

## REPORT TO THE REGIONAL PLANNING COMMISSION

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DATE ISSUED: October 4, 2022

MEETING DATE: October 19, 2022      AGENDA 4  
ITEM:

PROJECT NUMBER: 2019-003974-(5)

PROJECT NAME: Southeast Antelope Valley Community Standards  
District Update

PLAN NUMBER(S): Advance Planning Case No. RPPL2019002636

SUPERVISORIAL DISTRICT: 5

PROJECT LOCATION: The communities of Littlerock and Sun Village,  
Antelope Valley Planning Area

PROJECT PLANNER: Kristina Kulczycki, Principal Regional Planner  
kkulczycki@planning.lacounty.gov

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### **RECOMMENDATION**

LA County Planning staff (“staff”) recommends the Regional Planning Commission (“RPC”) adopt the attached resolution recommending approval to the County of Los Angeles Board of Supervisors the update to the Southeast Antelope Valley Community Standards District, Project Number 2019-003974-(5), Advance Planning Case No. RPPL2019002636.

Staff recommends the following motion:

**I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.**

**I ALSO MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE ATTACHED RESOLUTION RECOMMENDING APPROVAL OF THE UPDATE TO THE SOUTHEAST ANTELOPE VALLEY COMMUNITY STANDARDS DISTRICT, PROJECT NUMBER 2019-003974-(5), ADVANCE PLANNING CASE NUMBER RPPL2019002636 TO THE COUNTY OF LOS ANGELES BOARD OF SUPERVISORS.**

### **PROJECT DESCRIPTION**

#### **A. Project**

Advance Planning Case No. RPPL2019002636 is a proposed ordinance amending Title 22 (Planning and Zoning) of the Los Angeles County Code to update the existing Southeast

Antelope Valley Community Standards District (“CSD”), add additional development standards, and adjust the CSD boundary.

Littlerock and Sun Village, which are covered by the Southeast Antelope Valley CSD, are rural communities in southeastern Antelope Valley. Sun Village is north of Littlerock, southwest of Lake Los Angeles, and east of the City of Palmdale. Littlerock is generally bounded by Sun Village to the north, Juniper Hills to the south, Llano to the east, Pearblossom to the southeast, and the City of Palmdale to the west. The Antelope Valley Area Plan (“AVAP”) describes the area as “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 (“SEAs”), and are subject to safety hazards, such as Flood Zones.” Most of the CSD area is located in the AVAP East Economic Opportunity Area (“EOA”), with properties along Palmdale Boulevard, which provides the commercial corridor and rural town center for Sun Village. Properties along Pearblossom Highway (Highway 138) serve as the rural town center and commercial corridor for Littlerock. Outside of the rural town centers, most parcels are developed with agricultural and residential uses, or are vacant. Within the communities, there are also schools, churches, parks, a public library, community centers, a post office, and a fire station.

The Southeast Antelope Valley CSD was adopted on June 26, 2007. While continuing to allow for development in the EOA, the CSD also implements the AVAP Rural Preservation Strategy with development standards that preserve the community’s agricultural history and rural character by permitting the display of rural artifacts and adding a requirement for commercial projects along Pearblossom Highway to incorporate “Old West,” “Victorian (Folk),” or “Spanish Colonial Revival” architectural design standards. New development standards include sign regulations, fencing and wall height provisions, cargo shipping containers as accessory uses in residential and agricultural zones, accessory truck parking in agricultural zones, and personal vehicle clarifications. Furthermore, the existing CSD contains two commercial corridors that are identified and mapped as the “Pearblossom Highway Commercial Area” and the “Palmdale Boulevard Commercial Area.” In the CSD, there are additional development standards that are specific to each of these individual commercial areas, such as a front yard landscape buffer area requirements or additional architectural design standards intended to create a consistent aesthetic for new commercial developments. In the proposed update to the CSD, the front yard landscape buffer area requirements will be modified to match with the C-RU (Rural Commercial) zone standards. Additionally, there are standards requiring truck on-site circulation plans; commercial parking lots to be configured where parking is either behind or next to the building; and a conditional use permit when establishing a food service drive-through on a property adjacent to Pearblossom Highway. A revised set of objective architectural standards are also proposed for commercial projects within the Pearblossom Highway Commercial Area. The modification process has also been updated to require an approved conditional use permit to modify CSD standards for a specific project.

## **B. Project Background**

On June 16, 2015, the Board adopted the AVAP, which includes goals and policies applicable to the unincorporated areas within the Antelope Valley. The AVAP identifies the purpose of CSDs as community-specific zoning regulations that shall be consistent with the goals and policies of the AVAP. Such regulations shall be instituted only when a unique or detrimental condition exists within a community that prevents implementation of the AVAP (AVAP, Page I-11). As part of its implementation, the AVAP specifies that a comprehensive review shall be required of all existing CSDs (AVAP, Page IMP 6). On June 13, 2018, the RPC initiated the Antelope Valley CSDs Update Program, which includes an update to the Southeast Antelope Valley CSD.

### **C. Major Elements and Key Components**

During past site visits to the community, staff observed that previous road improvements to Pearblossom Highway caused the sidewalks to buckle and increased the elevation difference between the road and some of the properties north of the highway. The higher speed limit on Pearblossom Highway and increased grade differentiation create a challenge for ingress and egress to and from the adjacent businesses. This results in the need for additional freestanding signage closer to the road to advertise the businesses. Recently, there have been an increased number of accidents and deaths along Pearblossom Highway.<sup>1</sup> Therefore, each new drive-through facility with food service that is proposed along Pearblossom Highway should be considered individually for appropriateness of location, especially in consideration of traffic flow design and queueing. By adding the requirement for an approved conditional use permit, the hearing body will have the discretion to approve or deny the application and apply additional conditions to ensure compatibility with the area.

Existing buildings along Pearblossom Highway are designed with an “Old West” or “Western Frontier” look; they have false façades, wooden siding, porches, and small windows. There are also buildings that have a Spanish Colonial Revival architectural style, such as those found on the Alpine Elementary School campus in Littlerock. These buildings have clay tile roofs, archways, and stucco siding. There is also a third prominent architectural style that has some similarities to the Victorian Folk design. Many buildings in this third style were originally residences or old fruit stands that have been repurposed for a different land use. They generally all have wooden siding, pitched roofs, and covered porches. The updated architectural design standards for the area will help to guide future development to be compatible with the existing character of the community.

There are large agricultural businesses within the community and during previous site visits, staff has observed tractor trailers parked on properties within the community. As such, the proposed development standards for additional accessory uses (such as higher fences and walls, permitting cargo storage containers, accessory truck parking, rural artifacts, and clarification on what is considered a personal vehicle) help maintain the rural character of the area by allowing additional accessory uses that are appropriate for larger parcels of land and

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<sup>1</sup> Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2022; Statewide Integrated Traffic Records System (SWITRS) GIS Map, <https://tims.berkeley.edu/tools/gismaps>, accessed June 30, 2022.

that reflect existing conditions. Stakeholders suggested alignment of the front yard landscaping requirements for the Pearblossom Highway Commercial Area and Palmdale Boulevard Commercial Area with the provisions of the C-RU (Rural Commercial) Zone. Additionally, there was concern that plants from the department-maintained Southeast Antelope Valley Native Plant List (Exhibit J – Southeast Antelope Valley Native Plant List) may not be available at local plant nurseries. Therefore, standards were developed to address these concerns by aligning the requirements with the C-RU Zone and allowing for other drought-tolerant non-invasive plant species when native plants are not available. The following standards and procedures are included in the CSD to maintain and enhance its unique rural identity and address community needs:

- **Accessory Tractor-trailer or Semi-truck Parking** – Accessory tractor-trailer or semi-truck parking is permitted on agriculturally zoned lots of at least one gross acre in size if all standards are met. The owner or operator must live on the property, the truck parking area must comply with setback and on-site turnaround requirements, and that the site must not be located in a SEA or Special Flood Hazard Area (100-year [one percent annual chance] flood areas), as mapped by the Federal Emergency Management Agency. A site plan will be required to establish this use and ensure that the truck parking will meet the proposed standards.
- **Fences and Walls** – The height of fences and walls within front yards are permitted up to six feet, and up to eight feet in the interior side and rear yards.
- **Cargo Shipping Containers** – Accessory cargo shipping containers on agriculturally zoned parcels are permitted with screening and a limit on the number of containers based on the size of the lot.
- **Signs** – Painted wall signs are permitted; however, there is a prohibition on internally illuminated signs. Freestanding signs within the Pearblossom Highway Commercial Area are permitted on smaller lots.
- **Personal Vehicles** – Pickup trucks and vehicles under 10,000 pounds Gross Vehicle Weight are considered personal vehicles and shall be allowed to park in the same areas as passenger vehicles.
- **Rural Artifacts** – The display of commonly found rural equipment, such as tractors or mining carts, is permitted with standards to guide the placement of these rural artifacts.
- **Landscape** – The front yard landscaping requirement for the Palmdale Boulevard and Pearblossom Highway Commercial Areas aligns with the C-RU (Rural Commercial) Zone landscaping requirements of one 24-inch box tree for every 20 linear feet of frontage. The CSD also requires that when native plants on the Southeast Antelope Valley Plant List are not available, drought-tolerant noninvasive plants be used.
- **Commercial Parking Lots** – Commercial parking lots are required to be as far from the Residential or Agricultural Zones as possible, and behind or next to the primary commercial building whenever possible. Additionally, there is a requirement to submit a truck on-site turnaround plan to Public Works for review.

- **Drive-Through Facilities** – A conditional use permit is required for new drive-through facilities associated with a restaurant or food establishment if the property is located adjacent to Pearblossom Highway.
- **Commercial Architectural Design Standards** – New commercial buildings or additions to existing buildings are required to be designed to meet one of three existing architectural styles found in the community: “Old West or Western Frontier,” “Spanish Colonial Revival,” or “Victorian (Folk).” The CSD includes a list of objective design standards associated with each of these styles.
- **Modification of CSD Standards** requires a conditional use permit.

Another topic of interest to the community is the boundary and the name of the CSD. It is implicit that the establishment of a CSD is for the namesake community or communities that comprise it. During community engagement in the early to mid-2000s, proposals to create two CSDs, one for Littlerock and one for Sun Village, did not garner consensus. In 2007, the County established the Southeast Antelope Valley CSD comprising Littlerock and Sun Village.

This project includes a boundary adjustment; the eastern boundary of the CSD between Littlerock and Pearblossom will be moved from 116<sup>th</sup> Street East to 106<sup>th</sup> Street East, as shown on the proposed CSD draft map (Exhibit A – Ordinance) and as agreed to in a letter dated June 1, 2022, from the Littlerock Town Council in response to the Pearblossom Town Council confirming the change in boundary.

As part of the update, the Southeast Antelope Valley Native Plant List (Exhibit J – Southeast Antelope Valley Native Plant List) was revised by staff and the Southeast Antelope Valley CSD Implementation Guide (Exhibit K - Southeast Antelope Valley CSD Implementation Guide) was created to share examples of architectural features referenced in the Area-Specific Standards section of the CSD for the Pearblossom Highway Commercial Corridor Area. Both documents are included in this package and will be posted on the LA County Planning website as reference documents.

## **ANALYSIS**

### **A. Draft Plan/Ordinance Updates**

The public hearing draft was posted for public review on the project website (<https://planning.lacounty.gov/avcsds>) on August 24, 2022.

### **B. General Plan Consistency**

Policies in the General Plan and AVAP support the community’s vision for rural character. The General Plan defines “rural” as a way of life characterized by living in a non-urban or agricultural environment at low densities without typical urban services. To the community, this means commercial businesses with design features, such as colors or building materials, that blend in with the surrounding environment and more permissible accessory uses that can

be accommodated on larger lots (e.g., cargo shipping containers for storage, truck parking, and fences to screen these uses).

The following policies of the General Plan are applicable to the project:

- *Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs.*
- *Policy LU 6.1: Protect rural communities from the encroachment of incompatible development that conflict with existing land use patterns and service standards.*
- *Policy LU 6.2: Encourage land uses and developments that are compatible with the natural environment and landscape.*
- *Policy LU 6.3: Encourage low density and low intensity development in rural areas that is compatible with rural community character, preserves open space, and conserves agricultural land.*
- *Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.*
- *Policy LU 10.5: Encourage the use of distinctive landscaping, signage and other features to define the unique character of districts, neighborhoods or communities, and engender community identity, pride and community interaction.*
- *Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.*
- *Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.*
- *Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.*
- *Policy M 3.3: Complete the following studies prior to the implementation of innovative design concepts: · An analysis of the current and future context of the community and neighborhood in which they are proposed; · A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate); · A technical assessment of the operational and safety characteristics for each mode; and · A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.*
- *Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.*
- *Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.*
- *Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility.*

- *Policy S 2.1: Discourage development in the County's Flood Hazard Zones*
- *Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats.*
- *Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in [Fire Hazard Severity Zones] FHSZs.*
- *Policy ED 1.6: Develop, advance, and promote competitive advantages for economic development and growth.*
- *Policy ED 1.7: Identify opportunities to lower the costs of doing business in Los Angeles County.*
- *Policy ED 2.5: Encourage employment opportunities to be located in proximity to housing.*

The following policies of the AVAP are applicable to the project:

- *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 1.5: 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.*
- *Policy LU 5.4: Ensure that there is an appropriate balance of residential uses and employment opportunities within close proximity of each other.*
- *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.*
- *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 2.3: In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.*
- *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 4.2: Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.*
- *Policy M 5.2: Direct truck traffic to designated truck routes 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.*
- *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 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 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.*
- *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 PS 1.2: Require that all new developments provide sufficient access for emergency vehicles and sufficient evacuation routes for residents and animals.*
- *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.*
- *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.*

Chapter 7 of the AVAP details community-specific land use concepts and specifies that new buildings in the rural town center area (along Pearblossom Highway) should be limited to two stories in height and include Old West or Southwestern<sup>2</sup> design elements with earth tone colors at a pedestrian-oriented scale, with primary building entries facing Pearblossom Highway. The policies include direction to consider the design and scale of the surrounding area and use materials and colors that are consistent; the proposed commercial design standards align with these policies. The accessory truck parking standards are intended to be consistent with the General Plan and the AVAP, with inclusion of a minimum distance of at least 35 feet from adjacent off-site residences, minimum lot sizes, dust control measures, and prohibitions in SEAs and flood hazard areas. Allowing limited accessory truck parking supports the existing population of independent truck operators in the community by reducing the number of additional miles they must travel to an off-site truck parking lot and the costs associated with renting a space. Standards for other accessory structures and uses including fences, cargo shipping containers, and signage are also supported by the policies that promote the preservation of the unique, rural communities in Antelope Valley.

### **ENVIRONMENTAL ANALYSIS**

This project qualifies for a Categorical Exemption (Class 1, 2, 3, 4, and 11 Categorical Exemptions) under the California Environmental Quality Act (“CEQA”) and the County environmental guidelines. The project is an update to the existing CSD and will include development standards for accessory uses and structures, as well as commercial design standards. None of the proposed standards allow new primary uses in the zone or deviate from the existing baseline conditions of the area. These regulations do not create a change in land use or density for any of the properties located within the CSD boundaries. Additionally, no construction activities or specific developments are proposed as part of this project. Therefore, staff recommends that the RPC determine that the project is categorically exempt from CEQA. A Notice of Exemption (Exhibit E – Environmental Determination) was prepared for the project.

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<sup>2</sup> During community meetings held in early 2022, community members in Littlerock clarified that they preferred the Spanish Colonial Revival architecture as opposed to the Southwestern architecture that was previously requested in the CSD and the AVAP.

## **OUTREACH AND ENGAGEMENT**

### **A. County Department Comments and Recommendations**

1. Fire Department submitted a clearance letter on June 9, 2022.
2. Public Health submitted a clearance letter on June 13, 2022, which included a request to change the hours for truck operation in association with the accessory truck parking provisions to align with the County Noise Ordinance.
3. Parks and Recreation submitted a clearance letter on June 14, 2022, with recommendations for some minor revisions to the text.
4. Public Works requested to revise the existing CSD language from “Trash receptacles” to “Solid waste and recycling receptacles.” Public Works also noted that a large portion of the CSD area is in a Special Flood Hazard Area.

### **B. Project Outreach and Engagement**

Staff regularly attended the meetings of the Association of Rural Town Councils and briefed the attendees on the progress of the overall CSD effort on May 30, 2018, June 27, 2018, January 30, 2019, and May 29, 2019.

Also, staff conducted project outreach at community events, including the Parks After Dark events held on July 27, 2018, July 28, 2018, August 3, 2018, August 1, 2019, and August 2, 2019; the Leona Valley Cherry Festival on June 2, 2018; the Valley Fever Walk on August 4, 2018; and the Juneteenth celebration at Jackie Robinson Park on June 18, 2022.

CSD Working Group meetings were held with community members on May 29, 2018; October 15, 2018; November 8, 2018; March 21, 2019; May 6, 2019; May 16, 2019, to identify and discuss the topics that they would like to see addressed in the CSD. Following the CSD Working Group meetings and additional outreach, staff created and distributed visual summaries of the topics for the CSD, titled the “Littlerock Community Concept Draft” and the “Sun Village Community Concept Draft” (Exhibit I – Sun Village and Littlerock Community Concept Drafts).

Following the release of the Littlerock and Sun Village Community Concept Drafts, postcards were mailed to all property owners within the community advertising the concept drafts and an open house event on Saturday, October 26, 2019, at the Jackie Robinson Park gymnasium. The event was well-attended and gave opportunity for community members to share their thoughts on the concept draft and improvements to the community.

Due to the COVID-19 health emergency, staff transitioned community meetings to an online setting. Staff held virtual CSD Committee meetings with community members on May 4, 2020 (Sun Village) and May 11, 2020 (Littlerock), to discuss feedback on the concept draft and develop a scope of work for the CSD draft. Outreach also continued through the project website ([planning.lacounty.gov/avcsds](http://planning.lacounty.gov/avcsds)), phone calls, and a newsletter distributed by email.

In 2020, the Department hired a consultant to explore boundary issues between Littlerock and Sun Village, community acknowledgement, and identity with community stakeholders. In addition, the development of the Sun Village African American Historic Resources Survey,

which was a separate but concurrent effort that informed the landmarking of Jackie Robinson Park, further addressed these issues.<sup>3</sup>

On February 10, 2022, staff met with the Littlerock Town Council to announce the commencement of work on the Southeast Antelope Valley CSD, answer questions, and gather additional feedback on the project. Although the Sun Village Town Council did not hold any regular town council meetings until April 25, 2022, staff reached out to individual community members in Sun Village to introduce the project, receive feedback on the existing CSD, and invite them to future community meetings. Online community meetings were held on February 17/22/28, 2022 to discuss topics such as: revisions to the existing CSD draft, fencing and wall heights, cargo shipping containers, accessory truck parking, commercial design standards, and the enforcement process for both Planning and Public Works. These meetings were open to the public, recorded, and posted on the project website. Additionally, four surveys were created and posted in both English and Spanish to gather more community input on commercial design, cargo shipping containers, accessory truck parking, and general comments. An update on the CSD draft status was provided at the Littlerock Town Council meeting held on April 14, 2022. Staff attended the Sun Village Town Council meeting on April 25, 2022 to provide an overview of the project and gather community input.

During the months of April and June 2022, staff was also able to participate in two related, but separate events/efforts being led by the County for the community of Sun Village. These efforts included the official designation of Jackie Robinson Park as a historical landmark and a Juneteenth celebration held at the park and hosted by Parks and Recreation. Both efforts allowed for staff to promote the project through shared flyers, and networking at in-person coordination meetings and the Juneteenth event.

Based on feedback from the community meetings and surveys, a CSD draft was created and posted on the project website on August 24, 2022. Staff noticed the RPC public hearing in the Antelope Valley Press newspaper on August 29, 2022. On August 31, 2022, staff sent an RPC public hearing notice (Exhibit F – Notice of Public Hearing) to 5,285 property owners and 21 addresses on the department’s applicable courtesy lists. Staff posted the public hearing notice and materials on the Antelope Valley CSD project website ([planning.lacounty.gov/avcsds](http://planning.lacounty.gov/avcsds)) and promoted them through social media. On September 7, 2022, staff sent an email to all individuals that signed up to be added to the project mailing list and distributed a flyer, which announces the release of the draft and a public meeting to discuss the draft and provides options for submitting comments.

A community meeting was held on September 22, 2022 to discuss the updates to the Southeast Antelope Valley CSD draft. Community members requested that examples of the Palmdale Boulevard Commercial Area architectural styles be included in the implementation guide and requested a follow up Zoom community meeting for October 11, 2022. A supplemental memo will be prepared if any additional changes are recommended to the CSD draft or implementation materials.

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<sup>3</sup> [https://planning.lacounty.gov/preservation/survey\\_sun\\_village](https://planning.lacounty.gov/preservation/survey_sun_village)

**C. Public Comments**

On September 6, 2022, staff received a phone call from a resident on Avenue S who has concerns about the proposed truck parking standards. The resident indicated that the Littlerock community is in opposition to truck parking and that it is a current issue in the area. Trucks start up as early as 3:00 a.m. in the morning and they can block views for a long distance. The resident does not want truck parking, even with the limitations proposed in the draft CSD.

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Report  
Reviewed By:   
Mark S. Herwick, Supervising Regional Planner

Report  
Approved By:   
Connie Chung, Deputy Director

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LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Ordinance
EXHIBIT B	Project Summary Sheet
EXHIBIT C	Draft Resolution
EXHIBIT D	GIS Maps
EXHIBIT E	Environmental Determination
EXHIBIT F	Notice of Public Hearing
EXHIBIT G	Public Correspondence
EXHIBIT H	Community-Submitted Draft
EXHIBIT I	Sun Village and Littlerock Community Concept Drafts
EXHIBIT J	Southeast Antelope Valley Native Plant List
EXHIBIT K	Southeast Antelope Valley CSD Implementation Guide