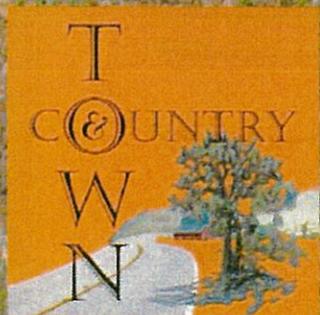


Draft
Antelope Valley
Area Plan

Town & Country

August 2014



Los Angeles County Department of Regional Planning

Draft

Antelope Valley Area Plan

Town & Country

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Chapter 1

Chapter 1: Introduction

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1. PURPOSE AND VALUES

Purpose

The purpose of the Antelope Valley Area Plan (Area Plan) is to—achieve the communities’ shared vision of the future through specific goals and policies. Development of the Area Plan was driven by people who live, work, and play in the Antelope Valley and are committed to positive change. Their insights and observations helped to identify crucial issues, priorities, and desires for their communities, and their recommendations formed the basis of the Area Plan’s goals and policies. Continued community participation, coupled with strong leadership by the Los Angeles County Board of Supervisors and service providers, will ensure that the Area Plan continues to meet residents’ needs today and achieves their vision of the future.

The Area Plan is a blueprint for future development and conservation in the Antelope Valley that informs decision-making at all levels to help ensure that individual activities are consistent with, and supportive of, the communities’ vision. It is a tool for residents, elected officials, planners, service providers, and developers. Each group will use the Area Plan in different ways, but all are guided by its vision, goals, and policies. Residents will use the Area Plan as a benchmark in attaining their aspirations for the development and preservation of their communities. Elected officials and planners will refer to the Area Plan when allocating resources to address residents’ most important issues and priorities. Service providers will use the Area Plan as a guide for deciding which infrastructure and improvement projects should be undertaken and which programs should be established or improved. Developers will look to the Area Plan’s goals and policies in deciding what to build, including location, character, and appearance.

As a component of the Los Angeles County General Plan, the Antelope Valley Area Plan refines the countywide goals and policies in the General Plan by addressing specific issues relevant to the Antelope Valley, such as community maintenance and appearance, and provides more specific guidance on elements already found in the General Plan. The General Plan provides guidance on all issues not covered in the Area Plan.

The Area Plan also helps further the countywide objective of reducing greenhouse gases in order to meet the goals of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) and California’s Sustainable Communities and Climate Protection Act (Senate Bill 375), which aim to achieve reductions of greenhouse gases. Los Angeles County has undertaken countywide measures to address these mandates, including adoption of the Green Building, Drought Tolerant Landscaping, and Low Impact Development Ordinances in 2008. The Area Plan strengthens these efforts by including goals and policies to support local development practices and initiatives to reduce greenhouse gas emissions. Implementation of the Land Use, Mobility, and Conservation and Open Space Elements contained in this Area Plan cumulatively affect the future reduction of greenhouse gases both locally and regionally.

Values

All aspects of the Area Plan are informed by a set of core values that ground and guide the Area Plan. In order to best serve the common interests represented in this Area Plan, planning values outline the shared responsibilities of the many partners who will work together to transform goals and policies into a realized vision. The core values of the Antelope Valley Area Plan are:

1. **Collaboration:** The issues and actions identified in the Area Plan are multi-dimensional and complex. As such, it takes a collaborative effort to accomplish the Area Plan's goals. Working in partnership with individuals from public agencies, private organizations and throughout the community, participants in planning and implementation of the Area Plan can come together to achieve the community's vision.
2. **Participation:** The dedicated commitment and ongoing participation of community members, service providers and elected officials will ensure that the Area Plan's implementation over time remains in line with the communities' vision. Community participation also demonstrates to elected leaders and service providers that constituents support the implementation of the Area Plan and expect results.
3. **Accountability:** By adopting this Area Plan, elected leaders have expressed their commitment to achieving the communities' vision by adhering to the Area Plan's goals and policies and by using the implementation actions to guide their work. Land use decisions will be made to benefit the needs of the community as a whole and not individual interests. Accountability means that all stakeholders take responsibility for their respective components of the Area Plan.
4. **Stewardship:** In order for the Area Plan to be effective in achieving the community's goals, people who live, learn, work, and play in the Antelope Valley will have to take an active role in ensuring the Area Plan's timely and thorough implementation. Community members and service providers can and should provide feedback on the insights into the Area Plan's effectiveness.
5. **Balance:** As the diverse and sometimes conflicting needs of current and future stakeholders evolve, the tools within the Area Plan create a framework which allows for balanced decisions to be made. For residents of the Antelope Valley, achieving a balance will unfold by gradually enhancing the quality of life without compromising the rural character. ~~As change occurs, residents of the Antelope Valley will need to adapt to the balance between limited infrastructure and services in light of preserving rural character.~~

II. BACKGROUND

Setting

The Antelope Valley planning area is bounded by the Kern County border to the north, the Ventura County border to the west, the Angeles National Forest (inclusive) to the south, and the San Bernardino County border to the east. It excludes the Cities of Lancaster and Palmdale. This area covers approximately 1,800 square miles and includes over two dozen communities.

For a map of the Antelope Valley and the immediate vicinity, please see Map 1.1: Planning Area Boundary.

History

The historic development of the Antelope Valley started in 1876 with the completion of the Southern Pacific Railroad line from San Francisco to Los Angeles via the Antelope Valley. Many communities began to develop, including Lancaster, Palmdale, Rio del Llano and Littlerock, all dependent upon stock raising, dry farming and fruit orchards.

The World War II years brought the development of Edwards Air Force Base and a doubling of the Antelope Valley population. Military defense work expanded in the 1950s, and Palmdale Airport emerged as a national center for jet testing. The latter part of the decade saw the start of an economic downturn throughout the country that slowed military investments in Antelope Valley projects.

The final decades of the 20th century saw the Antelope Valley emerge with major new housing opportunities as vast acreages were subdivided for affordable tract homes. Lancaster and Palmdale incorporated as independent cities, and rural communities continued to grow. Farming regained its status as a productive employer, but the area continued to develop without balancing the growth in housing with a corresponding growth in jobs and investment in infrastructure. Today, many who live in the Antelope Valley commute to jobs in other parts of the Los Angeles Basin. New local commercial centers are expanding the shopping, entertainment and employment opportunities of Antelope Valley residents.

For additional information on the setting and history of the Antelope Valley, please see ~~Appendix 1:~~ Background Report.

Past and Current Planning Efforts

The previous Antelope Valley Areawide General Plan was adopted by the Los Angeles County Board of Supervisors on December 4, 1986. It contained Valleywide goals and policies pertaining to land use, housing, community revitalization, community design, human resources, circulation, public services and facilities, governmental services, environmental resource management, noise abatement, seismic

safety, public safety, and energy conservation. This Area Plan replaces the previous Antelope Valley Areawide General Plan in its entirety.

This Area Plan covers issues that were important in 1986 and are still important to the communities; for example, managing growth, minimizing disruption of ecological resources, placing development away from natural hazards, and ensuring a variety of housing types and costs. This Area Plan also addresses new issues that have emerged in recent years; for example, maintaining agricultural uses, improving mobility, developing renewable energy resources, and curbing greenhouse gas emissions.

Community Participation

The Area Plan is the result of a highly inclusive and extensive community participation program launched in the fall of 2007. Through a series of 23 community meetings, residents and other stakeholders worked alongside planners to develop a shared vision of the future, identify community issues, draft proposals for the future, and prioritize their recommendations, forming the foundation of the Area Plan.

Building on the foundation laid by the communities, planners partnered with other County departments to explore the recommendations, refine the proposed goals and policies, plan for program implementation, and gather support to ensure success. Plan development is an iterative process, and in this case, the communities were included in the earliest steps of development and subsequent rounds of review. The Area Plan began with, and will be realized by, the dedicated residents and stakeholders who have committed, and will continue to commit their time, energy and interests to the Antelope Valley.

III. VISION AND STRATEGY

Vision Statement

At the heart of the County's approach to community planning is the idea that the Area Plan is an adopted version of the communities' aspirations for the future. Collectively, those aspirations amount to a community vision, based on shared values and common goals. The communities reached consensus on the following vision statement:

The Antelope Valley region is a wonderful place to live, work, play, and raise a family. The Valley is a mosaic of unique small towns in which rural lifestyles are cherished. These diverse towns are unified by an extraordinary environmental setting that includes agricultural lands, natural open spaces, expansive mountain views, diverse ecological habitats, and dark night skies. The Valley's network of trails, roads, and transit link these dispersed towns to each other and to a wide offering of local-serving businesses and quality social, educational, cultural, and recreational services and facilities.

Residents, business owners, and property owners collaborate with a responsive local government to ensure that life in the Antelope Valley region will continue to be exciting,

enjoyable, and rewarding. The growing population's need for additional housing and employment opportunities is balanced against the need to respect historical heritage and preserve the natural environment. Public improvements and private developments are sustainable, conserving available resources and relying on alternative energy sources, and complement the small scale of existing rural towns. A wide array of activities and opportunities for youth ensure that the Valley's high quality of life will be sustained for future generations.

This vision of the Antelope Valley's future serves as a touchstone through the planning process, and it is reflected in the land use map, goals, and policies that comprise the Area Plan.

Issues

Through the planning and visioning process, the County identified issues of Valleywide significance that, it determined, were best addressed in a comprehensive and coordinated manner. In anticipation of future growth, the planning effort focused on ways to manage this growth and addressed the need for balance on the following issues:

1. Preservation and enhancement of each unique town's rural character, allowing for continued growth and development without compromising the rural lifestyle;
2. Preservation of open space around existing towns, in order to preserve hillside areas and significant ridgelines, conserve biological resources, provide opportunities for recreation, and make more efficient use of existing infrastructure in the core areas;
3. Planning for integrated circulation systems, including bikeways, walkways, and multi-purpose trails;
4. Conservation of significant resources, including agricultural lands, mineral resources, water supply, and scenic areas;
5. Preservation of public health, safety, and welfare, through identification of natural and environmental hazards, including noise, seismic, fire, and airborne emissions, and designation of land uses in an appropriate manner to mitigate these impacts; and
6. Coordination on enhancing public and community services such as law enforcement, fire protection, and parks.

Rural Preservation Strategy

The Area Plan's Rural Preservation Strategy addresses issues of Valleywide significance in a manner that builds upon the communities' vision statement. While each community in the Antelope Valley possesses its own identity, they are all unified in the pursuit of preserving the rural lifestyle and the rural character of the region. This rural character is what makes the Antelope Valley so unique and valuable to the rest of Southern California.

The term "rural" is defined by the following characteristics:

- Living in a low density environment without high intensity land uses, such as regional commercial centers;
- A natural, peaceful, quiet setting, with the ability to find a sense of solitude;
- Views of adjacent natural areas by day, such as hillsides and ridgelines, and views of starry skies by night;
- Agricultural and equestrian uses that are sensitive to the land; and
- An absence of infrastructure generally found in urban and suburban areas, including but not limited to curbs, gutters, sidewalks, street lighting, and traffic signals.

The Rural Preservation Strategy is based on four types of environments – rural town center areas, rural town areas, rural preserve areas, economic opportunity areas – that serve different purposes. Collectively, these environments preserve the rural character of the region, conserve environmental resources, and protect residents from potential hazards while allowing for additional growth and development. For more information on these environments, please see Chapter 2: Land Use Element.

Rural town center areas are the focal points of rural communities, serving the daily needs of residents and providing local employment opportunities. The majority of new locally-oriented public facilities and new locally-oriented commercial uses should be directed to these areas. These areas will provide pleasant pedestrian environments and will be accessible by a range of transportation options to reduce vehicle trips. Some of these areas will allow for a mix of commercial and residential uses.

Rural town areas provide a transition between rural town center areas and rural preserve areas, as they are occupied by a mix of residential and light agricultural uses. Residents living in these areas are willing to forego urban infrastructure and services in order to live in a rural environment. The majority of new residential development should be directed to these areas, provided that such development is consistent with the existing community character and allows for light agricultural, equestrian, and animal-keeping uses where appropriate. These areas will provide transportation linkages to rural town center areas and other nearby destination points.

Rural preserve areas are areas outside of the Town Areas, which are largely undeveloped and generally not served by existing or planned infrastructure and public facilities. Many of these areas contain environmental resources, such as Significant Ecological Areas, Scenic Resource Areas, and Agricultural Resource Areas. In addition, many of these areas contain safety hazards, such as Seismic Zones, Very High Fire Hazard Severity Zones, and Flood Zones. The primary benefit of these areas is that they provide habitat for regionally significant biological species while simultaneously providing scenic value to residents. A secondary benefit of these areas is that they contain natural resources which provide economic opportunities. Development in these areas should be limited to single family homes at very low densities, light and heavy agricultural uses, including equestrian and animal-keeping uses, and other uses where appropriate.

Economic opportunity areas are defined clusters of land along the routes of two new proposed major infrastructure projects in the Antelope Valley, namely the High Desert Corridor and the Northwest 138 Corridor Improvement Project. These areas were identified as having tremendous potential for

economic growth and development. Thus, any development induced by these two infrastructure projects should be guided to these areas so that the areas around them can be preserved and maintained at low density, or agricultural uses. This is intended to balance the growth and development which the two projects will undoubtedly bring, with the general intent of this Area Plan to preserve the ecological value and rural character of the Antelope Valley.

The Rural Preservation Strategy necessitates a “trade-off” between preserving rural character and developing additional infrastructure, as infrastructure improvements are typically funded by increased property tax revenues and developer fees. In rural town center areas and rural town areas, the amount of potential development allowed by this Area Plan will be equal to, or greater than, the amount of potential development allowed by the previous Area Plan. Therefore, those areas are likely to benefit from increased property tax revenues and developer fees, which can help fund additional infrastructure. In rural preserve areas, the amount of potential development allowed by this Area Plan will be far less than the amount of potential development allowed by the previous Area Plan. Therefore, rural preserve areas are unlikely to benefit from increased property tax revenues and developer fees, which may make it difficult to fund additional infrastructure. The Area Plan acknowledges this “trade-off” by directing additional infrastructure to rural town center areas and rural town areas, where the placement of additional infrastructure may be more cost-effective and environmentally sensitive, and not to rural preserve areas, where the placement of additional infrastructure may not be necessary. Residents of rural preserve areas should be prepared to forego additional infrastructure in order to live in a very remote rural environment and enjoy the benefits offered by such an environment. On the other hand, the economic opportunity areas provide an opportunity for the Area Plan to maximize the investment that state and regional agencies are bringing into the area, while still achieving the general goal of rural preservation in the Antelope Valley.

IV. HOW TO USE THE ANTELOPE VALLEY AREA PLAN

Definitions

The following definition shall apply only as it specifically appears in this Area Plan and shall not be used in any other context outside of this Area Plan.

“Master-planned development” shall refer to a development that includes five or more residential dwelling units, any commercial use, any industrial use or any combination thereof.

Area Plan Format and Content

The Area Plan is organized into eight chapters. Chapter 1 (Introduction) presents the Area Plan’s purpose and values, the geographic area, and the communities’ vision statement. Chapter 2 (Land Use Element) discusses how the communities’ vision translates into a development pattern through the concept of land use. Chapter 3 (Mobility Element) describes the multi-modal approach to moving around the Antelope Valley. Chapter 4 (Conservation and Open Space Element) describes conservation efforts to address potential threats to natural resources. Chapter 5 (Public Safety, Services and Facilities

Element) provides measures to ensure services are in place to maintain the safety and welfare of residents. Chapter 6 (Economic Development Element) provides the blueprint for the planning area to build a healthy and sustainable economic base that will drive development and private-sector led conservation and preservation of open space in the area. Chapters 2 through 6 contain goals and policies specific to each chapter's respective topic but all work jointly to comprehensively implement the overall vision. Chapter 7 (Community-Specific Land Use Concepts) highlights each established town and describes its land use form in more detail. Finally, Chapter 8 (Plan Implementation) describes future planning activities that will be undertaken to further implement the goals and policies of this Area Plan. Appendix A includes descriptions of the Significant Ecological Areas within the Antelope Valley Area Plan.

Applicability

The following provisions shall apply to complete applications filed prior to the effective date of this Antelope Valley Area Plan.

The applicant can choose whether the application will be reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan or this Antelope Valley Area Plan. In either case, approval of the application is not guaranteed.

If an application is reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan, the applicant may modify the application prior to consideration by the Regional Planning Commission, Hearing Officer, or Director. The modification will be reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan if it does not change the housing type (e.g., from single family to two family or multifamily) nor increase:

- The residential density;
- The floor area or lot coverage of non-residential space;
- The amount of grading; or
- The area of ground disturbance.

A modification may necessitate the submittal of revised, updated, or additional materials and reports, such as site plans, elevations, and oak tree reports, ~~etc.~~ In addition, a modification may necessitate additional environmental review pursuant to the California Environmental Quality Act and the County's environmental review procedures.

Modification to an application that is already approved, but not used can be reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan if it qualifies to be reviewed as a Revised Exhibit "A" or an Amended Site Plan. Otherwise a modification shall be considered a new application and shall be reviewed for consistency with this Antelope Valley Area Plan.

If an approval is used and has a grant term, the approved use may be maintained until the end of the grant term. At the end of the grant term, the use shall be subject to the Antelope Valley Area Plan policies in effect at that time. During the grant term, a modification to the approved use will be reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan if it qualifies to be reviewed as a Revised Exhibit "A" or an Amended Site Plan. Otherwise, a modification to the approved use shall be subject to the Antelope Valley Area Plan policies in effect at that time.

If an approval is used and does not have a grant term, the approved use may be maintained in perpetuity unless a time limit is specified in the Zoning Code. In addition, all applicable non-conforming use provisions of the Zoning Code shall apply to the approved use. A modification to the approved use will be reviewed for consistency with the previously adopted Antelope Valley Areawide General Plan if it qualifies to be reviewed as a Revised Exhibit "A" or Amended Site Plan. Otherwise, a modification to the approved use shall be subject to the Antelope Valley Area Plan policies in effect at that time.

Guidance

The Antelope Valley Area Plan is a component of the Los Angeles County General Plan. All of its maps, goals, policies, and implementing actions must be consistent with the elements of the Countywide General Plan. Users should be guided by the following:

- **General Plan Applicability:** Should any areas of conflicting interpretation arise, unless specifically noted, the provisions of the Countywide General Plan shall prevail.
- **Comprehensive Area Plan:** The Land Use Policy Map is never to be interpreted as a stand-alone document, but must be interpreted in light of applicable written policies in the Area Plan.
- **Equally Weighted Policies:** No policy, whether in written or diagram form, shall be given greater weight than any other policy in evaluating the policy intent of this Antelope Valley Area Plan.
- **Vision and Rural Preservation Strategy:** The interpretation of policy should be governed by the Vision and Rural Preservation Strategy of the Antelope Valley Area Plan.
- **Established Town Descriptions:** Descriptions of established towns in Chapter 7 are intended to provide more detailed descriptions of existing land use patterns, local character, and desired local development patterns, and should be referred to in addition to the remainder of the Area Plan in planning for local projects.
- **Non-Conforming Uses:** All legally established uses in existence at the time of adoption of this Antelope Valley Area Plan are deemed to be consistent with this Area Plan, although Zoning Ordinance provisions regarding Non-Conforming Uses may apply.

- **Undersized Parcels:** Existing legal lots may be developed (following current development requirements) regardless of lot size. For example, a 10 acre parcel designated Rural Land 20 (1du/20ac) may still develop one home.
- **Pending Projects:** Completed applications filed prior to the effective date of this Area Plan shall be allowed to be reviewed for consistency with the previously adopted Area Plan. Projects may be maintained as originally approved provided the approval is still valid and has not expired. Any subsequent changes of use or intensity shall be subject to the policies of this Area Plan.
- **Community Standards Districts:** Community-specific zoning regulations shall be consistent with the goals and policies of this Area Plan. Such regulations shall be instituted only when a unique or detrimental condition exists within a community that prevents implementation of this Area Plan.
- **Regulatory Codes:** Title 21 (Subdivision) and 22 (Zoning) of the Los Angeles County Code provide detailed development guidelines that work to implement this Area Plan. Project applications shall refer to these codes, including Community Standards Districts, to ensure that development and land use activities are compatible with the zoning and to not threaten the health, safety, and welfare of the communities.
- **Staff Consultation:** While the Antelope Valley Area Plan is meant to be a guide for the public in determining allowable uses of private property, the public is encouraged to consult with members of the County's planning staff prior to investing in the preparation of development plans that might later prove to be inconsistent with the Antelope Valley Area Plan.

In addition to the direction provided by this Area Plan, new development and land use activities are regulated by many agencies other than the Department of Regional Planning. Obtaining approval for certain types of actions may require proof of the availability for public services, fair-share provisions for public facilities, and other permitting. The applicant for any such application is advised to consult with all applicable departments and agencies.

Chapter 2

Chapter 2: Land Use Element

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I. Background

Purpose

Land use is the act of defining compatible activities and built forms in order to determine their appropriate distribution within a given area. Land use authority is given to local governments to shape the physical environment by recognizing daily needs and directing future long-term changes in housing, business, recreation, and open space.

This Land Use Element contains two major components, the Land Use Goals and Policies, and Land Use Policy Map, which explain how development and preservation of land should occur in the Antelope Valley. The Land Use Goals and Policies articulate how the Area Plan's Vision Statement and Rural Preservation Strategy will be achieved by setting out intended land use outcomes. As a visual reflection of the Land Use Goals and Policies, the Land Use Policy Map provides land use designations that establish locations for various types and densities of land use in the unincorporated Antelope Valley. The Land Use Policy Map determines the highest intensity of future development that the land can accommodate within a certain timeframe.

Issues

Over the last few decades, the Antelope Valley experienced surges of development pressures. Policymakers and citizens gained greater knowledge of how new development contributes to environmental degradation, resource scarcity, and natural hazard risks. Accordingly, local governments needed to balance increased growth with obligations to protect existing natural resources. These new obligations, combined with a better understanding of the importance of balancing rural and urban areas in Los Angeles County, have created a new model for regional development. This new model, which directs new investment to areas with existing and/or planned services and facilities and away from areas with natural hazards and environmental resources, will shape land use in the Valley, with policies that emphasize resource efficiency, [economic growth](#), and the preservation of rural character. Over the next 20 years, this Element will balance growth and economic development, the desires of residents to preserve their rural way of life, and the need for hazard avoidance and mitigation to determine the level of development that these factors can support.

Vision and Strategy

The Area Plan's Vision Statement sets the tone of this Element, which is intended to create opportunities for the Antelope Valley to change and grow ~~in ways that further enhance~~ [while preserving](#) the rural lifestyle enjoyed by current residents and support a vibrant economy. The Area Plan's Rural Preservation Strategy guides the Land Use Policy Map, creating a pattern of rural town center areas, rural town areas, rural preserve areas, and economic opportunity areas. Each town in the Valley will flow outward from vibrant town centers that offer a range of housing and local-serving activities for day-to-day living. Lower-density rural residences will surround these town centers, buffered by large contiguous open spaces that contain habitat areas, recreational spaces, and rural economic activities. In addition, the Rural Preservation Strategy and the Land Use Policy Map lay out the framework for how

the Antelope Valley will deal with the changes that result from, and take advantage of the opportunities brought on by, new state and regional infrastructure projects, particularly the High Desert Corridor and the Northwest 138 Corridor Improvement Project.

II. Goals and Policies

Goals LU 1: A land use pattern that maintains and enhances the rural character of the unincorporated Antelope Valley.

- Policy LU 1.1: Direct the majority of the unincorporated Antelope Valley's future growth to rural town center areas, rural town areas, and identified economic opportunity areas.
- Policy LU 1.2: Limit the amount of potential development in rural preserve areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 1.3: Maintain the majority of the unincorporated Antelope Valley as Rural Land, allowing for agriculture, equestrian and animal-keeping uses, and single-family homes on large lots.
- Policy LU 1.4: Ensure that there are appropriate lands for commercial and industrial services throughout the unincorporated Antelope Valley sufficient to serve the daily needs of rural residents and to provide local employment opportunities.
- Policy LU 1.5: Provide varied lands for residential uses sufficient to meet the needs of all segments of the population, and allow for agriculture, equestrian uses and animal-keeping uses in these areas where appropriate.

Goal LU 2: A land use pattern that protects environmental resources.

- Policy LU 2.1: Limit the amount of potential development in Significant Ecological Areas, including Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 2.2: Limit the amount of potential development near and within Scenic Resource Areas, including water features, significant ridgelines, and Hillside Management Areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 2.3: Limit the amount of potential development in Agricultural Resource Areas, including important farmlands designated by the State of California and historical farmland areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 2.4: Limit the amount of potential development in Mineral Resource Areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

- Policy LU 2.5: Limit the amount of potential development in riparian areas and groundwater recharge basins, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 2.6: Limit the amount of potential development near the National Forests and on private lands within the National Forests, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal LU 3: A land use pattern that minimizes threats from hazards.

- Policy LU 3.1: Prohibit new development on fault traces and limit the amount of development in Seismic Zones outside economic opportunity areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 3.2: Limit the amount of potential development in Very High Fire Hazard Severity Zones outside economic opportunity areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 3.3: Limit the amount of potential development in Flood Zones outside economic development areas designated by the Federal Emergency Management Agency, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan ~~unless adequately mitigated~~.
- Policy LU 3.4: Limit the amount of potential development on steep slopes identified as Hillside Management Areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 3.5: Limit the amount of potential development in landslide and liquefaction areas outside economic development areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy LU 3.6: Limit the amount of potential residential development in airport influence areas and near military lands, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.

Goal LU 4: A land use pattern that promotes the efficient use of existing and/or planned infrastructure and public facilities.

- Policy LU 4.1: Direct the majority of the unincorporated Antelope Valley's future growth to the economic opportunity areas and areas that are served by existing or planned infrastructure, public facilities, and public water systems.

Goal LU 5: A land use pattern that decreases greenhouse gas emissions.

- Policy LU 5.1: Reduce the total amount of potential development requiring vehicle trips in the unincorporated Antelope Valley.
- Policy LU 5.2: Encourage the continued development of rural town centers that provide for the daily needs of surrounding residents, reducing the number of vehicle trips and providing local employment opportunities.
- Policy LU 5.3: Preserve open space areas to provide large contiguous carbon sequestering basins.
- Policy LU 5.4: Ensure that there is an appropriate balance of residential uses and employment opportunities within close proximity of each other.

Goal LU 6: A land use pattern that makes the Antelope Valley a sustainable and resilient place to live.

- Policy LU 6.1: Periodically review changing conditions to ensure that land use policies are compatible with the Area Plan's Rural Preservation Strategy, including and economic development strategy for economic opportunity areas.
- Policy LU 6.2: Ensure that the Area Plan is flexible in adapting to new issues and opportunities without compromising the rural character of the unincorporated Antelope Valley.

III. Land Use Policy Map

The Land Use Policy Map (Map 2.1: Land Use Policy) implements the Goals and Policies through the framework of rural town center areas, rural town areas, rural preservation areas and economic opportunity areas outlined in the Area Plan's Rural Preservation Strategy (Map 2.2: Rural Preservation Strategy). These areas are described below and are further explained in the discussion of land use concepts for each community that is provided in Chapter 7: Community Specific Land Use Concepts.

Rural Town Center Areas

Rural town center areas are the focal points of rural communities, serving the daily needs of residents and providing local employment opportunities. The majority of new locally-oriented public facilities and new locally-oriented commercial uses should be directed to these areas. These areas will provide pleasant pedestrian environments and will be accessible by a range of transportation options to reduce vehicle trips, as directed in the policies of the Mobility Element. Some of these areas will allow for a mix of commercial and residential uses.

Rural town center areas are located within the following Antelope Valley communities:

- Acton – Along Crown Valley Road between Gillespie Avenue and Soledad Canyon Road.
- Antelope Acres – Along 90th Street West between Avenue E-4 and Avenue E-12.
- Gorman – Along the Golden State Freeway surrounding the Gorman School Road interchanges.
- Lake Hughes – Along Elizabeth Lake Road between Trail I and Mountain View Road.
- Lake Los Angeles – Along Avenue O between 167th Street East and 172nd Street East, and along 170th Street East between Avenue O and Glenfall Avenue.

- Leona Valley – Intersection of Elizabeth Lake Road and 90th Street West.
- Littlerock – Along Pearblossom Highway between Little Rock Wash and 89th Street East.
- Pearblossom – Along Pearblossom Highway between 121st Street East and 133rd Street East.
- Quartz Hill – Along 50th Street West between Avenue L-6 and Avenue M-2.
- Roosevelt – Intersection of 90th Street East and Avenue J.
- Sun Village – Along Palmdale Boulevard between Little Rock Wash and 110th Street East, and along 90th Street East between Palmdale Boulevard and Avenue Q-14.

On the Land Use Policy Map, the primary land use designations in the rural town center areas include:

- Rural Commercial (CR)
- Mixed-Use – Rural (MU-R)
- Major Commercial (CM)
- Light Industrial (IL)

Rural Town Areas

Rural town areas provide a transition between rural town centers and rural preserve areas, as they are occupied by a mix of residential and a wide variety of agricultural uses. Residents living in these areas are willing to forego urban infrastructure and services in order to live in a rural environment. The majority of new residential development should be directed to these areas, provided that such development is consistent with the existing community character and allows for various agricultural, equestrian, and animal-keeping uses where appropriate. These areas will provide transportation linkages to rural town center areas and other nearby destination points, as directed in the policies of the Mobility Element.

On the Land Use Policy Map, rural town areas are designated as Residential or as Rural Land, depending on the density of existing residential development. These land use designations include:

- Residential 30 (H30) – Maximum density of 30 residential units for each 1 net acre of land.
- Residential 18 (H18) – Maximum density of 18 residential units for each 1 net acre of land.
- Residential 9 (H9) – Maximum density of 9 residential units for each 1 net acre of land.
- Residential 5 (H5) – Maximum density of 5 residential units for each 1 net acre of land.
- Residential 2 (H2) – Maximum density of 2 residential units for each 1 net acre of land.
- Rural Land 1 (RL1) – Maximum density of 1 residential unit for each 1 gross acre of land.
- Rural Land 2 (RL2) – Maximum density of 1 residential unit for each 2 gross acres of land.
- Rural Land 5 (RL5) – Maximum density of 1 residential unit for each 5 gross acres of land.

These maximum densities shall apply to all new land divisions. Existing legal lots may be developed with one residential unit each, regardless of lot size, provided that such development meets applicable County Code requirements, and the siting of the structure is supportive of the policies in this Area Plan.

In addition, some rural town areas are designated for commercial or industrial use. These land use designations acknowledge existing commercial or industrial uses or identify appropriate locations for future commercial and industrial uses to serve local residents.

Rural Preserve Areas

Rural preserve areas are areas of the unincorporated Antelope Valley outside of Rural Town Center and Town Areas, which are largely undeveloped and generally not served by existing infrastructure and public facilities. Many of these areas contain environmental resources, such as Significant Ecological Areas, Scenic Resource Areas, and Agricultural Resource Areas. In addition, many of these areas contain safety hazards, such as Seismic Zones, Very High Fire Hazard Severity Zones, and Flood Zones. The primary benefit of these areas is that they provide habitat for regionally significant biological species while simultaneously providing scenic values to residents. A secondary benefit of these areas is that they contain natural resources which provide economic opportunities. Development in these areas should be limited to single-family homes at very low densities, light and heavy agricultural uses, including equestrian and animal-keeping uses, and other uses where appropriate.

On the Land Use Policy Map, rural preserve areas are designated as Rural Land with a range of very low densities that reflect the underlying constraints, environmental resources, and safety hazards. These land use designations include:

- Rural Land 10 (RL10) – Maximum density of 1 residential unit for each 10 gross acres of land.
- Rural Land 20 (RL20) – Maximum density of 1 residential unit for each 20 gross acres of land.

The lowest land use densities (RL20) of the Area Plan have been used primarily for the Seismic Zones and Significant Ecological Areas, as these are areas where it is critical to limit development to ensure the safety of residents as well as the preservation of important ecological resources in the area. These maximum densities shall apply to all new land divisions. Existing legal lots may be developed with one residential unit each, regardless of lot size, provided that such development meets applicable County Code requirements, and the siting of the structure is supportive of the policies in this Area Plan.

In addition, some rural preserve areas are designated for commercial or industrial use. These land use designations acknowledge uses or identify appropriate locations for future commercial and industrial uses to serve local and regional needs.

Economic Opportunity Areas

The Land Use Policy Map of the Area Plan also identifies three economic opportunity areas (EOAs). These are areas where major infrastructure projects are being planned by state and regional agencies, which would bring tremendous opportunities for growth and economic development in the vicinity of these projects. These projects include the High Desert Corridor on the east side of the Antelope Valley, and the Northwest 138 Corridor Improvement Project on the west side. Both projects are being undertaken by Los Angeles County Metropolitan Transportation Authority (Metro) and California Department of Transportation (Caltrans).

The Area Plan identifies three EOAs located along the proposed route of the two projects. These are the East EOA, encompassing the communities of Lake Los Angeles, Sun Village, Littlerock, Pearblossom, Llano, and Crystallaire; the Central EOA, located along Avenue D, just north of William J. Fox Airfield and west of State Route 14 Freeway; and the West EOA near the Interstate 5 along State Route 138/Avenue D, immediately east and west of the California Aqueduct and including portions of the Neenach [and Gorman communities](#).

Wherever appropriate, these areas are designated with land use designations that would allow for a balanced mix of residential, commercial, and light industrial uses, while preserving the rural character and ecological resources of the surrounding areas. A jobs-housing balance is achieved by using medium-density residential, commercial and industrial land use designations in areas appropriate for development, while designating areas with important ecological resources as open space conservation areas. The land use designations within the EOAs include:

- Residential 18 (H18) – Maximum density of 18 residential units for each 1 net acre of land.
- Residential 5 (H5) – Maximum density of 5 residential units for each 1 net acre of land.
- Residential 2 (H2) – Maximum density of 2 residential units for each 1 net acre of land.
- Rural Land 1 (RL1) – Maximum density of 1 residential unit for each 1 gross acre of land.
- Rural Land 2 (RL2) – Maximum density of 1 residential unit for each 2 gross acres of land.
- Rural Land 10 (RL10) – Maximum density of 1 residential unit for each 10 gross acres of land.
- Rural Land 20 (RL20) – Maximum density of 1 residential unit for each 20 gross acres of land.
- Conservation (OS-C)
- Rural Commercial (CR)
- Mixed Use – Rural (MU-R)
- Light Industrial (IL)
- Heavy Industrial (IH)

~~Also, in anticipation of the potential effects of these major infrastructure projects as they go through the planning and construction process, the Area Plan includes an implementation program for the preparation of a community plan for each of these EOAs. These community plans will further analyze the effects of these planned infrastructure projects, and recommend land use and zoning changes as well as revised policies as necessary, in order to encourage growth within these areas and provide incentives to preserve rural areas.~~

Public and Open Space Land

Existing open space lands throughout rural town center areas, rural town areas, rural preserve areas and EOAs are identified on the Land Use Policy Map as one of the following Open Space designations, depending on the use of the land:

- Parks and Recreation (OS-PR)
- Conservation (OS-C)
- Water (OS-W)

- Bureau of Land Management (OS-BLM)
- National Forest (OS-NF)
- Military Land (OS-ML)

Privately owned lands within the National Forest are designated on the Land Use Policy Map as Rural Land, indicating the underlying infrastructure constraints, environmental resources, and safety hazards.

Existing public and semi-public facilities ~~throughout rural town center areas, rural town areas, and rural preserve areas~~ are designated on the Land Use Policy Map as Public and Semi-Public Facilities (P).

Land Use Legend

Table L-1: Land Use Legend

Land Use	Code	Permitted Density or FAR	Purpose
RURAL			
Rural Land 1	RL1	Maximum 1 du/1 gross ac Maximum FAR 0.5	Single-family residences; equestrian and animal uses; and agricultural and related activities.
Rural Land 2	RL2	Maximum 1 du/2 gross ac Maximum FAR 0.5	
Rural Land 5	RL5	Maximum 1 du/5 gross ac Maximum FAR 0.5	
Land Use	Code	Permitted Density or FAR	Purpose
Rural Land 10	RL10	Maximum 1 du/10 gross ac Maximum FAR 0.5	Single-family residences; equestrian and animal uses; and agricultural and related activities.
Rural Land 20	RL20	Maximum 1 du/20 gross ac Maximum FAR 0.5	
RESIDENTIAL			
Residential 2	H2	0–2 du/net ac	Low-density, single-family residences.
Residential 5	H5	0–5 du/net ac	
Residential 9	H9	0–9 du/net ac	Single-family residences.
Residential 18	H18	0–18 du/net ac	Transitional single-family and small scale multifamily residences, including duplexes, triplexes, fourplexes, rowhouses, small lot subdivisions, and townhomes.
Residential 30	H30	0-30 du/net ac	Medium scale, multifamily residences, and single-family residences.
COMMERCIAL			

Rural Commercial	CR	Commercial: Maximum FAR 0.5	Limited commercial uses that are compatible with rural, agricultural, and low-intensity recreational activities, including: retail, personal, and professional services; restaurants; general stores; and professional offices.
MIXED USE			
Mixed Use - Rural	MU-R	Residential: 0-5 du/ac Commercial: Maximum FAR 0.5 Mixed Use: 0-5 du/ac and FAR 0.5	Limited commercial uses that are compatible with rural, agricultural, and low-intensity recreational activities, including: retail; personal, and professional services; restaurants; general stores; and professional offices; and residential-commercial mixed use.
INDUSTRIAL			
Land Use	Code	Permitted Density or FAR	Purpose
Light Industrial	IL	Maximum FAR: 1.0	Light industrial uses, such as industrial park activities, warehouses, distribution, assembly, disassembly, fabricating, finishing, manufacturing, packaging, and repairing or processing of materials, printing, commercial laundry, photographic film processing, vehicle repair garages, building maintenance shops, metal work, millwork, and cabinetry work.
Heavy Industrial	IH	Maximum FAR: 1.0	Heavy industrial uses, including heavy manufacturing, refineries, and other labor and capital intensive industrial activities.
PUBLIC AND SEMI-PUBLIC			
Public and Semi-Public Facilities	P	Maximum FAR: 3.0	Public and semi-public facilities and community-serving uses, including: public buildings and campuses, schools, hospitals, cemeteries, government buildings, and fairgrounds. Airports and other major transportation centers.
OPEN SPACE			
Conservation	OS-C	N/A	The preservation of open space areas and scenic resource preservation in perpetuity. Can include passive trail networks. Applies only to land that is legally constrained from future development activities.
Parks and Recreation	OS-PR	N/A	Open space recreational uses, such as regional and local parks, trails, athletic fields, community gardens, and golf courses.
National Forest	OS-NF	N/A	Areas within the National Forest and managed by the National Forest Service.
Bureau of Land Management	OS-BLM	N/A	Areas that are managed by the Federal Bureau of Land Management.
Water	OS-W	N/A	Bodies of water, such as lakes, reservoirs, natural waterways, and man-made infrastructure, such as drainage channels, floodways, and spillways. Includes active trail networks within or along drainage channels.
Military	OS-ML	N/A	Military bases and land controlled by U.S. Department of Defense.
OVERLAYS			

Special Management Areas	SMA	N/A	Special Management Areas require additional development regulations due to the presence of natural resources, scenic resources, or identified hazards. Development regulations are necessary to prevent loss of life and property, and to protect the natural environment.
Specific Plan	SP	N/A	Specific Plans contain precise guidance for land development, infrastructure, amenities and resource conservation. Specific plans must be consistent with the General Plan. Detailed policy and/or regulatory requirements are contained within each adopted Specific Plan document.

Irrespective of the residential densities specified for each land use category, existing prohibitions on further subdivision of previously subdivided lots shall apply and be strictly enforced.

IV. Additional Considerations

Special Management Areas

Special Management Areas, identified in the Countywide General Plan, are environmental features found throughout rural town areas and rural preserve areas. Goals and Policies regarding these Special Management Areas are provided in the other Elements of this Area Plan, as follows:

- Agricultural Resource Areas – Conservation and Open Space Element (Goal COS 6 and related policies, Goal COS 7 and related policies)
- Flood Zones – Public Safety, Services and Facilities Element (Goal PS 7 and related policies)
- Hillside Management Areas – Land Use Element (Goal LU 3 and related policies), Conservation and Open Space Element (Goal COS 5 and related policies, Goal COS 16 and related policies, Goal COS 19 and related policies), Public Safety, Services and Facilities Element (Goal PS 6 and related policies)
- Landslide Zones – Public Safety, Services and Facilities Element (Goal PS 6 and related policies)
- Liquefaction Zones – Public Safety, Services, and Facilities Element (Goal PS 6 and related policies)
- Mineral Resource Areas – Conservation and Open Space Element (Goal COS 8 and related policies)
- Scenic Resource Areas – Conservation and Open Space Element (Goal COS 5 and related policies, Goal COS 15 and related policies)
- Seismic Zones – Public Safety, Services and Facilities Element (Goal PS 6 and related policies)
- Significant Ecological Areas – Land Use Element (Goal LU 2 and related policies), Conservation and Open Space Element (Goal COS 4 and related policies, Goal COS 16 and related policies, Goal COS 18 and related policies, Goal COS 19 and related policies)
- Very High Fire Hazard Severity Zones – Conservation and Open Space Element (Goal COS 5 and related policies, Goal COS 16 and related policies), Public Safety, Services and Facilities Element (Goal PS 7 and related policies)

Major Planned Infrastructure Projects

There are two major infrastructure projects in the Antelope Valley that are in varying stages of planning and environmental review. These are the High Desert Corridor (HDC) and the Northwest 138 Corridor Improvement Project (NW138), which are both joint projects of Metro and Caltrans.

The HDC is a proposed new multi-purpose transportation link between State Route 14 in Los Angeles County and State Route 18 in San Bernardino County. This project is envisioned to connect some of the fastest growing residential, commercial and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville, and the Town of Apple Valley.

The NW138 is a proposed substantial upgrade of the existing State Route 138 segment from Interstate 5 to State Route 14. This corridor currently serves as a bypass for people and goods movement, which provides critical mobility to, from and within the western portion of the Antelope Valley.

Development of the HDC and the NW138 projects would significantly impact the land use pattern in the unincorporated Antelope Valley. Together, these two projects will connect the Antelope Valley to major economic centers in Northern and Southern California, Nevada and beyond. In some areas, these future projects could support commercial and industrial development, providing additional local employment opportunities and reducing the need for long-distance commuting.

As mentioned earlier, three EOAs have been identified along the proposed routes of these projects, where increased residential, commercial and industrial uses are encouraged. [As more details of these infrastructure projects are finalized in the coming years \(i.e. route alignments, location of on-off ramps, number of lanes etc.\),](#) ~~A~~ comprehensive study of each of these EOAs should be undertaken [in order to make any necessary adjustments to the Area Plan to fit the final design of these projects.](#)~~at an appropriate time in the future, through a community planning process.~~ [This shall be undertaken through a](#) community planning process [that](#) should carefully consider potential changes to the Area Plan, including the Land Use Policy Map, balancing the need for economic development and local employment with rural preservation and environmental priorities.

Utility-Scale Renewable Energy Production Facilities

Utility-scale renewable energy production facilities may be allowed in Rural Land designations without a Plan Amendment. However, applications for such facilities may require discretionary approval and shall be subject to the California Environmental Quality Act and the County's environmental review and public hearing procedures. Applications for such facilities must be carefully considered and must be consistent with the relevant Goals and Policies of the Area Plan, especially Goal COS 10 and related policies, Goal COS 13 and related policies, and Goal COS 14 and related policies. (For more information, see Chapter 4: Conservation and Open Space Element)

Palmdale Regional Airport

Los Angeles World Airports owns a number of parcels in the central portion of the Antelope Valley that are currently in unincorporated territory but are surrounded by the City of Palmdale. These parcels have been designated as Public and Semi-Public Facilities (P) to acknowledge the existing Palmdale

Regional Airport, which will be significantly expanded to become a regional commercial airport. Policies in the Mobility Element, and the Public Safety, Services and Facilities Element support the development of Palmdale Regional Airport, and that is the primary vision for these parcels. However, at the time of this Area Plan's adoption, the airport is inactive and no commercial air service is offered. Until such time that the airport is expanded, this Area Plan recommends that commercial and industrial uses be allowed on these parcels without a Plan Amendment, as such development will offer opportunities for employment and economic growth. However, these uses must be compatible with airport operations and must not restrict or prohibit future expansion of the airport.

Amendments to the Land Use Policy Map

After the Area Plan is adopted, property owners may request amendments to the Land Use Policy Map. These applications will be subject to the County's environmental review and public hearing procedures for Plan Amendments.

Amendments to the Land Use Policy Map requested by property owners must be carefully considered and may be approved through a public hearing and recommendation by the Regional Planning Commission and subsequent public hearing and adoption by the Los Angeles County Board of Supervisors, subject to the following findings:

- The Plan Amendment is necessary to realize an unmet community need;
- The Plan Amendment will allow development that maintains and enhances rural character, protects environmental resources, minimizes threats from hazards, [helps implement the economic opportunity areas](#), and promotes the efficient use of existing infrastructure and public facilities in a manner that is equal or superior to the development allowed by the existing land use designation;
- The Plan Amendment is consistent with the relevant Goals and Policies of the various Elements of the Area Plan; and
- The Plan Amendment meets the applicable findings required by the Countywide General Plan.

Chapter 3

Chapter 3: Mobility Element

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I. Background

Purpose

Mobility is the movement of people and goods. The Mobility Element outlines the improvements needed to ensure current and future mobility between land uses. The role of this Element is to identify missing linkages and alternative modes of transportation, then collaborate with government partners to implement solutions. This Element creates the framework for a balanced, multi-modal transportation system across the Antelope Valley through Goals and Policies that address three topics: regional movement of services and goods, local transportation meeting the needs of residents, and the balance required to meet the demands of both.

Issues

Within the State of California and across the country, attitudes have changed about the nature of the responsibilities governments have in assisting with overall mobility. Effective transportation systems are increasingly being seen as those that can offer diverse options for movement. The current expectation is that future citizens should gain greater access to a wider range of transportation choices to fit their needs, allowing them to be a pedestrian, equestrian, cyclist, bus or rail rider, motorist, or air passenger. In addition, this Mobility Element aims to improve the economy of the region by developing a framework where efficient modes of transit move goods and services freely through the Antelope Valley. These wider choices for both people and goods will have the added benefit of increasing the overall efficiency of regional movement, which could reduce greenhouse gas emissions.

Vision and Strategy

Upholding the Area Plan's Vision Statement, this Element will improve future mobility in the Antelope Valley by connecting local populations to activity areas and by accommodating regional pressures and demands without compromising the comfort and access of local transportation. In order to achieve the Area Plan's Rural Preservation Strategy, travel links will be provided from the Valley's rural preserve areas and rural town areas to local-serving businesses and rural town center areas, as well as identified Economic Opportunity Areas. While the communities are currently automobile-dependent due to their largely rural character, this Element will increase access to alternative modes of travel, such as trails, bikeways, and bicycle routes.

II. Goals and Policies

Travel Demand Management

Goal M 1: Land use patterns that promote alternatives to automobile travel.

- Policy M 1.1: Direct the majority of the unincorporated Antelope Valley's future growth to rural town centers ~~s-areas, rural town areas~~ and ~~where appropriate to~~ economic opportunity areas, to minimize travel time and reduce the number of vehicle trips.

- Policy M 1.2: Encourage the continued development of rural town center areas that provide for the daily needs of local residents, reducing the number of vehicle trips and providing local employment opportunities.
- Policy M 1.3: Encourage new parks, recreation areas, and public facilities to locate in rural town center areas, ~~and~~ rural town areas, and, ~~where appropriate,~~ economic opportunity areas.
- Policy M 1.4: Ensure that new developments have a balanced mix of residential uses and employment opportunities as well as park, recreation areas and public facilities within close proximity of each other.
- Policy M 1.5: Promote alternatives to automobile travel in rural town center areas and rural town areas by linking these areas through pedestrian walkways, trails, and bicycle routes.

Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

- Policy M 2.1: Encourage the reduction of home-to-work trips through the promotion of home-based businesses, live-work units, and telecommuting.
- Policy M 2.2: Encourage trip reduction through promotion of carpools, vanpools, shuttles, and public transit.
- Policy M 2.3: In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.
- Policy M 2.4: Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.
- Policy M 2.5: As residential development occurs in communities, require transportation routes, including alternatives to automotive transit, to link to important local destination points such as shopping, services, employment, and recreation.
- Policy M 2.6: Within rural town center areas, explore flexible parking regulations such as allowing residential and commercial development to meet parking requirements through a combination of on-site and off-site parking, where appropriate, or encouraging the provision of different types of parking spaces.

Highways and Streets

Goal M 3: An efficient network of major, secondary, and limited secondary highways to serve the Antelope Valley.

- Policy M 3.1: Implement the adopted Highway Plan for the Antelope Valley, in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

- Policy M 3.2: In rural areas, require rural highway standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- Policy M 3.3: Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.
- Policy M 3.4: Maintain existing highways to ensure safety, and require adequate street and house signage for emergency response vehicles.
- Policy M 3.5: As future land use changes occur, periodically review traffic counts and traffic projections and revise the Highway Plan accordingly.
- Policy M 3.6: Engage local communities and agencies in the planning and implementation of transportation improvements.

Goal M 4: A network of local streets that support the rural character of the unincorporated Antelope Valley without compromising public safety.

- Policy M 4.1: Require rural local street standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.
- Policy M 4.2: Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.
- Policy M 4.3: Encourage ongoing maintenance of private local streets to ensure public safety.

Truck Traffic

Goal M 5: Long-haul truck traffic is separated from local traffic, reducing the impacts of truck traffic on local streets and residential areas.

- Policy M 5.1: Support development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project, to provide a route for truck traffic between Interstate 5, State Route 14, and Interstate 15.
- Policy M 5.2: Direct truck traffic to designated truck routes, ~~such as major and secondary highways,~~ and prohibit truck traffic on designated scenic routes, to the greatest extent feasible.
- Policy M 5.3: Require that designated truck routes are designed and paved to accommodate truck traffic, preventing excessive pavement deterioration from truck use.
- Policy M 5.4: Add rest stops along designated truck routes to provide stopping locations away from residential uses.
- Policy M 5.5: Develop appropriate regulations for truck parking on local streets to avoid impacts to residential areas.

Regional Transportation

Goal M 6: A range of transportation options to connect the Antelope Valley to other regions.

- Policy M 6.1: Support the development of Palmdale Regional Airport and encourage a range of commercial air travel options.
- Policy M 6.2: Support the development of William J. Fox Airfield as a facility for general aviation, air cargo operations, and commuter air travel.
- Policy M 6.3: Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project between Interstate 5, State Route 14, and Interstate 15, and encourage the participation of private enterprise and capital.
- Policy M 6.4: Support increases in Metrolink commuter rail service, and support the expansion of commuter rail service on underutilized rail lines where appropriate.
- Policy M 6.5: Support the development of the California High Speed Rail System, with a station in Palmdale to provide links to Northern California and other portions of Southern California, and encourage the participation of private enterprise and capital.
- Policy M 6.6: Support the development of a high-speed rail system linking Palmdale to Victorville and Las Vegas, and encourage the participation of private enterprise and capital.
- Policy M 6.7: Establish a regional transportation hub in Palmdale with feeder transit service to the rural areas of the unincorporated Antelope Valley.
- Policy M 6.8: In planning for all regional transportation systems, consider and mitigate potential impacts to existing communities, and minimize land use conflicts.
- Policy M 6.9: Engage regional agencies, such as Caltrans, SCAG, ~~and~~ Metro, [and the California High Speed Rail Authority](#) in the implementation of an effective and efficient integrated multi-modal regional transportation network. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

Local Transit

Goal M 7: Bus service is maintained and enhanced throughout the Antelope Valley.

- Policy M 7.1: Maintain and increase funding to the Antelope Valley Transit Authority for bus service.
- Policy M 7.2: Support increases in bus service to heavily traveled areas and public facilities, such as parks and libraries.
- Policy M 7.3: Support increases in bus service to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- Policy M 7.4: Improve access for all people, including seniors, youth, and the disabled, by maintaining off-peak service and equipping transit services for wheelchairs and bicycles.
- Policy M 7.5: Encourage the use of advanced technologies in the planning and operation of the transit system.

Policy M 8: Alternative transit options in areas not reached by bus service.

- Policy M 8.1: Support the expansion of dial-a-ride services to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.
- Policy M 8.2: Evaluate the feasibility of alternative transit options, such as community shuttle services and privately operated transit, to increase accessibility.

Bikeways and Bicycle Routes

Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.

- Policy M 9.1: Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- Policy M 9.2: Along streets and highways in rural areas, add safe bicycle routes that link to public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.
- Policy M 9.3: Ensure that bikeways and bicycle routes connect communities and offer alternative travel modes within communities.
- Policy M 9.4: Encourage provision of bicycle racks and other equipment and facilities to support the use of bicycles as an alternative means of travel.

Trails

Goal M 10: A unified and well-maintained multi-use (equestrian, hiking, and mountain bicycling) trail system that links destinations such as rural town centers and recreation areas throughout the Antelope Valley.

- Policy M 10.1: Implement the adopted Trails Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.
- Policy M 10.2: Connect new development to existing population centers with trails, requiring trail dedication and construction through the development review and permitting process.
- Policy M 10.3: Maximize fair and reasonable opportunities to secure additional trail routes (dedicated multi-use trail easements) from willing property owners.
- Policy M 10.4: Ensure trail access by establishing trailheads with adequate parking and access to public transit, where appropriate and feasible.
- Policy M 10.5: Locate and design trail routes to minimize impacts to sensitive environmental resources and ecosystems.
- Policy M 10.6: Where trail connections are not fully implemented, collaboratively work to establish safe interim connections.
- Policy M 10.7: Ensure that existing trails and trailheads are properly maintained by the relevant agencies.

- Policy M 10.8: Solicit community input to ensure that trails are compatible with local needs and character.

Pedestrian Access

Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town center areas, schools, services, transit, parks, and open space areas.

- Policy M 11.1: Improve existing pedestrian routes and create new pedestrian routes, where appropriate and feasible. If paving is deemed necessary, require permeable paving consistent with rural community character instead of concrete sidewalks.
- Policy M 11.2: Within rural town center areas, require that highways and streets provide pleasant pedestrian environments and implement traffic calming methods to increase public safety for pedestrians, bicyclists, and equestrian riders.
- Policy M 11.3: Within rural town center areas, promote pedestrian-oriented scale and design features, including public plazas, directional signage, and community bulletin boards.
- Policy M 11.4: Within rural town center areas, encourage parking to be located behind or beside structures, with primary building entries facing the street. Encourage also the provision of direct and clearly delineated pedestrian walkways from transit stops and parking areas to building entries.
- Policy M 11.5: Implement traffic calming methods in areas with high pedestrian usage, such as school zones.

Chapter 4

Chapter 4: Conservation and Open Space Element

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I. Background

Purpose

Conservation is the planned utilization and preservation of natural resources and landscapes in order to ensure their existence in the future. Many resources, including land, animals, plants, water, air, minerals, views, and energy, are fundamental components to the prosperity of the Valley. Conservation of these resources provides the most cost-effective strategy to assure a reliable supply of resources to meet current and future demands.

This Conservation and Open Space Element provides Goals and Policies to protect the Antelope Valley's environmentally significant undisturbed natural spaces, make use of natural resources, and provide open space areas for recreation and enjoyment. This Element identifies the resources and open spaces which may be developed, and gives guidance as to how sustainable development can be conducted in the future. In addition, this Element identifies areas which ought to be preserved from development, or are unsuitable for development due to hazards (see Map 4.1: Hazards and Environmental Constraints Model).

Issues

The Antelope Valley contains the largest remaining undisturbed natural and rural lands left in Los Angeles County. The Valley possesses a unique rural character that serves both residents and visitors alike, drawing from a wide range of resources, such as dark night skies, significant ridgelines, Joshua Trees, wild poppies, grazing lands, and cherry orchards. In the years to come, as the cities of Lancaster and Palmdale continue to grow, the potential lure of these rural areas in proximity to surrounding cities may create development patterns that would be incompatible with rural activities.

The natural areas of the Valley also contain valuable resources for the economic prosperity of the region. The Valley is home to most of the agricultural activities that are conducted in the County. To protect the future of the County's farming industry, it will be necessary for the County to support creative ideas and strategies that help farmers earn a livelihood. The mineral resources in the Valley help build regional roadways and construction sites and must be carefully managed and protected to ensure they remain available for future use. Alternative energy production is a growth industry and the Valley has favorable weather patterns and settings that may provide suitable sites for these activities, which will enhance the local economy (see Map 4.2: Renewable Energy Production Site Priority Map). These, however, would need to be balanced with the preservation of the rural character and conservation of ecological resources in the area, as the uncontrolled proliferation of utility-scale renewable energy development also present significant land use impacts on the surrounding rural areas and communities. As technologies and resources change, the Goals and Policies of this Element will be used to assist in the orderly, non-impactful and sustainable transition to reliance on renewable forms of energy, which will reduce greenhouse gas emissions.

Vision and Strategy

In order to serve the Area Plan's Vision Statement, the Antelope Valley will continue to include many open spaces that are undeveloped or developed with exceptionally low-intensity uses that respect natural environment landforms and are compatible with open space uses. When growth occurs, this Element will direct sustainable development to suitable locations in rural town areas, and rural town center areas and economic opportunity areas, with existing and/or planned infrastructure, protecting natural areas that provide sources of material and scenic value, as provided in the Area Plan's Rural Preservation Strategy. The future economic resiliency of the Antelope Valley requires careful stewardship of existing natural resources with a focus towards creative solutions, especially in regard to energy creation, minerals extraction, and agricultural pursuits.

II. Goals and Policies

Water Resources

Goal COS 1: Growth and development are guided by water supply constraints.

- Policy COS 1.1: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.
- Policy COS 1.2: Limit the amount of potential development in areas that are not or not expected to be served by existing and/or planned public water infrastructure through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy COS 1.3: Limit the amount of potential development in groundwater recharge areas through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy COS 1.4: Promote the use of recycled water, where available, for agricultural and industrial uses and support efforts to expand recycled water infrastructure.

Goal COS 2: Effective conservation measures provide an adequate supply of clean water to meet the present and future needs of humans and natural ecosystems.

- Policy COS 2.1: Require new landscaping to comply with applicable water efficiency requirements in the County Code.
- Policy COS 2.2: Require low-flow plumbing fixtures in all new developments.
- Policy COS 2.3: Require onsite stormwater infiltration in all new developments through the use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.
- Policy COS 2.4: Discourage water intensive recreational uses, such as golf courses, unless recycled water is used to sustain these uses.
- Policy COS 2.5: Discourage the use of potable water for washing outdoor surfaces.
- Policy COS 2.6: Support experiments in alternate forms of water provision and re-use, such as "air to water technology" and gray water systems.

- Policy COS 2.7: Limit use of groundwater sources to their safe yield limits.
- Policy COS 2.8: Coordinate with federal, state, regional and local agencies to develop and implement new technologies in water management.

Goal COS 3: A clean water supply untainted by natural and man-made pollutants and contaminants.

- Policy COS 3.1: Discourage the use of chemical fertilizers, herbicides and pesticides in landscaping to reduce water pollution.
- Policy COS 3.2: Restrict the use of septic systems in areas adjacent to aqueducts and waterways to prevent wastewater intrusion into the water supply.
- Policy COS 3.3: Require a public or private sewerage system for land use densities that would threaten nitrate pollution of groundwater if unsewered, or when otherwise required by County regulations.
- Policy COS 3.4: Support preservation, restoration and strategic acquisition of open space to preserve natural streams, drainage channels, wetlands, and rivers, which are necessary for the healthy functioning of ecosystems.
- Policy COS 3.5: Protect underground water supplies by enforcing controls on sources of pollutants.

Biological Resources

Goal COS 4: Sensitive habitats and species are protected to promote biodiversity.

- Policy COS 4.1: Direct the majority of the unincorporated Antelope Valley's future growth to rural town centers ~~areas, rural town areas~~ and ~~where appropriate~~, economic opportunity areas, minimizing the potential for habitat loss and negative impacts in Significant Ecological Areas.
- Policy COS 4.2: Limit the amount of potential development in Significant Ecological Areas, including the Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy COS 4.3: Require new development in Significant Ecological Areas to comply with applicable Zoning Code requirements, ensuring that development occurs on the most environmentally suitable portions of the land.
- Policy COS 4.4: Require new development in Significant Ecological Areas, to consider the following in design of the project, to the greatest extent feasible:
 - Preservation of biologically valuable habitats, species, wildlife corridors and linkages;
 - Protection of sensitive resources on the site within open space;
 - Protection of water sources from hydromodification in order to maintain the ecological function of riparian habitats;
 - Placement of development in the least biologically sensitive areas on the site, prioritizing the preservation or avoidance of the most sensitive biological resources onsite;

- Design of required open spaces to retain contiguous undisturbed open space that preserves the most sensitive biological resources onsite and/or serves to maintain connectivity;
 - Maintenance of watershed connectivity by capturing, treating, retaining and/or infiltrating storm water flows on site; and
 - Consideration of the continuity of onsite open space with adjacent open space in project design.
- Policy COS 4.5: Require new development to provide adequate buffers from preserves, sanctuaries, habitat areas, wildlife corridors, State Parks, and National Forest lands.
 - Policy COS 4.6: Encourage connections between natural open space areas to allow for wildlife movement.
 - Policy COS 4.7: Restrict fencing in wildlife corridors. Where fencing is necessary for privacy or safety, require appropriate development standards that maximize opportunities for wildlife movement.
 - Policy COS 4.8: Ensure ongoing habitat preservation by coordinating with the California Department of Fish and Game to obtain the latest information regarding threatened and endangered species.
 - Policy COS 4.9: Ensure water bodies are well-maintained to protect habitat areas and provide water to local species.
 - Policy COS 4.10: Restrict development that would reduce the size of water bodies, minimizing the potential for loss of habitat and water supply.

Scenic Resources

Goal COS 5: The Antelope Valley's scenic resources, including scenic drives, water features, significant ridgelines, buttes, and Hillside Management Areas, are enjoyed by future generations.

- Policy COS 5.1: Identify and protect natural landforms and vistas with significant visual value by designating them as Scenic Resource Areas.
- Policy COS 5.2: Limit the amount of potential development in Scenic Resource Areas through appropriate land use designations with very low densities in order to minimize negative impacts from future development.
- Policy COS 5.3: Require new development in Hillside Management Areas to comply with applicable Zoning Code requirements, ensuring that development occurs on the most environmentally suitable portions of the land.
- Policy COS 5.4: Require appropriate development standards in Hillside Management Areas that minimize grading and alteration of the land's natural contours, ensure that development pads mimic natural contours, and ensure that individual structures are appropriately designed to minimize visual impacts.
- Policy COS 5.5: Require adequate erosion control measures for all development in Hillside Management Areas, both during and after construction.

- Policy COS 5.6: Restrict development on buttes and designated significant ridgelines by requiring appropriate buffer zones.
- Policy COS 5.7: Ensure that incompatible development is discouraged in designated Scenic Drives by developing and implementing development standards and guidelines for development within identified viewsheds of these routes (Map 4.2: Antelope Valley Scenic Drives).

Agricultural Resources

Goal COS 6: Farming is a viable profession for Antelope Valley residents, contributing to the Valley's rural character and economic strength.

- Policy COS 6.1: Limit the amount of potential residential development in Agricultural Resource Areas (Map 4.3: Agricultural Resource Areas) through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan, minimizing the potential for future land use conflicts.
- Policy COS 6.2: Limit incompatible non-agricultural uses in Agricultural Resource Areas. Where non-agricultural uses are necessary to meet regional or community needs, require buffering and appropriate development standards to minimize potential conflicts with adjacent agricultural uses.
- Policy COS 6.3: Ensure that agricultural activities are included within the Antelope Valley's economic development strategies and pursue funding to support rural economic development and agriculture.
- Policy COS 6.4: Encourage the establishment of community farms, community gardens, and similar agricultural operations to produce local food and demonstrate the history, importance, and value of agriculture in the Antelope Valley.
- Policy COS 6.5: Encourage the establishment of local farmer markets, roadside stands, wineries and tasting rooms, and other forms of "agricultural tourism" throughout the Antelope Valley to expand potential sources of farm income.
- Policy COS 6.6: Provide educational resources to farmers.
- Policy COS 6.7: Investigate the feasibility of financial and/or zoning incentive programs for farmers, such as Williamson Act contracts, conservation easements and flexible zoning provisions.
- Policy COS 6.8: Support innovative agricultural business practices, such as agricultural tourism and cooperative processing, necessary for adapting to changing economic and environmental conditions by streamlining regulations.

Goal COS 7: Farming practices are sustainable, balancing economic benefits with water and biological resource management priorities, and minimize greenhouse gas emissions and water pollution.

- Policy COS 7.1: Promote agricultural uses which sequester carbon and fix nitrogen.
- Policy COS 7.2: Support the use of alternative and renewable energy systems in conjunction with agricultural activities.

- Policy COS 7.3: Encourage sustainable agricultural and water quality best management practices such as runoff detention basins, use of vegetation filter strips, and organic farming.
- Policy COS 7.4: Ensure that agricultural activity is managed to minimize soil erosion and the release of contaminants into surface and groundwater resources.

Mineral Resources

Goal COS 8: Mineral resources are responsibly extracted.

- Policy COS 8.1: Allow new mineral resource extraction activities only in designated Mineral Resource Areas.
- Policy COS 8.2: Where new mineral resource extraction activities are allowed, ensure that applications undergo full environmental review and public noticing. Require site remediation after completion of mineral resource extraction activities.
- Policy COS 8.3: Provide strict enforcement of illegal or unpermitted mineral extraction activities.
- Policy COS 8.4: Protect MRZ-2's and access to MRZ-2's in the Antelope Valley from incompatible development and discourage incompatible adjacent land uses.
- Policy COS 8.5: Work collaboratively with agencies to identify Mineral Resource Zones in the Antelope Valley and to prioritize mineral land use classifications in regional efforts.
- Policy COS 8.6: Manage mineral resources in the Antelope Valley in a manner that effectively plans for the access to, and the development and conservation of mineral resources for existing and future generations.

Air Quality

Goal COS 9: Improved air quality in the Antelope Valley.

- Policy COS 9.1: Implement land use patterns that reduce the number of vehicle trips, reducing potential air pollution, as directed in the policies of the Land Use Element.
- Policy COS 9.2: Develop multi-modal transportation systems that offer alternatives to automobile travel to reduce the number of vehicle trips, including regional transportation, local transit, bicycle routes, trails, and pedestrian networks, as directed in the policies of the Mobility Element.
- Policy COS 9.3: In evaluating new development proposals, consider requiring trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.
- Policy COS 9.4: Promote recycling and composting throughout the Antelope Valley to reduce air quality impacts from waste disposal activities and landfill operations.
- Policy COS 9.5: Encourage the use of alternative fuel vehicles throughout the Antelope Valley.
- Policy COS 9.6: Educate Antelope Valley industries about new, less polluting equipment, and promote incentives for industries to use such equipment.
- Policy COS 9.7: Encourage reforestation and the planting of trees to sequester greenhouse gas emissions.

- Policy COS 9.8: Coordinate with the Antelope Valley Air Quality Management District and other local, regional, state, and federal agencies to develop and implement regional air quality policies and programs.

Energy

Goal COS 10: Diverse energy systems that utilize existing renewable or waste resources to meet future energy demands.

- Policy COS 10.1: Encourage the use of non-hazardous materials in all individual renewable energy systems and all utility-scale renewable energy production facilities to prevent the leaching of potentially dangerous run-off materials into the soil and watershed.
- Policy COS 10.2: Ensure that all individual renewable energy systems and all utility-scale renewable energy production facilities do not interfere with commercial and military flight operations or communication facilities. Consult with Edwards Air Force Base and U.S. Air Force Plant 42 on all proposed renewable energy projects that require discretionary approval.
- Policy COS 10.3: Encourage the safe and orderly development of biomass conversion facilities as an alternative to burning agricultural wastes.
- Policy COS 10.4: Promote methane recapture in landfills to generate energy and reduce greenhouse gas emissions.
- Policy COS 10.5: Encourage the development of emerging energy technologies, such as “solar roads.”
- Policy COS 10.6: Encourage the development of Conversion Technologies such as anaerobic digestion and gasification for converting post recycled residual waste into renewable fuels and energy.

Goal COS 11: Energy systems for use in public facilities that reduce consumption of non-renewable resources while maintaining public safety.

- Policy COS 11.1: Promote energy retrofits of existing public facilities throughout the County to complement and reduce dependence upon utility-scale renewable energy production facilities; ~~such as solar facilities, in the Antelope Valley.~~
- Policy COS 11.2: Promote the use of solar-powered lighting for highways, streets, and public facilities, including parks and trails.
- Policy COS 11.3: Promote the use of renewable energy systems in public facilities, such as hospitals, libraries, and schools, to ensure access to power in the case of major disasters.

Goal COS 12: Individual energy systems for onsite use that reduce consumption of non-renewable resources and dependence on utility-scale energy production facilities.

- Policy COS 12.1: Promote the use of individual renewable energy systems throughout the County to complement and reduce dependence upon utility-scale renewable energy facilities; ~~such as solar facilities, in the Antelope Valley.~~

- Policy COS 12.2: Require appropriate development standards for individual renewable energy systems to minimize potential impacts to surrounding properties. Simplify the permitting process for individual renewable energy systems that meet these development standards.

Goal COS 13: Utility-scale energy production facilities for offsite use that reduce consumption of non-renewable resources while minimizing potential impacts on natural resources and existing communities.

- Policy COS 13.1: Direct utility-scale renewable energy production facilities, such as solar facilities, to locations where environmental, noise, and visual impacts will be minimized.
- Policy COS 13.2: Restrict development of utility-scale wind energy production facilities within the vicinity of Edwards Air Force Base to limit interference with military operations.
- Policy COS 13.3: Require all utility-scale renewable energy production facilities to develop and implement a decommissioning plan, with full and appropriate financial guarantee instruments that will restore the full site to its natural state upon complete discontinuance of operations and will restore non-operational portions of the site while the remainder continues operating.
- Policy COS 13.4: Promote the use of recycled water in utility-scale renewable energy production facilities to limit impacts on the available fresh water supply.
- Policy COS 13.5: Where development of utility-scale renewable energy production facilities cannot avoid sensitive biotic communities, require open space dedication within Significant Ecological Areas as a mitigation measure.
- Policy COS 13.6: Ensure that all utility-scale renewable energy production facilities, such as solar facilities, do not create land use conflicts with adjacent agricultural lands or existing residential areas in the vicinity. Require buffering and appropriate development standards to minimize potential conflicts.
- Policy COS 13.7: Limit the aesthetic impacts of utility-scale renewable energy production facilities to preserve rural character.
- Policy COS 13.8: Coordinate with other jurisdictions to plan for utility-scale renewable energy production facilities in order to minimize impacts to sensitive biotic communities and existing residential areas.

Goal COS 14: Energy infrastructure that is sensitive to the scenic qualities of the Antelope Valley and minimizes potential environmental impacts.

- Policy COS 14.1: Require that new transmission lines be placed underground whenever physically feasible.
- Policy COS 14.2: If new transmission lines cannot feasibly be placed underground due to physical constraints, require that they be collocated with existing transmission lines, or along existing transmission corridors, whenever physically feasible.
- Policy COS 14.3: If new transmission lines cannot be feasibly placed underground or feasibly collocated with existing transmission lines or along existing transmission corridors due to physical constraints, direct new transmission lines to locations where environmental and visual impacts will be minimized.

- Policy COS 14.4: Discourage the placement of new transmission lines on undisturbed lands containing sensitive biotic communities.
- Policy COS 14.5: Discourage the placement of new transmission lines through existing communities or through properties with existing residential uses.
- Policy COS 14.6: Review all proposed transmission line projects for conformity with the Goals and Policies of the Area Plan, including those listed above. When the California Public Utilities Commission is the decision-making authority for these projects, provide comments regarding conformity with the Goals and Policies of the Area Plan.
- Policy COS 14.7: Require that electrical power lines in new residential developments be placed underground.

Dark Night Skies

Goals COS 15: Humans and wildlife enjoy beautiful dark Antelope Valley skies unimpeded by light pollution.

- Policy COS 15.1: Ensure that outdoor lighting, including street lighting, is provided at the lowest possible level while maintaining safety.
- Policy COS 15.2: Prohibit continuous all-night outdoor lighting in rural areas, unless required for land uses with unique security concerns, such as fire stations, hospitals, and prisons.
- Policy COS 15.3: Replace outdated, obtrusive, and inefficient light fixtures with fixtures that meet dark sky and energy efficiency objectives.
- Policy 15.4: Require compliance with the provisions of the Rural Outdoor Lighting District throughout the unincorporated Antelope Valley.

Vegetation Conservation

Goal COS 16: Native vegetation thrives throughout the Antelope Valley, reducing erosion, flooding, and wind-borne dust and sand.

- Policy COS 16.1: Require new development to minimize removal of native vegetation. Discourage the clear-scraping of land and ensure that a large percentage of land is left in its natural state.
- Policy COS 16.2: Require that native vegetation be used in all landscaped areas, provided that vegetation meets all applicable requirements of the Fire Department and the Department of Public Works.

Green Building

Goal COS 17: Buildings are sustainable, conserving energy, water, and other resources, and limiting greenhouse gas emissions.

- Policy COS 17.1: Require green building techniques for the construction and operation of all public and private buildings in the unincorporated Antelope Valley.

- Policy COS 17.2: Require that new buildings be sited and designed in a manner that maximizes efficient use of natural resources, such as air and light, to reduce energy consumption, heat profiles, and greenhouse gas emissions.
- Policy COS 17.3: Promote energy retrofits of existing buildings.
- Policy COS 17.4: Promote the use of individual renewable energy systems and require appropriate development standards for such systems to minimize potential impacts to surrounding properties. Simplify the permitting process for individual renewable energy systems that meet these development standards.
- Policy COS 17.5: Protect active and passive solar design elements and systems from shading by neighboring structures and trees through appropriate development standards.
- Policy COS 17.6: Require new landscaping to comply with applicable water efficiency requirements in the County Code.
- Policy COS 17.7: Require low-flow plumbing fixtures in all new developments.
- Policy COS 17.8: Require onsite stormwater infiltration in all new developments through use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.
- Policy COS 17.9: Require reduction, reuse, and recycling of construction and demolition debris.

Open Space

Goal COS 18: Permanently preserved open space areas throughout the Antelope Valley.

- Policy COS 18.1: Encourage government agencies and conservancies to acquire mitigation lands in the following areas and preserve them as permanent open space:
 - Significant Ecological Areas, including Joshua Tree Woodlands, wildlife corridors, and other sensitive habitat areas;
 - Hillside Management Areas;
 - Scenic Resource Areas, including water features such as the privately owned portion of Elizabeth Lake, significant ridgelines, buttes, and other natural landforms;
 - Land adjoining preserves, sanctuaries, State Parks, and National Forests; and
 - Privately owned lands within the National Forest.
- Policy COS 18.2: Ensure that open space acquisition is conducted in a fair and equitable manner.
- Policy COS 18.3: Maintain permanently preserved open space areas to ensure attractiveness and safety.
- Policy COS 18.4: Pursue funding for open space acquisition and maintenance on an ongoing basis.
- Policy COS 18.5: Provide parks and recreational facilities, as directed in the policies of the Public Safety, Services, and Facilities Element.

Goal COS 19: New development meets open space objectives while maintaining rural character.

- Policy COS 19.1: Require new development in Hillside Management Areas and Significant Ecological Areas to comply with applicable Zoning Code requirements for open space preservation.
- Policy COS 19.2: When new development is required to preserve open space, require designs with large contiguous open space areas that maximize protection of environmental and scenic resources.
- Policy COS 19.3: Allow large contiguous open space areas to be distributed across individual lots so that new development preserves open space while maintaining large lot sizes that are consistent with a rural environment, provided that such open space areas are permanently restricted through deed restrictions.
- Policy COS 19.4: Pursue innovative strategies for open space acquisition and preservation through the land development process, such as Transfers of Development Rights, Land Banking, and Mitigation Banking, provided that such strategies preserve rural character.

Chapter 5

PUBLIC SAFETY, SERVICES AND FACILITIES
ELEMENT

Chapter 5: Public Safety, Services and Facilities Element

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I. Background

Purpose

Public services and facilities, such as fire protection, law enforcement, libraries, schools, and parks are amenities provided by the government to ensure the health, safety, and welfare of its residents. These services and facilities help to protect the population as a whole and contribute to community maintenance.

This Public Safety, Services and Facilities Element contains Goals and Policies outlining strategies to fulfill the overall mission of the County of Los Angeles: “to enrich lives through effective and caring service.” This Element identifies local hazards that include fire, geology, and floods, and then elaborates on community expectations for enhanced and efficient local services that include law enforcement, parks, schools, libraries, health facilities, and economic development.

Issues

Public services require long-range planning to account for anticipated population and environmental changes that necessitate modification of service levels. Fire and sheriff’s services must anticipate the extent and location of future needs to determine what enhancements can be offered. The provision of trails, parks, and roads requires coordination among multiple government agencies to achieve service goals. Schools, libraries and health services need to be accessible to the local residents they serve. A strong economic base ensures that all these public services and facilities can continue to be offered.

The level of public services and facilities are often dependent upon population numbers. Higher population numbers equate to higher demand, and thus larger communities receive greater quantities of service. The Antelope Valley is comprised of dispersed towns with smaller populations that correspond to relatively limited service availability, which underscores the necessity of long-range planning to ensure an adequate supply of life and safety services to maintain and enhance the quality of life.

Local environmental features, such as buttes, floodplains, and forests, make the Antelope Valley a uniquely rural setting in Los Angeles County but also give rise to many of the natural hazards that can compromise the safety of residents. Remote areas pose challenges to safety personnel trying to protect residents when responding to earthquake, flood and fire disasters. While many of these hazards are pre-existing and unpreventable, there are many actions that can be taken to reduce risks.

Vision and Strategy

The Area Plan’s Vision Statement requires this Element to provide quality social, education, and recreational services and facilities. To implement the Area Plan’s Rural Preservation Strategy, this Element will improve the quality of life and increase residents’ safety and well-being by guiding future development to rural town center areas, rural town areas, and economic opportunity areas where services are already provided or are being planned and which contain less hazardous portions of the

Antelope Valley. As changes occur in the future, Valley residents will continue to receive high-caliber public services that accommodate current and future needs.

II. Goals and Policies

Fire Hazards

Goal PS 1: Protection of the public through fire hazard planning and mitigation.

- Policy PS 1.1: Limit the amount of potential master-planned development in Very High Fire Hazard Severity Zones through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy PS 1.2: Require that all new developments provide sufficient access for emergency vehicles and sufficient evacuation routes for residents and animals.
- Policy PS 1.3: Promote fire prevention measures, such as brush clearance and the creation of defensible space, to reduce fire protection costs.
- Policy PS 1.4: Provide strict enforcement of the Fire Code and all Fire Department policies and regulations.

Geological Hazards

Goal PS 2: Protection of the public through geological hazard planning and mitigation.

- Policy PS 2.1: Limit the amount of potential development in Seismic Zones and along the San Andreas Fault and other fault traces, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy PS 2.2: Limit the amount of development on steep slopes (Hillside Management Areas) and within landslide and liquefaction areas, through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy PS 2.3: Prohibit the construction of new structures on or across a fault trace.
- Policy PS 2.4: Ensure that new development does not cause or contribute to slope instability.

Flood Hazards

Goal PS 3: Protection of the public through flood hazard planning and mitigation.

- Policy PS 3.1: Limit the amount of potential development in Flood Zones designated by the Federal Emergency Management Agency through appropriate land use designations with very low residential densities, as indicated in the Land Use Policy Map (Map 2.1) of this Area Plan.
- Policy PS 3.2: Require onsite stormwater filtration in all new developments through use of appropriate measures, such as permeable surface coverage, permeable paving of parking and pedestrian areas, catch basins, and other low impact development strategies.
- Policy PS 3.3: Review the potential local and regional drainage impacts of all development proposals to minimize the need for new drainage structures.

- Policy PS 3.4: Ensure that new drainage structures are compatible with the surrounding environment by requiring materials and colors that are consistent with the natural landscape. Discourage concrete drainage structures.

Law Enforcement

Goal PS 4: Protection of public safety through law enforcement and crime prevention strategies.

- Policy PS 4.1: Support an increased law enforcement presence in every Antelope Valley community and explore new funding mechanisms to expand law enforcement services.
- Policy PS 4.2: Support a strong law enforcement presence on highways and streets to strictly enforce speed limits and other vehicle safety laws.
- Policy PS 4.3: Promote and support neighborhood watches to create more eyes and ears in the community.
- Policy PS 4.4: Educate the public on crime prevention programs and resources offered by the Sheriff's Department.

Goal PS 5: Protection of public health, safety, and welfare through code enforcement.

- Policy PS 5.1: Support neighborhood preservation programs, such as graffiti abatement, removal of abandoned or inoperable vehicles, and removal of trash and debris.
- Policy PS 5.2: Strictly enforce laws against illegal dumping and support the Antelope Valley Illegal Dumping Task Force.
- Policy PS 5.3: Educate the public on existing codes and the value of maintaining their property, encouraging voluntary compliance.
- Policy PS 5.4: Administer code enforcement activities in a fair, equitable, respectful, and cooperative manner.
- Policy PS 5.5: Create proactive code enforcement programs where desired by community residents.

Disaster Preparedness and Emergency Response

Goal PS 6: Government officials work with community members to promote community safety.

- Policy PS 6.1: Ensure safety information is available at local public areas.
- Policy PS 6.2: Encourage residents and business owners to create an evacuation plan and maintain emergency supplies.
- Policy PS 6.3: Promote the formation and coordination of Certified Emergency Response Teams.
- Policy PS 6.4: Provide assistance to local communities that wish to create a local emergency evacuation plan.
- Policy PS 6.5: Strengthen coordination and collaboration between citizens, public agencies, and non-profit groups to plan for disaster response.

- Policy PS 6.6: Develop an inclusive master emergency plan that designates evacuation routes, emergency relief centers, emergency animal keeping shelters, and information centers in every Antelope Valley community.

Goal PS 7: Emergency services that respond in a timely manner.

- Policy PS 7.1: Require visible addresses on buildings and at entrances to properties as required by the Fire Code.
- Policy PS 7.2: Ensure that Fire Stations are adequately staffed.
- Policy PS 7.3: Strive for a timely response to every call for service.

Parks and Recreation

Goal PS 8: Antelope Valley residents enjoy access to parks and recreational facilities.

- Policy PS 8.1: Maintain existing parks to ensure attractiveness and safety and make improvements as necessary. Ensure adequate funding on an ongoing basis.
- Policy PS 8.2: Provide recreational activities at parks that serve all segments of the population.
- Policy PS 8.3: Provide new parks as additional development occurs or as the population grows, with a goal of four acres ~~per~~ of parkland for every 1,000 residents.
- Policy PS 8.4: Prioritize new parks for existing park deficient communities.
- Policy PS 8.5: Encourage the use of school playgrounds and sporting fields for community recreation (“joint use”) when school is not in session.
- Policy PS 8.6: Within rural town center areas, promote the inclusion of parks, recreational facilities, and other gathering places that allow neighbors to meet and socialize.
- Policy PS 8.7: Provide trails, bikeways, and bicycle routes for recreational purposes, as directed in the policies of the Mobility Element.
- Policy PS 8.8: Maintain existing facilities for public water recreation to ensure attractiveness and safety and make improvements as necessary. Ensure adequate funding on an ongoing basis.
- Policy PS 8.9: Provide new facilities for public water recreation in appropriate areas.

Goal PS 9: Safe spaces for the recreational use of off-road vehicles and other motorized sporting.

- Policy PS 9.1: Reduce illegal off-road vehicle use by providing off-road vehicle trails and parks in appropriate areas.
- Policy PS 9.2: Reduce illegal drag racing by providing appropriate locations for safe and properly monitored drag racing.
- Policy PS 9.3: Provide strict enforcement of illegal off-road vehicle use and illegal drag racing.

Schools

Goal PS 10: A wide range of educational opportunities for Antelope Valley residents.

- Policy PS 10.1: Coordinate with all Antelope Valley school districts to ensure that new schools are provided as additional development occurs or as the population grows.
- Policy PS 10.2: Encourage new schools to locate in rural town center areas, rural town areas, and economic opportunity areas, ~~where appropriate~~, where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.
- Policy PS 10.3: Encourage new schools to locate near parks and recreational facilities.
- Policy PS 10.4: Encourage the use of school playgrounds and sporting fields for community recreation (“joint use”) when school is not in session.
- Policy PS 10.5: Promote the creation of a four-year public university in the Antelope Valley to provide opportunities for continuing education and workforce development.

Libraries

Goal PS 11: Antelope Valley residents enjoy easy access to public library services.

- Policy PS 11.1: Maintain existing public libraries and make improvements as necessary. Ensure adequate funding on an ongoing basis.
- Policy PS 11.2: Expand public library collections and services to meet community needs.
- Policy PS 11.3: Provide new public libraries as additional development occurs or as the population grows.
- Policy PS 11.4: Encourage new public libraries to locate in rural town center areas, rural town areas, and economic opportunity areas, ~~where appropriate~~, where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.
- Policy PS 11.5: Provide bookmobile services in areas that are not served by permanent public libraries.
- Policy PS 11.6: Encourage the use of technology in library operations to increase efficiency and accessibility.

Health Facilities

Goal PS 12: A range of facilities and service that maintain the health and well-being of Antelope Valley residents at all ages and income levels.

- Policy PS 12.1: Provide preventative health services to reduce the need for emergency medical care.
- Policy PS 12.2: Support the development of regional health care facilities in Lancaster and Palmdale.
- Policy PS 12.3: Support existing community health care clinics in rural areas by preventing the encroachment of incompatible land uses. Allow expansion when required to meet community needs.

- Policy PS 12.4: Encourage the development of new community health care clinics where required to meet community needs. Encourage these clinics to locate in rural town center areas and economic opportunity areas, ~~where appropriate,~~ where they will be accessible by pedestrian walkways, trails, bikeways, and bicycle routes.
- Policy PS 12.5: Pursue funding to support daily operations at community health care clinics.

Chapter 6

ECONOMIC DEVELOPMENT ELEMENT

Chapter 6: Economic Development Element

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I. Background

Purpose

In a market-based and private sector-led system, the primary driver of overall development in a given area is its economy. This economy is affected by local, regional and to a certain extent, national and global factors. This Economic Development Element of the Area Plan contains Goals and Policies to anticipate and plan for these factors in order to ensure that sustainable economic development is achieved throughout the Antelope Valley in the years to come. This Element also aims to balance economic growth with the preservation of the unique rural character and rich environmental resources of the Antelope Valley.

Issues

~~One of the primary issues facing the Antelope Valley in terms of Economic Development is its physical distance from the major urban areas of Los Angeles County that serve as current residential and employment centers of the region. Thus, people who live in the area but work elsewhere or vice versa, have very long home work commutes. A jobs-housing balance provides a vibrant economy in the Antelope Valley.~~

~~Another major issue facing the Antelope Valley is the closing and/or relocation of many manufacturing firms that used to be prevalent in the area, particularly within the aerospace industries.~~ The Antelope Valley has a number of competitive advantages that can help it become the premier destination for high tech manufacturing firms in aerospace and other cutting-edge industries. These include the abundance of large, flat and relatively less expensive land; availability of a variety of transportation options such as truck, rail and air; close proximity to renewable energy sources; and other such factors. One issue facing the Antelope Valley in terms of Economic Development is its physical distance from the major urban areas of Los Angeles County. Thus, people who live in the area but work elsewhere or vice versa, may have very long home-work commutes. An improved jobs-housing balance will provide a vibrant economy in the Antelope Valley.

Vision and Strategy

The Area Plan's Vision Statement requires this Element to address the growing population's need for employment opportunities. This Area Plan provides for a jobs-to-household ratio of approximately 1.3 jobs for every household in the unincorporated Antelope Valley, a far improvement from the ratio of approximately one job for every five households established by the previous 1986 Antelope Valley Areawide General Plan.

The primary strategy of this Area Plan is to identify more areas appropriate for light and heavy industrial uses. These are areas in close proximity to major transportation corridors; and/or provide renewable energy, raw materials such as those from surface mining, a high concentration of skilled labor force, or other such important components for a successful and sustainable economy.

II. Goals and Policies

Goal ED1: A healthy and balanced economic base in the Antelope Valley that attracts a wide range of industries and businesses and provides high-paying jobs for local residents.

High-tech Manufacturing

With the availability of land, easy access to transportation corridors and proximity to renewable energy resources, the Antelope Valley is a prime destination for high-tech manufacturing to relocate to as they are more and more crowded out of their current urban locations. One of the main drivers of economic development in the Antelope Valley will be the relocation of high-tech industries to appropriate locations in the unincorporated Antelope Valley

- Policy ED 1.1: Promote the continued development of regional commercial and industrial employment centers in [economic opportunity](#) ~~appropriate~~ areas in the Antelope Valley, ~~including the Fox Field Industrial Corridor.~~
- Policy ED 1.2: Allow the development of commercial and industrial uses at the Palmdale Regional Airport site, provided that those uses are compatible with airport operations and do not restrict or prohibit future expansion of the airport.
- Policy ED 1.3: Support the growth of “high-tech” industries to employ the Antelope Valley population’s highly educated workforce.

Transportation and Logistics

As manufacturing and other industrial activities in the Antelope Valley increase, so will the demand for transportation and logistics services. With a wide expanse of relatively flat terrain and the availability of a variety of transport options such as by truck, rail or air, the Antelope Valley is poised to attract a number of companies specializing in logistics services.

- Policy ED 1.4: Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement projects to improve the east-west movement of goods, particularly between the Antelope Valley and the industrial areas of Kern and San Bernardino counties and beyond.
- Policy ED 1.5: Promote the development of an “Inland Port” in the Antelope Valley, providing additional employment in the trade and logistics sectors.
- Policy ED 1.6: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Projects.

Agriculture

The AV has vast expanses of land that are suitable for large-scale farming and other agricultural activities. The AV Area Plan will encourage and continuation and possible expansion of such activities in order to ensure that agriculture continues to be one of the main economic drivers of growth in the area.

- Policy ED 1.7: Promote farming and other agricultural activities that contribute to the Antelope Valley economy.
- Policy ED 1.8: Promote alternative sources of income for farmers, including commercial and industrial activities, to supplement their income during low production years and encourage them to continue farming in the Antelope Valley.
- Policy ED 1.9: Support water management projects, including the use of modern technology to increase available water supply in the area, in conjunction with the Integrated Regional Water Management Plan.

Renewable Energy

The demand for renewable energy in California is expected to dramatically increase in the near future. The AV has one of the most abundant sunshine in the country. This, along with the availability of undeveloped open spaces, gives the AV a lot of potential for solar energy development as well as other forms of renewable energy sources.

- Policy ED 1.10: Promote small-scale, household based renewable energy systems to enable Antelope Valley residents to become energy independent.
- Policy ED 1.11: Encourage the development of utility-scale renewable energy projects at appropriate locations and with appropriate standards to ensure that any negative impacts to local residents are sufficiently mitigated.
- Policy ED 1.12: Adopt regulations that ensure that local residents receive a fair share of the benefits of utility-scale renewable energy projects that are commensurate to their impacts.
- Policy ED 1.13: Ensure early discussions with Edwards Air Force Base and U.S. Air Force Plant 42 regarding new industries, such as utility-scale renewable energy production facilities, to limit potential impacts on mission capabilities.

Construction and Housing

The growth of the cities of Palmdale and Lancaster, as well as the increase in economic activity in the AV as a whole, will spur demand for new housing and other construction projects. The Antelope Valley Area Plan identifies the appropriate areas for this residential growth to occur and promote a variety of different types of residential development to occur there.

- Policy ED 1.14: Promote appropriate types of residential development in the vicinity of existing communities and town centers that are in reach of existing infrastructure and utilities.
- Policy ED 1.15: Where appropriate, promote residential development as part of a wider mixed-use strategy in communities that desire such uses in their areas and where plans for major infrastructure and facilities are currently underway. These areas have been identified as economic opportunity areas as shown in the Land Use Policy Map (Map 2.1) of this Area Plan.

Recreation, Tourism and Filmmaking

The vast open spaces, unique landscape and natural resources of the AV make it an ideal destination for recreational activities, tourism, filming and other industries that put a premium on preservation of the natural environment. The Antelope Valley Area Plan aims to protect and preserve these resources, while promoting compatible activities that allow landowners to derive economic benefit from their properties.

- Policy ED 1.16: Preserve the scenic resources of the Antelope Valley, including Scenic Drives, Significant Ridgelines and Significant Ecological Areas, in such a way that can contribute to the economic activities in the area.
- Policy ED 1.17: Promote uses and activities that rely on the natural state of the environment to take advantage of the vast areas of relatively undisturbed natural areas in the Antelope Valley. These include recreational, tourism and film-making uses.

Regional Economic Development Strategies

The Antelope Valley is the largest Planning Area in Los Angeles County. Thus, there is a need to develop comprehensive and long-term economic development plans, not just at the local, but also the regional level. This will help ensure the orderly and sustainable economic development of the area in the long-term.

- Policy ED 1.18: Coordinate with the Los Angeles County Economic Development Corporation, the Greater Antelope Valley Economic Alliance, and other organizations to create and implement regional economic development strategies.
- Policy ED 1.19: Promote the creation of a four-year public university in the Antelope Valley to provide opportunities for continuing education and workforce development.
- Policy ED 1.20: Support the development of a range of travel options that better connect the Antelope Valley to existing regional trade and employment centers in other regions, including the High Desert Corridor and the Northwest 138 Corridor Improvement Project, as directed in the policies of the Mobility Element.
- Policy ED 1.21: Ensure early discussions with Edwards Air Force Base and U.S. Air Force Plant 42 regarding new industries, such as utility-scale renewable energy production facilities, to limit potential impacts on mission capabilities.

Chapter 7

COMMUNITY-SPECIFIC LAND USE CONCEPTS

Chapter 7: Community-Specific Land Use Concepts Element

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I. Background

Purpose

The previous Chapters of this Area Plan set forth general goals and policies that may be applied throughout the unincorporated Antelope Valley. However, each community varies in its nature, form, and character. The Community-Specific Land Use Concepts contained in this Chapter describe in greater detail how this Area Plan, particularly the Land Use Element, is to be implemented in each community within the unincorporated Antelope Valley.

The Land Use Concepts (Concepts) attempt to provide expectations for how each rural community may change and grow throughout the life of this Area Plan. The Concepts specify the desired land uses for each area and identify potentially incompatible land uses that would not be desirable. Residents, stakeholders, and decision-makers should refer to the Concepts to familiarize themselves with the setting and character of each community and should use this information when considering the appropriateness of land use development projects, infrastructure improvements, and consideration efforts.

The following communities are addressed in this Chapter:

- Acton
- Antelope Acres
- Crystallaire
- El Dorado and White Fence Farms
- Elizabeth Lake and Lake Hughes (The Lakes)
- Fairmont
- Gorman
- Green Valley
- Juniper Hills
- Lake Los Angeles
- Lakeview
- Leona Valley
- Littlerock and Sun Village (Southeast Antelope Valley)
- Llano
- Neenach
- Pearblossom
- Quartz Hill
- Roosevelt
- Three Points

Vision and Strategy

The Area Plan's Vision Statement acknowledges that the unincorporated Antelope Valley "is a mosaic of unique small towns" and the Community-Specific Land Use Concepts are intended to reflect each community's unique nature, form, and character, as well as each community's unique vision of the future. The Area Plan's Rural Preservation Strategy seeks to achieve the Area Plan's Vision Statement

through a framework of rural town centers ~~areas~~, rural town areas, ~~and~~ rural preserve areas, and economic opportunity areas. The Community-Specific Land Use Concepts describe how this framework has been applied to each community and refines the framework in a manner that addresses each community's individual needs. Overall, this Chapter ensures that the Area Plan will serve as a living document that will shape future implementation efforts in a manner that is both complementary of the overall Vision Statement and Rural Preservation Strategy and relevant to, and appropriate for, each community within the unincorporated Antelope Valley.

Community Standards Districts

Some of the communities described in this Chapter are within Community Standards Districts (CSD's). CSD's are overlays in the Zoning Code that provide specific development standards with unique land use issues that are not adequately addressed by the County's Subdivision and Zoning Codes. CSD's, as well as other applicable County Code requirements, should be consulted when projects are being considered in a community.

II. Land Use Concepts

Acton

The community of Acton is located in the southwestern portion of the Antelope Valley, south of the City of Palmdale along State Route 14. The community is adjacent to the National Forest, and natural hillsides and significant ridgelines separate the community from the City of Palmdale and the remainder of the Antelope Valley. Community residents are concerned about urbanization of the area and wish to remain an unincorporated rural community with a unique identity. Some portions of the community are partially developed with a variety of agricultural uses and single-family homes on large lots. Other portions are largely undeveloped, are generally not served by existing infrastructure, contain environmental resources, such as Significant Ecological Areas and Hillside Management Areas, and are subject to safety constraints, such as Very High Hazard Severity Zones.

The community has a rural town center area along Crown Valley Road between Gillespie Avenue and Soledad Canyon Road. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities. New buildings in the rural town center area ~~shall~~should be limited to two stories in height and ~~shall~~should include Old West design elements with earth tone colors at a pedestrian-oriented scale, with primary building entries facing Crown Valley Road or adjacent local streets. New development in the rural town center that would require the installation of urban infrastructure, such as concrete curbs and gutters, street lights, and traffic signals, shall be strongly discouraged as this does not fit with the community's unique rural character and identity.

The rural town centers ~~shall~~should continue to be the focal point of the community and ~~shall~~should be linked to the surrounding rural town area through trails and pedestrian routes. Pedestrian routes ~~shall~~should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as plazas and community bulletin boards, are encouraged in this area.

Some areas outside the rural town center area have also been designated as Rural Commercial (CR) to acknowledge existing uses and to provide additional commercial services and local employment opportunities. The intent of these designations is to allow low-intensity local commercial uses that

serve community residents and to prohibit high-intensity regional commercial uses that serve travelers along State Route 14. Moving west to east through the community, areas with this designation include:

- Two parcels along Sierra Highway, generally between Sand Creek Drive and Wanstead Drive, north of State Route 14;
- A parcel along Sierra Highway, east of Red Rover Mine Road and north of State Route 14;
- Several parcels surrounding the intersection of Crown Valley Road and Sierra Highway and of Crown Valley Road and Antelope Woods Road, both of which are adjacent to State Route 14;
- A parcel at the northeast corner of Soledad Canyon Road and Santiago Road;
- Several parcels at the northwest and northeast corners of the intersection of Sierra Highway and Santiago Road, north of State Route 14;
- Several parcels along the south side of Sierra Highway between San Gabriel Avenue and State Route 14; and
- Several parcels along the north side of Sierra Highway, west of State Route 14.

New buildings in these CR designations ~~shall~~should also be limited to two stories in height, ~~shall~~should include Old West design elements with earth tone colors at a pedestrian-oriented scale, and ~~shall~~should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes ~~shall~~should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Development in these CR designations that would require the installation of urban infrastructure, such as concrete curbs and gutters, street lights and traffic signals, shall be discouraged as this does not fit with the community's unique rural character and identity. New commercial uses outside of these CR designations, or outside the CR designation within a rural town center area, are also strongly discouraged, as they are not compatible with the community character.

Some areas within the community have been designated as Light Industrial (IL) to acknowledge existing uses and to provide additional local employment opportunities. Moving west to east through the community, areas with this designation include:

- Several parcels at the northeast and southeast corners of Sierra Highway and Red Rover Mine Road;
- Several parcels along Soledad Canyon Road, south of the Crown Valley Road intersection and the rural town center area;
- Several parcels along Soledad Canyon Road, northeast of the Crown Valley Road intersection, and also along Syracuse Avenue and Gillespie Avenue, all east of the rural town center area;
- Several parcels along the south side of Soledad Canyon Road between Santiago Road and Malinta Avenue; and

- Several parcels along Sierra Highway, west and north of the Vincent Grade/Acton Metrolink Station.

New buildings in these IL designations ~~shall~~ should be limited to two stories in height, ~~shall~~ should include Old West design elements with earth tone colors at a pedestrian-oriented scale, and ~~shall~~ should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes ~~shall~~ should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Development in these IL designations that would require the installation of urban infrastructure, such as concrete curbs and gutters, street lights and traffic signals shall be strongly discouraged as this does not fit with the community's unique rural character and identity. New industrial uses outside of these IL designations are also strongly discouraged, as they are not compatible with the community character.

Most of the community is considered to be a rural town area. The rural town area has been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land, Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land, and Rural Land 1 (RL1), with a maximum density of 1 residential unit for each 1 gross acre of land. Small portions of the rural town area have other designations, as follows:

- The area generally bounded by Syracuse Avenue to the north, Bartlett Street and 1st Street to the west, Cory Avenue and 9th Street to the south, and 3rd Street to the east has been designated as Residential 5 (H5), with a maximum density of 5 residential units for each 1 net acre of land. In addition, a few parcels between Syracuse Avenue and Gillespie Avenue, east of Crown Valley Road, have been designated as H5; and
- The area surrounding the H5 designation, generally bounded by Sacramento Avenue to the north, 41st Street West and 40th Street West to the west, 9th Street and Spring Avenue to the south, and Crown Valley Road to the east, has been designated as Residential 2 (H2), with a maximum density of 2 residential units for each 1 net acre of land.
- The RL5, RL2, RL1, H2, and H5 designations are intended to reflect the existing densities within various parts of the rural town area, which are developed or partially developed as the result of previous land divisions. The RL5, RL2, RL1, H2, and H5 designations are not intended to promote further land divisions. New land divisions in the rural town area shall maintain a large minimum lot size to ensure consistency with the desired community character.

The majority of new residential development in Acton ~~shall~~ should be directed to the rural town area instead of the surrounding rural preserve area, provided that such development is consistent with existing community character. New land divisions shall maintain a large minimum lot size. Various types of agriculture, equestrian, and animal-keeping uses should be allowed through the rural town area, provided that lots meet Zoning Code requirements for those uses. Home-based occupations may also be permitted throughout the rural town area, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit per 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit per 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area ~~shall~~ should be limited to single-family homes on

very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Antelope Acres

The community of Antelope Acres is located in the northwestern portion of Antelope Valley, west of the City of Lancaster. Community residents are concerned about urbanization of the area and wish to remain an unincorporated rural community with a unique identity. Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas and Agricultural Resource Areas.

The community has a rural town center area located along 90th Street West between Avenue E-4 and Avenue E-12. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities. New buildings in the rural town center area should be limited to one story in height and should include Old West design elements at a pedestrian-oriented scale, with primary building entries facing 90th Street West. No other portions of the community have been designated for commercial or industrial use, and new commercial and industrial uses outside the rural town center area are strongly discouraged, as they are incompatible with the community character.

Over time, the rural town center areas should become the focal point of the Antelope Acres community and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as plazas and community bulletin boards, are encouraged in this area.

The community includes rural town areas that surround the rural town center area and are generally bounded by Avenue E and Avenue C to the north, 80th Street West to the east, Avenue F and Avenue F-8 to the south, and 95th Street West and 90th Street West to the west. These areas have been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit per 2 gross acres of land. This designation is intended to reflect the existing density of the rural town areas and is not intended to promote further land divisions. New land divisions in the rural town areas shall maintain a large minimum lot size to ensure consistency with the existing community character.

The majority of new residential development in Antelope Acres should be directed to the rural town areas instead of the surrounding rural preserve areas, provided that such development is consistent with the existing community character and allows for light agriculture, equestrian, and animal-keeping uses should be allowed through the rural town area, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be discouraged in the rural town areas because of potential impacts on existing residents. Home-based occupations are also appropriate in the rural town areas, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Crystalaire

The community of Crystalaire is located in the southeastern portion of the Antelope Valley, south of Llano, and includes a golf course and a small airport which are described in more detail below. Some portions of the community are developed with single-family homes on large lots. Other portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas, and are subject to safety hazards, such as Flood Zones, particularly along Big Rock Creek and Big Rock Wash..

The community currently does not have a rural town center area but a stretch of 165th Street East between East Avenue W-12 and East Avenue X, in front of Crystalaire Airport has been designated Mixed Use – Rural (MU-R) in anticipation of a future town center to develop in this area. New commercial uses outside of this MU-R designation are strongly discouraged, as they are not compatible with the community character.

The community includes a rural town area that includes the existing subdivision near the Crystalaire Country Club and adjacent lands that are generally bounded by 165th Street East to the east and Avenue Y-4 to the south. This area has been designated as Residential 2 (H2), with a maximum density of 2 residential units for each 1 net acre of land. This designation is intended to reflect the existing density of the rural town area. New land divisions in this area shall have large lot sizes that are consistent with the existing subdivision near the Crystalaire Country Club.

The majority of new residential development in Crystalaire should be directed to the rural town area instead of the surrounding rural preserve areas, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited because of potential impacts on existing residents. Home-based occupations may also be permitted in this area, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Crystalaire Airport

The Crystalaire Airport is a privately owned and operated aviation facility that occupies several parcels. These parcels have been designated as Public and Semi-Public (P) to acknowledge the existing airport use and to allow for its continued operation. However, the Area Plan acknowledges that these parcels also contain commercial and industrial uses and are an appropriate location for such uses given its proximity to the communities of Crystalaire and Llano. Accordingly, at the time of this Area Plan's adoption, the parcels were zoned Rural Commercial – Mixed Use (MXD-RU) and Light Industrial (M-1). This Area Plan allows commercial mixed-use and industrial uses on these parcels without a Plan Amendment, provided that these are compatible with airport operations and that these do not restrict or prohibit the operations of the airport.

Crystalaire Golf Course

The Crystalaire Golf Course is a privately owned golf facility that occupies several parcels. These parcels have been designated as Open Space – Parks (OS-PR) and zoned Commercial – Recreation (C-R) to acknowledge the existing residential recreational use and its open space character on the property, and to allow for its continued operation. The Area Plan also acknowledges that some limited residential uses may be appropriate as accessory to the primary use as a golf course. Thus the Area Plan allows some limited residential uses on these parcels without a Plan Amendment, provided that the golf course is in continued operation and that the residential uses occupy not more than 10 percent of the total area. All requirements of the base zone shall apply, including but not limited to, an approved conditional use permit.

El Dorado and White Fence Farms

The communities of El Dorado and White Fence Farms are located in the central portion of the Antelope Valley and are surrounded by the cities of Lancaster and Palmdale. Although these communities are adjacent to urbanized areas, such as the Rancho Vista community and the Antelope Valley Mall, they have a distinctly rural character. The communities are partially developed with light agricultural uses and single-family homes on large lots.

These communities do not have a rural town center area, but they are served by the rural town center area in Quartz Hill and by commercial centers in the adjacent cities. Two parcels on 10th Street West and one parcel on Avenue N have been designated as Rural Commercial (CR) in recognition of existing commercial uses. No other portions of the communities have been designated for commercial or industrial use, and new commercial uses outside of these CR designations and new industrial uses are strongly discouraged, as they are not compatible with the communities' character.

The communities are considered to be a rural town area and have been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land. This designation is intended to reflect the communities' existing density and is not intended to promote further land divisions. New land divisions shall maintain a large minimum lot size to ensure consistency with the existing character of the communities.

Light agriculture, equestrian, and animal-keeping uses are appropriate in these communities, but heavy agriculture uses should be discouraged because of potential impacts on existing residents. Home-based businesses are also appropriate in these communities, provided that they meet Zoning Code requirements.

Elizabeth Lake and Lake Hughes (The Lakes)

The communities of Elizabeth Lake and Lake Hughes are located in the southwestern portion of the Antelope Valley, northwest of Leona Valley, and are partially within the National Forest. Some portions of the community are developed or partially developed with single-family homes, light agricultural uses, and a limited amount of commercial and industrial uses. Other portions are largely undeveloped, are generally not served by existing infrastructure, contain environmental resources, such as Significant Ecological Areas and Hillside Management Areas, and are subject to safety constraints, such as the San Andreas Fault and Very High Fire Hazard Severity Zones.

The communities share one rural town center area in Lake Hughes, located along Elizabeth Lake Road between Trail I and Mountain View Road, west of the Lake Hughes Community Center. The rural town center area has been designated as Rural Commercial (CR) and Light Industrial (IL) to serve the daily needs of residents and provide local employment opportunities. New buildings in the rural town center area should be limited to two stories in height and should be designed at a pedestrian-oriented scale, with primary building entries facing Elizabeth Lake Road or adjacent local streets.

The rural town center area should continue to be the focal point of the communities and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as plazas and community bulletin boards, are encouraged in this area.

Some areas outside the rural town center area have been designated as Rural Commercial (CR) to acknowledge existing uses and to provide additional commercial services and local employment opportunities. Moving west to east through the communities, areas with this designation include:

- Several parcels along Lake Hughes Road between Elizabeth Lake Road and Desswood Road (Lake Hughes); and
- Two parcels at the southwest corner of Elizabeth Lake Road and Johnson Road (Elizabeth Lake).

New buildings in these CR designations should also be limited to two stories in height, should be designed at a pedestrian-oriented scale, and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. New commercial uses outside of these CR designations, or outside the CR designations within the rural town center area, are strongly discouraged, as they are not compatible with the communities' character.

Several parcels at the southwest corner of Elizabeth Lake Road and Lake Hughes Road have been designated as Light Industrial (IL) to acknowledge an existing use. New industrial uses outside of this IL designation, or outside the IL designation within the rural town center area, are strongly discouraged, as they are not compatible with the communities' character.

The community of Elizabeth Lake includes rural town areas. The primary rural town area surrounds the Elizabeth Lake water body. North of Elizabeth Lake Road, the primary rural town area is generally bounded by Hawk Drive, Gist Drive, and hillsides to the north, Munz Ranch Road to the west, and Pekaboo Road and hillsides to the east. South of Elizabeth Lake Road, the primary rural town area is generally bounded by Sandrock Drive, Ranch Club Road, and Elizabeth Lake Road to the north, the National Forest boundary to the west, the National Forest boundary, Ranch Club Road, and Kiptree Drive to the south, and Elizabeth Lake Road to the east. The primary rural town area has been designated as Residential 5 (H5), with a maximum density of 5 residential units for each 1 net acre of land. A few parcels north of Elizabeth Lake Road have been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land. The H5 and RL2 designations are intended to reflect the existing densities within the primary rural town area, which resulted from previous land division activities. The H5 and RL2 designations are not intended to promote further land divisions. The privately owned portion of Elizabeth Lake water body is considered to be one of the communities' rural preserve areas, which are discussed below.

A secondary rural town area in Elizabeth Lake is located north of Johnson Road between Leadhill Drive and Limeridge Drive and is partially developed as the result of previous land division activities. The secondary rural town area has been designated as Residential 9 (H9), with a maximum density of 9 residential units for each 1 net acre of land. The H9 designation is intended to reflect the existing density of this area and is not intended to promote further land divisions.

The community of Lake Hughes also includes a rural town area. The rural town area extends west from the rural town center area and is generally bounded by Elizabeth Lake Road, Elderberry Street, High Trail, Lone Pine Trail, and hillsides to the north, Muir Drive and a line approximately 1,500 feet west of Lake Hughes Road to the west, Desswood Road, New View Drive, and South Shore Drive to the south, and Mountain View Road to the east. The rural town area has been designated as Residential 5 (H5), with a maximum density of 5 residential units for each 1 net acre of land. A few parcels west of Lake Hughes Road have been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. The H5 and RL5 designations are intended to reflect the existing densities within the rural town area, which resulted from previous land division activities. The H5 and RL5 designations are not intended to promote further land divisions.

The majority of new residential development in Elizabeth Lake and Lake Hughes (collectively known as The Lakes) should be directed to the rural town areas instead of the surrounding rural preserve areas, provided that such development is consistent with existing community character. New land divisions in the rural town area shall maintain a large minimum lot size to ensure consistency with the desired community character. Light agriculture, equestrian, and animal-keeping uses should be allowed throughout the rural town areas, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited throughout the rural town areas because of potential impacts on existing residents. Home-based businesses may be permitted throughout the rural town areas, provided that they meet Zoning Code requirements.

The remaining lands in the communities are considered to be rural preserve areas and have been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints. Development in rural preserve areas should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate. The privately owned portion of the Elizabeth Lake water body has been designated as RL20 and the Area Plan supports efforts to acquire this area and preserve it as open space (see Conservation and Open Space Element, Policy COS 18.1).

Fairmont

The community of Fairmont is located in the northwestern portion of the Antelope Valley, west of Antelope Acres and near the Antelope Valley California Poppy Reserve. The community is largely undeveloped and is generally not served by existing infrastructure and public facilities, but it does contain some single-family homes on large lots and some agricultural uses. The community includes environmental resources, such as Significant Ecological Areas, and is subject to safety hazards, such as fault zones.

The community does not have a rural town center area. No portion of the community has been designated for commercial or industrial use, except for a parcel along Avenue D to reflect an existing

use. New commercial or industrial uses are strongly discouraged, as they are not compatible with the community character.

The entire community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Gorman

The community of Gorman is located in the far northwestern portion of Antelope Valley along the Golden State Freeway (Interstate 5). A portion of the community is partially developed with commercial uses that primarily serve travelers along the Freeway, along with some single-family homes and light agricultural uses. The remainder of the community is largely undeveloped, is generally not served by existing infrastructure, and contains environmental resources such as Hillside Management Areas and Significant Ecological Areas.

The community has a rural town center area surrounding the Golden State Freeway interchanges at Gorman School Road. The rural town center area has been designated as Major Commercial (CM) to serve the daily needs of residents and interstate travelers.

Some areas outside the rural town center area have also been designated Rural Commercial (CR) in recognition of existing commercial uses and future opportunities to serve interstate travelers. The existing Flying J Travel Plaza on Frazier Park Road and two parcels east of it also have been designated as Rural Commercial (CR). Several parcels surrounding Smokey Bear Road have been designated as Rural Commercial. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside these CR and CM designations and new industrial uses are strongly discouraged, as they are incompatible with the community character.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Green Valley

The community of Green Valley is located in the southwestern portion of the Antelope Valley, south of Elizabeth Lake, and is completely within the National Forest. A large portion of the community is developed with single-family homes and commercial uses, while the remaining portion is largely undeveloped and contains scenic hillsides that are located in a Very High Fire Hazard Severity Zone.

The community does not have a rural town center area but is served by the rural town center areas in Lake Hughes Road and Leona Valley. Two areas, generally located at the intersections of Spunky Canyon Road and San Francisquito Canyon Road and of Spunky Canyon Road and Calle Olivera, have been

designated as Rural Commercial (CR), recognizing existing uses that serve the daily needs of residents and provide local employment opportunities. New buildings in these areas should be limited to one story in height and should be designed at a pedestrian-oriented scale. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside these CR designations and new industrial uses are strongly discouraged, as they are incompatible with the community character.

The community includes rural town areas which are developed or partially developed as the result of previous land division activities. These areas generally extend southeast from San Francisquito Canyon Road and generally extend both north and south from Spunky Canyon Road, and are bounded by hillsides. These areas have been designated as Residential 9 (H9), with a maximum density of 9 residential units for each 1 net acre of land. The H9 designation is intended to reflect these areas' existing densities and development pattern, and is not intended to promote further land divisions.

The majority of new residential development in Green Valley should be directed to the rural town areas instead of the surrounding rural preserve area, provided that such development is consistent with existing community character. Light agriculture, equestrian and animal-keeping uses should be allowed in these areas, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited in these areas because of potential impacts on existing residents. Home-based occupations may also be permitted in these areas, provided that they meet Zoning Code requirements.

The remainder of the privately-owned land in the community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Juniper Hills

The community of Juniper Hills is located in the southern portion of the Antelope Valley, south of Littlerock and Pearblossom. The community is largely developed and is generally not served by existing infrastructure and public facilities, but it does contain many single-family homes on large lots and some agricultural uses. The community is adjacent to the National Forest, includes scenic hillside areas, and is subject to several safety hazards, including the San Andreas Fault and Very High Fire Hazard Severity Zones.

The community does not have a rural town center area but is served by the rural town center areas in Littlerock and Pearblossom. The Juniper Hills Community Center on 106th Street East serves as a community meeting place, in lieu of a rural town center area, and residents have expressed a desire for a Post Office. No portion of the community has been designated for commercial or industrial use, and new commercial or industrial uses are strongly discouraged, as they are not compatible with the community character.

The entire community is considered to be a rural town area and has been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints.

Development in the rural town area should be limited to single-family homes on large lots, light agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Lake Los Angeles

The community of Lake Los Angeles is in the eastern portion of the Antelope Valley. As of the 2000 Census, it had the largest population of any unincorporated community in the Valley. Many portions of the community are developed or partially developed with a wide range of uses and a distinctly rural character. The remaining portions are largely undeveloped and generally not served by existing infrastructure, include environmental resources, such as buttes and Significant Ecological Areas, and are subject to safety hazards, such as Flood Zones.

The community has a rural center area along Avenue O between 167th Street East and 172nd Street East, and along 170th Street East between Avenue O and Glenfall Avenue. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities. New buildings in the rural town center area should be limited to two stories in height and include Old West or Southwestern design elements at a pedestrian-scale, with primary building entries facing Avenue O or 170th Street East. New development in the rural town center area should not require the installation of urban infrastructure, such as concrete curbs and gutters and traffic signals.

The rural town center area should continue to be the focal point of the community and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Streetscape improvements are recommended for Avenue O and 170th Street East, including native landscaping, "Old West" style street lights that meet dark sky objectives (only where necessary for public safety), and coordinated street furniture, such as benches, bus shelters, and bicycle racks. Other public amenities, such as plazas and community bulletin boards, are also encouraged in this area.

Some areas outside of the rural town center area have also been designated as Rural Commercial (CR) to provide additional commercial services, such as feed and tack stores. These areas include the intersection of Avenue P and 170th Street East and the northwest and northeast corners of the intersection of Avenue) and 175th Street East. New buildings in these areas should also be limited to two stories in height and include Old West or Southwestern design elements at a pedestrian-oriented scale with transportation links to surrounding rural town areas. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside these CR designations and new industrial uses are strongly discouraged, as they are incompatible with the community character.

The community includes several rural town areas. One area is generally bounded by Avenue Q to the north, 150th Street East to the west, Palmdale Boulevard to the south, and 160th Street East to the east. This area has been designated as Rural Land 1 (RL1), with a maximum density of 1 residential unit per 1 gross acre of land. This designation is intended to reflect the area's existing density and is not intended to promote further land divisions. Another similar area is generally bounded by Avenue M-8, Penfield Avenue, and Avenue N to the north, 155th Street East, 150th Street East, and 152nd Street East to the west, Avenue N and Avenue O to the south, and 160th Street East and 165th Street East to the east. This area has also been designated as RL1, and this designation is also intended to reflect the area's existing density and is not intended to promote further land divisions.

Another rural town area is generally bounded by Avenue M, Avenue M-4, and Avenue M-12 to the north, 160th Street East to the west, Avenue N to the south, and 170th Street East, 175th Street East, and 180th Street East to the east. This area has been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit per 5 gross acres of land. This designation is intended to reflect the area's existing density and is not intended to promote further land divisions. The final rural town area is generally bounded by Avenue O and Avenue N to the north, 165th Street East and 160th Street East to the west, Avenue Q, Avenue P-12, Rawhide Avenue, and Avenue P to the south, and 165th Street East, 170th Street East, 175th Street East, and 180th Street East to the east. This area has been designated as Residential 2 (H2), with a maximum density of 2 residential units per 1 net acre of land. This designation is intended to reflect the area's existing density and is not intended to promote further land divisions. However, the buttes east of 170th Street East have been designated as RL5, acknowledging the need to limit development in scenic resource areas. The buttes west of 170th Street East, which are in a Significant Ecological Area, are considered to be in the rural preserve area, which is discussed below.

The majority of new residential development in Lake Los Angeles should be directed to the rural town areas instead of the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited because of potential impacts on existing residents. Home-based businesses may also be permitted in the rural town areas, provided that they meet Zoning Code requirements. New land divisions in the rural town areas shall maintain a large minimum lot size to ensure consistency with the existing community character.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Lakeview

The community of Lakeview is located in the southern central portion of the Antelope Valley, adjoining the City of Palmdale to the north and east, and includes Lake Palmdale. Although this community is adjacent to urbanized areas, it has a distinctly rural character. Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots. Other portions are largely undeveloped and generally not served by existing infrastructure, include environmental resources such as Hillside Management Areas, and are subject to safety hazards, such as Very High Fire Hazard Severity Zones.

The community does not have a rural town center area but is served by commercial centers in the adjacent City of Palmdale. A few parcels at the intersection of the State Route 14 and Avenue S, and two parcels along Sierra Highway between Pearblossom Highway and Barrel Springs Road, have been designated as Rural Commercial (CR). In addition, several parcels at the intersection of Pearblossom Highway and Sierra Highway, and a parcel on Avenue S west of State Route 14 have been designated as Light Industrial (IL). These designations recognize existing uses and opportunities for additional local services and employments. No other portions of the community have been designated for commercial

or industrial use, and new commercial or industrial uses outside of these CR and IL designations are strongly discouraged, as they are not compatible with the community character.

The community includes a rural town area that is generally bounded by the City of Palmdale boundary to the north, the City of Palmdale boundary, Farnborough Avenue and Tovey Avenue to the west, a line approximately 1,300 feet south of Lakeview Drive and Barrel Springs Road to the south, and the City of Palmdale boundary to the east. North of Avenue S, this area has been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land. South of Avenue S, this area has been designated as Rural Land 1 (RL1), with a maximum density of 1 residential unit for each 1 gross acre of land, with the following exceptions:

- West of Tovey Avenue – RL2; and
- South of Lakeview Drive and west of El Camino Drive – RL2.

The RL1 and RL2 designations are intended to reflect this area’s existing densities. New land divisions in this area shall maintain large lot sizes that are compatible with the community character.

The majority of new residential development in Lakeview should be directed to the rural town area instead of the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited because of potential impacts on existing residents. Home-based businesses may also be permitted in this area, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety hazards. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Leona Valley

The community of Leona Valley is located in the southwestern portion of the Antelope Valley, adjacent to the National Forest, and is bounded by the City of Palmdale to the north and east. Community residents are concerned about urbanization of the area and wish to remain in an unincorporated rural community with a unique identity. Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots. Other portions are largely undeveloped, are generally not served by existing infrastructure, contain environmental resources, such as Significant Ecological Areas and Hillside Management Areas, and are subject to safety constraints, such as the San Andreas Fault and Very High Fire Hazard Severity Zones.

The community has a rural town center located at the intersection of Elizabeth Lake Road and 90th Street West. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities. New buildings in the rural town center area should be limited to one story in height and should be designed at a pedestrian-oriented scale, with primary building entries facing Elizabeth Lake Road or 90th Street West. No other portions of

the community have been designated for commercial or industrial use, and new commercial uses outside of this CR designation and new industrial uses are strongly discouraged, as they are incompatible with community character.

The rural town center area should continue to be the focal point of the community and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as community bulletin boards, are encouraged in this area.

The community includes a rural town area that surrounds the rural town center. North of Elizabeth Lake Road, the rural town area is generally bounded by North Side Drive, Babia Street, and Penhaven Lane to the north, 100th Street West to the west, Elizabeth Lake Road to the south, and 86th Street West to the east. South of Elizabeth Lake Road, the rural town area is generally bounded by Leona Avenue and Elizabeth Lake Road to the north, 107th Street West, 98th Street West, and 92nd Street West to the west, hillsides and Odd Road to the south, and 86th Street West to the east. The rural town area has been designated as Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land. This designation is intended to reflect the existing density of the rural town area and is not intended to promote further land divisions.

The majority of new residential development in Leona Valley should be directed to the rural town area instead of the surrounding rural preserve area, provided that such development is consistent with existing community character. New land divisions shall maintain a large minimum lot size to ensure compatibility with the community character. Each new home should have a unique architectural design. Light agriculture, equestrian, and animal-keeping uses should be allowed throughout the rural town area, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture should be prohibited throughout the rural town area because of potential impacts on existing residents. Home-based businesses may also be permitted throughout the rural town area, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots (2.5 net acres or greater), light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Littlerock and Sun Village (Southeast Antelope Valley)

The communities of Littlerock and Sun Village are located in the southeastern portion of the Antelope Valley, east of the City of Palmdale. Residents of the communities are concerned about urbanization of the area and wish to remain as unincorporated rural communities with unique identities. Many portions of the communities are developed or partially developed with a wide range of uses and a distinctly rural character. The remaining portions are largely undeveloped and generally not served by existing infrastructure, include environmental resources such as Significant Ecological Areas, and are subject to safety hazards, such as Flood Zones.

Each community has a rural town center area. The Littlerock rural town center area is located along Pearblossom Highway between Little Rock Wash and 90th Street East. This rural town center area has

been designated as Rural Commercial (CR), and Light Industrial (IL) to serve the daily needs of residents and provide local employment opportunities. This rural town center area also serves travelers along Pearblossom Highway. A possible expansion of the town center has also been identified further to the east where additional parcels have been designated Rural Commercial (CR) and Light Industrial (IL). New buildings in this rural town center area should be limited to two stories in height and include Old West or Southwestern design elements with earth tone colors at a pedestrian-oriented scale, with primary building entries facing Pearblossom Highway. The industrial designations in this rural town center have been expanded to accommodate light industrial uses appropriate for rural areas, such as truck storage facilities.

The Sun Village rural town center area is located along Palmdale Boulevard between Little Rock Wash and 95th Street East, and along 90th Street East between Palmdale Boulevard and Avenue Q-14. This rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of residents and provide local employment opportunities. New buildings in this rural town center area should be limited to three stories in height and include Southwestern, Spanish Mission, or Mediterranean design elements with earth tone colors at a pedestrian-oriented scale, with primary building entries facing Palmdale Boulevard or 90th Street East.

The two rural town center areas should continue to be the focal point of their respective communities and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Streetscape improvements are recommended for Palmdale Boulevard and 90th Street East in the Sun Village rural town center area, including native landscaping, "Southwestern" style street lights that meet dark sky objectives (only where necessary for public safety), and coordinated street furniture, such as benches, bus shelters, and bicycle racks. If Pearblossom Highway is relinquished by the State of California (Caltrans), similar streetscape improvements are recommended in the Littlerock rural town center area. Other public amenities, such as plazas and community bulletin boards, are encouraged in both rural town center areas.

Some areas outside the two town center areas have also been designated as Rural Commercial (CR) to provide additional commercial services and local employment. These areas include the intersection of Avenue T and 87th Street East and the northeast corner of Avenue S and 90th Street East. New buildings in these areas should also be limited to two stories in height and include Old West or Southwestern design elements with a pedestrian-oriented scale and transportation links to surrounding rural town areas. New commercial uses outside of these CR designations, are strongly discouraged, as they are not compatible with the communities' character.

Several parcels near the intersection of Avenue R-8 and 90th Street East and a parcel at the northwest corner of Avenue T-8 and 80th Street East have been designated as Heavy Industrial (IH), recognizing existing uses appropriate for rural areas, such as truck storage facilities. New industrial uses outside of these IH designations, or outside the IL designations within the Littlerock rural town center area, are strongly discouraged, as they are not compatible with the communities' character.

The community includes several rural town areas. The first rural town area surrounds the Littlerock rural town center area and is generally bounded by Avenue U to the north, the Little Rock Wash to the west, the California Aqueduct and Avenue U-4 to the south, and 89th Street East and 94th Street East to the east. This area has been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land, with the following exceptions:

- The area generally bounded by Avenue U to the north, the Littlerock Wash to the west, Pearblossom Highway to the south, and 75th Street East to the east, has been designated as Residential 5 (H5), with a maximum density of 5 residential units for each 1 net acre of land.

The RL5 and H5 designations are intended to reflect the rural town area's existing densities and are not intended to promote further land divisions.

A second rural town area surrounds the Sun Village rural town center area and is generally bounded by Avenue Q to the north, the Little Rock Wash to the west, Avenue R to the south, and 115th Street East to the east. This rural town area has been designated as Rural Land 1 (RL1), with a maximum density of 1 residential unit for each 1 gross acre of land; and Rural Land 2 (RL2), with a maximum density of 1 residential unit for each 2 gross acres of land.

The RL2, and RL1 designations are intended to reflect the rural town area's existing densities and are not intended to promote further land divisions.

A third rural town area is generally bounded by Avenue R to the north, the Little Rock Wash and 87th Street East to the west, Avenue U to the south, and 106th Street East, 116th Street East and 120th Street East to the east. This rural town area has been designated as RL1-and RL2.

This RL2, and RL1 designations are intended to reflect this rural town area's existing densities and are not intended to promote further land divisions.

The majority of new residential development in Littlerock and Sun Village (collectively known as Southeast Antelope Valley) should be directed to rural town areas instead of the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses, provided that lots meet Zoning Code requirements for those uses. Heavy agriculture uses should be prohibited in the rural town areas because of potential impacts on existing residents. Home-based businesses may also be permitted in the rural town areas, provided that they meet Zoning Code requirements. New land divisions in the rural town areas shall maintain a large minimum lot size to ensure consistency with the desired community character.

The remainder of the communities is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Llano

The community of Llano is located in the southeastern portion of the Antelope Valley, along Pearblossom Highway (State Route 138). Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely

undeveloped, generally not served by existing infrastructure, and contain environmental resources, such as Significant Ecological Areas.

The community does not have a rural town center area but is served by the rural town center area in Pearblossom. A few parcels along Pearblossom Highway have been designated as Rural Commercial (CR) or Light Industrial (IL), recognizing existing uses and opportunities for additional local services and employment. No other portions of the community have been designated for commercial or industrial use, and new commercial or industrial uses outside these CR and IL designations are strongly discouraged, as they are not compatible with the community character.

The community includes a rural town area that is generally bounded by Pearblossom Highway to the north, 170th Street East and 172nd Street East to the west, Avenue W-14 to the south, and 175th Street East on the east. This area has been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. This designation is intended to reflect the existing density of the rural town area and is not intended to promote further land divisions.

The majority of new residential development in Llano should be directed to the rural town area instead the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses. Heavy agriculture uses should be prohibited in this area because of potential impacts on existing residents. Home-based businesses may also be permitted in this area, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Neenach

The community of Neenach is located in the far western portion of the Antelope Valley, along Avenue D (State Route 138). Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while other portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas and Agricultural Resource Areas.

The community does not have a rural town center area but is served by the rural town center areas in Antelope Acres and Lake Hughes. A few parcels on Avenue D have been designated as Rural Commercial (CR) or Light Industrial (IL) in recognition of existing and/or planned commercial and industrial uses. No other portions of the community have been designated for commercial or industrial use, and new commercial and industrial uses outside of these CR and IL designations are strongly discouraged, as they may not be compatible with the community character.

The community includes rural town areas that are generally bounded by Avenue B to the north, 270th Street West and 260th Street West to the west, Avenue D to the south, and 250th Street West on the east. These areas have been designated as Rural Land 5 (RL5), with a maximum density of 1 residential

unit for each 5 gross acres of land. This designation is intended to reflect the existing density of the rural town areas and is not intended to promote further land divisions.

The majority of new residential development in Neenach should be directed to the rural town areas instead of the surrounding rural preserve areas, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses. Heavy agriculture uses should be prohibited in rural town areas because of potential impacts on existing residents. Home-based businesses are also appropriate in the rural town areas, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Pearblossom

The community of Pearblossom is located in the southeastern portion of the Antelope Valley, along Pearblossom Highway between Littlerock and Llano. Some portions of the community are developed with a wide range of uses and a distinctly rural character, while other portions are largely undeveloped, generally not served by existing infrastructure, and subject to safety hazards, such as Seismic Zones and Flood Zones.

The community has a rural town center area along Pearblossom Highway between 121st Street East and 133rd Street East. The rural town center area has been designated as Rural Commercial (CR) or Light Industrial (IL) to serve the daily needs of the residents and provide local employment opportunities. New buildings in the rural town center area should be limited to two stories in height and include Old West or Southwestern design elements at a pedestrian-oriented scale, with primary building entries facing Pearblossom Highway. No other portions of the community have been designated for commercial or industrial use, and new commercial and industrial uses outside of the rural town center area are strongly discouraged, as they are incompatible with the community character.

The rural town center area should continue to be the focal point of the communities and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as plazas and community bulletin boards, are encouraged in this area.

The community includes rural town areas that are generally bounded by Pearblossom Highway to the north, 121st Street East to the west, Avenue W, the California Aqueduct, and Avenue W-11 to the south, and 135th Street East on the east. North of Avenue W, these areas have been designated as Residential 2 (H2), with a maximum density of 2 residential units for each 1 net acre of land or Residential 18 (H18), with a maximum density of 18 residential units for each 1 net acres of land. South of Avenue W and west of 128th Street East, these areas have been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. South of Avenue WE and east of 128th Street East, these areas have been designated as Rural Land 1 (RL1), with a maximum density of 1 residential

unit for each 1 gross acre of land. These designations are intended to reflect existing densities of the area and are not intended to promote further land divisions.

The majority of new residential development in Pearblossom should be directed to the rural town areas instead of the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses. Heavy agriculture uses should be prohibited in these areas because of potential impacts on existing residents. Home-based businesses may also be permitted in these areas, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, or Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure and safety resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Quartz Hill

The community of Quartz Hill is located in the central portion of the Antelope Valley and is surrounded by the cities of Lancaster and Palmdale. The community is adjacent to urbanized areas and is largely developed with a wide range of uses, but it retains a semi-rural character and residents wish to keep it an unincorporated community with a unique identity.

The community has a rural town center area along 50th Street West between Avenue L-6 and Avenue M-2. The town center area has been designated as Mixed Use – Rural (MU-R) and Light Industrial (IL) to serve the daily needs of residents and provide local employment opportunities. No other portions of the community have been designated for industrial use, and new industrial uses outside of the rural town center area are strongly discouraged, as they are incompatible with the community character. New buildings in the rural town center area should be limited to two stories in height, include Old West or Southwestern design elements with earth tone colors, and should be designed at a pedestrian-oriented scale, with primary building entries facing 50th Street West. In the MU-R designation, a vertical mix of commercial and residential uses is encouraged – for example, a building with commercial uses on the first floor and residential or office uses on the second floor. A horizontal mix of commercial and residential uses may also be appropriate – for example, a commercial building facing 50th Street West, with a residential building located towards the rear of the same lot.

The rural town center area should continue to be the focal point of the community and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Streetscape improvements are recommended for 50th Street West, including native landscaping, “Western” street lights that meet dark sky objectives, and coordinated street furniture, such as benches, bus shelters, and bicycle racks. Other public amenities, such as plazas and community bulletin boards, are also encouraged in this area.

Some areas outside the rural town center area have also been designated as MU-R to provide additional commercial services and housing opportunities. These areas include the northwest corner of Avenue N and 50th Street West and the Avenue L corridor between 42nd Street West and 50th Street West. New

buildings in these areas should also be limited to two stories in height, include Old West or Southwestern design elements with earth tone colors, and should be designed at a pedestrian-oriented scale with transportation links to surrounding rural town areas. A vertical or horizontal mix of commercial and residential uses may be appropriate in these areas. No other portions of the community have been designated for commercial use, and new commercial uses outside these MU-R designations, or outside the MU-R within the rural town center area, are strongly discouraged, as they are incompatible with the community character.

As the Avenue L corridor between 42nd Street West and 50th Street West develops over time, it will become a secondary rural town center area and should be linked to surrounding rural town areas through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Streetscape improvements are recommended for the Avenue L corridor between 42nd Street West and 50th Street West, including native landscaping, “Western” street lights that meet dark sky, and coordinated street furniture, such as benches, bus shelters, and bicycle racks. Other public amenities, such as plazas and community bulletin boards, are also encouraged in this corridor.

The remainder of the community is considered to be a rural town area. Two properties along Avenue M have been designated as Residential 30 (H30), with a maximum density of 30 residential units for each 1 net acre of land, in recognition of existing multi-family uses. Several parcels adjoining the rural town center area between Avenue L-8 and Columbia Way have been designated as Residential 18 (H18), with a maximum density of 18 residential units for each 1 net acre of land, recognizing existing multi-family units and providing additional housing opportunities. In addition, a property at the northwest corner of Avenue M and 70th Street West, and several parcels on the south side of Avenue L near 40th Street West, has been designated as H18. New multi-family buildings in the H18 designation should be limited to two stories in height and should be designed in a manner that is compatible with nearby single-family homes.

South of Avenue L, the remaining rural town area has been designated as Residential 5 (H5), with a maximum density of 5 residential units for each 1 net acre of land, or Residential 2 (H2), with a maximum density of 2 residential units for each 1 net acre of land. These designations are intended to reflect the area’s existing density and are not intended to promote further land divisions, although properties along Columbia Way between 40th Street West and 45th Street West present some land division opportunities. Light agriculture, equestrian, and animal-keeping uses may be permitted in these areas, provided that lots meet Zoning Code requirements for those uses. Home-based businesses may also be permitted in these areas, provided that they meet Zoning Code requirements.

North of Avenue L, the remaining rural town area has been designated as Rural Land 1 (RL1), with a maximum density of 1 residential unit for each 1 gross acre of land. This designation is intended to reflect the area’s existing density and is not intended to promote further land divisions. Light agriculture, equestrian, and animal-keeping uses are appropriate in this area, but heavy agriculture uses should be prohibited because of potential impacts to existing residents. Home-based businesses are also appropriate in this area, provided that they meet Zoning Code requirements.

Roosevelt

The community of Roosevelt is located in the northeastern portion of the Antelope Valley, north of the City of Lancaster. Community residents are concerned about the urbanization of the area and wish to

remain an unincorporated rural community with a unique agricultural identity. Some portions of the community are partially developed with light agricultural uses and single-family homes on large lots, while some portions are in Agricultural Resource Areas and are partially undeveloped with farms and heavy agricultural uses. The remaining portions are largely undeveloped and contain environmental resources, such as Significant Ecological Areas.

The community has a rural town center area located at the intersection of Avenue J and 90th Street East. The rural town center area has been designated as Rural Commercial (CR) to serve the daily needs of the residents and provide local employment opportunities. New buildings in the rural town center area should be limited to one story in height and should be designed at a pedestrian-oriented scale, with primary building entries facing Avenue J or 90th Street East.

The rural town center area should continue to be the focal point of the communities and should be linked to the surrounding rural town area through trails and pedestrian routes. Pedestrian routes should have permeable paving, consistent with rural community character, instead of concrete sidewalks. Public amenities, such as community bulletin boards, are encouraged in this area.

Two parcels on 90th Street East have been designated as CR and Light Industrial (IL) in recognition of existing commercial and industrial uses. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside of this IL designation are strongly discouraged, as they are not compatible with the community character.

The community includes rural town areas that are generally bounded by Lancaster Boulevard to the north, 85th Street East to the west, Avenue J-12 and Avenue J to the south, and 90th Street East on the east. These areas have been designated as Rural Land 5 (RL5), with a maximum density of 1 residential unit for each 5 gross acres of land. This designation is intended to reflect the existing density of the rural town areas and is not intended to promote further land divisions. New land divisions in the rural town areas shall maintain a large minimum lot size to ensure consistency with the existing community character.

The majority of new residential development in Roosevelt should be directed to the rural town areas instead of the surrounding rural preserve area, provided that such development is consistent with existing community character and allows for light agriculture, equestrian, and animal-keeping uses. Heavy agriculture uses should be prohibited in these areas because of potential impacts on existing residents. Home-based businesses may also be permitted in these areas, provided that they meet Zoning Code requirements.

The remainder of the community is considered to be a rural preserve area and has been designated as Rural Land 10 (RL10), with a maximum density of 1 residential unit for each 10 gross acres of land, and Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. These very low densities reflect the underlying infrastructure constraints and environmental resources. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate. Agricultural uses in Agricultural Resource Areas will be protected and promoted, as directed in the policies of the Conservation and Open Space Element.

Three Points

The community of Three Points is located in the far western portion of the Antelope Valley, south of Neenach and northwest of Lake Hughes. The community is largely undeveloped and is generally not served by existing infrastructure and public facilities, but it does contain some single-family homes on large lots and some agricultural uses. The community is adjacent to the National Forest, includes environmental resources, such as scenic hillsides and Significant Ecological Areas, and is subject to several safety hazards, including the San Andreas Fault and Very High Fire Hazard Severity Zones.

The community does not have a rural town center area but is served by the rural town center area in Lake Hughes. A parcel at the southwest corner of Three Points Road and Pine Canyon Road has been designated as Rural Commercial (CR) in recognition of an existing commercial use. No other portions of the community have been designated for commercial or industrial use, and new commercial uses outside of this CR designation and new industrial uses are strongly discouraged, as they are not compatible with the community character.

The entire community is considered to be a rural preserve area and has been designated as Rural Land 20 (RL20), with a maximum density of 1 residential unit for each 20 gross acres of land. This very low density reflects the underlying infrastructure constraints, environmental resources, and safety constraints. Development in the rural preserve area should be limited to single-family homes on very large lots, light and heavy agriculture, equestrian and animal-keeping uses, and other uses where appropriate.

Chapter 8

PLAN IMPLEMENTATION

Chapter 8: Plan Implementation

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I. Introduction

The California Government Code Section 65400 requires that upon adoption of a general plan, a planning agency shall “investigate and make recommendations to the legislative body regarding reasonable and practical means for the implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan”. The Antelope Valley Area Plan (Area Plan) is ~~not a General Plan~~ part of the General Plan and the two documents must be consistent with each other. ~~However,~~ The Area Plan refines countywide goals and policies in the General Plan by addressing issues specific to the Antelope Valley. This Chapter describes the intent of the Area Plan with regards to the specific implementation programs that are to be enacted after the adoption of the Area Plan, as well as provide clear guidelines as to how these programs will be designed and implemented.

II. Implementation Programs

A. Significant Ecological Areas

The Significant Ecological Areas (SEAs) in this Area Plan are based on conservation biology principles that seek to conserve habitats of unique and threatened species, and retain linkages and wildlife movement across important ecological areas. The SEA Program recognizes that many of the properties within the SEAs are privately owned. The SEA Program, as detailed in this implementation program, alongside the goals and policies of this Area Plan is created to conserve the biological resources in the SEAs while recognizing these private property rights, facilitating development compatible with the SEAs, and incentivizing conservation and preservation of these important ecological areas. The SEA Program within this Area Plan is intended to complement and where appropriate, further refine aspects of the General Plan SEA Program, and will be consistent with it.

1. SEA Program

Every two years the SEA Program shall be assessed to ensure that implementation of the SEA Program has not affected the operations of legally approved uses within the SEAs. The assessment shall consist of accepting public comment on issues faced by those who have attempted to develop within the SEAs, or own already developed properties within the SEAs, with the intent to improve any process or regulation in order to create simpler or more economically feasible development processes within the SEAs. If the recommended changes may be implemented without creating harmful impacts or compromising the sustainability of the SEAs, such changes may consist of an amendment to this Area Plan or changes to relevant portions of the Zoning Ordinance (Please see Subsection 2 below).

2. SEA Monitoring and Status Reporting

The SEAs established in this Area Plan are intended to change gradually over time. Development and conservation within and around the SEAs will affect the ecological value and biological resources they contain. It is anticipated that the future will include new forms of development and new techniques in conservation planning. Additionally, the location of biological resources in the Antelope Valley may change. In order to ensure the Antelope Valley SEA designations continue to remain relevant and appropriately located, the County will review these SEAs periodically.

Every two years, the periodic review should assess whether portions of the SEA Program require updating. This assessment will consist of any methods used to identify issues and opportunities of the SEA Program. Such assessment may include developing new biological studies or cumulative impact studies; compiling a review of studies conducted in and around SEAs in the previous years; and monitoring and disclosing the impacts from approved uses and human activities within the SEAs.

This periodic review will include a public review process where County staff present their recommendation and receive public comments. When necessary, the recommendations and public input may be used to amend the SEA ordinance, SEA boundaries, and SEA descriptions to address any changes required to meet the overall objective of the SEA Program. Particular care should be taken during the periodic review to address any comments or concerns regarding the SEA boundaries and designations, from members of the public or from specific property owners in the SEAs.

This implementation program may be subsumed by a more comprehensive, countywide program as part of a General Plan update and/or Zoning Ordinance amendment.

3. Incentives for Conservation and Mitigation

As SEAs provide value as important habitat, privately owned land within SEAs can be important sources for conservation and mitigation land required for development within the Antelope Valley. Projects in the Antelope Valley that require mitigation land shall meet their mitigation requirements from land within the SEAs identified in this Area Plan, to the greatest extent feasible.

B. Agricultural Resource Areas Program

In order to encourage the continued operation of local farms in the Antelope Valley, it is the intent of this Area Plan to develop a program allowing greater flexibility for local farms to establish and operate additional compatible uses as incidental or accessory to their primary farming operation. This would allow property owners to explore and develop additional sources of income to augment their primary farming use. This program may consist of developing more flexible zoning regulations for parcels used for farming purposes ; allowing the transfer of development rights from agricultural

lands with the option of retaining agricultural easements on the property; creating a more streamlined process for permits on identified farmlands; and other such incentives for continuing their farming operations on their properties.

C. Economic Opportunity Areas (EOAs)

~~In order to plan more effectively for the expected effects of~~ As more details are finalized with the High Desert Corridor and the Northwest 138 Corridor Improvement projects (i.e. route alignments, location of on-ramps, number of lanes etc.) ~~two major planned infrastructure projects in the Antelope Valley,~~ further planning activities may be ~~necessary~~ developed for each ~~Economic Opportunity Area (EOA) identified by this Area Plan~~ to ensure that the Area Plan's Goals and Policies, as well as appurtenant Land Use Policy and zoning Zoning Maps are consistent with the final design of the two projects. Future planning activities may involve the preparation of a Community Plan or Specific Plan, with associated land use and zoning changes as well as specific goals, policies and implementing strategies that would ensure that the economic opportunities presented by these infrastructure projects are balanced with preserving the rural character and ecological value of the surrounding areas and communities. In addition, any development within the Antelope Valley Area Plan boundaries shall be required to further analyze infrastructure impacts at a project level. This may require additional feasibility engineering studies so that infrastructure development requirements can be established to the satisfaction of the ~~Los Angeles~~ County Department of Public Works (DPW).

1. East EOA

The East EOA is located in the eastern part of the Antelope Valley, along the proposed route of the High Desert Corridor. It includes the communities of Lake Los Angeles, Sun Village, Littlerock, Pearblossom, Llano and Crystallaire, as previously described in Chapter 7 (Community-Specific Land Use Concepts). Further planning activities may be pursued for the East EOA as the High Desert Corridor Project is developed.

2. Central EOA

The Central EOA is located in the general vicinity of the intersection of Avenue D and State Route 14, north of William J. Fox Air Field. It includes areas just outside the eastern border of Antelope Acres, as well as a concentration of light and heavy industrial uses in the vicinity of the Lancaster Landfill. It also encompasses the Lancaster Water Reclamation Plant, which provides the area with potential access to recycled water that can help support the residential, commercial and industrial uses being proposed for the area. Further planning activities for the Central EOA may be prepared with the development of the Northwest 138 Corridor Improvement Project.

3. West EOA

The West EOA is located in the northwestern part of the Antelope Valley along the proposed route of the Northwest 138 Corridor Improvement Project. The area includes large contiguous landholdings that have been proposed for master-planned developments, as well as the western portion of Neenach. Due to its proximity to Interstate 5, new retail and housing in Kern County to the north, and to ensure orderly development in the area, any master-planned community within the West EOA will require further planning activities in addition to this Area Plan.

With the number and size of contiguous parcels owned by two property owners (Tejon Ranch Company and Bruce Burrows), a Specific Plan, Community Plan or similar planning activity will be required for more specific master-planning activities for these specific parcels. This is necessary to ensure that development in the area occurs in an orderly and sustainable way, and that the required infrastructure and public utilities are in place at a master-planned level before these new developments are established. Thus, this Area Plan specifically requires the preparation and adoption of a Specific Plan or a Community Plan or similar planning document for these parcels before any master-planned development (as defined by this Area Plan in Chapter 1) can be approved.

D. Transfer of Development Rights Program

This Area Plan recognizes that increasing or limiting residential densities through Land Use designations can only go so far in terms of either encouraging development or protecting the environment, respectively, in the areas where they are appropriate. Thus, it is the intent of this Area Plan to develop a Transfer of Development Rights (TDR) Program for the Antelope Valley in order to fully realize the potential development in the EOAs and encourage preservation of SEA lands.

1. Sending Areas

Sending Areas shall be lands designated or identified as SEAs or Seismic Zones or are otherwise located in the Rural Preserve Areas, with land use designations of Rural Land 10 (RL10) or Rural Land 20 (RL20). The Department of Regional Planning shall explore ways to give property owners incentives to take advantage of the program, such as, but not limited to, density bonuses in transferring development rights. For example, while development proposed in these areas are subject to a maximum density of 1 dwelling unit for each 10 or 20 acres of land, the development rights in these areas may be transferrable to receiving areas at densities as high as 1 dwelling unit for each two acres of land.

2. Receiving Areas

Receiving Areas should be those areas identified as EOAs. Depending on the specific circumstances within each EOAs, development rights transferred into these areas may

either be part off or in addition to those densities established by the Land Use Policy Map (Map 2.1) of this Area Plan. This shall be determined through further analysis in a comprehensive, Antelope Valley-wide TDR Program.

E. Antelope Valley Scenic Drives Program

This Area Plan has identified a number of Scenic Drives in the Antelope Valley (Map 4.2) that should be preserved to ensure that their scenic value is maintained in the years to come. Thus, it is the intent of this Area Plan to develop and implement a program for future review of proposed developments within viewsheds of these Scenic Drives, which may include:

- Required Visual Impact Assessment for proposed development within the viewsheds of identified Scenic Drives;
- Required finding for discretionary entitlements that the proposed development is compatible with the scenic character of the route; or
- Applicable development standards for development along a Scenic Drive.

F. Antelope Valley Community Standards Districts

As indicated in Title 22 (Zoning Code) Chapter 22.44.090, the “Community Standards Districts (CSDs) are established as supplemental districts to provide a means if implementing special development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of Los Angeles County.”

There are currently five adopted CSDs in the Antelope Valley: in the rural communities of Acton, the Lakes (Elizabeth Lake and Lake Hughes), Juniper Hills, Leona Valley, and Southeast Antelope Valley (Littlerock and Sun Village). In addition to these, the Department of Regional Planning has received proposal for six new CSD's: for the rural communities of Antelope Acres, Fairmont, Green Valley, Lake Los Angeles, Quartz Hill, and Roosevelt, as well proposed amendments to the CSDs of Leona Valley and Southeast Antelope Valley (Littlerock and Sun Village).

This Area Plan is the foundational planning document for the development of the Antelope Valley for the next 20 to 30 years. As part of its implementation, this Plan shall require a comprehensive review of all the existing CSDs in the Antelope Valley. This review may also include a program to prepare and adopt any proposed new CSDs or amendments to existing CSDs in the next several years after the adoption of the Area Plan. [When a comprehensive review has been conducted, and new and/or updated CSDs have been adopted, these CSDs may specify whether a variance shall be granted only under extraordinary circumstances.](#)

MAP 3.1

COUNTY OF LOS ANGELES

Town and Country
Planning Area
Highway Plan

LEGEND:

- Major Highway - Existing
- Major Highway - Proposed
- Secondary Highway - Existing
- Secondary Highway - Proposed
- Limited Secondary Highway - Existing
- Limited Secondary Highway - Proposed
- Parkway - Existing
- Parkway - Proposed
- Expressway - Existing
- Expressway - Proposed
- Planning Area
- Incorporated Cities
- Other Unincorporated Area
- Edwards Air Force Base
- Lakes and Reservoirs
- National Forest

Note: This map is a component of the Los Angeles County Antelope Valley Area Plan Update Program (Town & Country).

Information within this map is for reference only.

LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

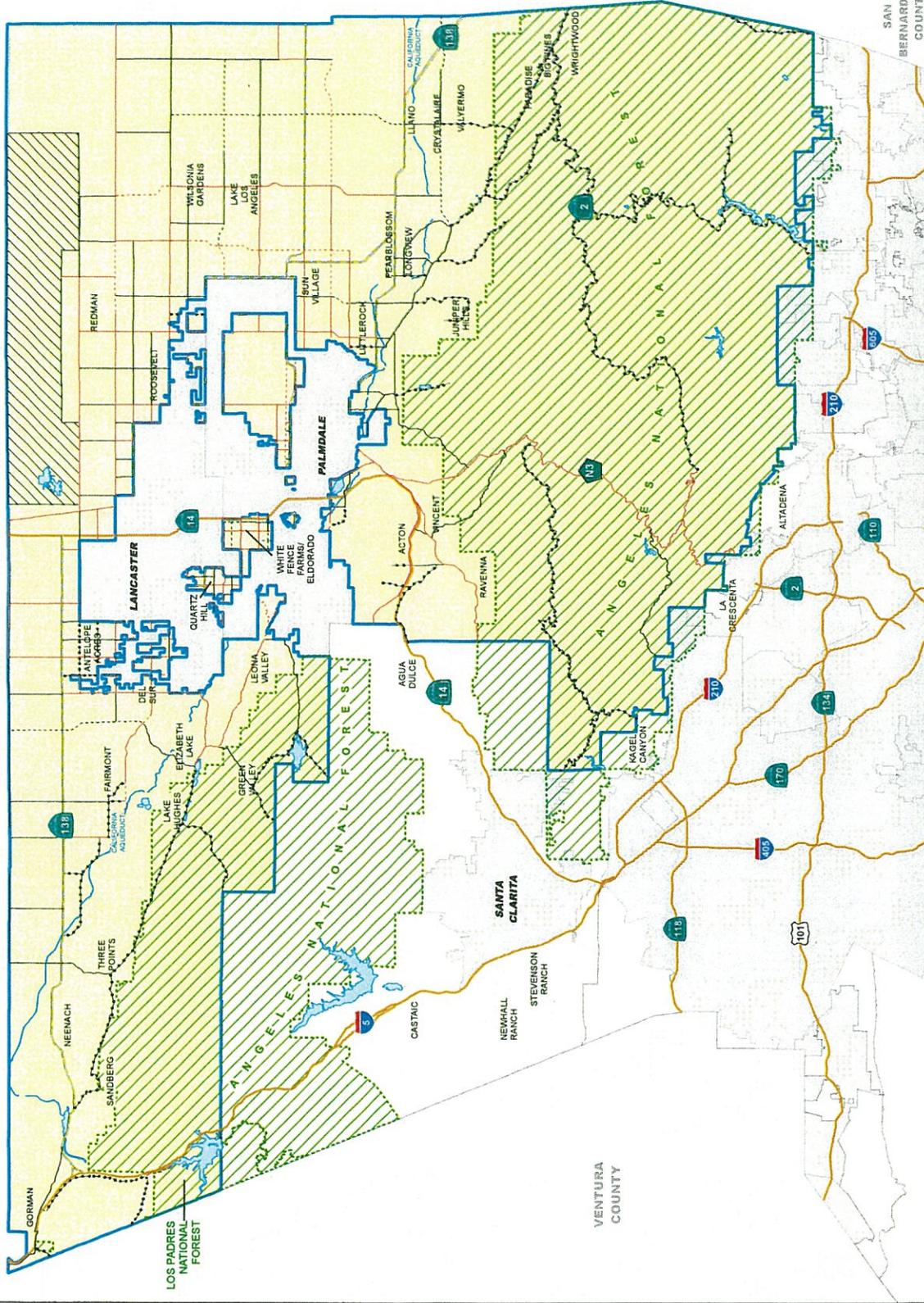
VICINITY MAP:



Current as of: 7/10/14



KERN COUNTY



SAN BERNARDINO COUNTY

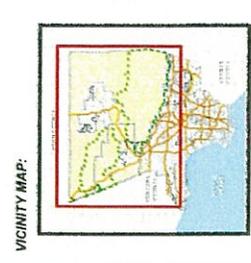
VENTURA COUNTY

MAP 4.1

COUNTY OF LOS ANGELES
**Town and Country
 Planning Area
 Hazards and
 Environmental
 Constraints**

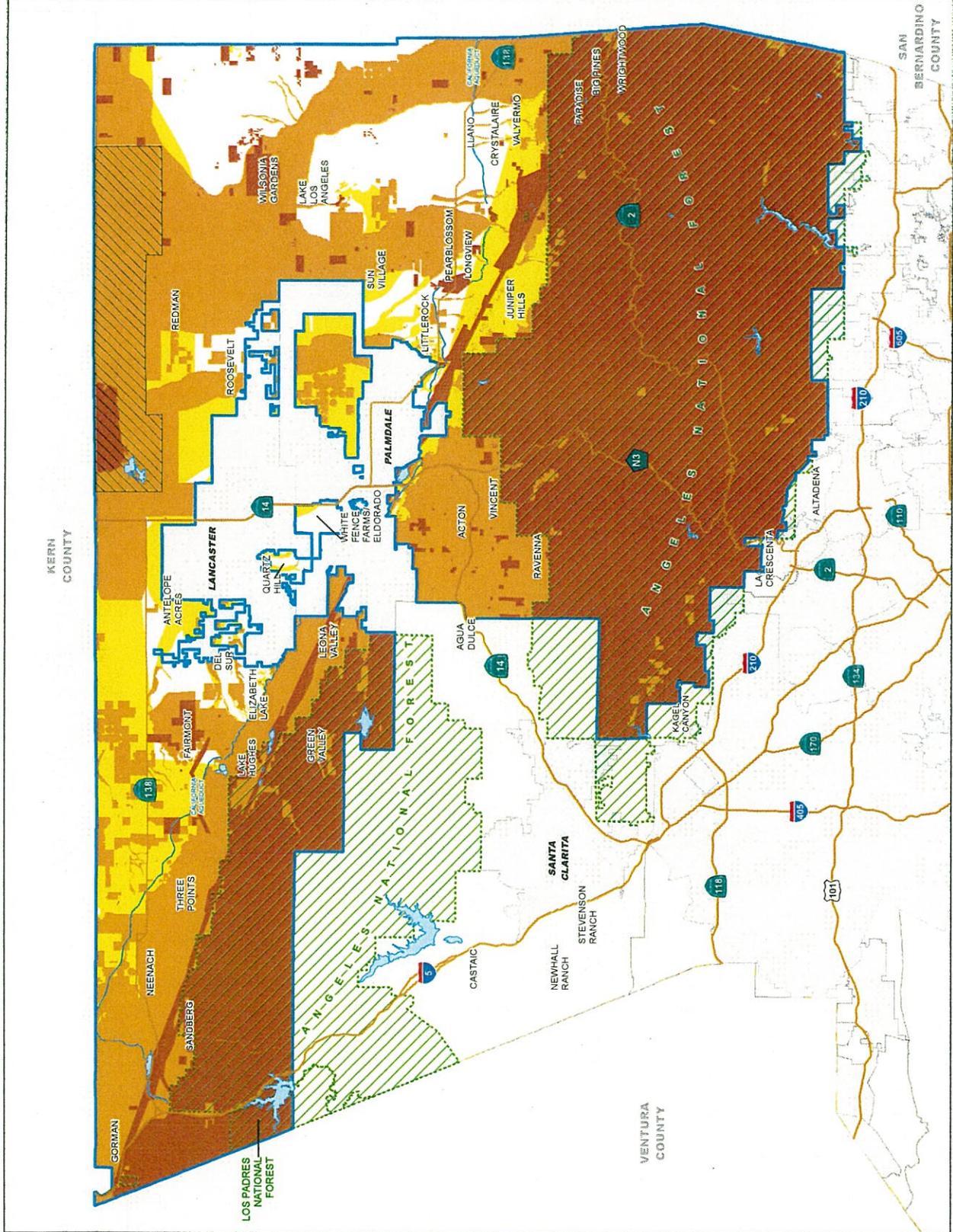
- LEGEND:**
- No Constraints
 - Class 1 Constraints
 - Class 2 Constraints
 - Class 3 Constraints
 - Planning Area
 - Incorporated Cities
 - Other Unincorporated Area
 - Edwards Air Force Base
 - Lakes and Reservoirs
 - National Forest

Note: This map is a component of the Los Angeles County Antelope Valley Area Plan Update Program (Town & Country).
 Information within cities is for reference only.
LOS ANGELES COUNTY
 Department of Regional Planning
 320 W. Temple St.
 Los Angeles, CA 90012



Current as of: 8/19/14

0 1 2 3 4 5
 Miles



LEGEND:

-  Agricultural Resource Areas
-  Planning Area
-  Incorporated Cities
-  Other Unincorporated Area
-  Edwards Air Force Base
-  Lakes and Reservoirs
-  National Forest

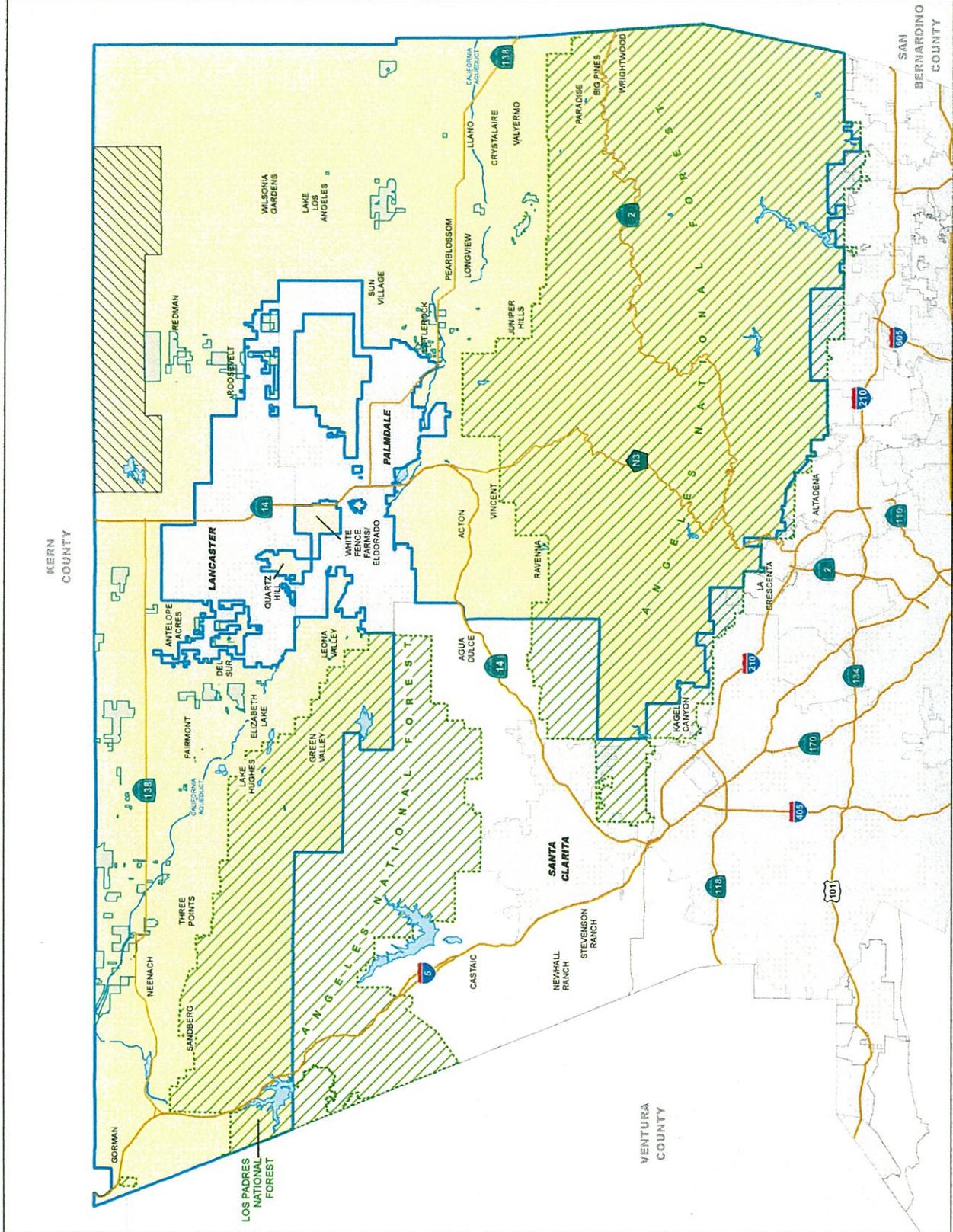
Note: This map is a component of the Los Angeles County Air Quality Management Plan Update Program (Town & Country).

Information within cities is for reference only
LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

VICINITY MAP:



Current as of: 7/10/14



COUNTY OF LOS ANGELES

Town and Country Planning Area

Mineral Resource Zones

LEGEND:

-  Mineral Resource Zones*
-  Planning Area
-  Incorporated Cities
-  Other Unincorporated Area
-  Edwards Air Force Base
-  Lakes and Reservoirs
-  National Forest

* SOURCE: California Department of Conservation, Division of Mines and Geology

NOTE: This map is a component of the Los Angeles County Air Quality Plan Update Program (Town & Country)

Information within this is for reference only
LOS ANGELES COUNTY
Department of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012

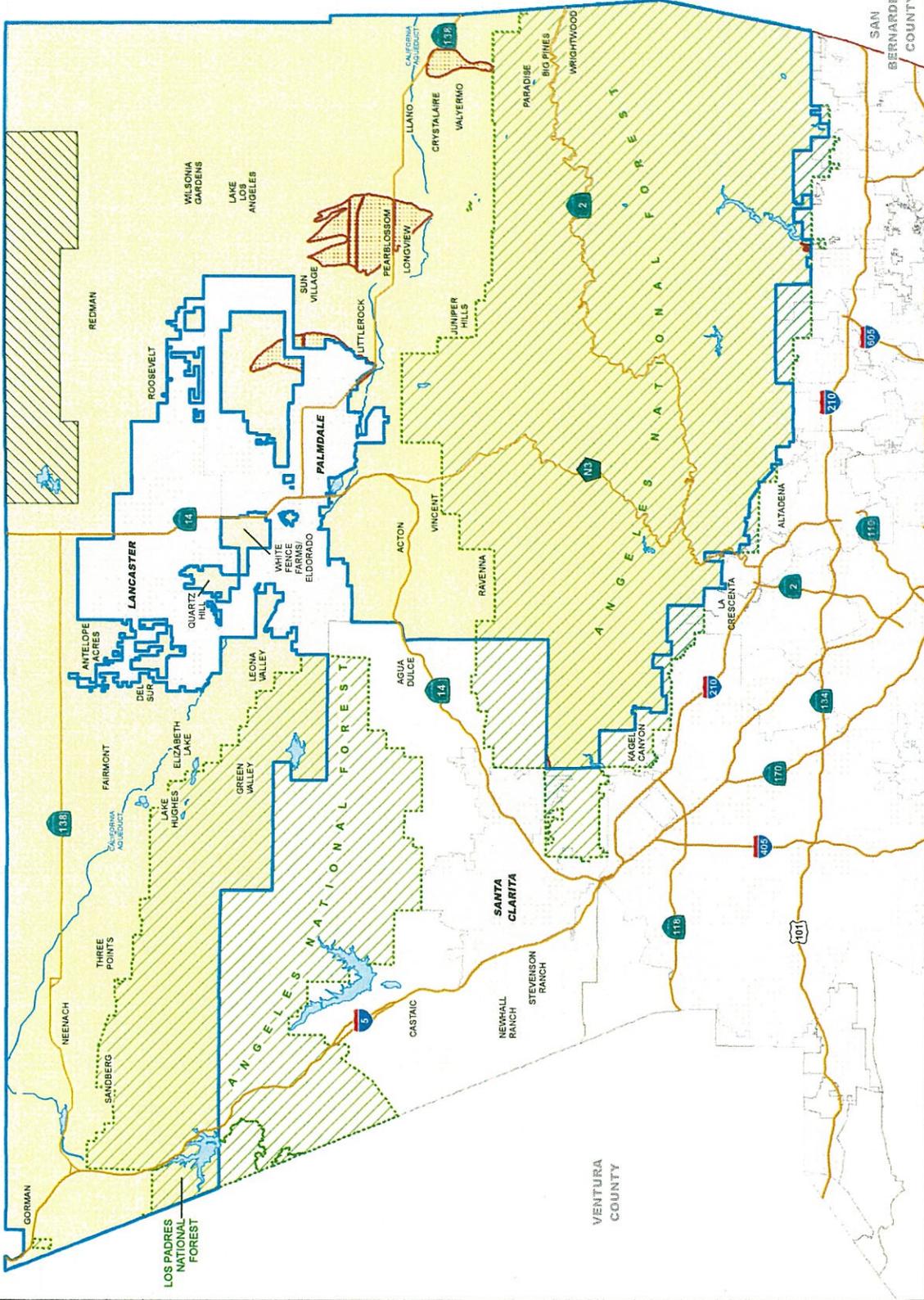
VICINITY MAP:



Current as of: 8/19/14



KERN COUNTY



SAN BERNARDINO COUNTY

VENTURA COUNTY

