.



REGIONAL LOCATION MAP

Lancaster Business Park Phase III Specific Plan

Figure 1



VICINITY MAP

Lancaster Business Park Phase III Specific Plan

Figure 2

- Lessen the dependence of the Antelope Valley on aerospace employment by providing a diversity of local employment opportunities in other fields.

Quality Physical Design

- Create a high quality, landscaped setting within which business/office and related support commercial facilities can locate - a setting which will establish and enhance the aesthetic and visual quality of the area.
- Establish design and development standards that will insure a high quality, integrated development that will endure over time.
- Create an attractive, coherent and unified visual identity for the Project through the extensive use of landscaped rights-of-way, entry monuments, and on-site development guidelines.

Effective Long Term Implementation

- Provide a land use and phasing program that will allow development to occur in an orderly, integrated manner yet have the flexibility to respond to changes in market demand.
- Provide a planned infrastructure, utility and service program that can meet the expanding needs of the Project in an efficient and cost effective manner.

Minimization of Environmental Impacts

- Minimize visual, noise, and traffic impacts of the development on adjacent areas; effectively relate to surrounding uses through the application of development standards which regulate landscaping, building heights and setbacks, architecture and other design factors.

C. COMMUNITY AND REGIONAL PERSPECTIVE

Over the past decade, the Southern California region has experienced rapid growth. The population of Southern California is expected to increase by nearly 1000 persons per day through the year 2010. As a result, much of the region's agricultural land has been converted to urban uses for residential and business development and presently unused and underutilized land is being developed.

Much of this growth is occurring and is expected to occur in the Antelope Valley, making it one of the fastest growing areas in Southern California. The Antelope Valley has experienced a population increase of more than thirty (30) percent since 1980. For example, its estimated 1986 population of 167,206 has grown by January 1990 to an estimated 250,510 people. Over the next twenty years the Antelope Valley is expected to capture more than twenty percent of the population growth forecasted for Los Angeles County.

A large part of this growth is expected to occur within the City of Lancaster.

Population growth of the City of Lancaster has paralleled the growth of the Antelope Valley as a whole. The estimated January, 1986 population of Lancaster was 60,870. The estimated January 1990 population is 95,101 - a growth rate of approximately 11.8 percent a year compounding. It is estimated that by 1995 this population will increase to 110,000. This growth significantly exceeds comparable figures for Kern County, Los Angeles County or the State of California. A major reason for this phenomenal population growth can be attributed to housing costs that are an estimated 40% below those in metropolitan Los Angeles. The present and future population constitutes a substantial labor force with a strong professional and technical orientation. This pool of potential employees is expected to act as a magnet to attract business and manufacturing into the area.

In response to these pressures, the Antelope Valley Local Development Corporation is making a strong attempt to attract industry to the area, capitalizing on the area's relatively low housing and land costs, growing labor pool, and regional accessibility.

The current North Los Angeles County campaign mounted by this organization has created considerable interest in economic development in the Lancaster/Palmdale area.

The City of Lancaster is establishing the planning framework for this growth to occur. To effectively plan for this growth, the City of Lancaster is in the process of updating its General Plan. In so doing, the City has established eight Community Plan Areas. The General Plan outlines a program of growth within the City and a number of General Plan amendments are currently being considered, oriented towards providing a planning structure within which this growth can occur. An important project which will facilitate this growth is the planned extension and widening of Avenue L west via an underpass below the Southern Pacific Railway tracks to connect with the Antelope Freeway (I-14).

The Lancaster Business Park Phase III is an integral part of this development program. The Park will provide 163.99 gross acres of land for business, office and commercial support uses and related circulation. The Project will serve as an employment base for people who are currently relocating to the Lancaster area because of the availability of housing. The Project will also aid in reducing energy consumption levels and in creating a jobs/housing balance by providing an employment center within close proximity to growing residential areas. This will reduce the amount of work-related travel,

D. PROPERTY OWNERSHIP

Portions of the Project site are currently under the ownership of the City of Lancaster Redevelopment Agency, while portions are retained by private property owners.

The Lancaster Redevelopment Agency is acting as the applicant for this Specific Plan. The site is to be acquired through the Lancaster Redevelopment Agency under a Disposition and Development Agreement signed and approved by the Lancaster City Council April 2, 1990. The Redevelopment Agency is purchasing all property within the Project Area with the exception of certain parcels which will be developed as part of the Lancaster Business Park Phase III by private owners as owner-participants. When the site is fully under Agency control, it will be deeded by the Agency to the Lancaster

Business Park Limited Partnership expressly for the purpose of owning and operating the Lancaster Business Park Phase III as a lot sale subdivision.

E. EXISTING CONDITIONS

1. Existing Land Use

a. Surrounding Land Uses

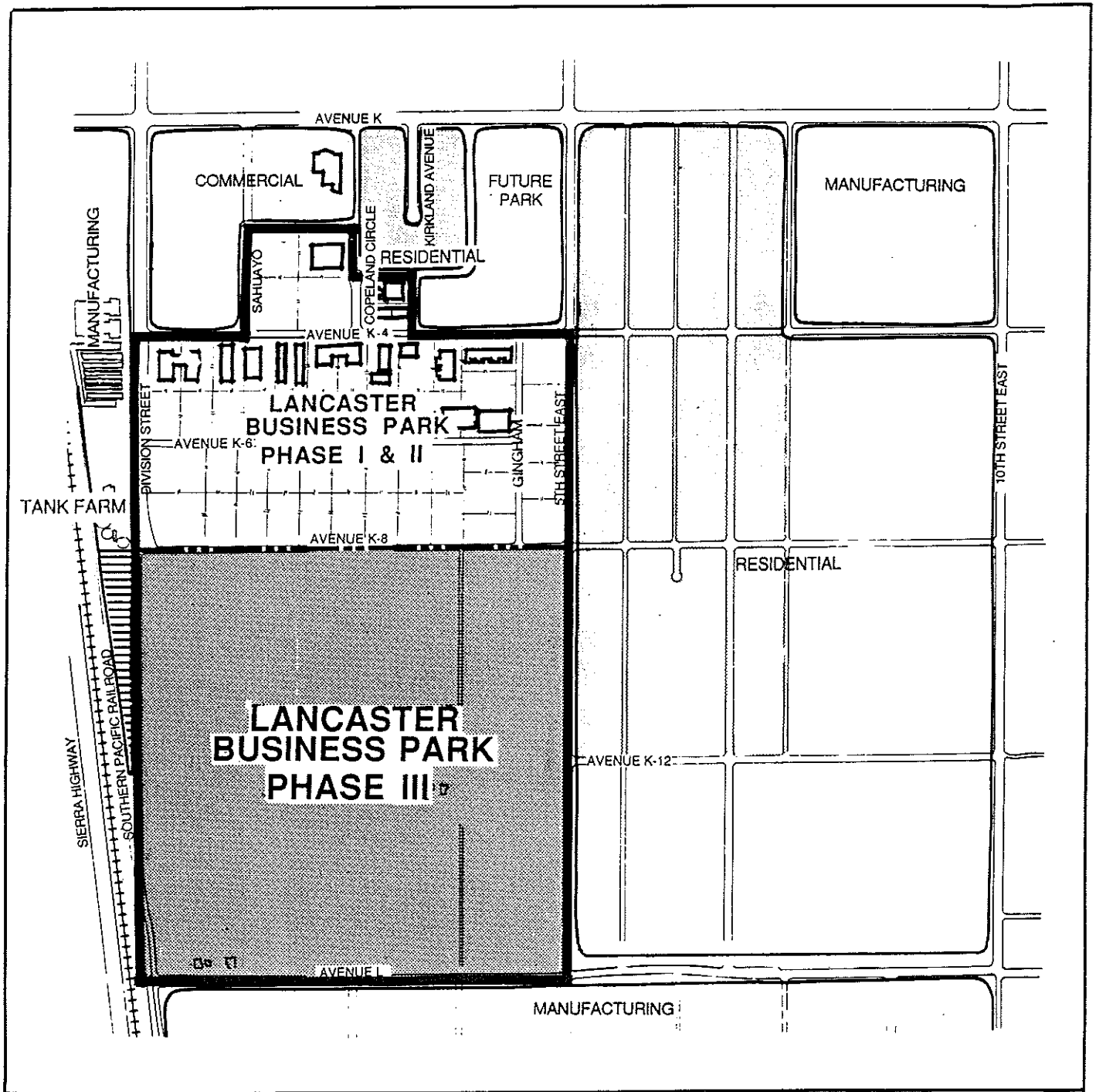
To the north of the Project Area are Phases I and II of the Lancaster Business Park, located between Avenue K and Avenue K-8 and bounded by Division Street on the west and 5th Street East to the east. The City of Lancaster General Plan Advisory Committee is proposing designating adjacent property for business park use. Land east of the Project Area south of Avenue K-12 is vacant. Adjacent to the western property line is an unpaved portion of Division Street, land zoned M 1 1/2 for manufacturing, and the Southern Pacific Railroad tracks. To the south is a largely undeveloped area zoned for manufacturing (See Figure 3, Adjacent Land Uses).

b. On-Site Land Uses

The property north of Avenue K-12 consists of primarily vacant, unimproved desert land. In the southern portion of the site are several residential structures, storage buildings, and two small manufacturing facilities located in the M1 zoned area. A drainage channel running generally north to south occupies the central portion of the site.

2. Natural Characteristics

The site is fairly level and has sandy soil. The northern portion of the site is mostly open, vacant land with a light to moderate cover of natural vegetation including desert sagebrush, low grasses and scattered Joshua trees. The site has been heavily disturbed and retains few of its original biological resources, with the exception of approximately thirty (30) to forty (40) Joshua Trees as well as creosote bushes which comprise a Joshua tree woodland on the site. The site is not of sufficient quality to be considered a Prime Desert Woodland Habitat.



LEGEND



LANCASTER BUSINESS PARK-PHASE III
 DEVELOPED RESIDENTIAL DISTRICT
 SURROUNDING LAND USE ZONES
 AREA FOR POTENTIAL INCORPORATION



ADJACENT LAND USES
Lancaster Business Park Phase III Specific Plan

Figure 3

3. Utilities and Utility Rights-of Way

Water

Water is provided to the Lancaster area by the Los Angeles County Department of Public Works, Waterworks District No. 4. Water requirements for District No. 4 are met by District-owned wells and by purchasing water from the Antelope Valley East Kern Municipal Water District (AVEK), a regional water wholesaler.

The closest existing points of water service to the site are a fourteen (14) inch low-pressure water line in Avenue K-8 and a twelve (12) inch water line in Avenue L. Other water facilities exist in the vicinity of the site, including a pump, water tank, and three wells.

Project engineers anticipate that the project site would be served via a proposed thirty (30) inch feeder line from 4th Street East and the adjacent well-field which would feed into the twelve (12) inch line in Avenue L.

These two lines are at different pressure gradients. The Avenue K-8 line is in the 2555 elevation zone and this pressure zone is too low to adequately service the site. Although the line in Avenue L is in a high enough pressure gradient to service the site, it does not have sufficient capacity to provide the required fire flows.

With the addition of new water wells and the recent expansion of the AVEK water treatment plant in Quartz Hill, Los Angeles County Waterworks District No. 4 has adequate supplies to provide service to the Lancaster Business Part Phase III.

Sewer

The Project site is presently located within the jurisdiction of District No. 4. The existing sewer closest to the site is the Division Street Trunk Sewer, a ten (10) inch diameter sewer line located in Division Street at Avenue K-8. Treatment is provided by the Los Angeles County Sanitation District No. 14. Currently, connection fees are collected by this District to expand and upgrade facilities which in turn will support future growth. There are plans to build an East Lancaster treatment plant and a West Lancaster treatment plant which will relieve proposed future demands on the

existing plant. A Sanitation District trunk sewer currently extends south within Division Street to the northeast corner of the site.

Storm Drainage

The storm drainage system of the Lancaster Business Park Phase III is designed to accommodate water flow originating within the Project, as well as off-site drainage which may flow through the Project. The storm drainage system constructed directly in association with the Project consists of the following elements:

- A seventy (70) foot wide shallow surface drainage channel from Avenue K-8 to Avenue L at the east side of the property, which collects runoff from the Project. This channel is to be used as vehicle parking area and loading zone. It also will direct flood flows away from the Business Park order to protect the Park from the effects of a capital storm.
- Catchbasins at the southern and eastern portions of the Project.
- Underground storm/nuisance drains which feed the surface drainage channel.

These elements channel stormwater to a seventy (70) foot wide surface drainage channel already constructed for Phases I and II of the Business Park. This channel, which will serve as a continuation of the channel built as part of the Project, runs between Avenue K-4 to Avenue K-8, along the west side of 5th Street East. The channel, in turn, directs water into the Challenger municipal park, which serves as a retention basin.

Solid Waste

Solid waste is deposited in the landfill owned and operated by Waste Management of Lancaster. At present, the landfill is approaching currently permitted capacity. Waste Management of Lancaster has currently applied for a Conditional Use Permit to expand the landfill. This expansion will provide adequate capacity to meet the future needs of the Lancaster Business Park Phase III.

Electricity

Electricity is provided by Southern California Edison. Service is currently available from overhead power poles running along Division Street, Avenue L, and 5th Street East. Power poles are also located through part of the site interior along Avenue K-12.

Natural Gas

Natural gas is provided by the Southern California Gas Company. Current facilities in the immediate area are a regulating station at Division Street and Avenue L, a four (4) inch gas line in Avenue L and a ten (10) inch gas line in Division Street.

Telephone

Telephone service is provided by GTE. There are currently above-ground lines on Avenue L from Division to 5th Street East, and on 5th Street East south of K-12. Underground lines run along Division Street and parallel to the Southern Pacific Railroad Tracks. Telephone service is presently provided along the north side of Avenue K-8 to serve the Lancaster Business Park Phases I and II.

4. Public Services: Fire, Paramedics, Police and Street Cleaning

Fire and Paramedic Service

Fire protection and paramedic services are provided to the Project area by the Los Angeles County Fire Department's Fire Station # 129, located at 421 West Avenue M. The station is approximately two (2) miles from the Project site and has one engine company with a staff of three.

Police Service

The Antelope Valley Station of the Los Angeles County Sheriff's Department is located at 1010 West Avenue J. Through contractual agreement, it provides general law enforcement and traffic enforcement for the City of Lancaster.

Street Cleaning

Street Cleaning services are provided by the City of Lancaster Department of Public Works.

5. Access and Circulation

a. Access to the Site

The Southern Pacific Railroad borders the site to the west. Freeway access is provided by the Antelope Valley Freeway, State Route 14, located approximately 1.5 miles from the site with an exit at Avenue K. Other surface street access to the site is provided by Division Street, 5th Street East, and Avenue K-12.

b. Access Adjacent To And Within the Site

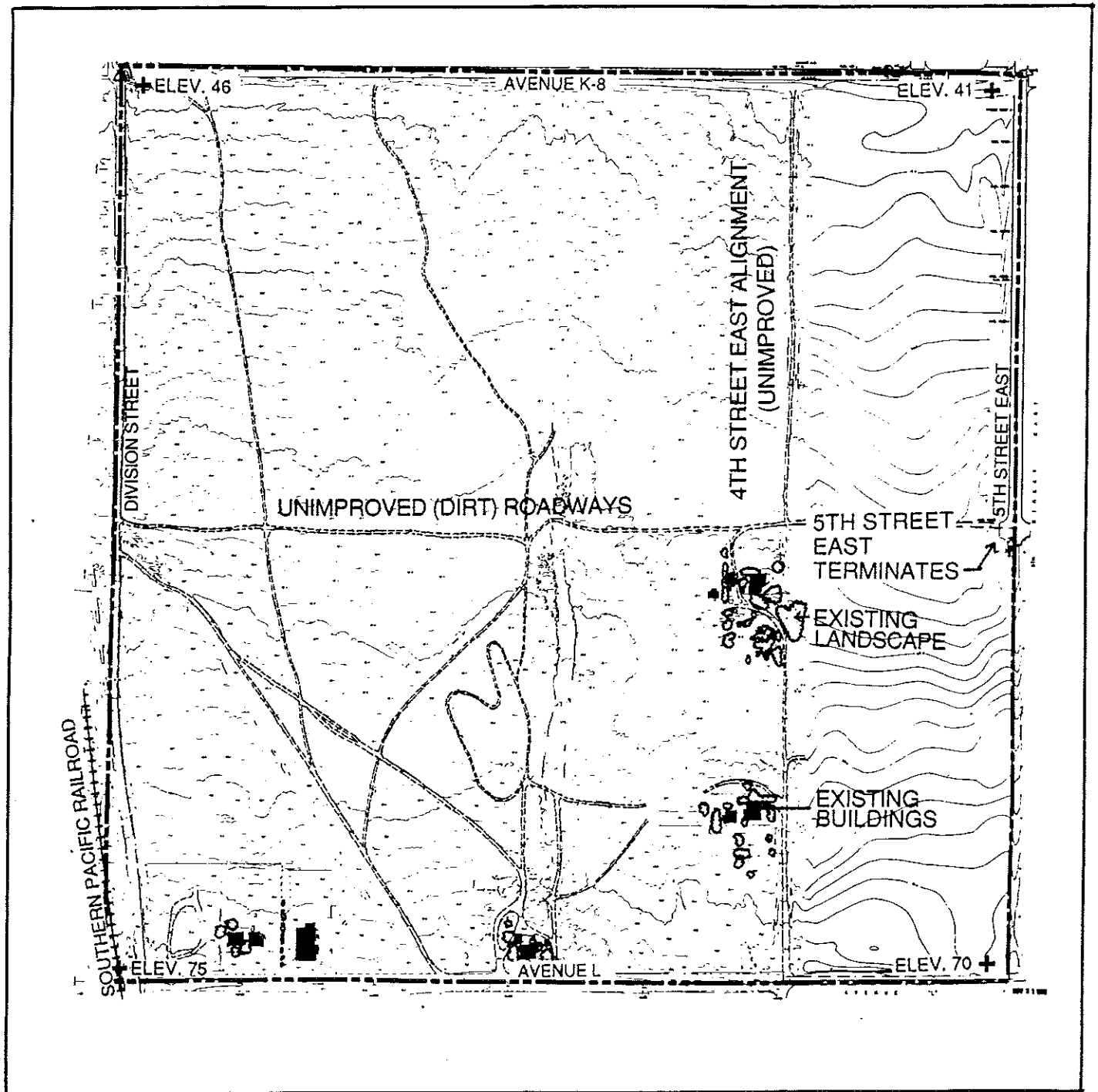
The site is bounded by Avenue K-8 to the north, Fifth Street East to the east, Avenue L to the south, and Division Street to the west. The northern and eastern roads are paved or semi-paved roads. The other perimeter roads are graded or dirt access roads. Unimproved extensions of Third Street and Fourth Street run north to south through the site, and Avenue K-12 runs east-west through the site. See Figure 4, Existing Site Conditions.

c. Planned Off-Site Street Improvements

Three off-site street improvements are currently being planned by the City of Lancaster. These improvements will not be provided as part of the Project.

- On the eastern boundary of the Project, 5th Street East has been improved between Avenue K-8 and Avenue K-12. Between K-8 and K-12, 5th Street East is partially improved. This portion of the street is proposed to be completed with a right-of-way of sixty (60) feet and terminate at Avenue K-12. 5th Street East would then connect via Avenue K-12 to the internal site roadway system.

- Avenue L, forming the southern boundary of the site, is planned for improvement from its current right-of-way to a planned one hundred and twenty (120) foot



EXISTING SITE CONDITIONS
Lancaster Business Park Phase III Specific Plan

Figure 4

right-of-way street with three (3) travel lanes in each direction and a median. An underpass will be constructed at the Southern Pacific Railroad tracks to the west of the site, to allow the widened Avenue L to pass underneath the tracks and connect with the I-14 freeway.

- 4th Street East south of Avenue L is being planned for eventual widening as a southerly extension of Division Street.

d. Bus Service

Bus service in the Project vicinity is provided by the Antelope Valley Bus Company, Inc., under contract with the County of Los Angeles. The County determines the routes and schedules in response to demonstrated need. The closest current bus service is a loop running at one hour headways coming south on Division Street to Avenue K-4, east on Avenue K-4 to 6th Street East, and then north on 6th Street East.

6. Zoning

On-Site Zoning

The site is currently zoned MPD, (Manufacturing-Industrial Planned Development) and M1 1/2 (Restricted Heavy Manufacturing). A zone change to 'Specific Plan' will be required in order to adopt the Specific Plan.

Adjacent Zoning

To the north of the site is the Lancaster Business Park Phases I and II, zoned Specific Plan 80-02. To the west of the site, between Division Street and the Southern Pacific Railroad tracks, land is zoned M-1 1/2. To the east of the site are R-6000 (single family residential on 6000 square foot lots) and R-10,000 (single family residential on 10,000 square foot lots) residential zones. To the south and southeast of the site are areas zoned for manufacturing, with either M-1 1/2 - VM, (Restricted Heavy Manufacturing), MPD-VM, or MPD (Manufacturing - Industrial Planned Development) designations.

F. DEVELOPMENT CONCEPT

The 163.99 acre site is master planned to provide for a total of 140.50 net useable acres for private parcels with 23.49 acres dedicated to public rights-of-way. A portion of the southern parcels of the Project at Avenue L will be required for an embankment should the proposed underpass at the Southern Pacific Railroad tracks be constructed (see Table A, Land Use Statistical Summary).

The Project will accommodate a wide range of clean business, office and support commercial uses. The Lancaster Business Park Limited Partnership will install all major infrastructure improvements including roadways, common area landscape, water, sewer and storm drains. Individual parcels will then be able to tie into these facilities for on-site development.

The Lancaster Business Park Limited Partnership estimates that as many as 6000 workers will locate in Phase III of the Project, bringing ultimate employment for all phases of the Business Park to approximately 9,000 persons.

G. IMPLEMENTING THE CITY'S GOALS AND OBJECTIVES

The California State Code requires that a proposed project be consistent with the Goals and Objectives of the City's General Plan. This section identifies the relevant Goals and Objectives of the City's General Plan and the measures adopted to assure consistency.

The City of Lancaster's General Plan represents the City's goals and objectives regarding the type, quality and intensity of development necessary to achieve its physical, economic, social and environmental goals. It is a long range policy document, designed to give guidance to those making decisions affecting the allocation of resources and the future shape, size and character of the City. The City's existing General Plan was adopted in 1980. However, development trends have changed rapidly throughout the Antelope Valley and in particular within the City of Lancaster and its Sphere of Influence. The City has accordingly decided to update its General Plan. In doing so, the City has identified eight Community Plan areas for which individual Community Plans will be prepared. With the update an Economic

Table A : LAND USE STATISTICAL SUMMARY

| <i>Land Use Type</i> | <i>Acres</i> | <i>Percent of Total Acres</i> |
|--------------------------------------|--------------|-------------------------------|
| Business and Business/Rail Option | 137.57 | 83.9% |
| Feature Park | 2.93 | 1.8% |
| Streets | 23.49 | 14.3% |
| Total | 163.99 acres | 100.0% |

Note: approximately 7.5 acres or 4.6 percent of the parcel area is in landscaped setbacks adjacent to public streets.

Element is also being prepared. The following discussion identifies the current General Plan's Goals and Objectives which are relevant to business park development. This section then defines how the proposed Lancaster Business Park Phase III will meet these goals and objectives.

- **Land Use**

Goal:

To manage the use of its land so that development occurs in an orderly and beneficial manner which recognizes and is sensitive to opportunities and constraints imposed by the City's infrastructure, environmental and social resources.

Objectives:

- a. Promote development, while protecting the character of existing neighborhoods, minimizing impacts on environmental resources, incurring no adverse economic costs for its residents and yielding social benefits.
- b. Reconcile existing and prevent future discordant land uses by establishing adequate interface among conflicting uses and functions.
- c. Support the protection of open space and recreational resources while providing for appropriate development.
- d. Provide areas where residential, commercial, business, recreational, open space and public service uses may be developed in harmonious patterns and with all the necessities for a satisfactory living environment.

Meeting the Goals and Objectives:

Lancaster Business Park Phase III is a master planned business park designed to meet both the immediate and long range needs of a diverse population. When developed, it will provide a mix of business, office, recreational, open space and public services planned and designed in such a way as to create a quality living environment that minimizes any potential impacts to the existing environment. As the Lancaster Business Park Phase III will provide its own infrastructure, no adverse economic impacts to the existing residents of

Lancaster will result. The structures and landscaping of the Project will also serve to buffer residential uses to the east from the views and noise of the Southern Pacific Railroad.

- **Circulation**

Goal:

Provide for the efficient movement of people, goods and services throughout the City and its planning area.

Objectives:

- a. Provide access among all land uses within the City and to and from major destinations outside of the City.
- b. Provide access while maintaining a high level of environmental quality.
- c. Provide for the development of alternative modes of transportation.
- d. Provide for the development and expansion of public transportation systems.

Meeting the Goals and Objectives:

As part of the development of Lancaster Business Park Phase III, the existing access to the site will be improved to provide for efficient vehicular circulation. On-site circulation will consist of a series of roadways designed to accommodate the projected volume of vehicular traffic. Division Street, the major artery through the Park, will be able to accommodate mass transit such as buses and van pools. In addition, the Land Use Master Plan encourages walking and bicycling as an alternative method of transportation. This is facilitated through the provision of sidewalks, and by locating facilities such as a park and potentially a day care center within the Project.

- **Environmental Resources**

Goal:

Conserve and enhance the City's natural resources, facilitating development in a manner which reflects the characteristics, sensitivities and constraints of these systems.

Objectives:

- a. Enhance, rehabilitate and/or protect significant natural resources, including fragile ecological areas, unique natural features and culturally significant sites.
- b. Promote the wise development and conservation of managed renewable and non-renewable natural resources.
- c. Minimize the hazards to public health, safety and welfare that result from natural and man-made phenomena.
- d. Provide adequate and accessible outdoor recreation for the needs of the population.

Meeting the Goals and Objectives:

Lancaster Business Park Phase III has been designed to protect and preserve significant natural features and any ecologically or culturally significant sites. Seismic provisions and the improvements to flood control facilities have been incorporated into the Plan in order to minimize any potential hazards to public health or safety. In addition, over seven and one half (7.5) acres of landscaped setbacks are provided along the access streets, as well as an approximately three (3) acre passive recreation park. This public landscaping is complemented by the landscaping of on-site areas including parking lots. Landscaped areas are designed to meet the open space needs of the Project's workers and visitors.

- **Noise**

Goal:

To ensure that the City's residents are free from excessive noise and abusive sounds such that: (a) sufficient information concerning the City noise environment is provided for land use planning; (b) strategies are developed for abatement of excessive noise levels; and (c) existing low noise levels are maintained and protected.

In defining this goal, primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Second in importance is

the minimization of noise-induced stress, annoyance interference with activities.

Meeting the Goals and Objectives:

A noise study has been prepared as part of the Lancaster Business Park Phase III Environmental Impact Report. This study predicts future noise levels that may be expected to occur within the Business Park and needed mitigations. There are four primary noise sources which affect the Project: aircraft overflights from Air Force Plant 42, construction noise, operational noise impacts, and on and off-site traffic noise. A residential area to the east would be sensitive to noise generated from the site.

The EIR includes noise mitigation measures fourteen (14) through twenty-three (23), as incorporated as Section VI.A. of this document. If properly implemented, these measures will reduce project noise impacts to a level of insignificance. These measures address both noise generated during the construction period and for the life of the project. Factors addressed include defining the range of allowable interior noise levels, limitation the time of construction activities, and controlling noise impacts from vehicles.

- **Seismic**

Goal:

Reduce loss of life, bodily injury and property damage due to seismic events.

Meeting the Goals and Objectives:

There are no known seismic zones or faults within the Lancaster Business Park Phase III. However the Park could experience a maximum credible earthquake of 8.3± Richter Magnitude to occur along the closest portion of the fault. A major earthquake in the Lancaster area within the estimated lifetime of new construction is considered likely. The potential from damage from earthquake-induced flooding and liquefaction is negligible.

Section 6.15 of the Environmental Impact Report includes recommendations which will maximize structural stability and safety in the event of earthquakes.

- **Safety**

General Policies:

- a. Establish and enforce programs for the reduction of fire and geologic risk.
- b. Review and update disaster preparedness and emergency response capabilities as necessary.
- c. Require all new development and selected classes of existing development to meet established fire and geologic safety standards.
- d. Encourage improved fire and geological hazard insurance programs.
- e. Encourage public education programs pertaining to fires and geologic problems.

Meeting the Goals and Objectives:

All new construction will meet fire and geologic safety standards as set by the Uniform Building Code.

- **Air Quality**

General Policies:

- a. Consolidate patterns of urban and suburban development to minimize vehicle miles traveled and concomitant air pollutants.
- b. Locate public services, commercial uses and places of employment in close proximity to residents to minimize vehicle miles traveled and concomitant air pollutants.
- c. Locate potential significant sources of air pollutants (e.g. medium industry) in areas which will not adversely affect adjacent or regional land uses.
- d. Encourage the development and expansion of public transportation systems to reduce air pollutants.
- e. Promote air quality that is compatible with health, well-being and enjoyment of life by the prevention of property and vegetative change and deterioration of aesthetic quality which result from air pollutants.
- f. Enforce federal, state and local air quality standards.

- g. Encourage the South Coast Air Quality Management District to maintain a local station to monitor air quality.

Meeting the Goals and Objectives:

The Lancaster Business Park Phase III has been planned to consolidate patterns of business/commercial growth and to provide increased local employment and business activity. The construction of the Project will contribute to balancing the City's and region's housing and employment opportunities. By so doing, vehicle miles traveled and concomitant air pollutants will be substantially reduced compared with the same number of jobs being developed at a greater distance from the site. The reduction of vehicle miles travelled is further assisted by the proximity of local public services, open space and recreational amenities, educational facilities, and commercial uses outside of the Business Park. Developments within the Park will also be required to obtain a permit from the South Coast Air Quality Management District.

III. COMPONENT PLANS

This section contains four component master plans: the Land Use Master Plan, the Circulation Master Plan, the Infrastructure and Utilities Master Plan, and the Landscape Master Plan. These Plans, with the Development Standards, constitute the proposed Specific Plan for the Lancaster Business Park Phase III.

A. LAND USE MASTER PLAN

1. Purpose

The Lancaster Business Park Phase III is a planned business development containing a balanced mixture of business, research and development, office and support uses. The Project will offer development parcels for users with a broad range of space needs in an organized and pleasant setting. Development on the parcels will be complemented by support facilities including an on-site park.

The following Land Use Master Plan, Figure 5, identifies the relationship of permitted uses. In combination with the Infrastructure and Utilities, Landscape, and Circulation Master Plans, the Land Use Master Plan provides an overview of the ultimate development within the Park. The Illustrative Perspective, Figure 6 is a view from the northeast showing a generalized concept of how development could occur on the site.

The Land Use Master Plan defines three types of allowable development: Business, Business/Rail Option, and Feature Park. The Plan also identifies the general location of each type of development and the relationship of permitted uses, as indicated by the Land Use Master Plan, Figure 5.

2. Land Use Concept

The land use concept is intended to relate and unify land uses within the Lancaster Business Park Phase III into a business/research and development facility which is unique, distinctive, and embodies a high quality of design and environment.

This intent is realized through a number of planning elements. Uses are deliberately located and related to provide a functional integration of all elements of the Park. Uses are also distributed to enhance the present and future development at the Park boundaries.

The roadway system is also used as a planning tool. A curvilinear street system is accompanied by formal, highly visible and intensely developed public area landscaping which provides a contemporary, crisp, clean and distinguished image.

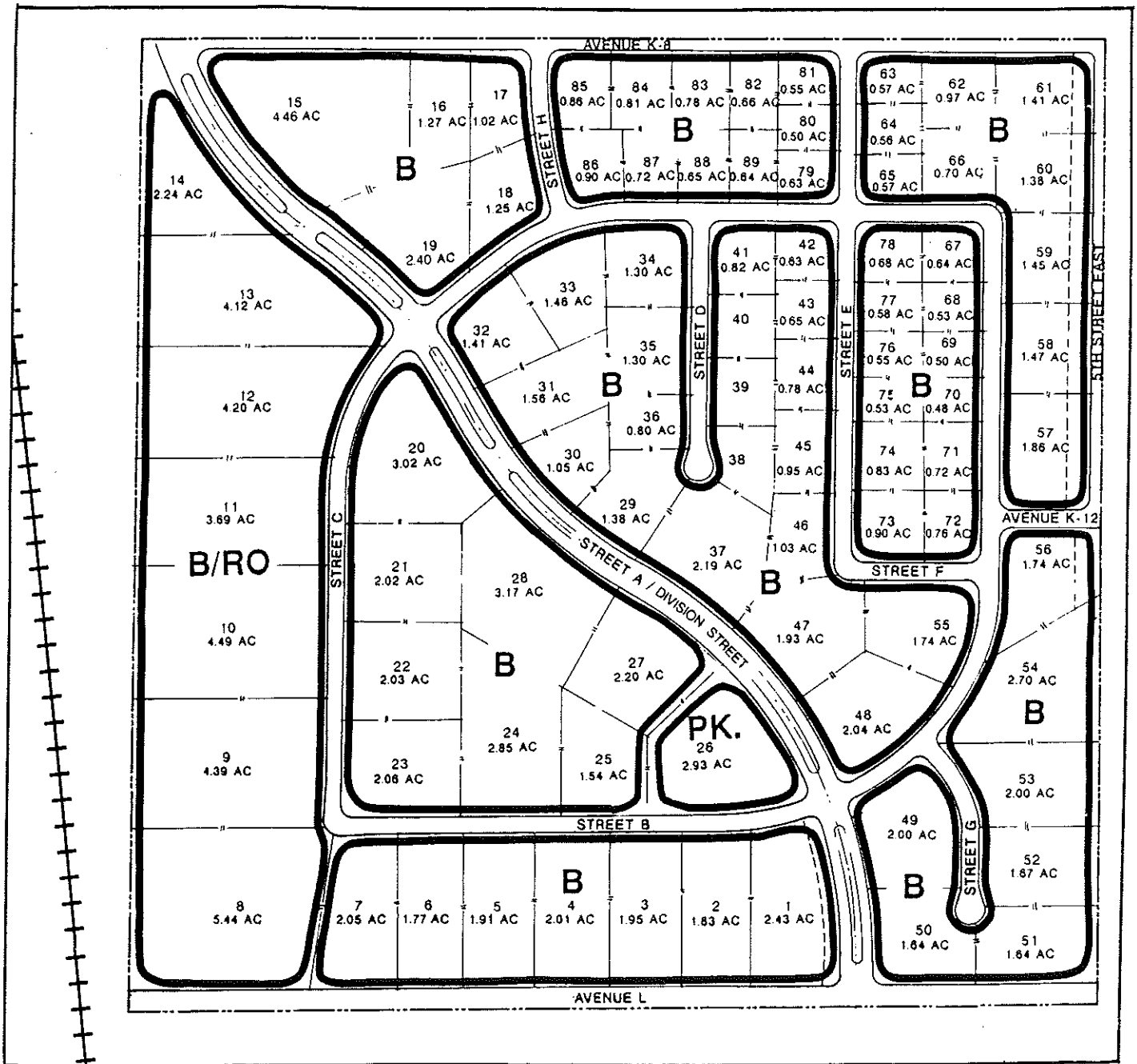
The quality of the public area landscape is extended into the private parcel development through the Specific Plan's development standards. These Standards assure that the landscaping on private parcels will contribute to a unified landscape environment which extends throughout the private and public areas of the Park. The strength of the landscape is reinforced by standards for sufficient on-site parking and consolidated vehicular access points to parcels.

The Land Use Plan allows for future flexibility in determining the type and intensity of specific land uses. If market demand changes over time the Project can respond to that change. The Land Use Plan presented at this time anticipates a balance between business and office uses. However, the Plan can accommodate increased demand for specific uses (for example, office or business space) over the anticipated seven year period of Project construction. This flexibility is achieved through the specific design of the Plan's circulation system, utility patterns and land use distribution.

The land use categories proposed for the Lancaster Business Park Phase III are Business, Business/Rail Option, and Feature Park. Concurrent with the preparation of this Specific Plan, a Tentative Tract Map is being completed and will be processed simultaneously with the Specific Plan.

The Land Use Master Plan is designed to meet the following objectives:

- To permit allowable land uses to be located on any parcel within the Park as long as such uses conform to the Development Standards contained in Section IV.

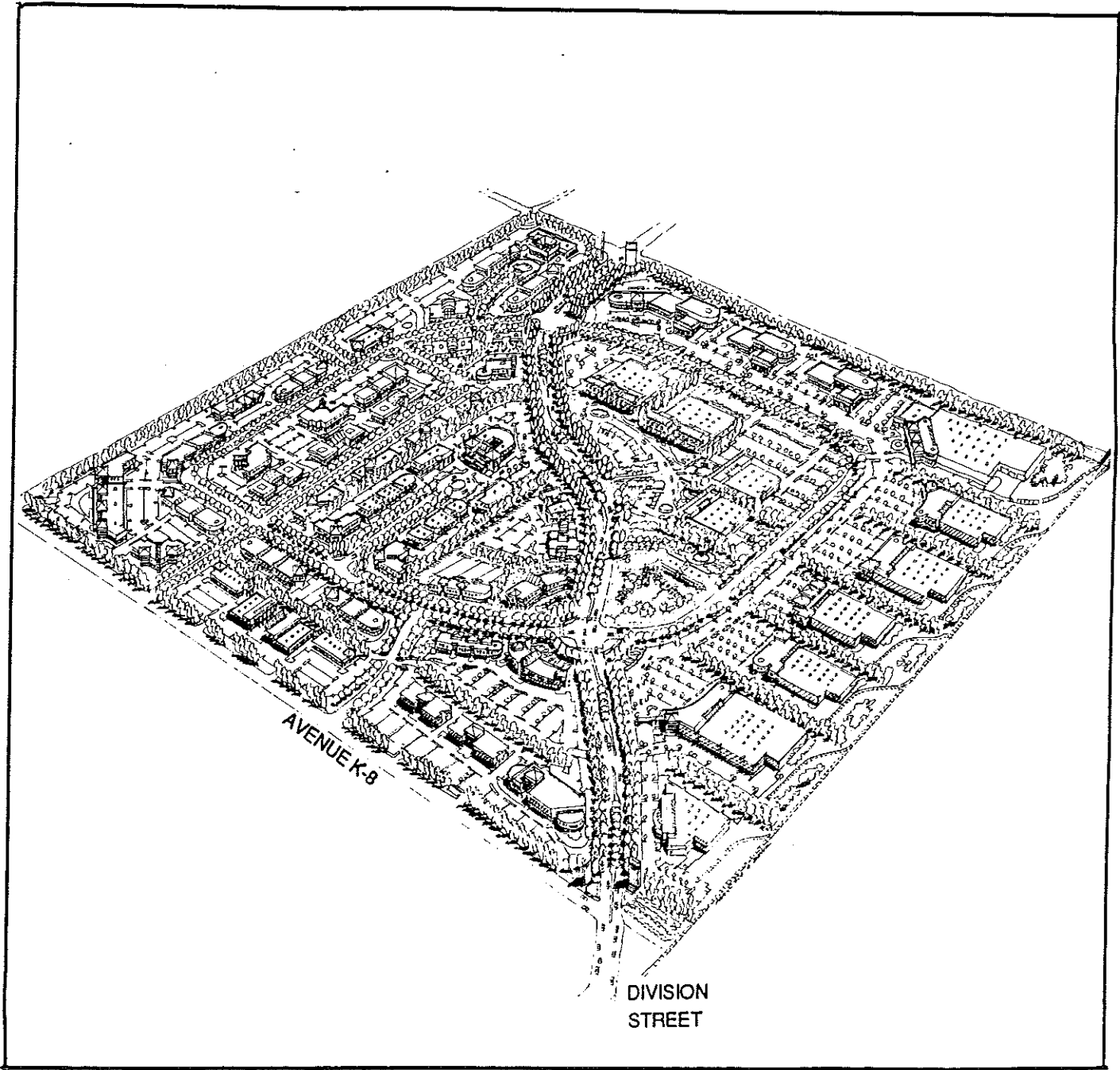


NOTE: Location of the Feature Park is conceptual and may be relocated within the project site.



LEGEND

- B/RO** BUSINESS RAIL OPTION
- B** BUSINESS
- PK.** FEATURE PARK
- 9** PARCEL NUMBER
- 4.39 AC** PARCEL ACREAGE
- PROPERTY LINE
- +++** SOUTHERN PACIFIC RAILROAD



NOTE: The Illustrative Perspective is provided in order to illustrate how certain concepts of the the Specific Plan may be implemented. It is not meant as a precise development plan.

- To provide lot configurations which permit maximum flexibility to meet future needs for variations in parcel size, circulation, and access.
- To provide the flexibility of allowing smaller lots to be combined into larger parcels.
- To provide a highly controlled and high quality physical environment designed to attract image-conscious businesses.
- To provide a campus-like environment.

3. Land Use Plan

a. Proposed Land Use Classifications

i) **Business (B):** This category includes a mixture of business and office facilities with support commercial. Such uses may be located anywhere within the Project areas designated for Business uses. However, buildings with predominantly office uses are encouraged to concentrate along Division Street.

The Business category will occupy approximately 108 acres. Uses envisioned within this land use category include light manufacturing, corporate manufacturing, multi-tenant business, wholesale services (without retail trade), business services, professional services, research and development, vocational or trade schools and restaurants. While single story buildings are expected to predominate, some two story buildings may be constructed.

Office development within the Business category is anticipated to include corporate, professional, administrative and general offices. Buildings will consist of one or two story buildings devoted entirely to office uses, or industrial type buildings with predominantly office use.

The Development Standards will insure compatibility between office and manufacturing uses.

ii) **Business/Rail Option (B/RO):** These uses are restricted to Parcels Eight (8) through Fourteen (14), directly adjacent to the Southern Pacific Railroad Line located immediately west of the Park. These parcels will occupy approximately 29 acres. Building

heights will be primarily one story. Uses on these sites have the option of incorporating rail spurs which connect with the railroad line.

iii) **Feature Park (PK):** The Specific Plan designates a Feature Park of approximately three acres for use by employees and visitors to all phases of the Lancaster Business Park. This is intended as a passive outdoor leisure area that may include a day care center and amphitheater or similar uses.

b. Land Use Acreage and Statistical Summary

i) Total Acreage of Each Use

The 163.99 acre site is master planned to produce approximately 140.5 net useable acres and 23.49 acres of streets. Table A: Land Use Statistical Summary, defines the approximate Project acreage.

The net useable acres figure includes an embankment to facilitate right-of-way for an under pass to allow Avenue L to pass underneath the Southern Pacific Railroad tracks.

ii) Parcel Sizes

Table B: Parcel Sizes defines the number of parcels within several size categories and their percentage of the total parcel area.

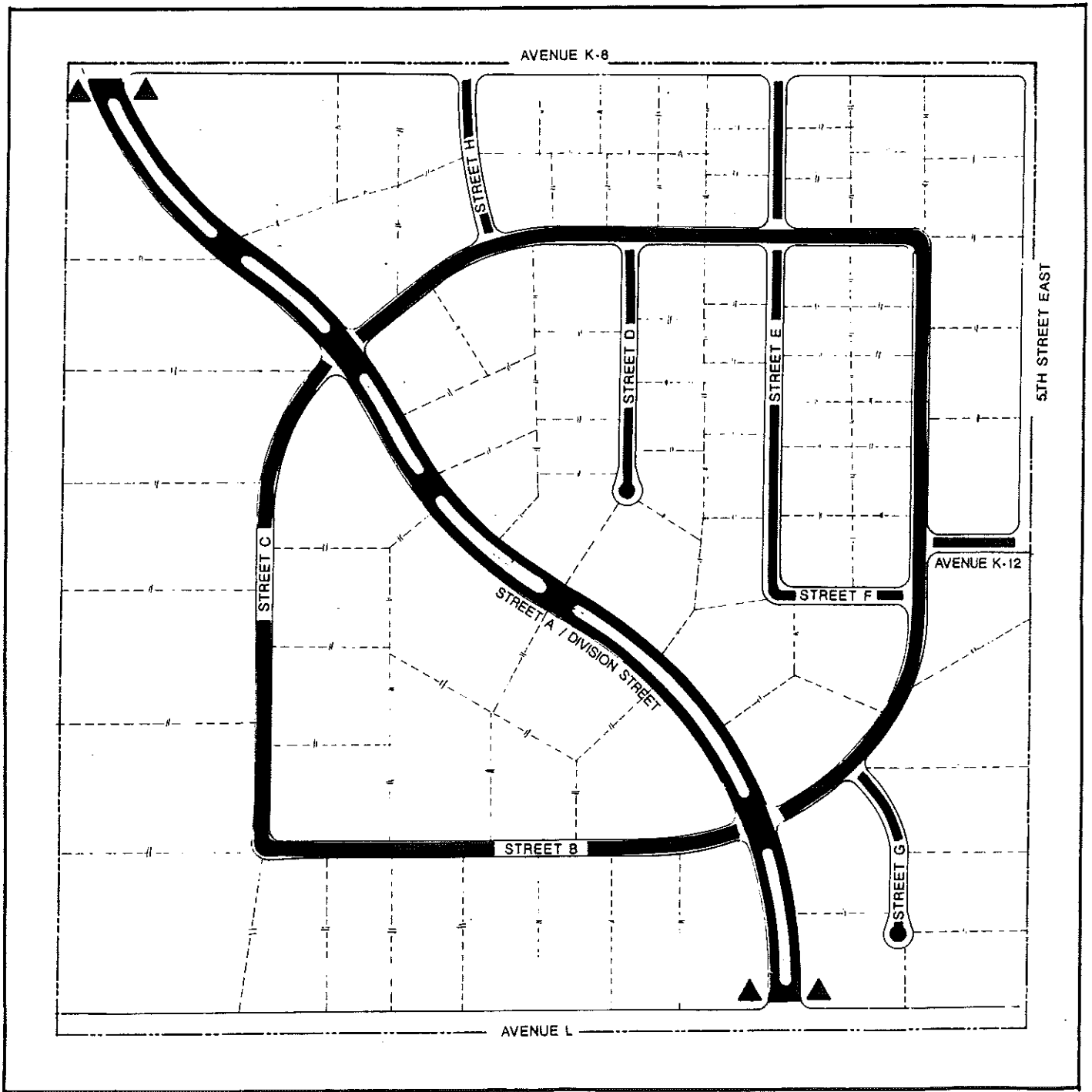
B. CIRCULATION MASTER PLAN

1. Purpose

The Circulation Master Plan (Figure 7, Circulation Master Plan) provides a framework and standards for the development of public roadways within the Lancaster Business Park Phase III. The Plan is designed to ensure a safe and adequate system of vehicular, pedestrian and bicycle circulation. The Master Plan indicates the locations of roadways, sidewalks and intersections, as well as roadway and sidewalk cross sections. All roadways and on-site driveways within the Park will be constructed in accordance with the City's specifications and design criteria.

Table **B**: PARCEL SIZES

| <i>Size</i> | <i>No.Parcels</i> | <i>Approximate % of total parcel area</i> |
|----------------------|-------------------|---------------------------------------------------|
| Less than 0.49 acres | 1 | 0.4 |
| 0.5 to 0.99 acres | 36 | 18.0 |
| 1.0 to 1.49 acres | 14 | 13.0 |
| 1.5 to 1.99 acres | 14 | 17.6 |
| 2.0 to 2.99 acres | 15 | 24.2 |
| 3.0 acres and above | 9 | 26.8 |
| Total | 89 parcels | 100.0 % |



LEGEND



STREET A/DIVISION STREET
 LOCAL STREETS/CUL DE SACS
 BUS STOP



The Circulation Master Plan Goals include the following:

- To ensure that streets are classified and designed in a clear hierarchy of street widths and functions, according to the land uses and traffic volumes which they will serve.
- To ensure that the street system ties into the City's present and planned circulation system outside of the Park boundaries.
- To ensure that the street layout and design considers geologic conditions, drainage patterns, and storm water.
- To provide a street system which meets established street design standards, incorporating factors of safety, convenience and economies of roadway construction.
- To serve as a landscaped open space corridor which will enhance the street system.
- To meet the City's goals, objectives and policies pertaining to circulation, as defined in the General Plan Circulation Element.
- To minimize the vehicle miles traveled (VMT) to the extent possible.
- To minimize circulation impacts on adjacent streets generally consistent with the City of Lancaster's Master Plan of Streets.

2. Circulation Master Plan Concept

The intent of the Circulation Master Plan is to establish a strong Project image, to use a number of measures to reduce congestion, and to separate through and Project-related traffic to the extent possible.

Division Street, the major spine, establishes the Project image through its breadth and its extensive landscaping at the roadside and in its median. This road channels through traffic, while providing the major access to the Project's internal roads.

Congestion is reduced through a number of means. Project-wide design measures have been established to minimize the number of vehicle miles traveled. Land uses are organized to

minimize traffic within the Project. Significant trip generators have been located near the Division Street to avoid the congestion of internal streets. Rail-served parcels are located adjacent to the Southern Pacific Railroad tracks to allow maximum access to existing rail facilities. Service commercial and food service establishments are encouraged in the complex, in order to meet the needs of local employees and reduce mid-day vehicular trips. Sidewalks throughout the Project will encourage local employees to walk to local food vendors for lunch.

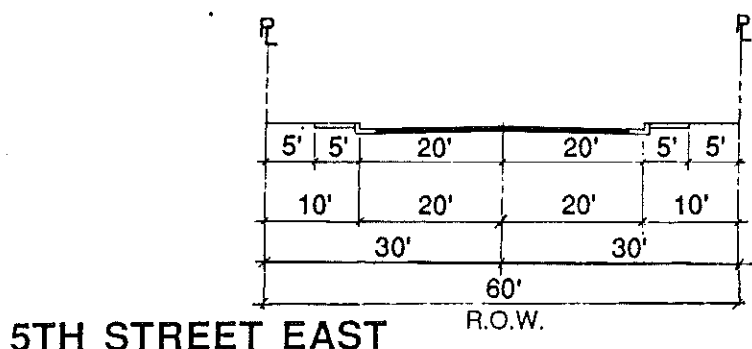
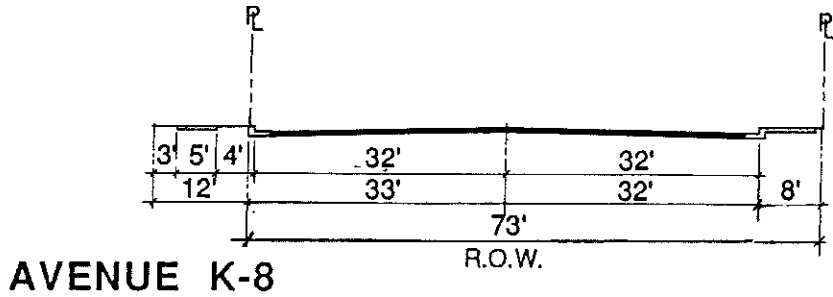
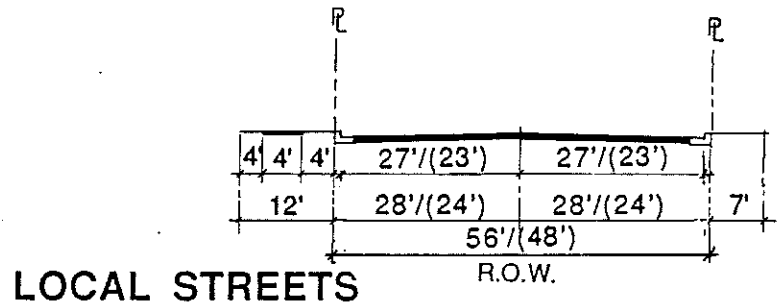
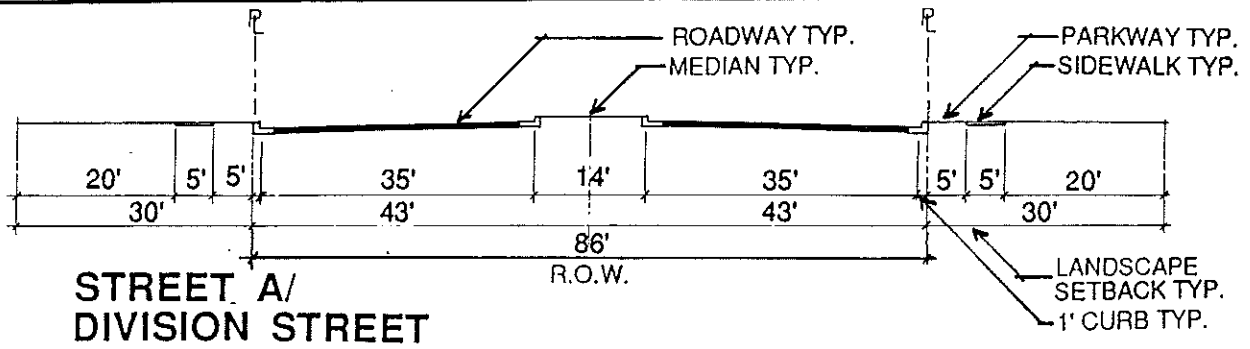
The road system itself is designed to minimize traffic congestion. Streets and intersections within the Project are designed to accommodate peak hour traffic levels. Design of the system has taken into account the traffic using Division Street as a through route. Major intersections are spaced, and parcel driveways combined, to facilitate traffic flow.

Division Street is designed as the major route within the Project. It is limited-access street which channels north-south traffic through the Project and provides access to the local internal streets. East-west through movement is neither needed or provided for, since Avenue L which forms the Project's southern border will be improved to a major east-west arterial with a one hundred and twenty (120) foot right-of-way. Avenue L will eventually become the 'front door' to the Project. Local roads, clearly distinguished from Division Street by their lesser width and more intimate scale of landscaping, form the second and third levels of the street hierarchy. They are reached from Division Street as well as from the bordering streets at the north and east boundaries of the Project.

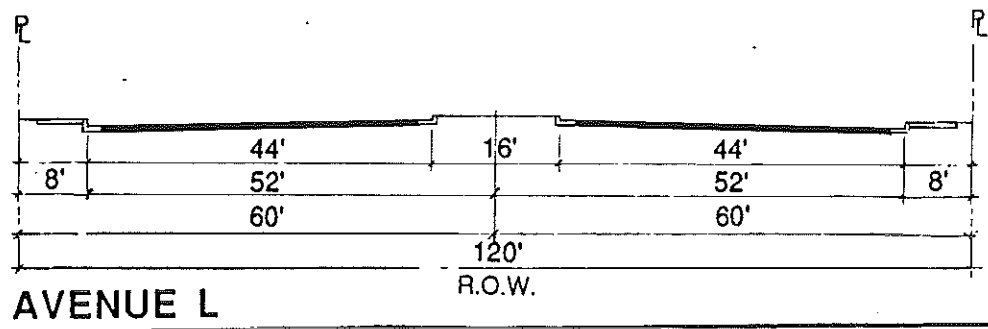
Pedestrian, bicycle and vehicular circulation patterns are designed to avoid conflict.

3. Circulation Master Plan Elements

The Circulation Master Plan contains six elements: a Vehicular Circulation Plan including parking; Sidewalks and Pedestrian Circulation; Railroad Access; Bicycles; Public Transportation; and a Transportation Demand Management Plan. Figure 7, Circulation Master Plan; and Figure 8, Street Sections, illustrate the Master Plan.



NOTE: Public sidewalks and utility easements also required along streets as determined by the Director of Public works



NOTE: See Figure 14 A,B,C for landscaping of street sections

STREET SECTIONS

III. COMPONENT PLANS

a. Vehicular Circulation Plan

i) Street Hierarchy

A hierarchical street system is established which 1) connects with existing and proposed streets outside the Project area; 2) serves internal circulation needs, and 3) uses only two primary and three secondary vehicular access points to the Project to minimize the circulation impacts on adjacent land uses.

The Internal Circulation system consists of a hierarchy of streets including Division Street (Street A), Streets B and C which serve as a loop street, and Streets D through H as well as Avenue K-12 which serve as local access streets.

- *Image Street: Division Street or "Street A"*

The primary road within the Project is Division Street or "Street A," classified as a major arterial with an eighty-four (84) foot roadway (including a fourteen (14) foot wide median) and an eighty six (86) foot right-of-way. The road is also the southern extension of the existing Division Street. It will link the current southern terminus of Division Street at Avenue K-8 to the intersection of Avenue L and the proposed 4th Street East.

The roadway includes two travel lanes in each direction, a landscaped median, and sidewalks on each side.

- *Local Internal Streets*

These secondary roads connect with Division Street. They have a fifty six (56) foot wide roadway with a fifty four (54) foot wide pavement section and a public sidewalk/ utility/ landscape easement (width to be determined by the Director of Public Works). Vehicular access from

surrounding streets has been restricted in order to minimize traffic impacts on adjacent land uses. With the exception of a few parcels fronting on Avenue K-8 and Division Street, parcel access is restricted to the internal roads (Figure 9, Parcel Entry Concept Plan).

ii) Traffic Controls

The Lancaster Business Park Phase III Environmental Impact Report recommends signaling the intersection of Division Street with Avenue L at 4th Street East.

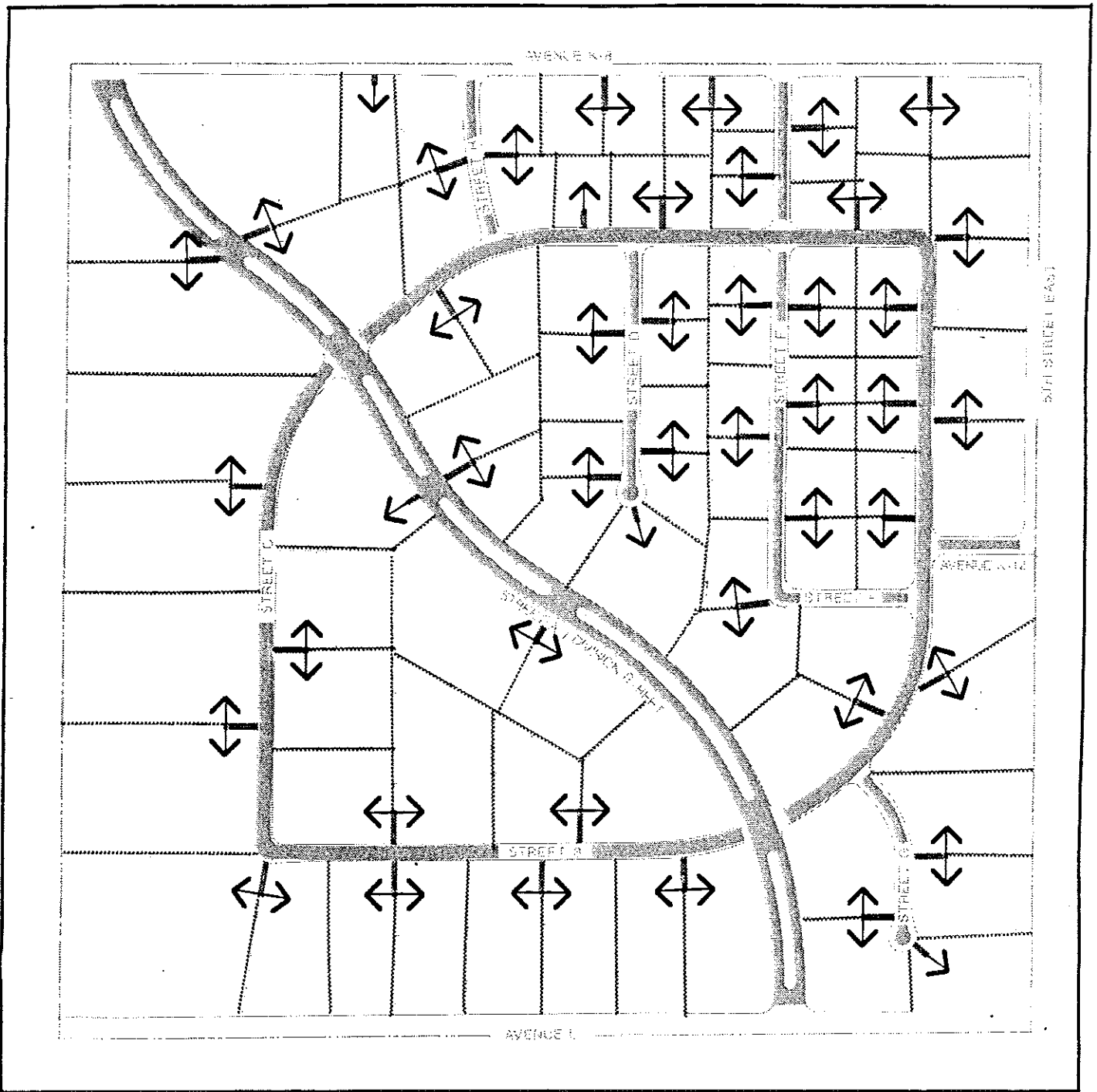
iii) Parking

The Lancaster Business Park Phase III Project design standards prohibit parking on all streets within the development. Parking regulations and standards ensure that the Park contains sufficient off-street parking and loading facilities for the uses proposed, and that these off-street parking and loading areas will enhance and preserve the appearance of the Park.

iv) Curb Cuts

Curb cuts will be minimized by encouraging developers of adjacent parcels to use common pedestrian and vehicular access points. Median breaks to permit parcel access from Division Street will be constructed at only three locations. All other parcel access will be from internal streets. Entry drive designs will provide for on-site vehicle stacking during peak periods to further minimize traffic slowing on the access streets.

In accordance with City policy, a minimum number of curb cuts will be provided to facilitate traffic flow and improve safety. Common access drives shall be used where feasible to minimize the number of curb cuts and points where turning movements are necessary. Figure 9, Parcel Entry Plan Concept, illustrates one of several ways in which entries can be grouped to minimize curb cuts. A maximum of two curb cuts per parcel may be allowed for



NOTE: This Figure illustrates one of several approaches to minimize the number of parcel entries.

LEGEND



III. COMPONENT PLANS

parcels with a frontage greater than three hundred (300) linear feet. In general, no curb cuts on Division Street will be permitted other than those shown on the entry concept plan.

Where these requirements constitute a hardship for a specific development, an appeal for modification of the requirements may be made to the Reviewing Agency. In considering the appeal, the Reviewing Agency will adhere to the principle that the least number of curb cuts required to make a workable development shall be provided.

b. Sidewalks and Pedestrian Circulation

The Circulation Master Plan is designed to encourage pedestrian circulation within the Project area. Of particular importance is minimizing auto trips by encouraging workers and visitors to reach food services during lunch time by foot. This is encouraged by providing a network of sidewalks which will be integrated into the design of Division Street as well as of the internal streets.

c. Railroad Access

Figures 6 and 13 show how rail spurs from the Southern Pacific Railroad lines could serve larger parcels within the Project. The Circulation Master Plan has been designed to avoid all railroad crossings of public roadways.

d. Bicycles

The Lancaster Business Park Phase III will encourage the use of bicycles by employees and other Business Park users by providing convenient cycle access and storage. Cycle storage facilities will be located on each development site.

e. Public Transportation

Public bus service will be provided by the Antelope Valley Bus Company, Inc., under contract with the County of Los Angeles. Specific routing and headways will be determined on the basis of need, and can be changed as needs change.

Improved transit facilities within the Project will be provided during initial construction of infrastructure and landscaping. These facilities will include covered and lighted bus stops with turnout bays, in order to encourage the use of the area's future mass transit services. Bus stops will be located at the intersections of Division Street with Avenues K-8 and L. The Lancaster Business Park Limited Partnership will work with the City to evaluate the feasibility of providing additional bus service to the Project site and surrounding area.

f. Transportation Demand Management Plan

The Lancaster Business Park will also encourage the developers of individual parcels to take specific measures to reduce vehicle miles travelled. Each of the measures, as described below, constitute an element of a transportation management plan.

- Distribute information to employees about regional and local public transit facilities.
- Provide for transportation facilities including bus stops, turnouts, bus parking areas and passenger loading areas and shelters if appropriate.
- Encourage employee van pools and car pools.
- Provide preferential parking for cars participating in car pools.
- Provide a Guaranteed Ride Home program.
- Provide facilities for securing small vehicles such as bicycles, motor scooters and motorcycles.
- Establish staggered and/or flexible work hours where appropriate.
- Allow food and office supply delivery to business/office tenants.

C. **INFRASTRUCTURE AND UTILITIES MASTER PLAN**

1. **Purpose**

This Master Plan is designed to define the location, providers and general capacity of utilities serving the development.

2. **Master Plan Concept**

Utilities will be provided with sufficient capacity to meet present and future needs. Current utility and public service providers will serve the Project. All utilities in the public right-of-way will be constructed in one phase. Individual parcels can then tap into utility lines to bring service on-site when needed. All utilities within the Project will be undergrounded, with the exception of the surface storm drainage channel at 5th Street East.

3. **Master Plan Elements**

a. *Utilities*

Water

Water service will be provided by the Los Angeles County Waterworks District No. 4. The Project will contribute to the costs of extending a thirty (30) inch transmission line from Avenue M, north to Avenue L at the southeast corner of the site. At that point this line will be connected to an onsite grid of water mains constructed as part of the Project improvements to distribute water of adequate pressure and flow to meet the Project's needs. The Project will contribute to the water capital improvements fund through the installation of offsite facilities, as well as fee payments amounting to the difference between the cost of the offsite system improvement and fees established by ordinance. See Figure 10, Water System Concept Plan.

Sewer

Sewer treatment will be provided by the Los Angeles County Sanitation District No. 14 through the Eastside Water Reclamation Plant. Construction of the Project will require the extension of sewer infrastructure to the Project site. It is proposed that a twenty-four

(24) inch sewer trunk line will be extended south from the existing Sanitation District trunk sewer at the northeast corner of the Project site. This line will extend to the intersection of 4th Street East and Avenue L. This large trunk sewer will serve part of the site and will also continue to service the area south of Avenue L to Avenue M, which is zoned for manufacturing use. The northeasterly portion of the site will be serviced by existing sewer lines built during the development of Phases I and II of the Lancaster Business Park. See Figure 11, Sewer System Concept Plan.

Storm Drains

Storm drainage will be accommodated by a paved channel at the easterly boundary of the Project, also used for parking and loading. This channel will be linked at Avenue L with a proposed storm/nuisance drain and catchbasins designed to collect offsite drainage. The storm drain system will be designed to link with drainage systems serving future development to the south.

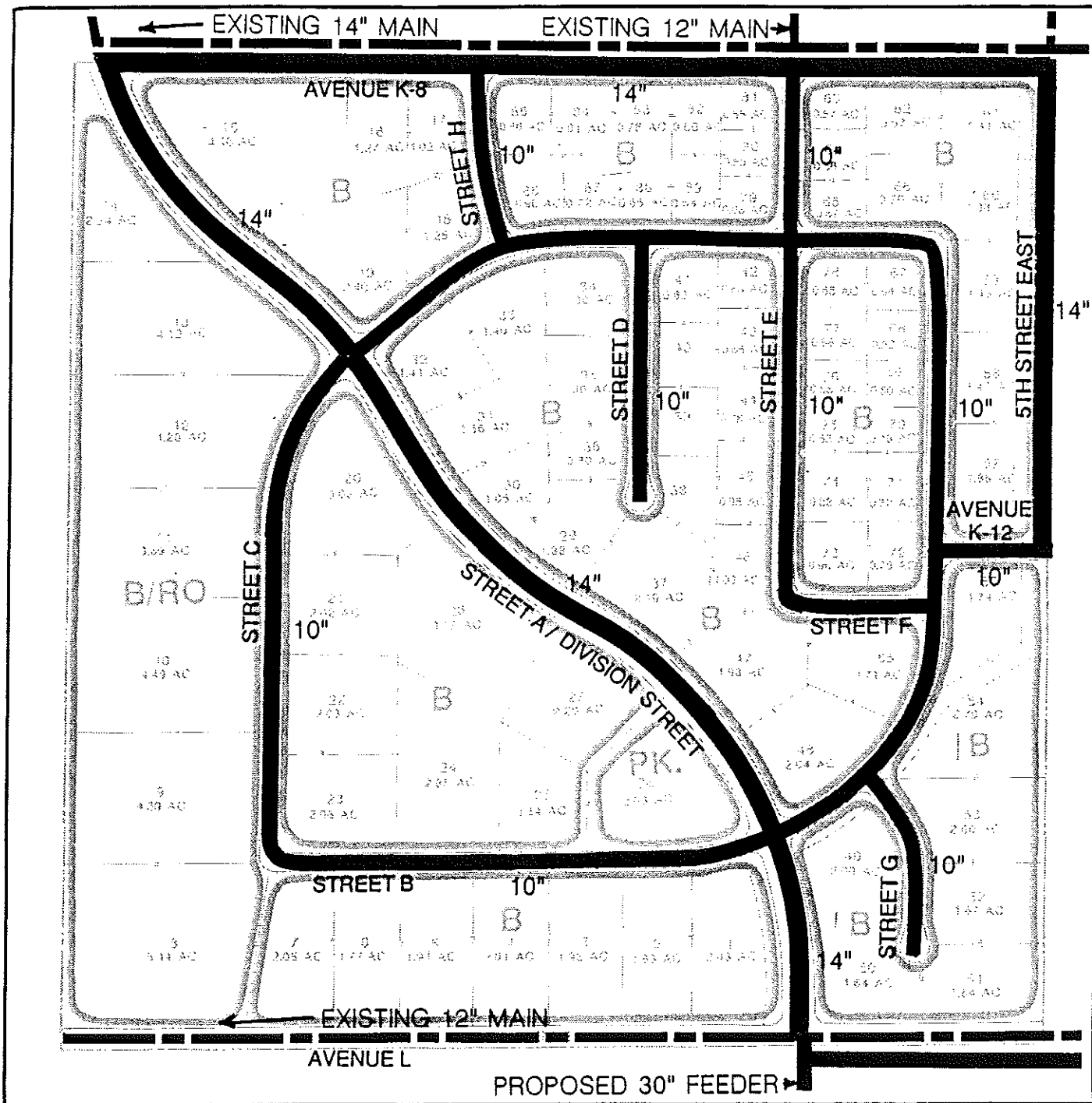
The channel connects on its northern end to an existing channel running at the eastern property line of Phases I and II of the Lancaster Business Park which empties into a municipal park/retention basin between Avenues K and K-4 at the west side of 5th Street East. See Figure 12, Drainage System Concept Plan.

Solid Waste

Solid waste disposal will be transferred by a private firm, Waste Management of Lancaster, to a landfill which the company owns and operates. As the landfill is approaching currently permitted capacity, the company has filed a conditional use permit with the County of Los Angeles. This permit would extend the landfill's life 17.5 years through expansion of the landfill site.

Electricity

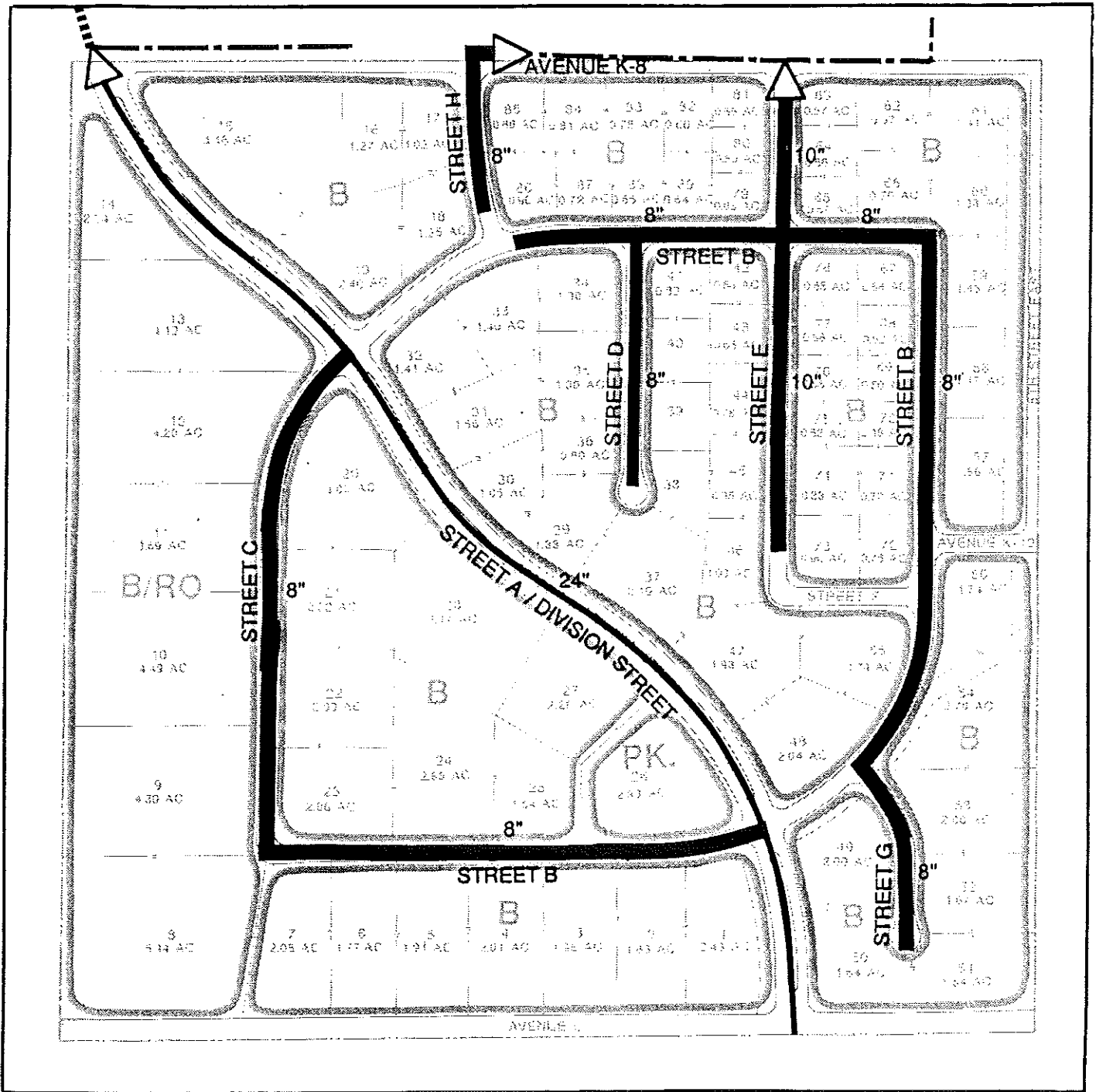
Electricity is provided by Southern California Edison. Current service lines including those along Division Street, Avenue K-8, Avenue L and 5th Street East could be used to supply power to the Project. No capacity limitations








LEGEND

-  EXISTING MAIN
-  PROPOSED MAIN

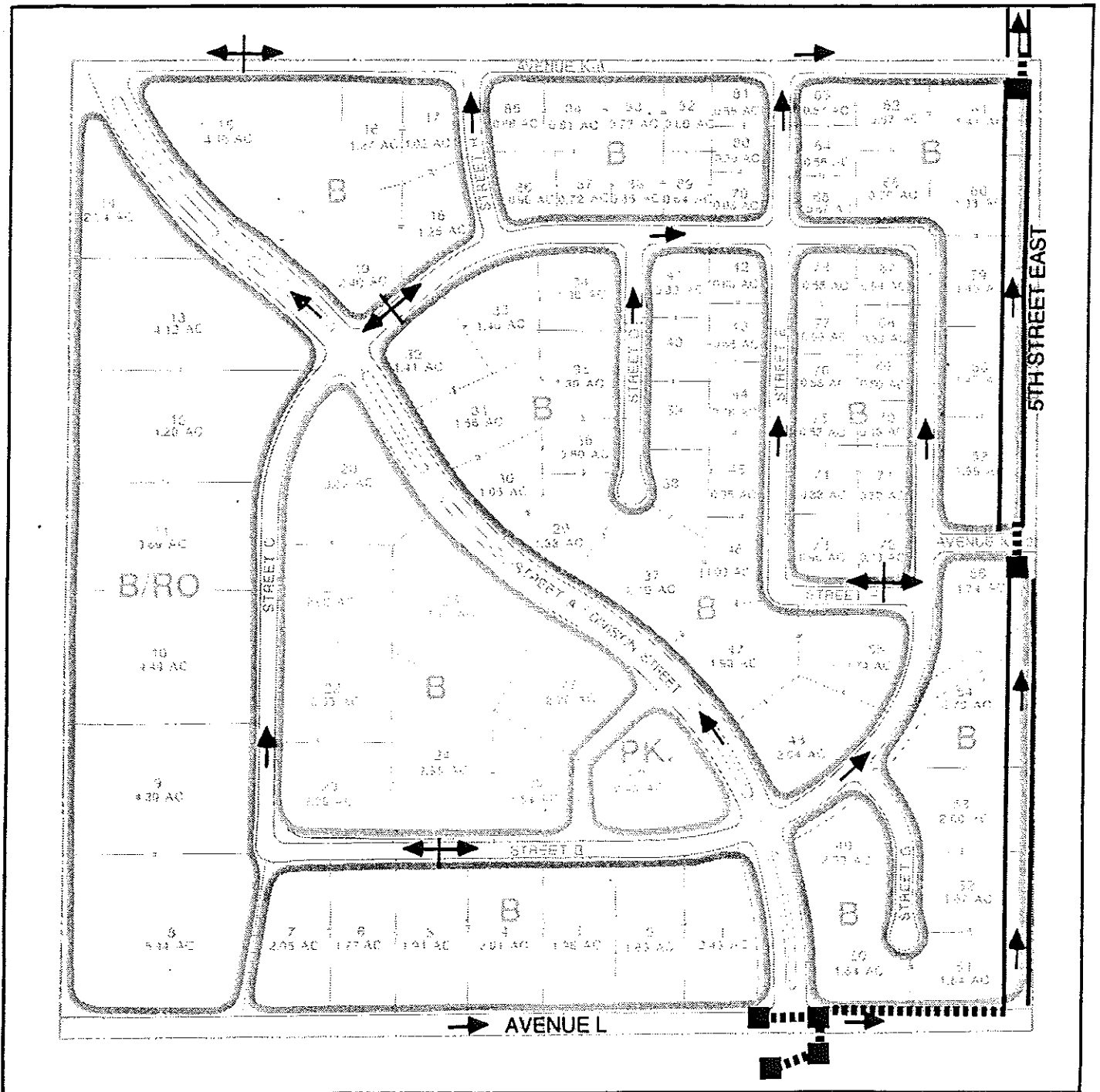




LEGEND

-  EXISTING TRUNK SEWER
-  EXISTING CITY SEWER
-  PROPOSED SEWER
-  PROPOSED TRUNK EXTENSION
-  POINT OF CONNECTION





LEGEND



- PROPOSED STORM/NUISANCE DRAIN
- PROPOSED CATCH BASIN
- DIRECTION OF FLOW
- PROPOSED SURFACE DRAINAGE CHANNEL



DRAINAGE SYSTEM CONCEPT PLAN
Lancaster Business Park Phase III Specific Plan

Figure 12

are anticipated. All lines within the site will be undergrounded.

Natural Gas

Natural Gas is provided by Southern California Gas Company. Adequate gas service can be provided to the Project site to serve future needs. Gas mains provided with stubs for each parcel will be built within the Project area as part of the initial construction of streets, utility infrastructure and associated streetside landscaping. Individual parcel owners will then be responsible for bringing gas service from the main to each parcel.

Telephone

The service provider, GTE, has adequate capacity to serve the Project. GTE requires the developer to provide a conduit system and stubs throughout the Project. This conduit will be located in a utility easement within the landscape easement parallel to the access streets. Individual lot developers will then be responsible for connecting to the conduit system to serve their parcels.

b. *Community Facilities*

The Master plan incorporates several community facilities designed to serve the daily needs of the workers and users of Lancaster Business Park. An approximately three (3) acre Feature Park is provided at a key location in the Project, Division Street near the Avenue L entrance. This park will incorporate landscaped areas for passive recreation, parking, and potentially a day care center and amphitheater. Other landscaped open space will be provided within building setbacks, parking areas, and landscaped medians. See Section III.D., Landscape Master Plan, for a detailed description of these facilities.

c. *Public Services: Fire, Paramedics, Police and Street Cleaning*

Fire and Paramedic Service

Fire protection and paramedic services will be provided to the Project by the Los Angeles County Fire Department's Fire Station # 129,

located at 421 West Avenue M. The station is approximately two (2) miles from the Project site.

Police Service

The Antelope Valley Station of the Los Angeles County Sheriff's Department, through contractual agreement, will provide general law enforcement and traffic enforcement for the Project. The station is located at 1010 West Avenue J.

Street Cleaning

Street Cleaning services will be provided by the City of Lancaster Department of Public Works.

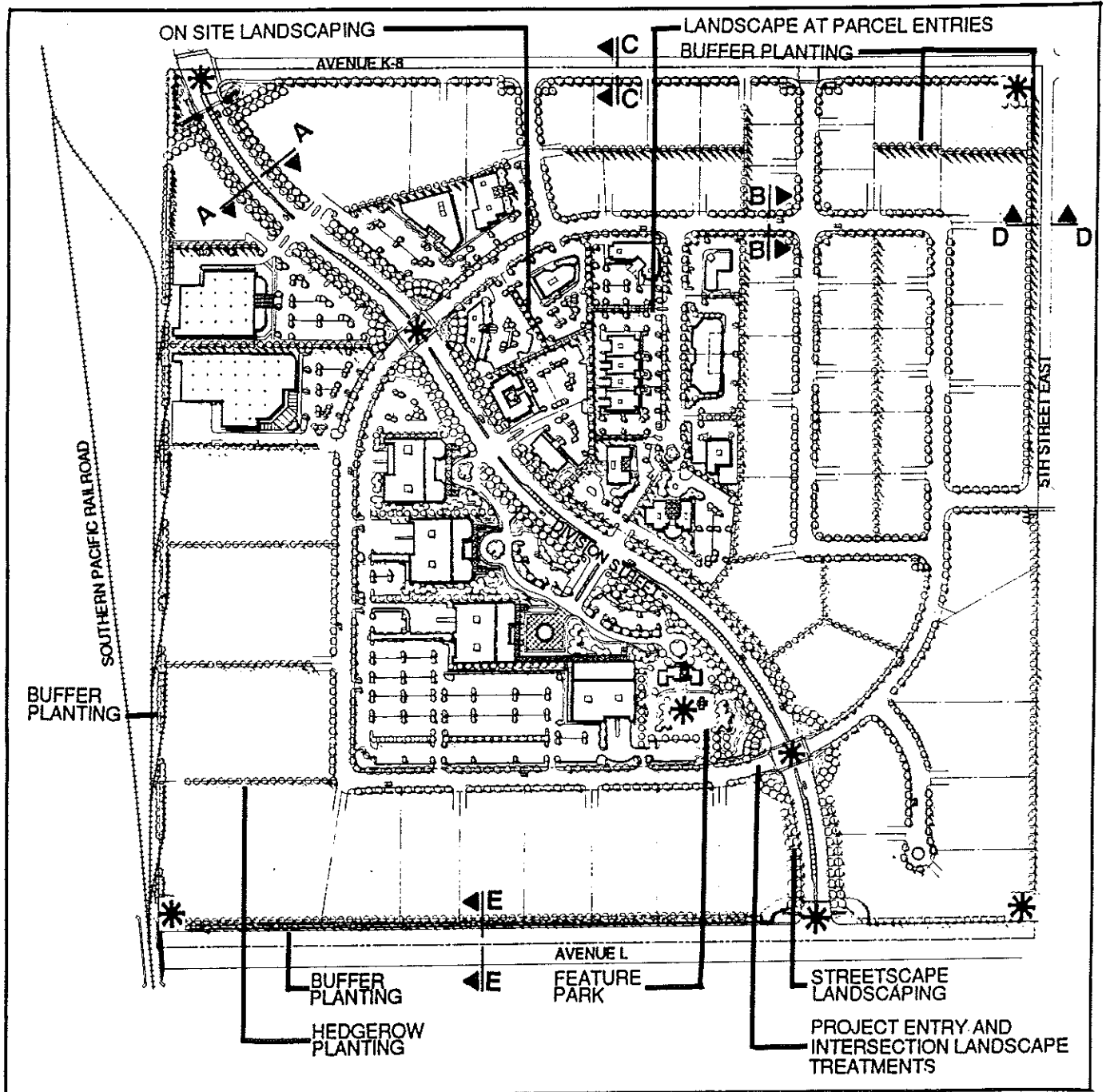
d. *Grading*

The Project site does not require substantial grading. On-site road construction during the installation of Project-wide infrastructure will be the primary initial grading activity. In addition, a few parcels will receive uncompacted fill. This fill is needed in order to achieve positive drainage, provide cross drainage where necessary, and to eliminate ponding. The grading will be designed to balance cut and fill if possible. Further grading, including soil compaction, will be the responsibility of individual parcel owners. Since the Project site will not be mass graded, drainage easements on some individual parcels are included as a condition of the Tract Map.

D. LANDSCAPE MASTER PLAN

1. Purpose

Landscape will be a major factor in establishing the quality of environment envisioned for the Lancaster Business Park Phase III. The landscape, closely related to the road network and parcel divisions, will establish a physical framework which blends architectural massing and various land uses into a unified environment and character. This framework is illustrated by Figure 13. The landscape serves to organize circulation patterns, differing uses and open space into an attractive and inviting environment, while



NOTE: The Landscape Master Plan Concept is provided to illustrate how certain concepts of the Specific Plan may be implemented. It is not meant as a precise development plan.



North

LEGEND



POTENTIAL LOCATION FOR PUBLIC ART

III. COMPONENT PLANS

creating a clear quality image which benefits each individual development. The landscape design and its related graphic signage system has several primary objectives:

- To give structure, unity and identity to the overall Project.
- To provide orientation within the Project itself.
- To be the primary visual experience of visitors and users to the Business Park.
- To link and coordinate all private parcel development and design within a unified comprehensive landscaped framework.
- To complement architectural elevations and roof lines, and to provide shade, shelter, texture, color, form, and visual relief for the built environment.
- To enhance special design features including entry monuments and signage as well as buildings and open space, through the coordinated use of landscape textures, form, colors, mass and arrangement.
- To provide landscape buffers between on-site uses, between individual developments and the Park's circulation system, and between the Park and its neighboring uses.

2. Master Plan Concept

The Landscape Master Plan concept is to use quality landscape design and materials to establish a campus-like image and character for the Lancaster Business Park Phase III; to define clear public and private spaces; to create a physical and visual landscape framework for development on private parcels; and to create landscape buffers between land uses.

Six landscape elements are incorporated in the Master Plan to realize this concept: a) Streetscape Landscaping; b) Project Entry Landscape Treatments; c) Identification at the Corners of the Business Park; d) Intersection Landscape Treatments; e) On-Site Landscaping; f) Feature Park; and g) Buffer Planting. The Plan also integrates a signage program which

will contribute to the high quality campus-like environment of the Park. The Master Plan recognizes the concern of both the region and the City of Lancaster for conserving water and energy. Drought-tolerant and low-maintenance landscape material that flourishes in the hot and dry desert climate of Lancaster is encouraged. Turf is, therefore, used sparingly, in highly public areas along Division Street and in the Feature Park where it will have the strongest visual impact. Irrigation will be designed to minimize water usage consistent with the water needs of specific plants. Note: All landscaping at the intersections and driveways are to meet or exceed the City's requirements for sight distance.

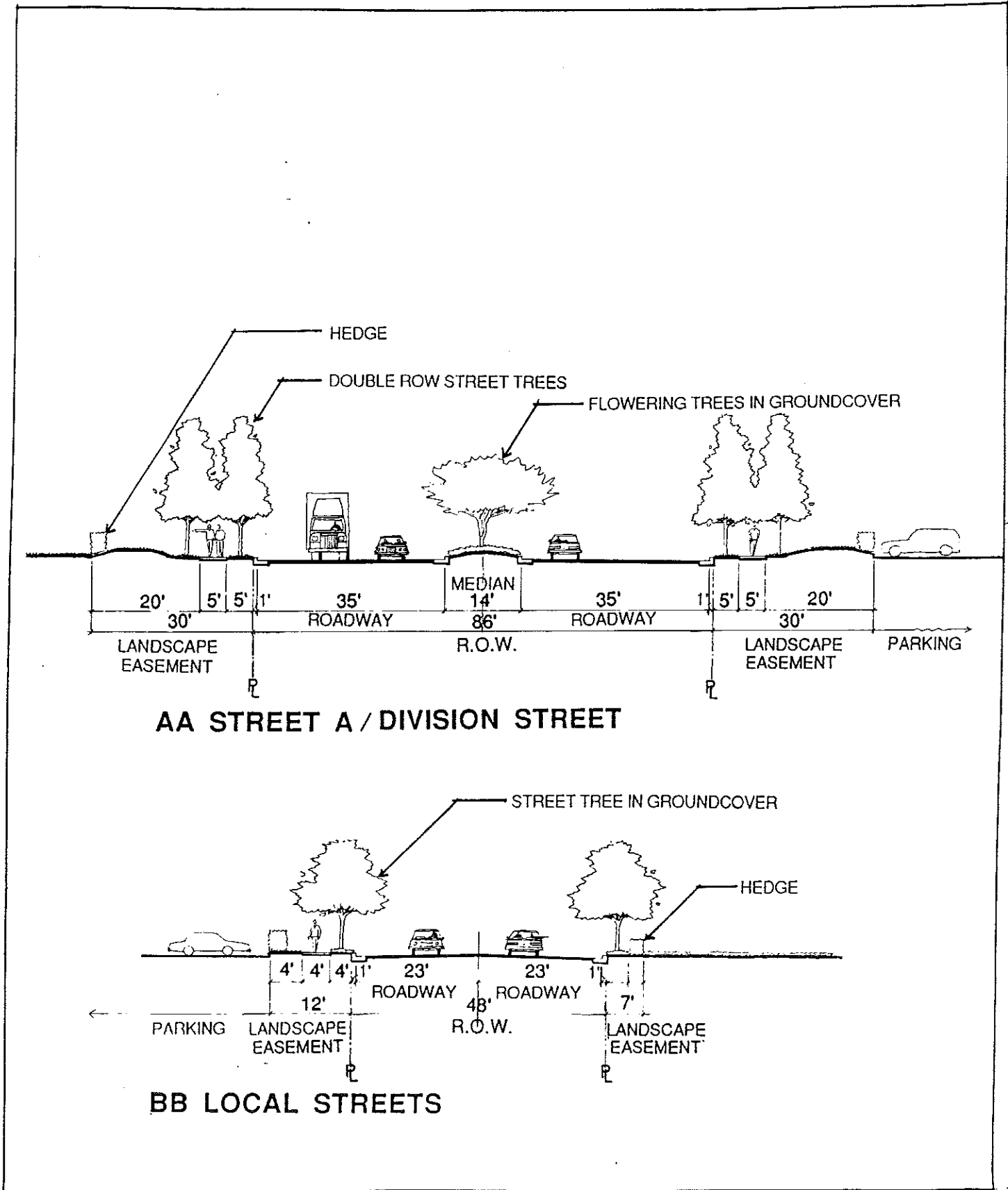
All landscaping within landscaped setbacks bordering the streets will be installed in one phase, in association with the construction of public streets and utilities. The completion of landscaping and utilities at the beginning of the project is intended to achieve a completed and finished look from the outset. Throughout the life of the Project, even vacant parcels will be screened by landscaping.

3. Master Plan Elements

The Landscape Master Plan Concept, Figure 13, indicates the location of proposed street trees, accent plant material, trees used to screen the perimeter of the Project, and shrubbery. Trees are primarily used along streets, in parking areas and at intersections, project entries and the Feature Park. Trees in these locations provide shade, screening and identity.

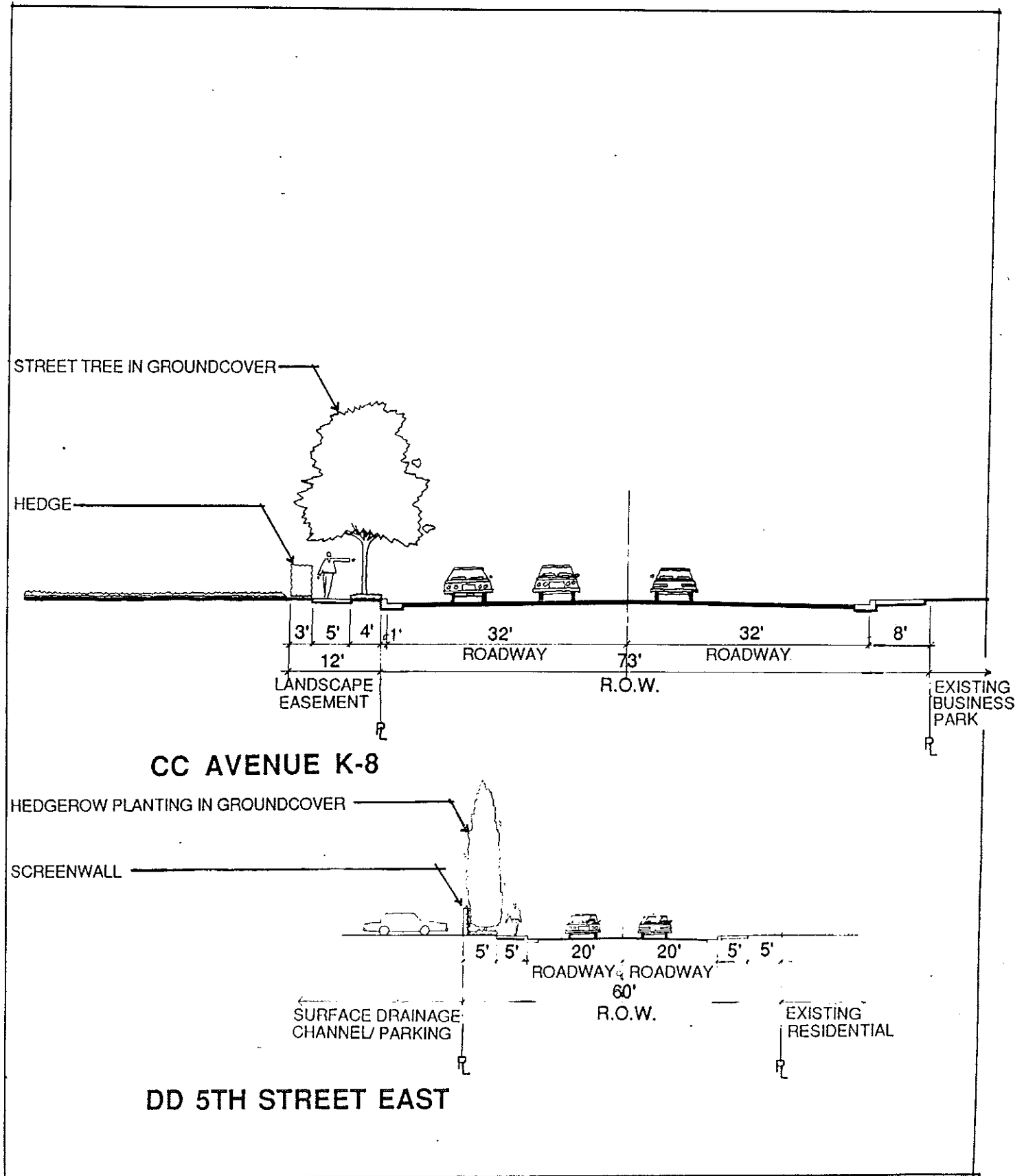
a. Streetscape Landscaping

The streetscape establishes structure, hierarchy, coherence, continuity and visual identity for the Project. The plant palette and landscape treatment for each of the streets reinforces the overall concept. Preference has been given to plant materials which are water-conserving and/or drought-tolerant. The plants reflect the hierarchy of the street system with tall and imposing double rows of trees on Division Street, and medium-sized canopy trees articulating the internal streets. Description of the landscape treatment of each street follows (Figures 14A, B and C, Landscape Sections).



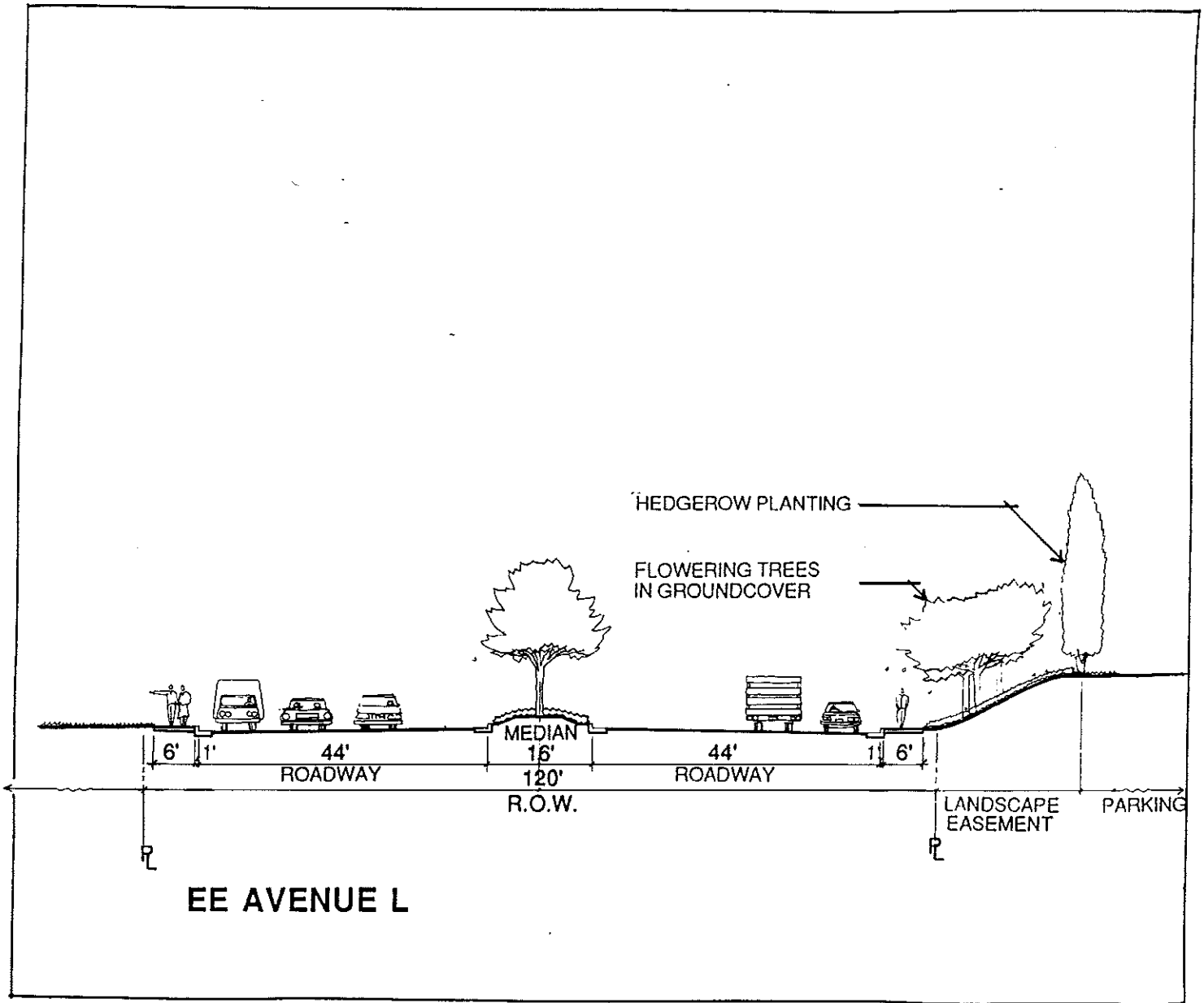
LANDSCAPE SECTIONS: DIVISION STREET / LOCAL STREETS
Lancaster Business Park Phase III Specific Plan

Figure 14A



LANDSCAPE SECTIONS: AVENUE K-8 / 5TH STREET EAST
Lancaster Business Park Phase III Specific Plan

Figure 14B



LANDSCAPE SECTIONS: AVENUE L
Lancaster Business Park Phase III Specific Plan

Figure 14C

i) Internal Streets

- Primary Circulation Spine: Division Street

Division Street is the primary spine and most significant roadway of the Project. It is designed as a parkway providing access and identity for the entire development. As such, a formal planting of double rows of equally spaced *Calocedrus decurrens* (Incense Cedar) is proposed for each side of the parkway. These trees will create a majestic, stately image. Complimenting the trees will be a two (2) foot high berm landscaped with turf, giving the street a lush green and "finished" appearance from the outset. The berm will also assist in defining the street space, creating topographic variation and interest to the site, and partially buffering the view of parked cars from the roadways. At the top of the berm will be a continuous two and one half foot (2 1/2) foot hedge consisting of *Raphiolepis indica* (India Hawthorn) which will provide color while visually screening cars and parking lots. The median within Division Street will be landscaped with *Albizia julibrissin* (Silk Tree). These trees display a showy pink and white flower, which will provide a strong colorful accent to the landscape. These trees will be planted in a ground cover of *Cerastium tomentosum* (Snow-in-summer), an evergreen perennial with white flowers, creating a colorful carpet. The *Albizia*, combined with the ground cover, will establish a ribbon of color from one end of Division Street to the other, set against the continuous green backdrop of the parkway.

- Local Internal Street: Circulation Loop Street

The primary local street within Lancaster Business Park Phase III is the circulation loop, streets 'B' and 'C' in Figure 7, which provides access to the majority of the parcels within the Project. This street is envisioned as a formal tree-lined street, consisting of a single row of *Magnolia grandiflora* 'Samuel Sommer' regularly spaced on each side of the street. These evergreen trees will provide an attractive canopy, displaying large white flowers. The *Magnolias* will be planted in a landscape easement, whose width, seven (7) or twelve (12) feet, depends on whether or not a sidewalk is incorporated in the easement. Sidewalks will be located on one side of the

street only. Other planting in this easement consists of *Trachelospermum asiaticum* (Asiatic Jasmine) as a ground cover, backed by a continuous hedge of *Ligustrum japonicum* (Wax Leaf Privet) clipped to three feet.

- Local Internal Streets: Other Local Streets

Other Local Streets are the smaller internal streets which connect with the loop street. These are shown by Figure 7, Circulation Master Plan as streets 'D' through 'H' and Avenue K12. The streets are similar in character to the loop street, yet reflect a somewhat smaller scale. Regularly spaced *Gleditsia triacanthos* 'Shademaster' (Honey Locust) trees will provide design accent and identity for these streets. The trees will be planted in a seven (7) foot or twelve (12) foot landscape easement, whose width depends on whether or not a sidewalk is incorporated in the easement. Sidewalks will be incorporated on one side of the street only. The easement will also be landscaped with a mixture of *Vinca major* (Periwinkle) and *Lonicera japonica* 'Hallilana' (Hall's Honeysuckle). The combination of these ground covers will provide both color and hardiness while requiring only minimal maintenance. A backdrop hedge of *Pittosporum tobira* will screen adjacent on-site parking from the roadways.

ii) Perimeter Streets

The streets bordering the Business Park to the north, east and south will receive landscaping which provides an attractive edge to the property. The planting will also create buffers between the Park and adjacent land uses to the east and south.

- Avenue K-8

Canopy trees of a scale and type which complement the street planting on the north side of the street will be provided within a twelve (12) foot landscaped easement, which also includes screening hedges and ground cover.

- 5th Street East

Eucalyptus microtheca (Coolibah Tree) trees set in ground cover will be planted along the west side of 5th Street East in order to screen the residential district to the east from Project uses.

- Avenue L

A Fraxinus velutina 'Rio Grande' (Arizona Ash) hedgerow will be planted along the north side of Avenue L to screen the business uses from the street and the uses to the south. The easement will also include a hardy and drought-tolerant ground cover, Lonicera japonica 'Hallilana' (Hall's Honeysuckle).

b. *Project Entry Landscape Treatments*

The Landscape Master Plan incorporates specific intersection and entry landscape treatments. Major entry treatments are proposed for the intersection of Division Street with Avenues K-8 and 'L', the major Project entries. Secondary treatments are proposed for the intersection of the local streets with the perimeter streets of Avenue K-8 and 5th Street.

i) *Primary Project Entry Landscape Treatments*

The intersections of Division Street with Avenue K-8 and Avenue L will provide the major points of vehicular and pedestrian access to the Lancaster Business Park. These intersections will represent the quality environment of the Park through an integrated design of artwork, signage, landscape and lighting.

A number of landscape features highlight the entry. An entry bosque of London Plane trees will frame and emphasize Division Street. At the base of these trees are a number of landscape and hardscape elements. Low identity walls serve as a base for the monuments. The walls, covered with Boston Ivy, support identity lettering. Landscaping includes low sodded mounds, Albizia trees, low flowering shrubs, a Photinia hedge, and special paving at the crosswalks and other portions of the entry.

Project identification monuments may also be located at each entry. Their function is to identify the name of the Project, to dramatize the Project gateway, and establish the Project image. The monuments' design would create a strong vertical emphasis and be constructed of exterior materials such as stucco with a split-face block base and lighted logo. The signs would be designed to closely relate to the landscape improvements at the entry.

Figures 6, 13, 15A and 15B illustrate the design concept for these intersections.

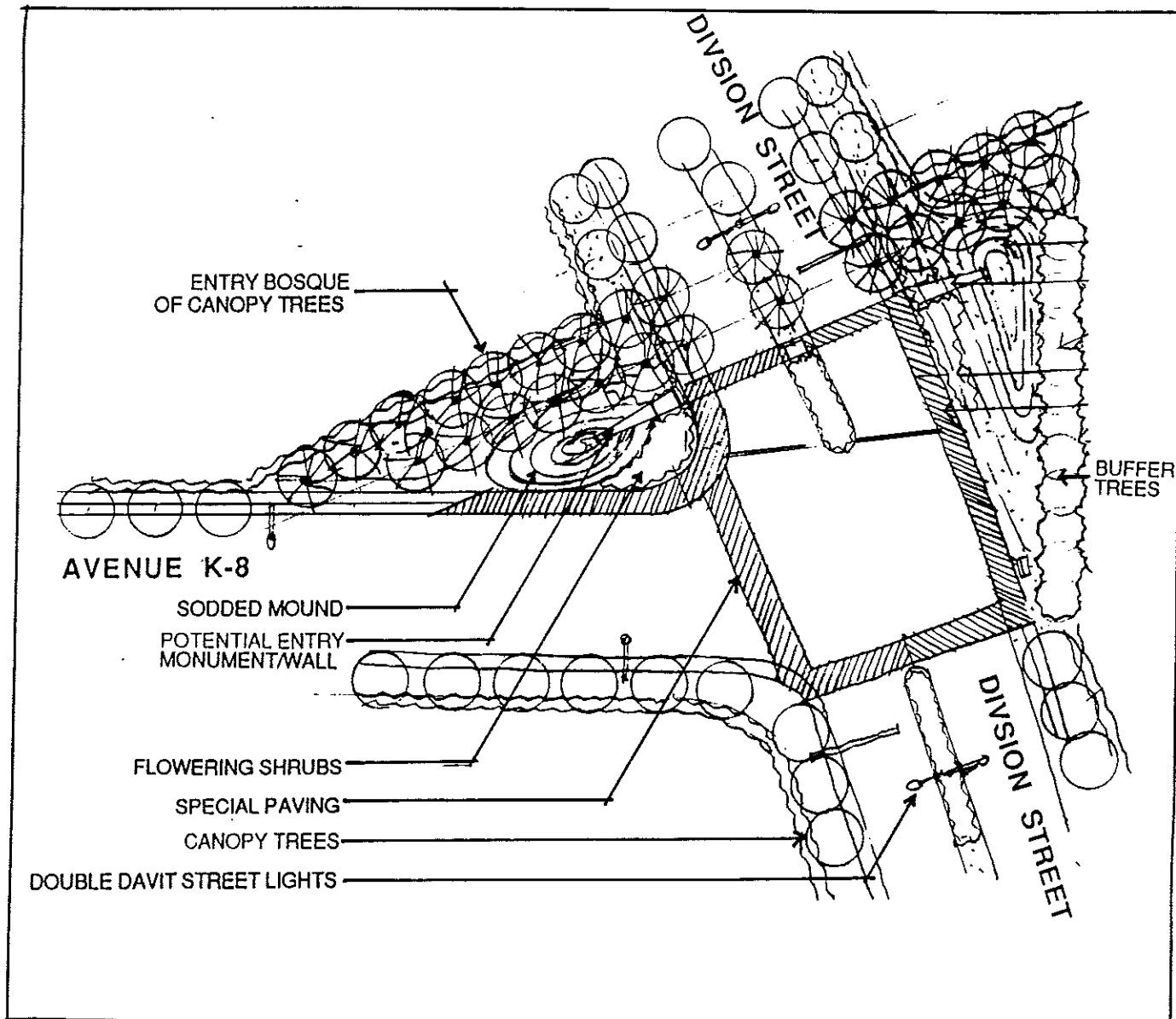
ii) *Secondary Project Entries*

The three secondary entries to the Lancaster Business Park Phase III are the entry at Avenue K-12 and the two entries at Avenue K-8. A Holly Oak bosque establishes the scale and boundaries of the entry. Other planting materials include a six (6) foot high Photinia hedge and flowering ground cover on a low mound. A low stucco-finished identity monument could be incorporated to announce the name of the Park. Figures 16A and 16B illustrate the secondary entry design concept.

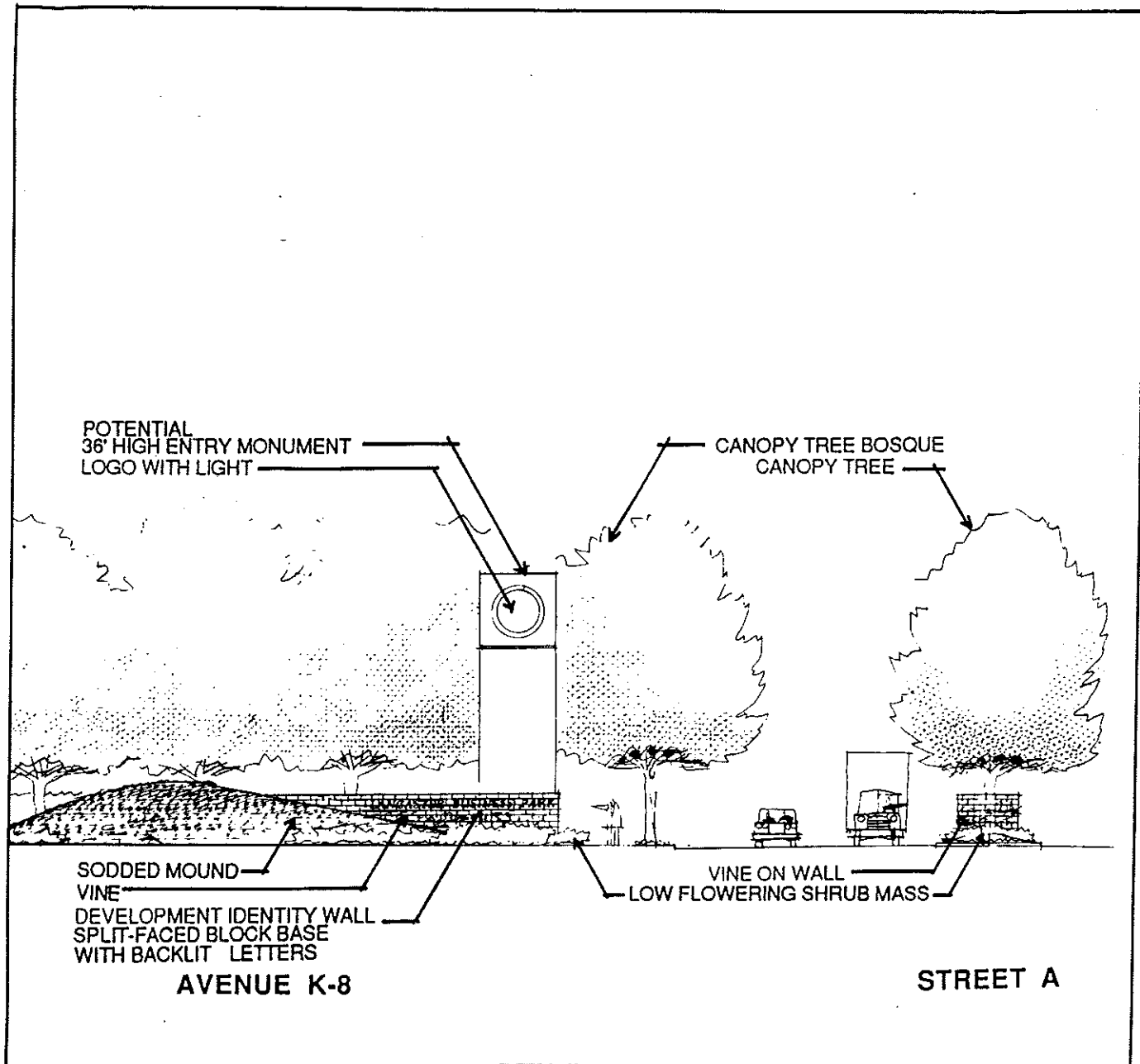
c. *Identification at the Corners of the Business Park*

The northeast, southeast and southwest corners of the Park will receive a special landscape identity treatment. Plant materials will include low flowering ground cover, a medium-height shrub mass, and a six and one half (6 1/2) foot high Photinia hedge. This planting will be surrounded by a double row of London Plane trees. A thirty (30) foot high stucco-covered corner project identity monument could also be included.

Figures 17A and 17B illustrate the identity elements at three corners of the Project.



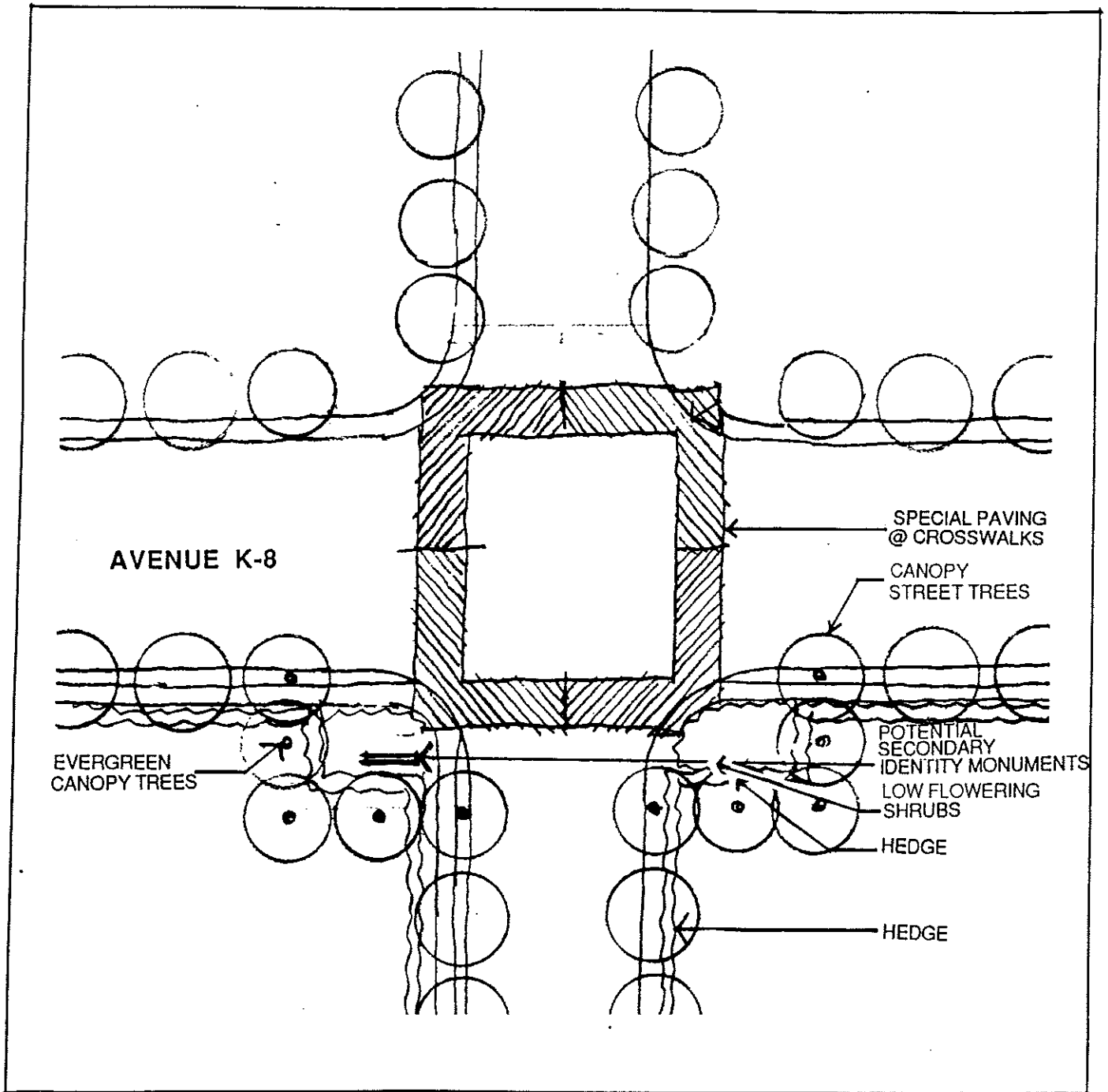
NOTE: This Figure is provided to illustrate how certain concepts of the Specific Plan may be implemented. It is not meant as a precise development plan.



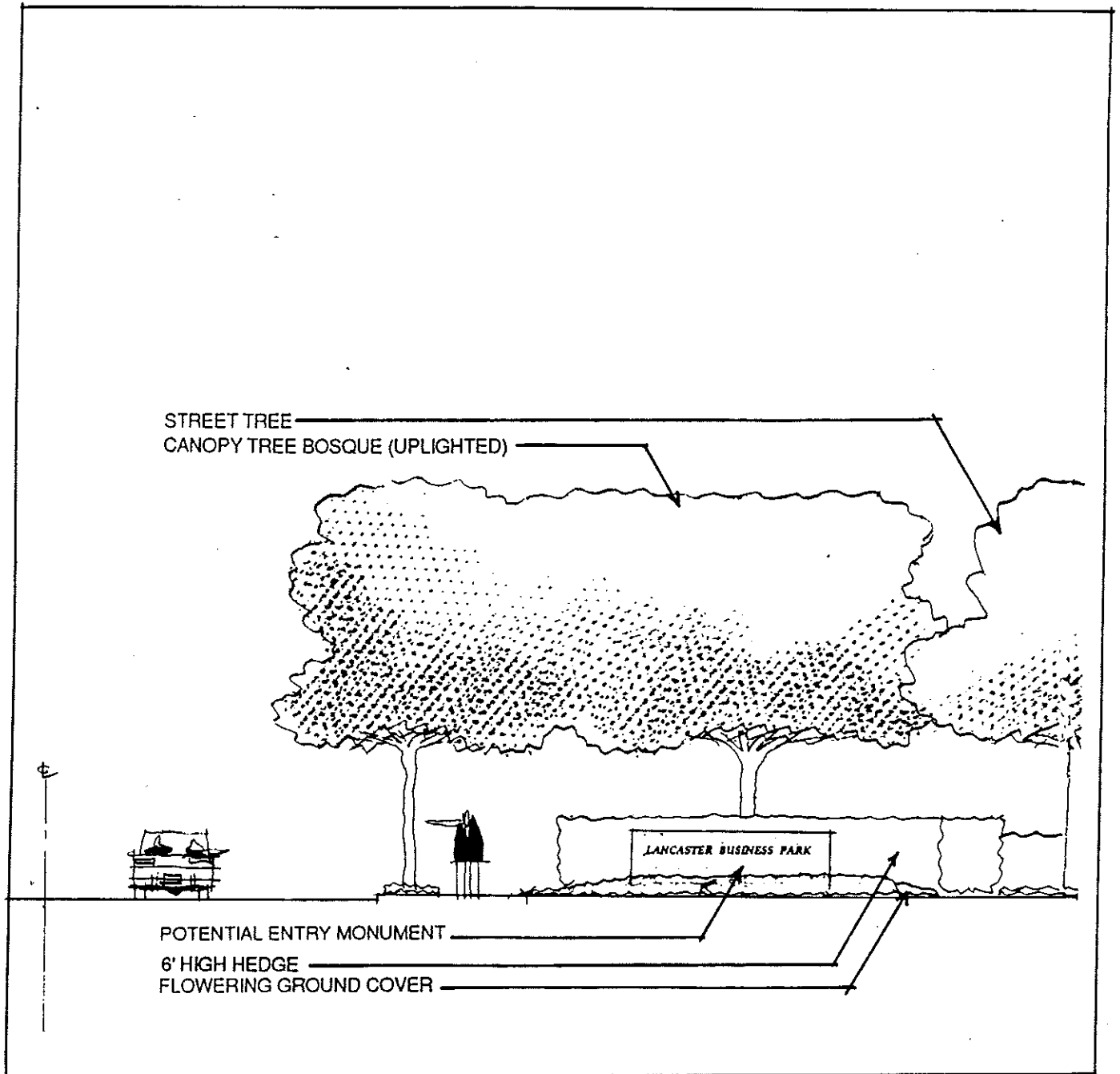
NOTE: This Figure is provided to illustrate how certain concepts of the Specific Plan may be implemented. It is not meant as a precise development plan.

MAIN ENTRANCE , DIVISION ST. AT AVE. K-8: SECTION VIEW
Lancaster Business Park Phase III Specific Plan

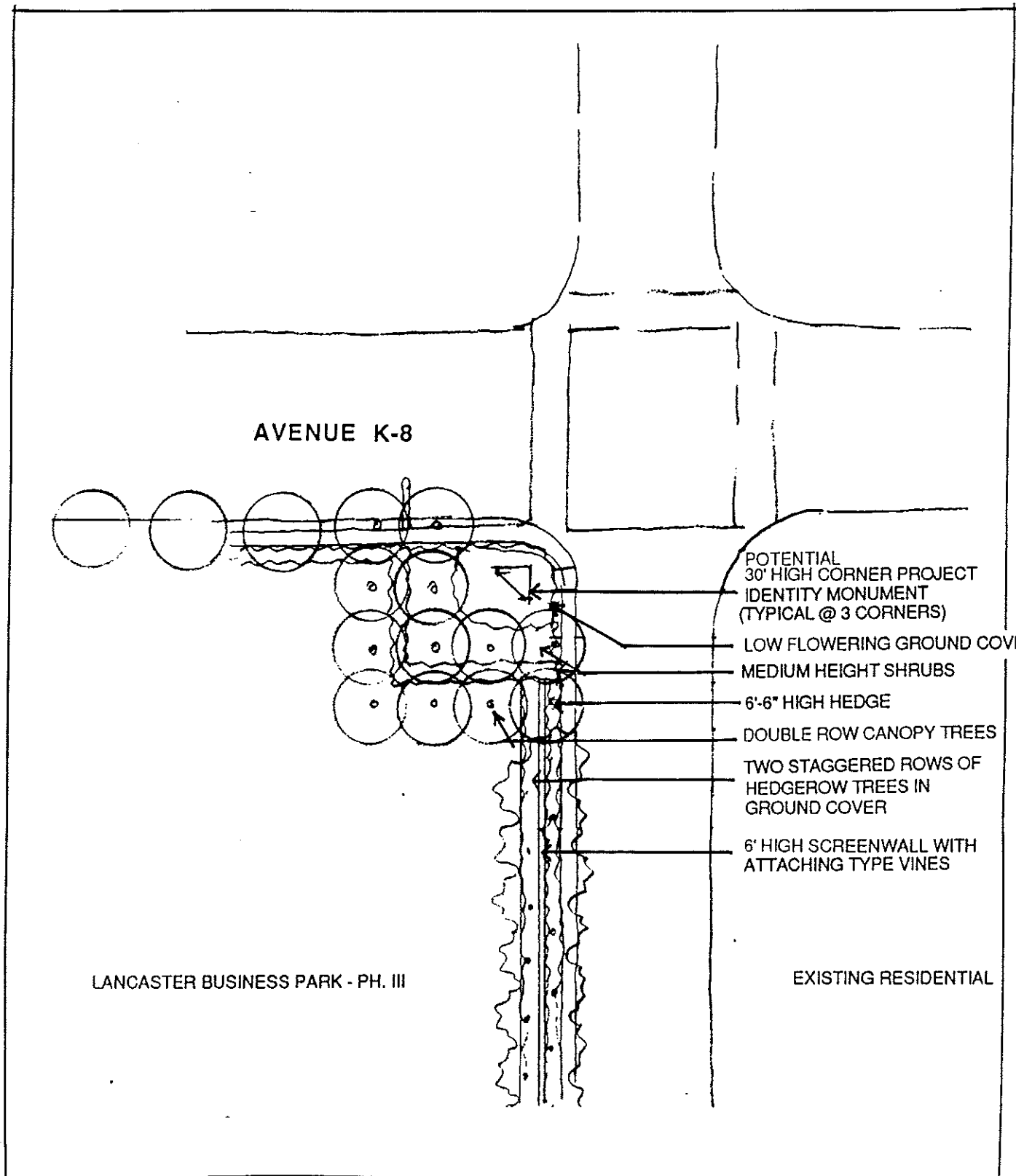
Figure 15B



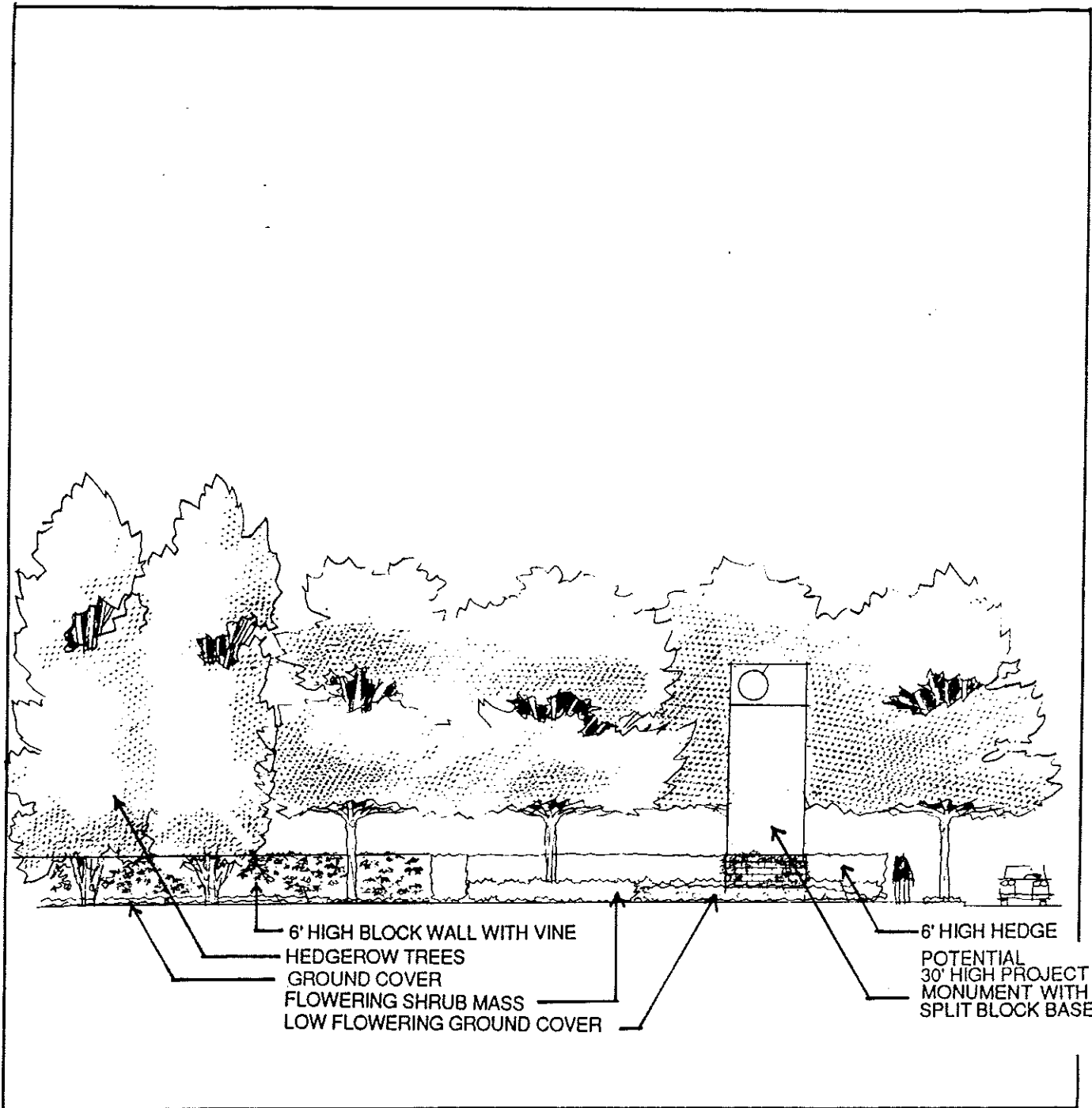
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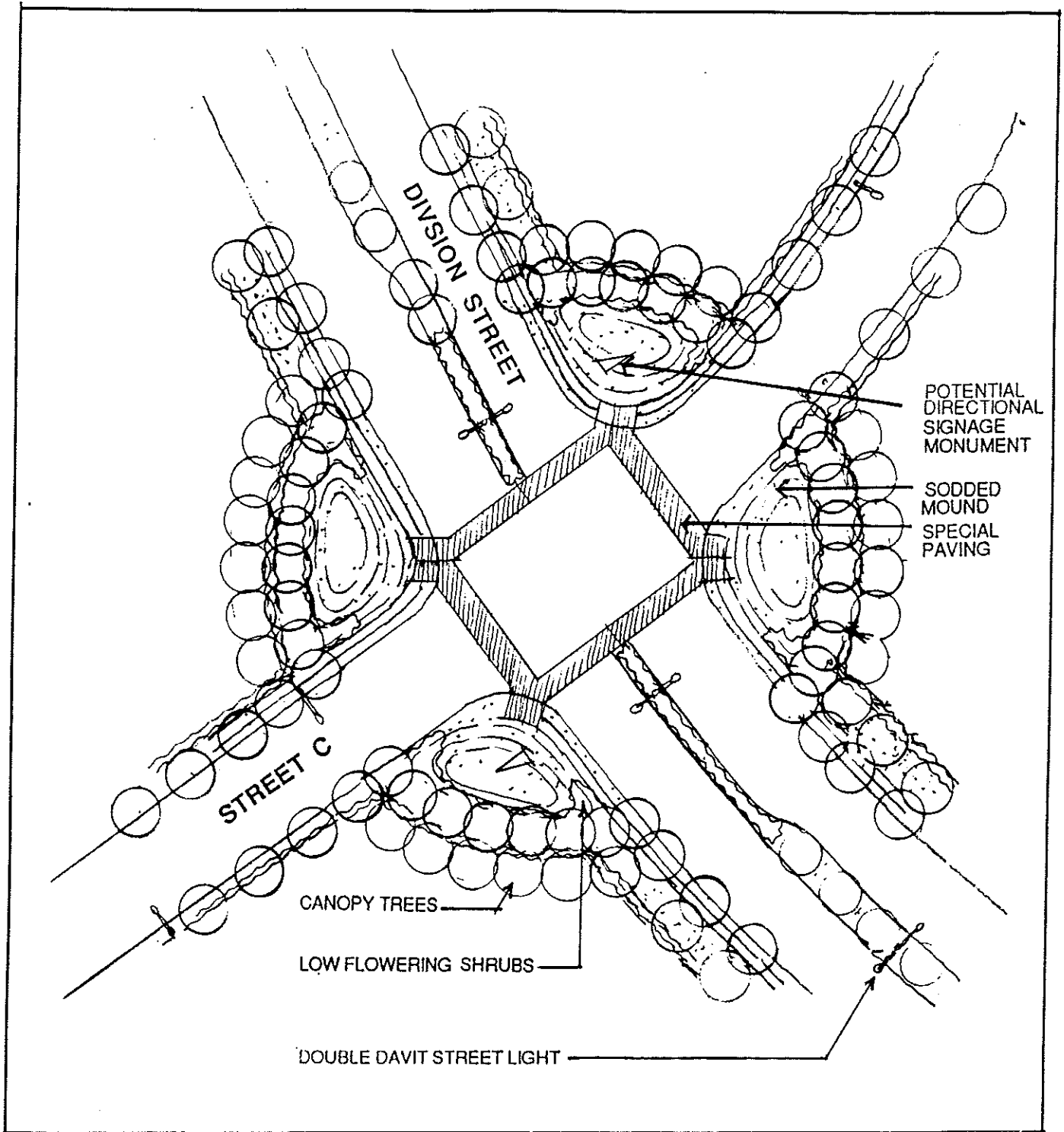
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IDENTITY ELEMENT AT PROJECT CORNER: SECTION VIEW
Lancaster Business Park Phase III Specific Plan

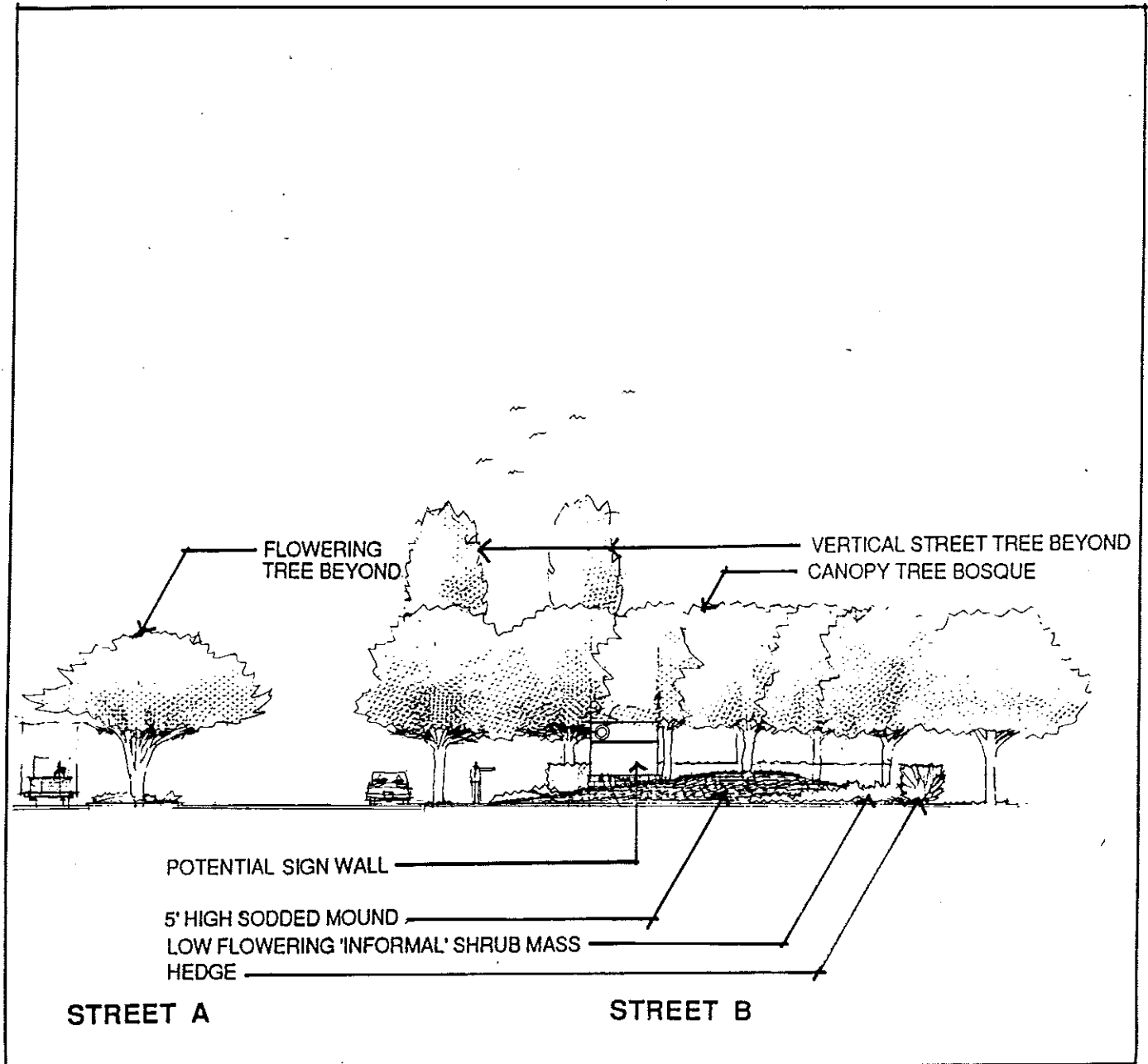
Figure 17B



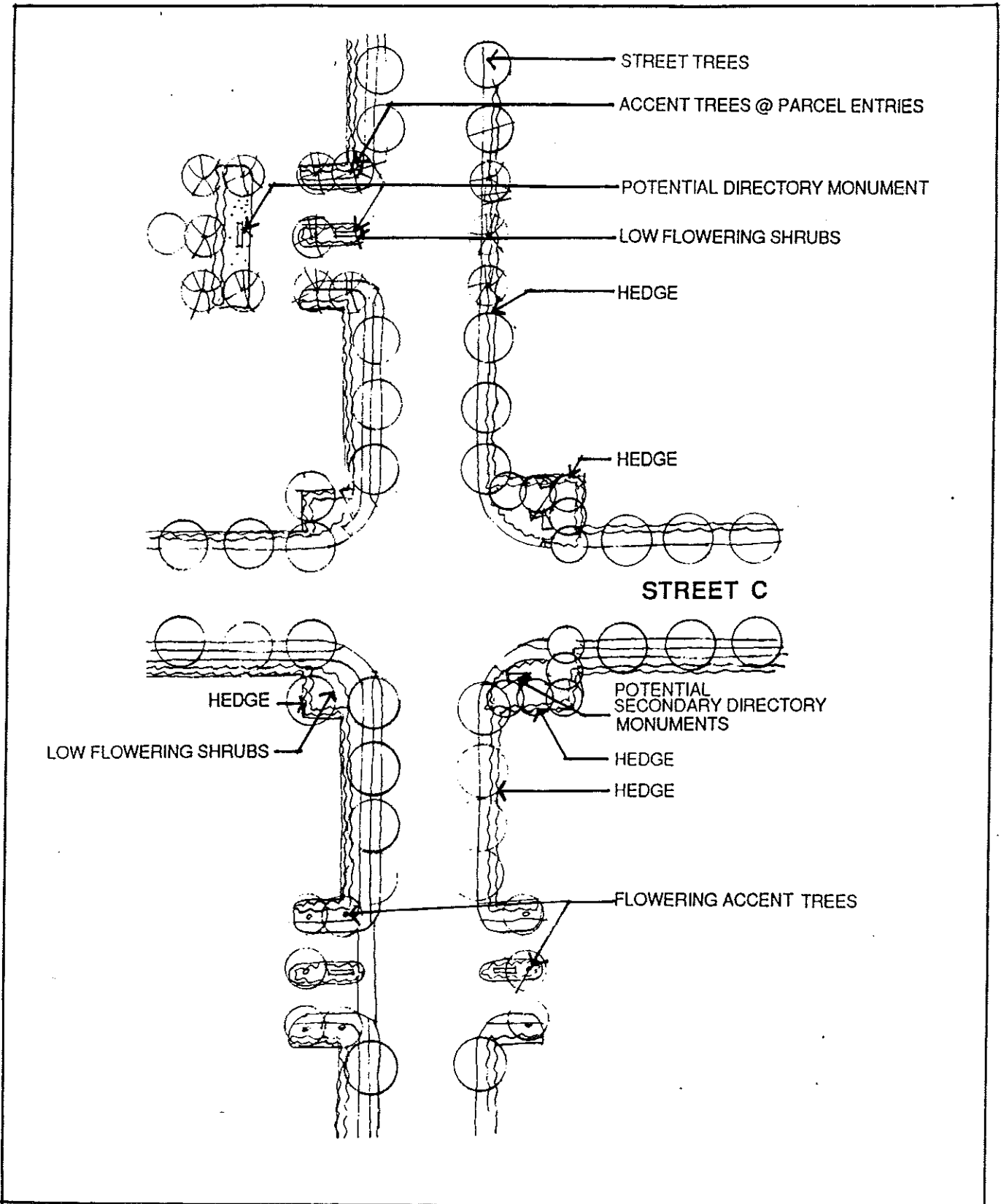
NOTE: This Figure is provided to illustrate how certain concepts of the Specific Plan may be implemented. It is not meant as a precise development plan.

INTERSECTION AT DIVISION STREET: PLAN VIEW
Lancaster Business Park Phase III Specific Plan

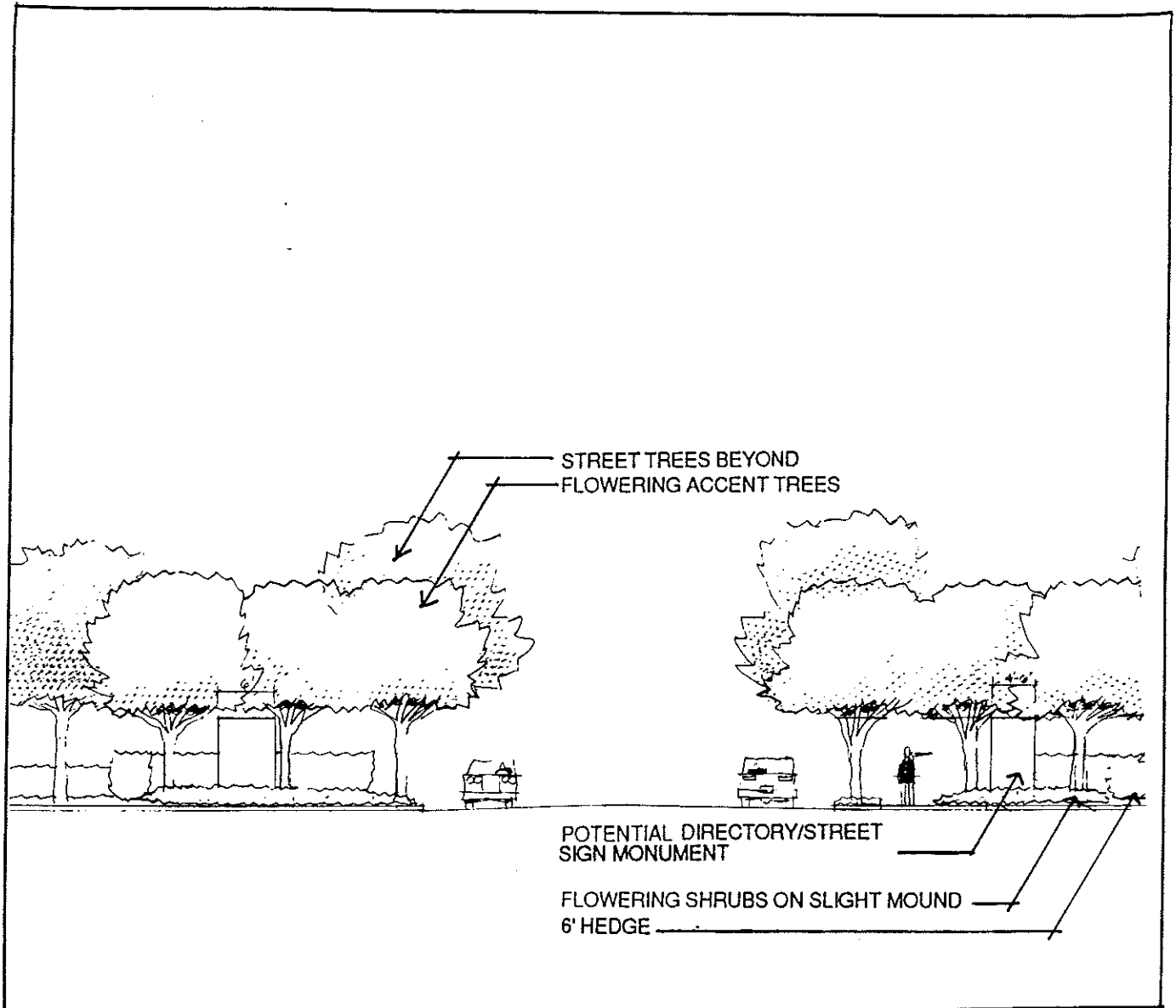
Figure 18A



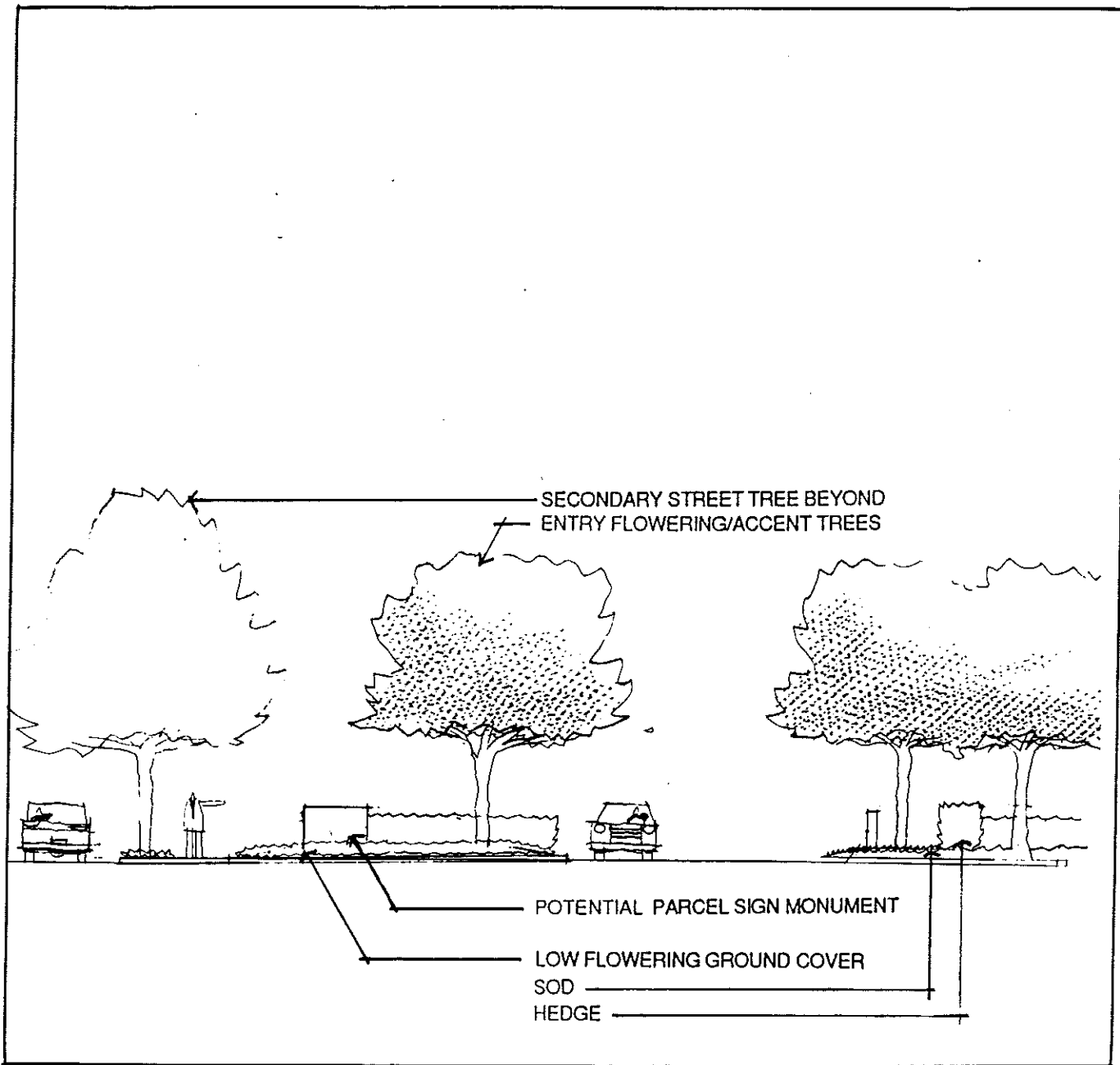
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d. *Intersection Landscape Treatments*

i) Intersections of Division Street with the Loop Street

Treatments at the intersections of Division Street with the Loop Street are designed to providing drivers and pedestrians with a sense of orientation and location within the Park. London Plane trees circle and define the intersections. Within the area defined by these trees are sodded mounds, informal low flowering shrub masses, a photinia hedge, privet hedge, and directional signage. These signs are stucco-faced, with split-face block bases and back-lighted letters. The signs contain the Project logo, the street name, and the names of main facilities on the street. Special paving is provided at the crosswalks. The treatment of these intersections could also include artwork. Figures 18A and 18B illustrate the design concept for the Division Street intersections.

ii) Intersection of Local Streets with the Loop Street

The landscape design at each corner of the intersection is at a smaller scale than the treatment of the major intersections. The plant materials at the local/loop street intersections includes Magnolia trees, a Photinia hedge, low flowering shrubs on a slight mound, and special paving at the crosswalk. Stucco-covered secondary directory monuments may be provided. The signs could be four and one half (4 1/2) feet wide and ten (10) feet high with lettering defining the name of the street. Similar signs may contain street numbers. Figures 19A and 19B illustrate the concept for treating secondary intersections. Figure 19C illustrates the landscape treatment concept for the private parcel entries shown in plan by Figure 19A.

e. *On-Site Landscaping*

The Specific Plan establishes landscape criteria for the on-site landscaping of individual parcels. This landscaping will be the responsibility of individual parcel owners and will be reviewed and approved as part of the Reviewing Agency's approval process.

The landscape concept for individual parcels is to create a sense of buildings set in a

consistent and unified Project-wide landscape environment. The on-site landscaping is intended to create a simple, strong landscape setting appropriate to a business park and the various scales of buildings, streets and parking areas within the Park. This will be achieved through the use of a limited and carefully-selected plant palette, and with skillfully arranged massings of similar plant material, especially along street frontages and at vehicular entries. Large sweeps of single species are recommended. More ornamental accent trees, shrubs and ground cover are recommended for courtyards, gardens, and building entries. The Specific Plan's Recommended Plant Palette, Table E, offers a variety of plant material that does well in Lancaster's climate. Standards for on-site lighting will complement the landscape. They assure the visual continuity of lighting within public rights-of-way and private development and the consistency of lighting design and fixtures among individual parcels.

The location of planting and the plant palette selected for on-site landscaping is designed to enhance the major architectural design elements of the buildings and to provide screening of cars, service and loading areas. These landscaped areas will include building and parking setbacks, parking areas, buffers, and areas directly adjacent to buildings.

i) *Parking Lot Landscaping*

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

ii) *Landscape at Parcel Entries*

Each entry will be specially treated with landscape, hardscape and signage elements. In combination, these will clearly identify each entrance, provide both pedestrian and vehicular access to the site, and be a point of visual and landscape emphasis. The elements will include a six (6) foot high privet hedge and low flowering ground cover. Flowering accent trees including *Prunus cerasifera*

(Cherry Plum) and *Ligustrum lucidum* (Glossy Privet) will reinforce the entry and create shade. A five (5) foot wide island is located between the entry and exit lanes, planted with low flowering shrubs. Special paving could be used at the pedestrian entryways. A stucco-covered monument sign at each primary entry identifies the addresses and names of buildings which the entryway serves. The entry treatments will be installed by individual parcel developers. See Figures 19A and 19C for the parcel entry design concept.

Buffer planting using *Eucalyptus microtheca* (Coolibah Tree) trees will be located at the rear and/or sides of internal parcels. This planting will buffer uses on adjacent parcels, provide a visual backdrop for both the site development and streetside planting (Figure 13), and provide visual continuity throughout the development.

f. *Feature Park*

The Feature Park will be approximately three (3) acres, placed in a prime, highly visible and accessible location near the southern entrance to the Project. The Feature Park is designed as a passive park, serving users of all phases of the Lancaster Business Park. It will provide a visual focus for the entire development as well as a place for employees, other Park users and visitors to congregate for casual seating and lunches. Its lush green appearance will serve as an "oasis," providing shade, color and open areas. It may also include an amphitheater and a day care center with related parking. The landscaping of the park will provide a light, lacy appearance with an open area of turf, berming, and shaded areas created by *Pinus halipensis* (Aleppo Pine), and California Sycamores. *Albizia julibrissin* (Silk Tree), the canopy shade tree used in the Division Street median, will also be used in the Park to provide accent color. Some areas of *Hedera helix* ground cover may also be provided. The Feature Park concept is illustrated by Figure 13.

g. *Buffer Planting*

Buffer Planting will be located both at the project boundaries and between parcels. Buffer planting at project boundaries is proposed at four major locations within the Business Park Phase III: a) the Park's western property line, adjacent to the Southern Pacific Railroad right-of-way; b) the Park's southern property line at Avenue L; and c) the Park's eastern property line at 5th Street East, providing a buffer between the Business Park and the adjacent residential uses. This planting is intended to screen the Project from adjacent uses. This planting is illustrated by Figure 13.

IV. DEVELOPMENT STANDARDS

A. PURPOSE

The following regulations and criteria establish the minimum development standards for the proposed land uses within the Business Park. The standards will be utilized to determine compliance by the Reviewing Agency during the site plan approval process. To receive approval from the Reviewing Agency, all site plans must meet or exceed these standards.

The Standards have the following objectives:

- To ensure a consistent use of signage, art, landscaping, building materials and other design features.
- To assure that the Park will have a clear identity and image that will mature and endure over time.
- To meet the needs of future owners, businesses and tenants.
- To provide a harmonious and pleasing environment for all employees and visitors.
- To insure that the intensity of site development is not excessive or detrimental to the image of the Park as a unified business park.
- To provide a level of development which will not exceed the environmental carrying capacity of the site and the ability of utility and transportation systems to meet side needs.
- To promote an unified, pedestrian-oriented development.

The Standards address the following areas: Approval Process, Uses, Site Design, Building Design and Layout, Landscape Requirements, Signage, Lighting, Maintenance Requirements, and Other Requirements.

These Standards shall govern all property within the Lancaster Business Park Phase III, and shall supersede the City of Lancaster's

Zoning Ordinance. Where a regulatory issue is not addressed in these Standards, the City's Zoning Ordinance shall apply. The Reviewing Agency shall review all development plans in both the preliminary and final stages. The Reviewing Agency shall also have the authority to interpret and approve minor adjustments to the design guidelines and criteria in order to achieve superior design solutions. Such adjustments will be reviewed and authorized by the Reviewing Agency.

B. APPROVAL PROCESS

1. Purpose

The procedures set forth in this section are intended to assure the development of the Lancaster Business Park Phase III in accordance with the design and development standards contained in this Specific Plan and other applicable City of Lancaster development and performance standards.

2. Reviewing Entity

The Lancaster Business Park Reviewing Agency is responsible for reviewing and approving all development plans within the Lancaster Business Park Phase III. The Reviewing Agency shall be comprised of the Director of Community Development for the City of Lancaster, Director of Public Works for the City of Lancaster, Chairman of the Lancaster Economic Development Corporation, Vice-Chairman of the Lancaster Economic Development Corporation, Chairman of the City of Lancaster Planning Commission, and a consulting architect registered in the State of California, or their respective designated representatives. The City shall provide a Staff Liaison to the Reviewing Agency. The Reviewing Agency is empowered to approve site plans and other development plans within the geographical boundaries of this Specific Plan. This Agency shall meet as needed to consider site plan and development approval for all properties included in the Specific Plan.

This portion of the Standards provides specific guidelines for the information required at each submittal stage for timely evaluation by the Reviewing Agency.

IV. DEVELOPMENT STANDARDS

3. Approval Process

a. Approval of Plans and Specifications

Application for approval of plans and specifications shall be by three sequential submissions: 1) Pre-Design Review; 2) Site Plan Review; and 3) Construction Documents Review.

All plans are to be submitted for approval by the Lancaster Business Park Reviewing Agency via the Director of the Lancaster Economic Development Corporation. The Director will file plans with the City of Lancaster Staff Liaison to the Reviewing Agency.

All plans and specifications to be submitted shall be prepared by an architect licensed to practice in the State of California. It is desirable but not required that landscape plans be prepared by a licensed landscape architect. All proposed development shall be consistent with the provisions and intent of the Specific Plan.

The decision of the Reviewing Agency may be appealed to the Planning Commission.

The applicant shall submit the following:

- Review Application Form
- Application Fee
- Application Checklist Form

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

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

1) *Pre-Design Meeting*

The Pre-Design Meeting includes the applicant, his architect, and the Director of the Lancaster Economic Development Corporation as representative of the Reviewing Agency. At

this meeting, the basic design direction of the project will be established. Development Standards will be discussed as they apply to the applicant's project and basic questions regarding such issues as allowable uses, parking, building setbacks and design of improvements on the parcel will be resolved.

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

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

2) *Site Plan Review*

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

- Refined Building Program including: tabulation of gross building area by use, site area, landscape area, and projected number of employees and schedule of working hours.
- Site Plan (5 copies) including: parcel and parcel map numbers; property lines; existing and proposed topography; site elevations; structures on adjacent properties; setback lines; proposed structures and appurtenances; parking; driveways; vehicular and pedestrian circulation; storage areas; loading docks and ramps; mechanical equipment including transformers and storage tanks; utility connections; walkway and security lighting; and location and appearance of temporary construction sheds, material, yard, and equipment storage.
- Conceptual Landscape Plan (5 copies) including location, types and sizes of trees, shrubs, ground cover and other plant material and hardscaping.

IV. DEVELOPMENT STANDARDS

- **Colored Building Elevations** (5 copies) showing major relationships of ground elevations, and any other elements affecting the exterior appearance of the proposed site development.
- **Colored Perspectives** (one or more) indicating architectural character, materials and color.
- **Signage Plan** (5 copies), including a developer-provided sign program for multi-tenant buildings, the entry monument, and any other on-site signage. Plan shall show sign location, size, layout, design, color, lettering and other graphics.

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

- **Building Floor Plans** (5 copies).
- **Building Materials Sample Board.**
- **Color Board** with actual color samples indicating all exterior colors, including sign colors, visible from public streets or adjacent parcels.
- **Optional materials** if required by the Reviewing Agency. Materials may include color slides and photos, a development phasing plan, and additional explanatory material.

Approval of the Site Plan Review submissions by the Reviewing Agency constitutes the Reviewing Agency's formal approval of the design.

3) *Construction Documents Review*

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

- **Complete Architectural Construction Documents** (Number of copies as required by the Building Division) including: architectural, structural, mechanical and electrical plans and specifications; site plan including permanent storage areas, utility connections, location and appearance of temporary construction sheds and storage; grading plan; building elevations; final signage and lighting plans; and landscape plans, specifications and details.
- **Building exterior color and materials samples.**
- **Acoustical Report** which verifies that the project is compliance with the Noise Level Criteria of the EIR.
- **Colored elevations, renderings, and/or other drawings** if required by the Reviewing Agency and/or the City of Lancaster in order to fully illustrate the applicant's development plan.
- **Other documents** required by the City Building Division and Engineering department.

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

In order to expedite the building permit process, the applicant may submit plans for the Construction Documents review by the Staff Liaison of the Reviewing Agency simultaneous with the application to the City of Lancaster Building and Safety Division for a building permit. Submission to both entities may occur at the same time with the applicant's

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understanding that changes proposed by either approving entity must be incorporated in order to obtain a building permit. If the Agency so designates, minor changes may be allowed to be approved by staff and not submitted to the Agency once initial Agency approval has been given. Under these circumstances, neither the City nor the Lancaster Economic Development Corporation will be held responsible for any cost related to required modifications.

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

b. Environmental Approvals

Developments on individual parcels within the Lancaster Business Park Phase III will not need separate environmental review if they conform with the provisions of the Specific Plan.

c. Subdivision Approvals

No site shall be further subdivided, resubdivided or extended without the written approval of the Reviewing Agency.

d. Specific Plan Major Amendment Procedures

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

C. USES

This section describes the requirements related to specific land use classifications within the Lancaster Business Park Phase III.

1. Statement of Requirements

a. General

Three land use categories are provided within the Lancaster Business Park Phase III: Business, Business/Rail Option, and Feature Park. The parcels within each category are

indicated by Figure 5, Land Use Master Plan. Operations and uses which are neither specifically prohibited nor specifically authorized by these restrictions may be permitted in specific cases if approved by the Reviewing Agency.

b. Permitted Uses

• Business

- Permitted uses are those typically associated with light manufacturing, light manufacturing wholesaling (without retail trade), business services, professional services, research and development, vocational or trade schools, food service establishments, offices, and other similar uses which the Reviewing Agency finds to be consistent with the purposes and intent of this Specific Plan.

- Industrial and manufacturing buildings may incorporate office space provided all parking requirements are met.

- Unless otherwise specifically prohibited by this Specific Plan or not approved by the Reviewing Agency, any business or manufacturing operation and use may be permitted if it is performed or carried entirely within a building that is so designed and constructed that the enclosed operations and uses do not cause or produce a nuisance to adjacent sites. These nuisances include but are not limited to: excessive vibration, sound, electro-mechanical disturbance and radiation, electro-magnetic disturbance, radiation, air or water pollution, dust, emission of odorous toxic or non-toxic matter, light and glare.

- Accessory uses and structures may be permitted if approved in conjunction with the principal use, provided that they are clearly incidental to and do not substantially alter the character of the permitted principal use or structure. Such accessory uses and structures include, but are not limited to the following:

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- Cafeteria, operated in conjunction with a permitted use for the convenience of persons employed upon the premises.
 - Employee recreation facilities and play areas.
 - Commercial sales and service clearly incidental and secondary to a permitted use. This exception is not intended to include wholesale to the public uses, where in the Reviewing Agency's opinion the use is not associated with a permitted use.
 - Other accessory uses and buildings customarily appurtenant to a permitted use, including temporary uses (e.g. construction trailer, office during building construction, etc.).
- Business/Rail Option*
- All uses permitted in the Business use category.
 - Railroad service from the Southern Pacific Railroad line.
- Feature Park*
- Day care center.
 - Open space.
 - Park and recreational facilities.
 - Related uses (such as a health club) subject to approval of the Reviewing Agency.
- c. Prohibited Uses
- *Business and Business/Rail Option*
 - Adult businesses.
 - Automotive related uses, unless all work activity is conducted within a completely enclosed building.
 - Cemeteries.
 - Commercial excavation of building or construction materials.
 - Drilling for and/or the removal of oil, gas or other hydrocarbons.
 - Entertainment and recreation.
 - Hospital, convalescent homes.
 - Junk yards.
 - Public utilities.
 - Radio and television transmission towers.
 - Refining of petroleum or of its products.
 - Religious, fraternal or social organizations.
 - Residential (commercial or private).
 - Smelting of iron, tin, zinc, or other ores.
 - Trailer court.
 - Other uses as determined by Reviewing Agency.
- *Feature Park*
- All uses other than those permitted for the Feature Park.
- d. Building Setbacks
- Building setback areas are required to provide space for landscaping between property lines and the buildings. All setbacks will be fully landscaped in accordance with the Landscape Master Plan of this Specific Plan except for areas utilized for parking, vehicular movement and loading.
- Building setbacks shall conform to the setbacks established in the following Table C, Minimum Building Setbacks From Property Line. The intent in providing for the alternate front setbacks indicated by the table is to provide for visual variety along the street frontage. The actual setback will be determined during the Pre-Design meeting.
 - A zero lot line plan is encouraged for lots of one and one half (1.5) acres or less. In such a site plan, a setback along the common property line line of two adjacent parcels is not required. This plan may be approved if both owners of adjacent lots consent and the Reviewing Agency approves. Zero lot line plans for larger parcels will also be considered by the Reviewing Agency.

Table C: MINIMUM BUILDING SETBACKS FROM PROPERTY LINE

| | <i>Business</i> | <i>Business/Rail Option</i> | <i>Feature Park</i> |
|---------------------------------------------------------------------------|-----------------|---------------------------------|-------------------------|
| DIVISION STREET | | | |
| Division Street Frontage | 35' or 50' * | - | 45' |
| Exterior Side (corner parcels) | 35' | - | 35' |
| Sides (One side 0' if zero lot line) | 10' | - | 10' |
| Rear: (applies to parcels which can only be entered from Division Street) | 10' | - | 10' |
| OTHER STREETS | | | |
| Front | 25' or 40'* | 25' or 40' | 35' |
| Exterior Side (corner parcels) | 25' | 25' | 25' |
| Side (One side 0' if zero lot line) | 10' | 10' | 10' |
| Rear | 10' | 10' | 10' |

ALL BUILDINGS OVER 35' IN HEIGHT

Building height over 35' is allowable, if approved by the Reviewing Agency, only to screen mechanical equipment which cannot be accommodated within the 35' height limit, or to accommodate special equipment or facilities for manufacturing or research necessary to the use.

- Add 1' front setback per 1' of height.

ALL BUILDINGS OVER 150' IN LENGTH

- Add 1' front setback per 10' of building length to maximum 50' setback.

* To be determined at the Pre-Design Meeting

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- Required setbacks shall be measured from the property line.

- Projections into required building setbacks, including but not limited to footings, stairs, balconies, and roof overhangs, shall be subject to approval by the Reviewing Agency.

e. Site Landscape and Landscape Setback Requirements (See Table C)

- The property owner, lessee or occupant shall landscape and maintain all unimproved areas on the lot including landscape setbacks.

- The following minimum landscape setbacks shall be observed:

- Side property lines: 5' from side property lines except in case of zero lot line setback.
- Front building setback area if used for parking: 5' from landscape easement
- Rear property line: 5' from rear property line unless rear parking lots of adjacent properties are shared.

Landscaping shall be the only use allowed within the side, front and rear landscape setbacks.

- The following minimum depth of landscape areas adjacent to the entire length of each building face shall be provided:

- Front: 10'
- Side: 5' in portions not used for loading
- Rear: 5' in portions not used for loading

f. Parking Requirement Summary

- The number of parking spaces required is dependent on the land use. All parking will meet City of Lancaster Code requirements, with two exceptions. Parking for buildings designed for speculative industrial buildings shall be at a ratio of one (1) space per three hundred (300) square feet. Parking for

buildings intended solely for warehousing shall be at a ratio of one (1) space per three hundred (300) square feet.

- Parking spaces will be provided for special uses including handicapped parking, motorcycle parking, bicycle parking and compact parking per City of Lancaster Code.

- Parking stalls for ninety (90) degree parking shall meet the following standards:

- Standard parking stalls shall be a minimum of nine (9) feet by twenty (20) feet with a two (2) foot reduction in length permitted when vehicle fronts overhang pedestrian sidewalks or landscape areas. This rule does not apply where parking stalls are adjacent to landscaped medians of five (5) feet or less in width or to parking islands.

- Compact stalls shall be a minimum of eight (8) feet by eighteen (18) feet with a two (2) foot reduction in length permitted when vehicle fronts overhang pedestrian sidewalks or landscape areas. This rule does not apply where parking stalls are adjacent to landscaped medians of five (5) feet in width or less or to parking islands.

- The size of parking stalls for angled parking shall meet the requirements of the City of Lancaster Zoning Ordinance.

- Compact parking stalls are limited to a maximum of twenty-five (25) percent of all required parking spaces.

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

- Designated "Handicap Parking" spaces shall be provided as required by State of California standards which govern the number of spaces provided, the size of spaces,

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and other elements. The spaces shall be a minimum of nine (9) feet by eighteen (18) feet wide with an adjacent five (5) foot loading zone. Double spaces shall be twenty-three (23) feet wide. Handicapped parking spaces shall be given preferential locations near building entrances which provide full and convenient handicap access.

- Designated "Cycle Parking" areas are provided for the convenience of employees using bicycles or motorcycles and to avoid the clutter of cycles parked in unplanned locations. Planned "Cycle Parking" areas shall be conveniently located near employee entrances. Bicycle parking areas shall be provided with racks having security locking capabilities.
- Uses with more than one hundred (100) automobile parking spaces shall provide motorcycle parking at the rate of one "area" per one hundred (100) auto spaces.
- In addition to the above requirements, aisle width, circulation patterns and other details shall conform to City of Lancaster standards.
- Entry driveways shall conform to the requirements defined in Table D, Driveway Requirements.

g. Maximum Building Height:

Maximum building height is 35' above top of foundation including mechanical screening around standard roof equipment and other special equipment necessary to the use.

The Reviewing Agency will consider requests for exceptions to this requirement in the following cases:

- To accommodate rooftop mechanical equipment serving building mechanical systems which must exceed the height limit. Adequate architectural screening must be provided to minimize or eliminate the view of the equipment from public areas.
- To accommodate special equipment or facilities for manufacturing or research which are necessary to the use and must exceed the maximum building height.

h. Maximum Building Coverage:

Maximum building coverage is 45% of gross parcel area.

D. SITE DESIGN

A fundamental principal behind the Site Design Standards is that the siting of all facilities shall contribute to the appearance of the Business Park as a series of related buildings located within a continuous and unified landscaped setting.

1. Site Layout

- Buildings will be sited to maximize building exposure, solar access, and view potential as well as to provide a continuous landscape from lot to lot.
- Building placement, open space design and location, parking and service vehicular access shall be determined in relation to existing or planned improvements on adjacent properties in order to make both developments mutually reinforcing. Factors that shall be considered in site design include variations in setbacks between parcels, and consistency of major landscape materials and massing, building materials, color, rooflines, height and scale.
- Where possible and appropriate, development on adjacent sites up to one and one half (1 1/2) acres should utilize zero setbacks on their common property lines so as to maximize apparent open space and visually unify the appearance of developments on smaller parcels.
- Where several parcels are combined to form a single parcel, buildings should be arranged in relation to each other to form a "campus" plan by which buildings are placed within a landscaped setting. Outdoor plazas, courts, or other outdoor "rooms" should be provided which are linked through the landscaped setting by pedestrian pathways.
- The number of vehicular entrances to a site shall be restricted in order to minimize traffic congestion and to create a more unified and attractive appearance. Figures 9, 19A and 19C illustrate one of several methods to

Table **D** : DRIVEWAY REQUIREMENTS

| <i>Driveway Type</i> | <i>Minimum Driveway Length</i> | <i>Minimum Driveway Throat or Width</i> | <i>Minimum Curb Radius</i> |
|---------------------------|------------------------------------------------|-----------------------------------------|----------------------------|
| Serving semi-trailers | 40' to first available 90 degree traffic stall | 40' | 15' |
| Not serving semi-trailers | 40' to first available 90 degree traffic stall | 30' | 15' |

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restrict the number of entries - the use of a single vehicular entrance and exit point shared by adjacent parcels.

- If rail access and/or tractor-trailers circulating on-site is part of the development, appropriate aisle width and circulation patterns must be provided.

2. Site Grading and Drainage

- All structures shall be equipped with adequate roof drains, interior downspouts and/or other drainage devices. All such conveyances shall be at a location and of a material acceptable to the Reviewing Agency. No downspout will be permitted to deposit directly onto landscaped areas or into open ditches without adequate erosion and siltation control.

- All grading and surface drainage, including roof drainage of buildings, shall be designed to conform to the overall drainage of the property and shall be in accordance with all applicable state and local laws and ordinances.

3. Walls, Fences and Screening

a. General

- All walls or fences used for screening shall have a minimum height of eight (8) feet and a maximum height of twelve (12) feet.

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

b. Walls

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

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

- Walls intended for site screening shall be uniform throughout the Project. Walls shall be constructed of reinforced concrete block of the following specification: 8" high x 8"(min) deep x16" long; split face two sides; four score; natural grey color as manufactured by Angelus Block Co., or equal.

- All walls shall be designed as an integral part of the overall architecture and site design, being constructed with materials complementary to the style of adjacent buildings and site landscaping. All wall design, materials and dimensions are subject to approval by the Reviewing Agency.

c. Fences

- No barbed wire fencing is allowed.
- Chain link is not permitted in any area visible from a public street or adjacent properties.

All fence materials and dimensions are subject to approval by the Reviewing Agency. Materials should be chosen which are architecturally compatible with the buildings' exterior and site landscaping.

d. Screening of Exterior Mechanical and Electrical Equipment

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

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

- No exterior components of plumbing, processing, heating cooling, and ventilating

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systems shall be mounted on any building wall unless they are an integrated architectural design feature.

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

e. Screening of Loading Platforms

- Loading platforms, docks and ramps shall be screened from public view.

f. Landscape Screening

- Where shrub planting or hedges are used in the front yard setback or sideyards and rear yards which front on a public street to screen parking, such plant material shall be kept at a maximum height of three and one half (3 1/2) feet.

- Side property lines not adjacent to a public right-of-way as well as rear property lines shall have a landscaped screen, in addition to any walls. Screening hedgerow planting shall be provided by the developer at the rear property line, per the Landscape Master Plan Concept, Figure 13. Screen planting consisting of shrubs and/or vines shall also be provided at rear property lines whether or not there is a wall. Shrubs and/or vines shall be planted at a size and spacing which will provide an opaque screen six (6) feet high within one year of planting.

4. Vehicular Parking and Loading Location

- All vehicular parking and loading shall be provided on the site. Parking and loading is not permitted on any streets within the Park.
- Roads, parking and loading areas are to be paved.
- Employee parking is encouraged to be located at the sides or rear of buildings.
- Parking shall not be permitted by any vehicle for more than a continuous two (2) day period, except within enclosed structures.

- Parking is not permitted by any vehicle used primarily for storage of personal property and/or recreational vehicles, except for temporary loading or unloading of personal property and parking within enclosed structures.

5. Bicycle Parking

- Designated "Cycle Parking" areas shall be provided for the convenience of employees using bicycles or motorcycles and to avoid the clutter of cycles parked in unplanned locations. Planned "Cycle Parking" areas shall be conveniently located near employee entrances. Bicycle parking areas shall be provided with racks having security locking capabilities.

- Bicycle storage facilities shall be placed as close as possible to paved pedestrian ways. The width of pedestrian paving adjoining bicycle parking areas shall not be less than four (4) feet.

6. Loading Requirements

- Loading areas shall not encroach into setback areas unless specifically approved by the Reviewing Agency.
- Loading docks shall be set back and screened to conceal vehicles otherwise visible from the street. Docks shall not be closer than thirty-five (35) feet to the street property line, unless specifically approved by the Reviewing Agency. Loading shall not be permitted from the front of any building, or in any area visible from front or corner side property lines. An exception is that loading docks on parcels with uses designated B/RO (Business/Rail Option, See Figure 5) may be placed facing the front property line. However, the loading docks, ramps, and loading areas shall be completely screened from view from public areas including public streets.
- All loading areas shall be screened from view from the public street and adjacent parcels by a screen wall and ornamental landscaping.

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- On-street loading or unloading is prohibited.

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

7. Storage Requirements

a. General

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

- No company-owned or operated trucks, tanks, trailers or similar equipment may be stored in the front portion of the site unless approved by the Reviewing Agency.

b. Refuse Storage and Collection Areas

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

- Each parcel shall have a waste storage area on-site. Minimum capacity is determined by ratio of ten (10) square feet of waste storage area for each one thousand (1000) square feet or portion thereof of net floor area of the facility, but not less than six (6) feet in width nor less than nine (9) feet in length (exterior dimension). Such storage areas shall be enclosed on three (3) sides by a minimum eight (8) foot high reinforced masonry or concrete wall of a finish and color which is harmonious with the overall architectural and landscape theme.

- A sight-obscuring gate which is the same height as the enclosing walls is required unless a maze type enclosure is utilized. The floor of the enclosure shall be of concrete and the gate shall be built of noncombustible materials.

- The Reviewing Agency may approve recessed type trash containers, provided that they are located away from street exposure and screened by berms or suitable landscape treatment.

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

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

c. Outdoor Storage

- Approval of outside storage will be granted only where storage is visually screened from view from streets and adjacent properties. All screening of outdoor storage shall be a minimum of eight (8) feet in height. No materials shall be stored higher than eight (8) feet.

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

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

8. Utilities and Communications Devices

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

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- All permanent on-site utility lines shall be undergrounded in locations in accordance with the Infrastructure and Utilities Master Plan of this document, the requirements of the utility companies serving the Park, and City of Lancaster requirements.

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

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

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

E. BUILDING DESIGN AND LAYOUT

Building design standards are intended to meet the following objectives:

- To assure the level of architectural consistency needed to create a unified and integrated physical appearance.
- To provide a design for each building and related improvements which contributes to the perception of the visual continuity, interest and quality of the Project as a whole.
- To assure the highest standard and quality of architectural design appropriate to a business park.
- To encourage businesses locating within the Business Park to express themselves individually through creative and innovative interpretation of these Standards, while also fulfilling the Specific Plan design objectives.
- To encourage, through quality building and site design, an attractive, inviting, and fit environment for workers and visitors.

1. Building Design

- All design shall appear as an integrated part of an overall site design concept.

- Building design shall use a simple vocabulary of common design rules.

- Building masses shall be contemporary, simple in form and of strong geometry.

- No residential or period styles (i.e. Spanish, Cape Cod, Art Deco) are permitted. Arbitrary, decorative or stylized architectural treatments are not permitted.

- Building surfaces visible from public streets shall be articulated.

Within view from public streets, walls unrelieved by change in materials, plane, color, texture, or shadow, are not permitted. This requirement assures that excessive lengths of unbroken walls are not created and building masses will not be overwhelming. Articulation is achieved through the use of openings and recesses, change of texture, material, or color, and change in the plane of wall and roof surfaces.

- All roof-mounted mechanical equipment and vents shall be screened from view from the street sidewalks and adjoining properties by a parapet or other methods. Use of parapets to screen mechanical equipment and vents on roofs is the preferred screening method. The screening shall be an integral part of the architectural design.

- Buildings and building complexes should include a variety of heights to avoid monotony, create interest, and create a harmonious, yet distinctive, skyline. Uniformly tall or flat silhouettes should be avoided.

- Exterior windows and walls shall be differentiated.

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- All-glass elevations are not permitted. There shall be a balance between the glass and wall portions of surfaces.
- Three-dimensional architectural elements rather than surface treatments are encouraged to create necessary shade. For example, screening exterior windows with overhangs and architectural screen walls gives far more architectural interest than relying on reflective glass and/or curtains.
- A pedestrian scale shall be created at the ground level through the use of specific architectural elements. These may include: office blocks whose height is lower than that of manufacturing areas; windows; exterior entry ways and low walls visible from the front approaches to the building; arcades, colonnades, and covered walkways; indoor atriums; articulation of walls; use of textured exterior materials; special wall treatments; color; and the location of scale-giving elements close to the street frontage.

Variations in materials, surface textures, height, colors, openings and recesses which create light and shadow shall be used to enhance visual interest and pedestrian scale at the ground level.
- Entries shall be a particular focus of pedestrian scale and elevation design.
- The location and design of building entrances shall be clear and well-defined. Entries should be designed to be inviting, pedestrian-scaled, and shall provide a shaded area before entering the building. They shall project a clear entry statement through the specific design of building form, and the use of pedestrian plazas, walkways, and accent landscaping.
- Buildings shall be located and oriented so that their entrances are visible from the street on which they front. Employee entry areas should contain specific locations and hardware for storing and securing bicycles.
- Entries shall be connected to the street and/or parking areas by a paved pedestrian path.
 - All architectural elements shall be carefully integrated in the facade design. Roof elements, decoration, canopies, pergolas, skylights and other elements shall be designed as an essential and integral part of the design or otherwise will not be allowed.
 - Building proportions, fenestration, and details shall be carefully refined. Features shall be designed to convey a sense of order and enrichment through the interplay of light, shadow and texture. Facade design shall reinforce a sense of quality and integrity of the underlying structure in a clear and consistent manner.
 - Building design shall incorporate factors including:
 - Design elements specifically oriented towards access streets.
 - Efficient and safe vehicular and pedestrian flows.
 - Consistency with the character of surrounding development.
 - Consistency with and enhancement of the overall landscape master plan.
 - Avoidance of potential environmental hazards.
 - Creation of views and vistas, both from within the building and from off-site.
 - Expression of the individual character of each business.
 - Meeting the functional and social requirements of facility users for an effective and attractive workplace.
 - Energy conservation through facility design, solar orientation, and response to Lancaster's climate.

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2. Building Elevations and Roofs

- Boxy and monotonous facades which lack a sense of scale are not permitted.
- All building elevations within a parcel which are visible from a public street shall be consistent in the level of quality of materials, detailing and design. This requirement is particularly important for buildings on corner parcels.
- High contrast vertical or horizontal banding is prohibited.
- Screening of trash areas, loading docks and other service areas shall be integrated into the overall building and site design.
- The primary or predominant roof form shall be flat. Other roof forms may be used with the approval of the Reviewing Agency, if designed as an integral part of the building design, to provide emphasis and interest at significant points in the building such as building entry ways.
- Roll-up industrial doors facing the street frontage shall not be allowed, unless specifically authorized by the Reviewing Agency.
- Mansard roofs are not permitted.
- Awnings are not permitted..

3. Building Layout

- Buildings on a site shall be arranged in coordination with one another to create an overall sense of unity and harmony. Random building relationships shall be avoided.
- Buildings, in combination with landscaping, should create visually attractive and functional exterior spaces which are protected from the sun and wind. Protected spaces are particularly important since the Project is set in a desert environment which has high winds and intense heat. Examples of such protected areas are: shaded entryways, protected internal courtyards, and sideyards designed to relate to adjacent buildings in a way which creates usable outdoor space within the sideyard area. Courtyards at the front of buildings or

internal to the building mass could be used as entry courts, particularly in multi-tenant structures.

4. Building Materials

The following lists are not all-inclusive. All materials, including color and texture, must be specifically approved by the Reviewing Agency.

Exterior Walls

- The following building materials are permitted:

- Light colored brick.
- Light colored tile.
- Light colored metal panels. Acceptable metal systems shall be limited to solid or composite architectural aluminium panel systems with factory-applied paint or anodic finishes in colors consistent with these Standards.
- Tilt-up, poured-in-place or precast concrete with a natural, sandblasted or textured finish. Color shall be light and uniform, provided by an integral color additive and/or concrete aggregate. Smooth untextured concrete is not permitted unless painted.
- Smooth untextured concrete painted a light color.
- Light colored concrete block or masonry. Textured, split or patterned faces or plain concrete block with shadow-casting tooled joints.
- Wood used for trim only, as distinguished from wood siding.
- Stucco or similar materials, for smaller buildings with 50% or greater office use only.

- The following building materials are not permitted for exterior walls:

- Transparent or reflective glass as the primary material.
- Wood shakes or shingles.
- Wood siding.
- Asphalt shingles.
- Dark brick, concrete, or concrete block masonry.

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- Detailing changes in building materials, structural relief or other design techniques shall be used to reflect functional features such as interior use, doors, windows, sign areas, and equipment areas.

- Sterile, plain, and 'all-one' material applications are unacceptable.

- Pre-engineered metal buildings are not permitted.

Windows

- Permitted window materials are transparent or non-reflective glass, tinted glass, or lightly reflective solar glass.

- Mirror glass is not permitted.

Roofs

- Composition asphalt, metal and skylight/atrium roof assemblies of glass or plastic with metal supports are permitted as roof materials.

- Wood shingles or shakes, asphalt shingles and Spanish tile are not permitted as roof materials.

5. Building Color

- The colors of all elements in the development, including walls, accessory structures and signs, shall be complementary. A color palette is required for submittal to the Reviewing Agency.

- Wall colors should generally be of light tones.

- Accent colors and subtle change in wall color may be used in a limited manner to add interest and emphasize or identify special areas of architectural detail or interest, including entries, mullions, reveals, or special features. Accent colors may not be painted directly on wall surfaces or used as wide bands.

- Color, materials, and finishes are to be coordinated on all exterior elevations of the buildings to achieve a total continuity of design on all portions of the building.

- Bright shades used as the primary exterior color are not permitted.

- Gutters and downspouts shall be painted to match the surface to which attached unless used as a major design element, in which case the color is to be consistent with the color scheme of the building.

- Vents, louvers, exposed flashing, tanks, stack, overhead doors, rolling and 'man' service doors and other utility elements are to be painted consistent with the color scheme of the building.

- Finishes shall be non-reflective.

6. Roofing and Rooftop Equipment

- Opaque screening shall be provided to conceal all roof top equipment. Screening is to be of the same or comparable material to the building facade.

- Where possible, mechanical screens shall be integrated with the facade of the building. Screens shall be continuous and solid. No screening rooftop fences are permitted. Roof "hats" are not permitted.

- Rooftop vents shall be located on the side of the building away from public view.

7. Architectural Details

- Material, texture and color, control joints and material patterns shall be integrated into the overall architectural concept. Details which appear added onto the building form, rather than being designed as an integral part of that form, are not permitted.

IV. DEVELOPMENT STANDARDS

- Detailing visible to the public shall be given careful consideration. Detailing of material and form shall express a sense of sophistication and elegance. An otherwise ordinary form can be made interesting and expressive by the careful use of detailing and materials.

- Any mail and parcel boxes incorporated at the exterior of the building or within the building exterior wall shall meet Post Office requirements and shall be architecturally integrated with the design of the building.

8. Noise Level Criteria

- Buildings shall be constructed in accordance with the City of Lancaster Noise Ordinance.

9. Energy Considerations

All buildings within the Lancaster Business Park Phase III shall meet State energy efficiency and conservation guidelines. Use of both passive and active devices and techniques to improve building energy performance while creating architectural variety and visual detail is encouraged. Potential methods include:

- Use of systems which shift utility demand (i.e. gas and electricity) to off-peak hours.
- Use of acceptable shading devices and techniques including recessed windows, overhangs, and use of interior shading devices such as blinds and drapes. Creation of self-shading buildings is encouraged.
- Installation of roof-top solar collectors, visually hidden by parapets or other architectural elements or deliberately used as an architectural design element.
- Design and orientation of the building(s) on the site to take advantage of solar access as well as to create shade and livable outdoor spaces is encouraged.

F. LANDSCAPE REQUIREMENTS

1. General

- It is the intent of the Lancaster Business Park Phase III Specific Plan to allow the parcel developers the ability to define their own landscape design, consistent with the landscape designs of other private parcels and the overall landscape treatment of Park.

- A detailed landscaping and irrigation plan, prepared by a Landscape Architect registered in the State of California or prepared under the supervision of an Architect registered in the State of California, shall be submitted as part of the submission of building plans for approval by the Reviewing Agency prior to installation of any landscaping.

- All landscaping in medians and other locations within and adjacent to the public right-of-way shall be pruned per the City's sight distance criteria, thinned and/or otherwise treated at least once a year to assure that foliage does not impede visibility of trucks, other vehicles and pedestrians.

- All landscape within each parcel shall be planted with materials in accordance with the Recommended Plant Palette, Table E, and criteria identified in the Design Standards.

- Each site shall have an area developed and maintained with landscape improvements equal to a minimum of ten (10) percent of the gross parcel area in addition to the required five (5) percent parking lot landscaping. Landscaped areas may include unplanted improvements such as rock groupings, sculptures, decorative paving and benches. However, the area developed with such improvements should not exceed twenty-five (25) percent of the required landscape area.

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

IV. DEVELOPMENT STANDARDS

- Trees, in both linear and massed forms, shall be utilized to enclose and subdivide planted and/or paved exterior spaces on each parcel in order to provide physical protection from the sun and wind.
 - The individual developer will be responsible for providing and maintaining hedgerow planting at the rear of the development site in accordance with the Landscape Master Plan.
 - The quantity and actual placement of trees, shrubs, ground cover and turf shall be adequate to screen and soften buildings and their associated loading and parking areas from adjacent public streets. Such landscaping shall be designed with consideration given to parcel size and the intended building use.
 - Spacing of plant material should be commensurate with anticipated mature growth in order to promote natural forms without the need for excessive pruning and maintenance in the future.
 - Grouped masses of plant material shall be designed to complement the architectural elevations and roof lines through color, texture, density and form.
 - Berms in landscaped areas shall not exceed four (4) feet in height. Slopes shall not exceed 3:1.
 - The number of plant species used on each parcel shall be restricted to retain continuity and simplicity in the design.
 - Earth berms and existing topography may be used, where appropriate, as a component of the landscape plan.
 - All plant material within a thirty foot triangle at the intersection of two streets shall be no more than three feet in height above the curb level at maturity, to allow for visibility at the corner.
2. Landscape Setbacks
- The property owner, lessee or occupant shall landscape and maintain all unimproved areas on the lot.
 - The following unplanted landscape improvements may be located within the front yard setback landscaped area: steps and walks connecting the building entries to public sidewalks or the public street; landscape lighting; driveways; benches; pools or fountains; rock groupings; bollards; sculptures; free-standing entry monuments; flags; planter walls; automobile parking; and paving.
 - Landscape elements shall be used to screen and soften the appearance of all walls open to public view from access streets or adjacent parcels.
 - Mature landscape screening may be required if the Reviewing Agency finds that use of smaller sizes of plant materials will not be consistent with the intent of the Specific Plan.
 - Parking lots shall be screened from public view by shrub materials clipped to forty two (42) inches high. Where parking is located within the front building setback (and side building setback nearest to the corner on corner lots), shrubs shall also be provided along the sides of the entry drive to screen parking. Shrubs shall also be used to screen areas utilized for loading, storage and trash collection.
 - Trees planted in sidewalks on plazas, entryways and in parking areas shall have painted metal heel-proof tree grates or plants surrounding their base.
3. Plant Materials
- a. General
- A restricted palette of plant materials utilizing plants indicated by Table E, Recommended Plant Palette, should be used in order to maintain the theme of the landscape design which is desired to be established on each individual lot. Plant materials on individual lots should complement the established planting along public rights-of-way.
 - Plant material with invasive or destructive root systems, as well as plants known to have messy and/or staining fruit and/or brittle limbs, should be avoided.

IV. DEVELOPMENT STANDARDS

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

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

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

b. Plant Palette

Planting materials shall be selected from the following list, Table E: Recommended Plant Palette. Other materials may be used with approval by the Reviewing Agency. The following plants on the list have been chosen for their visual quality, appropriate to the landscape needs of the Lancaster Business Park, ability to thrive in the high desert, and, in many cases, their limited need for water. The choice of specific plants from the list should be based on factors including specific location, orientation, wind exposure, irrigation, and soil quality.

b. Other Planting Materials Standards

Quality of Plant Material

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

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

- All shrubs are to be full and bushy to the ground.

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

- Ground cover plants shall be healthy and densely foliated.

Plant Material Sizes

• Trees

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

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

• Shrubs

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

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

• Vines

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

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

• Ground cover

- All ground cover shall be well-rooted cuttings in flats, except for white trailing ice plant which may be unrooted fresh tip cuttings.

- All ground cover shall be from flats planted a minimum of eighteen (18) inches on center and spaced triangularly.

• Turf

- Turf shall be limited to a maximum of twenty (20) percent of the total landscaped area of the parcel, in order to conserve water.

Table E: RECOMMENDED PLANT PALETTE *

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|------------------------------------------|---------------------------------|---------------------------------------|
| PARKING /CANOPY TREES | | |
| <i>LARGE</i> | | |
| <i>Platanus acerfolia</i> | London Plane Tree (Sycamore) | 40'-80'; fast |
| <i>Platanus occidentalis</i> | American Sycamore | 40'-80'; fast |
| <i>Robinia pseudoacacia 'Idahoensis'</i> | Black Locust | 30'-60'; fast; flowers |
| <i>Quercus coccinea</i> | Scarlet Oak | 60'-80'; moderate to fast; fall color |
| <i>Zelkova serrata</i> | Sawleaf Zelkova | 60'; moderate to fast; fall color |
| <i>MEDIUM</i> | | |
| <i>Celtis occidentalis</i> | Common Hackberry | 50'; moderate |
| <i>Koelreutaria bipinnata</i> | Chinese Flame Tree | 20'-40'; slow; showy seed capsules |
| <i>Liquidambar styraciflua</i> | American Sweet Gum | 60'; moderate; brilliant fall foliage |
| <i>Pistacia atlantica</i> | Mt. Atlas Pistacio | 50'; slow; fall color |
| <i>Quercus ilex</i> | Holly Oak | 40'-70'; moderate; evergreen |
| <i>SMALL</i> | | |
| <i>Eriobotrya japonica</i> | Loquat | 15'-30'; moderate; evergreen; fruit |

* None of the Parking/Canopy Tree plants are drought-tolerant.

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|---------------------------------|-----------------------|-------------------------------------------------------------------------------------------|
| CANOPY/SHADE TREES | | |
| <i>LARGE</i> | | |
| Calocedrus decurrens | Incense Cedar | to 75'; slow; evergreen |
| Cedrus deodara * | Deodara Cedar | to 100'; moderate; evergreen |
| Eucalyptus sideroxylon* | Red Ironbark | 20'-50'; fast; evergreen; flowers |
| Gleditsia triacanthos inermis | Honey Locust | 35'-70'; fast |
| Liriodendron tulipifera | Tulip Tree | 60' -80'; moderate; needs room |
| Ginko | Maidenhair Tree | 40'-80'; slow; fall color |
| Pinus pinea* | Italian Stone Pine | 40' to 80'; slow; needs room |
| Platanus racemosa | California Sycamore | 50'-100'; moderate; needs room |
| Populus fremontii | California Cottonwood | 40'-60'; fast; plant male trees; avoid along sewer and water lines due to invasive roots. |
| Populus nigra 'Italica' | Lombardy Poplar | 40'-100'; fast; invasive roots |
| Quercus lobata* | Valley Oak | 70'; moderate; needs room; evergreen |
| Quercus suber* | Cork Oak | 70'-100'; moderate; evergreen |
| <i>MEDIUM</i> | | |
| Eucalyptus microtheca | Coolibah | to 40' |
| Eucalyptus polyanthemos | Silver Dollar Gum | 20'-60'; fast; evergreen |
| Liquidambar styraciflua | American Sweet Gum | 40'-60'; moderate; deciduous; fall color |
| Melia azedarach 'Umbraculifera' | Texas Umbrella Tree | 30'; fast; fall color |
| Pistacia chinensis | Chinese Pistacio | 60'; moderate; good fall color |
| Schinus molle* | California Pepper | 25'-40'; Messy; evergreen |
| <i>SMALL</i> | | |
| Laurus nobilis | Sweet Bay | 15'-40': Slow |

* Drought resistant

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|--------------------------------|----------------------|---------------------------------------------------------------------|
| FLOWERING/ACCENT TREES | | |
| <i>LARGE</i> | | |
| Betula alba | White Birch | 100'; fast; showy white bark |
| Magnolia grandiflora | Magnolia | 80'; slow; showy white flowers; evergreen |
| <i>MEDIUM</i> | | |
| *Cupressus sempervirens | Italian Cypress | 60'; dense columnar form; evergreen |
| Koelreuteria bipinnata | Chinese Flame Tree | 20'-40'; slow to moderate; showy flowers |
| Ligustrum lucidum | Glossy Privet | 35'-40'; fast growing; showy flowers |
| Pyrus calleryana | Bradford Pear | 25'-50'; white flowers |
| Robinia ambigua 'Idaho' | Idaho Locust | 40'; fast; showy magenta flowers |
| Sophora japonica | Pagoda Tree | 20'-40'; Moderate; showy flowers |
| <i>SMALL</i> | | |
| Albizia julibrissin | Silk Tree, Mimosa | 10'-15'; moderate to rapid; showy flowers |
| Arbutus unedo* | Strawberry Tree | 10'-35'; slow to moderate; showy fruit; flower; evergreen |
| Callistemon citrinus *• | Lemon Bottlebrush | 10'-25'; fast; showy red flowers |
| Cercis canadensis | Eastern Redbud | 25'-35'; moderate; showy flowers |
| Cercis occidentalis | Western Rosebud | 10'-18'; moderate; showy magenta flowers |
| Crataegus phaenopyrum | Washington Hawthorne | 25'; moderate; showy white flowers |
| Elaeagnus angustifolia* | Russian Olive | 20'; distinctive form, bark and foliage |
| Eriobotrya deflexa | Bronze Loquat | 15'; moderate; bright bronze color; cream flowers; evergreen; fruit |
| Feijoa sellowiana• | Pineapple Guava | 25'; moderate; showy flowers; fruit |
| Lagerstromia indica | Crape Myrtle | 15'-30'; slow; showy flowers |
| Malus species | Crab Apples | 15'-30'; showy flowers |
| Parksonia aculeata* | Jerusalem Thorn | 15'-30'; fast; showy yellow flowers |
| Prunus cerasifera atropurpurea | Purple Leaf Plum | 15'-20'; white flowers; purple; green foliage |
| Punica granatum | Pomegranate | 15'; showy flowers; fall color |

* Drought resistant

• Sensitive to cold

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|-------------------------------------------|--------------------|----------------------------------------------|
| SCREENING TREES (all evergreen) | | |
| <i>LARGE</i> | | |
| <i>Cedrus atlantica</i> 'Glauca'* | Blue Atlas Cedar | 60'; slow to moderate; evergreen |
| <i>Cedrus deodara</i> * | Deodara | 80'; moderate; evergreen |
| <i>Cedrus libnani</i> * | Cedar of Lebanon | 80'; slow; dense; evergreen |
| <i>Cupressocyparis leylandii</i> * | Leyland's Cypress | Fast growth; columnar; evergreen |
| <i>Cupressus glabra</i> * | Arizona Cypress | 40'; fast; columnar; evergreen |
| <i>Pinus halipensis</i> * | Calabrian Pine | 30'-60'; fast to moderate; evergreen |
| <i>Pinus eldarica</i> * | Modell Pine | 30'-80'; fast; dense; evergreen |
| <i>MEDIUM</i> | | |
| <i>Ceratonia siliqua</i> * | Carob Tree | 30'-40'; moderate; evergreen |
| <i>Eucalyptus niphophila</i> * | Snow Gum | 20'; slow; evergreen |
| <i>Eucalyptus rudis</i> * | Desert Gum | 30'-60'; fast; white flowers; evergreen |
| <i>Fraxinus velutina</i> 'Rio Grande' | Arizona Ash | |
| <i>Olea europaea</i> * | Olive | 25'-30'; fast; evergreen |
| <i>SMALL</i> | | |
| <i>Eriobotrya deflexa</i> | Bronze Loquat | 15'; bright bronze color; evergreen |
| <i>Juniperus species</i> * | Junipers | Variety of forms; evergreen |
| <i>Myrtus communis</i> * | True Myrtle | 5'-15'; can be sheared; evergreen |
| <i>Nerium oleander</i> * | Oleander | 8'-12'; moderate to fast; showy flowers |
| <i>Photinia serrulata</i> | Chinese Photinia | 10'-30'; Moderate; evergreen |
| <i>Prunus caroliniana</i> | Carolina Cherry | 20'-40'; moderate; can be sheared; evergreen |
| <i>Rhus ovata</i> * | Sugar Bush | 2.5'-10'; showy flowers; evergreen |
| <i>Xylosma congestum</i> | Shiny Xylosma | 10'-30'; moderate; can be sheared; evergreen |

* Drought resistant .

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|-------------------------|------------------------|--------------------------------------------------------|
| SHRUBS | | |
| <i>LARGE</i> | | |
| Chaenomeles japonica | Flowering Quince | 10'; showy flowers |
| Nerium oleander* | Oleander | 8'-12'; moderate to fast; showy flowers; evergreen |
| Photinia fraseri | Fraser's Photinia | 8'-12'; moderate; flowers; evergreen |
| Photina serrulata* | Chinese Photina | 20'; showy flowers and berries; evergreen |
| Rhamnus alternus * | Italian Buckthorn | 10'-20'; easily sheared; evergreen |
| Rhamnus californica* | California Coffeeberry | 3'-15'; showy berries; evergreen |
| Syringa species | Lilac | 10'; showy purple flowers |
| <i>MEDIUM</i> | | |
| Abelia grandiflora | Glossy Abelia | 4'-8'; pink flowers |
| Aucuba japonica | Japanese Acuba | 4'-5'; bright red berries; evergreen; needs shade |
| Cercoparcus betuloides* | Mountain Mahogany | 5'-20'; moderate; evergreen; informal |
| Cotoneaster lacteus | Red Clusterberry | 6'-10'; moderate; showy red berries; evergreen; screen |
| Eleagnus pungens* | Silverberry | 6'-12'; Screen |
| Euonymous japonica | Evergreen Euonymous | 6'-12'; can be sheared; evergreen |
| Jasminum mesnyi | Primrose Jasmine | 6'-10'; yellow flowers; evergreen; erosion |
| Juniperus species* | Junipers | Varied forms; evergreen |
| Leucophyllum frutescens | Texas Ranger | 5'-10'; slow; purple flowers; evergreen |
| Photina fraseri | Red Photina | 8'; white flowers |
| Pittosporum tobira | Evergreen Mockorange | 6'; good hedge |
| Rhus ovata* | Sugarbush | 2.5'-10'; showy flowers; evergreen |
| Viburnum species | Viburnum | Many varieties |
| Xylosma congestum | Shiny Xylosma | 10'-30'; moderate; shear; evergreen |

* Drought resistant

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|-----------------------|--------------------|-------------------------------------------------------|
| SHRUBS | | |
| <i>SMALL</i> | | |
| Ceanothus species* | Ceanothus | 2.5'-15'; moderate; blue, white, lilac flowers |
| Convolvulus cneorum* | Bush Morning Glory | 2'-4'; fast; showy flowers; evergreen |
| Encelia farinosa* | Desert Encelia | 2'-4'; yellow flower; evergreen |
| Ilex cornuta | Chinese Holly | 2'-5'; compact; can be shaped; needs shade; evergreen |
| Ligustrum japonicum | Waxleaf Privet | 3'-5'; white flowers; evergreen |
| Ligustrum ovalifolium | California Privet | 4'-5'; fast; hedge; evergreen |
| Mahonia aquifolium | Oregon Grape | 1'-6'; evergreen; shade |
| Nandina domestica | Heavenly Bamboo | 3'-5'; slow to moderate; reddish leaves; evergreen |
| Pyracantha species | Pyracantha | 2'-6'; fast; showy flower; fruit |
| Raphiolepis indica* | India Hawthorn | 2'-4'; showy flower; fruit; evergreen |
| <i>VARIED FORMS</i> | | |
| Arctostaphylos sp.* | Manzanita | Evergreen |
| Juniperus sp.* | Juniper | Evergreen |
| Thuja orientalis | Oriental Arborvita | Evergreen |

* Drought resistant

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|-----------------------------------|-------------------------|---------------------------------------------------------|
| GROUND COVER | | |
| <i>Ampelopsis tricuspidata</i> | Boston Ivy | Dense wall cover; flowers; evergreen |
| <i>Baccharis pilularis</i> * | Coyote Brush | 8"-24" x 6'-12'; moderate; evergreen; erosion; low care |
| <i>Chamaemelum nobile</i> | Chamomile | 3"-12"; yellow flower |
| <i>Cerastium tomentosum</i> | Snow in Summer | 6"-8" showy white flowers |
| <i>Cotoneaster buxifolius</i> | Bright Bead Cotoneaster | 12"-24"; showy fruit; erosion |
| <i>Cotoneaster congestus</i> | Cotoneaster | 12"-36" |
| <i>Euonymus fortunei</i> | Wintercreeper | 2'x5'-20' |
| <i>Hedera helix</i> | English Ivy | 6"-8"; fast; small flowers; evergreen |
| <i>Juniperus species</i> * | Junipers | Varied forms |
| <i>Lonicera species</i> * | Honeysuckle | 12"; fast; vines; invasive |
| <i>Pyracantha species</i> | Pyracanthas | 24"; fast; showy flower; fruit; thorns |
| <i>Santolina chamaecyparissus</i> | Lavender Cotton | 24"; yellow flower |
| <i>Santolina virens</i> | Green Cotton Lavender | 24"; chartuse flower |
| <i>Thymus</i> | Thyme | 6"-12"; fragrant |
| <i>Trachelosperum asiaticum</i> | Asiatic Jasmine | 12"-18"; twining vine; white flower |
| <i>Trachelosperum jasminoides</i> | Star Jasmine | 12"-18"; twining vine; white flower |
| <i>Vinca major</i> | Periwinkle | 6"-24"; lavender and blue flower |

* Drought resistant

Table E: RECOMMENDED PLANT PALETTE / continued

| <i>Latin Name</i> | <i>Common Name</i> | <i>Comments</i> |
|------------------------------------|------------------------|----------------------------------------------------|
| VINES | | |
| <i>Campsis radicans</i> | Trumpet Vine | Orange flowers |
| <i>Hedera helix</i> | English Ivy | Evergreen; invasive |
| <i>Lonicera species*</i> | Honeysuckle | Flowering; evergreen; invasive |
| <i>Parthenocissus tricuspidata</i> | Boston Ivy | |
| <i>Rosa banksiae</i> | Lady Bank's Rose | Flowering |
| <i>Rosa hybrids</i> | Climbing Roses | Flowering |
| <i>Wisteria species</i> | Wisteria | Purple flowers |
| ACCENT PLANTS | | |
| <i>Achillea species</i> | Yarrow | 12"; white/yellow flowers |
| <i>Alyssum saxatile</i> | Basket of Gold | 8"-12"; yellow flowers |
| <i>Armeria maritima</i> | Thrift | White/pink/rose flowers; evergreen |
| <i>Centaurea cineraria</i> | Dusty Miller | 12"; distinct foliage; evergreen |
| <i>Centaurea gymnocarpa</i> | Velvet Centaurea | 12"; distinct foliage |
| <i>Coreopsis species</i> | Coreopsis | Yellow/red flowers |
| <i>Erigeron</i> | Fleabane | 12"; flowers |
| <i>Erigeron umbellatum</i> | | 4"-12"; yellow flowers |
| <i>Eschscholzia californica</i> | California Poppy | |
| <i>Gazania species</i> | Gazania | Evergreen |
| <i>Hemerocallis species</i> | Daylily | |
| <i>Heuchera</i> | Alum Root; Coral Bells | 15"-30"; showy flowers |
| <i>Iberis</i> | Candytuft | |
| <i>Iris germanica</i> | Bearded Iris | |
| <i>Lavendula</i> | Lavender | |
| <i>Narcissus</i> | Daffodil | |
| <i>Oenothera</i> | Evening Primrose | Varied forms; showy flowers |
| <i>Osteospermum species</i> | African Daisy | |
| <i>Phlox subulata</i> | Moss Pink | |
| <i>Senecio cineraria</i> | Dusty Miller | 12"; distinct foliage; evergreen |
| <i>Stipa species</i> | Needlegrass | Evergreen |
| PERENNIALS, ANNUALS, BULBS | | |
| <i>Allium</i> | Ornamental Allium | 6"-5'; fragrant flowers; several shades |
| <i>Armeria</i> | Thrift (Sea Pink) | Evergreen |
| <i>Cosmos species</i> | | 2.5'-8' Daisylike flowers in many colors and forms |
| <i>Digitalis</i> | Foxglove | |
| <i>Gaillardia grandiflora</i> | Blanket Flower | |
| <i>Lilium</i> | Lily | |
| <i>Stachys byzantina</i> | Lamb's Ears | Small; purplish flowers |

* Drought resistant

IV. DEVELOPMENT STANDARDS

- Turf may be seeded or sodded. Hydroseeding of lawn areas shall be permitted. However, evaluation of such proposals shall be subject to review by the Reviewing Agency.
- Turf seed or sod shall be of a variety which presents a healthy green appearance at all times of the year, lowers the requirements for maintenance, and reduces the amount of irrigation.
- Berms
- Berms or earth mounds shall not exceed a slope of 3:1 or a height of four (4) feet.

4. Parking Area Landscaping

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

Amount of Required Landscaping

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

Location of Required Landscaping

- Parking lot trees should be geometrically arranged in regularly-spaced planting bays, in traffic islands, and/or in regularly spaced tree wells with tree grates. These elements shall be placed in a uniform

manner throughout the parking lot in order to create shaded areas and break up expanses of paving.

- There shall be a maximum of ten (10) car spaces between finger type planters, whose width is a minimum of five (5) feet.
- Where there are tree wells, they shall be placed at the intersections of parking lot striping.
- Landscaping located in loading and trucking areas shall be appropriate to its locations. Plant material shall be placed as necessary to minimize exposure to damage by vehicles.
- All trees shall be located so as to avoid damage from vehicular circulation, maneuvering and parking.

Type of Plant Materials

- Low canopy evergreen trees shall be the primary planting materials. A single species of tree shall be used for each parking area. The tree species may be different in separated parking areas on the same parcel.
- Plant material is to be selected from the Recommended Plant Palette, Table E. If special soil or parcel conditions prevent the use of the recommended trees, the property owner should request approval from the Reviewing Agency for an alternate plant.

Other Requirements

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

5. Irrigation Systems

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

IV. DEVELOPMENT STANDARDS

- The use of low volume irrigation equipment is encouraged for all planted areas within individual parcels.
- The landscape sprinkler irrigation system shall be designed and operated to prevent or minimize run-off and discharge of irrigation water onto sidewalks, roadways, driveways, adjacent properties, and any area not under control of the user.
- Irrigation systems for berms shall be designed to minimize water usage, runoff, water pooling at the bottom and top of berms, wastage, and loss of water to wind. Methods to achieve this shall include the use of proper sprinkler heads, the installation of separate sprinkler lines to water the top and bottom of berms, the installation of sprinkler controls which individually control each sprinkler line for time of day and duration of watering, the careful monitoring of water usage, adjustment or programming of the controllers as needed throughout the year to adjust for wind and weather conditions, and the limitation of slopes to a maximum of 3:1. Further the entire frontage shall be looped in order to provide the opportunity to utilize grey water systems should such a system be brought near to the Project site.
- All irrigation controllers shall be completely automatic, capable of timing each controller station in variable increments of minutes or hours. Controllers shall have a dual programming module capable of providing two irrigation programs - one for lawn areas and one for other landscape planting areas.
- Where and if above-ground sprinkler heads are required, pop-up operation type sprinkler head shall be used adjacent to all walks, drives, curbs, parking areas, and public rights-of-way. These heads are to be used in order to avoid breakage and reduce maintenance costs.
- Backflow protection shall be required on all irrigation systems which are supplied by a potable water system.
- Utility cabinets and irrigation hardware shall be screened.

6. Installation

- Landscape improvements in accordance with the construction documents submitted and approved by the Reviewing Agency must be installed within thirty (30) days following the substantial completion of all major structures to be placed on the parcel, or as soon as practicable allowing for the seasons of the year. In no case shall landscape improvements be installed later than ninety (90) days following substantial completion of all major structures to be placed on the parcel. Once started, all landscape improvement construction shall be diligently pursued to completion. Such construction may not be left in a partly finished condition any longer than is reasonably necessary.
- No deviations or changes to landscape improvements during installation shall be made from the approved construction documents without authorization of the Reviewing Agency.
- Soil in all areas requiring landscaping shall be properly amended and tilled to provide a medium suitable to the growth of all plant material.
- Specifications shall be submitted with landscaping plans showing that adequate soil preparation will be undertaken based on soils analysis and recommendations by a qualified soils testing laboratory.

G. SIGNAGE

1. Purpose

This section defines a master signage program for the Lancaster Business Park Phase III. This master program establishes criteria to be used by the applicant in designing signs and by the Reviewing Agency in evaluating signage proposals.

2. Administration and Authority

The Reviewing Agency will have the authority to administer and interpret these criteria for general conformance, in order to allow for creativity in signage design. In all cases the full intent of these regulations shall apply. The major concern and emphasis of the

IV. DEVELOPMENT STANDARDS

Reviewing Agency in reviewing applications for the approval of signs will be with signs intended to be placed in the front yard setback and all signs facing or visible from street front or external streets and highways. Signage is reviewed and approved as part of the Approval Process as described in Section IV.B. of this document.

3. Signage Concept

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

- To contribute to the quality, appearance and visual cohesiveness of the Park's environment.
- To clearly identify the entries, streets and uses within the Project.
- To eliminate excessive and confusing sign displays.
- To safeguard and enhance property values.
- To provide signage which is integrated and harmonious with the site development.
- To allow for individual expression and identity.

4. General Requirements

Sign Design

- Signage shall be visually complementary, compatible with and subordinate to the architectural and landscape design of all improvements within the Business Park.
- Signage is limited to the identification, as distinguished from advertisement, of businesses and services.
- The minimum number of signs shall be used.
- Signs shall be legible from the street, but shall be designed and located in a manner in which the sign is subsidiary in its visual impact to the design of the buildings and the landscape.

Sign Construction

- All signs shall be of materials compatible with the exterior building colors, materials and finishes. Fabrication shall be of a high quality.
- Sign lighting may be accomplished by: individual letter internal illumination (not neon tube lighting); back lighted letters; or flood lights designed as an integral part of the building or located within the landscape area.
 - No signs or any contrivance can be devised or constructed to rotate, gyrate, flash, blink, change light intensity, brightness or color, or move or simulate movement in any animated fashion.
- Pylon, pole post, or audible signs shall not be permitted.
- No exposed conduit, wiring, ballasts, tubing, raceways, conductors, transformers, braces, supports or other equipment shall be permitted. Signs are to be free of all labels and fabricator's advertising, except for those required by code. All electrical service to a sign shall be fully concealed, and shall be on the owner/tenant's meter. No tube, bulb or filament shall be visible, except for the back portion of a spotlight oriented away from public exposure.
 - All signs will conform to appropriate building and electrical codes, and bear the U.L. label if illuminated. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.
- Letters painted on buildings are not permitted.
- Wood signs are not permitted.

IV. DEVELOPMENT STANDARDS

5. Requirements Relating to Specific Sign Types

Permanent Signs On-Site

- *Parcel Entry Monument Sign*

This standard entry sign is designed as a freestanding monument of dimensions and materials which are uniform throughout the Park. One sign only is to be located at each entrance (or primary entrance) serving one or more parcels. The sign is to be placed perpendicular to the access street, within a landscaped median which separates the ingress and egress sides of the driveway. The sign is to be four and one half (4 1/2) feet high, six (6) feet long, and six (6) inches thick. It shall have warm grey stucco faces. The sign, provided for both single or multi-tenant parcels, is limited to containing the name and the address for all buildings on the parcel. In the case of multiple tenants, the building name as well as the names of each tenant may be shown. Applied letters with or without internal illumination as well as a logo or other identifying graphic may be used. Applied letters and numbers shall be individually formed. Type faces used on entry monument signs shall be highly legible and consistent with the type faces used on other signs on the parcel.

- *On-Site Directional Signs*

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

- *Single Tenant or Owner Occupied Building Identification Signs*

One wall-mounted or one on-site monument building identification sign per each street frontage shall be allowed for each building occupied by a single business. These signs are in addition to the monument sign at the street.

Each sign shall not exceed fifty (50) square feet. The total sign area of all building identification signs on a building shall not exceed one hundred (100) square feet.

- *Signs on Buildings*

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

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

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

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

IV. DEVELOPMENT STANDARDS

- To the extent possible, all lettering and numbers on signage within each parcel shall use a single typeface.
- Lettering, text or logos identifying the name, address, business or firm on approved signs shall be consistent with the applicant's use of such information on stationary, business cards, and advertising. Proof of such may be required. This requirement is waived if the sign uses a standard typeface common to all signs on the parcel.
- Lighting of signs, if provided, shall be by internal illumination, backlighting, or from concealed ground-mounted sources. Box-type signs with internal lighting which are attached to a building are not permitted.
- Signs cannot be painted directly on the building.
- The color of all letters and of all signs shall be the same for all buildings on the parcel. Colors shall also be compatible with exterior building materials and are subject to approval.
- No signs of any sort shall be permitted on canopy roofs or on building roofs. Signs may not project above the building or top of the wall upon which they are mounted.

• *Monument Signs*

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

Multi-Tenant Building Identification Signs

Building Signs:

- One wall-mounted sign facing each frontage shall be allowed for each building occupied by multiple tenants, in addition to the monument sign at

the street. This sign shall not exceed fifty (50) square feet. The sign shall consist of applied letters the height of which shall not exceed ten (10) percent of the building height. The sign shall be located in the upper part of the building above the level of the highest level of windows (e.g. above first story windows in a one story building, or above second story windows in a two story building). The sign is limited to identifying the name of the building.

Multitenant Identification Signs

- Each tenant shall be allowed one (1) business identification sign of a maximum size determined by Table F, Allowable Maximum Area of Multitenant Signs. However, for multi-tenant buildings, the total sign area for the building shall not exceed one hundred (100) square feet.
- Notwithstanding the maximum allowable areas, the size and location of each sign shall be complimentary and proportional to each individual building. In no case may the sign exceed two (2) feet in height nor exceed fifty (50) percent of the horizontal dimension of the building in width.
- The signs identifying each tenant should be carefully related to each other and to the design of the elevation on which it is located, in order that each sign is an integral design element of the elevation and does not appear arbitrary and scattered. If possible, the signs should be grouped. Other methods of relating the signs are establishing a common baseline for the lettering, using identical typefaces for all lettering, and/or using the same color for all lettering.

**Table F: ALLOWABLE MAXIMUM AREA
OF MULTITENANT SIGNS ***

| <i>Building Square Footage</i> | <i>Sign Square Footage</i> |
|--------------------------------|----------------------------|
| Less than 1200 | 15 |
| 1200-1500 | 20 |
| 1500-1800 | 25 |
| 1800-2400 | 30 |
| 2400-3000 | 40 |
| 3000-3500 | 45 |
| 3500-4000 | 50 |
| More than 4000 | 50 |

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

IV. DEVELOPMENT STANDARDS

Building Address Signs

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

Exterior Entry Door Signs

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

Other Permanent Signs

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

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

Temporary Signs

- Temporary ground signs are allowed, in order to provide information and facilitate sales during the construction and marketing of the Business Park.
- Temporary signs shall be designed to last the length of their intended use without significant fading, peeling, blistering, warping, cracking, rotting or delamination.
- The Reviewing Agency reserves the right without liability to cause removal of any sign deemed to be in violation of the requirements for temporary signs due to deterioration or damage.
- *'For Rent', 'For Sale', or 'For Lease' Signs*
- *'For Rent', 'For Sale', or 'For Lease'* signs shall not exceed sixteen (16) square feet in area and not more than two (2) such signs on any parcel shall be permitted. These signs shall be removed within five (5) days after the property to which they refer has been rented, leased or sold.
- *Temporary Signs Denoting the Architect, Engineer, Contractor, Builder etc.*
- Temporary signs carrying the name of the architect, engineer, contractor or other party involved in the design and construction of parcel improvements may be erected on the building parcel on which any work under construction, alteration or removal is taking place.

IV. DEVELOPMENT STANDARDS

Such signs shall not exceed thirty-two (32) square feet and shall be removed from the parcel within seven (7) days after completion of the Project.

H. LIGHTING

1. On-Site Lighting

a. Purpose

On-site lighting refers to illumination of on-site areas for purposes of safety, security, visual interest and nighttime ambience. Such lighting includes the illumination of parking areas, pedestrian walkways, special architectural and landscape features, shipping and loading areas, other exterior areas, and lighting of signs.

The on-site lighting standards will assure that on-site lighting complements and reinforces the architecture and parcel design on each parcel while contributing to property security and safety.

b. General Standards

- On-site lighting shall be low-key. Overall high levels of illumination are not required or desirable. Intensity should be no greater than required for automobile and pedestrian safety. Within these parameters, light sources should convey a sense of safety, direction and movement.
- On-site parking lot lighting fixtures and illumination levels shall be in conformance throughout the Park. Lighting design shall not cast glare onto adjacent lots and streets.
- On each parcel, all lighting fixtures shall be from the same family of fixtures with respect to design, materials, color of fixture and color of light.
- Energy-conserving fixtures or lighting systems shall be used. All illumination elements shall have controls to allow their selective use as an energy conservation measure.

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

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

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

c. Building Illumination

- Architectural lighting which washes walls and accents entrances and other special features shall be indirect, with no visible light source. Architectural lighting should articulate and animate the building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

d. Pedestrian Area Lighting

- Along pedestrian movement corridors, low mounted fixtures at bollard height are encouraged to reinforce the pedestrian scale, provide low level illumination, and reduce visual glare.
- Sidewalks, plazas and other exterior areas on individual parcels may incorporate lighting fixtures on poles with a minimum height of twelve (12) feet and a maximum height of twenty feet (20) and on bollards with a minimum height of three (3) feet and a maximum height of three and one half (3 1/2) feet.
- Pedestrian walkway lighting shall not exceed an overall height of sixteen (16) feet.

IV. DEVELOPMENT STANDARDS

- Pedestrian lighting shall provide for area illumination for entryways, courtyards, and other such locations. Pedestrian walk lighting, where point to point lighting is acceptable with no specific illumination levels required, should clearly identify the pedestrian walkway and direction of travel.

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

e. *Parking Lot Lighting*

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

- mounted on buildings, or
- a zero cut-off "shoe-box" type design mounted at a maximum of twenty five (25) feet atop a square or round metal pole. Both the fixture and pole shall have a durable white finish.

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

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

2. *Public Street Lighting*

Public street lighting is provided by street lights which shall conform, both in type and location, to the Standards of the City of Lancaster at the time of installation. All street lighting fixtures shall be a "Cobra" style Edison Luminaire type design, mounted atop a metal standard and with cut-off devices. All fixtures and poles shall have a durable white finish. The fixtures within the median on Division Street shall be double-headed. All other fixtures on public streets shall be single-headed.

I. MAINTENANCE REQUIREMENTS

1. General Standards

- If a property owner fails to maintain privately-owned buildings and landscaping in a satisfactory manner, the Reviewing Agency will notify the owner by certified mail of the conditions requiring correction. The property owner shall have thirty (30) days upon receipt of the notice in which to correct any maintenance deficiencies, unless an agreement to extend the period for such cause as fire or other disaster is entered into by the property owner and the Reviewing Agency.

- Requirements for participation in a maintenance district will be set forth in all disposition and development agreements and will be recorded on the deed of the property.

2. Building Maintenance Standards

- A Property Owners Association will be formed for the maintenance of all landscaped areas per the Covenants, Conditions and Restrictions of the Lancaster Business Park Phase III.

- All buildings and other improvements shall at all times be maintained in good condition and repair and shall be well and properly painted or otherwise finished. No buildings or structures shall be permitted to fall into disrepair.

- Routine building maintenance of individual lots will be the responsibility of each property owner.

3. Landscape Maintenance Standards

General

- All planted areas on parcels will be maintained by the parcel owner in weed-free and debris-free condition. Lawn and ground cover areas will be kept trimmed and/or mowed regularly. All plantings will be maintained in a healthy and growing condition by regular watering, fertilization, cultivation and pruning.

IV. DEVELOPMENT STANDARDS

- Unimproved property shall be maintained in a slightly condition, free of weeds and debris, and in a manner which will not contribute to blowing dust during periods of high winds.

- Pruning will be done regularly, at the appropriate times of the year, in order to promote trunk caliper, desired form and health of the plants, and to prevent excessive wind damage.

- Damaged or diseased plants will be replaced or repaired within thirty (30) days. Tree stakes, guys and ties will be checked and adjusted regularly to avoid trunk damage.

- Irrigation systems will be maintained in a proper working condition and checked, cleaned and adjusted regularly.

- All unplanted landscape improvements (i.e. benches, planter walls) shall be continuously maintained, repaired, or replaced.

Parking Lot Maintenance

- All landscaping shall be kept free from weeds and debris, and all vegetation shall be maintained free of physical damage or injury arising from lack of water, chemical damage, insects, diseases or other causes. Vegetation showing such damage shall be replaced with the same or similar vegetation which will be comparable at full growth.

4. Sign Maintenance

- All owner(s) and tenant(s) shall be responsible for the proper maintenance of all their signs in an as-new condition. Project management shall make periodic inspections of all signs on the parcel. Any deficiencies shall be immediately corrected by the persons or business responsible for the maintenance of the sign or signs.

- No person shall erect, re-erect, construct, enlarge, alter, move, improve, remove, convert or equip any sign or sign structure or cause or permit the same to be done contrary to or in violation of any of the provisions of the Standards in this Specific Plan. Conformance is strictly enforced by the

Reviewing Agency. Nonconforming or unapproved signs must be brought into conformance at the expense of the persons responsible for the installation of the sign.

J. OTHER REQUIREMENTS

1. Nuisances

No property owner, lessee, licensee or occupant shall create a nuisance within or in the vicinity of the Business Park. No rubbish or debris of any kind shall be placed or permitted to accumulate on or adjacent to any parcel. Further, no odors shall be permitted to arise from rubbish, debris or stored material which renders any parcel unsanitary, unsightly, offensive or detrimental to any property, neighbors and occupants in the vicinity of the Park.

2. Anti-Speculation/ Mandatory Construction Requirement

All purchasers of property in the Lancaster Business Park are to commence construction of an approved structure within two (2) years of site plan approval. All purchasers of property agree that property on the Lancaster Business Park Phase III is not to be acquired by the buyer for the purpose of resale.

V. PHASING AND IMPLEMENTATION RESPONSIBILITIES

A. PHASING

The entire site infrastructure within and adjacent to public ways will be developed in a single phase. These improvements will include roads, utilities and landscaping, financed by mechanisms such as Mello-Roos. Individual lots will be improved during this process to the extent necessary to avoid water ponding and assure positive drainage. The lots will then be sold to developers and owner occupants who will do further grading, build improvements including drainage facilities, and provide on-site utilities and landscaping. It is envisioned that all parcels will be sold within a seven (7) year period.

B. IMPLEMENTATION RESPONSIBILITIES

1. Construction Responsibilities

The Lancaster Business Park Limited Partnership:

- All roads and sidewalks within the public right-of-way.
- Any grading of parcels required to establish positive drainage.
- All landscaping, signage and artwork within the public areas.
- Gas, electrical, water, sewer, wastewater, and telephone lines within easements in the public right-of-way in front of each property, as well as stub-outs to the property line.

The Individual Parcel Owner

- Tying into the utility lines within the public rights-of-way and providing all utility lines within the parcel.

- Curb cuts on all streets other than Division Street.
- All on-site development including grading and landscaping.
- Design, fabrication and installation of on-site signs and artwork.

2. Maintenance Responsibilities

Maintenance will be accomplished through a Property Owner's Maintenance Association. Table G, Public Area Maintenance Responsibilities, defines the landscape and public area maintenance responsibilities. Note that the Property Owners Maintenance Association responsibilities include the maintenance of sidewalks.

Table G: PUBLIC AREA MAINTENANCE RESPONSIBILITIES

| | <i>Property Owners Maintenance Association or District</i> | <i>Individual Parcel Owner</i> | <i>City of Lancaster</i> |
|-------------------------|----------------------------------------------------------------------------|------------------------------------|------------------------------|
| Landscape-Parkway | • | | |
| Landscape-Medians | • | | |
| Common Area Landscaping | • | | |
| Feature Park | • | | |
| Street Lighting | | | • |
| Public Streets | | | • |
| Sidewalks/Hardscape | • | | |
| Signage in Public Areas | • | | |
| Public Storm Drains | | | • |
| Buffer Planting | | • | |

VI. APPENDIX

A. ENVIRONMENTAL MITIGATION MEASURES

An Environmental Impact Report (Report SCH # 89010281) has been prepared for this Project. Listed below are the mitigation measures that are part of that document. Many of these mitigation measures have been directly addressed through the Specific Plan. Others will be addressed through the four-step review process leading to the approval of construction documents. Developers submitting plans for Reviewing Agency approval should insure that these mitigations are addressed through their building and construction processes.

1. Utilize native plants for landscaping where possible. This would replace the small loss of cover resulting from Project development, and would reduce water demand on the Project site.
2. The applicant shall be required to provide its fair share of funding for the cumulative mitigation measures listed in Section 6 of the EIR, or any other cumulative mitigation measures the City of Lancaster may feel is appropriate at the time the Tentative Tract Map is approved.
3. Avenue K at Division Street will require a right-turn lane eastbound. Avenue K is already projected to require widening beyond its ultimate planned cross section due to cumulative-Project traffic. This improvement will necessitate additional widening at the intersection. Division Street will need to be further improved to include a second through lane northbound. Division Street can accommodate this improvement within its ultimate planned cross section.
4. Avenue L at 10th Street West will need to be further improved to include a right-turn lane westbound. The westbound approach can be restriped within the existing pavement width to accommodate this improvement.
5. Designated "Cycle Parking" areas shall be provided for the convenience of employees using bicycles or motorcycles and to avoid the clutter of cycles parked in unplanned locations. These areas shall be conveniently located near employee entrances. Bicycle parking areas shall be provided with racks that have security locking capabilities.
6. Bus stops shall be located at the intersections of Division Street and Avenues K-8 and L.
7. A watering plan shall be initiated for each grading operation such that a crust can be formed on the ground surface to reduce the amount of generated fugitive dust. This technique can substantially reduce particulate emissions as well as the inconvenience and expense to local business and residents that such dust can cause.
8. Construction roads shall be paved where appropriate. Again, this measure focuses on reducing grading-related dust and the associated particulate emissions. Such roads shall be in place prior to the commencement of structure assembly.
9. All grading activities shall be ceased during periods of high wind (i.e., greater than 30 mph). High winds can result in substantial material erosion and can significantly increase local particulate levels.
10. All City of Lancaster and SCAQMD requirements for dust control shall be followed to ensure the proper and appropriate level of mitigation is applied at all times.
11. Improved transit facilities on the Project site shall be constructed by the applicant. Such facilities shall include covered and lighted bus stops with turnout bays to encourage the use of the area's future mass transit services. Improvements of this type can ultimately encourage ridership and reduce vehicle trips. Also, the applicant shall work with the City to evaluate the feasibility of providing additional bus service to the Project site and surrounding area.
12. Within the commercial areas, safe pedestrian walks between buildings and bus stop areas shall be constructed on-site by the applicant to encourage the future use of public transit use. This measure shall be implemented to the satisfaction of the City prior to the issuance of occupancy permits.
13. Transportation improvements such as signal synchronization, intersection widenings, etc. could be implemented by the applicant (likely at other locations in the City). The City shall identify those measures it

considers appropriate, and each measure shall be completed by the applicant as a condition of project approval. This measure shall be implemented to the satisfaction of the City prior to the issuance of occupancy permits. These measures would focus on reducing traffic congestion. Emissions are substantially increased at points of traffic congestion; therefore, measures that reduce congestion and delay can further reduce Project emissions.

14. Buildings shall be constructed to insulate the interior spaces from exterior noise in such a manner that the noise levels would range for 40 to 65 dB(A) Leq 12 during the hours of 7:00 a.m. to 7:00 p.m.

15. Construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m., and shall exclude Sundays.

16. Construction equipment shall be fitted with modern sound-reduction equipment.

17. Staging areas should be provided on-site to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and residential areas present at the time of the construction activity.

18. Truck/equipment routes that travel through a minimum number of residential areas shall be designated and followed.

19. Vehicle speed limits shall be posted along 5th Street East.

20. The applicant shall be required to grant the Air Force an Aviation Easement as a condition of approval.

21. The applicant shall disclose aircraft overflight activities to prospective occupants prior to the lease of any space and the occupants shall be required to sign a disclosure statement making them aware of the conditions stated within the mitigation section of the EIR and that these conditions would impact their operations at this location.

22. The applicant shall ensure that the interior of all structures to be inhabited by people during the life of the Project are properly insulated from aircraft noise. This measure shall be completed to the satisfaction of the City of Lancaster.

23. To mitigate noise impacts generated by train activity, structures proposed within lots eight, nine and ten shall either be located a minimum of 250 feet from the rail line or shall be designed in such a way as to not expose people to interior and exterior railroad noise beyond City standards for the uses proposed.

24. Cooperate with County of Los Angeles Fire Department in developing appropriate mitigation measures to offset the impacts associated with Project implementation prior to Tentative Tract Map or Development Plan approval.

25. Install appropriate alarm and security systems.

26. Provide an on-site security guard during construction and operation phases of the proposed Project.

27. Cooperate with the Los Angeles County Sheriff's Department to develop appropriate crime prevention measures and additional advice.

28. Provide adequate lighting around and throughout the site to enhance crime prevention and enforcement efforts.

29. Provide landscape feature standards which do not conceal potential criminal activity around buildings and parking area.

30. Provide adequate emergency access and circulation throughout and around the Project.

31. Provide proper address signs and building numbers for easy identification during emergencies.

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

33. Systems which shift utility demand (i.e., gas and electricity) to off-peak hours shall be used.

34. Acceptable shading devices and techniques including recessed windows, overhangs, and use of interior shading devices

such as blinds and drapes shall be incorporated into Project design.

35. Roof-top solar collectors, visually hidden by parapets or other architectural elements shall be incorporated into project design.

36. Design and orient buildings on the site to take advantage of solar access as well as to create shade and livable outdoor spaces.

37. The project shall contribute to the water capital improvements fund through the installation of off-site facilities, as well as fee payments amounting to the difference between the cost of the off-site system improvement and fees established by ordinance.

38. The project shall incorporate drought-tolerant and low-maintenance landscape material that flourishes in the hot and dry desert climate of Lancaster.

39. Berms or earth mounds shall not exceed a slope of 3:1 or a height of four (4) feet. Irrigation shall be designed to provide an even amount of water from top to bottom and to avoid pooling at the base of the berm.

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

41. The irrigation system shall be designed to minimize water usage.

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

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

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

45. Incorporate the following interior water conservation measures into the proposed project:

- reduce water pressure to 50 pounds per square inch or less by means of a pressure-reducing valve;
- equip drinking fountains with self-closing valves;
- install one-and-one-half gallon, ultra-low flush toilets.

46. Incorporate the following exterior water conservation measures into the proposed project:

- minimum use of lawn or, when used, installation of warm season grasses;
- group plants of similar water demand to reduce over-irrigation of low water demand plants;
- extensive use of mulch in all landscaped areas to improve the soil's water-holding capacity;
- drip irrigation, soil moisture sensors, and automatic irrigation systems;
- pervious paving to reduce surface water runoff;
- use of reclaimed wastewater, stored rainwater or grey water for irrigation if and when grey water is extended to the site. The project shall incorporate a loop irrigation system which shall be designed to accept grey water if and when it becomes available.

47. If, at the time occupancy permits are requested for the proposed project, there is inadequate treatment plant capacity to serve the proposed project, occupancy permits shall be withheld until there is adequate treatment plant capacity to serve the proposed project.

48. Above and beyond water conservation measures required by state law, implement the Department of Water Resources' recommendations for interior water conservation and water reclamation as outlined in Section 6.9 of the EIR.

49. Design project to include facilities at one central location and/or programs for trash separation for tenants to facilitate recycling of reusable materials.

50. All exterior lighting shall be adequately controlled and shielded to prevent

glare and undesirable illumination to adjacent properties or streets.

51. If, during future development of the property, archaeological remains are encountered, all earthwork within 100 feet of the archaeological remains shall be stopped, and a certified archaeologist shall be contacted to evaluate the finds, and recommend appropriate mitigation measures.

52. The Rader & Hall Co. Furniture Makers (RHCFM) site has potential soil contamination, possibly paint, in the area of the site along the southwestern boundary of the site. In order to assess the presence of solvents/heavy metals, near surface soil samples shall be collected and analyzed by EPA Methods. Laboratory results could then be compared to appropriate state and federal action levels to determine whether the concentration of solvents/heavy metals (if present) are at potentially hazardous levels.

53. RHCFM and the maintenance stockyard shall have the contents of all potential hazardous waste containers identified and disposed of according to federal, state and local regulations.

54. The on-site areas not accessible for this study shall be accessed for proper inspection. On-site structures shall be checked for the presence of asbestos by a qualified firm prior to demolition.

55. It could not be determined whether the well located south of Avenue K-12 was properly abandoned. No records of this well were found during our research of government documents or our discussions with governmental agencies. Prior to development, the well shall be properly abandoned.

56. A hazardous materials specialist shall be on-site during the removal of the superficial debris along the drainage channel in the central portion of the site. The debris shall be checked for the presence of hazardous materials/waste during the excavation/removal process.

57. Geologic site preparation will comply with all measures in the geology report prepared for the Specific Plan, as incorporated in Appendix I of the EIR.

58. All structures shall be equipped with adequate roof drains, downspouts and/or other

drainage devices. All such conveyances shall be at a location and of a material acceptable to the Reviewing Agency. No downspout will be permitted to be deposited directly onto landscaped areas or into open ditches without adequate erosion and siltation control.

59. All grading and surface drainage, including roof drainage of buildings, shall be designed to conform to the overall drainage of the property and in accordance with all applicable state and local laws and ordinances.

60. During the grading and construction period, the applicant shall place sandbags around the site perimeter to prevent sediment-filled runoff from being deposited in City storm drains.

61. Exposed soils shall be covered with soil binding material (such as burlap and/or fast growing grasses) by the applicant as soon as possible to prevent soil erosion during storms.

62. Hardscape maintenance and sweeping shall be conducted regularly (without the use of water) to reduce the amount of pollutants entering the City drainage system.

B. DEFINITIONS

For purposes of clarity, the following words, terms and phrases have been defined as they are used in this document. All other definitions shall be as per the Lancaster Municipal Code. Terms not defined in the Municipal Code shall have the meaning ascribed to them in Webster's Collegiate Dictionary.

-A-

Abutting Land - A parcel of land sharing a common property line with another parcel.

Accessory Structure - A structure, including patio cover, located on the same lot with a principal building and serving as an incidental use to the main building or the use of the land.

Accessory Use - A use that is incidental to the principal use of the main building or the use of the land.

Amenity - A natural or man-made feature which enhances a particular property.

Applicant - Legal authorized agent representing the property owner; Person or entity applying for a Site Plan, Subdivision Map or other land use or development approval submitted pursuant to this Specific Plan.

Arterial - A through road or street constructed as part of the Lancaster Business Park Phase III, which has the minimum design characteristics established by this document and which conforms to the City of Lancaster's standards.

Articulation - The use of breaks in plane of a wall or roof surface, and/or specific wall and roof surface treatments such as change in material and color in order to reduce the apparent height, length, and/or massing of a structure.

-B-

Berm - A landscaped mound of earth, usually 2 to 4 feet in height, used to provide variety, height or screening in landscaped areas.

Bikeway - A paved pathway, usually separated from streets and sidewalks, designed to be used by bicyclists.

Buffer or Buffer Area - An area of land used to visibly separate one use from another or to shield noise, lights or other possible nuisances. Buffer areas within the Project are often planted with hedgerow trees.

Building Area - The area of a lot remaining after the minimum yard and open space requirements of the development regulations have been met.

Building Coverage - The relationship between the ground floor area of the building and the net area of the parcel.

Building Height - The vertical distance from the top of foundation to the highest point of the structure.

-C-

City - The City of Lancaster.

City Council - The City Council of the City of Lancaster.

Commercial Use - An activity, normally retail sales, carried out for monetary gain.

Conditional Use Permit - A use that requires special consideration because of its unusual characteristics, so that it may be properly located with respect to the effects on surrounding properties.

Conditional Use - An approval required for a conditional use to be permitted in a district or zone.

Court - An open, unoccupied space, other than a yard, on the same lot with a building or buildings and which is bounded on two or more sides by such building(s).

-D-

Day Care/Nursery (including preschool and nursery schools) - Any building, group of buildings or portion thereof, used primarily for the daytime care of six (6) or more children at any location other than their normal place of residence, excluding any children who normally reside on the premises.

Driveway - An unobstructed paved area providing access to a parking facility.

-E-

Easement - A recorded right or interest in the land or another, which entitles the holder thereof to some use, privilege or benefit out of or over said land.

Entry Monument - a slab-type sign whose entire width rests on a foundation.

-F-

Facade - The exterior wall of a building exposed to public view or that wall viewed by persons not within the buildings.

Fence - Fences are barriers with several potential functions: to screen the view of material or areas enclosed by a fence, to prevent entry to certain areas of a site, to define the boundaries of an area, or to act as a decorative element of the site plan. The material that provides the primary screening and security element of a fence is generally chain link, wire mesh, wood boards, decorative metal, wrought iron or similar material, and/or a combination of these materials. Fences are supported by posts, as distinguished from walls which are supported on a continuous foundation.

Floor Area, Gross - The total horizontal area, in square feet, including the exterior walls of all floors of a structure.

Frontage - That side of a lot abutting on a street; the front lot line.

-G-

Grade - The degree of rise or descent of a surface.

Grade, finished - The final elevation of the ground surface after development.

-J-

Junk and Salvage Yard - Any property used for the breaking up, dismantling, sorting, storage, distribution, or sale of any scrap, waste material or junk.

-L-

Local Streets - Local streets serving internal circulation needs of the Project.

Lot - Any numbered or lettered parcel shown on a recorded tract map, a record of survey recorded pursuant to an approved division of land, or a parcel map.

Lot Area - The total area within the lot lines of a lot, excluding any street rights-of-ways.

Lot Coverage - That portion of the lot that is covered by buildings and roofed structures.

-P-

Project - The Lancaster Business Park Phase III.

Project Site or Area - The area within the designated legal boundaries of the Lancaster Business Park Phase III.

Public Areas: Portions of the site accessible to the general public. This includes public streets, sidewalks, landscaped setbacks paralleling the public streets, and the Feature Park.

-R-

Retail - The selling of goods, wares, or merchandise directly to the ultimate consumer.

Right-of-way - A corridor, either public or private, on which a right of a passage has been recorded.

-S-

Salvage - The utilization of waste materials.

Sand and gravel pit - A surface mine or excavation used for the removal of sand, gravel, or fill dirt for sale or for use off-site.

Sanitary land fill - A site for solid waste disposal.

Sanitary sewers - Pipes that carry only domestic or commercial sewage and into which storm, surface, and ground waters are not intentionally admitted.

Screening - A method of visually shielding or obscuring one abutting or nearby structure or use from another by fencing, walls, berms or densely planted vegetation.

Service - An act, or any results of useful labor, which does not in itself, produce a tangible commodity.

Service Commercial - Retail establishments which primarily serve the needs of employees and tenants, with direct sales to the public of personal and professional services.

Setback - The area between the building line and the property line.

Sidewalk - A paved surface or leveled area paralleling and usually separated from the street, used as a pedestrian walkway.

Sign - Any object, device, display or structure, or part thereof, situated outdoors or indoors, which is used to identify, display, or direct attention to an object, person institution, organization business, service, or location by any means, including words, letters, figures, design, symbols, fixtures, colors, and illumination.

Sign, animated or moving - Any sign or part of a sign which changes physical position by any movement or rotation or which gives the visual impression of such movement or rotation.

Sign, area - The entire face of a sign including the advertising surface and any framing, trim or molding, but not including the support structure.

Sign, free standing - Any non-movable sign not affixed to a building.

Sign, identification - A sign giving the nature, logo, trademark or other identifying symbol; or any combination of the name, symbol and address of a building, business, development, or establishment on the premises.

Site - Any plot or parcel of land or combination of contiguous lots or parcels of land.

Site plan - The development plan or one or more lots on which is shown the existing and proposed conditions of the lot including: topography, vegetation, drainage, flood-plains; open spaces, walkways, means of ingress and egress, utility services, landscaping, structures, signs, lighting and screening devices; and any other information that reasonably may be required in order that an informed decision can be made by the approving authorities.

Slope - The degree of deviation of a surface from the horizontal, usually expressed in percent or degrees.

Solar access - A property owner's right to have the sunlight shine on his land.

Solar energy systems - A complete design or assembly consisting of a solar energy collector, an energy storage facility and components for the distribution of transformed energy.

Specific Plan - A fully planned development, with all design controls, and servicing requirements for financing techniques, incorporated in the plan. This plan is adopted by the City with a self-contained regulatory text and supersedes pre-existing zoning controls for the Project area.

Storm drains - Any facilities design to control, retain or remove surface water runoff.

Story - That portion of building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion

of a building included between the upper surface of the topmost floor and the ceiling or roof above.

Street - A public or private vehicular right-of-way other than an alley.

(1) Local street: A low speed, low volume highway primarily for access to business and other abutting property.

(2) Collector: A medium speed highway abutting similar land uses. The primary function is to collect and distribute trips within a hierarchy of roads and, secondarily, to carry short trips between adjacent districts.

Subdivision - The division of a lot, tract or parcel of land into two or more lots, tracts, parcels or other divisions of land for sale, development or lease.

-T-

Temporary structure - A structure without any foundation or footing which is removed when the designated time period, activity, or use for which the temporary structure was erected has ceased.

Temporary use - A use established for a fixed period of time with the intent to discontinue such use upon the expiration of the time period.

Topography - The configuration of a surface area showing relative elevations.

Tract - An area, parcel, site, piece of land, or property which is the subject of a development application.

-U-

Undeveloped land - Land in its natural state before development.

Unique natural feature - That part of the natural environment which is rare or not duplicated in the community or region.

Use - The purpose for which land or a building is occupied, arranged, designed or intended, or for which either land or building is, or may be occupied or maintained.

Utility, private or public - (1) Any agency which, under public franchise or ownership, or under certificate of convenience and necessity, provides the public with electricity, gas, heat, steam communication, rail transportation, water sewage collection, or other similar service: (2) A closely regulated private enterprise with an exclusive franchise for providing a public service.

Utility services - Establishments engaged in the generation, transmission and/or distribution of electricity, gas or steam, including water and irrigation systems and sanitary systems used for the collection and disposal of garbage, sewage and other waste by means of destroying or processing materials.

-V-

Variance - Permission to depart from the literal requirements of zoning ordinance.

Vehicular accessway - A private, non-exclusive vehicular easement affording access to abutting properties.

-W-

Wall - A barrier with one or more of the following functions: to screen the view of material or areas enclosed by the wall, to prevent entry to certain areas of a site, to define the boundaries of an area, or to act as a decorative element of the site plan. The wall material that provides the primary screening and security element of a fence is generally a solid or composite material such as poured reinforced concrete, concrete block, stone or brick. Walls are supported on a continuous foundation as distinguished from fences, which are supported by posts.

-Y-

Yard - An open space that lies between the principal or accessory building or buildings and the nearest lot line. Such yard is unoccupied and unobstructed from the ground upward, except as may be specifically provided for in the zoning ordinance.

-Z-

Zero Lot line - The location of a building on a lot in such a manner that one or more of the building's sides rests directly on a lot line.

Zone - A specifically delineated area or district in a municipality within which regulations and requirements uniformly govern that use, placement, spacing and size of land and buildings.

Zoning Ordinance - The comprehensive zoning ordinance of the City of Lancaster.