CITY OF PALMDALE
ENHANCED INFRASTRUCTURE FINANCING DISTRICT

INFRASTRUCTURE FINANCING PLAN

Prepared For:
The City of Palmdale and the County of Los Angeles

Prepared By:

November 2021
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1.0 Introduction

1.1 Background & Purpose

The purpose of the Palmdale Enhanced Infrastructure Financing District (“Palmdale EIFD” or “District”) is to support needed infrastructure in the Antelope Valley to help accelerate the production of quality jobs and accessible housing. The EIFD will help fund investments in streets and roads, utilities, and exploration of an Antelope Valley County Service Center to help fulfill economic goals for the City, County, and State, as well as promote sustainability by connecting jobs and housing in the Antelope Valley. The Palmdale EIFD encompasses approximately 22,971 acres of land—18,860 acres located within Palmdale city limits (representing approximately 28% of the City’s total approximately 68,032 acres) and 4,140 acres located in unincorporated County. The Palmdale EIFD boundaries are non-contiguous, focusing on the jobs and housing centers of the City. The boundaries can be separated into three sub-areas: Aerospace Corridor (6,800 acres), Commercial Centers (2,206 acres), and Las Colinas (13,965 acres). These areas include industrial areas around the Palmdale Regional Airport and USAF Plant 42, the Palmdale Medical Campus, transit-oriented development in the Palmdale Transportation Center area, significant new housing opportunities in the Ritter Ranch / Anaverde residential projects, and various other targeted opportunity site areas within the City that need infrastructure improvements for communitywide and regional benefit. The District represents a partnership between the City of Palmdale (“City”) and the County of Los Angeles (“County”) as taxing entities contributing tax increment to help fund public infrastructure improvements.

This Infrastructure Financing Plan identifies possible future infrastructure projects and how they would be funded. Each project would require its own environmental review as outlined by the California Environmental Quality Act (“CEQA”) guidelines.

1.2 Contents and Overview of this Infrastructure Financing Plan (“IFP”)

Pursuant to Government Code Sections 53398.59 through 53398.74, this IFP comprises the following information:

a) A map and legal description of the District, included herein as Appendix A and Appendix B, respectively.

b) A description of the public facilities and other forms of development or financial assistance that is proposed in the area of the district, including those to be provided by the private sector, those to be provided by governmental entities without assistance under this chapter, those public improvements and facilities to be financed with assistance from the proposed district, and those to be provided jointly. The description shall include the
proposed location, timing, and costs of the development and financial assistance. This information is included in Section 3 of this IFP.

c) If funding from affected taxing entities is incorporated into the financing plan, a finding that the development and financial assistance are of communitywide significance and provide significant benefits to an area larger than the area of the district. This information is included in Section 4 of this IFP.

d) A financing section (included in Section 5 of this IFP), which shall contain all of the following information:

   a. A specification of the maximum portion of the incremental tax revenue of the city or county and of each affected taxing entity proposed to be committed to the district for each year during which the district will receive incremental tax revenue. The portion need not be the same for all affected taxing entities. The portion may change over time. The maximum portion of the City’s property tax increment to be committed to the District will be 100%, and the maximum portion of the County’s property tax increment to be committed to the District will be 70% throughout duration of the District lifetime, which is projected to be forty-five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the Public Financing Authority (“PFA”).

   b. A projection of the amount of tax revenues expected to be received by the district in each year during which the district will receive tax revenues, including an estimate of the amount of tax revenues attributable to each affected taxing entity for each year. Section 5.3 of this IFP includes a projection of tax revenues to be received by the District by year over the course of forty-five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA. These projections are based on research and analysis of available data at the time of IFP preparation for purposes of illustration. Actual results may differ from those expressed in this document. Appendix C provides additional detail for the projected revenue analysis.

   c. A plan for financing the public facilities to be assisted by the district, including a detailed description of any intention to incur debt. Section 5.4 of this IFP includes a plan for financing the public facilities to be assisted by the District. The PFA governing the District intends to incur debt only when it is financially prudent to do so. It is estimated at this time that approximately $176.2 million of infrastructure improvements (in nominal 2021 dollars) will be funded from a combination of bond or loan proceeds (multiple issuances may be necessary) and pay-as-you-go funding over the District lifetime.
d. A limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan. The total number of dollars or taxes that may be allocated to the District shall not exceed $1.2 billion in nominal 2021 dollars. This represents a maximum allocation of $600 million each from the City and County over the District's lifetime in nominal 2021 dollars. The City and County shall have the right to review the Authority's calculations, and the District's books and accounting records thereof, to determine if the tax increment revenue limit has been reached.

e. A date on which the district will cease to exist, by which time all tax allocation to the district will end. The date shall not be more than 45 years from the date on which the issuance of bonds is approved pursuant to subdivision (a) of Section 53398.81, or the issuance of a loan is approved by the governing board of a local agency pursuant to Section 53398.87. The District will cease to exist the earlier of: (i) forty-five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA, or (ii) June 30, 2080. This IFP assumes that the District will be formed in Fiscal Year 2021-2022 and will begin receiving tax revenues in Fiscal Year 2022-2023.

f. An analysis of the costs to the city or county of providing facilities and services to the area of the district while the area is being developed and after the area is developed. The plan shall also include an analysis of the tax, fee, charge, and other revenues expected to be received by the city or county as a result of expected development in the area of the district. Appendix D to this IFP includes, as part of the Fiscal Impact Analysis, an analysis of the costs to the City and County for providing facilities and services to the area of the District. It is estimated that, at Year 20 of the District lifetime (assumed stabilized buildout of District area), annual costs to the City will be approximately $12.8 million, and annual costs to the County will be approximately $15.5 million to service the area of the District.

g. An analysis of the projected fiscal impact of the district and the associated development upon each affected taxing entity. Appendix D to this IFP includes an analysis of the projected fiscal impact of the District and the associated development upon both the City and the County, as the only two affected taxing entities that are contributing tax increment revenues to the District. It is estimated that, at Year 20 of the District lifetime, the District area will generate an annual net fiscal surplus of $7.4 million to the City and an annual net fiscal surplus of $17.8 million to the County.

h. A plan for financing any potential costs that may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of that district and qualifies for the Transit Priority Project Program, pursuant to Section 65470, including any permit and affordable housing expenses related to the project. At this time, the PFA does not intend to finance any potential costs that
may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of the District and qualifies for the Transit Priority Project Program, pursuant to Section 65470.

e) If any dwelling units within the territory of the district are proposed to be removed or destroyed in the course of public works construction within the area of the district or private development within the area of the district that is subject to a written agreement with the district or that is financed in whole or in part by the district, a plan providing for replacement of those units and relocation of those persons or families consistent with the requirements of Section 53398.56. The PFA does not anticipate that any housing units will be removed as a result of any project identified in this IFP. However, if any relocation of dwelling units is deemed to be required in the future for a project financed by the District, the PFA will comply with the requirements of Government Code Section 53398.56.

f) The goals the district proposes to achieve for each project financed pursuant to Section 53398.52. Section 7 of this IFP summarizes the goals of each project to be financed by the District.
2.0 Description of the Proposed District

The Palmdale EIFD encompasses approximately 22,971 acres of land—18,860 acres located within Palmdale city limits (representing approximately 28% of the City’s total approximately 68,032 acres) and 4,140 acres located in unincorporated LA County. The purpose of the EIFD is to fund public investments in streets and roads, utilities, and exploration of an Antelope Valley County Service Center to help fulfill economic goals for the City, County, and State, as well as promote sustainability by connecting jobs and housing in the Antelope Valley. The Palmdale EIFD boundaries are non-contiguous to take into account the jobs and housing centers of the City. The boundaries can be separated into three sub-areas as further described below: Aerospace Corridor (6,800 acres), Commercial Centers (2,206 acres), and Las Colinas (13,965 acres). Land use designations in the District primarily include industrial and residential uses, as well as retail, office, hotel, and recreational designations.

- **The Aerospace Corridor** is centered around US Air Force Plant 42 and the future Aerospace Valley Airport (PMD) which are poised for aerospace and industrial job growth. Land uses in the subarea include the airport and surrounding industrial / commercial developments. An estimated $859.7 million of public/private development projects in this area focus on high-quality job growth, including PMD airport operations and development, expansion of U.S. Air Force operations at Plant 42, the Hangar District, Aerospace Village, and industrial development surrounding the airport. This area also includes development sites eligible for Federal New Market Tax Credits.

- **The Palmdale Commercial Centers** include some of the major commercial areas of the City. Land uses in the subarea include community and regional commercial development, the downtown area, parts of the Palmdale Trade and Commercial and Auto Center areas, the Palmdale Transit Village, Palmdale Regional Medical Center, multifamily and single family residential, and other commercial uses. An estimated $674.2 million of public/private development in the southeast portion of the City is stimulated by several anchor projects that are catalysts for commercial development and job growth, including Palmdale Regional Medical Center, and Pelona Vista Parkway and Four Points Gateway mixed use projects. The new Palmdale Transportation Center will serve as a regional, multimodal transportation hub supporting new jobs and housing in the Antelope Valley.

- **Las Colinas** encompass the southwestern portion of Palmdale centered around the planned Ritter Ranch and Ana Verde Nuevo housing projects. Land uses in the area include single family and multifamily residential, as well as some neighborhood / community commercial areas and parks / open space. An estimated $2.0 billion of new housing development is expected in the two projects, formerly combined and known as...
City Ranch, which encompass a total of nearly 14,000 acres. Plans include a mix of 6,800 housing units (single-family, multi-family & senior housing) in a pedestrian-friendly setting with recreation and neighborhood commercial. Significant infrastructure investment will be needed for access and utilities to be joint funded by a Mello-Roos Community Facilities District and the Palmdale EIFD.

Appendix A includes a map of the proposed District, and Appendix B is a legal description of the District.
3.0 Description of Proposed Facilities and Development

3.1 Anticipated Future Private Development

Anticipated future private development summarized in Table 1 below was projected based on the current General Plan and Palmdale Transit Area Specific Plan, proposed development, and demand for various land use types in the local market for the purpose of creating Assessed Value ("AV") and property tax increment projections. Table 1 includes anticipated development in the three sub areas: Aerospace Corridor, Commercial Centers, and Las Colinas. Buildout and absorption of these land uses are forecasted in the first 20 years of the District’s lifetime.

<table>
<thead>
<tr>
<th>Development Type</th>
<th>SF / Units / Rooms</th>
<th>Projected Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial / Warehouse</td>
<td>6,000,000 SF</td>
<td>$750,000,000</td>
</tr>
<tr>
<td>Retail / Commercial / Office</td>
<td>1,595,000 SF</td>
<td>$398,750,000</td>
</tr>
<tr>
<td>Residential - Rental</td>
<td>3,050 units</td>
<td>$533,750,000</td>
</tr>
<tr>
<td>Residential - For Sale</td>
<td>5,096 units</td>
<td>$1,764,000,000</td>
</tr>
<tr>
<td>Sports Complex</td>
<td>426,888 SF</td>
<td>$10,672,200</td>
</tr>
<tr>
<td>Hotel</td>
<td>340 rooms</td>
<td>$68,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$3,525,172,200</strong></td>
</tr>
</tbody>
</table>

3.2 Public Facilities to be Financed with Assistance from the Palmdale EIFD

The purpose of the District is to help fund approximately $176.2 million (nominal 2021 dollars) of public infrastructure improvements, including streets and roads, utilities, and exploration of an Antelope Valley County Service Center. The list of public infrastructure projects is broken out into phases based on anticipated timing with approximately $90 million estimated in years 1 – 5 of the District. Table 2 outlines an estimate of anticipated EIFD budget allocation for each phase of public infrastructure projects. The EIFD will not include funds to support ongoing operations of oil refinery activities.
Table 2: Estimated EIFD Funding Allocation – Phase I and Phase II Funding Allocations
City of Palmdale - EIFD Infrastructure Project List (Phase I - 2022 to 2026)

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Project</th>
<th>Est. Cost / Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Palmdale Aerospace Village</td>
<td>Sierra Highway Detention Basin, Storm Drain, Sewer, Water and Street Improvements</td>
<td>$13,987,016</td>
</tr>
<tr>
<td>2</td>
<td>Golden Spike District</td>
<td>Avenue R Detention Basin &amp; Regional Recreation Center Improvements</td>
<td>$21,872,869</td>
</tr>
<tr>
<td>3</td>
<td>Four Points Gateway</td>
<td>Pearblossom &amp; Fort Tejon Sewer, Water, Street &amp; Intersection Upgrades</td>
<td>$3,954,359</td>
</tr>
<tr>
<td>4</td>
<td>Palmdale Aerospace Village</td>
<td>Avenue M Overpass/Grade Separation, Streets, Water, &amp; Intersection Improvements</td>
<td>$10,852,947</td>
</tr>
<tr>
<td>5</td>
<td>USAF Plant 42</td>
<td>Rancho Vista Blvd Overpass/Grade Separation</td>
<td>$30,845,000</td>
</tr>
<tr>
<td>6</td>
<td>Avenue O</td>
<td>Widening and median realignment to allow goods movement and reduce congestion</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>7</td>
<td>Palmdale Medical Campus</td>
<td>Water, Sewer, Drainage, &amp; Street Improvements – Palmdale Blvd, Tierra Subida, Medical Center Drive</td>
<td>$1,500,000</td>
</tr>
</tbody>
</table>

Total Phase I $90,012,191

City of Palmdale - EIFD Infrastructure Project List (Phase II - 2027 to 2031)

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Project</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Antelope Valley County Service Center</td>
<td>Antelope Valley County Service Center – evaluate feasibility of consolidating County Departments serving Antelope Valley</td>
<td>$60,000,000</td>
</tr>
<tr>
<td>9</td>
<td>Pelona Vista Parkway</td>
<td>Ave S &amp; SR 14 Interchange and Ave S &amp; Tierra Subida Intersection Improvements</td>
<td>$1,539,516</td>
</tr>
<tr>
<td>10</td>
<td>Runway Industrial Center</td>
<td>Water Line Upgrade &amp; Extension - Ave M, Ave N, 10th St W &amp; Sierra Hwy &amp; Amargosa Creek Improvements</td>
<td>$4,063,397</td>
</tr>
<tr>
<td>11</td>
<td>USAF Plant 42</td>
<td>Water, Sewer, Drainage, &amp; Street Improvements - Rancho Vista Blvd</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>12</td>
<td>The Hangar District</td>
<td>Water &amp; Storm Drain Improvements - Ave L, Ave M, 10th St East &amp; 20th St East</td>
<td>$10,751,554</td>
</tr>
<tr>
<td>13</td>
<td>Pelona Vista Parkway</td>
<td>Ave S, Tierra Subida, &amp; Rayburn/Ave R Water and Sewer Upgrades</td>
<td>$3,852,589</td>
</tr>
<tr>
<td>14</td>
<td>Golden Spike District</td>
<td>Palmdale Blvd Corridor Improvements</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>15</td>
<td>Golden Spike District</td>
<td>Palmdale Multimodal Station</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>

Total Phase II $86,207,056

TOTAL PHASE I & PHASE II PROJECTS $176,219,247

Note: Estimated total project costs in nominal 2021 dollars.

The analyses, projections, assumptions, rates of return, and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Project pro formas and tax analyses are projections only. Actual results may differ from those expressed in this analysis.
Additional expenditures by the EIFD, including any use of potential future EIFD bond proceeds, will be subject to amendment of this IFP and approval by the PFA. Targeted improvements would conform to established guidelines in existing, adopted planning documentation, such as the City General Plan. Eligible expenditures in accordance with Government code sections 53398.52, 53398.56 and 53398.57 include the purchase, construction, expansion, improvement, seismic retrofit, rehabilitation, or allowed maintenance of any real or other tangible property with an estimated useful life of 15 years or longer. The EIFD may finance planning and design activities that are directly related to the purchase, construction, expansion, or rehabilitation of these projects. Example projects may include, but not be limited to, the following:

a) Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities
b) Sewage treatment and water reclamation plants and interceptor pipes
c) Facilities for the collection and treatment of water for urban uses
d) Flood control levees and dams, retention basins, and drainage channels
e) Childcare facilities, libraries, and other government facilities
f) Parks, recreational facilities, and open space
g) Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles
h) Brownfield restoration and other environmental mitigation
i) The acquisition, construction, or rehabilitation of housing for persons of very low, low, and moderate income, as defined in Sections 50105 and 50093 of the Health and Safety Code, for rent or purchase
j) Projects that enable communities to adapt to the impacts of climate change, including, but not limited to, higher average temperatures, decreased air and water quality, the spread of infectious and vector-borne diseases, other public health impacts, extreme weather events, sea level rise, flooding, heat waves, wildfires, and drought
k) The acquisition, construction, or improvement of broadband Internet access service.

The PFA intends to continue to identify, evaluate, and pursue additional funding sources and financing mechanisms aside from District tax increment to implement the improvements identified above, potentially including grant sources, impact fees, private sector investment incentivized by the formation of the EIFD itself, and/or other sources.

Private sector developers will be responsible for funding project-specific / fair-share / in-tract infrastructure, unless otherwise outlined in this IFP. Some public facilities included in the EIFD area are anticipated to be provided by governmental entities without assistance from the District. There are no public facilities anticipated to be provided jointly by the private sector and governmental entities, however it is possible that private sector developers may advance funding for improvements such as brownfield site remediation, with anticipation to be partially reimbursed with EIFD proceeds. Such case-specific agreements would come before the PFA for approval at the appropriate time.
4.0 Finding of Communitywide Significance

Implementation of the District promotes the goals and guiding principles of the City’s General Plan and the Palmdale Transit Area Specific Plan, supports the revitalization of underutilized / vacant sites with low current assessed value, and promotes sustainability by connecting jobs and housing in the Antelope Valley. The District additionally supports numerous County economic development objectives, including affordable housing, workforce development, job creation, regional transportation improvements, improvement of quality of life, and promotion of environmental sustainability.

The anticipated $176.2 million of infrastructure will help accelerate $3.5 billion in private sector investment to promote the jobs and housing in Palmdale and the growing Antelope Valley:

- Reduce congestion – 42-minute mean travel time to work (vs. 30 minutes Countywide) and 86% commuter outflow
- Create more accessible housing – 66% homeownership (vs. 45% Countywide) and $409,500 median home price (vs. $730,000 Countywide)
- Improve job opportunities – $62,511 median household income (vs. $69,795 Countywide) with need for high quality job expansion in aerospace, transportation, and health care sectors
- Support long-term operations of USAF Plant 42
- Improve transportation network and options for multi-modal circulation
- Evaluate potential County Service Center – improved public service and reduced commute

Specific communitywide and regional benefits anticipated to be generated by the District include:

- $164.4 million in net fiscal surplus to the City over 50 years (on a present-value basis)
- $351.0 million in net fiscal impact to County over 50 years (on a present-value basis), including additional direct property tax revenue to County Fire
- 8,146 housing units within the District, including affordable housing
- 41,409 direct (on-site), indirect, and induced temporary, construction-related jobs in the City and County
- 7,563 direct (on-site) permanent jobs in the City, plus 2,628 additional indirect and induced permanent jobs in the City and County (total of 10,191 direct, indirect, and induced jobs)
- $5.4 billion in economic output from construction in the City and County
- $1.0 billion in annual ongoing economic output in the City and County
5.0 Financing Section

Projections included in this IFP are based on research and analysis of available data at the time of IFP for purposes of planning and illustration. Actual results may differ from those expressed in this document.

The Palmdale EIFD represents a partnership between the City and County, and as such, will be funded by property tax increment from both taxing entities. No other taxing entity is contributing property tax increment to the District. It is anticipated that property tax increment revenues will be utilized on both a “pay-as-you-go” basis as well as security for tax increment bond issuance or loan acquisition.

Portions of the Palmdale EIFD are located within the boundaries of the former Redevelopment Project Area of the former Redevelopment Agency of Palmdale, so property tax revenues generated by the properties within the overlapping area will flow according to the Redevelopment Agency dissolution statutes until all of the Successor Agency’s obligations are retired (currently anticipated in 2041). Redevelopment Property Tax Trust Fund ("RPTTF") residual revenues are intended to be contributed by the City and County to the District as part of the maximum allocations outlined in the following sections.

5.1 Maximum Portion of Incremental Tax Revenue Dedicated to the District

The maximum portion of the City’s property tax increment to be committed to the District will be 100% throughout the District lifetime, which includes incremental property tax revenue allocated to the City in lieu of motor vehicle license fees pursuant to Government Code Section 53398.75(e)(1) in addition and in proportion to incremental AB8 property tax. The maximum portion of the County’s property tax increment to be committed to the District will be 70% throughout the District lifetime.

5.2 Projection of District Tax Revenues by Year

Table 3 provides an overview of the projected growth of assessed value, property tax increment, and City and County contributions to the District over the District lifetime. Funding may not be expended each year, may be accumulated until the PFA has determined an efficient use / expenditure of such funding. It is expected that a maximum of $600 million of incremental tax revenues will be allocated to the District by the City, and a maximum of $600 million of incremental tax revenues will be allocated to the District by the County, for a maximum allocation of incremental property tax revenues to the EIFD of $1.2 billion.
<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Incremental Value</th>
<th>Property Tax Increment @ 1%</th>
<th>Average City Share Available</th>
<th>City Contribution to EIFD (100%)</th>
<th>County Share Available</th>
<th>County Contribution to EIFD (70%)</th>
<th>Total Taxes Allocated to EIFD</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021-22</td>
<td>41,913,351</td>
<td>419,134</td>
<td>17.44%</td>
<td>73,117</td>
<td>24.97%</td>
<td>73,117</td>
<td>146,234</td>
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<tr>
<td>2022-23</td>
<td>84,664,969</td>
<td>846,650</td>
<td>17.44%</td>
<td>147,696</td>
<td>24.97%</td>
<td>147,696</td>
<td>295,393</td>
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<tr>
<td>2023-24</td>
<td>128,271,620</td>
<td>1,282,716</td>
<td>17.44%</td>
<td>223,767</td>
<td>24.97%</td>
<td>223,767</td>
<td>447,534</td>
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<tr>
<td>2024-25</td>
<td>172,760,403</td>
<td>1,727,504</td>
<td>17.44%</td>
<td>301,359</td>
<td>24.97%</td>
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<td>602,719</td>
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<td>2025-26</td>
<td>218,118,762</td>
<td>2,181,188</td>
<td>17.44%</td>
<td>380,504</td>
<td>24.97%</td>
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<td>761,007</td>
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<td>2026-27</td>
<td>1,557,985,952</td>
<td>15,579,860</td>
<td>17.44%</td>
<td>2,717,874</td>
<td>24.97%</td>
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<td>5,435,748</td>
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<td>2027-28</td>
<td>1,631,059,022</td>
<td>16,310,590</td>
<td>17.44%</td>
<td>2,845,349</td>
<td>24.97%</td>
<td>2,845,349</td>
<td>5,690,697</td>
</tr>
<tr>
<td>2028-29</td>
<td>1,705,593,554</td>
<td>17,055,936</td>
<td>17.44%</td>
<td>2,975,372</td>
<td>24.97%</td>
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<td>5,950,745</td>
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<tr>
<td>2029-30</td>
<td>1,816,618,776</td>
<td>18,166,188</td>
<td>17.44%</td>
<td>3,107,997</td>
<td>24.97%</td>
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<td>6,215,994</td>
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<td>2030-31</td>
<td>1,859,164,502</td>
<td>18,591,645</td>
<td>17.44%</td>
<td>3,243,274</td>
<td>24.97%</td>
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<td>6,486,548</td>
</tr>
<tr>
<td>2031-32</td>
<td>3,317,784,939</td>
<td>33,177,849</td>
<td>17.44%</td>
<td>5,787,807</td>
<td>24.97%</td>
<td>5,787,807</td>
<td>11,575,614</td>
</tr>
<tr>
<td>2032-33</td>
<td>3,426,053,988</td>
<td>34,260,540</td>
<td>17.44%</td>
<td>5,976,680</td>
<td>24.97%</td>
<td>5,976,680</td>
<td>11,953,360</td>
</tr>
<tr>
<td>2033-34</td>
<td>3,536,488,419</td>
<td>35,364,884</td>
<td>17.44%</td>
<td>6,169,331</td>
<td>24.97%</td>
<td>6,169,331</td>
<td>12,338,661</td>
</tr>
<tr>
<td>2034-35</td>
<td>3,649,131,539</td>
<td>36,491,315</td>
<td>17.44%</td>
<td>6,365,834</td>
<td>24.97%</td>
<td>6,365,834</td>
<td>12,731,668</td>
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<tr>
<td>2035-36</td>
<td>7,310,347,507</td>
<td>73,103,475</td>
<td>17.44%</td>
<td>12,155,583</td>
<td>24.97%</td>
<td>12,155,583</td>
<td>24,311,167</td>
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<tr>
<td>2036-37</td>
<td>7,498,467,808</td>
<td>74,984,678</td>
<td>17.44%</td>
<td>13,080,921</td>
<td>24.97%</td>
<td>13,080,921</td>
<td>26,181,842</td>
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<tr>
<td>2037-38</td>
<td>7,690,350,515</td>
<td>76,903,505</td>
<td>17.44%</td>
<td>14,315,657</td>
<td>24.97%</td>
<td>14,315,657</td>
<td>28,631,313</td>
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<tr>
<td>2038-39</td>
<td>8,886,070,877</td>
<td>88,860,709</td>
<td>17.44%</td>
<td>15,757,079</td>
<td>24.97%</td>
<td>15,757,079</td>
<td>31,514,173</td>
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<tr>
<td>2039-40</td>
<td>10,072,015,894</td>
<td>100,720,159</td>
<td>17.44%</td>
<td>17,504,222</td>
<td>24.97%</td>
<td>17,504,222</td>
<td>35,008,442</td>
</tr>
<tr>
<td>2040-41</td>
<td>11,263,019,014</td>
<td>112,630,190</td>
<td>17.44%</td>
<td>19,320,150</td>
<td>24.97%</td>
<td>19,320,150</td>
<td>38,640,300</td>
</tr>
<tr>
<td>2041-42</td>
<td>12,445,840,512</td>
<td>124,458,405</td>
<td>17.44%</td>
<td>21,111,510</td>
<td>24.97%</td>
<td>21,111,510</td>
<td>42,223,020</td>
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<tr>
<td>2042-43</td>
<td>13,033,317,438</td>
<td>130,333,174</td>
<td>17.44%</td>
<td>22,736,351</td>
<td>24.97%</td>
<td>22,736,351</td>
<td>45,472,703</td>
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</tbody>
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**Total** $3,360,792,600 $586,283,283 $586,283,285 $1,172,566,568

| Present Value @ 3% | $1,318,205,005 | $229,958,123 | $229,958,124 | $459,916,247 |

Note: Present value at 3% discount rate. City property tax increment contribution includes property tax revenue allocated to the City in lieu of motor vehicle license fees.
The projections in Table 3 are based on research and analysis of available data at the time of IFP preparation for purposes of illustration. Actual results may differ from those expressed in this document. Appendix C provides additional detail for the projected revenue analysis.

5.3 Plan for Financing Public Facilities

The PFA intends to utilize numerous funding sources and financing mechanisms to implement the projects identified in Section 3.2, potentially including District tax increment, grants, impact fees, private sector investment, and/or other sources. Separate from its participation in the District, the City has implemented a Community Facility District to assist with ongoing services and maintenance of public improvements within the District.

As it pertains to the use of District tax increment, the PFA intends to incur debt only when it is financially prudent to do so. It is estimated at this time that approximately $176.2 million of EIFD funding (in nominal 2021 dollars) for infrastructure will be made available through bond or loan proceeds and pay-as-you-go proceeds over the District lifetime. It may be the case that multiple debt issuances will be necessary to achieve the targeted funding capacity.

5.4 Limit on Total Dollars Allocated to the District

The total number of dollars or taxes that may be allocated to the District shall not exceed $1.2 billion. This represents a maximum allocation of $600 million from the City and $600 million from the County over the District’s lifetime.

The limit on the total number of dollars that the City and County will contribute to the EIFD shall be defined as the annual amount of the City and County contributions that is needed to pay bond payments, or otherwise fund the approved list of infrastructure projects, with an estimated cost of approximately $176.2 million (in nominal 2021 dollars). The infrastructure projects shall be considered fully funded when all projects have been financed by bonds, excess tax increment, or other funds. In the following fiscal year after the projects have been fully funded, and any year thereafter up to the time limit, any City and County contributions in excess of remaining bond payments shall be returned by the EIFD to the City and County according to their respective proportions. The EIFD shall provide the County an annual accounting of the status of the funding of the approved infrastructure projects and notify the County when they have been fully funded.

The PFA authorizes the County, throughout the existence of the PFA and the District, to review the PFA’s calculations to determine if excess property tax increment revenue exists, as defined above, in any given year. The PFA shall cooperate with such review by providing reasonable access, inspection privileges, and copies of the PFA’s and/or District’s records to County staff upon request, as necessary to review the PFA’s calculations. In the event a County review determines excess property tax increment revenue exists, the PFA shall return such excess back to the City and County in proportion to those entities’ contributions to the excess amount.
5.5 District Termination Date

The District will cease to exist the earlier of: (i) forty five (45) years from the date on which the first issuance of bonds or acquisition of a loan is approved by the PFA, or (ii) June 30, 2080. This IFP assumes that the District will be formed in Fiscal Year 2021-2022 and will begin receiving tax revenues in Fiscal Year 2022-2023.

5.6 Analysis of Costs to Provide Facilities and Services

Appendix D to this IFP includes, as part of the Fiscal Impact Analysis, an analysis of the costs to the City and County for providing facilities and services to the area of the District. It is estimated that, at Year 20 of the District lifetime (assumed stabilized buildout of District area), annual costs to the City will be approximately $12.8 million, and annual costs to the County will be approximately $15.5 million to service the area of the District.

5.7 Fiscal Impact Analysis

Appendix D to this IFP includes an analysis of the projected fiscal impact of the District and the associated development upon both the City and the County, as the only two affected taxing entities that are contributing tax increment revenues to the District. Table 5 presents an overview of fiscal impacts to the City and County.

<table>
<thead>
<tr>
<th>Table 5: Overview of Fiscal Impacts to City and County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of Palmdale</strong></td>
</tr>
<tr>
<td>Estimated Fiscal Revenues (Net of EIFD Contribution)</td>
</tr>
<tr>
<td>$20,180,300</td>
</tr>
<tr>
<td>Estimated Fiscal Expenditures</td>
</tr>
<tr>
<td>$12,764,300</td>
</tr>
<tr>
<td><strong>Estimated Net Fiscal Impact to City</strong></td>
</tr>
<tr>
<td>$7,416,000</td>
</tr>
<tr>
<td><strong>County of Los Angeles</strong></td>
</tr>
<tr>
<td>Estimated Fiscal Revenues (Net of EIFD Contribution)</td>
</tr>
<tr>
<td>$33,259,175</td>
</tr>
<tr>
<td>Estimated Fiscal Expenditures</td>
</tr>
<tr>
<td>$15,505,300</td>
</tr>
<tr>
<td><strong>Estimated Net Fiscal Impact to County</strong></td>
</tr>
<tr>
<td>$17,753,875</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual (Stabilized Year 20)</th>
<th>Year 0-50 Nominal Total</th>
<th>Year 0-50 Present Value @ 3.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Palmdale</td>
<td>$20,180,300</td>
<td>$1,170,544,100</td>
</tr>
<tr>
<td>County of Los Angeles</td>
<td>$33,259,175</td>
<td>$1,784,749,800</td>
</tr>
</tbody>
</table>

It is estimated that, at Year 20 of the District lifetime, the District area will generate an annual net fiscal surplus of $7.4 million to the City and an annual net fiscal surplus of $17.8 million the County. Over 50 years, District activity will generate a positive net fiscal impact of approximately $164.4 million for the City and $351.0 million for the County on a present-value basis. This is in addition to the Community economic benefits outlined in Section 4 of this IFP (e.g. jobs, housing, transportation).
5.8 Developer Reimbursement for Transit Priority Project

The PFA does not intend to finance any potential costs that may be incurred by reimbursing a developer of a project that is both located entirely within the boundaries of the District and qualifies for the Transit Priority Project Program, pursuant to Section 65470. To the extent that a developer is willing to fund Transit Priority Project infrastructure expenditures beyond and in advance of said developer’s fair share (not contemplated at this time), the PFA may consider and evaluate such reimbursement at the appropriate time.
6.0 Removal of Dwelling Units and Replacement Housing Plan

The PFA does not anticipate that any housing units will be removed as a result of any project identified in this IFP. However, if any relocation of dwelling units is deemed to be required in the future for a project financed by the District, the PFA will comply with the requirements of Government Code Section 53398.56.
7.0 Goals of the District

The purpose of the Palmdale Enhanced Infrastructure Financing District ("Palmdale EIFD" or "District") is to support needed infrastructure in the Antelope Valley to help accelerate the production of quality jobs and accessible housing. The EIFD will help fund investments in streets and roads, utilities, and exploration of an Antelope Valley County Service Center to help fulfill economic goals for the City, County, and State, as well as promote sustainability by connecting jobs and housing in the Antelope Valley. The Palmdale EIFD encompasses approximately 22,971 acres of land—18,860 acres located within Palmdale city limits (representing approximately 28% of the City’s total approximately 68,032 acres) and 4,140 acres located in unincorporated County. The Palmdale EIFD boundaries are non-contiguous, focusing on the jobs and housing centers of the City. The boundaries can be separated into three sub-areas: Aerospace Corridor (6,800 acres), Commercial Centers (2,206 acres), and Las Colinas (13,965 acres). These areas include industrial areas around the Palmdale Regional Airport and USAF Plant 42, the Palmdale Medical Campus, transit-oriented development in the Palmdale Transportation Center area, significant new housing opportunities in the Ritter Ranch / Anaverde residential projects, and various other targeted opportunity site areas within the City that need infrastructure improvements for communitywide and regional benefit. The District represents a partnership between the City of Palmdale ("City") and the County of Los Angeles ("County") as taxing entities contributing tax increment to help fund public infrastructure improvements.

The anticipated $176.2 million of infrastructure will help accelerate $3.5 billion in private sector investment to promote the jobs and housing in Palmdale and the growing Antelope Valley:

- Reduce congestion – 42-minute mean travel time to work (vs. 30 minutes Countywide) and 86% commuter outflow
- Create more accessible housing – 66% homeownership (vs. 45% Countywide) and $409,500 median home price (vs. $730,000 Countywide)
- Improve job opportunities – $62,511 median household income (vs. $69,795 Countywide) with need for high quality job expansion in aerospace, transportation, and health care sectors
- Support long-term operations of USAF Plant 42
- Improve transportation network and options for multi-modal circulation
- Evaluate potential County Service Center – improved public service and reduced commute
8.0 Appendices

Appendix A: Map of Boundaries of the Palmdale EIFD
Appendix B: Legal Description of the Palmdale EIFD
Appendix C: Projected Tax Increment Revenue Analysis
Appendix D: Fiscal Impact Analysis
Appendix E: General Plan and Transit Area Specific Plan Environmental Impact Report Links
Appendix A:
Map of Boundaries of the Palmdale EIFD
APPENDIX A: MAP OF BOUNDARIES OF THE PALMDALE EIFD

CITY OF PALMDALE
EIFD SUBAREA B-7
PALMDALE COMMERCIAL CENTERS/
GOLDEN SPIKE DISTRICT

PREPARED BY: JT ENGINEERING
3355 AQUA SILICE CYN RD, #105
SAN JOAQUIN VALLEY BUSINESS PARK
PHONE NUMBER: (661) 268-0699
FAX NUMBER: (661) 268-1936
WWW.JTENGINEERING.COM

LAFCO No.   FILE
RESOLUTION No. EFFECTIVE DATE:

DESIGNED BY: RJM ARCHITECTS
CHECKED: RM JUL

PLAN SCALE:

SHEET No. OF 23
APPENDIX A: MAP OF BOUNDARIES OF THE PALMDALE EIFD
Appendix B:
Legal Description of the Palmdale EIFD
CITY OF PALMDALE
ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD)
GEOGRAPHICAL DESCRIPTION

AREA A-1 (Palmdale Aerospace Corridor of the Palmdale Hangar District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Section 31, Township 7 North, Range 11 West, and Portions of Section 36 of Township 7 North, Range 12 West, San Bernardino Meridian according to the Official Plats of said land, being more particularly described as follows:

Commencing at the Northwest Corner of Section 36, Township 7 North, Range 12 West, as shown on a Record of Survey map recorded in Book 71, Page 50 of Records of Surveys, records of Los Angeles County, also being the Centerline intersection of Challenger Way (formerly 10th Street East) and Avenue L;

(1) Thence Easterly along the Northerly line of said Section 36, being the Centerline of Avenue L, North 89°44'10" East, 76.36 feet;

(2) Thence at right angles, South 00°15'50" East, 50.00 feet to a point on the Southerly Right-of-Way line of Avenue L (a 50.00-foot Southerly Half-Width Street), said point also being the Northeasterly terminus of the Southeasterly Right-of-Way Corner Cut-Off of Avenue L and Challenger Way, and the True Point of Beginning;

(3) Thence Easterly along the Southerly line of Avenue L, parallel with the Northerly line of said Section 36, North 89°44'10" East, 5257.10 feet to its intersection with the Westerly line of the Northwest Quarter of Section 31, Township 7 North, Range 11 West, San Bernardino Meridian;

(4) Thence continuing Easterly along the Southerly line of Avenue L, parallel with and 50.00 feet Southerly of the Northerly line of the Northwest Quarter of said Section 31, North 89°28'14" East, 2675.88 feet to its intersection with the Easterly line of said Northwest;

(5) Thence Southerly along said Easterly Line of the Northwest Quarter of Section 31, South 00°37'59" East, 2608.04 feet to the Center of said Section 31;

(6) Thence Westerly along the Southerly line of the Northwest Quarter of said Section 31, South 89°41'41" West, 2648.65 feet to a point on the Easterly Right-of-Way line of 20th Street East (an 80.00-foot Street, 40.00-foot Half-Width Street), and said point being on the intersection of said Southerly line with a line parallel with and 40.00 feet Easterly of the Westerly line of said Section 31, as shown on County Surveyor's Map B-0831-3, records of Los Angeles County;
Thence Southerly along the Easterly Right-of-Way line of said 20th Street East, South 00°21'09" East, 664.02 feet to its intersection with the Southerly line of the North Half of the North Half of the Southwest Quarter of said Section 31;

Thence Easterly, leaving the Easterly Right-of-Way line of 20th Street East, along said Southerly line North 89°43'45" East, 1771.63 feet more or less to the Northwest corner of U.S.A. Tract A-112 as referenced in a Record of Survey Map filed in Book 285, Pages 42 through 63 of Records of Surveys, records of Los Angeles County;

Thence Southerly along the Westerly line of said U.S.A. Tract A-112 and along the Westerly line of U.S.A. Tract A-113, Recorded in Deed Book 43645, Page 7 of Official Records, South 00°32'45" East, 1944.39 feet to a point on the Northerly Right-of-Way line of Columbia Way (formerly Avenue M) (a 50.00-foot Northerly Half-Width Street, said point being parallel with and 50.00 feet Northerly of the Southerly line of the Southwest Quarter of Section 31, Township 7 North, Range 11 West, San Bernardino Meridian;

Thence Westerly along said last-mentioned Northerly Right-of-Way line, South 89°50'20" West, 1818.20 feet to its intersection with the Westerly line of the Southwest Quarter of said Section 31;

Thence continuing on a line parallel with and 50.00 feet Northerly of the Southerly line of the Southeast Quarter of Section 36, Township 7 North, Range 12 West, San Bernardino Meridian, being on the Easterly projection of the Northerly Right-of-Way line of said Columbia Way, South 89°46'42" West, 40.00 feet to its intersection with the Westerly Right-of-Way line of 20th Street East (an 80.00-foot Street, 40.00-foot Westerly Half-Width), as shown on County Surveyor’s Map B-0831-3, record of Los Angeles County;

Thence Northerly along said Westerly Right-of-Way line of 20th Street East, North 00°21'09" West, 610.00 feet to its intersection with the Northerly line of the Southerly 660.00 feet of the Easterly 330.00 feet of the Southeast Quarter of said Section 36;

Thence Westerly along last-said Northerly line South 89°46'42" West, 289.56 feet;

Thence Southerly along the Westerly line of the Southerly 660.00 feet of the Easterly 330.00 feet of the Southeast Quarter of said Section 36, South 00°21'54" East, 610.00 feet to the Northerly Right-of-Way line of said Columbia Way;

Thence Westerly along last-said Northerly Right-of-Way line, parallel with and 50.00 feet Northerly of the Centerline of Columbia Way and the Southerly line of Section 36, South 89°46'42" West, 4978.76 feet to the beginning of a tangent curve concave Northeasterly and having a Radius of 27.00 feet;
(16) Thence Northwesterly and Northerly along said tangent curve, through a central angle of 90°26′13″ West, an arc distance of 42.62 feet to a point on the Easterly Right-of-Way line of Challenger Way (a 50.00-foot Easterly Half-Width Street);

(17) Thence Northerly along said Easterly Right-of-Way line of Challenger Way, parallel with and 50.00 feet Easterly of the Westerly line of said Section 36 and the Centerline of said Street, North 00°12′55″ East, 5144.59 feet;

(18) Thence along the Southeasterly Right-of-Way Corner Cut-Off of Challenger Way and Avenue L, North 44°58′32″ East, 38.02 feet to the True Point of Beginning.

The above-described land for EIFD Area A-1 contains 871.64 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 89°44′10″ East along the North line of the Northwest Quarter of Section 36, Township 7 North, Range 12 West, San Bernardino Meridian in the County of Los Angeles, State of California, as shown on Record of Survey map filed in Book 71, page 50 of Records of Survey, records of said County.

AREA A-2 (Palmdale Aerospace Corridor of the Palmdale Aerospace Village District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Sections 1 and 2 of Township 6 North, Range 12 West, San Bernardino Meridian according to the Official Plats of said land, also depicted in Parcel Map No. 70999 in the City of Palmdale, County of Los Angeles, State of California, recorded in Book 380, Pages 77 through 79 inclusive of Parcel Maps, in the Office of the County Recorder of said County, being more particularly described as follows:

Beginning at the Northeast Corner of Parcel 2 of said Parcel Map No. 70999, at the intersection of the Southerly Right-of-Way line of Columbia Way (formerly Avenue M) and the Easterly line of the Northwest Quarter of Section 1, Township 6 North, Range 12 West, San Bernardino Meridian;

(1) Thence Southerly along said Easterly line of Parcel Map No. 70999, South 00°02′30″ West 3913.52 feet to the Southeast Corner of said Parcel Map, being at the intersection with the Southerly line of North Half of the South Half of said Section 1;

(2) Thence Westerly along the Southerly line of said Parcel Map, South 89°35′42″ West, 2693.39 feet to the South 1/16th Corner common to Sections 1 and 2;

(3) Thence continuing Westerly along the Southerly line of said Parcel Map and the Southerly line of the North Half of the South Half of Section 2, South 89°35′02″ West, 4063.44 feet to the Southwesterly corner of said Parcel Map, said point being on the Easterly Right-of-Way of the Union Pacific Railroad;
APPENDIX B: LEGAL/GEOGRAPHICAL DESCRIPTION OF PALMDALE EIFD

(4) Thence Northerly along the Westerly line of said Parcel Map, North 07°27'38" West, 3970.47 feet to Northwest corner of Parcel 3 of said Parcel Map, said point being on the Southerly Right-of-Way line of Columbia Way (a 73.00-foot Southerly Half-Width Street);

(5) Thence Easterly along said Southerly Right-of-Way line, the Northerly line of said Parcel 3, North 89°47'15" East, 168.92 feet;

(6) Thence North 89°04'17" East, 400.03 feet;

(7) Thence North 89°47'15" East, 386.03 feet;

(8) Thence South 84°30'07" East, 120.60 feet;

(9) Thence North 89°47'15" East, 150.00 feet;

(10) Thence South 45°12'45" East, 38.18 feet;

(11) Thence North 82°48'25" East, 98.74 feet;

(12) Thence North 44°47'15" East, 38.18 feet;

(13) Thence North 89°47'15" East, 598.11 feet to the Northeast corner of Parcel 3 of said Parcel Map;

(14) Thence Southerly along the Easterly line of said Parcel 3, South 00°18'38" East, 452.00 feet;

(15) Thence North 89°41'22" East, 652.26 feet;

(16) Thence North 00°18'38" West, 452.00 feet to the most Northerly-Northwesterly corner of Parcel 4 of said Parcel Map No. 70999, said point being on the Southerly Right-of-Way line of Columbia Way;

(17) Thence Easterly along said Southerly Right-of-Way line North 89°41'22" East, 1153.47 feet;

(18) Thence South 88°09'47" East, 400.28 feet;

(19) Thence North 89°41'22" East, 322.52 feet;

(20) Thence South 45°08'45" East, 38.07 feet;

(21) Thence North 84°01'20" East, 100.55 feet;

(22) Thence North 44°53'42" East, 38.27 feet;
(23) Thence North 89°46'16" East, 323.31 feet;
(24) Thence North 89°03'18" East, 400.03 feet;
(25) Thence, North 89°46'16" East, 1524.78 feet;
(26) Thence South 84°31'06" East, 120.60 feet;
(27) Thence North 89°46'16" East, 249.62 feet to the Northeast corner of Parcel 2 of said Parcel Map 70999 and the **Point of Beginning**.

The above-described land for EIFD Area A-2 contains 626.40 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 89°46'16" East along the North line of the Northwest Quarter of Section 1, Township 6 North, Range 12 West, San Bernardino Meridian in the County of Los Angeles, State of California, as shown on Parcel Map No. 70999, filed in Book 380, pages 77 to 79 of Parcel Maps, records of said County.

**AREA A-3 (Palmdale Aerospace Corridor of the Runway Industrial Center District)**

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Sections 2 and 3 of Township 6 North, Range 12 West, San Bernardino Meridian according to the Official Plats of said land, more particularly described as follows:

**Beginning** at the intersection of the Westerly line of the Northwest Quarter of said Section 2 with a line parallel with and 50.00 feet Southerly of the Northerly line of the Northwest Quarter of said Section 2, being the Southerly Right-of-Way line of Columbia Way (formerly Avenue M);

(1) Thence Easterly along said parallel line and the Southerly Right-of-Way line of Columbia Way, North 89°48'00" East, 401.01 feet to the Northerly prolongation of the Westerly Right-of-Way line of Sierra Highway (a 65.00-foot Westerly Half-Width Street);

(2) Thence Southerly along said prolongation of the Westerly Right-of-Way line of Sierra Highway, South 07°27'05" East, 1296.46 feet to a point on the Southerly line of Government Lot 2 of the Northwest Quarter of said Section 2;

(3) Thence Easterly along said Southerly line of Government Lot 2, North 89°37'50" East, 35.27 feet to the Westerly Right-of-Way line of Sierra Highway, said point being on a line parallel with and 30.00 feet Westerly of the centerline of said Sierra Highway;

(4) Thence Southerly along said parallel line, South 07°27'05" East, 510.96 feet;

(5) Thence Westerly, South 89°37'50" West, 676.99 feet to the Westerly line of the Northwest Quarter of said Section 2;
(6) Thence Westerly along last said Westerly line, North 00°12'03" East, 507.09 feet to the Southerly line of Government Lot 2 of the Northeast Quarter of Section 3, Township 6 North, Range 12 West, San Bernardino Meridian;

(7) Thence Westerly along the Southerly line of said Government Lot 2, North 89°57'22" West, 2674.97 feet to the Southwest Corner of the Northwest Quarter of said Section 3;

(8) Thence Southerly along the Center Section line of said Section 3, South 00°06'16" West, 3341.58 feet to the Northerly line of the South Half of the South Half of the Southeast Quarter of said Section 3;

(9) Thence Easterly along last-said Northerly line, South 89°43'09" East, 2669.34 feet to the Easterly line of the Northeast Quarter of Section 3;

(10) Thence Northerly along last-said Easterly line, North 00°12'03" East, 2022.65 feet to the Northeast Corner of the Southeast Quarter of Section 3;

(11) Thence Easterly along the Northerly line of the Southwest Quarter of Section 2, North 89°37'49" East, 787.40 feet to the Westerly Right-of-Way line of Sierra Highway (a 30.00-foot Westerly Half-Width Street);

(12) Thence Southerly along said Right-of-Way, South 00°27'05" East, 2675.86 feet to its intersection with the Northerly Right-of-Way line of Avenue N (a 40.00-foot Northerly Half-Width Street);

(13) Thence Westerly along said Northerly Right-of-Way line, South 89°33'58" West, 1143.93 feet to its intersection with the Westerly line of the Southwest Quarter of Section 2;

(14) Thence continuing Westerly along said Northerly Right-of-Way line, parallel with and 40.00 feet northerly of the Southerly line of the Southeast Quarter of Section 3, North 89°39'43" West, 2667.94 feet to its intersection with the Easterly line of the Southeast Quarter of said Section 3;

(15) Thence continuing Westerly along said Northerly Right-of-Way line of Avenue N, North 89°39'47" West, 2591.78 feet;

(16) Thence at right angles North 00°20'13" East, 10.00 feet to the beginning of a non-tangent curve concave Northeasterly, having a radius of 27.00 feet and to which point a radial line bears South 00°20'13" West;

(17) Thence Northwesterly and Northerly along said non-tangent curve, through a central angle of 89°40'02", an arc distance of 42.21 feet to a point of tangency on the Easterly Right-of-Way line of 10th Street West (a 50.00-foot Easterly Half-Width Street);

(18) Thence Northerly along said Easterly Right-of-Way line North 00°00'15" East, 1772.88 feet;
(19) Thence North 89°49'01" West, 10.00 feet;
(20) Thence North 00°00'15" East, 167.24 feet;
(21) Thence South 89°49'51" East, 27.00 feet;
(22) Thence North 00°00'15" East, 167.25 feet;
(23) Thence North 89°50'42" West, 12.00 feet;
(24) Thence North 00°00'15" East, 167.25 feet;
(25) Thence, North 89°51'32" West, 5.00 feet;
(26) Thence North 00°00'15" East, 334.49 feet to the intersection of said Easterly Right-of-Way line of 10th Street West with the Southerly line of the Northwest Quarter of Said Section 3;
(27) Thence continuing Northerly along said Easterly Right-of-Way line North 00°00'22" East, 2600.12 feet to its intersection with the Westerly prolongation of the Southerly Right-of-Way line of Columbia Way (a 40.00-foot Southerly Half-Width Street), said line being parallel with and 40.00 feet Southerly of the Northerly line of the Northwest Quarter of said Section 3;
(28) Thence Easterly along last-said Southerly Right-of-Way of Columbia Way, North 89°48'59" East, 2627.49 feet to its intersection with the Easterly line of the Northwest Quarter of Section 3;
(29) Thence Southerly along last-said Easterly line of the Northwest Quarter of Section 3, South 00°06'19" West, 10.00 feet to a line parallel with and 50.00 feet Southerly of the Northerly line of the Northeast Quarter of said Section 3;
(30) Thence Easterly along said parallel line and the Southerly Right-of-Way line of Columbia Way, North 89°48'35" East, 2677.16 feet to its intersection with the Westerly line of the Northwest Quarter of Section 2 and the Point of Beginning.

The above-described land for EIFD Area A-3 contains 513.35 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 89°48'00" East along the North line of the Northwest Quarter of Section 2, Township 6 North, Range 12 West, San Bernardino Meridian in the County of Los Angeles, State of California, as shown on Record of Survey Map filed in Book 223, Page 62 of Records of Surveys, record of said County.
AREA A-4 (Palmdale Aerospace Corridor of the Flight Plan Industrial Park District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Sections 10, 11, 14 and 15 of Township 6 North, Range 12 West, San Bernardino Meridian according to the Official Plats of said land, more particularly described as follows:

Beginning at the intersection of the Northerly line of the Southwest Quarter of said Section 10 with the Easterly Right-of-Way line of 10ths Street West (a 30.00-foot Easterly Half-Width Street), a line parallel with and 30.00 feet Easterly of the Westerly line of the Southwest Quarter of said Section 10;

(1) Thence Easterly along said Northerly line South 89°14'02" East, 1305.35 feet to the Northeast Corner of the Northwest Quarter of said Section 10;

(2) Thence Southerly along the Easterly line of said Northwest Quarter of the Southwest Quarter, South 00°11'31" West, 1330.53 feet to the Southeast Corner of said Northwest Quarter of the Southwest Quarter of Section 10;

(3) Thence Easterly along the Northerly line of the Southeast Quarter of the Southwest Quarter of said Section 10, South 88°59'10" East, 1335.86 feet to the Northeast Corner of said Southeast Quarter of the Southwest Quarter;

(4) Thence continuing Easterly along the Northerly line of the South Half of the Southeast Quarter of said Section 10, South 88°59'14" East, 2671.83 feet to the Easterly line of the Southeast Quarter of said Section 10;

(5) Thence Northerly along said Easterly line of the Southeast Quarter, coincident with the Westerly line of Section 11, North 00°07'40" East, 2302.57 feet to the Northwest Corner of Lot 6 of Record of Survey filed in Book 66, Page 26 of Records of Survey, records of Los Angeles County;

(6) Thence Easterly along the Northerly line of said Lot 6, North 89°30'20" East, 680.00 feet to the Northeast Corner of said Lot 6;

(7) Thence Southerly along the Easterly line of said Lot 6, South 00°07'40" West, 35.50 feet to the Northwest Corner of Lot 20 of said Record of Survey;

(8) Thence Easterly along the Northerly line of said Lot 20, North 89°30'20" East, 731.84 feet to the Northeast Corner of said Lot 20, on the Westerly Right-of-Way line of Sierra Highway (a 60.00-foot Street, 30.00-foot Westerly Half-Width Street);

(9) Thence Southerly along said Westerly Right-of-Way line of Sierra Highway, South 07°30'46" East, 3082.21 feet to its intersection with the Easterly prolongation of the Northerly line of Tract No. 42991, filed in Book 1044, pages 84 through 87 inclusive of Maps, records of said County;

(10) Thence Westerly along said Northerly Tract line and its prolongation, South 88°42'06" West, 1782.11 feet to its intersection with the Easterly Right-of-Way line of Division Street (a 40.00-foot Easterly Half-Width Street);
(11) Thence Southerly along said Easterly Right-of-Way line, parallel with and 40.00 feet Easterly of the Westerly line of the Southwest Quarter of Section 11, South 00°07'40" West, 530.84 feet to its intersection with the Northerly line of the Northwest Quarter of Section 14, Township 6 North, Range 12 West, San Bernardino Meridian;

(12) Thence continuing Southerly along said Easterly Right-of-Way line of Division Street, parallel with and 40.00 feet Easterly of the Westerly line of the Northwest Quarter of said Section 14, South 00°26'11" East, 1326.63 feet to its intersection with the Easterly prolongation of the South line of the North Half of the Northeast Quarter of Section 15, Township 6 North, Range 12 West, San Bernardino Meridian;

(13) Thence Westerly along said South line and its prolongation, North 89°00'47" West, 2714.83 feet to the Westerly line of the Northeast Quarter of Section said Section 15;

(14) Thence continuing Westerly along the Southerly line of the North Half of the Northwest Quarter if said Section 15, North 89°00'42" West, 1312.12 feet to the beginning of a non-tangent curve, concave Northwesterly, having a radius of 106.00 feet, and to which point a radial line bears South 61°23'25" East;

(15) Thence Westerly along said non-tangent curve, through a Central Angle of 62°22'35", an arc distance of 115.40 feet;

(16) Thence continuing Westerly on the Southerly Right-of-Way line of Avenue O-4, as shown on Parcel Map No. 27019, filed in Book 324, Pages 44 through 48 inclusive of Parcel Maps, records of said County, North 89°00'50" West, 17.39 feet;

(17) Thence South 45°59'18" West, 13.23;

(18) Thence North 89°00'42" West, 52.03 feet;

(19) Thence North 44°00'42" West, 34.24 feet to a line parallel with and 42.00 feet Southerly of the Southerly line of the North Half of the Northwest Quarter of said Section 15;

(20) Thence continuing Westerly along the Southerly Right-of-Way line of Avenue O-4, North 89°00'42" West, 841.46 feet;

(21) Thence South 45°59'04" West, 24.04 feet to a line parallel with and 59.00 feet Southerly of the Southerly line of the North Half of the Northwest Quarter of said Section 15;

(22) Thence Westerly along last-said parallel line, North 89°00'42" West, 209.23 feet;

(23) Thence North 01°19'46" East, 101.00 feet to a line parallel with and 42.00 feet Northerly of the Southerly line of the North Half of the Northwest Quarter of said Section 15;
(24) Thence North 44°38'01" West, 37.77 feet to a line parallel with and 73.00 feet Easterly of the Westerly line of the Northwest Quarter of said Section 15, said line being the Easterly Right-of-Way line of 10th Street West;

(25) Thence Northerly along last-said parallel line and Easterly Right-of-Way line of 10th Street West, North 00°15'20" West, 269.28 feet to its intersection with the Northerly line of the South half of the South Half of the North Half of the Northwest Quarter of said Section 15;

(26) Thence Westerly along last-said Northerly line, North 88°56'36" West, 23.01 feet to a line parallel with and 50.00 feet Easterly of the Westerly line of the Northwest Quarter of said Section 15;

(27) Thence Northerly along last-said parallel line and Easterly Right-of-Way line of 10th Street West and its prolongation, North 00°15'20" West, 1013.21 feet to its intersection with the Northerly line of the Northwest Quarter of said Section 15;

(28) Thence continuing Northerly along the prolongation and Easterly Right-of-Way line of said 10th Street West, on a line parallel with and 50.00 feet Easterly of the Westerly line of the Southwest Quarter of Section 10, North 00°12'39" East, 331.24 feet to Northerly line of the South Half of the South Half of the Southwest Quarter of the Southwest Quarter of said Section 10;

(29) Thence Westerly along last-said Northerly line, North 88°48'01" West, 10.00 feet to a line parallel with and 40.00 feet Easterly of the Westerly line of the Southwest Quarter of said Section 10;

(30) Thence Northerly along last-said parallel line and the Easterly Right-of-Way line of 10th Street West, North 00°12'39" East, 993.69 feet to its intersection with the Northerly line of the Southwest Quarter of the Southwest Quarter of said Section 10;

(31) Thence Westerly along last-said Northerly line, North 88°59'10" West, 10.00 feet to a line parallel with and 30.00 feet Easterly of the Westerly line of the Southwest Quarter of said Section 10;

(32) Thence Northerly along last-said parallel line, North 00°12'39" East, 1324.88 feet to the Point of Beginning.

The above-described land for EIFD Area A-4 contains 482.62 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 88°44'27" West along the South line of the Southeast Quarter of Section 10, Township 6 North, Range 12 West, San Bernardino Meridian in the County of Los Angeles, State of California, as shown on Record of Survey Map filed in Book 327, Page 58 of Records of Survey, record of said County.
AREA A-5 (Palmdale Aerospace Corridor of the Plant 42 Expansion District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Sections 4, 8, 9, 16, 17, 18, 19, 20 and 21 of Township 6 North, Range 11 West, San Bernardino Meridian, and Portions of Section 24, Township 6 North, Range 12 West, San Bernardino Meridian according to the Official Plats of said land, more particularly described as follows:

Commencing at the Northeast Corner of said Section 4, being on the centerline of Avenue M as shown on County Surveyor Map No. B-5070, record of Los Angeles County;

(1) Thence Southerly along the East line of the Northeast Quarter of said Section 4, South 00°16'00" East, 387.81 feet, to a point along the centerline of 50th Street East;

(2) Thence at right angles, South 89°44'00" West, 30.00 feet to a point on the Westerly Right-of-Way line of 50th Street East and the Point of Beginning;

(3) Thence Southerly along said Right-of-Way line, South 00°15'48" East, 2293.63 feet to a point on the South line of the Northwest Quarter of Section 4;

(4) Thence Westerly along said line, South 89°44'12" West, 9.98 feet to a point on the Westerly Right-of-Way line of 50th Street East;

(5) Thence Southerly along last-said Westerly Right-of-Way line, South 00°15'48" East, 2605.23 feet, to a line parallel with and 40.00 feet Northerly of the South line of the Southeast Quarter of Section 4, being the Northerly Right-of-Way line of Avenue N;

(6) Thence South 00°05'01" West, 70.00 feet to a point on a line parallel with and distant 30.00 feet Southerly from the South line of the Southeast Quarter of Section 4, being the Southerly Right-of-Way line of Avenue N;

(7) Thence Southerly along the Westerly Right-of-Way line of 50th Street East, South 00°32'56" West, 5298.56 feet, to a line parallel with and 30.00 feet Northerly of the South line of the Southeast Quarter of Section 9, being the Northerly Right-of-Way line of Avenue O;

(8) Thence South 00°05'02.04" West, 60.00 feet to a line parallel with and 30.00 feet Southerly of the South line the Southeast Quarter of Section 9, being the Southerly Right-of-Way line of Avenue O;

(9) Thence Southerly along the Westerly Right-of-Way line of 50th Street East, South 00°23'24" West, 2643.03 feet to a point on the South line of the Northwest Quarter of Section 16;
(10) Thence Southerly along the Westerly Right-of-Way line of 50th Street East, South 00°23'15" West, 2631.76 feet to a point on a line parallel with and 40.00 feet Northerly of the South line of the Southeast Quarter of Section 16, being the Northerly Right-of-Way line of Avenue P;

(11) Thence South 00°20'41.29" East, 80.00 feet to a line parallel with and 40.00 feet Southerly of the South line of the Southeast Quarter of Section 1, being the Southerly Right-of-Way line of Avenue P;

(12) Thence Southerly along the Westerly Right-of-Way line of 50th Street East, South 00°18'03" East, 2578.67 feet to a line parallel with and 40.00 feet Northerly of the South line of the Northeast Quarter of Section 21, being the Northerly Right-of-Way line of Avenue P-8;

(13) Thence South 00°17'42" East, 80.00 feet to a line parallel with and 40.00 feet of the South line of the Northeast Quarter of Section 21, being the Southerly Right-of-Way line of Avenue P-8;

(14) Thence Southerly along the Westerly Right-of-Way line of 50th Street East, South 00°17'21" East, 1280.78 feet to a point on the South line of lots 19 and 30 of Tract Map No. 2821, filed in Book 28, Page 51 of Maps, records of said County;

(15) Thence Westerly along said line, North 89°28'00" West, 2604.64 feet to a line parallel with and 20.00 feet Easterly of the East line of the Southeast Quarter of Section 21, being the Easterly Right-of-Way line of 45th Street East;

(16) Thence North 89°28'30" West, 40.00 feet to a line parallel with and 20.00 feet Westerly of the West line of the Southeast Quarter of Section 21, being the Westerly Right-of-Way line of 45th Street East;

(17) Thence North 89°29'01" West, 2614.30 feet to a line parallel with and 30.00 feet Easterly of the West line of the Southwest Quarter of Section 21, being the Easterly Right-of-Way line of 40th Street East;

(18) Thence South 71°08'30" West, 73.83 feet, to a line parallel with and 40.00 feet Westerly of the West line of the Southwest Quarter of Section 21, being the Westerly Right-of-Way line of 40th Street East;

(19) Thence North 89°45'49" West, 2613.93 feet to a line parallel with and 30.00 feet Easterly of the West line of the Southeast Quarter of Section 20;

(20) Thence North 89°45'49" West, 30.00 feet, to a point on the West line of the Southeast Quarter of Section 20;
(21) Thence Southerly along said line, South 00°20′38″ East, 75.97 feet;

(22) Thence North 89°44′09″ West, 2634.15 feet to a line parallel with and 50.00 feet Easterly of the West line of the Southwest Quarter of Section 20, said line being the Easterly Right-of-Way line of 30th Street East;

(23) Thence North 89°44′09″ West, 50.00 feet to a point on the West line of the Southwest Quarter of Section 20, said line being the centerline of 30th Street East;

(24) Thence Northerly along said line, North 00°22′01″ West, 74.37 feet;

(25) Thence South 89°51′07″ West, 50.00 feet to a line parallel with and 50.00 feet Westerly of the East line of the Southeast Quarter of Section 19, said line being the Westerly Right-of-Way line of 30th Street East;

(26) Thence South 89°51′07″ West, 2611.99 feet to a line parallel with and 40.00 feet Easterly of the West line of the Southeasterly Quarter of Section 19, said line being the centerline of 25th Street East;

(27) Thence South 89°51′07″ West, 40.00 feet to a point on the West line of the Southeasterly Quarter of Section 19;

(28) Thence South 89°50′54″ West, 39.99 feet, to a line parallel with and 40.00 feet Westerly of the East line of the Southwesterly Quarter of Section 19, said line being on the centerline of 25th Street East;

(29) Thence South 89°50′54″ West, 2226.12 feet;

(30) Thence South 00°10′20″ East, 48.00 feet;

(31) Thence South 89°50′54″ West, 400.00 feet to a line parallel with and 40.00 feet Easterly of the West line of the Southwest Quarter of section 19, said line being the Easterly Right-of-Way line of 20th Street East;

(32) Thence South 89°50′54″ West, 40.00 feet to a point along the West line of the Southwest Quarter of section 19, said line being the centerline of 20th Street East;

(33) Thence Northerly along said line, North 00°10′20″ West, 63.85 feet;

(34) Thence South 89°30′49″ West, 40.00 feet to a line parallel with and 40.00 feet Westerly of the West line of the Southeast Quarter of section 24, said line being the Westerly Right-of-Way line of 20th Street East;

(35) Thence South 89°30′49″ West, 1269.71 feet;
Thence South 89°30'49" West, 1318.69 feet; to a line parallel with and distant 40.00 feet of the West line of the Southeast Quarter of Section 24, said line being the Westerly Right-of-Way line of 15th Street East;

Thence Northerly along said line, North 00°07'17" West, 1339.02 feet to a point on the North line of the Southeast Quarter of Section 24;

Thence North 00°07'33" West, 2641.55 feet to a line parallel with and 50.00 feet Southerly of the North line of the Northeast Quarter of Section 24, said line being the Southerly Right-of-Way line of Rancho Vista Blvd.;

Thence Easterly along said line, North 88°02'49" West, 2586.39 feet to a line parallel with and 40.00 feet Westerly of the East line of the Northwest Quarter of Section 24, said line being the Westerly Right-of-Way line of 20th Street East;

Thence North 82°22'05" East, 80.68 feet to a point on a line parallel with and 40.00 feet Easterly of the West line of the Northwest Quarter of Section 19, said line being the Easterly Right-of-Way line of 20th Street East;

Thence Easterly along said line, South 89°02'51" East, 2676.96 feet;

Thence continuing Easterly along said line, South 89°02'57" East, 1651.13 feet;

Thence North 00°04'45" West, 2152.29 feet;

Thence North 89°32'53" West, 308.84 feet to the West line of the Northeast Quarter of the Southeast Quarter of Section 18;

Thence Northerly along said line, North 00°00'26" West, 3101.06 feet;

Thence North 51°51;56" East, 38.14 feet;

Thence North 00°00'26" West, 33.15 feet to a line parallel with and distant 30.00 feet Southerly of the North line of the Northeast Quarter of Section 18;

Thence North 89°55'45" East, 42.30 feet;

Thence North 51° 51'56" East, 48.66 feet, to a point on the North line of the Northeast Quarter of Section 18;

Thence Easterly along said line, North 89°55'45" East, 1221.82 feet to a point on the East line of the Northeast Quarter of Section 18;
(51) Thence South 89°53’14” East, 1881.77 feet;

(52) Thence North 00°17’29” West, 2430.88 feet;

(53) Thence North 51°50’37” East, 377.44 feet, to a point on the North line of the Southwest Quarter of Section 8;

(54) Thence South 89°59’36” East, 502.03 feet, to a point on the East line of the Northwest Quarter of Section 8;

(55) Thence North 00°17’29” West, 392.91 feet, to a point on the Southeasterly line of document 54441-48, Official Records of said County;

(56) Thence North 51°50’39” East, 3446.27 feet, to a line parallel with and 30.00 feet Easterly of the West line of the Northwest Quarter of Section 9, said line being the Easterly Right-of-Way line of 40th Street East;

(57) Thence North 00°12’06” West, 117.95 feet, to a line parallel with and 30.00 feet Southerly of the North line of the Northwest Quarter of Section 9, said line being the Southerly Right-of-Way line of Avenue N;

(58) Thence Easterly along said line, South 89°43’53” East, 2659.17 feet, to a point on the East line of the Northwest Quarter of Section 9;

(59) Thence North 00°13’04” West, 3067.79 feet, a point on the Northwest line of Instrument No. 3579 recorded on November 16, 1972, Official Records of said County;

(60) Thence North 54°29’50” West, 3252.34 feet to the Point of Beginning.

The above-described land for EIFD Area A-5 contains 4,374.12 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 00°15’48” West along the Easterly line of Section 4, as shown on the Map of Record of Survey filed in Book 199, Pages 34 through 62 of Records of Survey, in the City of Palmdale, records of Los Angeles County.
AREA B-6 (Palmdale Aerospace Corridor of the Palmdale Medical Campus District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of the Northwest Quarter of Section 27, Township 6 North, Range 12 West, San Bernardino Meridian, being more particularly described as follows:

Commencing at the North ¼ Corner of Section 27, being at the centerline of West Avenue Q as shown on County Surveyor Map No. 5239, Records of Los Angeles Recorder's Office;

(1) Thence Westerly along said centerline, North 89°49'08" West, 65.73 feet;

(2) Thence at right angles, South 00°10'52" West, 40.00 feet to the Northwesterly terminus of the Southwesterly Right-of-Way corner cut-off of 5th Street West and avenue Q, and the Point of Beginning;

(3) Thence Southeasterly along said Southwesterly Right-of-Way corner cut-off line, South 45°21'59" East, 37.82 feet, to a point on the Westerly Right-of-Way line of 5th Street West;

(4) Thence Southerly along said Westerly Right-of-Way line, South 00°54'50" East, 1939.81 feet to the Southerly line of the North Half of the Southeast Quarter of the Northwest Quarter of Section 27;

(5) Thence Westerly along said line, South 89°57'56" West, 1303.45 feet to the Westerly line of the Northeast Quarter of the Northwest Quarter of section 27;

(6) Thence Southerly along last-said line, South 00°43'33" East, 5.52 feet;

(7) Thence South 89°27'26" West, 1254.85 feet to the Easterly Right-of-Way line of Tierra Subida Avenue, being the Southwest corner of Parcel 1 of Parcel Map No. 62002, filed in Book 333, Pages 29 through 31 inclusive of Parcel Maps, records of Los Angeles County;

(8) Thence Northeasterly along said Right-of-Way line, North 41°55'47" East, 3.77 feet;

(9) Thence North 00°32’20” West, 61.31 feet;

(10) Thence North 45°32’13” West, 38.33 feet to a line parallel with and 64.00 feet Easterly of the centerline of Tierra Subida Avenue;

(11) Thence along said parallel line, North 00°32’20” West, 428.40 feet to the beginning of a tangent curve concave Westerly, and having radius of 171.60 feet;
APPENDIX B: LEGAL/GEOGRAPHICAL DESCRIPTION OF PALMDALE EIFD

(12) Thence Northerly along said tangent curve, through a central angle of 15°11’43”, an arc distance of 45.51 feet to the beginning of a reversing curve concave Easterly, and having a radius of 171.60 feet;

(13) Thence Northerly along said reversing curve, through a central angle of 15°11’43”, an arc distance of 45.51 feet to a point on the Easterly Right-of-Way line of Tierra Subida Avenue;

(14) Thence Northerly along said Right-of-Way line, North 00°32’20” West, 98.98 feet;

(15) Thence North 51°05’03” East, 19.70 feet;

(16) Thence North 05°49’07” West, 118.06 feet;

(17) Thence North 42°29’15” West, 24.81 feet;

(18) Thence North 00°32’20” West, 27.94 feet;

(19) Thence North 10°46’16” East, 81.58 feet;

(20) Thence North 00°32’20” West, 59.77 feet;

(21) Thence, North 89°55’51” West, 29.98 feet, to a point on a line parallel with a distant 30.00 feet Easterly from the centerline of Tierra Subida Avenue;

(22) Thence North 00°32’20” West, 938.37 feet, to the Southwesterly terminus of the Southeasterly Right-of-Way corner cut-off line of Tierra Subida Avenue and Avenue Q;

(23) Thence Northeasterly along said Southeasterly Right-of-Way corner cut-off line, North 44°27’40” East, 24.08 feet, to a point on the Southerly Right-of-Way line of Palmdale Boulevard, the beginning of a non-tangent curve concave Southwesterly, having a radius of 950.00 feet, and to which point, a radial line bears North 04°17’18” East;

(24) Thence Southeasterly along said non-tangent curve, through a central angle of 23°14’17”, an arc distance of 385.30 feet, to a line parallel with and 50.00 feet Southwesterly of the centerline of Palmdale Boulevard, being the Southerly Right-of-Way line of said Palmdale Boulevard;

(25) Thence North 23°44’52” East, 118.11 feet to the Northwesterly terminus of the Northeasterly Right-of-Way corner cut-off line of Palmdale Blvd.;

(26) Thence continuing along said Right-of-Way line, North 23°44’52” East, 27.13 feet, to a point on a tangent curve concave Northeasterly and having a radius of 158.00 feet, a radial line to said point bears South 66°15’08” East;
(27) Thence along said tangent curve, through a central angle of 08°51′07″, an arc distance of 24.41 feet to the Northerly line of the Northwest Quarter of Section 27;

(28) Thence along said Southerly line, South 89°49′08″ East, 156.36 feet, to a point on a non-tangent curve concave Northeasterly, having a radius of 65.00 feet, and to which point a radial line bears North 89°49′52″ West, said curve being the Southerly Right-of-Way line of West Avenue Q;

(29) Thence Easterly along said non-tangent curve, through a central angle of 109°56′44″, an arc distance of 124.73 feet;

(30) Thence Easterly, North 70°10′52″ East, 45.78 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 90.00 feet;

(31) Thence along last-said tangent curve, through a central angle of 20°00′09″, an arc distance of 31.42 feet to a line parallel with and 40.00 feet Southerly of the centerline of Avenue Q, said centerline being the Northerly line of Section 27;

(32) Thence Easterly, South 89°49′08″ East, 1877.67 feet to the Point of Beginning.

The above-described land for EIFD Area B-6 contains 116.61 acres, more or less.

The bearings referenced in this description of land are based upon the bearing of North 00°54′50″ West as shown on a Record of Survey filed in book 254, Page 1, records of Los Angeles County.

**AREA B-7 (Palmdale Commercial Centers Area of the Golden Spike District)**

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Sections 15, 16, 21, 22, 23, 26, and 27, Township 6 North, Range 12 West, San Bernardino Meridian, according to the Official Plats of said lands, being more particularly described as follows:

**Beginning** at the Northeasterly terminus of theSoutheasterly Right-of-Way corner Cut-Off of 15th Street West (a 40.00-foot Easterly Half-Width Street) and Avenue O-8 (a 40.00-foot Southerly Half-Width Street), in the Southeast Quarter of said Section 16, as shown on Tract No. 46735, recorded in Book 1134, Pages 40 through 45 inclusive of Maps, records of Los Angeles County;

(1) Thence Easterly, parallel with and 40.00 feet Southerly of the centerline of Avenue O-8, along its Southerly Right-of-Way line, North 89°15′09″ East, 1195.72 feet to the Southwesterly Right-of-Way line of the Antelope Valley Freeway (Highway 14);
(2) Thence along said Southwesterly Right-of-Way line of the Antelope Valley Freeway, South 30°12’53” East, 82.15 feet;
(3) Thence South 34°02’11” East, 303.37 feet;
(4) Thence South 41°38’34” East, 209.20 feet;
(5) Thence South 42°44’00” East, 208.75 feet;
(6) Thence South 46°18’16” East, 187.45 feet;
(7) Thence South 40°25’10” East, 323.12 feet;
(8) Thence South 42°28’10” East, 246.34 feet;
(9) Thence South 42°50’59” East, 329.29 feet;
(10) Thence South 39°58’12” East, 128.24 feet;
(11) Thence South 30°25’50” East, 85.82 feet to the Westerly Right-of-Way line of 10th Street West;
(12) Thence North 89°40’57” East, 71.99 feet to the Easterly line of the Southeast Quarter of said Section 16 and the centerline of 10th Street West;
(13) Thence Northerly along said centerline of 10th Street West, North 00°19’03” erst, 76.65 feet to the Northwesterly prolongation of the Southwesterly Right-of-Way line of the Antelope Valley Freeway;
(14) Thence Southeasterly along last said Right-of-Way line, South 47°41’50” East, 469.69 feet, as shown on Parcel Map No. 23981, recorded in Book 268, Pages 90 and 91 of Parcel Maps, records of said County;
(15) Thence South 48°05’13” East, 609.08 feet;
(16) Thence South 78°16’28” East, 415.45 feet;
(17) Thence South 00°11’16” East, 79.76 feet to its intersection with the Centerline of Rancho Vista Boulevard (formerly Avenue P), the Southerly line of the Southwest Quarter of said Section 15;
(18) Thence Westerly along last-said centerline, South 89°48’44” West, 32.86 feet;
(19) Thence Southerly at right angles, leaving said centerline and continuing along the Southwesterly Right-of-Way line of the Antelope Valley Freeway, South 00°11’16” East, 67.00 feet;
(20) Thence South 59°02’38” East, 156.46 feet;
(21) Thence South 41°08’38” East, 275.30 feet;
(22) Thence South 45°30’24” East, 700.87 feet;
(23) Thence South 46°56’14” East, 600.19 feet;
Thence South 48°28′33″ East, 104.52 feet to its intersection with the centerline of Avenue P-4;

Thence continuing Southwesterly along said Right-of-Way line, South 48°26′17″ East, 1531.17 feet;

Thence South 24°43′53″ East, 220.45 feet;

Thence South 34°25′25″ East, 131.29 feet to its intersection with the centerline of Avenue P-8 and the beginning of a non-tangent curve concave Southwesterly, having a radius of 2900.00 feet, and to which point a radial line bears North 68°43′12″ East;

Thence Southerly along said non-tangent curve, through a central angle of 13°35′09″, an arc distance of 687.64 feet;

Thence South 89°46′19″ West, 15.13 feet to the beginning of a non-tangent curve concave Westerly, having a radius of 2885.00 feet, and to which point a radial line bears North 82°16′00″ East;

Thence Southerly along last-said non-tangent curve, through a central angle of 2°20′13″, an arc distance of 117.67 feet;

Thence Northeasterly, leaving the Southwesterly Right-of-Way line of the Antelope Valley Freeway North 59°52′58″ East, 219.14 feet;

Thence North 89°88′07″ East, 109.75 feet to the Northeasterly Right-of-Way line of said Antelope Valley Freeway, at the beginning of a non-tangent curve concave Southeasterly, having a radius of 1095 feet, and to which point a radial line bears North 79°54′48″ West;

Thence Northerly along last said non-tangent curve, through a central angle of 38°02′16″, an arc distance of 726.95 feet to a point parallel with and 50.00 feet Southerly of the centerline of Avenue P-8 (a 50.00-foot Southerly Half-Width Street);

Thence Easterly along said parallel line, North 89°46′38″ East, 664.26 feet;

Thence South 45°31′42″ East, 37.98 feet;

Thence South 86°55′53″ East, 80.19 feet;

Thence North 44°03′28″ East, 38.11 feet to a point on the Southerly Right-of-Way line of Avenue P-8 (a 55.00-foot Southerly half-Width Street);

Thence Easterly along last-said Southerly Right-of-Way line and its Easterly prolongation, North 88°56′58″ East, 3619.42 feet to its intersection with the centerline of Sierra Highway;

Thence Northerly along said centerline, North 7°43′34″ East, 30.20 feet to its intersection with the Westerly prolongation of the Southerly Right-of-Way line of Avenue P-8 (a 25.00-foot Southerly half-Width Street)

Thence Easterly along last-said Right-of-Way line, North 88°56′58″ East, 1173.45 feet;
(41) Thence South 00º35’11” East, 5.00 feet to a line parallel and 30.00 feet Southerly of the centerline of Avenue P-8;

(42) Thence Easterly along last-said Right-of-Way line, North 88º56’58” East, 417.75 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 27.00;

(43) Thence Southerly along said tangent curve, through a central angle of 90º27’49”, an arc distance of 42.63 feet to a point parallel with and 50.00 feet Westerly of the centerline of Challenger Way (formerly 10th Street East, a 50.00-foot Westerly Half-Width Street);

(44) Thence Southerly along said Westerly Right-of-Way line, South 00º35’13” East, 607.22 feet;

(45) Thence North 88º56’49” East, 10.00 feet to a line parallel with and 40.00 feet Westerly of the centerline of said Challenger Way;

(46) Thence continuing Southerly along last-said parallel line, South 00º35’13” East, 166.11 feet;

(47) Thence South 88º56’46” West, 10.00 feet to a line parallel with and 50.00 Westerly of said centerline;

(48) Thence Southerly along last-said parallel line, South 00º35’13” East, 166.11 feet;

(49) Thence North 88º56’44” East, 10.00 feet to a line parallel with and 40.00 feet Westerly of said centerline;

(50) Thence Southerly along last-said parallel line, South 00º35’13” East, 664.44 feet;

(51) Thence South 88º56’34” West, 10.00 feet to a line parallel with and 50.00 Westerly of said centerline;

(52) Thence Southerly along last-said parallel line, South 00º35’13” East, 332.22 feet;

(53) Thence North 88º56’30” East, 10.00 feet to a line parallel with and 40.00 feet Westerly of said centerline;

(54) Thence Southerly along last-said parallel line, South 00º35’13” East, 664.44 feet to its intersection with the centerline of Avenue Q, being on the Southerly line of the Southeast Quarter of said Section 23;

(55) Thence Easterly along the Southerly line of the Southeast Quarter of said Section 23 and the centerline of Avenue Q, North 88º56’20” East, 10.00 feet to a line parallel with and 30.00 feet Westerly of the Easterly line of the Northeast Quarter of said Section 26 and centerline of Challenger Way;

(56) Thence Southerly along last-said parallel line, the Westerly Right-of-Way line of Challenger Way and its prolongation, South 01º18’04” East, 630.00 feet;

(57) Thence South 88º41’56” West, 20.00 feet to a line parallel with and 50.00 feet Westerly of the centerline of Challenger Way;

(58) Thence Southerly along last-said parallel line and the Westerly Right-Of-Way line of Challenger Way, South 01º18’04” East, 600.33 feet;
(59) Thence North 88°41’56” East, 10.00 feet to a line parallel with and 40.00 feet Westerly of the centerline of Challenger Way;

(60) Thence Southerly along last-said parallel line, the Westerly Right-of-Way line and its prolongation of Challenger Way, South 01°18’04” East, 1443.39 feet to the Southerly line of the northeast Quarter of said Section 26;

(61) Thence continuing Southerly along said Westerly Right-of-Way line of Challenger Way, parallel with and 40.00 feet Westerly of the centerline of Challenger Way, through the intersection with Palmdale Boulevard, South 01°06’04” East, 414.71 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 27.00 feet;

(62) Thence Southerly along said tangent curve, through a central angle of 90°14’22”, an arc distance of 42.52 feet to a point parallel with and 50.00 feet Northerly of the centerline of Avenue Q-9(a 100.00-foot Street, 50.00 feet on each side of centerline);

(63) Thence South 00°52’05” East, 100.00 feet to the Southerly Right-of-Way line of said Avenue Q-9;

(64) Thence along last-said Southerly Right-of-Way line and its prolongation, South 89°07’55” West, 658.88 feet to its intersection with the centerline of 9th Street East;

(65) Thence Northerly along said centerline, North 00°52’05” West, 50.00 feet to its intersection with the centerline of Avenue Q-9;

(66) Thence Westerly along the centerline of Avenue Q-9, South 89°07’55” West, 359.21 feet;

(67) Thence North 00°52’05” West, 10.00 feet;

(68) Thence Westerly along a line parallel with and 10.00 feet Northerly of the centerline of said Avenue Q-9 South 89°07’55” West, 297.91 feet, more or less, to the Westerly Right-of-Way line of Sierra Highway;

(69) Thence Northerly along said Westerly Right-of-Way line, North 07°59’57” West, 315.53 feet, to its intersection with the Southerly Right-of-Way line of Palmdale Boulevard;

(70) Thence along last-said Southerly Right-of-Way line of Palmdale Boulevard, South 88°51’29” West, 443.61 feet;

(71) Thence North 84°49’07” West, 41.08 feet to its intersection with the Westerly Right-of-Way line of 6th Street East (a 40.00-foot Westerly Half-Width Street);

(72) Thence Southerly along the prolongation and Westerly Right-of-Way line of said 6th Street East, South 07°59’57” East, 611.48 feet to the Southerly line of Lot 53, filed in Book 52, Pages 55 and 56 of Miscellaneous Records, records of said County;

(73) Thence Westerly along last-said Southerly line, South 89°04’57” West, 787.34 feet to the Southwest corner of said Lot 53, being on the Centerline of 5th Street East and Westerly line of the Southeast Quarter of said Section 26;

(74) Thence along said centerline of 5th Street East, North 01°35’57” West, 60.52 feet, to its intersection with the Southerly Right-of-Way line of Avenue Q-10 (a 40.00-foot Southerly Half-Width Street);
Thence Westerly along last-said Southerly Right-of-Way line, South 89º08'05” West, 2587.58 feet to the Easterly Right-of-Way line of Division Street;

Thence Southerly along last-said Easterly Right-of-Way line, South 01º46'35” East, 10.00 feet to the beginning of a non-tangent curve concave Southwesterly, having a radius of 40.00 feet, and to which point a radial line bears North 01º45'46” West;

Thence Southeasterly along said non-tangent curve, through a central angle of 111º57'21”, an arc distance of 78.16 feet;

Thence South 20º11’35” West, 50.00 feet to the beginning of a tangent curve concave Easterly and having a radius of 88.00 feet;

Thence Southerly along last-said tangent curve, though a central angle of 21º58’04”, and arc distance of 33.74 feet;

Thence South 01º46’35” East, 202.18 feet to the beginning of a tangent curve concave Northeasterly and having a radius of 15.00 feet;

Thence Southeasterly along last-said tangent curve, through a central angle of 89º05’20”, an arc distance of 23.32 feet, to a point on the Northerly Right-of-Way line of Taintor Road;

Thence South 00º51’55” East, 60.00 feet, said point being on the Southerly Right-of-Way line of Taintor Road;

Thence South 89º08’05” West, 30.78 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 25.00 feet;

Thence Southwesterly along last-said tangent curve, through a central angle of 90º04’08”, an arc distance of 39.30 feet;

Thence South 01º46’35” East, 94.96 feet;

Thence Easterly, leaving the Easterly Right-of-Way line of Division Street, North 89º00’40” East, 286.55 feet;

Thence South 78º27’34” East, 57.05 feet;

Thence South 38º59’03” East, 140.09 feet;

Thence North 50º57’50” East, 64.98 feet to the beginning of a tangent curve concave Southerly and having a radius of 15.00 feet;

Thence along last-said tangent curve, through a central angle of 90º04’08”, an arc distance of 23.58 feet;

Thence South 38º59’03” East, 217.12 feet to the beginning of a tangent curve concave Westerly and having a radius of 15.00 feet;

Thence along last-said tangent curve, through a central angle of 90º00’27”, an arc length of 23.56 feet;
(93) Thence South 38°59'03" East, 50.00 feet to the beginning of a non-tangent curve concave Southerly, having a radius of 15.00 feet, and to which point a radial line bears North 38°58'36" West;

(94) Thence Easterly along said non-tangent curve, through a central angle of 89°59'33", an arc distance of 23.56 feet;

(95) Thence South 38°59'03" East, 1.98 feet;

(96) Thence North 51°01'32" East, 40.00 feet;

(97) Thence South 38°59'03" East, 137.74 feet;

(98) Thence South 51°00'57" West, 40.00 feet;

(99) Thence South 54°08'27" West, 20.67 feet;

(100) Thence South 57°24'48" West, 695.20 feet;

(101) Thence South 88°13'25" West, 189.44 feet to a point on the East line of said Section 27;

(102) Thence along said East line, North 01°46'35" West, 85.51 feet;

(103) Thence South 89°11'35" West, 1141.35 feet to the Southwesterly corner of Instrument No. 96-534556 of Official Records, described in a Record of Survey, filed in Book 164, Page 100 of Records of Survey, records of said County;

(104) Thence South 89°11'35" West, 212.06 feet to the Westerly Right-of-Way line of the Antelope Valley Freeway (Highway 14);

(105) Thence Northerly along said Right-of-Way line, North 01°42'46" West, 664.04 feet;

(106) Thence North 04°54'08" West, 484.65 feet;

(107) Thence continuing Northerly along said Right-of-Way line, North 02°59'05" West, 851.53 feet to its intersection with the southerly line of the Northeast Quarter of said Section 27;

(108) Thence North 03°17'19" West, 49.49 feet to the beginning of a non-tangent curve concave Westerly and having a radius of 1100.00 feet, and to which point a radial line bears North 89°00'42" East;

(109) Thence Northerly along said non-tangent curve, through a central angle of 16°32'05", an arc distance of 317.44 feet;

(110) Thence North 04°59'31" West, 962.94 feet to a point on the Westerly Right-of-Way line of the Antelope Valley Freeway, the beginning of a non-tangent curve concave Westerly, having a radius of 450.00 feet, and to which point a radial line bears South 67°56'53" East;

(111) Thence Northerly along last-said non-tangent curve, through a central angle of 17°50'49", an arc distance of 140.17 feet;

(112) Thence North 04°12'18" East, 381.38 feet;

(113) Thence North 02°40'00" West, 300.04 feet;
APPENDIX B: LEGAL/GEOGRAPHICAL DESCRIPTION OF PALMDALE EIFD

(114) Thence North 01º42'42" West, 488.45 feet;

(115) Thence North 03º03'33" East, 30.06 feet to its intersection with the centerline of Avenue Q;

(116) Thence continuing Northerly along said Westerly Right-of-Way line of the Antelope Valley Freeway, North 01º13'37" West, 451.65 feet;

(117) Thence North 00º44'28" West, 655.27 feet;

(118) Thence leaving the Westerly Right-of-Way line of the Antelope Valley Freeway (Highway 14), North 89º59'54" West, 483.58 feet to the Easterly Right-of-Way line of Carriage Way;

(119) Thence Northerly along last said Easterly Right-of-Way, North 00º00'06" East, 123.10 feet to the beginning of a non-tangent curve concave Southwesterly, having a radius of 90.00 feet, and to which point a radial line bears South 19º28'10" East;

(120) Thence Northerly and Easterly along said non-tangent curve, through a central angle of 224º04'14", an arc distance of 351.97 feet to the Northerly Right-of-Way line of Auto Center Drive;

(121) Thence Westerly along said Northerly Right-of-Way line, North 89º55'40" West, 823.02 feet;

(122) Thence North 45º15'52" West, 37.96 feet to the Easterly Right-of-Way line of 5th Street West;

(123) Thence North 89º33'50" West, 100.02 feet to the Westerly Right-of-way line of 5th Street West;

(124) Thence South 44º44'08" West, 38.41 feet to the Northerly Right of Way line of Auto Center Drive;

(125) Thence Westerly along last said Northerly Right-of-Way line, North 89º53'41" West, 1033.87 feet to the Easterly Right-of-Way line of Trade Center Drive;

(126) Thence Northerly along last-said Easterly Right -of-Way line, North 00º38'13" West, 1225.59 feet;

(127) Thence North 04º31'15" West, 127.00 feet to the northerly Right-of-Way line of Technology Drive (formerly Avenue P-8);

(128) Thence Westerly along last-said Northerly Right-of-Way, North 89º26'04" West, 80.02 feet;

(129) Thence South 44º43'17" West, 10.31 feet;

(130) Thence North 89º55'06" West, 312.68 feet;

(131) Thence South 00º38'20" East, 20.00 feet;

(132) Thence North 89º55'04" West, 52.94 feet to the beginning of a tangent curve concave Northerly and having a radius of 4050.00 feet;
(133) Thence Westerly along said tangent curve, through a central angle of 01°19'12", an arc distance of 93.31 feet;

(134) Thence North 83°44'21" West, 119.99 feet;

(135) Thence North 88°31'04" West, 60.33 feet;

(136) Thence South 84°40'05" West, 84.28 feet;

(137) Thence North 88°31'04" West, 92.10 feet to the beginning of a tangent curve concave Southerly and having a radius of 4200.97 feet;

(138) Thence Westerly along last said tangent curve, through a central angle of 01°22'59", an arc distance of 101.40 feet;

(139) Thence continuing Westerly along said Northerly Right-of-Way and its prolongation North 89°55'04" West, 425.59 feet to the Westerly Right-of-Way line of 10th Street West;

(140) Thence Northerly along last-said Westerly Right-of-Way, parallel with and 50.00 feet Westerly of the centerline of said 10th Street West, North 00°40'25" West, 1044.41 feet;

(141) Thence South 89°38'15" West, 18.00 feet;

(142) Thence North 00°40'25" West, 1224.75 feet;

(143) Thence North 89°19'35" East, 8.00 feet;

(144) Thence North 00°40'25" West, 255.20 feet;

(145) Thence South 89°19'35" West, 20.00 feet to the beginning of a non-tangent curve concave Southwesterly, having a radius of 25.00 feet, and to which point a radial line bears North 89°19'35" East;

(146) Thence Northwesterly along said non-tangent curve, through a central angle of 89°41'20", an arc distance of 39.13 feet to a point on the Southerly Right-of-Way line of Rancho Vista Boulevard (formerly Avenue P);

(147) Thence North 00°21'40" West, 114.00 feet to the Northerly Right-of-Way line of Said Rancho Vista Boulevard (formerly Avenue P);

(148) Thence Westerly along said Northerly Right-of-Way line, South 89°38'15" West, 967.93 feet;

(149) Thence South 82°47'41" West, 100.72 feet;

(150) Thence South 89°38'15" West, 343.99 feet;

(151) Thence North 89°13'00" West, 300.08 feet;

(152) Thence South 89°38'15" West, 350 feet;

(153) Thence South 88°29'30" West, 300.06 feet;

(154) Thence South 89°38'15" West, 147.93 feet;
(155) Thence North 45º18'22" West, 38.22 feet to the Easterly Right of Way line of 15th Street West (an Easterly 40.00-foot half Width Street);

(156) Thence Northerly along last-said Easterly right-of-Way line North 00º15'00" West, 2538.96 feet;

(157) Thence North 44º30'05" East, 38.02 feet to the **Point of Beginning.**

The above-described land for EIFD Area B-7 contains approximately 1332.91 acres more or less.

The bearings referenced in this description of land are based upon the bearing North 89º38'15" East, being the Southerly line of the Southeast Quarter of Section 16, Township 6 North, Range 12 West, San Bernardino Meridian, being the centerline of Avenue P as shown on Tract No. 46735, recorded in Book 1134, Pages 40 through 45 inclusive of Maps, records of Los Angeles County.

**AREA B-8 (Palmdale Commercial Centers Area of the Pelona Vista Parkway District)**

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of Section 34, Township 6 North, Range 12 West, San Bernardino Meridian, according to the Official Plats of said lands, being more particularly described as follows:

**Beginning** at the Northwest corner of said Section 34;

(1) Thence Easterly along the North line of the Northwest Quarter of said Section 34, North 89º36'44" East 1950.55 feet to the beginning of a non-tangent curve concave Southwesterly, having a radius of 1,950.00 feet, and to which point a radial line bears North 50º24'16" East, being the Westerly Right-of-Way line of Tierra Subida Avenue;

(2) Thence Southerly along said non-tangent curve and the Westerly Right-of-Way line of Tierra Subida, through a central angle of 33º03'03", an arc distance of 1124.84 feet;

(3) Thence North 89º29'12" East, 100.53 feet to a point on the Easterly Right-of-Way line of Tierra Subida Avenue;

(4) Thence North 24º57'24" East, 27.79 feet to a point on the Southerly Right-of-Way line of Rayburn Road;

(5) Thence North 55º03'09" East, 262.04 feet to the Northwest corner of the property described in Instrument No. 96-1464389 of Official Records, being South 00º16'24" East 849.54 feet from the North Quarter Corner of said Section 34;
(6) Thence along said property line North 55º03'09" East, 405.62 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 1950.00 feet;

(7) Thence Northeasterly along said tangent curve, through a central angle of 29º55'05", an arc distance of 1018.23 feet;

(8) Thence South 04º37'28" West, 102.24 feet;

(9) Thence South 01º12'07" West, 1001.28 feet;

(10) Thence South 15º01'59" East, 209.52 feet;

(11) Thence South 05º28'30" East, 305.21 feet;
(12) Thence South 10º17'07" East, 303.22 feet;

(13) Thence South 11º51'21" East, 100.78 feet;

(14) Thence South 08º37'48" West, 205.56 feet;

(15) Thence South 07º41'29" East, 148.28 feet;

(16) Thence North 89º57'45" East, 56.00 feet;

(17) Thence South 08º02'47" East, 37.44 feet;

(18) Thence South 21º41'54" West, 111.80 feet;

(19) Thence South 02º22'35" East, 115.11 feet;

(20) Thence South 09º15'54" East, 65.19 feet;

(21) Thence South 00º19'40" West, 110.45 feet;

(22) Thence South 24º44'18" West, 253.03 feet;

(23) Thence South 04º51'59" East, 100.00 feet;

(24) Thence South 13º23'50" East, 808.95 feet;
Thence South 06°46'32" East, 300.17 feet;

Thence South 14°25'26" West, 105.95 feet;

Thence South 04°51'59" East, 85.00 feet;

Thence South 07°39'45" West, 184.39 feet;

Thence South 00°14'49" West, 281.11 feet;

Thence South 43°16'28" West, 153.15 feet to the Northerly Right-of-Way line of Avenue S;

Thence along last-said Northerly Right-of-Way line, North 89°25'23" West 75.00 feet;

Thence South 00°34'37" West, 30.00 feet;

Thence North 89°25'23" West, 200.00 feet;

Thence North 00°34'37" East, 30.00 feet;

Thence North 89°25'23" West, 400.00 feet;

Thence South 00°34'37" West, 30.00 feet;

Thence North 89°25'23" West, 600.00 feet;

Thence North 00°34'37" East, 30.00 feet;

Thence North 89°25'23" West, 1423.54 feet to the beginning of a tangent curve concave Northeasterly and having a radius of 17.00 feet;

Thence Northwesterly along said tangent curve, through a central angle of 88°59'44", an arc distance of 26.41 feet to the Easterly Right-of-Way line of 7th Street West;

Thence along last-said Easterly Right-of-Way line, North 00°25'39" West, 2562.07 feet;

Thence leaving said Easterly Right-of-Way line, South 89°58'03.15" West, 1357.05 feet to the Southwest corner of the Northwest Quarter of Section 34;

Thence Northerly along the Westerly line of the Northwest Quarter of said Section 34, North 00°35'47" West, 2613.96 feet to the Point of Beginning.

The above-described land for EIFD Area B-8 contains approximately 381.84 acres more or less.
The bearings referenced in this description of land are based upon the bearing North 89°57'45" East, being the Southerly line of the Northwest Quarter of Section 32 per County Surveyors Map No. B-2834-1 Sheet A3, records of Los Angeles County.

**AREA B-9 (Palmdale Commercial Centers Area of the Four Points Gateway District)**

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being Portions of the Southeast Quarter of Section 4 and the Northeast Quarter of Section 9, Township 5 North, Range 11 West, San Bernardino Meridian, according to the Official Plats of said land, more particularly described as follows:

**Beginning** at the Northeast Corner of Section 9, being at the centerline of Avenue T, as shown on County Surveyor Map B-5559, records of Los Angeles County;

1. Thence Southerly along the Easterly line of Northeast Quarter of said Section 9, South 00°08'20" East, 682.00 feet to a line on the Westerly prolongation of the Northerly line of Record of Survey filed in Book 72, Page 27 of Records of Survey, records of said County;

2. Thence along the Northerly line and its prolongation of last-said Record of Survey, South 89°51'34" West, 1980.12 feet;

3. Thence North 00°03'28" West, 749.50 feet, to a point on the Northerly Right-of-Way line of Pearblossom Highway (a 60.00-foot Northerly Half-Width Street);

4. Thence Easterly along said Northerly Right-of-Way line, North 89°55'25" West, 869.14 feet;

5. Thence North 00°03'10" West, 26.88 feet, to the beginning of a non-tangent curve concave Westerly, having a radius of 44.00 feet, and to which point a radial line bears South 43°02'19" East, being on the Easterly Right of Way line of Fallingstar Place;

6. Thence Northerly along said non-tangent curve, through a central angle of 64°24'48", an arc distance of 49.47 feet;

7. Thence North 17°27'06" West, 26.62 feet, to the beginning of a tangent curve concave Easterly and having a radius of 88.00 feet;

8. Thence Northerly along said tangent curve through a central angle of 17°23'56", an arc distance of 26.72 feet line parallel with and 30.00 feet Easterly of the Centerline of Fallingstar Place;
Thence continuing along the Easterly Right-of-Way line of Fallingstar Place, North 00°03'10" West, 427.06 feet to the Southwesterly terminus of the Southeasterly Right-of-Way Corner Cut-off of Fallingstar Place and Spyglass Drive;

Thence Northeasterly along said Right-of-Way corner Cut-Off, North 45°01'19" East, 18.36 feet to a point on the Southerly Right of Way line of Spyglass Drive;

Thence North 89°56'21" East, 7.67 feet;

Thence along the Easterly line of Tract No. 52029, filed in Book 1314, Pages 1 through 8 inclusive of Maps, record of said County, North 00°03'10" West, 572.21 feet, to the Southerly Right of Way line of the Southern Pacific Railroad;

Thence Easterly along last-said Southerly Right-of-Way line, North 89°56'13" East, 188.75 feet, to its intersection with the Westerly line of the Southeast Quarter of Section 4;

Thence continuing Easterly along said Southerly Right-of-Way line, North 89°47'56" East, 421.92 feet to the Westerly Right-of-Way line of Fort Tejon Road;

Thence continuing Easterly along said Southerly Right-of-Way line, North 87°50'58" East, 121.69 feet, to the Easterly Right of Way line of Fort Tejon Road;

Thence continuing Easterly along said Southerly Right-of-Way line, South 89°55'32" East, 2101.82 feet to the Easterly line of the Southeast Quarter of section 4;

Thence South 00°13'47" West, 1203.53 feet to the **Point of Beginning**.

The above-described land for EIFD Area B-9 contains 108.38 acres more or less.

The bearings referenced in this description of land are based upon the bearing of North 89°55'25" West along the Centerline of Pearblossom Highway, as shown on Record of Survey Map filed in Book 72, Page 5827 of Records of Survey, record of said County.
AREA C-10  (Las Colinas Area of the Ritter Ranch District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, being portions of Sections 29 and 30, together with portions of Sections 29, 30, and 31 of Township 6 North, Range 12 West; as all said Townships and Ranges are on the San Bernardino Meridian according to the Official Plats of said lands, being more particularly described as follows:

**Beginning** at the Northwest corner of said Section 31;

1. Thence Easterly along the North line of said Section 31, South 89°26'57" East, 2120.50 feet as shown on Record of Survey filed in Book 120, Pages 63 through 67 inclusive of Records of Survey, records of Los Angeles County, to the beginning of a non-tangent curve concave Southwesterly, having a radius of 2,140.00 feet and to which point a radial line bears North 00°59'45" West, being on the Southerly Right-of-Way line of Avenue S;

2. Thence Easterly along said curve through a central angle of 14°26'15", an arc distance of 539.43 feet to the Easterly line of the Northwest Quarter of said Section 31;

3. Thence Northerly along the Easterly line of the Northwest Quarter of said Section 31 North 00°14'41" West, 52.95 feet to the North Quarter Corner of said Section 31;

4. Thence Northerly along the Easterly line of the Southwest Quarter, North 01°19'29" West, 2630.01 feet to the Center of Section 30;

5. Thence Westerly along the Southerly line of the Northwest Quarter of said Section 30, North 89°18'08" West, 2601.96 feet to the West Quarter Corner of said Section 30;

6. Thence Northerly along the Westerly line of said Northwest Quarter, North 03°40'41" West, 1327.16 feet to the Northeast corner of the Southerly Half of the Northerly Half of Section 30, as per Record of Survey 120 page 65;

7. Thence South 89°09'47" East, 5353.48 feet to the Northeast corner of the Southerly Half of Section 30, as per Record of Survey 120 page 65;

8. Thence North 00°42'26" West, 93.69 feet to the Southerly Right-of-Way of Elizabeth Lake Road (a 30.00-foot Southerly Half-Width Street);  

9. Thence Easterly along said Southerly Right-of-Way line, South 84°28'03" East, 2169.93 feet to the beginning of a tangent curve concave Northwesterly and having a radius of 530.00 feet;

10. Thence Northeasterly along said tangent curve, through a central angle of 54°36'23", an arc distance of 505.12 feet;

11. Thence South 40°55'33" West, 48.24 feet to the Westerly line of the Northeast Quarter of Section 29;

12. Thence North 00°51'56.59" West, 33.25 feet to the continuation of the Southerly Right-of-Way line of Elizabeth Lake Road (a 50.00-foot Southerly Half-Width Street);  

13. Thence Northeasterly along said Right-of-Way, North 60°15'48" East, 555.60 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 377.00 feet.
(13) Thence continuing Northeasterly along said tangent curve, through a central angle of 09°41'47", an arc distance of 63.80 feet to the beginning of a reversing curve concave Northwesterly, and having a radius of 393.00 feet;

(14) Thence along said reversing curve, through a central angle of 09°41'47.40", an arc distance of 66.51 feet to a point of tangency;

(15) Thence North 60°15'48" East, 175.00 feet;

(16) Thence leaving the Right-of-Way of Elizabeth Lake Road, North 74°44'12" West, 35.36 feet;

(17) Thence North 60°15'48" East, 32.00 feet to the centerline of Delta Way (a 64.00-foot Street, 32.00-foot Half-Width Street);

(18) Thence along said centerline, North 29°44'12" West, 9.00 feet;

(19) Thence North 60°15'48" East, 32.00 feet to the Southerly line of the Right-of-Way of Elizabeth Lake Road;

(20) Thence along said Right-of-Way line, North 10°41'22" East, 35.47 feet;

(21) Thence North 60°15'48" East, 434.64 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 377.00 feet;

(22) Thence Northeasterly along said Southerly Right-of-Way, through a central angle of 09°41'47.40", an arc distance of 63.80 feet to a reversing curve concave Northwesterly and having a radius of 393.00 feet;

(23) Thence along said reversing curve, through a central angle of 09°41'47.40", an arc distance of 66.51 feet to a point of tangency;

(24) Thence North 60°15'48" East 186.40 feet;

(25) Thence South 74° 44' 12" East, 26.59 feet;

(26) Thence North 56° 38'18" East, 71.83 feet;

(27) Thence North 10° 41'22" East, 33.18 feet;

(28) Thence North 60° 15'48" East, 47.28 feet to the beginning of a tangent curve concave Southeasterly and having a radius of 1480.00 feet;

(29) Thence Northeasterly and Easterly along said tangent curve, through a central angle of 29° 30'00", an arc distance of 762.01 feet to a point of tangency;

(30) Thence Easterly, North 89° 45'48" East, 270.59 feet to the Easterly line of Section 29;

(31) Thence leaving the Southerly Right-of-Way line of Elizabeth Lake Road along the East line of the Northeast Quarter of Section 29, South 00° 54' 52" East, 2567.62 feet to the Southeast corner of the Northeast Quarter of said Section 29;

(32) Thence continuing Southerly along the East line of the Southeast Quarter of Section 29, South 00° 53' 03" East, 2617.05 feet to the Southeasterly corner of Section 29;
APPENDIX B: LEGAL/GEOGRAPHICAL DESCRIPTION OF PALMDALE EIFD

(33) Thence Southerly along the East line of the Northeast Quarter of Section 32, South 00° 01'49" East, 2649.98 feet to the Southeasterly corner of the Northeasterly Quarter of said Section 32;

(34) Thence continuing Southerly along the East line of the Southeast Quarter of said Section 32, South 00° 00'21" East, 2649.81 feet to the Southeast corner of said Section 32;

(35) Thence Westerly along the Southerly line of said Section 32, North 89° 30'56" West, 2662.10 feet to the Westly line of Southeasterly Quarter of said Section 32;

(36) Thence continuing Westerly along the Southerly line of said Section 32, North 89° 31'26" West, 2638.92 feet to the Southwesterly corner of Section 32;

(37) Thence continuing Westerly along the Southerly line of Section 31, North 89° 30'13" West, 2638.84 feet to the Southwest Corner of the Southeast Quarter of Section 31;

(38) Thence Westerly along the Southerly line of the Southwest Quarter of said Section 31, North 89° 38'15" West, 2655.92 feet to the Southwest Corner of Section 31;

(39) Thence Northerly along the Westerly line of the Southwest Quarter of said Section 31, North 00° 00'07" West, 2625.36 feet to the Northwest Corner of the Southwest Quarter of said Section 31;

(40) Thence continuing Northerly along the Westerly line of the Northwest Quarter of Section 31, North 00° 26'44" West, 2628.52 feet to the Northwest corner of said Section 31 and the Point of Beginning.

The above-described land for EIFD Area C-10 contains approximately 2128.1 acres more or less.

The bearings referenced in this description of land are based upon the bearing North 89°26'57" West as shown on Record of Survey filed in Book 120, Pages 63 through 67 inclusive of Records of Survey, in the County of Los Angeles, State of California.

AREA C-11 (Las Colinas Area of the Anaverde District)

All that certain real property in the City of Palmdale, County of Los Angeles, State of California, located in all of Sections 25, 26, 27, 32, 33, 34, 35, and 36, together with portions of Sections 15, 16, 21, 22, 23, 24, 28, and 29 all in Township 6 North, Range 13 West, inclusive; also together with a portion of Section 30 in Township 6 North, Range 12 West; also together with portions of Sections 1, 2, 3, and 4, all in Township 5 North, Range 13 West, inclusive; as all said Townships and Ranges are on the San Bernardino Meridian according to the Official Plats of said land, being more particularly described as follows:

Beginning at the North ¼ Corner of Section 23, Township 6 North, Range 13 West, San Bernardino Meridian;
(1) Thence, Easterly along the North line of the Northeast ¼ of said Section 23, South 89°47'28" East, a distance of 2,637.60 feet to the Northeast Corner of said Section 23;

(2) Thence, Southerly along the East line of the Northeast ¼ of said Section 23, South 02°51'57" East, a distance of 2,644.28 feet to the East ¼ Corner of said Section 23 and West ¼ Corner of Section 24, Township 6 North, Range 13 West, San Bernardino Meridian;

(3) Thence, Southerly along the West line of the Southwest ¼ of said Section 24, South 02°52'29" East, a distance of 1,322.02 feet to the North line of the South ½ of the Southwest ¼ of said Section 24;

(4) Thence, Easterly along said North line, South 89°51'19" East, a distance of 2,562.74 feet to the East line of said Section 24;

(5) Thence, Southerly along said East line, South 01°50'21" East, a distance of 1,327.74 feet to the South ¼ Corner of said Section 24;

(6) Thence, Easterly along the South line of the Southeast ¼ of said Section 24, South 89°42'06" East, a distance of 1,220.61 feet, more or less, to a point on the West line of Lot 2 of Tract No. 51508-01 recorded on October 31, 1995 as Instrument No. 95-1761809, and filed in Book 1214 pages 28 through 36, inclusive, of Maps of Los Angeles County;

(7) Thence, Northerly along said West line of said Lot 2, North 0°42'24" East, a distance of 450.00 feet to the northwest corner of said Lot 2;

(8) Thence, Easterly along the north line of said Lot 2, South 88°37'56" East, a distance of 500.00 feet to a point on the West line of Lot 13 of said Tract No. 51508-01, said point being also the northeast corner of said Lot 2;

(9) Thence, Northerly along the West line of said Lot 13, North 01°11'36" West, a distance of 535.63 feet, more or less, to a point on the South line of Elizabeth Lake Road;

Thence, Southeasterly along the South line of Elizabeth Lake Road, the following courses:

(10) South 80°05'27" East, a distance of 96.87 feet;

(11) Thence, South 41°40'29" East, a distance of 21.79 feet, more or less, to a point on the West line of Ranch Center Drive;

(12) Thence, South 64°57'04" East, a distance of 92.75 feet, more or less, to a point on the East line of Ranch Center Drive;

(13) Thence, North 65°14'43" East, a distance of 61.31 feet to the beginning of a non-tangent curve concave Southwesterly and having a radius of 2,138.00 feet, the radial to said point bears North 12°53'28" East;
Thence, Southeasterly along said curve, through a central angle of 6°38'52", an arc length of 248.06 feet to the beginning of a non-tangent curve concave Southeasterly and having a radius of 2,143.69 feet, the radial to said point bears North 18°33'55" East;

Thence, Southeasterly along said curve, through a central angle of 9°24'27", an arc length of 351.98 feet, more or less, a point on the East line of the Southeast ¼ of Section 24 of Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Southerly along said East line of the Southeast ¼ of said Section 24, South 01°11'21" East, a distance of 725.90 feet to the Southeast Corner of said Section 24 and Northeast Corner of Section 25, Township 6 North Range 13 West, San Bernardino Meridian;

Thence, Southerly along the East line of the Northeast ¼ of said Section 25, South 03°52'34" East, a distance of 2,654.15 feet to the East ¼ Corner of said Section 25 and West ¼ Corner of Section 30, Township 6 North, Range 12 West, San Bernardino Meridian;

Thence, Easterly along the North line of the Southwest ¼ of said Section 30, South 89°29'48" East, a distance of 2,601.95 feet to the Center of said Section 30;

Thence, Southerly along the East line of the Southwest ¼ of said Section 30, South 01°31'18" East, a distance of 2,629.86 feet to the South ¼ Corner of said Section 30;

Thence, Westerly along the South line of the Southwest ¼ of said Section 30, North 89°39'02" West, a distance of 2,654.36 feet to the Southwest Corner of said Section 30 and Northeast Corner of Section 36, Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Southerly along the East line of the Northeast ¼ of said Section 36, South 0°38'40" East, a distance of 2,628.27 feet to the East ¼ Corner of said Section 36;

Thence, Southerly along the East line of the Southeast ¼ of said Section 36, South 0°11'46" East, a distance of 2,625.29 feet to the Southeast Corner of said Section 36, said point being also the Township Corner of Township 6 North;

Thence, continuing Southerly along the same bearing, South 0°11'46" East, a distance of 348.29 feet;

Thence, North 89°59'11" East, a distance of 1,828.24 feet, more or less, to a point on the East line of the Northwest ¼ of Section 1, Township 5 North, Range 13 West, San Bernardino Meridian;

Thence, Southerly along said East line, South 0°19'30" East, a distance of 4,073.28 feet, more or less, to the Center of said Section 1;

Thence, Westerly along the South line of the Northwest ¼ of said Section 1, North 88°25'36" West, a distance of 1,306.35 feet, to the East line of the Northwest ¼ of the Southwest ¼ of said Section 1;
(27) Thence, Southerly along said East line, South 0°01'07" East, a distance of 1,350.05 feet, to
the South line of the Northwest ¼ of the Southwest ¼ of said Section 1;

(28) Thence, Westerly along said South line of the Northwest ¼ of the Southwest ¼ of said
Section 1, North 88°06'19" West, a distance of 1,313.85 feet, to the West line of the
Southwest ¼ of said Section 1, said West line being also the East line of the Southeast ¼
of Section 2, Township 5 North, Range 13 West, San Bernardino Meridian;

(29) Thence, Westerly along the South line of the North ½ of the Southwest ¼ of said Section
2, North 89°46'15" West, a distance of 2,649.77 feet to the West line of the Southeast ¼
of said Section 2;

(30) Thence, Westerly along the South line of the North ½ of the Southwest ¼ of said Section
2, North 89°46'38" West, a distance of 2,649.84 feet to the West line of the Southwest ¼
of said Section 2;

(31) Thence, Southerly along the West line of the Southwest ¼ of said Section 2, South
0°47'58" West, a distance of 1,333.01 feet to the Southwest Corner of said Section 2 and
Southeast Corner of Section 3, Township 5 North, Range 13 West, San Bernardino
Meridian;

(32) Thence, Westerly along the South line of the Southeast ¼ of said Section 3, South
89°22'42" West, a distance of 2,654.72 feet to the South ¼ Corner of said Section 3;

(33) Thence, Westerly along the South line of the Southwest ¼ of said Section 3, South
89°22'16" West, a distance of 2,655.51 feet to the Southwest Corner of said Section 3 and
Southeast Corner of Section 4, Township 5 North, Range 13 West, San Bernardino
Meridian;

(34) Thence, Westerly along the South line of the Southeast ¼ of said Section 4, North
88°41'46" West, a distance of 2,654.51 feet to the South ¼ Corner of said Section 4;

(35) Thence, Westerly along the South line of the Southwest ¼ of said Section 4, North
88°41'04" West, a distance of 2,654.19 feet to the Southwest Corner of said Section 4;

(36) Thence, Northerly along the West line of the Southwest ¼ of said Section 4, North
2°00'56" East, a distance of 2,651.34 feet to the West ¼ Corner of said Section 4;

(37) Thence, Northerly along the West line of the Northwest ¼ of said Section 4, North
2°00'59" East, a distance of 4,274.88 feet to the Northwest Corner of said Section 4, said
point being also on the South line of the Southeast ¼ of Section 33, Township 6 North,
Range 13 West, San Bernardino Meridian, distant thereon 633.64 feet Westerly from the
Standard Southwest Corner of said Section 33;

(38) Thence, Westerly along the South line of the Southeast ¼ of said Section 33, South
89°57'57" West, a distance of 2,034.44 feet to the South ¼ Corner of said Section 33;
Thence, Westerly along the South line of the Southwest ¼ of said Section 33, South 89°39'34" West, a distance of 2,646.14 feet to the Standard Southwest Corner of said Section 33 and Southeast Corner of Section 32, Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Westerly along the South line of the Southeast ¼ of said Section 32, South 89°48'42" West, a distance of 2,616.22 feet to the South ¼ Corner of said Section 32;

Thence, Westerly along the South line of the Southwest ¼ of said Section 32, South 89°12'04" West, a distance of 2,620.46 feet to the Standard Southwest Corner of said Section 32;

Thence, Northerly along the West line of the Southwest ¼ of said Section 32, North 0°13'39" West, a distance of 2,550.23 feet to the West ¼ Corner of said Section 32;

Thence, Northerly along the West line of the Northwest ¼ of said Section 32, North 0°21'06" West, a distance of 2,740.74 feet to the South line of Government Lot 4 in said Section 29;

Thence, Easterly along the South line of said Government Lot 4, South 89°44'06" East, a distance of 1,315.19 feet to the East line of said Government Lot 4;

Thence, Northerly along the East line of said Government Lot 4, North 0°08'37" East, a distance of 1,358.72 feet to the North line of the Northwest ¼ of said Section 29;

Thence, Easterly along the North line of the Northwest ¼ of said Section 29, South 89°42'17" East, a distance of 1,312.83 to the North ¼ Corner of said Section 29;

Thence, Easterly along the North line of the Northeast ¼ of said Section 29, South 89°08'46" East, a distance of 1,318.34 feet to the West line of Government Lot 1 of said Section 29;

Thence, Southerly along the West line of said Government Lot 1, South 0°10'44" West, a distance of 1,350.92 feet to the South line of said Government Lot 1;

Thence, Easterly along the South line of said Government Lot 1, South 89°27'16" East, a distance of 1,314.94 feet, more or less, to a point on the East line of the Northeast ¼ of said Section 29, said point being also the southwest corner of Government Lot 4 in Section 28, Township 6 North, Range 13 West, San Bernardino Meridian;
Thence, Easterly along the South line of Government Lot 4 and Government Lot 3 in said Section 28, North 89°26'55" East, a distance of 2,669.07 feet, more or less, to the southeast corner of said Government Lot 3;

Thence, Northerly along the East line of Government Lot 3 of said Section 28, North 0°48'55" West, a distance of 1,452.41 feet, more or less, to the northeast corner of said Government Lot 3, said corner being also a point on the South line of the Southeast ¼ of Section 21, Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Westerly along the South line of the Southeast ¼ of said Section 21, South 89°26'36" West, a distance of 193.61 feet to the South ¼ Corner of said Section 21;

Thence, Westerly along the South line of the Southwest ¼ of said Section 21, South 89°27'04" West, a distance of 1,323.32 feet to the West line of the Southwest ¼ of said Section 21;

Thence, Northerly along said West line, North 0°41'50" West, a distance of 1,330.62 feet, more or less, to the South line of the North ½ of the Southwest ¼ of said Section 21;

Thence, Westerly along said South line, South 89°40'20" West, a distance of 1,321.12 feet, more or less, to the West line of the Southwest ¼ of said Section 21;

Thence, Northerly along said West line, North 0°36'08" West, a distance of 1,335.72 to the West ¼ Corner of said Section 21;

Thence, Northerly along the West line of the Northwest ¼ of said Section 21, North 0°36'12" West, a distance of 333.72 feet, more or less, to a point on the South curve of Bouquet Canyon Road, said curve being concave Westerly and having a radius of 530.00 feet, with the radial to said point bearing South 71°14'00" East;

Thence, Northerly along said curve through a central angle of 19°22'12", an arc length of 179.18 feet, more or less, to a point on a tangent line parallel with and distant 30.00 feet Easterly from the West line of the Northwest ¼ of said Section 21, said parallel line being the East line of Bouquet Canyon Road;

Thence, Northerly along said East line of Bouquet Canyon Road, North 0°36'12" West, a distance of 2,141.57 feet to a point on the North line of the Northwest ¼ of said Section 21, said North line being also the South line of the Southwest ¼ of Section 16, Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Northerly along a line parallel with and distant 30.00 feet Easterly from the West line of the Southwest ¼ of said Section 16, said parallel line being the East line of Bouquet Canyon Road, North 0°32'46" West, a distance of 658.77 feet to a point on the North line of the South ½ of the South ½ of the Southwest ¼ of said Section 16;

Thence, Easterly along said North line, South 89°51'31" East, a distance of 2,601.55 feet to a point on the West line of the Southeast ¼ of said Section 16;
(64) Thence, Northerly along said West line, North 0°20'54" West, a distance of 987.29 feet to the point of intersection with the South line of the East 2/3 of the North ¼ of the Northeast ¼ of said Section 16;

(65) Thence, Westerly along said South line, North 89°50'25" West, a distance of 878.32 feet, more or less, to the point of intersection with the West line of the East 2/3 of the North ¼ of the Northeast ¼ of the Southwest ¼ of said Section 16;

(66) Thence, Northerly along said West line, North 0°24'52" West, a distance of 987.57 feet, more or less, to the point of intersection with the North line of the Southwest ¼ of said Section 16;

(67) Thence, Easterly along said North line, South 89°49'20" East, a distance of 879.46 feet, more or less, to the Center of said Section 16;

(68) Thence, Southerly along the East line of the Southwest ¼ of said Section 16, South 0°20'54" East, a distance of 82.58 feet, more or less, to a point on a non-tangent curve concave Southwesterly and having a radius of 1,000.00 feet, the radial to said point bears North 5°21'40" West, said curve being also the Centerline of Elizabeth Lake Road;

(69) Thence, continuing along the Centerline of Elizabeth Lake Road and Southeasterly along said curve through a central angle of 20°02'23", an arc length of 349.76 feet to the beginning of a tangent line;

(70) Thence, Southeasterly along said tangent line, South 64°35'57" East, a distance of 1,796.54 feet, to the beginning of a tangent curve concave Southwesterly and having a radius of 1,000.00 feet;

(71) Thence, Southeasterly along said tangent curve through a central angle of 20°38'01", an arc length of 360.12 feet to the beginning of a tangent line;

(72) Thence, Southeasterly along said tangent line, South 43°57'56" East, a distance of 254.07 feet to the beginning of a tangent curve concave Northeasterly and having a radius of 1,000.00 feet;

(73) Thence, Southeasterly along said tangent curve through a central angle of 15°47'08", an arc length of 275.51 feet, more or less, to a point on the East line of the Southeast ¼ of said Section 16, said point distant thereon 1,131.37 feet Northerly from the Southeast ¼ Corner of said Section 16;

(74) Thence, Northerly along said East line of the Southeast ¼ of said Section 16, North 0°09'02" West, a distance of 34.97 feet to a point distant thereon 1,463.93 feet Southerly from the East ¼ Corner of said Section 16, said point being also the beginning of a non-tangent curve concave Northeasterly and having a radius of 970.00 feet, the radial to said point bears North 31°17'41" East.
Thence, continuing along the Centerline of Elizabeth Lake Road and Southeasterly along said non-tangent curve, through a central angle of 8°53′23″, an arc length of 150.50 feet to the beginning of a tangent line;

Thence, Southeasterly along said tangent line, South 67°35′42″ East, a distance of 691.81 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 1,030.00 feet;

Thence, Southeasterly along said tangent curve through a central angle of 8°48′17″, an arc length of 158.28 feet to the beginning of a tangent line;

Thence, Southeasterly along said tangent line, South 58°47′25″ East, a distance of 709.98 feet to the beginning of a tangent curve concave Southwesterly and having a radius of 5,030.00 feet;

Thence, Southeasterly along said tangent curve through a central angle of 6°10′33″, an arc length of 542.18 feet to the beginning of a tangent line;

Thence, Southeasterly along said tangent line, South 52°36′52″ East, a distance of 213.82 feet, more or less, to a point on the North line of the Northwest ¼ of Section 22, Township 6 North, Range 13 West, San Bernardino Meridian, said point distant thereon 506.06 feet Westerly from the North ¼ Corner of said Section 22;

Thence, Westerly along said North line of the Northwest ¼ of said Section 22, North 88°56′13″ West, a distance of 50.65 feet to a point distant thereon 556.71 feet Westerly from the North ¼ Corner of said Section 22;

Thence, South 52°36′52″ East, a distance of 4.33 feet;

Thence, South 88°52′08″ West, a distance of 19.77 feet to a point on the alignment of centerline of Elizabeth Lake Road per Book 9362, Page 119, Official Records of Los Angeles County, recorded on September 13, 1929;

Thence, continuing along the Centerline of Elizabeth Lake Road, Southeasterly along said alignment, South 51°10′25″ East, a distance of 378.61 feet;

Thence, South 56°48′11″ East, a distance of 317.99 feet to the beginning of a tangent curve concave Northeasterly and having a radius of 300.00 feet;

Thence, Southeasterly along said tangent curve, through a central angle of 5°46′40″, an arc length of 30.25 feet, more or less, to a point on the West line of the Northeast ¼ of said Section 22, said point distant thereon 418.88 feet Southerly from the North ¼ Corner of said Section 22;

Thence, continuing Southeasterly along said tangent curve, through a central angle of 18°26′28″, an arc length of 96.56 feet to the beginning of a tangent line;
Thence, Southeasterly along said tangent line, South 81°01’19” East, a distance of 149.49 feet to the beginning of a tangent curve concave Northerly and having a radius of 300.00 feet;

Thence, Easterly along said tangent curve, through a central angle of 30°31’10”, an arc length of 159.80 feet to the beginning of a tangent line;

Thence, Northeasterly along said tangent line, North 68°27’31” East, a distance of 209.34 feet;

Thence, North 62°46’53” East, a distance of 145.23 feet to the beginning of a tangent curve concave Southerly and having a radius of 200.00 feet;

Thence, Easterly along said tangent curve, through a central angle of 52°28’10”, an arc length of 183.15 feet to the beginning of a tangent line;

Thence, Southeasterly along said tangent line, South 64°44’57” East, a distance of 469.49 feet;

Thence, South 69°22’01” East, a distance of 1,125.96 feet;

Thence, South 62°27’51” East, a distance of 336.46 feet;

Thence, South 3°02’51” East, a distance of 12.55 feet;

Thence, South 64°51’25” East, a distance of 7.99 feet to a point on the East line of the Northeast ¼ of said Section 22;

Thence, Southerly along said East line, South 2°57’08” East, a distance of 293.79 feet to a point distant thereon 1,323.57 feet Northerly from the East ¼ Corner of said Section 22;

Thence, North 88°52’29” West, a distance of 1,333.07 feet;

Thence, South 2°26’31” East, a distance of 1,321.27 feet to a point on the South line of the Northeast ¼ of said Section 22, said point distant thereon 1,344.98 feet Westerly from the East ¼ Corner of said Section 22;

Thence, Westerly along the South line of the Northeast ¼ of said Section 22, North 88°48’33” West, a distance of 1,344.95 feet to the Center of said Section 22;

Thence, Westerly along the South line of the Northwest ¼ of said Section 22, North 88°48’40”W, a distance of 1,352.44 feet, more or less, to a point on the West line of the East ½ of the Southwest ¼ of said Section 22;

Thence, Southerly along said West line, South 1°16’41” East, a distance of 1,316.51 feet, more or less, to a point on the South line of the North ½ of the Southwest ¼ of said Section 22;
Thence, Westerly along said South line, North 88°46'52" West, a distance of 341.94 feet, more or less, to a point on the West line of the East ½ of the East ½ of the Southwest ¼ of the Southwest ¼ of said Section 22;

Thence, Southerly along said West line, South 1°06'43" East, a distance of 658.07 feet, more or less, to a point on the South line of the North ½ of the Southwest ¼ of the Southwest ¼ of said Section 22;

Thence, Easterly along said South line, South 88°45'51" East, a distance of 343.85 feet, more or less, to a point on the West line of the East ½ of the Southwest ¼ of said Section 22;

Thence, Northerly along said West line, North 1°16'41" West, a distance of 526.37 feet;

Thence, North 89°31'36" East, a distance of 1,367.66 feet, more or less, to a point on the East line of the Southwest ¼ of said Section 22;

Thence, Southerly along said East line, South 1°56'32" East, a distance of 1,226.46 feet to the South ¼ Corner of said Section 22;

Thence, Easterly along the South line of the Southeast ¼ of said Section 22, South 88°38'14" East, a distance of 1,430.41 feet to a point distant thereon 1,306.59 feet Westerly from the Southeast ¼ Corner of said Section 22;

Thence, North 0°04'39" East, a distance of 1,271.73 feet;

Thence, North 89°31'12" East, a distance of 1,236.88 feet to a point on the East line of the Southeast ¼ of said Section 22;

Thence, Northerly along said East line, North 2°56'58" West, a distance of 1,332.24 feet to the East ¼ Corner of said Section 22 and West ¼ Corner of Section 23, Township 6 North, Range 13 West, San Bernardino Meridian;

Thence, Easterly along the North line of the Southwest ¼ of said Section 23, South 89°49'13" East, a distance of 2,630.27 feet to the Center of said Section 23;

Thence, Northerly along the West line of the Northeast ¼ of said Section 23, North 2°47'46" West, a distance of 2,645.45 feet to the North ¼ Corner of said Section 23 and the True Point of Beginning.

The above-described land for EIFD Area C-11 contains 10,865.90 acres more or less.

The bearings referenced in this description of land are based upon the bearing North 69°58'42" West along the line between USC&GS Control Station “Hauser” and USC&GS Control Station “Mint” based on “CCS 27, Zone 7” coordinates published in the 1974 Adjustment.
The combined area of the land described for the Palmdale EIFD contains approximately 21,801.87 acres more or less.

This description of land is for assessment purposes only. This description is not to be considered a survey of land or used for the establishment of property lines. This description of land is not a legal property description as defined in the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

Prepared by or under the direction of:

Elias Chaij, P.L.S. 8908
## City of Palmdale - Preliminary Property Tax Increment Analysis

### Preliminary Property Tax Increment Analysis

<table>
<thead>
<tr>
<th>Project Area</th>
<th>Project Name</th>
<th>Project Type</th>
<th>Description</th>
<th>Units</th>
<th>SF</th>
<th>Value (2020)</th>
<th>Year</th>
<th>Annual Increment to EIFD</th>
<th>Total 20 Year Increment</th>
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### Summary

- **Current VLF In-Lieu Value:** $1,200,000
- **意向房地产税增量分析:** $200,000 per room
- **年度房地产税增量:** $0
- **2021-2030 Total Annual Increment to EIFD:** $328,624,299
- **2021-2030 Tax Increment Positive:** $141,326.81
- **2021-2030 Tax Increment Negative:** $17,159,821
- **2024-2030 Total Annual Increment to EIFD:** $5,511,960
- **2024-2030 Tax Increment Positive:** $33,177,849
- **2024-2030 Tax Increment Negative:** $0

### Notes

- **Project Area 10: Ritter Ranch**
  - Industrial/Commercial
  - 600 units
  - 1,500,000 SF
  - $215,998,648
  - 2026

- **Project Area 7: Golden Spike District**
  - Residential/owner
  - 400 units
  - 1,000,000 SF
  - $322,946,045
  - 2023

- **Project Area 8: Industrial Park**
  - Residential/owner
  - 2,600 units
  - 5,289,564,921
  - 2023

### Additional Information

- **Residential/SF/Owner**
- **Residential/Apts/Rental**
- **Industrial/Warehouse**

### Footnotes

- **11/5/2021**
- **City of Palmdale - Preliminary Property Tax Increment Analysis**
- **Appendix C**
## Palmdale EIFD
### Preliminary Property Tax Increment Analysis

<table>
<thead>
<tr>
<th>Location</th>
<th>Value ($)</th>
<th>Annual Increment to EIFD</th>
<th>Total TI</th>
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<th>Palmdale EIFD</th>
<th>Palmdale EIFD</th>
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<td>Palmdale</td>
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</tbody>
</table>

### Project Areas:
- Project Area #11 Anaverde Nuevo
- Project Area #9 Four Points Gateway
- Project Area #8 Pelona Vista Parkway

### Notes:
- **Residential-SF/Owner**
- **Industrial/Warehouse**
- **Commercial/Retail/Office**

### Totals:
- **Total Tax Increment:** $1,287,500,000
- **Total phone:** 34

### Tax Increment Allocations:
- **Construction inflator**
- **Per $1M**
- **Units / SF**

### County:
- **Construction inflator**
- **Per $1M**
- **Units / SF**

### City:
- **Construction inflator**
- **Per $1M**
- **Units / SF**

### Tax Increment to EIFD:
- **Share of Tax Increment Calculated**
- **Total TI**

### Footnotes:
- **Footnote 1:**
- **Footnote 2:**
## Palmdale EIFD Preliminary Property Tax Increment Analysis

### New Development

<table>
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<th>Project Area</th>
<th>Project Name</th>
<th>Units / SF</th>
<th>Value / Unit / SF</th>
<th>Subtotal Value</th>
<th>Share of Tax Dollar Dedicated</th>
<th>Per $1M</th>
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</thead>
<tbody>
<tr>
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<td>Project Area #1 Palmdale 11</td>
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<td>Commercial/Residential</td>
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<td>Commercial/Residential/Office</td>
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<td>Project Area #8 Pelona Vista Parkway</td>
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<td>Commercial/Residential/Office</td>
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<td>Project Area #3 Runway Industrial Park</td>
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<td>Project Area #1 The Hangar District</td>
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### Existing Development

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<th>Value / Unit / SF</th>
<th>Subtotal Value</th>
<th>Share of Tax Dollar Dedicated</th>
<th>Per $1M</th>
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<tbody>
<tr>
<td></td>
<td>Project Area #11 Anaverde Nuevo</td>
<td>2,400 units</td>
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<td>$1,080,000</td>
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<td>Project Area #6 Palmdale Medical Campus</td>
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### Incremental AV

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Appendix D:
Fiscal Impact Analysis
### Overview of Fiscal Impacts

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<th>Rooms or DU</th>
<th>Building SF</th>
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<tr>
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<td>0 SF</td>
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<tr>
<td>Recreational</td>
<td></td>
<td>426,888 SF</td>
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| Estimated Fiscal Revenues (Net of EIFD Contribution) | $20,180,300 | $1,170,544,100 | $441,219,300 |
| Estimated Fiscal Expenditures                       | $12,764,300 | $737,357,100   | $276,854,800 |
| **Estimated Net Fiscal Impact to City**              | $7,416,000  | $433,187,000   | $164,364,500 |

| County of Los Angeles | Estimated Fiscal Revenues (Net of EIFD Contribution) | $33,259,175 | $1,784,749,800 | $686,867,400 |
| County of Los Angeles | Estimated Fiscal Expenditures                       | $15,505,300 | $895,185,500   | $335,963,100 |
| County of Los Angeles | **Estimated Net Fiscal Impact to County**            | $17,753,875 | $889,564,300   | $350,904,300 |

### Key Land Use Assumptions (Stabilized Year 20)

<table>
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<tr>
<th>Project Component</th>
<th>Rooms or DU</th>
<th>Building SF</th>
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<td>426,888 SF</td>
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</table>

**Notes:**
- Estimated impacts upon Project build-out & stabilization in Year 20 (estimated in 2041/2042)
- Assumes installation of necessary public infrastructure
- Assumes 20-year absorption. Actual absorption will depend on market conditions and other factors.
- Values in 2021 dollars
### Summary of Estimated Fiscal Impacts to City

#### Year 0-50

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Nominal Present Value @ 3.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>2026</td>
<td>$4,507,600</td>
<td>$4,489,209</td>
</tr>
<tr>
<td>2031</td>
<td>$10,087,000</td>
<td>$11,704,100</td>
</tr>
<tr>
<td>2036</td>
<td>$16,035,100</td>
<td>$16,419,945</td>
</tr>
<tr>
<td>2041</td>
<td>$20,180,300</td>
<td>$27,102,285</td>
</tr>
<tr>
<td>2046</td>
<td>$30,840,834</td>
<td>$38,489,409</td>
</tr>
<tr>
<td>2051</td>
<td>$41,122,794</td>
<td>$44,119,300</td>
</tr>
<tr>
<td>2056</td>
<td>$50,191,124</td>
<td>$58,553,200</td>
</tr>
<tr>
<td>2061</td>
<td>$4,760,347</td>
<td>$4,391,144</td>
</tr>
<tr>
<td>2066</td>
<td>$803,200</td>
<td>$6,113,000</td>
</tr>
<tr>
<td>2071</td>
<td>$3,662,071</td>
<td>$6,764,800</td>
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</tbody>
</table>

#### Estimated Annual Net Fiscal Impact

<table>
<thead>
<tr>
<th>Revenue / Cost Ratio</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
<th>2046</th>
<th>2051</th>
<th>2056</th>
<th>2061</th>
<th>2066</th>
<th>2071</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.66</td>
<td>1.63</td>
<td>1.64</td>
<td>1.58</td>
<td>1.58</td>
<td>1.58</td>
<td>1.58</td>
<td>1.58</td>
<td>1.58</td>
<td>1.59</td>
<td>1.59</td>
</tr>
</tbody>
</table>

### General Fund Revenues

- **Property Tax**: $46,846,700, 2.0% Escalation Rate, $7,577,359 Nominal Total
- **Property Tax In-Lieu of MVLF**: $1,425,300, 2.0% Escalation Rate, $297,200 Nominal Total

### General Fund Expenditures

- **Neighborhood Services**: $1,441,300, 3.0% Escalation Rate, $390,848 Nominal Total
- **Public Works**: $432,000, 3.0% Escalation Rate, $117,148 Nominal Total
- **Parks and Recreation**: $269,700, 3.0% Escalation Rate, $70,435 Nominal Total

### Notes:

- Estimated impacts upon Project build-out & stabilization in Year 20 (estimated in 2041/2042)
- Assumes installation of necessary public infrastructure
- Assumes 20-year absorption. Actual absorption will depend on market conditions and other factors.
- Values in 2021 dollars
- Select years shown for illustration
### Summary of Estimated Fiscal Impacts to County and other Taxing Entities

#### Stabilized

<table>
<thead>
<tr>
<th>Year</th>
<th>Stabilized Escalation Rate</th>
<th>Year 0-50 Nominal Total</th>
<th>Year 0-50 Present Value @ 3.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>2.0%</td>
<td>$697,173,100</td>
<td>$190,317,600</td>
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<tr>
<td>10</td>
<td>2.0%</td>
<td>$272,391,600</td>
<td>$78,967,800</td>
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<tr>
<td>15</td>
<td>2.0%</td>
<td>$102,301,700</td>
<td>$30,058,600</td>
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<tr>
<td>20</td>
<td>2.0%</td>
<td>$28,971,400</td>
<td>$9,156,400</td>
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<tr>
<td>30</td>
<td>2.0%</td>
<td>$18,971,400</td>
<td>$5,508,200</td>
</tr>
<tr>
<td>40</td>
<td>2.0%</td>
<td>$13,971,400</td>
<td>$3,902,400</td>
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<tr>
<td>50</td>
<td>2.0%</td>
<td>$9,971,400</td>
<td>$2,567,200</td>
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</tbody>
</table>

### County of Los Angeles Revenues

- **Property Tax - County General**
  - 2026: $3,353,000
  - 2031: $7,267,600
  - 2036: $10,926,800
  - 2041: $13,804,800
  - 2051: $16,827,974
  - 2061: $20,513,207
  - 2071: $25,005,484

- **Property Tax - County Fire**
  - 2026: $2,438,200
  - 2031: $5,284,700
  - 2036: $7,945,500
  - 2041: $10,038,300
  - 2051: $12,236,632
  - 2061: $14,916,386
  - 2071: $18,182,991

- **Property Tax in Lieu of MVLF**
  - 2026: $1,255,900
  - 2031: $2,726,000
  - 2036: $4,098,700
  - 2041: $5,187,500
  - 2051: $6,323,534
  - 2061: $7,708,352
  - 2071: $9,396,438

- **Property Transfer Tax**
  - 2026: $35,600
  - 2031: $77,200
  - 2036: $116,100
  - 2041: $146,900
  - 2051: $179,070
  - 2061: $218,286
  - 2071: $266,089

- **Sales Tax (County Transportation) - Direct / On-Site**
  - 2026: $2,559,675
  - 2031: $4,829,325
  - 2036: $7,565,025
  - 2041: $9,440,475
  - 2051: $12,687,209
  - 2061: $17,050,548
  - 2071: $22,914,511

- **Sales Tax (County Transportation) - Indirect / Off-Site**
  - 2026: $932,550
  - 2031: $1,848,675
  - 2036: $2,911,650
  - 2041: $3,786,000
  - 2051: $5,088,067
  - 2061: $6,837,937
  - 2071: $9,189,616

- **Other Court Fines**
  - 2026: $68,700
  - 2031: $156,800
  - 2036: $246,500
  - 2041: $322,300
  - 2051: $433,144
  - 2061: $582,110
  - 2071: $782,307

- **Penalties, Interest & Costs on Delinquent Taxes**
  - 2026: $38,000
  - 2031: $86,700
  - 2036: $136,300
  - 2041: $178,200
  - 2051: $218,286
  - 2061: $266,089
  - 2071: $322,300

### Estimated County Revenues

- 2026: $8,338,925
- 2031: $17,199,200
- 2036: $26,312,175
- 2041: $33,259,175
- 2051: $42,257,549
- 2061: $53,816,265
- 2071: $68,698,848

### County of Los Angeles Expenditures

- **Public Protection (adjusted - note below)**
  - 2026: $1,414,400
  - 2031: $3,229,700
  - 2036: $5,077,100
  - 2041: $6,638,800
  - 2051: $8,921,992
  - 2061: $11,990,411
  - 2071: $16,114,110

- **General Government (adjusted - note below)**
  - 2026: $826,200
  - 2031: $1,913,500
  - 2036: $3,010,100
  - 2041: $3,977,900
  - 2051: $5,345,965
  - 2061: $7,184,530
  - 2071: $9,655,407

- **Health and Sanitation**
  - 2026: $387,600
  - 2031: $897,700
  - 2036: $1,412,200
  - 2041: $1,866,300
  - 2051: $2,508,151
  - 2061: $3,370,745
  - 2071: $4,530,000

- **Public Assistance**
  - 2026: $481,200
  - 2031: $1,098,800
  - 2036: $1,727,300
  - 2041: $2,258,600
  - 2051: $3,035,370
  - 2061: $4,079,283
  - 2071: $5,482,215

- **Recreational and Cultural**
  - 2026: $158,600
  - 2031: $367,300
  - 2036: $577,900
  - 2041: $763,700
  - 2051: $1,026,349
  - 2061: $1,379,327
  - 2071: $1,853,700

### Estimated County Expenditures

- 2026: $3,268,000
- 2031: $7,507,000
- 2036: $11,804,600
- 2041: $15,505,300
- 2051: $20,837,827
- 2061: $28,004,297
- 2071: $37,635,433

### Estimated County Net Fiscal Impact

- 2026: $5,070,925
- 2031: $9,692,200
- 2036: $14,507,575
- 2041: $17,753,875
- 2051: $21,418,723
- 2061: $25,811,969
- 2071: $31,063,415

### Notes:

- Assumes installation of necessary public infrastructure
- Public Protection costs exclude Sheriff cost categories that overlap with City-funded Sheriff services (e.g. Patrol for Unincorporated Areas, Detective)
- General government costs exclude non-recurring Capital Projects, Extraordinary Maintenance, and Appropriations for Contingencies
- Values in 2021 dollars
- Select years shown for illustration
## Project Description

### Project Component

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Total Rental Residential - Units</td>
<td>1,100 DU</td>
<td>2,250 DU</td>
<td>3,050 DU</td>
<td>3,050 DU</td>
</tr>
<tr>
<td>Total For-Sale Residential - Units</td>
<td>1,480 DU</td>
<td>2,960 DU</td>
<td>4,040 DU</td>
<td>5,040 DU</td>
</tr>
<tr>
<td>Total Affordable Duplex Residential</td>
<td>56 DU</td>
<td>56 DU</td>
<td>56 DU</td>
<td>56 DU</td>
</tr>
<tr>
<td>Total Hotel - Rooms</td>
<td>100 rooms</td>
<td>220 rooms</td>
<td>340 rooms</td>
<td>340 rooms</td>
</tr>
<tr>
<td>Total Commercial / Retail - SF</td>
<td>680,000 SF</td>
<td>1,195,000 SF</td>
<td>1,595,000 SF</td>
<td>1,595,000 SF</td>
</tr>
<tr>
<td>Total Industrial - SF</td>
<td>1,900,000 SF</td>
<td>3,800,000 SF</td>
<td>5,200,000 SF</td>
<td>6,000,000 SF</td>
</tr>
<tr>
<td>Total Office - SF</td>
<td>0 SF</td>
<td>0 SF</td>
<td>0 SF</td>
<td>0 SF</td>
</tr>
<tr>
<td>Total Sports Complex - SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
</tr>
<tr>
<td>Total Hotel - SF</td>
<td>75,000 SF</td>
<td>165,000 SF</td>
<td>255,000 SF</td>
<td>255,000 SF</td>
</tr>
<tr>
<td>Total Rental Residential - SF</td>
<td>990,000 SF</td>
<td>2,025,000 SF</td>
<td>2,745,000 SF</td>
<td>2,745,000 SF</td>
</tr>
<tr>
<td>Total For Sale Residential - SF</td>
<td>2,220,000 SF</td>
<td>4,440,000 SF</td>
<td>6,060,000 SF</td>
<td>7,560,000 SF</td>
</tr>
<tr>
<td>Total Building SF</td>
<td>6,291,888 SF</td>
<td>12,051,888 SF</td>
<td>16,281,888 SF</td>
<td>18,581,888 SF</td>
</tr>
</tbody>
</table>

### Estimated A/V

- **Rental Residential**: $175K Per Unit
- **For-Sale Residential**: $350K Per Unit
- **Affordable Duplex**: $0K Per Unit
- **Hotel**: $200K Per Room
- **Commercial / Retail**: $250 PSF
- **Industrial**: $125 PSF
- **Office**: $250 PSF
- **Sports Complex**: $25 PSF

### Assumptions:
- Hotel Rooms: 750 SF Per Room
- Apartments: 900 SF Per Unit
- SF Home: 1,500 SF Per Unit
- Affordable Duplex: 1,100 SF Per Unit

### Notes:
- Adjusted for value appreciation assuming 2% annual escalation rate (statutory maximum).
- Conservatively assuming no mark-to-market valuations above 2% growth to account for property transfers.
- Select years shown for illustration.
- Values in 2021 dollars.
## Project Employment and Occupants

<table>
<thead>
<tr>
<th>Project Component</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Commercial / Retail - SF</td>
<td>680,000 SF</td>
<td>1,195,000 SF</td>
<td>1,595,000 SF</td>
<td>1,595,000 SF</td>
</tr>
<tr>
<td>Industrial - SF</td>
<td>1,900,000 SF</td>
<td>3,800,000 SF</td>
<td>5,200,000 SF</td>
<td>6,000,000 SF</td>
</tr>
<tr>
<td>Sports Complex - SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
<td>426,888 SF</td>
</tr>
<tr>
<td>Hotel - Rooms</td>
<td>100 Rooms</td>
<td>220 Rooms</td>
<td>340 Rooms</td>
<td>340 Rooms</td>
</tr>
<tr>
<td>Rental Residential SF</td>
<td>1,100 DU</td>
<td>2,250 DU</td>
<td>3,050 DU</td>
<td>3,050 DU</td>
</tr>
<tr>
<td>For Sale Residential SF</td>
<td>1,480 DU</td>
<td>2,960 DU</td>
<td>4,040 DU</td>
<td>5,040 DU</td>
</tr>
<tr>
<td>Affordable Duplex SF</td>
<td>56 DU</td>
<td>56 DU</td>
<td>56 DU</td>
<td>56 DU</td>
</tr>
</tbody>
</table>

### Estimated # Employees (FTE)

<table>
<thead>
<tr>
<th>Project Component</th>
<th>500 SF / emp</th>
<th>1,360</th>
<th>2,390</th>
<th>3,190</th>
<th>3,190</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial / Retail</td>
<td>1,500 SF / emp</td>
<td>1,267</td>
<td>2,533</td>
<td>3,467</td>
<td>4,000</td>
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<tr>
<td>Office</td>
<td>275 SF / emp</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Recreational</td>
<td>5,000 SF / emp</td>
<td>85</td>
<td>85</td>
<td>85</td>
<td>85</td>
</tr>
<tr>
<td>Hotel</td>
<td>1.5 room / emp</td>
<td>67</td>
<td>147</td>
<td>227</td>
<td>227</td>
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<tr>
<td>Apartments</td>
<td>50 DU / emp</td>
<td>22</td>
<td>45</td>
<td>61</td>
<td>61</td>
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</tbody>
</table>

**Total Estimated # Employees (FTE):** 2,801 5,200 7,030 7,563

<table>
<thead>
<tr>
<th>Project Component</th>
<th>2,504 DU</th>
<th>5,003 DU</th>
<th>6,789 DU</th>
<th>7,739 DU</th>
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<tbody>
<tr>
<td>Occupied Dwelling Units</td>
<td>95%</td>
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<tr>
<td>Residents</td>
<td>2.25 per DU</td>
<td>5,634</td>
<td>11,256</td>
<td>15,275</td>
</tr>
</tbody>
</table>

**Employees Weighted at 50%:** 1,400 2,600 3,515 3,782

**Total Service Population (Residents + Empl.):** 7,035 13,856 18,789 21,194

<table>
<thead>
<tr>
<th>Project Component</th>
<th>70%</th>
<th>70 rooms</th>
<th>154 rooms</th>
<th>238 rooms</th>
<th>238 rooms</th>
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</thead>
<tbody>
<tr>
<td>Occupied Hotel Rooms</td>
<td>1.5 per room</td>
<td>105</td>
<td>231</td>
<td>357</td>
<td>357</td>
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<tr>
<td>Hotel Guests</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### Notes:

- Average household size reflects City average household size and mix of single family and multifamily units
- Select years shown for illustration
- Values in 2021 dollars
## Property Tax

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Estimated Assessed Value - Residential</td>
<td>$800,138,399</td>
<td>$1,777,714,417</td>
<td>$2,673,843,357</td>
<td>$3,482,622,342</td>
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<tr>
<td>Estimated Assessed Value - Non-Residential</td>
<td>$493,453,065</td>
<td>$1,030,038,880</td>
<td>$1,547,709,080</td>
<td>$1,860,362,518</td>
</tr>
<tr>
<td><strong>Total Estimated Assessed Value</strong></td>
<td><strong>$1,293,591,464</strong></td>
<td><strong>$2,807,753,297</strong></td>
<td><strong>$4,221,552,437</strong></td>
<td><strong>$5,342,984,860</strong></td>
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<tr>
<td>Total Secured Property Tax General Levy</td>
<td>1.00%</td>
<td>$12,935,915</td>
<td>$28,077,533</td>
<td>$42,215,524</td>
</tr>
<tr>
<td>Estimated Unsecured Property Tax as % of Secured Non-Residential Value</td>
<td>10.00%</td>
<td>$493,453</td>
<td>$1,030,039</td>
<td>$1,547,709</td>
</tr>
<tr>
<td><strong>Total Estimated Secured + Unsecured Property Tax</strong></td>
<td><strong>$13,429,368</strong></td>
<td><strong>$29,107,572</strong></td>
<td><strong>$43,763,233</strong></td>
<td><strong>$55,290,211</strong></td>
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### Distributions to Taxing Entities

<table>
<thead>
<tr>
<th></th>
<th>City of Palmdale</th>
<th>City Contribution to EIFD</th>
<th>Net Property Tax to City</th>
<th>Los Angeles County General</th>
<th>Los Angeles County Fire</th>
<th>County Contribution to EIFD</th>
<th>Net Los Angeles County Distributions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6.43%</td>
<td>(6.43%)</td>
<td>0.00%</td>
<td>24.97%</td>
<td>18.16%</td>
<td>(17.44%)</td>
<td>25.68%</td>
</tr>
<tr>
<td></td>
<td>$863,100</td>
<td>($863,100)</td>
<td>$0</td>
<td>$3,353,000</td>
<td>$2,438,200</td>
<td>($2,342,700)</td>
<td>$3,448,500</td>
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<td></td>
<td></td>
<td></td>
<td>$1,870,700</td>
<td>$5,284,700</td>
<td>($5,077,800)</td>
<td>$7,474,500</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>$2,812,700</td>
<td>$7,945,500</td>
<td>($7,634,400)</td>
<td>$11,237,900</td>
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<td></td>
<td></td>
<td></td>
<td>$10,926,800</td>
<td>($9,645,300)</td>
<td>$14,197,800</td>
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<td></td>
</tr>
</tbody>
</table>

### Notes:
- General levy distributions primarily represent primary tax rate areas (TRAs)
- Does not include property tax overrides above 1% general levy
- Select years shown for illustration
- Values in 2021 dollars
- Source: Los Angeles County Auditor-Controller (2020)
## Property Tax In-Lieu of Motor Vehicle License Fees (MVLF)

<table>
<thead>
<tr>
<th>Description</th>
<th>Year 0</th>
<th>Year 1</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total AV within CITY (FY 2018-19)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Property Tax In-Lieu of MVLF (2018-2019)</td>
<td>$14,171,324</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prop Tax In-Lieu of MVLF per $1M of AV</td>
<td>$1,102</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated Project Assessed Value</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Contribution to EIFD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Incremental Property Tax In-Lieu of MVLF to City</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total AV within COUNTY (FY 2018-19)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Property Tax In-Lieu of MVLF (2017-2018)</td>
<td>$1,485,364,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prop Tax In-Lieu of MVLF per $1M of AV</td>
<td>$971</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Estimated Project Assessed Value</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incremental Property Tax In-Lieu of MVLF to County</td>
<td>$1,255,900</td>
<td>$2,726,000</td>
<td>$5,187,500</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
- Select years shown for illustration
- 100%
- Values in 2021 dollars
- Source: Los Angeles County Auditor-Controller (2020)
## Transient Occupancy Tax ("TOT")

<table>
<thead>
<tr>
<th>Year</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated # Hotel Rooms</td>
<td>100 rooms</td>
<td>220 rooms</td>
<td>340 rooms</td>
<td>340 rooms</td>
</tr>
<tr>
<td>Average Daily Room Rate (ADR)</td>
<td>$145</td>
<td>$168</td>
<td>$195</td>
<td>$226</td>
</tr>
<tr>
<td>Average Occupancy Rate</td>
<td>70%</td>
<td>70%</td>
<td>70%</td>
<td>70%</td>
</tr>
<tr>
<td>Annual Hotel Room Receipts</td>
<td>$3,702,432</td>
<td>$9,442,692</td>
<td>$16,917,579</td>
<td>$19,612,110</td>
</tr>
<tr>
<td>TOT to City</td>
<td>10.0%</td>
<td>$370,200</td>
<td>$944,300</td>
<td>$1,691,800</td>
</tr>
</tbody>
</table>

### Notes:
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- Values in 2021 dollars.
- Does not include additional indirect impacts on hotel stays induced by new commercial / industrial development.
### Property Transfer Tax

<table>
<thead>
<tr>
<th>Year</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Estimated Assessed Value</td>
<td>$1,293,591,464</td>
<td>$2,807,753,297</td>
<td>$4,221,552,437</td>
<td>$5,342,984,860</td>
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<tr>
<td>Estimated Property Turnover Rate</td>
<td>5.0%</td>
<td>5.0%</td>
<td>5.0%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Estimated Value of Property Transferred</td>
<td>$64,679,573</td>
<td>$140,387,665</td>
<td>$211,077,622</td>
<td>$267,149,243</td>
</tr>
<tr>
<td>Total Transfer Tax</td>
<td>$1.10 per $1,000</td>
<td>$71,100</td>
<td>$154,400</td>
<td>$232,200</td>
</tr>
<tr>
<td>Transfer Tax to City</td>
<td>$0.55 per $1,000</td>
<td>$35,600</td>
<td>$77,200</td>
<td>$116,100</td>
</tr>
<tr>
<td>Transfer Tax to County</td>
<td>$0.55 per $1,000</td>
<td>$35,600</td>
<td>$77,200</td>
<td>$116,100</td>
</tr>
</tbody>
</table>

**Notes:**
- Select years shown for illustration
- Values in 2021 dollars

Source: Los Angeles County Auditor-Controller (2020)
## Sales Tax - Direct / On-Site

| Project Component                      | Total Commercial / Retail SF | Total Industrial SF | Commercial / Retail - Sales Tax Generating SF | Industrial - Sales Tax Generating SF | Total - Sales Generating SF | Estimated Taxable Sales | Sales Tax to City | Sales Tax to City - Palmdale Measure AV | Use Tax as % of Sales Tax | Sales and Use Tax to City - Direct | Sales Tax to County (Transportation) | Measure H (Supportive Services) | Net of Sales Transfer within County | Sales Tax to County (Transportation) |
|----------------------------------------|-----------------------------|--------------------|-----------------------------------------------|-------------------------------------|-------------------------------|---------------------------|------------------|---------------------------------------|-------------------------------|--------------------------------------|-------------------------------|-------------------------------|--------------------------------------|-----------------------------|--------------------------------------|-------------------------------|
|                                        | 2026                        | 2031               | 2036                                          | 2041                               |                               | $275 PSF                  | $132,110,874     | $286,181,953                         | $448,299,282                         | $559,436,182                       | $2,470,500                          | $2,972,500                       | (25%)                           | ($743,125)                         | $2,559,675                          | (25%)                           | ($743,125)                         | $2,559,675                          |
| Total Commercial / Retail SF           | 680,000 SF                  | 1,195,000 SF       | 1,595,000 SF                                  | 1,595,000 SF                       | 680,000 SF                    | $132,110,874             | $1,321,109      | $2,861,820                            | $4,482,993                         | $5,594,362                         | $2,470,500                          | $2,972,500                       | (25%)                           | ($743,125)                         | $2,559,675                          | (25%)                           | ($743,125)                         | $2,559,675                          |
| Total Industrial SF                    | 1,900,000 SF                | 3,800,000 SF       | 5,200,000 SF                                  | 6,000,000 SF                       | 1,900,000 SF                  | $286,181,953             | $2,861,820      | $5,594,362                           | $8,383,200                         | $10,461,500                        | $4,829,325                          | $6,439,100                       | $10,086,700                     | $12,587,300                        | $330,300                        | $0                                | $330,300                           |
| Commercial / Retail - Sales Tax Generating SF | 33%                          | 224,400 SF         | 394,350 SF                                    | 526,350 SF                         | 526,350 SF                    | $394,350                  | $394,350        | $774,350                             | $1,046,350                         | $1,126,350                         | $1,046,350                         | $1,046,350                       | $1,046,350                     | $1,046,350                         | $1,046,350                     | $1,046,350                         | $1,046,350                         |
| Industrial - Sales Tax Generating SF   | 10%                          | 190,000 SF         | 380,000 SF                                    | 520,000 SF                         | 520,000 SF                    | $380,000                  | $380,000        | $520,000                             | $600,000                           | $600,000                           | $520,000                           | $520,000                        | $520,000                        | $520,000                           | $520,000                        | $520,000                           | $520,000                           |
| Total - Sales Generating SF            |                            |                    |                                               |                                    |                              | $414,400 SF               | $414,400        | $774,350                             | $1,046,350                         | $1,126,350                         | $1,046,350                         | $1,046,350                       | $1,046,350                     | $1,046,350                         | $1,046,350                     | $1,046,350                         | $1,046,350                         |

### Notes:
- County sales tax for transportation per Prop A (0.5%), Prop C (0.5%), Measure R/M (0.5%), Revenue and Taxation Code Section 7203.1 (0.25%)
- Measure H assumed through 2027
- Taxable sales PSF factor escalated 3% annually
- Select years shown for illustration.
- Values in 2021 dollars.
## Sales Tax - Indirect / Off-Site

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Estimated # Employees</strong></td>
<td>2,801</td>
<td>5,200</td>
<td>7,030</td>
<td>7,563</td>
</tr>
<tr>
<td><strong>Estimated Annual Taxable Retail Spending / Empl.</strong></td>
<td>$6,701</td>
<td>$7,768</td>
<td>$9,005</td>
<td>$10,439</td>
</tr>
<tr>
<td><strong>Estimated Employee Taxable Retail Spending</strong></td>
<td>$18,766,455</td>
<td>$40,395,684</td>
<td>$63,302,910</td>
<td>$78,953,061</td>
</tr>
<tr>
<td><strong>Estimated Capture within City</strong></td>
<td>75.0%</td>
<td>$14,074,841</td>
<td>$30,296,763</td>
<td>$47,477,183</td>
</tr>
<tr>
<td><strong>Estimated # Occupied Dwelling Units</strong></td>
<td>2,504 DU</td>
<td>5,003 DU</td>
<td>6,789 DU</td>
<td>7,739 DU</td>
</tr>
<tr>
<td><strong>Estimated Annual Taxable Retail Spending / HH</strong></td>
<td>$30,885</td>
<td>$35,804</td>
<td>$41,507</td>
<td>$48,118</td>
</tr>
<tr>
<td><strong>Estimated Resident Taxable Retail Spending</strong></td>
<td>$77,342,274</td>
<td>$179,117,703</td>
<td>$281,777,811</td>
<td>$372,369,677</td>
</tr>
<tr>
<td><strong>Estimated Capture within City</strong></td>
<td>50.0%</td>
<td>$38,671,137</td>
<td>$89,558,851</td>
<td>$140,888,905</td>
</tr>
<tr>
<td><strong>Estimated # Occupied Hotel Rooms</strong></td>
<td>70 rooms</td>
<td>154 rooms</td>
<td>238 rooms</td>
<td>238 rooms</td>
</tr>
<tr>
<td><strong>Estimated Annual Taxable Retail Spending / Room</strong></td>
<td>$31,735</td>
<td>$36,790</td>
<td>$42,649</td>
<td>$49,442</td>
</tr>
<tr>
<td><strong>Estimated Resident Taxable Retail Spending</strong></td>
<td>$2,221,459</td>
<td>$5,665,615</td>
<td>$10,150,547</td>
<td>$11,767,266</td>
</tr>
<tr>
<td><strong>Estimated Capture within City</strong></td>
<td>33.0%</td>
<td>$733,081</td>
<td>$1,869,653</td>
<td>$3,349,681</td>
</tr>
</tbody>
</table>

**Total Estimated Indirect Taxable Sales**

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>$53,479,060</td>
<td>$121,725,267</td>
<td>$191,715,769</td>
<td>$249,282,833</td>
<td></td>
</tr>
</tbody>
</table>

Less Estimated Capture Within District Retail (10.0%)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>($5,347,906)</td>
<td>($12,172,527)</td>
<td>($19,171,577)</td>
<td>($24,928,283)</td>
<td></td>
</tr>
</tbody>
</table>

Net Indirect Taxable Sales

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>$48,131,154</td>
<td>$109,552,741</td>
<td>$172,544,192</td>
<td>$224,354,549</td>
<td></td>
</tr>
</tbody>
</table>

Sales Tax to City

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.00%</td>
<td>$481,312</td>
<td>$1,095,527</td>
<td>$1,725,442</td>
<td>$2,243,545</td>
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</table>

Sales Tax to City - Palmdale Measure AV

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.75%</td>
<td>$360,984</td>
<td>$821,646</td>
<td>$1,294,081</td>
<td>$1,682,659</td>
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</tbody>
</table>

Use Tax as % of Sales Tax

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.00%</td>
<td>$57,757</td>
<td>$131,463</td>
<td>$207,053</td>
<td>$269,225</td>
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</table>

Net of Sales Transfer within County (25%)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>($270,750)</td>
<td>($616,225)</td>
<td>($970,550)</td>
<td>($1,262,000)</td>
<td></td>
</tr>
</tbody>
</table>

Sales Tax to County (Transportation)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.250%</td>
<td>$1,083,000</td>
<td>$2,464,900</td>
<td>$3,882,200</td>
<td>$5,048,000</td>
</tr>
</tbody>
</table>

Measure H (Supportive Services)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.25%</td>
<td>$120,300</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

Net of Sales Transfer within County (25%)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>($270,750)</td>
<td>($616,225)</td>
<td>($970,550)</td>
<td>($1,262,000)</td>
<td></td>
</tr>
</tbody>
</table>

Sales Tax to County (Transportation)

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>$932,550</td>
<td>$1,848,675</td>
<td>$2,911,650</td>
<td>$3,786,000</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- County sales tax for transportation per Prop A (0.5%), Prop C (0.5%), Measure R/M (0.5%), Revenue and Taxation Code Section 7203.1 (0.25%)
- Employee spending estimates based on "Office Worker Retail Spending Patterns: A Downtown and Suburban Area Study," ICSC (2004).
- Household spending based on average household income within City.
- Hotel guest spending estimated based on American Hotel and Lodging Association (AHLA) data.
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- Values in 2021 dollars.
- Measure H assumed through 2027.

11/5/2021
## City Service Population

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Population</td>
<td>156,910</td>
</tr>
<tr>
<td>City Employee Population</td>
<td>33,193</td>
</tr>
<tr>
<td>Employee Weighting for Service Population</td>
<td>0.5</td>
</tr>
<tr>
<td>Weighted # Employees</td>
<td>16,597</td>
</tr>
<tr>
<td><strong>Total City Service Population</strong></td>
<td><strong>173,507</strong></td>
</tr>
</tbody>
</table>

## City Multiplier Revenue and Expenditure Factors

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>FY 2020 Projected</th>
<th>Allocation Basis</th>
<th>Relevant City Population</th>
<th>Discount for Operational Efficiency</th>
<th>Per Capita Factor</th>
<th>Annual Escalation</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business License Tax</td>
<td>$675,000</td>
<td>Employees</td>
<td>33,193</td>
<td>0%</td>
<td>$20.34</td>
<td>3.0%</td>
<td>$23.57</td>
<td>$27.33</td>
<td>$31.68</td>
<td>$36.73</td>
</tr>
<tr>
<td>Other Licenses &amp; Permits</td>
<td>$2,407,000</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$13.87</td>
<td>3.0%</td>
<td>$16.08</td>
<td>$18.64</td>
<td>$21.61</td>
<td>$25.06</td>
</tr>
<tr>
<td>Fines &amp; Forfeitures</td>
<td>$281,000</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$1.62</td>
<td>3.0%</td>
<td>$1.88</td>
<td>$2.18</td>
<td>$2.52</td>
<td>$2.93</td>
</tr>
<tr>
<td>Franchise Fees</td>
<td>$5,526,000</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$31.85</td>
<td>3.0%</td>
<td>$36.92</td>
<td>$42.80</td>
<td>$49.62</td>
<td>$57.52</td>
</tr>
<tr>
<td>Use of Money &amp; Property</td>
<td>$2,854,040</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$16.45</td>
<td>3.0%</td>
<td>$19.07</td>
<td>$22.11</td>
<td>$25.63</td>
<td>$29.71</td>
</tr>
<tr>
<td>Charges for Services</td>
<td>$1,383,060</td>
<td>Residents</td>
<td>156,910</td>
<td>0%</td>
<td>$8.53</td>
<td>3.0%</td>
<td>$9.89</td>
<td>$11.46</td>
<td>$13.29</td>
<td>$15.40</td>
</tr>
<tr>
<td>Other, Interest &amp; Other</td>
<td>$500,470</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$2.88</td>
<td>3.0%</td>
<td>$3.34</td>
<td>$3.88</td>
<td>$4.49</td>
<td>$5.21</td>
</tr>
<tr>
<td><strong>Total Primary Revenues</strong></td>
<td>$15,164,440</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Services</td>
<td>$30,663,570</td>
<td>Service Population</td>
<td>173,507</td>
<td>0%</td>
<td>$176.73</td>
<td>3.0%</td>
<td>$204.88</td>
<td>$237.51</td>
<td>$275.34</td>
<td>$319.19</td>
</tr>
<tr>
<td>Public Works</td>
<td>$12,254,100</td>
<td>Service Population</td>
<td>173,507</td>
<td>25%</td>
<td>$52.97</td>
<td>3.0%</td>
<td>$61.41</td>
<td>$71.19</td>
<td>$82.52</td>
<td>$95.67</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>$6,753,520</td>
<td>Residents</td>
<td>156,910</td>
<td>25%</td>
<td>$32.28</td>
<td>3.0%</td>
<td>$37.42</td>
<td>$43.38</td>
<td>$50.29</td>
<td>$58.30</td>
</tr>
<tr>
<td>Economic &amp; Community Development</td>
<td>$4,505,140</td>
<td>Service Population</td>
<td>173,507</td>
<td>25%</td>
<td>$19.47</td>
<td>3.0%</td>
<td>$22.58</td>
<td>$26.17</td>
<td>$30.34</td>
<td>$35.17</td>
</tr>
<tr>
<td><strong>Total Non-Admin</strong></td>
<td>$54,176,330</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Manager</td>
<td>$16,970,750</td>
<td>% Non-Admin. Costs</td>
<td>50%</td>
<td>15.7%</td>
<td></td>
<td></td>
<td>15.7%</td>
<td>15.7%</td>
<td>15.7%</td>
<td>15.7%</td>
</tr>
<tr>
<td>Admin. Services</td>
<td>$3,452,340</td>
<td>% Non-Admin. Costs</td>
<td>50%</td>
<td>3.2%</td>
<td></td>
<td></td>
<td>3.2%</td>
<td>3.2%</td>
<td>3.2%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Legal</td>
<td>$2,083,330</td>
<td>% Non-Admin. Costs</td>
<td>50%</td>
<td>1.9%</td>
<td></td>
<td></td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
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<tr>
<td>City Council</td>
<td>$197,790</td>
<td>% Non-Admin. Costs</td>
<td>50%</td>
<td>0.2%</td>
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<tr>
<td><strong>Total Admin</strong></td>
<td>$22,704,210</td>
<td>% Non-Admin. Costs</td>
<td>50%</td>
<td>21.0%</td>
<td></td>
<td></td>
<td>21.0%</td>
<td>21.0%</td>
<td>21.0%</td>
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<tr>
<td><strong>Total Primary Expenditures</strong></td>
<td>$76,880,540</td>
<td></td>
<td></td>
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</tbody>
</table>

**Notes:**
- Major case study revenues not shown include property tax, sales tax, transient occupancy tax
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- BLT figure based on adopted budget 2019-20 estimate
- Values in 2021 dollars.
- Source: City of Palmdale 2020-2021 Adopted Budget, Page 62
## City Multiplier Revenues and Expenditures

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Estimated # Residents</td>
<td>5,634</td>
<td>11,256</td>
<td>15,275</td>
<td>17,412</td>
</tr>
<tr>
<td>Estimated # Employees</td>
<td>2,801</td>
<td>5,200</td>
<td>7,030</td>
<td>7,563</td>
</tr>
<tr>
<td>Commercial Employees</td>
<td>1,534</td>
<td>2,667</td>
<td>3,563</td>
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<tr>
<td>Industrial Employees</td>
<td>1,267</td>
<td>2,533</td>
<td>3,467</td>
<td>4,000</td>
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<tr>
<td>Total Project Service Population</td>
<td>7,035</td>
<td>13,856</td>
<td>18,789</td>
<td>21,194</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Business License Tax</td>
<td>$66,000</td>
<td>$142,100</td>
<td>$222,700</td>
<td>$277,800</td>
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<tr>
<td>Other Licenses &amp; Permits</td>
<td>$113,100</td>
<td>$258,300</td>
<td>$406,100</td>
<td>$531,000</td>
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<tr>
<td>Fines &amp; Forfeitures</td>
<td>$13,200</td>
<td>$30,200</td>
<td>$47,400</td>
<td>$62,000</td>
</tr>
<tr>
<td>Franchise Fees</td>
<td>$259,700</td>
<td>$593,100</td>
<td>$932,300</td>
<td>$1,219,100</td>
</tr>
<tr>
<td>Use of Money and Property</td>
<td>$134,100</td>
<td>$306,300</td>
<td>$481,500</td>
<td>$629,600</td>
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<tr>
<td>Charges for Services</td>
<td>$65,900</td>
<td>$152,600</td>
<td>$240,100</td>
<td>$317,200</td>
</tr>
<tr>
<td>Charges for Services - Development</td>
<td>$55,700</td>
<td>$129,000</td>
<td>$202,900</td>
<td>$268,200</td>
</tr>
<tr>
<td>Other, Interest and Other</td>
<td>$23,500</td>
<td>$53,700</td>
<td>$84,400</td>
<td>$110,400</td>
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<tr>
<td><strong>Total Multiplier Revenues</strong></td>
<td><strong>$731,200</strong></td>
<td><strong>$1,665,300</strong></td>
<td><strong>$2,617,400</strong></td>
<td><strong>$3,415,300</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenditures</th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Services</td>
<td>$1,441,300</td>
<td>$3,291,000</td>
<td>$5,173,400</td>
<td>$6,764,800</td>
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<tr>
<td>Public Works</td>
<td>$432,000</td>
<td>$986,400</td>
<td>$1,550,600</td>
<td>$2,027,600</td>
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<td>Parks and Recreation</td>
<td>$210,900</td>
<td>$488,300</td>
<td>$768,200</td>
<td>$1,015,200</td>
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<tr>
<td>Economic &amp; Community Development</td>
<td>$158,800</td>
<td>$362,600</td>
<td>$570,100</td>
<td>$745,400</td>
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<tr>
<td>City Manager</td>
<td>$351,300</td>
<td>$803,200</td>
<td>$1,262,800</td>
<td>$1,652,900</td>
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<tr>
<td>Admin. Services</td>
<td>$71,500</td>
<td>$163,400</td>
<td>$256,900</td>
<td>$336,200</td>
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<tr>
<td>Legal</td>
<td>$43,100</td>
<td>$98,600</td>
<td>$155,000</td>
<td>$202,900</td>
</tr>
<tr>
<td>City Council</td>
<td>$4,100</td>
<td>$9,400</td>
<td>$14,700</td>
<td>$19,300</td>
</tr>
<tr>
<td><strong>Total Multiplier Expenditures</strong></td>
<td><strong>$2,713,000</strong></td>
<td><strong>$6,202,900</strong></td>
<td><strong>$9,751,700</strong></td>
<td><strong>$12,764,300</strong></td>
</tr>
</tbody>
</table>

### Notes:
- Major case study revenues not shown include property tax, sales tax, transient occupancy tax
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- Values in 2021 dollars.

Source: City of Palmdale 2020-2021 Adopted Budget
## County Service Population

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Population</td>
<td>10,253,716</td>
</tr>
<tr>
<td>County Employee Population</td>
<td>4,593,835</td>
</tr>
<tr>
<td>Employee Weighting for Service Population</td>
<td>0.5</td>
</tr>
<tr>
<td>Weighted # Employees</td>
<td>2,296,918</td>
</tr>
<tr>
<td><strong>Total County Service Population</strong></td>
<td><strong>12,550,634</strong></td>
</tr>
</tbody>
</table>

Source: CA Department of Finance, CA Employment Development Department (2020)
### County Multiplier Revenue and Expenditure Factors

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Adopted County Budget</th>
<th>Allocation Basis</th>
<th>Relevant County Population</th>
<th>Discount for Operational Efficiency</th>
<th>Per Capita Factor</th>
<th>Annual Escalation</th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Select General Fund Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Other Court Fines</td>
<td>$105,681,000</td>
<td>Service Population</td>
<td>12,550,634</td>
<td>0%</td>
<td>$8.42</td>
<td>3.0%</td>
<td>$9.76</td>
<td>$11.32</td>
<td>$13.12</td>
<td>$15.21</td>
</tr>
<tr>
<td>Penalties, Interest &amp; Costs on Delinquent Taxes</td>
<td>$56,434,000</td>
<td>Service Population</td>
<td>12,550,634</td>
<td>0%</td>
<td>$4.66</td>
<td>3.0%</td>
<td>$5.40</td>
<td>$6.26</td>
<td>$7.25</td>
<td>$8.41</td>
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<tr>
<td><strong>Total General Fund</strong></td>
<td>$164,115,000</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Primary Expenditures - Net County Cost</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Protection (adjusted - note below)</td>
<td>$2,902,338,000</td>
<td>Service Population</td>
<td>12,550,634</td>
<td>25%</td>
<td>$173.44</td>
<td>3.0%</td>
<td>$201.06</td>
<td>$233.09</td>
<td>$270.21</td>
<td>$313.25</td>
</tr>
<tr>
<td>Health and Sanitation</td>
<td>$1,297,000,000</td>
<td>Resident Population</td>
<td>10,253,716</td>
<td>0%</td>
<td>$126.49</td>
<td>3.0%</td>
<td>$146.64</td>
<td>$169.99</td>
<td>$197.07</td>
<td>$228.46</td>
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<tr>
<td>Public Assistance</td>
<td>$1,217,000,000</td>
<td>Resident Population</td>
<td>10,253,716</td>
<td>50%</td>
<td>$59.34</td>
<td>3.0%</td>
<td>$68.80</td>
<td>$79.75</td>
<td>$92.46</td>
<td>$107.18</td>
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<tr>
<td>General Government (adjusted - note below)</td>
<td>$987,400,000</td>
<td>Service Population</td>
<td>12,550,634</td>
<td>25%</td>
<td>$59.00</td>
<td>3.0%</td>
<td>$68.40</td>
<td>$79.30</td>
<td>$91.93</td>
<td>$106.57</td>
</tr>
<tr>
<td>Recreational and Cultural</td>
<td>$249,000,000</td>
<td>Resident Population</td>
<td>10,253,716</td>
<td>0%</td>
<td>$24.28</td>
<td>3.0%</td>
<td>$28.15</td>
<td>$32.64</td>
<td>$37.83</td>
<td>$43.86</td>
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<tr>
<td>Other</td>
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<tr>
<td><strong>Total Net County Cost</strong></td>
<td>$8,755,738,000</td>
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<td></td>
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</tr>
</tbody>
</table>

**Notes:**
- Public Protection costs exclude Sheriff cost categories that overlap with City-funded Sheriff services (e.g. Patrol for Unincorporated Areas, Detective).
- General government costs exclude non-recurring Capital Projects, Extraordinary Maintenance, and Appropriations for Contingencies.
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- Values in 2021 dollars.

Source: County of Los Angeles 2019-2020 Recommended Budget
## County Multiplier Revenues and Expenditures

<table>
<thead>
<tr>
<th></th>
<th>Year 5</th>
<th>Year 10</th>
<th>Year 15</th>
<th>Year 20</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2026</td>
<td>2031</td>
<td>2036</td>
<td>2041</td>
</tr>
<tr>
<td>Estimated # Residents</td>
<td>5,634</td>
<td>11,256</td>
<td>15,275</td>
<td>17,412</td>
</tr>
<tr>
<td>Estimated # Employees</td>
<td>2,801</td>
<td>5,200</td>
<td>7,030</td>
<td>7,563</td>
</tr>
<tr>
<td>Total Project Service Population</td>
<td>7,035</td>
<td>13,856</td>
<td>18,789</td>
<td>21,194</td>
</tr>
</tbody>
</table>

### Budget Category

#### Select General Fund Revenues

<table>
<thead>
<tr>
<th></th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Court Fines</td>
<td>$68,700</td>
<td>$156,800</td>
<td>$246,500</td>
<td>$322,300</td>
</tr>
<tr>
<td>Penalties, Interest &amp; Costs on Delinquent Taxes</td>
<td>$38,000</td>
<td>$86,700</td>
<td>$136,300</td>
<td>$178,200</td>
</tr>
<tr>
<td><strong>Total Select GF Revenues</strong></td>
<td><strong>$106,700</strong></td>
<td><strong>$243,500</strong></td>
<td><strong>$382,800</strong></td>
<td><strong>$500,500</strong></td>
</tr>
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</table>

#### Primary Expenditures - Net County Cost

<table>
<thead>
<tr>
<th></th>
<th>2026</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Protection (adjusted - note below)</td>
<td>$1,414,400</td>
<td>$3,229,700</td>
<td>$5,077,100</td>
<td>$6,638,800</td>
</tr>
<tr>
<td>General Government (adjusted - note below)</td>
<td>$826,200</td>
<td>$1,913,500</td>
<td>$3,010,100</td>
<td>$3,977,900</td>
</tr>
<tr>
<td>Health and Sanitation</td>
<td>$387,600</td>
<td>$897,700</td>
<td>$1,412,200</td>
<td>$1,866,300</td>
</tr>
<tr>
<td>Public Assistance</td>
<td>$481,200</td>
<td>$1,098,800</td>
<td>$1,727,300</td>
<td>$2,258,600</td>
</tr>
<tr>
<td>Recreational and Cultural</td>
<td>$158,600</td>
<td>$367,300</td>
<td>$577,900</td>
<td>$763,700</td>
</tr>
<tr>
<td><strong>Total Primary Expenditures</strong></td>
<td><strong>$3,268,000</strong></td>
<td><strong>$7,507,000</strong></td>
<td><strong>$11,804,600</strong></td>
<td><strong>$15,505,300</strong></td>
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</tbody>
</table>

### Notes:
- Public Protection costs exclude Sheriff cost categories that overlap with City-funded Sheriff services (e.g. Patrol for Unincorporated Areas, Detective).
- General government costs exclude non-recurring Capital Projects, Extraordinating Maintenance, and Appropriations for Contingencies.
- Adjusted for inflation assuming 3% annual inflation rate.
- Select years shown for illustration.
- Values in 2021 dollars.

**Source:** County of Los Angeles 2019-2020 Recommended Budget
Appendix E:
General Plan and Transit Area Specific Plan
Environmental Impact Report Links

City of Palmdale 1993 General Plan Environmental Impact Report:
https://cityofpalmdale.org/DocumentCenter/View/4819/Final-General-Plan-EIR-PDF?bidId=

City of Palmdale Transit Area Specific Plan Environmental Impact Report:
https://cityofpalmdale.org/DocumentCenter/View/9219/Palmdale-Transit-Area-Specific-Plan-Initial-Study-PDF