

***THE ANTELOPE VALLEY
AUTO CENTER SPECIFIC PLAN***



P A L M D A L E

Prepared by

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INTRODUCTION AND BACKGROUND

1.0 INTRODUCTION AND BACKGROUND

1.1 Purpose of the Specific Plan

The Auto Center Specific plan is prepared pursuant to California Government Code Section 65450 et. Sep. The law requires that the Specific Plan contain a detailed program for the “systematic implementation of the General Plan” accomplished through the use of text and diagrams which detail the following:

- The distribution and extent of land uses;
- The distribution and extent of infrastructure;
- Standards for development and conservation resources where appropriate; and
- Statement of the relationship between the Specific Plan and the General Plan.

To that end, it is the intent of this document to set forth the policies and standards that will regulate the construction of new auto dealership facilities within the Antelope Valley Auto Center.

It is further the intent of the Specific Plan to define the criteria for implementing coordinated design and the overall visual identity of the center; while preserving the opportunity for individual creativity within each dealership project.

1.2 Objectives of the Specific Plan

The basic objectives of the Specific Plan are to:

- A. Establish a regional commercial automobile shopping center with ancillary and coordinated commercial sales, services, and uses;
- B. Establish cooperation and coordination, between the City of Palmdale and the Auto Center participants.

- C. Establish a long term and on-going source of economic strength to the community in terms of employment and government revenue;
- D. Protect and enhance the natural, social, and physical attributes of the development area so as not to detrimentally affect adjacent existing developments; and
- E. Establish innovative and quality site planning and architectural design maintaining a prosperous and marketable specialized commercial complex unique and individual in itself.

1.3 Relationship to Other Plans

The Auto Center Specific Plan represents roughly 12% of the commercial property located within proposed 10th Street West Assessment District (88-1). The Assessment District is being formed for the expressed purpose of upgrading the area's sewer, water, roadway, and storm drain facilities to a level capable of supporting the planned regional commercial development.

In addition to the Auto Center proposal, 100 acres within Assessment District 88-1 have currently been committed to a Regional Shopping Mall. Ground breaking is expected to begin in April of 1989.

1.4 Legislative Context

The Auto Center Specific Plan is adopted in order to establish regulations, conditions, standards, and criteria for the implementation of a regional commercial shopping center providing automobile and related merchandise and services exclusively.

When adopted, the Specific Plan will serve to implement the City of Palmdale Community General Plan. The Auto Center Specific Plan implements the goals and objectives of the Palmdale Community General Plan by:

- A. Encouraging the economic fortitude of the community through long term commitment of high sales tax generating commercial uses to the project area;
- B. Promoting the logical extension of urban services to an area planned for future regional commercial development; and
- C. Advancing the aesthetic objectives of the community through ensuring high quality architectural and landscape design.

The objectives and standards outlined within the Auto Center Specific Plan are necessary to ensure the integrity of the Auto Center concept. Once confirmed, the Auto Center Specific Plan will serve as the regulatory statute for the Auto Center. All requirements of the Zoning Ordinance and of the specific zoning of the subject property must be complied with unless alternative requirements are set forth in the Specific Plan. In the event the Specific Plan fails to address certain standards, the City ordinances will apply.

SECTION 2.0

SPECIFIC DEVELOPMENT PLAN

2.0 SPECIFIC DEVELOPMENT PLAN

2.1 Project Description

The Auto Center Specific Plan consists of 78 acres and is located west of the Antelope Valley Freeway, in the City of Palmdale, California. *(SPA 04-01, adopted by City Council January 10, 2005.)*

The Auto Center Specific Plan allows for the construction of the Antelope Valley Auto Center, a master planned retail automotive sales and leasing center planned to accommodate up to 15 auto dealership franchises.

Dealerships within the Auto Center are focused towards interior parking and circulation elements. The design is intended to create a synergism within the center where the success of one dealership promotes the success of another.

It is the intent of the Specific Plan to ensure the creation of a unified environment through the coordinated use of similar elements which give the auto center a single identity. As with an enclosed shopping mall, the overall identity belongs to the mall itself. Individual vendors then establish their own identities within the context of this fabric.

The Auto Center design creates a well-defined route for customers on which to shop with convenient parking area that allow them to feel free to walk in and out of the Dealers' lots. The "mall" concept utilized the major interior avenues onto which the Dealerships front or face as their "store fronts". These avenues include "roundabouts" at their intersections.

The four major entrances off Technology Drive, 5th Street West and Avenue Q, one major and three minor, will be identified for visitors by signage. The project incorporates perimeter walls, to provide screening of storage and service areas at the rear of the properties. *(SPA 04-01, adopted by City Council January 10, 2005.)*

It is intended that no particular "style" or period of architecture be replicated or copied in the design of any individual dealership buildings. That is, no building should be identifiably Spanish, Mediterranean, Santa Fe, High Tech, etc. Within the constraints outlined in this Specific Plan, each building should be thoughtfully designed to fit within the spirit of the

design concept and the environment. The architectural standards for the center are outlined in greater detail in the Architectural Design Manual to be submitted to the Director of Planning for his review and approval prior to the issuance of the first building permit for the center.

2.2 Environmental Setting

The project site is vacant and undeveloped. Only sparse desert scrub covers the site and much of the vegetation has been destroyed by vehicular traffic which traverses the property on unimproved access roads.

The project site gently slopes to the northeast and is topographically flat, with elevations ranging between 2,640 and 2,680 feet.

The properties surrounding the project site are predominantly vacant. The Antelope Valley Freeway (State Route 14) borders the site on the east. South of Avenue Q, a three-story hotel complex has been constructed and west of the project on the northwest corner of 5th Street West and Avenue Q is an existing union meeting hall. The remaining properties surrounding the project site are vacant at this time.

2.3 Community Setting

The City of Palmdale is one of the fastest growing cities of the State of California. Current population figures estimate the combined population of the Cities of Lancaster and Palmdale and the community of Quartz Hill at 147,367 persons. The 1990 projections estimate the population of these communities at 214,964 persons.

Rapid residential growth in the last six years has triggered an increase in demand for public services. Recognizing the need to generate additional revenues to support increased demand, the City of Palmdale Redevelopment Agency set forth to establish Redevelopment Project areas within which tax increment could be collected to finance infrastructure and encourage upgrades to blighted areas. The Auto Center Specific Plan area is located within Redevelopment Project No. 4 which was adopted under Ordinance 515 on November 10, 1983 by the City of Palmdale Community Redevelopment Agency.

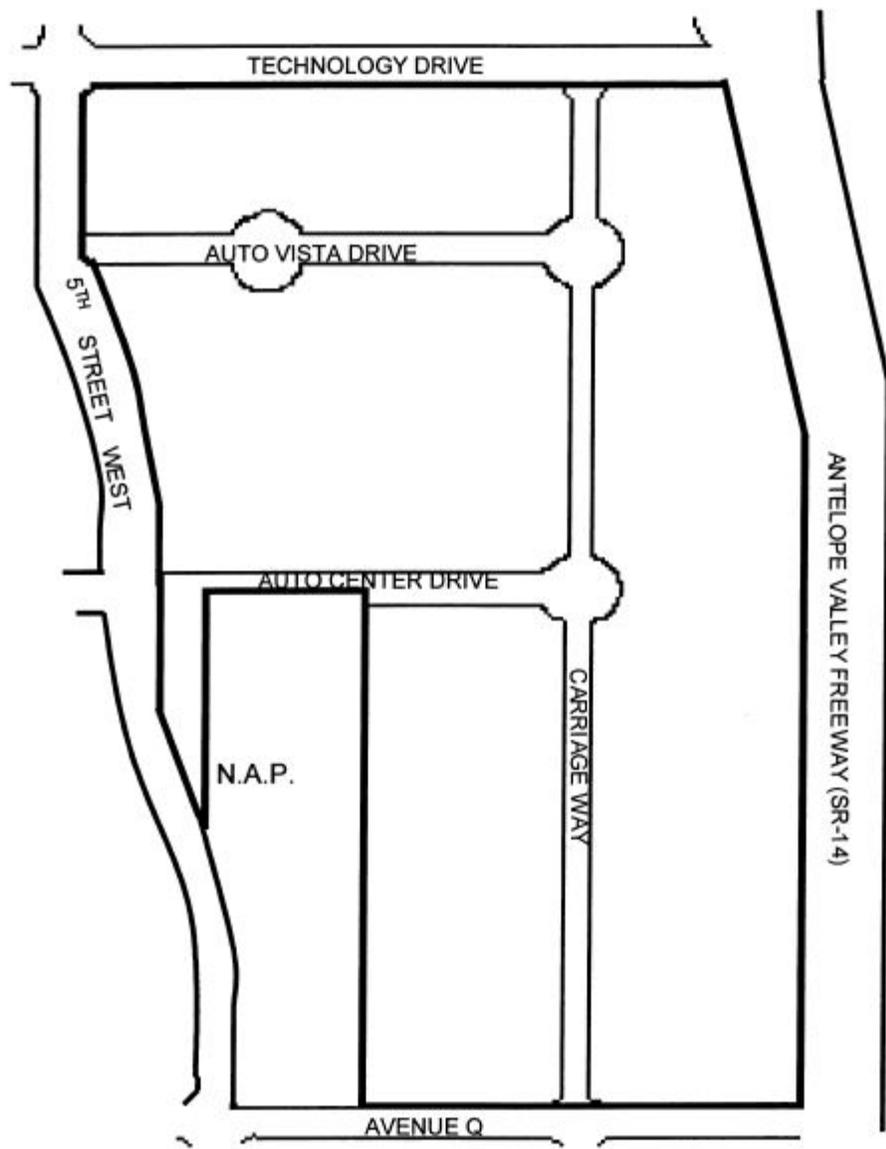
2.4 Development Plan

A. Purpose

The primary purpose of the Auto Center Specific Plan is to implement the General Plan through the physical and economic development of 78 acres of commercial property located within Redevelopment Project Area No. 4. It is further the purpose of this development plan to promote Auto Center uses and to encourage the highest and best quality of design and environment within the designated area. *(SPA 04-01, adopted by City Council January 10, 2005.)*

B. Plan Design Policies

1. New car showrooms shall be developed under a coordinated design concept orienting facilities towards pedestrian travel areas and parking nodes.
2. Design of signs, landscaping, and lighting shall provide an attractive environment to Auto Center visitors and employees, as well as motorists on the freeway and neighboring properties.
3. Aesthetically pleasing entrances to the development area shall be established through the implementation of design and development standards contained herein.
4. Automobile display and storage facilities shall be enhanced through the use of a coordinated landscape street design.
5. Design theme of buildings, landscaping, and all site improvements shall be integrated to comprise a unified motif throughout the development area.
6. Development characteristics which result in a visual or audible nuisance to the development shall be prohibited.



*Antelope Valley Auto Center
Specific Plan*

SITE PLAN

7. Ancillary uses to the primary use of the Auto Center shall be integrated into the plan provided that these facilities enhance the design efficiency and feasibility of the primary use.
8. A Dealer's Association shall be formed and comprised of lot owners and shall encourage cooperation in the development, maintenance, and marketing of services provided within the Auto Center.
9. The project shall be designed so as to create a "sense of place". This shall be accomplished through the use of dramatic landscaping, controlled signage, color, and architectural design.

C. Land Use Designation/Use Zones

All properties located within the Auto Center shall be designated as Specific Plan, consistent with the City of Palmdale Zoning Ordinance. The development standards contained within this Specific Plan shall be governing standards for development within the Center.

2.5 Circulation Element

A. Purpose

The purpose of the Circulation Element is to define the location and extent of roadway improvements within the Auto Center.

B. Circulation Element Policies

1. Safe and efficient access within the Auto Center for both vehicles and pedestrians is a priority of the Specific Plan.
2. The circulation system shall be designed to be sensitive to surrounding land uses and shall contribute to the overall circulation in the project area.
3. Roadway improvements shall be designed with sufficient right-of-way to support the level of services required by traffic generated from the Auto Center and surrounding areas.

4. An integrated landscape concept along the roadway shall be created to not only enhance community design but to provide security for the auto dealerships as well.
5. On-site parking, adequate to accommodate one (1) space per employee at the largest shift, shall be provided for all dealerships. Employee parking areas may be constructed to be common to more than one dealership, however, in no event are employees allowed to park within the public road right-of-way for the Auto Center. Parking for customers shall be provided within the right-of-way and within the joint use parking nodes.
6. Adequate area within the right-of-way must be provided to allow for the loading and unloading of vehicles. The roadways shall be designed with sufficient radius to accommodate the turning motions of automobile transport vehicles.
7. Employer-sponsored transportation measures, such as ridesharing, carpool/vanpools, and preferential parking should be encouraged whenever possible.
8. Individual dealers shall attempt to provide on-site loading and unloading of vehicles. If a public street is used for such activities, arrangements shall be made to avoid conflicts with customer visitations.

C. Circulation Element Concept

The roadway standard utilized within the Auto Center Specific Plan varies according to location and area served. In all instances however, the standard is reflective of the Los Angeles County Road Department Standards Planning manual.

The City of Palmdale has designated Avenue P-8 as a major highway. There has been discussion on constructing an off ramp at Avenue P-8. While these discussions have not progressed beyond the conceptual stage, the Auto Center Specific Plan is sensitive to the future need for right-of-way acquisition. An easement will be reserved for a future off ramp that will be located in the northeast corner of the project.

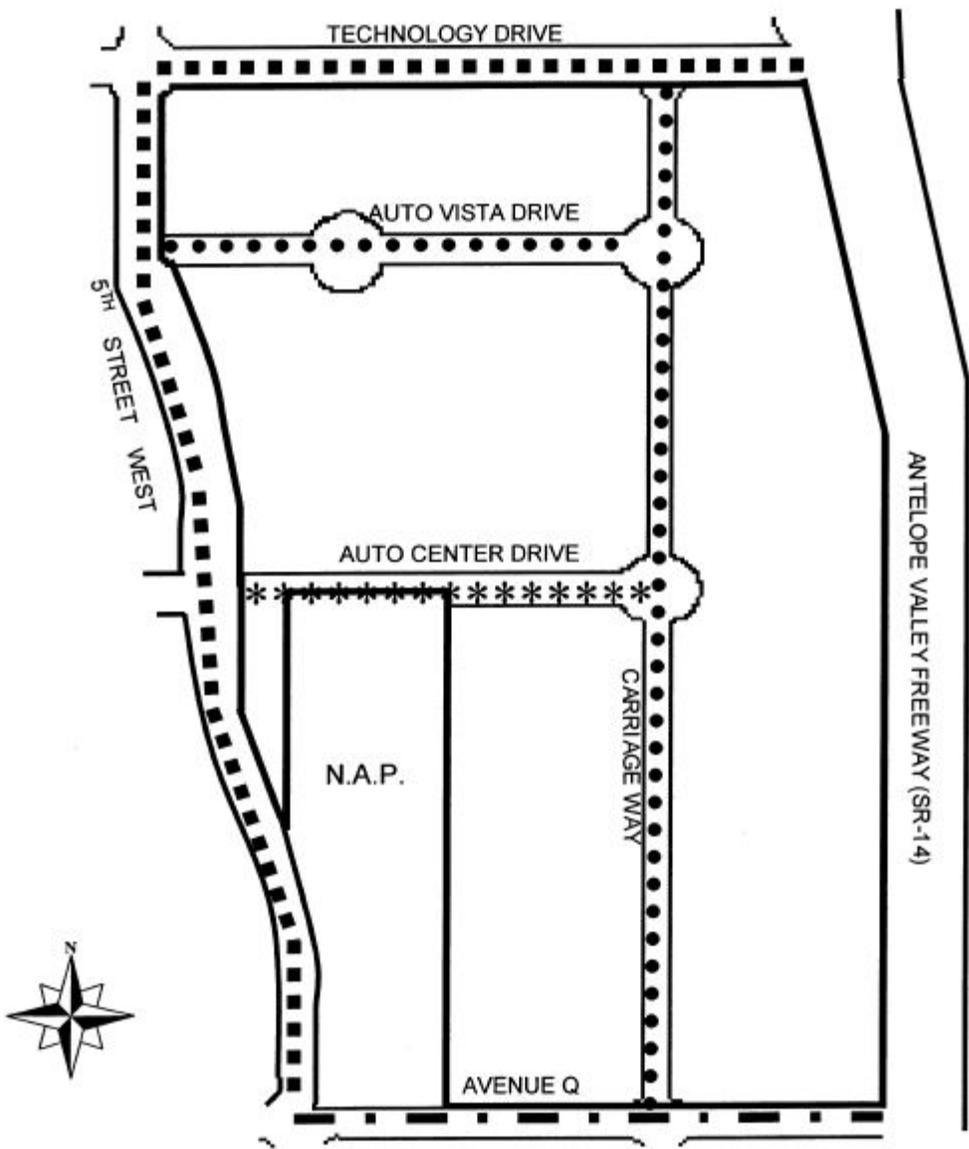
The public improvements for the Auto Center will be constructed under the umbrella of the 10th Street West Assessment District. Specifically, the developer will construct the improvements in advance of the funding of the Assessment District and then sell the improvements back to District upon completion. The procedure is called an Acquisition District and all public improvements (on and off-site) associated with the Auto Center will be constructed in this fashion. It is important to note here that there will be infrastructure improvements constructed as part of the Auto Center that are located outside of Specific Plan boundaries. For purposes of clarity, they are listed below:

AUTO CENTER SPECIFIC PLAN	
Improvement	Cross Section
Auto Center Drive (interior)	80' ROW; 5' sidewalk, 68' travel way, 16' landscape median
Carriage Way and Auto Vista Drive (interior)	60' ROW; 5' sidewalk, 48' travel way
Avenue Q (on-site)	80' ROW; 5' sidewalk, 64' travel way, 2.5' landscaping w/n ROW, 7' additional landscape as easement
5 th Street West and Technology Drive	100' ROW; 5' sidewalk, 84' travel way, 2.5' landscape w/n ROW, 7' additional landscape as easement

(SPA 04-01, adopted by City Council January 10, 2005.)

OFF-SITE IMPROVEMENTS CONSTRUCTED PER 88-1	
Improvement	Cross Section
Auto Center Drive	80' ROW; 5' sidewalk, 68' travel way, 16' landscape median
Technology Drive	100' ROW; 5' sidewalk, 84' travel way, 2.5' landscape w/n ROW, 7' additional landscape as easement

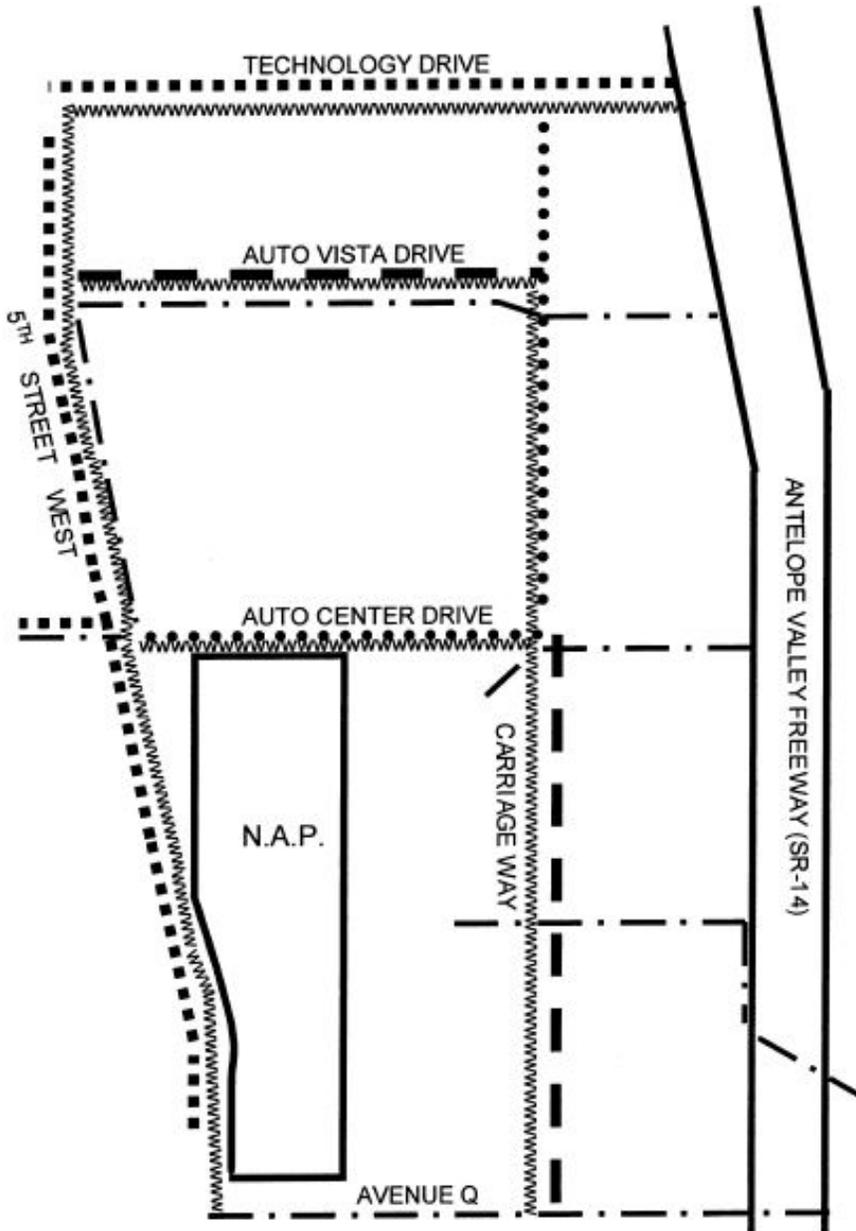
(SPA 04-01, adopted by City Council January 10, 2005.)



- ● ● ● Carriage Wy. & Auto Vista Dr. - 60' ROW, 5' Sidewalk, 48' travel way
- ■ ■ ■ 5th St. W & Technology Dr. - 100' ROW, 5' sidewalk, 84' travel way, 2.5' lsc w/n ROW, 7' additional lsc. as easement
- **** Auto Center Dr. - 80' ROW, 5' sidewalk, 68' travel way, 16' lsc. median
- ■ Avenue Q - 80' ROW, 5' sidewalk, 64' travel way, 2.5' lsc. w/n ROW, 7' additional lsc. as easement

*Antelope Valley Auto Center
Specific Plan*

CIRCULATION ELEMENT



wwwww	Water 12" Main
.....	Sewer 15" Main
.....	12" Main
.....	8" Main
- . -	Storm Drain



*Antelope Valley Auto Center
Specific Plan*

PUBLIC FACILITIES ELEMENT

2.6 Public Facilities Element

A. Purpose

The purpose of the Public Facilities Element is to define the location and extent of public services and to promote the logical extension of those services.

B. Public Facilities Element Policies

1. Public Facilities within the Auto Center shall be designed in conformance with the standards and regulations of the City of Palmdale and the County of Los Angeles.
2. All parcels within the Auto Center shall be served with public water, sewer, electricity, telephone, gas, and cable.
3. Storm drain facilities shall be constructed to ensure that the rate of storm water and nuisance runoff will exit the project at a rate equal to or less than the rate of runoff that occurs in a natural condition.
4. Properties within the Auto Center Specific Plan shall be protected from a 100-year storm event.

C. Public Facilities Element Concept

Public facilities will be provided to the Auto Center in the same manner as the roadway improvements. Utilities constructed within public right-of-way shall be included within the Acquisition District and transferred to the 10th Street West Assessment District upon completion. The following table summarizes the public facilities to be constructed within the Specific Plan boundary.

**TABLE A
AUTO CENTER PUBLIC FACILITIES**

<u>Improvement</u>	<u>Location</u>
Water	<ul style="list-style-type: none"> • 12" main in Avenue P-8 from I-14 to 10th Street West • 12" main in Avenue P-12 from 3rd Street West to 10th Street West • 12" main in 5th Street from Avenue Q to Avenue P-8 • 12" main in Avenue P-10, from 3rd Street West to 5th Street West • 12" main in 3rd Street West, from Avenue P-10 to Avenue Q • 1-1/2-inch line supplied to dealership
Sewer	<ul style="list-style-type: none"> • 12" main in 5th Street West, 200' north of Avenue Q to 100' south of Avenue P-8 • 15" main from Avenue P-8 to 3rd Street West in 3rd Street West from Avenue P-12, in Avenue P-12 from 3rd Street West to 5th Street West • 12" main in Avenue P-8 from I-14 to 10th Street West • 12" main in Avenue P-12 from 5th Street West to 10th Street West • 8" main in 3rd Street West from P-12 to Avenue Q • 8" main in Avenue P-10 from 3rd Street West to 100' east of 5th Street West
Storm Drain	<ul style="list-style-type: none"> • Storm drain down Avenue Q to graded channel east of I-14 • Storm drain in Avenue P-12 to I-14 culvert • Detention Basin east of 5th Street West
Telephone Electric/Gas	<ul style="list-style-type: none"> • SBC & AT&T • PG&E/Southern California Edison
Cable T. V.	<ul style="list-style-type: none"> • Jones Intercable

2.7 Landscape Concept Element

A. Purpose

The purpose is to establish a comprehensive, attractive, and unified landscaped concept for the Antelope Valley Auto Center.

B. Landscape Design Policies

1. The landscaping shall be designed to provide an attractive and unifying appearance for the Auto Center by utilizing plant materials to soften and add color to the hardscape.
2. Landscaping should provide the emphasis at entrances and interior roundabouts.
3. Plant materials and hardscape elements are to create a unified streetscape along the interior streets of the Auto Center as well as provide security for and pedestrian access onto the automobile display area.
4. Landscaping elements at the community edges are to positively integrate the Center into the neighborhood.
5. The design of the landscaping must utilize materials indigenous to the local environmental climate and drought resistant wherever possible.
6. Material selections must take into account long term maintenance issues.
7. The landscape concept shall establish minimum performance standards and a listing of acceptable plant materials.

C. The Landscape Concept

The landscape concept addresses special treatment for various zones yet provides an overall visual continuity. These zones or areas are the entrances, central drive, roundabouts, pylon sign area, the loop road and streetscape, the perimeter edges and the freeway edge, individual dealer entries, and optional windows. The design reflects a hierarchy and performance requirements of these elements.

The entries are formal and punctuate the arrival.

The central drive (Auto Center Drive) is identified by a palm row in the median terminating at the central round-about. The roundabouts feature the most effective plantings and feature spaces for product display. Rings of palms identify the roundabouts.

The pylon sign area is specially landscaped to provide an interesting base for the sign and add an attractive eye-catcher at the freeway.

The streetscape design at the interior roads should provide low maintenance landscaping with no irrigation problems to the automobile on display, security, and pedestrian access. All this is accomplished by a module of planters.

The perimeter edges provide ten feet of landscaping. The design primarily includes indigenous desert materials.

The individual dealer entries will be designed from a palette of prototypes that fit with the streetscape modules and provide an opportunity for trees and berm.

- D. The developer shall install all landscaping and irrigation within the public right-of-way and within five feet (5') of the dealer parcels, all landscaped Auto Center entries, landscaping in the roundabouts, and pylon sign area. Individual dealers will install landscaping on their parcels except the five feet (5') referenced above. The five feet (5') planter area plus the dealers; landscaping improvements will equal 5% of the improved parcel.

The Antelope Valley Auto Center's Dealer's Association will maintain all landscaped areas within the Auto Center including public right-of-

ways, entries, planters, employee parking areas, and the pylon sign area.

The City of Palmdale Landscape Maintenance District will maintain all landscaping on Avenue P-8 and Avenue Q. The developer will maintain all landscaping along 5th Street West. A separate landscape maintenance district will be formed for this purpose.

2.8 Signage Concept Element

A. Purpose

The purpose of the Signage Concept Element is to establish a Planned Sign Program for all development located within the Auto Center Specific Plan. This Element speaks only to on-site signage requirements.

B. Signage Concept Element Policies

1. It is the intent of the Specific Plan to control the location, size, type, and design of all signage within the Auto Center to ensure a unified appearance to the Center.
2. A Freeway Identification sign will be established for the purpose of attracting customers to the Auto Center. The sign shall be located so as to be seen from both north and south bound traffic and be designed to exhibit the architectural theme of the center.
3. All entrances into the Auto Center will be clearly identified with monument signs. These signage areas shall be appropriately landscaped.
4. Dealer identification signs shall be carefully controlled to convey a uniform sense of identity.

C. Signage Concept Element Overview

Signage within the Auto Center is regulated in two areas; signage for the Auto Center itself and signage for the individual dealership. The signage for the Auto Center identification has been designed and illustrated in the development standards section of the Specific Plan. The Signage program for the individual dealerships is strictly controlled by the Design Standards and is limited to the placement of monument signs at each driveway entrance, one 20-foot tall pylon sign per dealership, and two primary wall signs per product line. Dealerships abutting the freeway may place signs on the rear of buildings allowing for greater visibility.

2.9 Grading Concept Element

- A. The Grading Concept Element establishes a grading design for the maximum development of the Specific Plan area. The site is topographically flat and there are no landforms that should be preserved to maintain the character of the property. The primary purpose of the grading concept therefore is to elevate the property and to provide for maximum freeway visibility for the Auto Center and to provide for storm drainage.

- B. Grading Concept Element Policies

The property shall be graded to enhance the visibility of the Auto Center and commercial properties located west of 5th Street West.

SECTION 3.0

DEVELOPMENT STANDARDS AND CRITERIA

3.0 DEVELOPMENT STANDARDS AND CRITERIA

3.1 Permitted Uses

A. Allowed Uses

The following uses may be permitted subject to compliance with the provisions of the Specific Plan:

1. The sale of new automobiles shall be the principal use of the proposed facility;
2. The sale of used automobiles and trucks, except that the total number of lots and acreage in the Specific Plan area that may be utilized for the sale of used automobiles and trucks not in association with a dealership that sells new automobiles or trucks, together with the total number of lots and acreage in the Specific Plan area that is utilized for the renting or leasing of automobiles or trucks not in association with a dealership that sells new automobiles or trucks, shall not exceed one (1) lot and said lot shall not exceed three (3) acres in area;
3. The sale of new vehicle parts and equipment;
4. Auto repair and body work when confined to an enclosed structure and associated with a new car dealership (NOTE: A three-sided building with a roll-up door shall be treated as an enclosed building);
5. Automobile and truck renting and leasing, except that the total number of lots and acreage in the Specific Plan area that may be utilized for the renting and leasing of automobiles and trucks not in association with a dealership that sells new automobiles or trucks, together with the total number of lots and acreage in the Specific Plan area that is utilized for the sale of used automobiles and trucks not in association with a dealership that sells new automobiles or trucks, shall not exceed one (1) lot and said lot shall not exceed three (3) acres in area;
6. Storage of automobiles and other vehicles associated with the sale of automobiles;

7. The sale and repair of new van conversions, campers, motor homes, jet skis, motorcycles, boat and watercraft sales and other recreational vehicles; *(SPA 04-01, adopted by City Council January 10, 2005.)*
8. The sale of used van conversions, campers, motor homes, jet skis, motorcycles and other recreational vehicles when associated with a new recreational vehicle dealership;
9. Amenity areas provided for customers or the general public, including but not limited to, landscaped open space areas, public seating areas, outdoor eating areas, tot lots, or other similar facilities as determined by the Planning Director to be in keeping with the intent of the AVAC Specific Plan.

B. Other Uses

It is recognized that certain other uses can be compatible with permitted uses of this Specific Plan, but it is the intent of this plan to restrict and control locations, site design, and activities of these compatible uses. Therefore, the following uses may be permitted in the Auto Center Specific Plan provided that it is found:

1. That the requirements of the Specific Plan are met;
2. The existing traffic and circulation system can accommodate the additional uses;
3. The use is compatible with the appearance character and activities of the Auto Center;
4. The use does not detract from the continuity and integrity of new car sales and the incorporated concepts of the plan;
5. A Conditional Use Permit shall first be obtained from the City of Palmdale.

These uses include:

1. Restaurants and other eating and drinking facilities;
2. Car wash;
3. Private fuel storage and dispensing facility.

C. Temporary Uses

Certain temporary uses may be determined by the Planning Director to be compatible with the uses of the Specific Plan in order to promote the Antelope Valley Auto Center. The temporary uses shall be subject to any condition that the City determines to be reasonably necessary to ensure that the use will not be injurious to health, safety, or welfare.

These uses may include, but not be limited to, the following:

1. A Special Event Permit shall be required for the following temporary uses subject to Section 27.03.A of the Palmdale Zoning Ordinance (For events that are more than one (1) day, a Temporary Use Permit will be required.): *(SPA 04-01, adopted by City Council January 10, 2005.)*
 - a. Parking lot and sidewalk sales.
 - b. Grand opening and anniversary sales.
 - c. Outdoor art and craft shows and exhibits.
 - d. Bazaars, pony rides, festivals, and other similar events.
 - e. Parades and other events conducted within the public right-of-way.
 - f. Shows of vintage automobiles or other vehicles.
 - g. Temporary dealership tent sales. *(SPA 04-01, adopted by City Council January 10, 2005.)*
2. A Temporary Use Permit shall be required for the following temporary uses subject to Section 27.03.B of the Palmdale Zoning Ordinance:
 - a. Christmas tree lots, pumpkin lots, haunted houses, and fireworks stands.

- b. Circuses, carnivals, rodeos, or similar traveling amusement facilities.

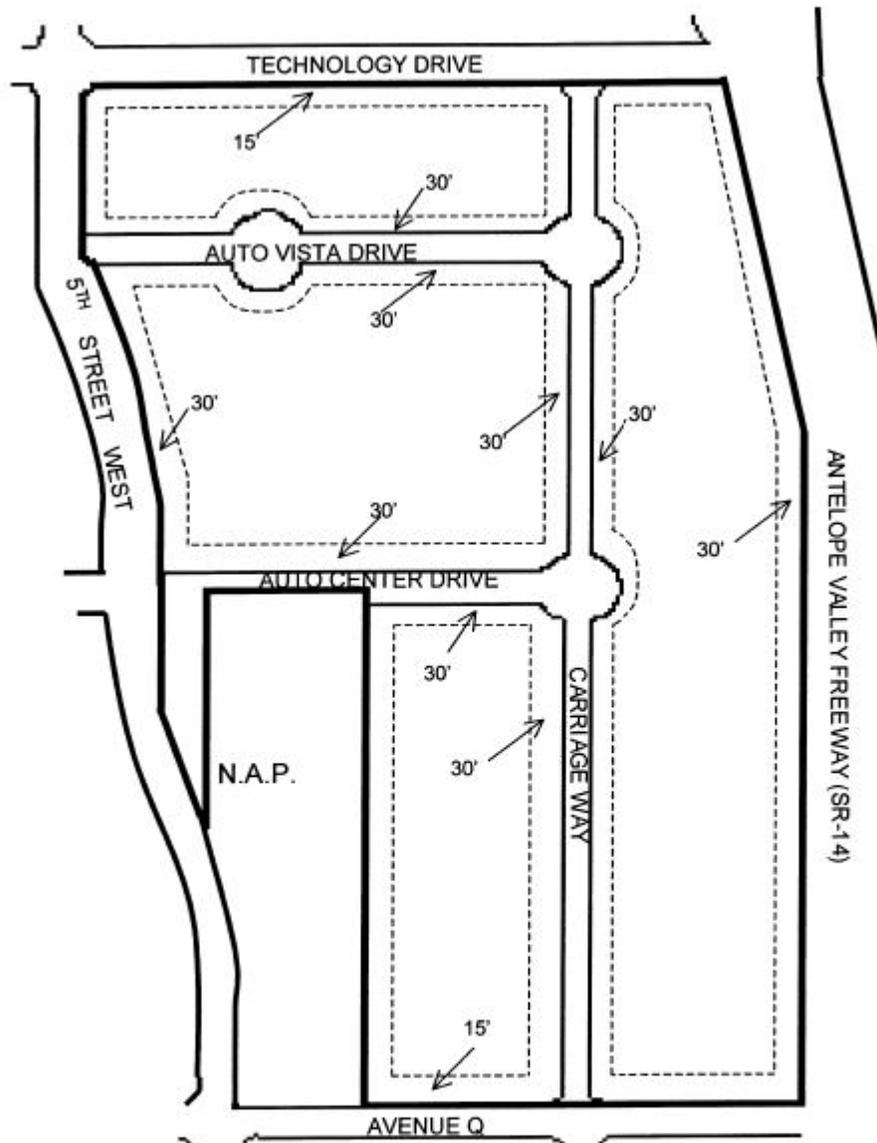
D. Prohibited Uses

All other uses are prohibited unless provided for under the Specific Plan.

3.2 Setback Standards

Setback areas provide visual space, landscaping area, pedestrian circulation space, and buffers between roads, buildings, display areas, and parking areas. No building structure, or any part thereof, shall be constructed, installed, or maintained closer to a property line than described below:

1. A minimum building setback of thirty feet (30') from the property line is required along 5th Street West and fifteen feet (15') from Avenue P-8 and Avenue Q.
2. A minimum building setback of thirty feet (30') from the property line is required along all interior streets.



*Antelope Valley Auto Center
Specific Plan*

SETBACK ILLUSTRATION

3.3 Sitework Standards

3.3.1 General Requirements

All work in the roadway, which will be maintained by the City of Palmdale must be constructed to the requirements set forth in the Los Angeles County Road Department Standard Planning Manual. Refer to tentative Map for cross sections and further information.

A. Grading and Drainage

The Developer (Trakell Corporation) will provide sites that are rough graded to drain to the streets. Property owners shall finish grade their sites to satisfy their design conditions and shall provide site drainage to the street or to the storm drain system via an approved method.

B. Water

The Developer shall supply a 2-inch domestic water line to the premises, terminating the line at the sidewalk and accompanied by a meter.

C. Sewer

The Developer shall supply a 6" lateral to each parcel, terminating it at the right-of-way line.

D. Site Access and Circulation

1. Curbs and Gutters

The Developer shall install a continuous curb and gutter, and the Property Owner shall be responsible to cut his/her own driveways. Driveway locations must be approved by the Developer in order to be coordinated with existing utilities. The Property Owner shall bear the sole cost for this work and shall be responsible for patching and repairing any damage done to the curb and gutter during construction.

2. Driveways

No driveway shall be located closer than 30 feet to the property line except where circumstances related to the configuration and location of the parcel make adherence to this standard impractical or infeasible. Any variance from this standard must be approved by the Director of Planning and the City Traffic Engineer. In addition, driveways may be used for common ingress and egress to dealerships owned by the same dealer. No site access shall be permitted from Avenue Q, P-8, or 5th Street West.

3. On-Site Circulation

On-site vehicular circulation shall be clear, direct, and efficient. Dead-ends should be avoided. Sufficient stacking space should be provided at the service entrance as to not block other circulation or parking on site.

E. Parking

1. Parking Space Sizes

All parking spaces shall be designed following the regulations provided by the City of Palmdale.

2. Customer and Service Parking

The number of space required shall be calculated at 1 space per 500 gross square feet of building area. Additional parking for rental and leasing vehicles shall be provided at 1:1 of this number.

Limited customer parking shall be provided by the Auto Center for shared use of all Dealers. This parking will be located in the "nodes" or "roundabouts" as shown in the supporting illustrations. Customers can also park parallel along the Auto Center avenues. The Developer of the Auto Center is responsible for the construction of the customer parking nodes.

3. Employee Parking

Parking for employees' personal automobiles shall be provided at one space per employee on largest shift for all dealerships. Space shall be provided on site in the shared designated areas shown on the site plan. In no event are employees allowed to park within the public road-right-of-way or within the joint use parking nodes. The Auto Center Association shall provide the maintenance of the parking areas and the enforcement of the parking standards.

4. Additional Parking

Each Dealer shall provide on his/her premises separate parking spaces for any demonstrator vehicles which are driven by a company employee. Separate parking spaces shall also be provided on premises for dealer tow trucks and any other dealer vehicles. Handicap parking shall be provided on the premises as required by Title 24 of the Uniform Building Code.

F. Liquid Storage

1. All storage tanks for waste oil and fuel shall be located at the rear of the building in such a manner as not to allow general public access.
2. Liquid storage facilities above ground shall be screened and painted to match the color of the building so as not to be visible from any public areas or roadways.
3. All liquid storage facilities shall comply with all applicable codes and regulations.

G. Outdoor Auto Display

Each Dealer is encouraged to display autos in the display areas provided in the roundabouts as illustrated in the Landscape Standards. There shall be no other Developer provided outdoor auto display areas.

Auto displays on the parcels shall be subject to the following restrictions:

1. No automobile shall be displayed higher than two (2) feet above finish grade unless the vehicle is housed in a raised showroom.
2. No automobile shall be tilted in such a way as to reveal the underside, unless it is in an enclosed showroom.
3. There shall be no roof-top parking and display allowed within this development.

3.3.2 General Restrictions and Requirements

A. Storage and Loading Areas

No refuse, materials, supplies, or equipment (including Dealership-owned or operated trucks) shall be stored in any area on the site except behind a screen wall, building, or inside a closed building, which blocks the material from being seen from the street or any Dealer's Sales/Show Area. This, of course, does not apply to the Dealer's display vehicles.

No loading or unloading of vehicles or other materials shall be permitted from Avenue P-8, Avenue Q, or 5th Street West.

B. Sound Attenuation

1. All roof top equipment, including air conditioning units, shall be hidden from view by a screen compatible with the building architecture.
2. Air compressor exhaust stacks shall contain a muffling device.

C. Other Requirements

1. Smoke detectors will be required to permit greater response efficiency.
2. An automatic fire sprinkler system is strongly recommended. The dealers are encouraged to check with their insurance carriers for rate reductions possible by including such a system.
3. Swamp or evaporative coolers will be allowed within the development with proper screening.

3.4 Landscape Standards

Landscaping is an important element contributing to the identity, unity, and economic success of the Antelope Valley Auto Center. As such, all landscaping for the Center is designed to:

- Promote a pleasant, distinctive, inviting environment.
- Respond to community edges in a positive manner that integrates the project into the surrounding environment.
- Utilize materials indigenous to the local environmental climate.

Thus, the landscaping design concept is focused toward:

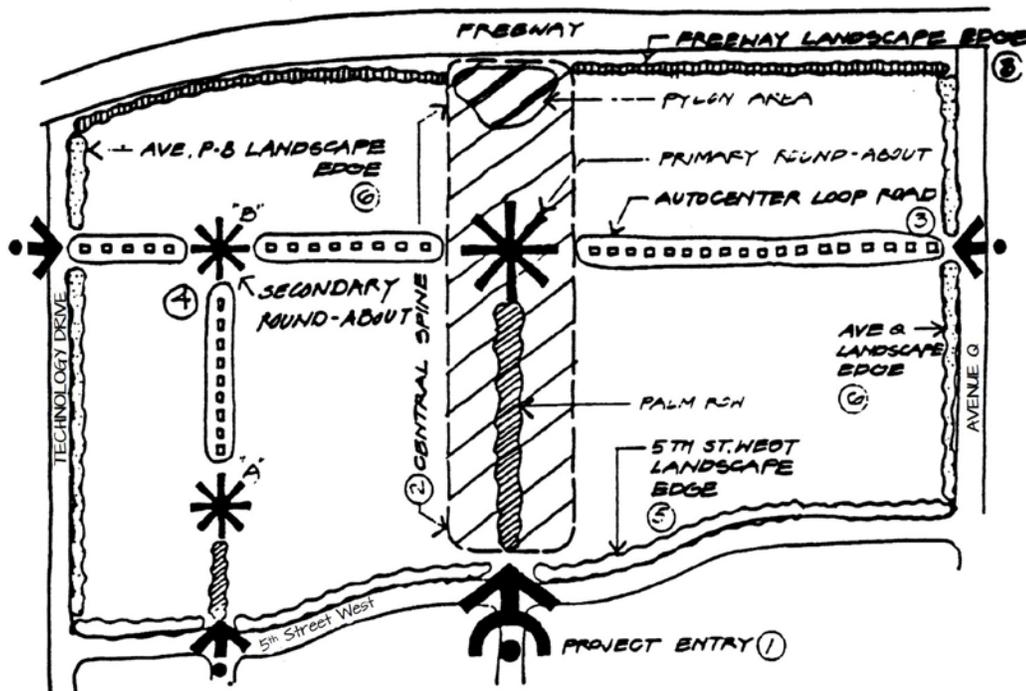
- Providing a clean, contemporary visual appearance.
- Defining street uses with specific landscape treatments.
- Coordinating material selections with long term maintenance issue resolutions.

The site work landscape is defined as areas which fall under the Developer's responsibility.

A. Streetscape Zones

The streetscape zones are the primary image structuring element for the Auto Center. The streetscape is designed to reflect a hierarchy of landscape intensity based on the perceived importance of each street edge. This hierarchy will be reflected in the design as well as in the installed cost of improvements. The internal streetscapes are designed to provide dealership security yet viewing for automobile display. This approach reinforces the site plan and helps to give the user a sense of "place" and direction when traveling around and through the site.

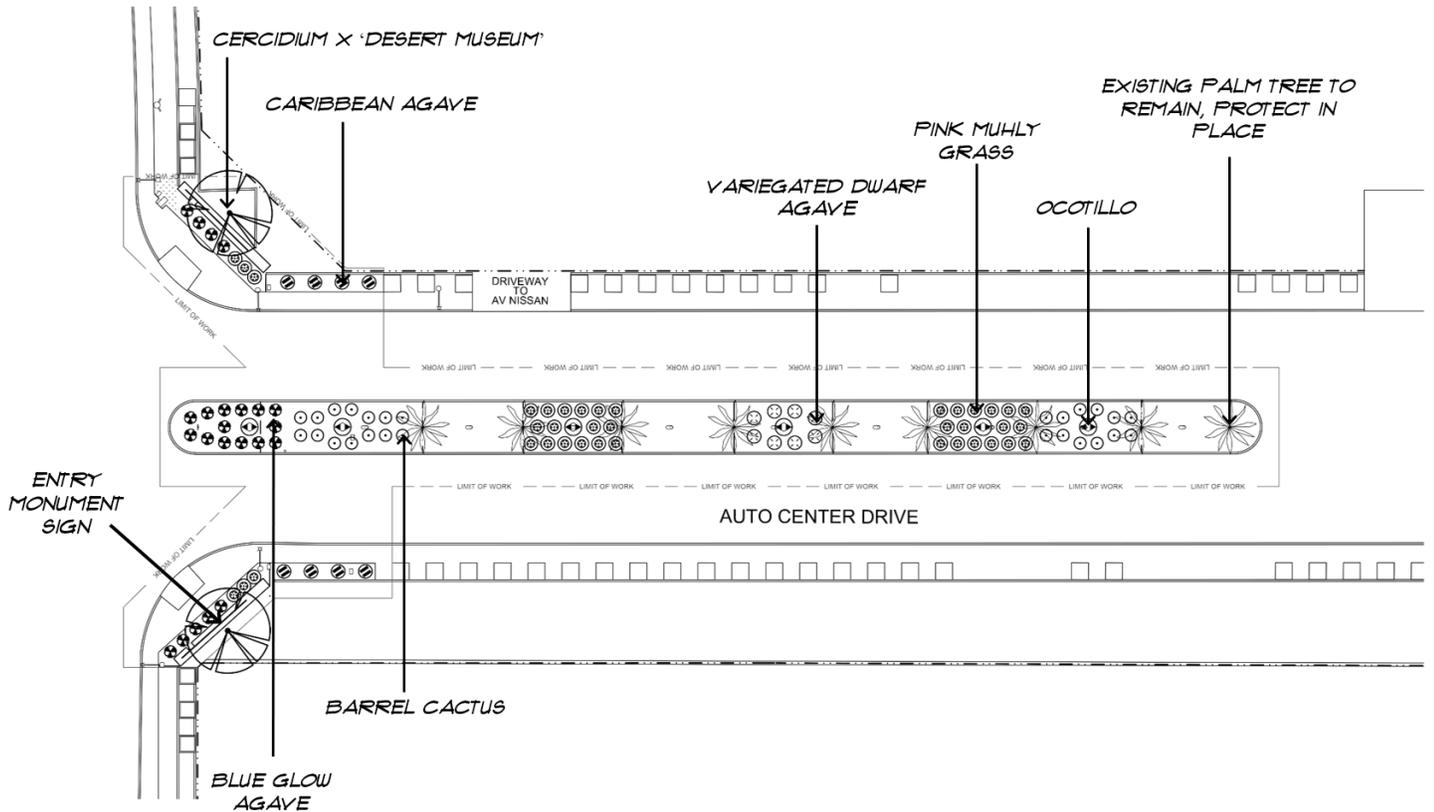
The landscaping along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to provide identities of place, particularly at intersections (roundabouts) and entrances.



STREETSCAPE ZONES

Project Entries

There are four project entries into the Auto Center which are located along 5th Street West, Technology Drive and Avenue Q. The primary and center most entry will be aligned with the Auto Center Drive and the secondary entry is located to the north. Additional secondary entries are located on Avenue Q and Technology Drive. Each entry is landscaped. The difference between the two entry types will be in the scale of the monument sign.

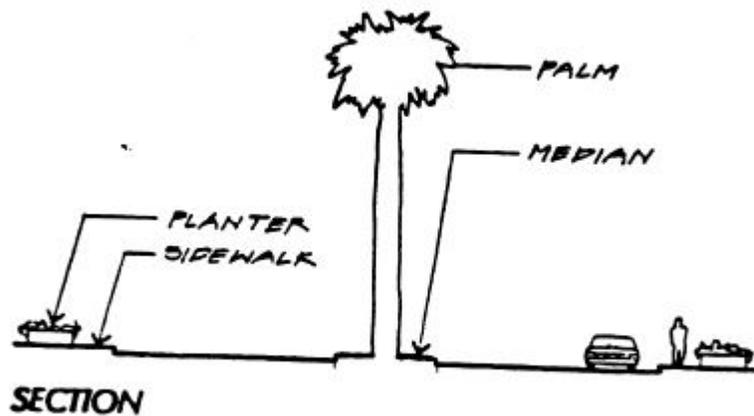


2. Central Spine

The Central Spine will be the primary landscape identity for the Auto Center. As the westerly extension of Auto Center Drive, the Central Spine will provide a strong landscape focus and connection to the adjacent development. The Central Spine will be made up of three component areas: (1) the Palm Row, (2) the Central Roundabout, and (3) the Pylon landscape area.

- a. The Palm Row (Auto Center Drive to Central Roundabout).

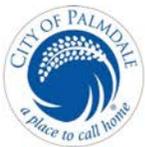
The palm row consists of a landscape median strip of decorative pavement, a single row of California Fan Palms (*Washingtonia Filifera*), and a special sidewalk treatment on both sides of the street. (See "Auto Mall Loop" section).



b. The Roundabouts

The Roundabouts are the heart and visual focus of the Auto Center. They will include a combination of desert landscaping and decorative pavement for the display of vehicles along with some enhancements such as public art, and a circle of Washingtonia Filifera palms in the outer perimeter planter. Lighting will be provided by decorative light bollards.

Roundabout Design Concept



ROUNDBABOUT 2 (CARRIAGE WY @ AUTO CENTER DR)

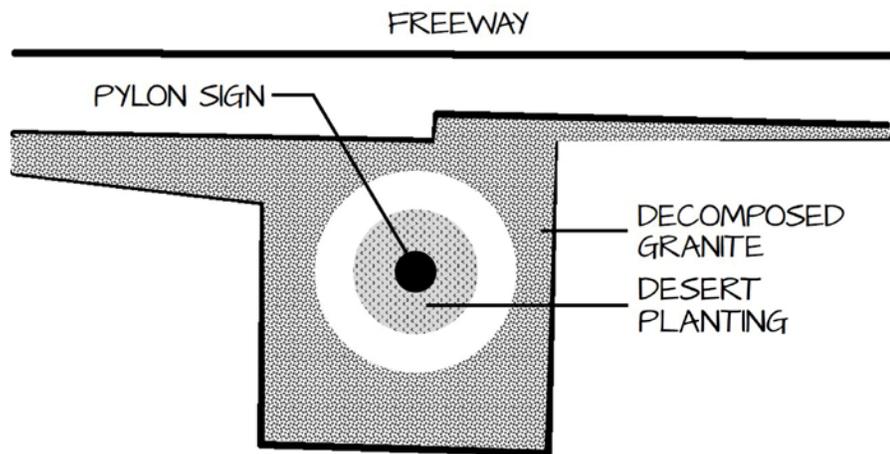
PALMDALE AUTO MALL LANDSCAPE RETROFIT



DATE: 8/22/2017
PROJECT#: 161108
CITY OF PALMDALE

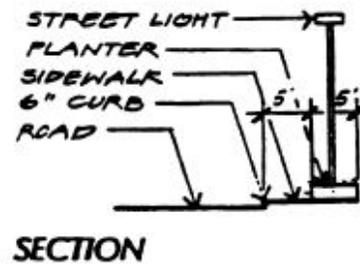
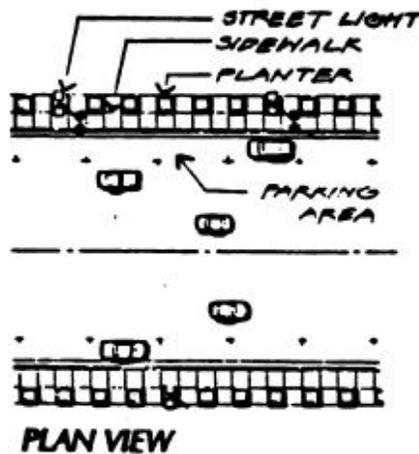
c. The Pylon Landscape Area

The purpose of this area will be to provide a “window” in the Auto Center, as well as a major sign location for the freeway viewer. The pylon sign will be placed on a circular landscaped mound surrounded by decomposed granite.



3. Auto Center Loop Road

The Auto Center loop road should be thought of as an "interior shopping mall" avenue. There are three primary design objectives to its design: 1) to provide maximum visibility into the parcels; 2) to provide continuity along the road; and 3) to provide a secure space for the tenants. There will be a ten foot (10') wide parkway, including a five foot (5') wide sidewalk, on both sides of the road. To provide security, landscaping, and continuity, a pre-cast 12-inch high, from finish grade, concrete square (5' x 5') planter is set ten feet (10') on center along the loop road frontage in the parkway, including the roundabouts.



4. Fifth Street West

The 5th Street West landscape edge will be the “front facade” to the Auto Center. Given the importance of this image and relationship to adjacent developments, the landscape will be a strong feature.

Entry Design Concept



TECHNOLOGY DR & 5TH ST WEST, SOUTHEAST CORNER

PALMDALE AUTO MALL LANDSCAPE RETROFIT

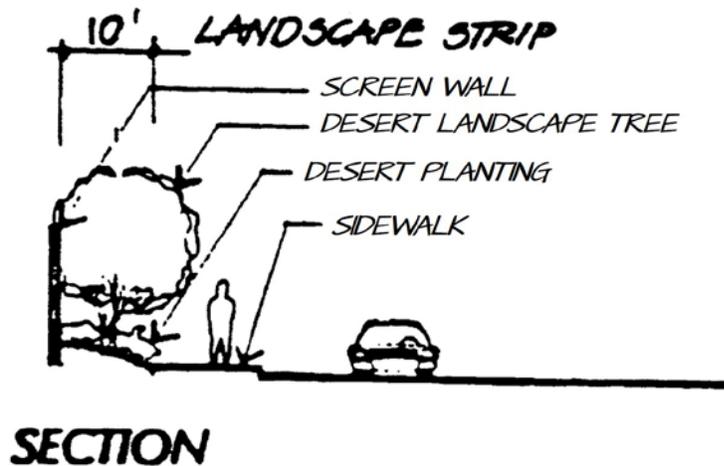


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CITY OF PALMDALE

5. Technology Drive and Avenue Q

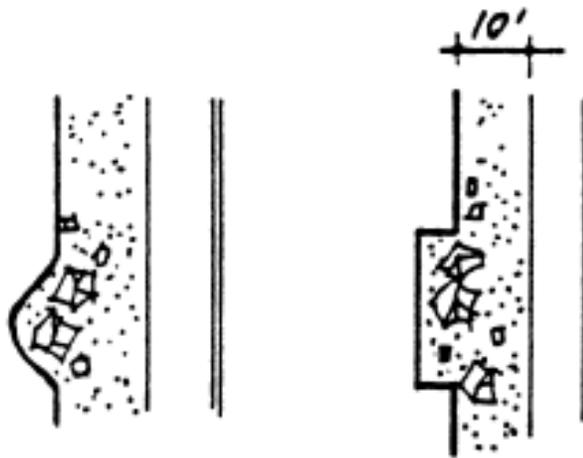
Abutting Technology Drive will be a required 5'6" sidewalk followed by a ten-foot (10') landscape area and six-foot (6') screen wall where automobile storage and service is conducted. The plant materials will be characteristic of the region's indigenous desert landscape.

Abutting Avenue Q will be a required five-foot (5') sidewalk followed by an eight-foot (8') landscape area and six-foot (6') screen wall characteristic of the region's indigenous desert landscape. The screen wall shall screen service and storage areas.



6. Screen Walls

The screen walls in the Auto Center will be a six-foot (6') high block wall that will screen the service and storage areas of the properties and provide security. Any screen wall over 100 feet in length will be jogged to provide visual relief. This jog may be curved or straight as illustrated below and will feature some additional landscaping.



7. Wall Between Lot Lines

The dealer's may choose not to construct walls on the lot lines between dealerships. If required, however, solid masonry wall or wrought iron fencing shall be permitted between property lines. No chain link fencing is allowed within the Auto Center.

8. Freeway Landscape Edge

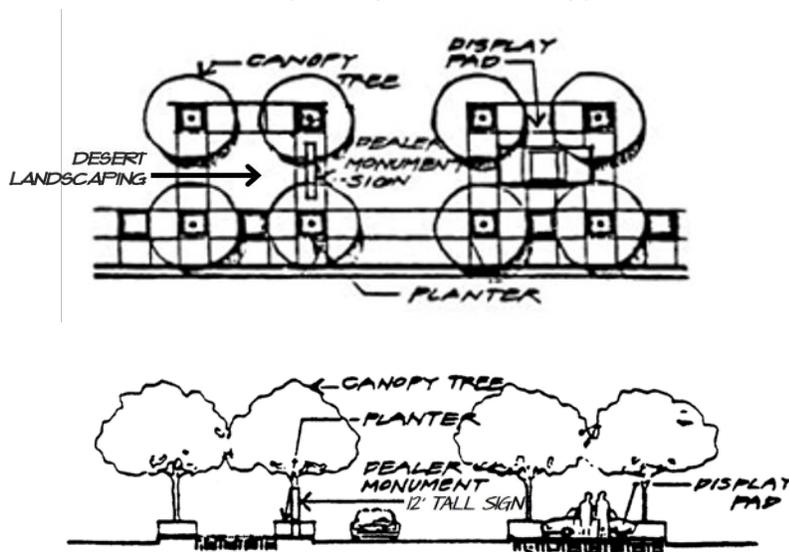
Abutting the westerly freeway boundary will be a screen wall with no formally planted landscape. However, once the wall is constructed on the freeway side, the native soil should be graded naturally with a smooth transition to meet the existing grade.

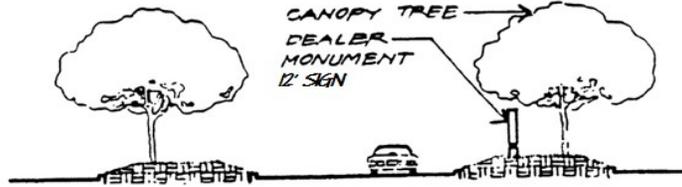
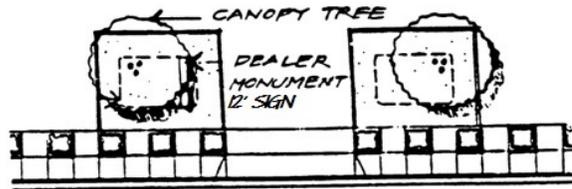
B. Landscape Requirements for Dealerships

1. Dealership Entry Drive

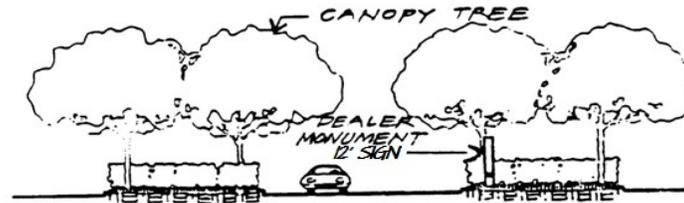
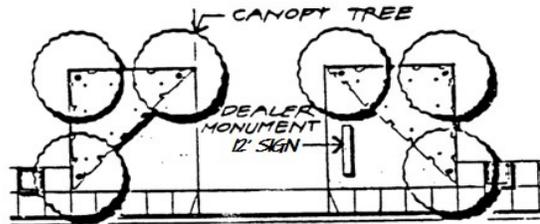
Each major entry drive will be the identification feature for each dealership. The dealership will have the opportunity of selecting from among the alternatives a typical landscape entry design as shown and outlined below.

2. Dealership Entry Drive Prototypes

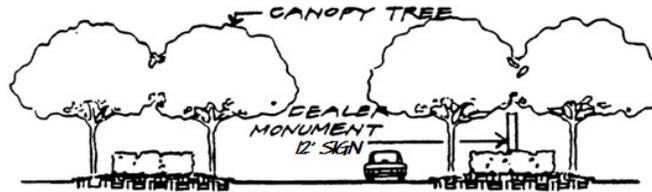
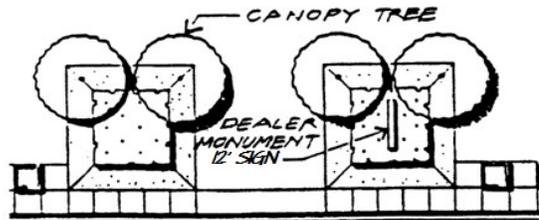




PROTOTYPE B



PROTOTYPE C



PROTOTYPE D

3. General Parcel Landscaping

Landscaping shall be provided in areas that will enhance, accentuate, and screen those areas deemed appropriate by the designer.

a. Landscape Screening

Service areas shall be screened with landscape material.

b. Building Landscaping

Landscaping shall be located near high public visibility areas. For continuity of the Auto Center, all plants shall be selected from the designated plant list provided in these guidelines.

C. Plant Materials

1. All lots and adjacent street frontage shall be landscaped to meet the landscape goals of the Antelope Valley Auto Center. Plant materials shall conform to the following list of acceptable materials.

It is the intent of the guidelines to provide flexibility and diversity in plant selection, yet maintain a limited inventory to give greater unity to the development. The plants have been selected for their appropriateness to the climate conditions and with concern for maintenance.

2. Trees on individual lots shall utilize trees other than those trees specified as "street" trees as described in the Streetscape Zone. Use of other trees shall help to clarify the thematic streetscape design.
3. Any trees used in the project shall be a 5-gallon size minimum. Palms shall be planted as 15-foot minimum size. All shrubs shall be a 1-gallon size minimum. Use of flowering horizontal shrubs in rock mulch is encouraged due to the lack of long-term success of herbaceous groundcovers due to the climatic setting of the Antelope Valley area. Any shrub beds shall be

mulched with “Walk-on Bark” to minimize evaporation, control weeds, and reduce windblown dust. All ground cover areas shall be separated from shrub areas with 6’ x 6’ concrete curbing.

4. The acceptable plant material list is:

a. Trees

<u>Botanical Name</u>	<u>Common Name</u>
Catclaw Acacia	Acacia Gregii
Cedrus deadora	Deodar Cedar
Cercidum 'Desert Museum'	Desert Museum Palo Verde
Cercis canadensis	Redbud
Chilopsis Linearis	Desert Willow
Fraximus velutina 'Rio Grande'	Fantex Ash
Fraxinus velutina	Modesto Ash
Gleditsia triaceanthos 'Inerinis'	Honey Locust
Koelreuteria Paniculata	Golden Rain Tree
Lagerstroemia 'Tuscarora'	Crape Myrtle
Lagerstroemia indica	Crape Myrtle

Liquidambar styraciflun	Sweet Gum
Magnolia grandiflora	Southern Magnolia
Malus	Crabapple
Quercus Virginiana	Southern Live Oak
Pistacia chinensis	Chinese Pistache
Prosopis Chilensis	Thornless Chilean Mesquite
Pyrus calleryana 'Bradford'	Bradford Pear
Quercus kelloggii	California Black Oak
Quercus suber	Cork Oak
Trachycarpus fortunei	Windmill Palm
Vitex Agnus-Cactus	Chaste Tree
Washingtonia filifera	California Fan Palm
Washingtonia Robusta	Mexican Fan Palm
Yucca Brevifolia	Joshua Tree
Zelkova serrata	Sawleaf Zelkova

b. Shrubs/Vines/Groundcovers

<u>Botanical Name</u>	<u>Common Name</u>
Abelia grandiflora	Glossy Abelia
Abelia 'Edward Groucher'	Abelia
Achillea Filipendulina	Fernleaf Yarrow
Achillea Millefolium	White Yarrow
Baccharis 'Pigeon Point'	Dwarf Coyote Bush
Berberia Thumbergii	Barberry
Caesalpinia Pulcherrima	Red Bird of Paradise
Chaenomeles japonica	Flowering Quince
Chamaerops humilis Palm	Mediterranean Fan
Chrysactinia Mexicana	Damianita
Cistus	Rock Rose
Convolvulus Cneorum	Bush Morning Glory
Cotinus cogyria	Smoke Bush
Cotoneaster lacteus	Parney Cotoneaster
Juniperus app	Juniper
Eleagnus	Eleagus
Euonymus fortunei	Winter creeper
Euonymus japonica	Evergreen Euonymus

<i>Gazania repens</i>	Trailing Gazania
<i>Hypericum calycinum</i>	Creeping St. Johnswort
<i>Juniper Chinensis</i> 'Gold Lace'	Gold Lace Juniper
<i>Juniperus chinensis</i>	Prostrate Juniper
<i>Lagertroemia Indica</i> 'Dwarf Red'	Dwarf Red Crape Myrtle
<i>Lantana Camara</i>	New Gold Lantana
<i>Lantana Montevidensis</i>	Purple Trailing Lantana
<i>Leucophyllum</i> 'Thundercloud'	Thunder Cloud Texas Sage
<i>Ligustrum japonica</i>	Japanese Privet
<i>Mahonia aquifolium</i>	Oregon Holly Grape
<i>Nandina domestica</i>	Heavenly Bamboo
<i>Nerium oleander</i>	Oleander
<i>Parthenocissus</i> <i>tricuspidata</i>	Boston Ivy
<i>Photinia fraserii</i>	Phontinia
<i>Pittosporum tobira</i>	Mock Orange
<i>Pyracantha</i>	Firethorn
<i>Raphiolepis indica</i> spp.	India Hawthorn
<i>Rosa banksiae</i>	Landy Bank's Rose

Rosmarinus 'Huntington Carpet'	Huntington Carpet Rosemary
Syringa	Lilac
Teucrium Chamaedrys	Wall Germander
Thuja orientalis (Platyclusus)	Oriental Arborvita
Trachelospermum asiaticum	Asian Star Jasmine
Trachycarpus fortunei Palm	Fortune Windmill
Viburnum	Viburnum
Vinca major	Periwinkle
Wisteria sinensis	Chinese Wisteria
Yucca recurvifolia	Adam's Needle
Xylosma congestum	Shiny Zylosma

c. Perennials

<u>Botanical Name</u>	<u>Common Name</u>
Achillea	Yarrow
Alyssum saxatile	Basket-of-Gold
Coreopsis	Coreopsis
Gazania 'Copper King'	Cooper King Gazania
Hemerocallis	Daylilly

Iris germanica	Bearded Iris
Lavendual	Lavendar
Narcissus	Daffodil
Osteospermum	African daisy

d. Agaves and Grasses

<u>Botanical Name</u>	<u>Common Name</u>
Agave 'Blue glow'	Blue Glow agave
Agave Americana 'Blue'	Century Plant
Agave Americana 'Marginata'	Variegated Century Plant
Agave Americana 'Medio-Picta'	White Striped Century Plant
Agave Angustifolia 'Marginata'	Caribbean Agave
Agave Desmettiana 'Variegata'	Variegated Smooth Agave
Agave Parryi var. Truncata	Artichoke Agave
Dasyilirion Wheeleri	Desert Spoon
Echinocactus Grunsonii	Barrel Cactus
Festuca 'Siskiyou Blue'	Siskiyou Blue Fescue
Fouquieria Splendens	Ocotillo

Hesperaloe Parviflora	Red Yucca
Hesperaloe Parviflora 'Yellow'	Yellow Yucca
Hesperoyucca Whipplei	Yucca whipplei
Kniphofia Uvaria 'Flamengo'	Flamengo Red Hot Poker
Muhlenbergia Capillaris	Pink Muhly
Nassellia Tenuisima	Mexican Feather Grass

D. Irrigation

1. All plant materials shall be watered with an automatic irrigation system. The irrigation shall be designed to minimize overspray and runoff onto autos and adjacent paved surfaces. The irrigation shall be controlled for seasonal conditions so that the precipitation rate does not exceed the infiltration capabilities of the soil.
2. All sprinklers next to walkways and areas of pedestrian or vehicular traffic shall be the pop-up (spring-retractable) variety. All pop-up sprinklers shall have matched precipitation rate (MPR) spray inserts.
3. Planting areas not requiring overspray irrigation should be designed with low gallonage bubbler heads.
4. Irrigation controllers shall include the following features:
 - a. Independent station programming capability.
 - b. Repeat cycle programming.
 - c. Water budget feature.
 - d. Moisture-sensing override capability.

3.5 Lighting Standards

The lighting shall contribute to the safe and efficient use of the site. Lighting shall meet the retail needs of the tenants and prevent on-site lighting to cast a glare onto adjacent lots. On-site lighting shall not cast glare onto adjacent streets in such a manner as to decrease the safety of vehicular movement.

A. Guidelines

1. All lighting visible from an adjacent street, except lighting from a source 42 inches and lower, shall be cutoff and incorporate a full cutoff shield type fixture.
2. Parking areas, access drives, and internal circulation/exhibit areas light fixtures shall be black anodized aluminum "sharp cut-off" fixtures with adjustable luminaries.
3. Poles shall be black anodized aluminum and shall be continuous to ground mounting level. Poles shall be provided with a concrete base per manufacturers design. Extend concrete 3 feet above finished grade when exposed to auto contact, and 3 inches above finished grade otherwise, except front line cars.
4. All fixtures shall be mounted at 20 feet above finished grade.
5. All lights used in areas that are open to view from the public street shall be LED.
6. At all front-line display areas (the front row of autos adjacent to the public street), an average of 75-100 foot candles shall be maintained with the average-minimum ratio maintained between 2.0:1 and 3.5:1.
7. At all secondary display areas (the area bounded by the front-line display wall and the screen wall), an average of 50-75 foot candles with average-minimum ratio maintained between 2.5:1 and 4.0:1.

8. Where a street lighting fixture falls adjacent to a dealership lot, this pole may be incorporated by the dealership into the lighting layout for that lot. Dealership fixtures will be mounted at 20 feet and will face away from the street.
9. Building illumination and architectural lighting shall be indirect in character (no light source visible). Indirect wall lighting or “wall washing”, overhead down lighting, or interior illumination which spills outside is encouraged. Architectural lighting should articulate and animate the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.
10. Landscape lighting shall be held to a minimum. Wash lighting of project signs and product advertising shall utilize fixtures with hidden light sources. Landscape lighting shall be allowed on palms, specimen trees at entrances, and landscape entry walls.
11. Ambient street lighting or on-site lighting shall be adequate to provide safe light levels for all pedestrian areas.

3.6 Signage Standards *(SPA 04-01, adopted by City Council January 10, 2005.)*

3.6.1 Introduction

These signage standards have been developed for the Antelope Valley Auto Center and are part of the overall Specific Plan established for the project. The purpose of this Planned Sign Program is to provide a guide for the automobile dealers in the selection of placement of their signage. It is the intent to provide guidelines for a reasonable number and size of signs required for proper conduct of business, and to control the design and placement of all signage. It is also the intent that artistic flexibility be allowed, while maintaining continuity and appropriate scale to the center as a whole. The information contained in this program as adopted by the City of Palmdale established mandatory criteria to which each sign must conform. Each property owner must submit to the City of Palmdale all documents required for signage approval, in addition to all documents required for site plan review.

These standards shall apply to all auto dealerships and any other activity within the Antelope Valley Auto Center boundaries.

3.6.2 Definitions

As used in these guidelines, the following terms shall have the meaning given in this section.

1. Activity: A business establishment with direct access to a parking lot or public right-of-way and under separate management from any other business establishment within the same building or structure.
2. Advertising Display: Shall mean any sign, device or contrivance, and all parts thereof, which is used to advertise products, goods, services, or activities or otherwise promote the sale of objects to identify objects for the sale thereof.
3. Alteration: Any change of copy, color, size, shape, illumination, position, location, construction, or supporting structure of a sign.
4. Animated Sign: Shall mean a sign that moves, or any portion of which moves, revolves, or rotates in any manner.
5. Antelope Valley Auto Center Association: (See definition 32.)
6. Area of a Sign: Shall mean and be computed as the entire area within a single continuous perimeter of not more than eight (8) straight lines enclosing the extreme limits of writing, representation, emblem, logo, or any figure of similar character, together with any material or color forming an integral part or background of the display or used to differentiate such sign from the backdrop or structure against which it is placed. Only one face of a double-faced sign shall be considered in determining sign area provided both sides are of essentially similar design and not more than twenty-four inches (24") apart. The supports, uprights, structures, or extraneous design features of a sign shall not be included in determining the sign area unless they are designed in such a manner as to form an integral part or background of the

display. In the case of individual letters or other signs placed on a wall without a border, the area shall be computed by enclosing the outside dimensions of the letters within the sets of parallel lines.

7. Background Area of Sign: The entire area of a sign which copy could be placed.
8. Banner, Flag, Pennant or Balloon: Any cloth, bunting, plastic, or similar material used for advertising purposes and attached to, or appended on or from any structure staff, line framing, or vehicle. Flags of a nation or the State of California, when displayed in the appropriate manner, are exempt from these regulations.
9. Building Elevation: The total area of the building's elevation excluding the area of the roof.
10. Building Frontage: Shall mean those frontages which face upon a public or private street or parking area between such building and the street. Where a building faces two (2) or more streets, the frontage containing the principal entrance to the building shall be designated as the building frontage.
11. Changeable Copy Sign: Shall mean a sign on which message copy can be changed manually through use of attachable letters and numerals.
12. Commercial Speech: Any message, the prevailing thrust of which is to propose a commercial transaction.
13. Convenience Sign: A sign not larger than eight square feet (8') which provides directional or other information and is designed to be viewed on-site or adjacent to the site by motorists and pedestrians.
14. Eave: Shall mean that portion of the roof line extending beyond the building wall or canopy attachment on the wall having the simulated appearance of an eave.

15. Flashing Sign: Shall mean any sign which contains or is illuminated by lights which are intermittently on and off, which change in intensity, or which create the illusion of flashing in any manner.
16. Freestanding Sign: Shall mean a sign for which a building permit has been issued and is permanently supported by one or more uprights, braces, poles, or other similar structural components when utilizing earth, rock, the ground, or any foundation set in the ground as a primary holding base. Such signs which project through a roof projection or canopy, around which there are no enclosing walls. This definition includes “monument signs”, “pylon signs”, “ground signs”, and/or “pole signs”.
17. Grade: The elevation of the curb or sidewalk nearest the sign location.
18. Painted Sign: A wall sign painted directly onto the surface of a building or onto a separate flat surface that is attached to the side of a building.
19. Height of Sign: Shall mean the vertical distance from the average surface grade immediately surrounding the base of the sign to the top of its highest element, including any structural element. If the sign is constructed upon an artificial berm, the height of the sign as measured above, shall not exceed 200 percent (200%) of the maximum height allowed by this specific plan.
20. Illegal Sign: Any sign placed without proper approval.
21. Illuminated Sign: Shall mean any sign for which a source of light is used in order to make the message readable. This definition shall include internally and externally lighted signs and reflectorized, glowing, or radiating signs.
22. Major Occupant: The primary tenant or other primary occupant of a building or complex, designated as such by the property owner.

23. Noncommercial Speech: Any message that is not determined to be commercial speech as defined herein. Speech that is determined to be obscene shall not be included.
24. Occupant: Any person or organization who or which has purchased, lease, rented, or is otherwise legally entitled to occupy and use any building site(s) or building space whether or not such a right is exercised.
25. Off-Site Commercial Sign: Shall mean a sign displaying a permanent message that is not located on the site of the business, accommodations, services or commercial activity served by the sign.
26. On-Site Commercial Sign: Shall mean a sign displaying a permanent message that is located on the site of the business, accommodations, services, or commercial activity served by the sign. A parcel of record having an access easement as its only street frontage may place its on-site sign on such easement, subject to the approval of the Director of Planning.
27. Owner: Any person(s) having any estate in any lot(s) within the Antelope Valley Auto Center.
28. Planned Sign Program: Standards for the regulation of signs and other graphics throughout the Antelope Valley Auto Center.
29. Pole Sign: Any permanent freestanding sign supported by one or more posts, columns or poles that are not enclosed in a solid structure equal in width to at least one-half the sign face and where the portion of the unenclosed posts, columns or poles exceeds eighteen inches (18") in height.
30. Temporary Sign: Shall mean any sign that is displayed for a specific period of time or event and which is removed immediately after the completion of the event or time period.
31. Projecting Sign: Shall mean any sign which projects more than twelve inches (12") from the wall of a building. Such

signs are typically oriented for pedestrian visibility and are viewed perpendicular to the face of the building.

32. Property Owners Association: Refers to the Antelope Valley Auto Center Association as established by the CC&Rs for specific properties within the Antelope Valley Auto Center (such associations are formed pursuant to the non-profit mutual benefit corporation law of the State of California), and included successors and assigns, who shall enforce compliance to all sign regulations set forth in this document.
33. Rider: Shall mean an attachment to a sign that is not an integral part of the display panel of the sign.
34. Roof Sign: Shall mean any sign erected, constructed, or placed upon or over a roof or parapet wall of a building and which is wholly or partly supported by such building.
35. Sign: Shall mean any object conveying a message and having a visual appearance primarily used for attracting public attention or patronage from the street, sidewalk or other outside public area.
36. Signable Area: The portion of a building wall that is unbroken by windows, doors, or other architectural features.
37. Street Frontage: Shall mean the linear frontage of a parcel of record on a private or public street providing its principal accessors visibility. When a parcel is served by an easement, only the frontage of that easement may be computed as street frontage.
38. Super Graphics: A graphic design which covers a wall or a major portion of a wall, building facade, or other structure. A "super graphic" is considered a sign and shall be subject to the approval procedures set forth in this manual.
39. Wall Sign: A sign attached to or erected on the exterior wall of a building or structure with the exposed face of the sign in a plane approximately parallel to the plane of the exterior wall.

40. Window Sign: Shall mean any sign painted, attached, glued, or otherwise affixed to a window and designed to be viewed from adjacent street, walks, or parking lots.

3.6.3 General Provision

A. General Sign Requirements and Regulations

1. Compliance Required

No person shall erect, re-erect, construct, enlarge, alter, repair, move, improve, convert, equip any sign or sign structure, or paint a wall sign or super graphics in the Auto Center or cause, or permit the same to be done, contrary to this sign program. The Code Enforcement Division of the City of Palmdale is responsible for enforcing compliance with sign permits. Any installed, nonconforming or illegal/unapproved sign must be brought into conformance with this sign program.

2. Interpretation of Planned Sign Program Provisions

All signs to be installed within the Auto Center must be reviewed and approved by the City of Palmdale through their site plan review and/or sign application process.

3. Sign Content

All signs proposed within the Antelope Valley Auto Center may contain either commercial speech or non-commercial speech messages, or a combination of both.

4. Exempt Non-Conforming Signs

Any sign granted an exemption to this sign program criteria shall not be considered a non-conforming sign and is not subject to the compliance requirements of a non-conforming sign.

5. Sign Maintenance:

All signs, together with all of their supports, braces, and anchors, shall be properly maintained with respect to appearance, structural, and electrical features. The display surface of all signs shall be kept neatly painted or posted at all times. All signs shall be subject to maintenance provisions as follows.

All signs on private property shall be subject to the following maintenance provisions: (1) rust or other corrosion due to the elements shall be removed and the sign refinished; (2) cracked or broken sign faces shall be adequately repaired or replaced; and (3) malfunctioning lamps shall be replaced. Proper and timely maintenance of all signs will be enforced and upon a written notice from the Building and Safety or Planning Departments, the necessary maintenance, alterations, or repairs shall be made within ten (10) days after the date of such notice.

6. Sign Construction:

All signs shall comply with the following criteria:

- a. All sign illumination must be approved by the City of Palmdale.
- b. All electrical signs and their installation must comply with all local and state building and electrical codes.
- c. No exposed conduits, tubing, or raceways will be permitted.
- d. All labels, stamps, conductors, transformers, and other equipment shall be concealed.
- e. Electrical service to all signs on privately owned property shall be on Owner's/Occupant's meters.
- f. All exterior letters exposed to the weather shall be mounted at least 1/2" from the building wall to permit

proper dirt and water drainage. All bolts, fastenings, and chips shall be of stainless steel, aluminum, brass, bronze, or other non-corrosive materials. No black iron materials of any type will be permitted.

- g. Sign Contractor shall repair all damage caused by his work.
- h. Owner/Occupant shall be fully responsible for the operations of their Sign Contractor.
- i. All sign illumination systems shall minimize the energy needed by utilizing contemporary energy saving techniques and materials which best fulfill the goals of the sign.
- j. Sign materials shall be limited to metal, concrete, glass, and acrylic materials with UV inhibitors. All materials shall be of high quality (new and free from any defects), durability, and require low-maintenance.

B. Exemptions to Sign Permit Requirements

The following signs shall be allowed without the requirements of a sign permit, except as specified herein in which case such signs shall comply with Section 88.04 Sign Permit Requirements and Procedures of the Palmdale Zoning Ordinance. All exempt signs shall be subject to Section A. General Sign Requirements and Regulations, above.

1. Convenience Signs

The City has a compelling interest in ensuring traffic safety, and to directly advance that interest, the City will allow on-site directional signage (convenience signs) so as to assist and direct traffic circulation into, out of, and through, parking lots on private property. All convenience signs shall have a maximum sign area of four (4) square feet. Signs shall be a maximum of four (4) feet in height. Signs may be double sided. Convenience signs shall not be allowed off-site. (Refer to Sign Type G, Exhibit S-8)

2. Special Event Signs/Devices

Special event signs may be approved for a limited period of time as a means of publicizing special events such as “Grand Opening”, “Under New Management”, “Inventory Sale”, or public or charitable events. To apply for review and approval of special event signs, the applicant shall submit to the Antelope Valley Auto Center Association: (1) a letter requesting a permit to install the special event sign; (2) materials that clearly describe the proposed event sign; (3) display dates for the special event sign and (4) size and material used. The Antelope Valley Auto Center Association shall review the request within fifteen (15) working days after receipt, and shall make a determination to approve with modifications or deny the request. In accordance with the provisions of Section 27.03 of the Palmdale Zoning Ordinance, a Special Event or Temporary Use Permit shall also be obtained from the Planning Department. Obtaining the permit shall not cause the dealers to be delayed with their special event.

3. Flags

One (1) flagpole per developed parcel with a maximum of two (2) flags, not to exceed sixty feet (60') in height. Flags flown after dark must be illuminated by a remote light source. Flagpoles shall not be permitted as an attention getting device.

4. Balloons. Balloons may be approved by the Director of Planning for a period of time not to exceed forty-five (45) days per year for each dealer in the AVAC Specific Plan area. Balloons shall be securely fastened, ground-mounted and maintained in a good condition. Approval for the temporary use of balloons shall be as provided for in Number 2, Special Event Signs/Devices of this Section.

5. Light pole banners. Light pole banners as specifically allowed under Section 17.88.14 Citywide Sign Beautification Program of the Palmdale Municipal Code.

6. Off-site directional sign structures. Off-site directional sign structures as specifically allowed under Section 17.88.14 Citywide Sign Beautification Program of the Palmdale Municipal Code.
7. Official signs. The City has a compelling interest in facilitating traffic safety for pedestrians and motorists. This interest is directly advanced by having official signs that help direct pedestrians and motorists away from roadway hazards, toward public services, and informs those persons of the applicability of certain traffic regulations. To accomplish this compelling purpose, the City finds that it must allow for such signs to be erected, moved and changed by governmental officials with minimal regulation from the Planning Department of the City. For these reasons, the City hereby exempts the following signs from its sign permit requirements and development standards: Official traffic, fire and police related signs, temporary traffic-control signs used during construction, utility facilities and substructure locations and identification signs and markers required to protect said facilities, and other signs and markers required by the City of Palmdale, the State Department of Transportation, or any other public agency.
8. Temporary signs. The City has a compelling interest in making the City attractive to residents, visitors and business owners. To accomplish this interest, the City finds it necessary to establish standards for temporary signs and to regulate their duration. All temporary signs in the Antelope Valley Auto Center shall be subject to the following:
 - a. No more than one (1) temporary sign shall be allowed per authorized use as specified under this section.
 - b. Temporary signs may be placed on private property with the owner's permission. Nothing in this subsection shall prohibit the owner of a piece of property, or his or her authorized representative, from removing a temporary sign from his or her property when the sign has been erected without his or her consent; and provided, further, nothing in this subsection shall prevent the Director, Code Enforcement staff or other authorized

representative of the City from taking action to abate sign violations.

- c. Size. Maximum area shall not exceed thirty-two (32) square feet per side. Freestanding signs shall be limited to eight (8) feet in height.
- d. Temporary signs shall be non-illuminated.
- e. Removal. When displayed for a specific event or activity, temporary signs shall be removed within ten (10) calendar days of the advertised event or activity.
- f. Temporary non-commercial signs. No persons shall remove, destroy, relocated, or otherwise disturb any temporary non-commercial sign, or direct, permit or allow such removal, destruction, relocation or disturbance, without the permission of the party who erected the sign. It shall be presumed, as to signs for political candidates, that the political candidate or his or her representative is the party who erected the sign. It shall further be presumed that the committee who has registered with the Secretary of State to support a position on a ballot proposition is the party who erected the sign taking the position on the ballot measure.
- g. Temporary on-site commercial signs. Temporary on-site commercial signs may be displayed as follows:
 - 1. As part of an approved Special Event or Temporary Use Permit as specified in Article 27 (Temporary Uses) of the Palmdale Zoning Ordinance.
 - 2. During the period that a valid grading or building permit exists (Refer to Sign Type H, Exhibit S-9).
 - 3. Grand openings and anniversary events.
 - 4. Bazaars, pony rides and festivals.

5. Mobile health services.
 - h. Inflatable displays. Inflatable displays may be approved by the Director of Planning for a period of time not to exceed an aggregate total of forty-five (45) days per calendar year and fourteen (14) consecutive days, and shall only be approved as part of a Special Event or Temporary Use Permit, as provided for in Section 27.03. Inflatable displays must be securely fastened, ground-mounted and maintained in a good condition.
 - i. Temporary commercial signs may also display non-commercial messages.
9. Window sign, permanent. One (1) permanent non-illuminated window sign not exceeding four (4) square feet in area.
10. Window sign, temporary. Temporary window sign not exceeding 25% of the window area provided visibility into the building is maintained.

C. Prohibited Signs

The following signs shall not be permitted in the Antelope Valley Auto Center:

1. Any sign not specifically in accordance with the provisions of the Antelope Valley Auto Center Specific Plan.
2. Signs constituting a traffic hazard, which by color, wording, design, location, or illumination resemble or conflict with any traffic-control device or with safe and efficient flow of traffic.
3. Roof mounted signs, which project above the parapet or highest point of a roof.
4. Animated or flashing signs consisting of any moving, swinging, rotating, flashing, blinking, or otherwise animated light.

5. Signs that create a safety hazard by obstructing clear view of pedestrian and vehicular traffic.
6. Signs projecting into the public right-of-way, with the exception of traffic control signage.
7. Banners, flags, pennants, or balloons when used for advertising purposes unless within formats established herein.
8. Vehicle mounted or portable signs which advertise identify, or provide directions to a use or activity, that are not related to the vehicle's lawful making of deliveries of sales or of merchandise or rendering of services.
9. Light bulb strings, other than temporary, decorative, or holiday lighting.
10. Audible signs, including signs that ring, bang, or buzz, etc.
11. Hand-painted wall, window, or ground signs of a permanent nature used to identify a company or products sold within.
12. Building mounted sign cabinets with illuminated acrylic sign face (background) and laminated acrylic copy.
13. Projecting signs suspended from a building or eave or supported by a building or structure and projecting outward there from.
14. Pole signs with the exception of convenience signs not exceeding four feet (4') in height.
15. Riders or other attachments to an existing sign unless approved in writing by the City of Palmdale.

D. Signs Relating to Inoperative Activities

Signs pertaining to enterprises or occupants which are no longer using the premises to which the sign relates shall be painted out, obliterated, or removed from the premises within thirty (30) days after the associated enterprise or occupant has vacated the premises. Any

such sign not removed within the required period shall be subject to removal by the Antelope Valley Auto Center Association at the expense of the owner of said property.

E. Enforcement

Enforcement shall be pursuant to the provisions of the applicable CC&R's and/or City Ordinances as appropriate.

F. Severability

If any provision of this document is found to be invalid by interpretation or application to any person or circumstances, such invalidity shall not affect the provisions of application thereof, which can be given valued effect.

3.6.5 Permit Requirements and Review Procedures

A. Sign Permits Required

A sign permit shall be required by the City of Palmdale prior to the placing, erecting, moving, reconstructing, altering, or displaying of any sign within the Auto Center, unless expressly exempted by the Planned Sign Program and the City of Palmdale Sign Guidelines.

B. Design Review and Approval Procedures

All commercial and convenience signage within the Auto Center development are subject to the following policies and procedures:

1. No exterior sign visible from off-site shall be erected or altered in the Auto Center until the design and specifications have been approved by the City of Palmdale.
2. All permits and fees for signs and their installation shall be obtained and paid for by the owner/occupant or his representative.
3. Owner/Occupant shall be responsible for the fulfillment of all requirements and specifications of this document and any appropriate City Code.

3.6.6 Exemptions

If a dealer or property owner within the Auto Center finds that a standard in this Section seems inappropriate as applied to a particular signage situation because of special conditions or unique circumstances, a request for an exemption must be submitted to the Dealer's Association and an application for a variance to the City of Palmdale.

3.6.7 General Auto Center Signage

Auto Center signage will be provided by the project's Developer for the purpose of attracting customers into the Auto Center. The maintenance of these signs shall be the responsibility of the Antelope Valley Auto Center Dealers Association. Such signs may also display non-commercial messages. Auto Center identification signage shall include the following elements:

A. Freeway Oriented Pylon Sign

(Refer to Sign Type A, Exhibits S-1, S-2 and S-3). One (1) primary pylon sign located adjacent to the Antelope Valley Freeway will be provided as indicated in Exhibit S-1. The sign will be relocated from the alignment of Auto Center Drive to north of Avenue Q when State Route 138/14 is re-aligned in the future.

B. Primary and Secondary Entrance Monument Sign

(Refer to Sign Types B & C, Exhibits S-1 and S-4). One Primary and three (3) secondary Auto Center signs will be provided at the locations as indicated in Exhibit S-1

3.6.8 Dealer Signs

A. General Criteria

It is for the mutual benefit of all dealers and the City that the subject of this paragraph be carefully controlled. Nothing can detract more quickly from the quality of a center than rampant competition for attraction through the proliferation of over scaled signs, balloons, sale signs, painted windows, streamers, banners, etc.

1. There shall be no pennants, display flags, spinners, exposed lamps, or other attention-getting devices.
2. Paper signs, changeable copy signs or painted signs on windows or similar advertising displays may be permitted on a temporary basis.
3. No exposed raceways, ballast boxes, or transformers will be permitted.
4. Sign company names or stamps shall be concealed.
5. Locations and size of all signs shall be indicated on preliminary submittal drawings.
6. Working drawings must include sign location, design, size, colors, and specifications.
7. For dealer monument signs, the maximum height shall be measured from the nearest ground/grade level (non-elevated) paving area.
8. No roof-mounted signs shall be permitted.
9. No pole signs shall be permitted.
10. The color of signs should coordinate with the overall building color scheme and/or manufacturer's colors (see Architectural Design Guidelines). Signs should reflect high quality design and not be "gimmicky" in use of materials, color, or form.

B. Dealer Freestanding Signs

(Refer to Sign Type D, Exhibit S-5)

In order to establish a consistent theme among dealerships, a sign program establishing common design elements must be submitted to the City for review and approval prior to the issuance of any permits for new monument signs. The sign program must be consistent with the following criteria.

1. One (1) monument sign may be permitted on each driveway entrance, per dealership. For purposes of this section, a dealership occupying more than one parcel of land shall be considered one dealership. A parcel containing more than one product line shall be considered one dealership.

One (1) pylon sign up to 20' tall per dealership. An electronic message board up to 32 square feet may be incorporated into the pylon sign and shall not extend more than ten feet (10') above the base of the sign.

2. The background area of each dealer's freestanding sign must not exceed ten feet (10') high by ten feet (10') wide. In addition, the monument and pylon signs shall be in a landscaped planter having an area equal to twice the area of one face of the sign. There shall be no less than three feet (3') of landscaped area on all sides at the base of the sign. The support base for manufacturers mandated signs shall be uniform in material format and height. The base material shall be specified in the sign program and shall be 18 to 24 inches in height and a minimum of five feet (5') in width. Sign cabinets shall be fabricated metal with acrylic copy and internally lighted if illuminated.

It is recognized that certain standard manufacturer's signs are more easily incorporated by the dealer than custom-made signs. All such signs shall conform to the standards established in these criteria.

3. Each dealer's sign may be double sided.
4. Location and spacing of signs are subject to review and approval by the Director of Planning and Traffic/Transportation Engineer.

C. Primary Building Mounted Signs

(Refer to Sign Type E, Exhibit S-6)

Each dealership shall be allowed one (1) primary wall mounted sign per product line on the primary building of the complex. In addition,

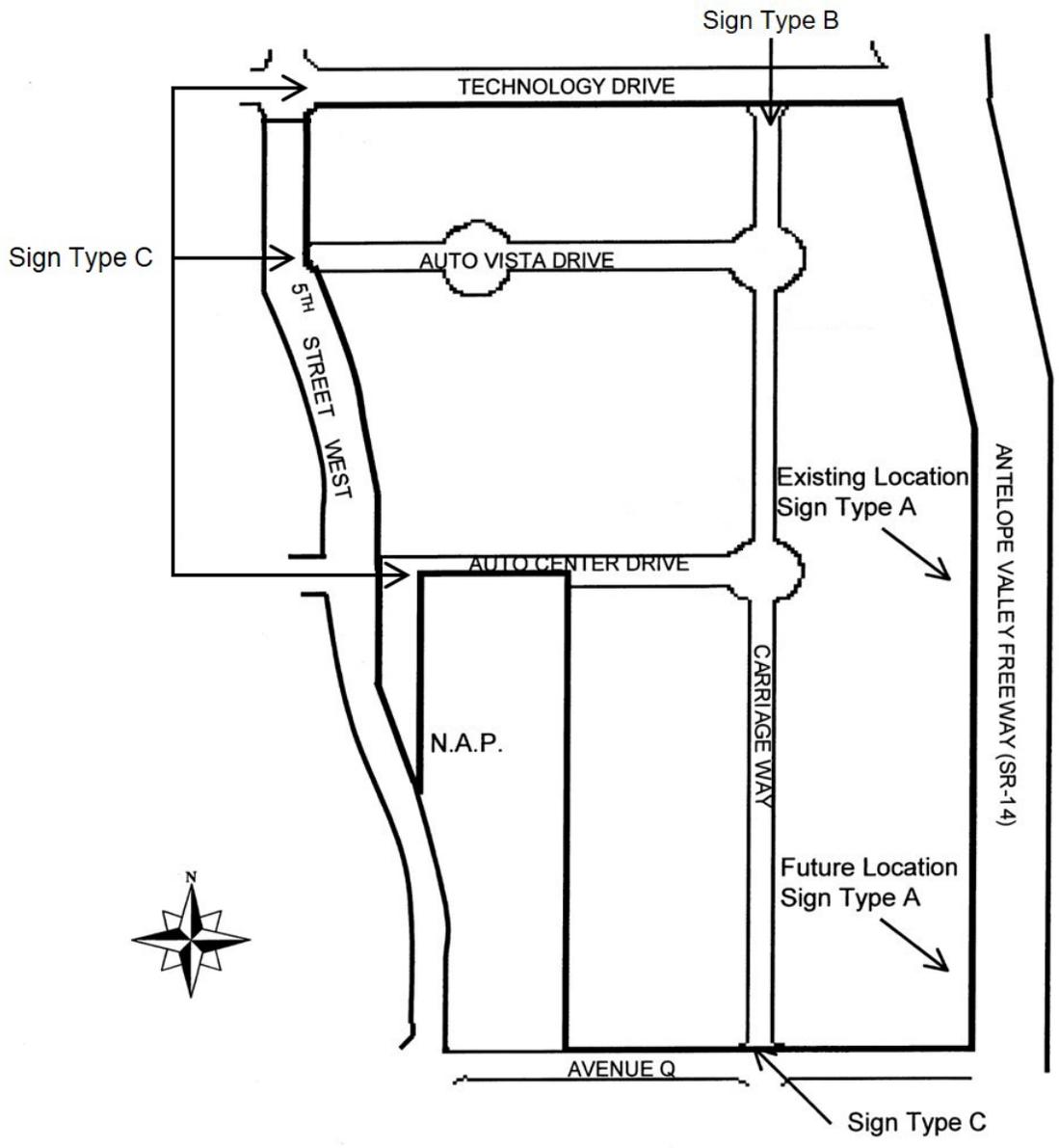
each dealership shall be allowed one (1) rear wall mounted sign per product line on the primary building of the complex for identification from the freeway. Dealers representing more than one line of automobiles will be permitted one sign per manufacturer's product sold on the premises.

1. The sign may measure up to one (1) square foot of sign area per two (2) lineal feet of building frontage and should be proportional to the building elevation of which it is a part (i.e., within signable area). Individual signs may be measured by the height of the letters times the length of each line of letters.
2. Signs shall not be attached to any perimeter or screen wall around the outer boundary of the Antelope Valley Auto Center Specific Plan.
3. No roof mounted signs or signs projecting above the roof shall be allowed.
4. Approved signs on the rear of buildings are also permitted.

D. Secondary Building Mounted Signs

(Refer to Sign Type F, Exhibit S-7) Each dealership shall be allowed secondary building mounted signage as follows:

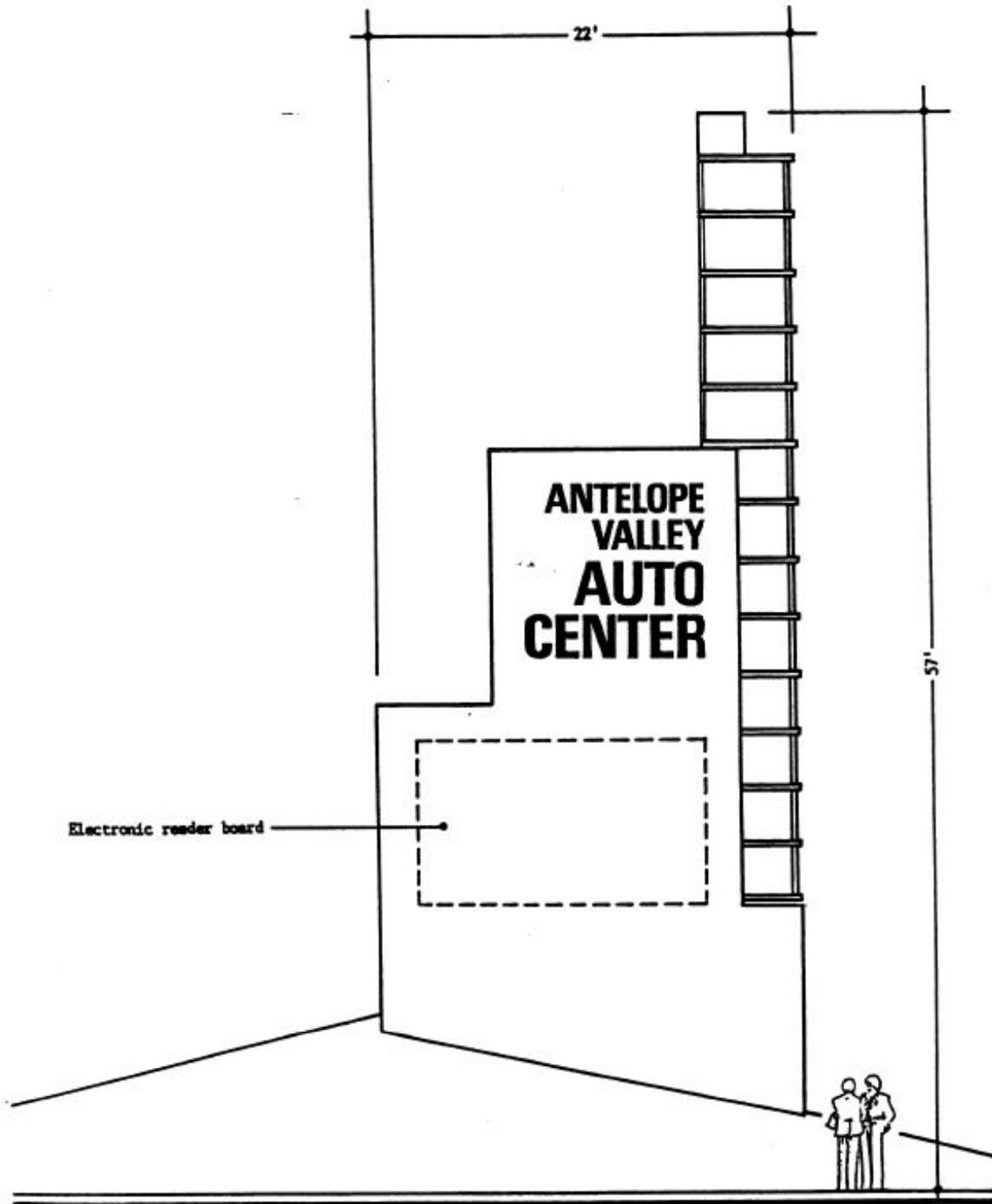
1. Signs shall be constructed of individual letters. Letters may be solid dimensional non-illuminated or of illuminated pan channel or reverse channel construction. Letter finishes and construction technique shall match the primary wall sign in color and materials.
2. Maximum letter height for all secondary information signs is 24 inches



GENERAL AUTO CENTER IDENTIFICATION

*SIGN LOCATION PLAN
PRIMARY AND SECONDARY AUTO CENTER SIGNAGE*

Exhibit S-1

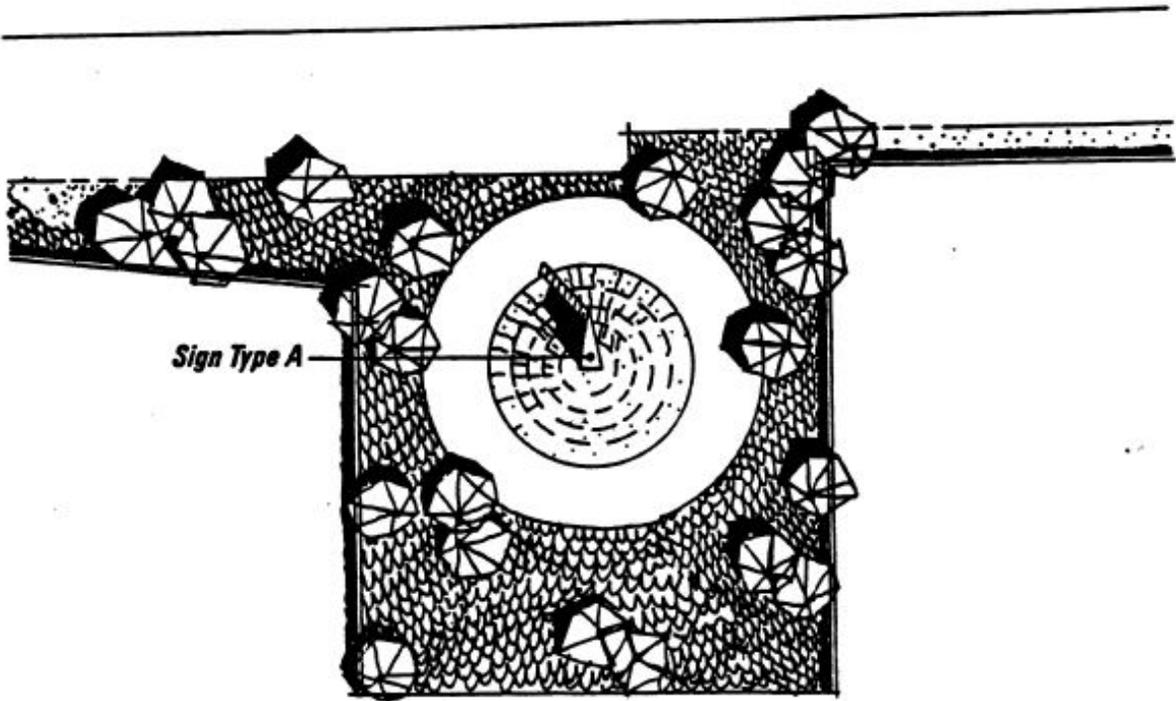


GENERAL AUTO CENTER IDENTIFICATION

*SIGN TYPE A
PRIMARY AUTO CENTER SIGN
FREEWAY-ORIENTED PYLON*

Exhibit S-2

Antelope Valley Freeway



Partial Site Plan

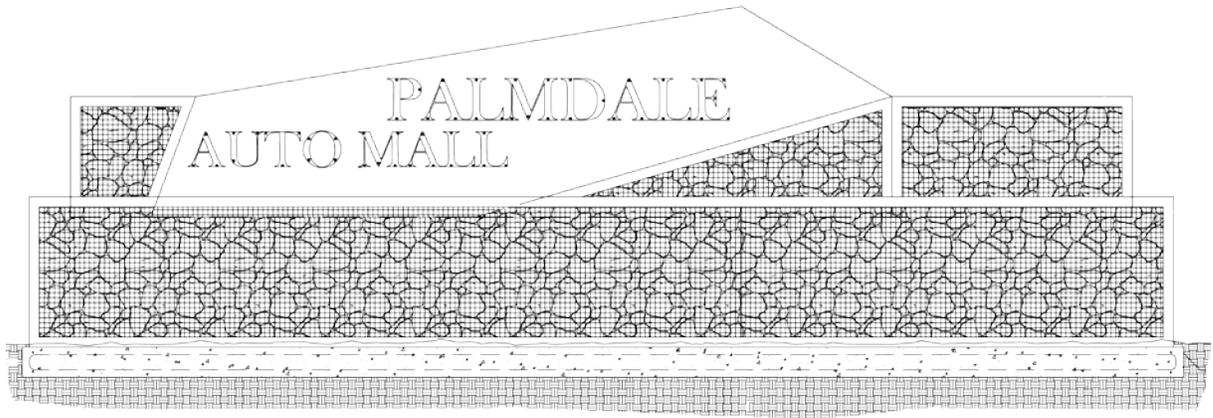
GENERAL AUTO CENTER IDENTIFICATION

SIGN TYPE A

PRIMARY AUTO CENTER IDENTIFICATION

FREEWAY-ORIENTED PYLON SIGN

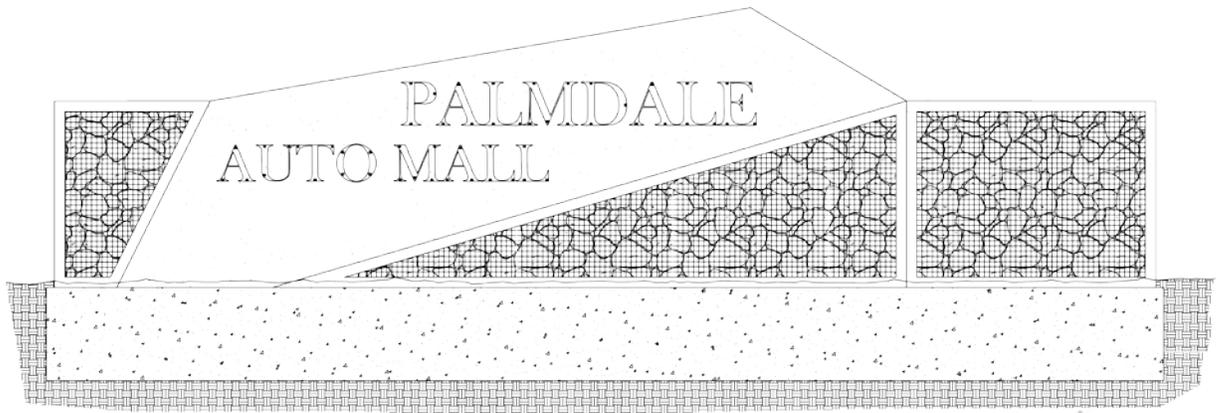
Exhibit S-3



SIGN TYPE B

PRIMARY AUTO CENTER ENTRANCE SIGN

CONCEPTUAL



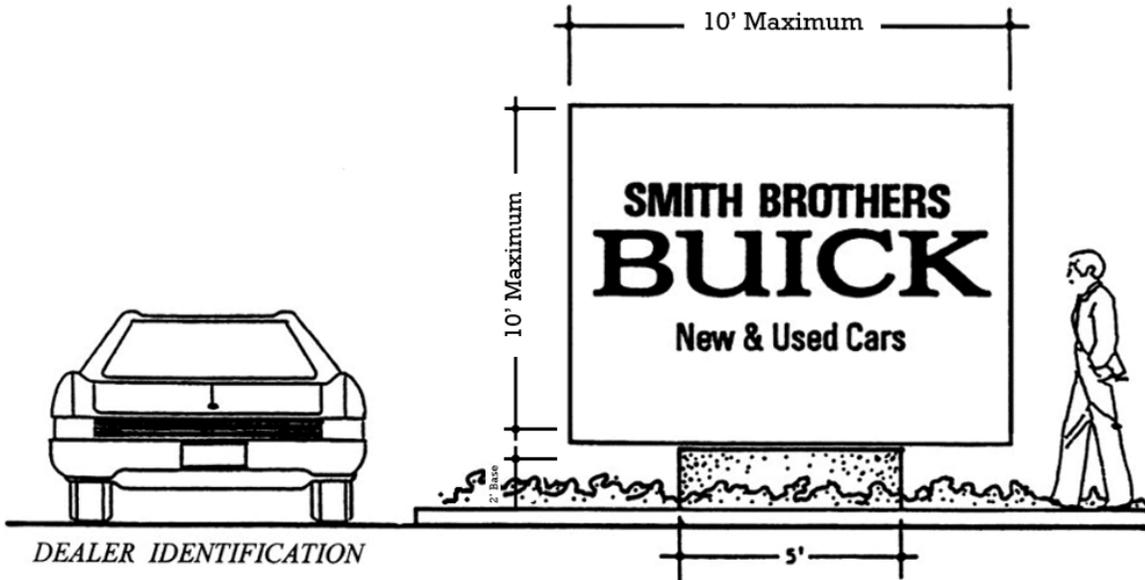
SIGN TYPE C

SECONDARY AUTO CENTER ENTRANCE SIGN

GENERAL AUTO CENTER IDENTIFICATION

CONCEPTUAL

Exhibit S-4

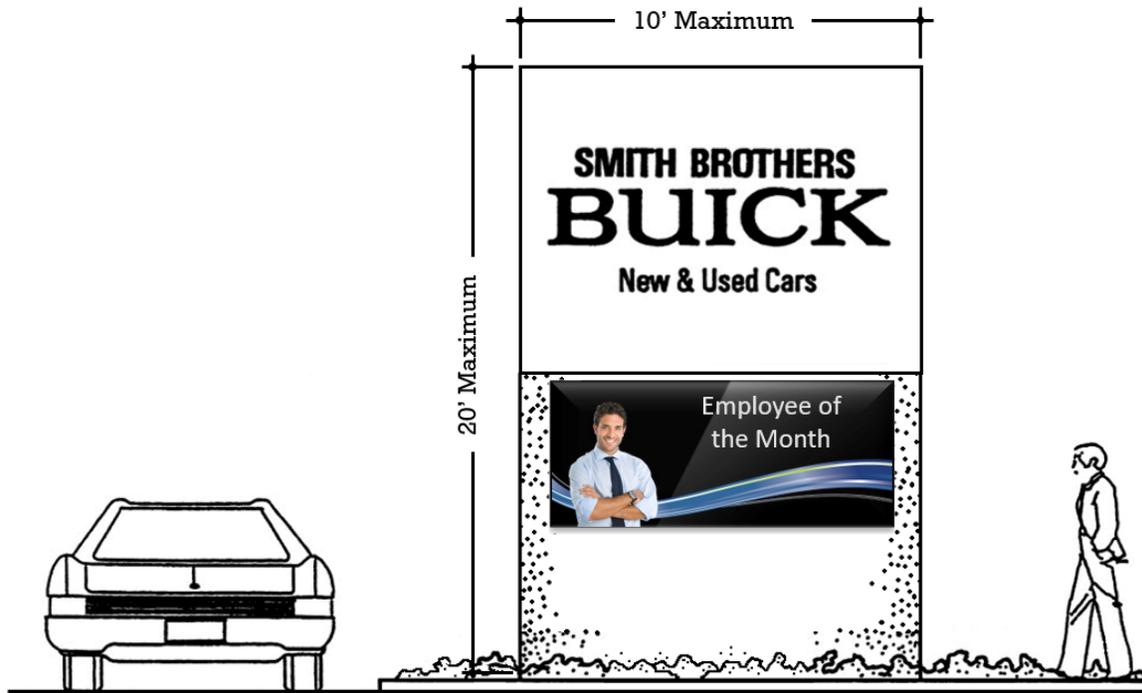


DEALER IDENTIFICATION

SIGN TYPE D
MONUMENT SIGN

Exhibit S-5

Standard poured in place
concrete base with light
sandblast finish.
Thickness of base to match
side panel depth.

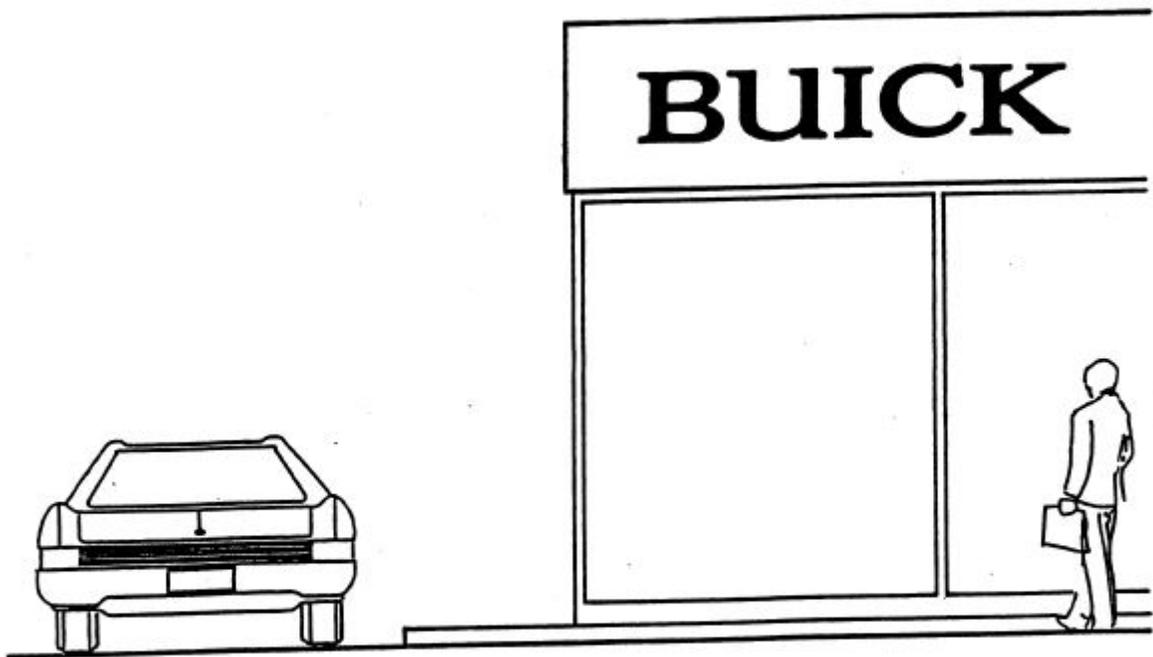


DEALER IDENTIFICATION

SIGN TYPE D-1
PYLON SIGN

Exhibit S-5a

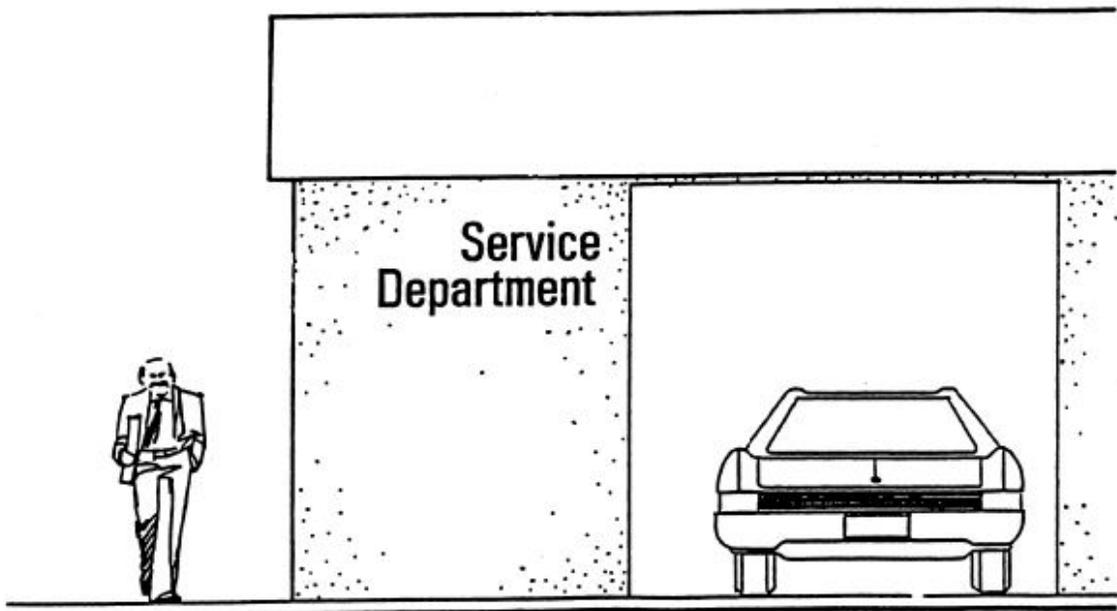
Standard poured in place
concrete base with light
sandblast finish.
Thickness of base to match
side panel depth.



DEALER IDENTIFICATION

*SIGN TYPE E
PRIMARY BUILDING MOUNTED SIGN*

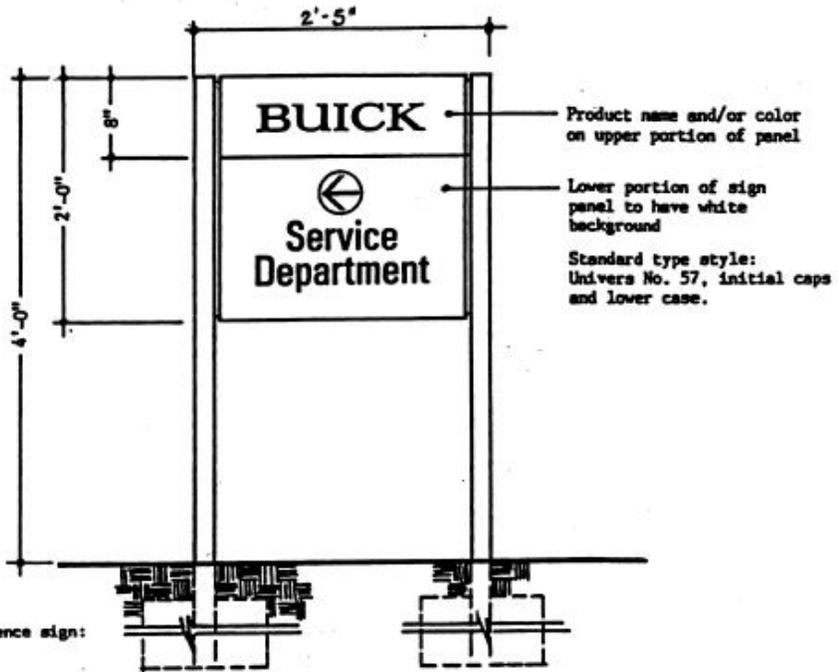
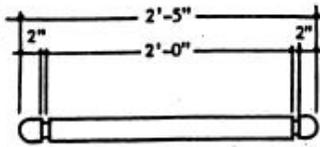
Exhibit S-6



DEALER IDENTIFICATION

*SIGN TYPE F
SECONDARY BUILDING MOUNTED SIGN*

Exhibit S-7



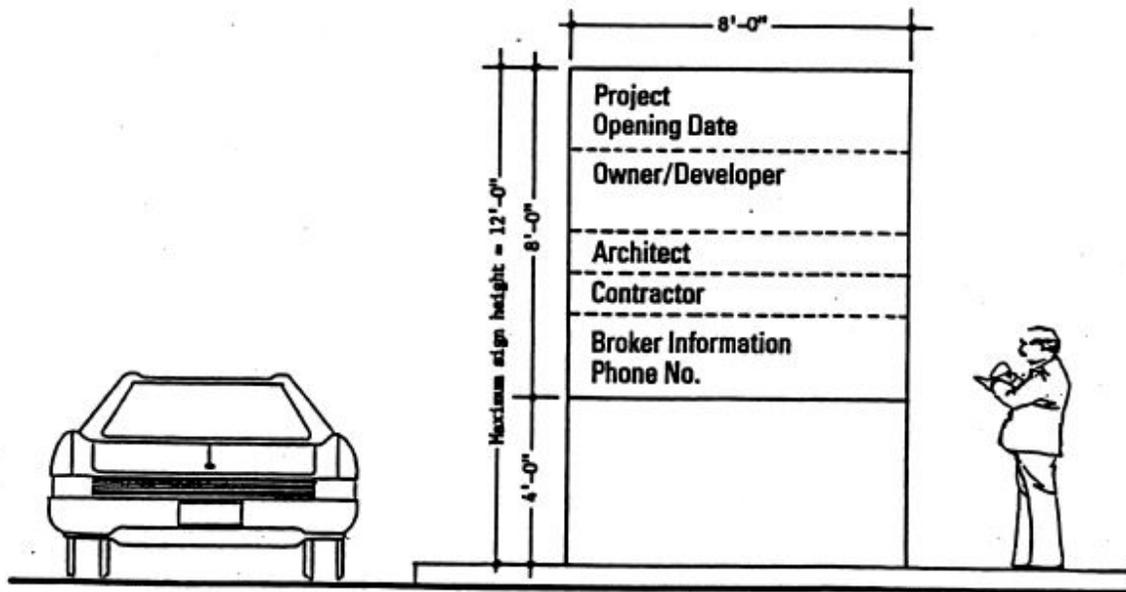
Standard Auto Center convenience sign:
 Poly sign, 4110 series
 double post & panel sign
 as manufactured by
 APOO Architectural Signing



DEALER IDENTIFICATION/INFORMATION

**SIGN TYPE G
 CONVENIENCE SIGNS**

Exhibit S-8



DEALER IDENTIFICATION

*SIGN TYPE H
FUTURE FACILITY/CONSTRUCTION SIGN*

Exhibit S-9

SECTION 4.0 RELATIONSHIP TO THE GENERAL PLAN

4.0 RELATIONSHIP TO THE GENERAL PLAN

A. Relationship to the Land Use Element

The Auto Center Specific Plan meets the goals and objectives of the Land Use Element of the Palmdale Community Plan by 1) centralizing commercial development in an area designated for that use; 2) increasing the economic strength of the community through the attraction of regional, commercial, and high tax generating use; 3) locating urban development within the present urban fabric, maximizing the use of the existing public facilities; 4) providing a mechanism under which the existing public services within the project area can be upgraded; and 5) establishing stringent signage and landscape standards.

B. Relationship to the Human Resources Element

The provisions of the Auto Center Specific Plan are not applicable to the Human Resources Element.

C. Relationship to the Circulation Element

The Auto Center Specific Plan achieves the goals and policies set forth by the Circulation Element through upgrading the existing road system to acceptable levels of service and encouraging the construction of new roads. Under the Auto Center Specific Plan, the existing infrastructure will be expanded thus benefiting the area wide circulation system.

D. Relationship to the Public Services and Facilities Element

The Auto Center Specific Plan supports the policies of the Public Facilities Element by providing for the logical extension of Urban Services; through the construction of storm drain and other drainage improvements to reduce the flood hazard in the project area; by generating sales tax that could be used to finance needed public services.

E. Relationship to the Governmental Systems Element

The provisions of the Auto Center Specific Plan are not applicable to the Governmental Systems Element.

F. Relationship to the Environmental Resources Management Element

The project supports the policies of the Environmental Resources Management Element in that an Environmental Impact Report was prepared for the Auto Center project and mitigation measures identified within the study will be implemented. There are no significant on-site archaeological, cultural, or biological resources.

G. Relationship to the Noise Element

The Auto Center Specific Plan achieves the policies of the Noise Element by utilizing construction techniques, landscaping, and perimeter walls to mitigate any noise impacts resulting from the project location adjacent to the Antelope Valley Freeway. The Plan also supports the Noise Element by locating noise tolerant uses next to State Route 14.

H. Relationship to the Seismic Safety Element

The provisions of the Auto Center Specific Plan are not applicable to the Seismic Safety Element.

I. Relationship to the Public Safety Element

The provisions of the Auto Center Specific Plan are not applicable to the Public Safety Element.

J. Relationship to the Energy Conservation Element

The Auto Center Specific Plan achieves the goals of the Energy Conservation Element through encouraging the use of energy efficient building materials and construction.

SECTION 5.0

SPECIFIC PLAN ADMINISTRATION

5.0 SPECIFIC PLAN ADMINISTRATION

A. Design Review

Implementation of the Auto Center Specific Plan will occur pursuant to existing City Site Plan Review procedures.

Dealership Development

Upon the approval of the Specific Plan and within 60 days of the execution of the Development and Disposition Agreement with the Community Redevelopment Agency, the Dealers will prepare preliminary concept plans to be submitted to the Planning Director for review and comment. These plans will consist of the site plan and proposed elevations.

The City shall conduct a Development Advisory Review to provide general comments to the Dealer on the Preliminary Site Plan as submitted.

Following preliminary review, the Dealer shall submit a site plan, together with the payment of the applicable fees, to the City for consideration by the Design Review Board. The Site Plan submittal package shall incorporate Development Advisory Review comments and include a site plan, drawn to scale, showing the proposed location of structures, driveways, entry details, fences, and walls; signage plan; landscaping plans; soils report and hydrological studies (both previously submitted by the Developer of the Auto Center's improvements; grading plan; proposed color combination for all buildings; materials board; and an example of the proposed architectural theme.

The Design Review Board shall approve or disapprove the Dealer's Site Plan. Approval is valid for a one-year period and may be extended upon application.

Other Uses

Application shall be made to the Planning Department for a Conditional Use Permit. Staff shall review the applicant's proposal and make a determination as to whether or not the proposed use is compatible with the intent and requirements of the Specific Plan as outlined in Section 3.1 (B) of the Specific Plan. Provided the use is found to be appropriate, the applicant shall proceed according to existing City procedures.

B. Amendments to the Specific Plan

The project sponsor may initiate an amendment to the Specific Plan if substantial changes are required during the life of the project. An amendment to the Specific Plan shall be made in accordance with California Government Code (Section 65453) and the City of Palmdale Development Code.

C. Expansion of the Specific Plan Area

The project proponent may from time to time, and as the need arises, petition the Planning Department to expand the Specific Plan area to properties adjacent to the Specific Plan boundary. The expansion shall be approved by the City under the current requirements for Specific Plan amendments and Tentative Tract Map amendments provided that it is found that the type and extent of the uses proposed meet the intent of the Specific Plan policies and adhere to all planned development requirements.

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1. California Government Code Section 65450-65457; Planning and Zoning Laws, State of California; 1987
2. Specific Plans, How Some Communities Use Them; State of California, Office of Planning and Research; April 1981
3. Redevelopment Plan for Redevelopment Project Area No. 41; City of Palmdale, Community Redevelopment Agency; November 1975
4. North Los Angeles County General Plan, Palmdale Community Plan; November 1975
5. Rancho Vista Specific Plan; Cotton/Beland Associates; October 1987
6. West End Industrial Area Specific Plan; City of Simi Valley; The Planning Center; December 8, 1982
7. Chapter 22.15, City of Cerritos Zoning Ordinances; April 15, 1977