

Specific Plan

Plant 10 Palmdale

 **Lockheed**
Advanced Development Company

RESOLUTION 92-169
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PURPOSE & INTENT OF SPECIFIC PLAN

I

I. PURPOSE AND INTENT OF SPECIFIC PLAN

Lockheed Advanced Development Company (LADC) will be primarily located in Palmdale, California, including Company headquarters (President & staff), Engineering, Manufacturing Operations and support functions (i.e. Purchasing, Human Resources, Facilities Engineering, etc.). Some specialized facilities will remain in Rye Canyon and Helendale, California.

LADC'S mission is to research, design, engineer and develop prototype aircraft and aerospace systems.

The purpose for filing the Specific Plan is to ensure an integrated, well planned, high quality environment for the development of LADC'S facilities. This document fulfills the City of Palmdale Municipal Code and the State of California Specific Plan developmental standards. Upon adoption, it will constitute the site zoning ordinance. Subsequent development proposals shall be reviewed and approved, consistent with regulations in the Specific Plan.

1.1 AUTHORITY

This specific plan establishes basic land use and building standards for development of the 674.1 acre LADC Plan 10 site. The plan was prepared in accordance with California Government Code (Section 65450) and applicable ordinances of the City of Palmdale and will constitute zoning for the subject site. Zoning and building elements not addressed in the Plan will be governed by applicable City of Palmdale zoning and building ordinances.

1.2 GENERAL PLAN CONSISTENCY

California State law requires all Specific Plans and Zoning Ordinances to be consistent with the local jurisdiction's adopted General Plan. This section presents consistency of the Lockheed Plant 10 Specific Plan with the policies set forth in the Palmdale General Plan.

LAND USE

Policy LU1:All land uses shall be developed in accordance with the land uses designated on the land use map of the General Plan.

Consistency:The Specific Plan, which proposes aircraft manufacturing, assembly and testing, is consistent with the Light Industrial designation on the General Plan Land Use Map.

Policy LU2:Incompatible land uses shall be separated by the provision of an adequate buffer area.

Consistency:Adjacent land uses include Air Force Plant 42 to the north and east, the Southern Pacific Railroad to the west, and land planned for light industrial uses to the south. Thus, adjacent land uses are compatible with the proposed Specific Plan.

Policy LU3:Use of Specific Plans and other comprehensive planning techniques shall be encouraged for the development of land.

Consistency:Development of this property will be implemented through comprehensive regulations and guidelines provided in the Lockheed Plant 10 Specific Plan.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy LU4: No uses shall be permitted by the City within the Accident Potential Zone of U.S. Air Force Plant 42 without first obtaining a written response from the Air Force that such use can be developed without undue risk to public safety.

Consistency: Specific Plan does not propose any new uses within the Accident Potential Zones.

Policy LU5: Residential land uses denser than one dwelling unit per acre shall not be permitted in the Accident Potential Zone.

Consistency: The Specific Plan does not propose any residential uses.

Policy LU6: Land uses shall be regulated within the seismic management zone to minimize the risk of personal injury or property damage.

Consistency: The specific Plan area does not fall within the Seismic Management Zone.

Policy LU7: Open spaces shall be used to create a visually pleasing environment, as well as to distinguish City and neighborhood boundaries.

Consistency: The Plant incorporates open space areas throughout the Specific Plan area, and provides for perimeter landscaping to distinguish the Plant 10 facility from adjacent industrial development.

Policy LU8: Land use patterns that encourage non-motorized modes of transportation usage will be promoted.

Consistency: The Specific Plan provides for pedestrian access to and between site buildings from planned parking areas.

Policy LU9: Land uses shall be organized to promote maximum opportunity for transit usage.

Consistency: Land uses have been organized at the terminus of two secondary arterials (8th and 18th Streets East) and one Major (10th Street East). These roadways provide for the incorporation of a local and regional transit system.

Policy LU10: Intensive uses and activities shall be restricted in areas where natural and/or man-made hazards may threaten life, property or a sense of well being.

Consistency: Natural and/or man-made hazards (APZ I and II; 100 year flood plain) have been identified within the Specific Plan area. No buildings are proposed with APZ's I and II. All construction is required to comply with specific mitigation measures regarding site drainage to eliminate flood hazard risk.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

- Policy LU11: Proposed land uses should not adversely affect valuable natural resources in areas containing such resources.
- Consistency: The Specific Plan land uses does not have an adverse impact on natural resources (i.e. sand and gravel) because the Specific Plan does not contain such resources.
- Policy LU12: A mix of different, but compatible, land uses and activities shall be encouraged throughout the City.
- Consistency: The Lockheed Plant 10 Specific Plan provides for expansion of a major aerospace manufacturing and administrative support facility in the Antelope Valley. This expansion is expected to serve employment needs of local residents as well as regional needs of north Los Angeles County.
- Policy LU13: Commercial facilities shall be provided to meet the retail and service needs of the community and, where feasible, such facilities will be conveniently accessible by bicycle and by foot, as well as by automobile.
- Consistency: The Specific Plan provides for a cafeteria and salvage sales operation.
- Policy LU14: Land uses shall be organized to avoid creating nuisances among adjacent land uses.
- Consistency: The Specific Plan land uses have been organized to create an integrated, cohesive and compatible land use pattern both on and off-site.
- Policy LU15: Regional uses shall be oriented in close proximity to the regional transportation network.
- Consistency: The Specific Plan area, which serves to provide employment to the region, has convenient access to the Antelope Valley Freeway and the Palmdale Airport, via Avenue P.
- Policy LU16: Recreational, cultural, and employment opportunities shall be provided to meet the needs of the community.
- Consistency: The Lockheed Plant 10 Specific Plan incorporates the recreational and cultural opportunities of the existing on-site Lockheed Aerospace museum. The Plan also provides for local and regional employment opportunities.
- Policy LU17: Industrial development shall be coordinated to encourage an integrated industrial area with maximum flexibility and access to the regional circulation network.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Consistency: Industrial development within the Specific Plan area is integrated with other Specific Plan uses and has immediate access to both SR14 and the Regional Airport.

Policy LU18: The City shall encourage the clustering of housing on selected sites to allow the maximum usage of land while retaining needed open space and other amenities.

Consistency: This policy is not applicable to the Specific Plan.

Policy LU19: The City shall promote infilling of vacant land within the center city and island areas.

Consistency: The Specific Plan area is perhaps the best example of infill within an existing development in the City of Palmdale.

Policy LU20: Higher residential densities shall generally be designated along transit routes and thoroughfares and near major activity centers.

Consistency: This policy is not applicable to the Specific Plan.

Policy LU21: Proposed development shall conform to the building intensity (density range) shown on the Land Use Plan. The overall base density of the proposed development shall not exceed the maximum density permitted for the whole site nor be less than the minimum density permitted.

Consistency: The Specific Plan conforms to the building intensity as shown on the Land Use Plan.

HOUSING

Policy H1.1: Continue to encourage a diversity of housing types, in suitable locations within the City.

Consistency: This policy is not applicable to the Specific Plan.

Policy H1.2: Continue to reduce hazards to health and safety to an acceptable margin of risk.

Consistency: The proposed Plan avoids placement of planning areas where any potential risks to health and safety cannot be mitigated.

Policy H1.3: Continue to obtain funds from the public and private sectors for housing assistance funds.

Consistency: This policy is not applicable to the Specific Plan.

Policy H1.4: Continue to encourage the development and preservation of adequate numbers of rental units.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.5: Continue to encourage high density development in areas designated for such use.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.6: Continue to develop affordable housing including manufactured housing.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.7: Continue to encourage housing opportunities for families of all sizes.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.8: Continue to support housing programs for elderly citizens in Palmdale.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.9: Continue to assure housing needs of handicapped persons are met.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.10: Continue to encourage special needs housing in locations where the requisite facilities and service can be made available.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.11: Continue to assure the installation of the special amenities and facilities needed by the elderly and handicapped, such as wheelchair ramps, security and safety devices in housing to be utilized for them.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.12: Continue to encourage public and private financing for the maintenance of the existing housing stock.
- Consistency: This policy is not applicable to the Specific Plan.
- Policy H1.13: Continue to process all development proposals in a prompt and timely manner.
- Consistency: Processing of the Specific Plan and accompanying environmental documentation is being carried out in a methodical and organized manner according to standard City procedure. Approval of developments within the Specific Plan area is similarly structured in the Approval Process section of the Plan.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy H1.14: Encourage the recognition from other localities that housing problems and needs extend beyond political jurisdictions.

Consistency: This policy is not applicable to the Specific Plan.

Policy H2.1: Continue to encourage the physical development of sufficient quality to insure and add to the visual amenities of the City.

Consistency: The Specific Plan contains design guidelines and standards, and provides for perimeter landscape treatment to ensure that visual quality is maintained in the Specific Plan area.

Policy H2.2: Continue to insure that all necessary support services can be provided to new development.

Consistency: The Public Facilities Plan Component of the Specific Plan ensures that adequate services are available to support the development.

Policy H2.3: Continue to encourage the development of affordable housing throughout the City.

Consistency: This policy is not applicable to the Specific Plan.

Policy H2.4: Continue to adapt zoning regulations to changing community needs.

Consistency: Upon adoption, the Specific Plan will constitute the zoning for the plan area, meeting the future needs of aerospace industry.

Policy H2.5: Continue to encourage minority participation in all sectors of the housing market.

Consistency: This policy is not applicable to the Specific Plan.

Policy H3.2: Encourage water conservation and water reclamation techniques in all new developments.

Consistency: The environmental documentation for the Specific Plan requires compliance with water conserving measures designed to achieve water conservation.

Policy H3.3: Encourage the installation and use of energy efficient appliances in all new construction.

Consistency: The environmental documentation for the Specific Plan recommends measures for energy conservation.

Policy H3.4: Encourage "retrofit" weather seal and insulation of existing housing units.

Consistency: This policy is not applicable to the Specific Plan.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

COMMUNITY DESIGN

Policy CD1: The Land Use Plan should establish buffer zones of other appropriate controls between adjacent incompatible land uses.

Consistency: Adjacent land uses include Air Force Plant 42 to the north and east, the Southern Pacific Railroad to the west, and land planned for light industrial uses to the south. Thus, adjacent land uses are compatible with the proposed Specific Plan.

Policy CD2: Physical land use development should be carefully integrated into the natural environmental setting (e.g., hillside development should respect natural contours, rather than utilizing massive grading to reshape the site).

Consistency: The Specific Plan area is relatively flat and will not be subject massive grading.

Policy CD3: Design Review Boards, consisting of community design professionals, should be created to evaluate development proposals and to advise the Planning Commission and the City Council on appearance and design issues.

Consistency: The Specific Plan provides a mechanism for individual site plan review as well as explicit design guidelines which must be followed.

Policy CD4: All new power distribution networks, communication lines, and other service network facilities should be located underground as possible.

Consistency: Specific Plan design criteria specify that utility lines be placed underground whenever possible in the Specific Plan area.

Policy CD5: Design criteria will be established for on and off premise signs and billboards.

Consistency: The policy is not applicable to the Specific Plan because the proposed facility is a private use not open to the public.

Policy CD6: Special Districts should be made distinctive by preserving and emphasizing their scale, architectural character, and dominant activities.

Consistency: Specific Plan development regulations and guidelines are oriented towards establishing a scale and character appropriate for a manufacturing facility.

Policy CD7: A wider variety of shopping, entertainment, employment and residential activity should be encouraged throughout the City.

Consistency: This policy is not applicable to the Specific Plan.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy CD8: The City of Palmdale should encourage the inclusion of green space belts in large subdivisions, and provide for linking the green space systems among subdivision.

Consistency: This policy does not apply to the Specific Plan.

Policy CD9: Clustered housing should be encouraged throughout the city to enhance the aesthetic quality.

Consistency: This policy does not apply to the Specific Plan.

Policy CD10: The location and design of public facilities should play a strategic role in the overall community appearance. They provide essential services which should be grouped to form community focal points and permit space-saving economies.

Consistency: The Specific Plan allows for a grouping of Public Facilities within the Plan area.

TRANSPORTATION

Policy T1: All City streets shall be constructed in accordance with the Circulation Map.

Consistency: The Specific Plan proposes construction of private streets, consistent with circulation standards for non-public facilities. The exception to this is Lockheed Way, which is planned for improvement consistent with the City's Circulation Element.

Policy T2: All City streets shall be constructed in accordance with the City Engineering Manual.

Consistency: The street improvement standards in the Specific Plan for Lockheed Way follow the design standards for the City of Palmdale. All other streets are proposed as private streets and will meet the minimum improvement standards set by the City for private streets.

Policy T3: Schools, Parks, and neighborhood commercial uses shall be located within convenient walking distance to residential growth centers.

Consistency: This policy is not applicable to the proposed Specific Plan.

Policy T4: Access to major and secondary arterials shall be limited to protect the efficient flow of traffic.

Consistency: The Specific Plan is located at the northerly terminus of 8th, 10th, and 15th Streets East. This location effectively limits access to these arterials to just three points.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy T5: The City shall reduce congestion and the need for energy consumptive job commuting by providing expanded employment opportunities.

Consistency: The Specific Plan will create local employment opportunities through the addition of 1,319,000 square feet of manufacturing office, warehouse and special support uses.

Policy T6: The City shall support the concept of constructing a metropolitan bypass freeway for the purpose of providing an improved regional Highway 138 connection between I-5 and I-15.

Consistency: The proposed metropolitan bypass (Highway 138) alignment lies south of the Specific Plan area. The Specific Plan does not affect this concept.

Policy T7: A major dedicated access route to the Antelope Valley Freeway shall be required to minimize the adverse impacts associated with development of the Palmdale Regional Airport site.

Consistency: The Specific Plan promotes the dedication of a major access route from the Palmdale Regional Airport to SR14 via Avenue P-8.

Policy T8: Land uses shall be arranged in a manner which increases the opportunity to utilize alternate forms of transportation, such as mass transit systems, bikeways, and pedestrian thoroughfares.

Consistency: Limited major roadways that are easily accessible to the entire Specific Plan provide opportunities for incorporation of commuter based transit systems within the Plan area.

Policy T9: Higher density land uses shall be located in groups to facilitate use of mass transit programs.

Consistency: The Specific Plan area consists of higher density land uses whose location will facilitate the use of mass transit.

Policy T10: The circulation map shall designate the location of existing and future transit terminals.

Consistency: This policy does not apply to the Specific Plan.

PUBLIC SERVICES AND FACILITIES

Policy PS1: Groundwater sources should be developed and used to their safe yield.

Consistency: Water supply will be provided by Palmdale Water District and Los Angeles County Water District 34. Groundwater overdraft as a result of cumulative effects of areawide development is expected to occur as a result of the proposed project. A Statement of Overriding Considerations will be required prior to approval of the Specific Plan.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy PS2: New imported water should be used for irrigation to relieve over utilized groundwater sources and the rates for this use made competitive with pumping groundwater.

Consistency: The Specific Plan itself will not result in a significant impact to groundwater resources. The Plan proposes wastewater treatment facilities to serve manufacturing uses, with in combination with other required water conserving measures in the Draft EIR for this project, result in an insignificant impact to groundwater resources.

Policy PS3: Residential land use densities greater than two (2) units per acre should be served by community water systems for public sewerage system.

Consistency: This policy is not applicable to the Specific Plan.

Policy PS4: Land use densities greater than three (3) units per acre should be served by a public sewerage system.

Consistency: The proposed plan will provide public sewer service.

GOVERNMENTAL SYSTEMS

Policy GS1: The major recommendation of this element is that the City of Palmdale continue its annexation program to include the entire planning area encompassed by this plan, both populated and unpopulated areas.

Consistency: This policy does not apply to the proposed Specific Plan; the Specific Plan is currently within City boundaries.

Policy GS2: Subdivision procedures should require annexation to existing service districts when public services are required in developing areas.

Consistency: This policy does not apply to the proposed Specific Plan.

Policy GS3: Joint school and City recreational facilities should be shared and maintained by Palmdale School District through joint powers agreement.

Consistency: This policy does not apply to the proposed Specific Plan.

ENVIRONMENTAL RESOURCES

Policy ER1: An open space network should be established to protect and preserve the ecological balance of wildlife and plant communities.

Consistency: The Specific Plan provides for preservation of a majority of the on-site native vegetation by locating planned buildings to avoid these areas.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Policy ER2: Urban development should be consolidated in well-defined growth centers to reduce disruption of native plant and animal habitat and to prevent degradation of unique ecological areas.

Consistency: The Lockheed Plant 10 Specific Plan is a well-defined growth center which is centrally located adjacent to existing Air Force Plant 42 operations in the City of Palmdale. For this reason, the chances for disrupting the ecological wildlife surrounding the City is minimal.

Policy ER3: Development should be encouraged to utilize and enhance natural topographic features, thus establishing harmony between the natural and man-made environment.

Consistency: This policy does not apply to the proposed Specific Plan.

Policy ER4: High priority should be given for routes proposed for scenic corridors or bikeways which form linkages between recreational areas.

Consistency: This policy does not apply to the proposed Specific Plan.

Policy ER5: Implement land use policies which concentrate growth and discourage premature urban expansion.

Consistency: The Specific Plan represents a concentration of growth in central Palmdale.

SEISMIC SAFETY

Policy SS1: Standards and criteria to reduce unacceptable levels of seismic risk should be established and enforced.

Consistency: Seismic risk will be avoided to the extent feasible.

Policy SS2: Selective land use and building regulations should be adopted and enforced in areas of high seismic hazard.

Consistency: Project structure will be built according to standard seismic codes.

Policy SS3: Development should be minimized in active fault zones per current standards.

Consistency: Development is not planned within any fault zones

PUBLIC SAFETY

Policy PS1: Standards to reduce unacceptable levels of fire and geological risk should be maintained.

1.2 GENERAL PLAN CONSISTENCY (cont'd)

Consistency: The Specific Plan incorporated, by reference, all Federal, State and local codes related to fire and geologic hazards.

Policy PS2: Urban development should be carefully controlled in areas with identified brush fire hazards except in areas where fire retardant planting and/or fuel removal have removed the fire hazard, to the satisfaction of the County Authorities.

Consistency: The Specific Plan area does not fall within a fire hazard area.

SUMMARY OF EXISTING CONDITIONS
II

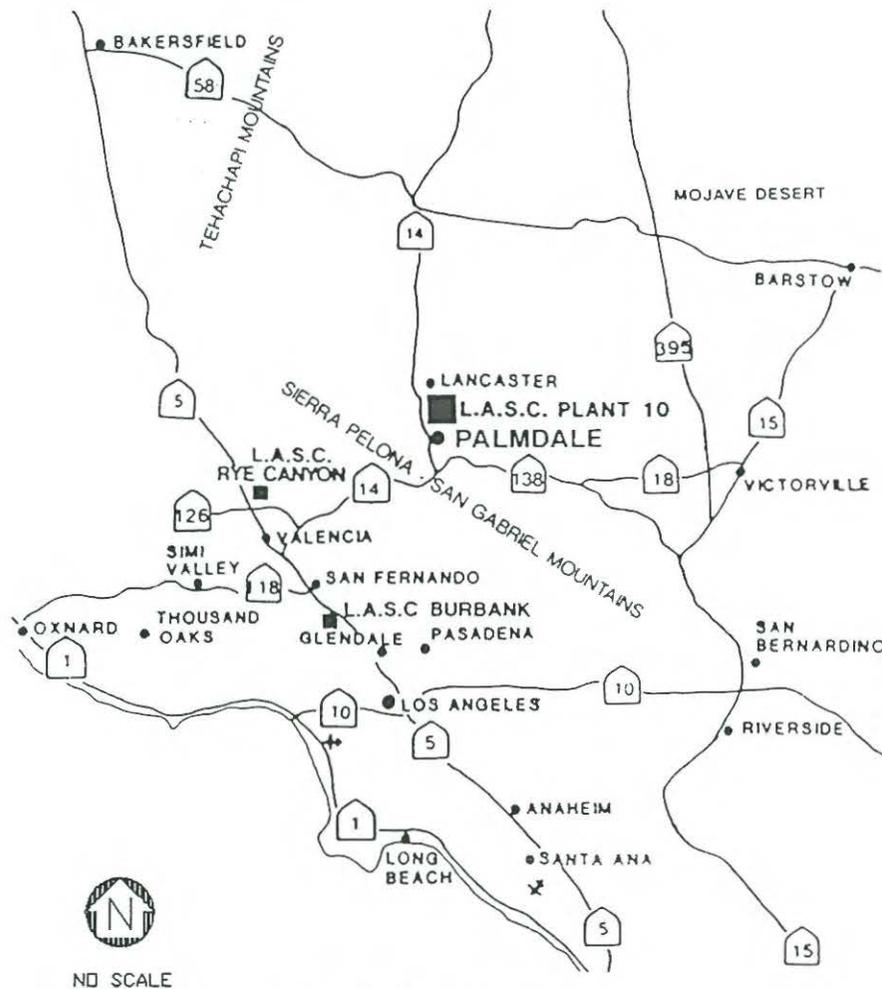
II. SUMMARY OF EXISTING CONDITIONS

2.1 PROJECT LOCATION

Regional Setting

Palmdale, California is on the southern 'High Desert' region of southern California's Antelope Valley which was formed by the rifting regional faulting and is bordered on the east by Mojave Desert, the south by the Sierra Pelona-San Gabriel mountains, the west by the Tehachapi Mountain range, and the north by the Sierra Nevada range.

The City of Palmdale, located in north Los Angeles County, is approximately 48 miles north of Burbank Airport, 58 miles from the Los Angeles city center and approximately 38 miles from LOCKHEED'S Rye Canyon facility located in Santa Clarita.



REGIONAL MAP

Local Setting

The side bordered on the west by Southern Pacific Railroad (SPRR) right-of-way and Sierra Highway, north and east by USAF Plant 42 and south by Lockheed Way and Avenue P.

The east boundary is 15th Street East, a city designated secondary highway of 80' width. It continues north separating Air Force Plant 42 from Lockheed property.

A private road on Air Force property to the north borders Lockheed property, and provides access to Air Force Building No. 870. This road extends to the Southern Pacific Railroad right-of-way which borders the site on the west.

Lockheed Way (Avenue O-8) borders the southern line of the westerly portion of the property between the Southern Pacific Railroad and the center line of 10th Street East. The Lockheed Way 80' right-of-way and 100' right-of-way centers on the original property line. Lockheed Way separates the two parcels between 10th and 15th Streets East.

The 10th Street East, 100' wide right-of-way borders the property to the west of the southern portion, extending from Avenue P on the south to Lockheed Way.

Avenue P, a city designated major highway of 100' width borders the southern portion of the site. There is no apparent available record of the dedication of Lockheed Way (Avenue O-8) between the Southern Pacific right-of-way and 15th Street East. The County of Los Angeles maintains Lockheed Way for the City of Palmdale.

2.2 LEGAL DESCRIPTION

A record of survey by G.R. Psomas (LLS. 2301) in June 1968, identifies the boundaries of the original 539.15 acres of the Lockheed/Palmdale Plant 10 site in the following legal description.

Portions of Sections 11, 12 and 14 in Township 6 North, Range 12 West, San Bernardino Meridian, in the county of Los Angeles, State of California, according to the official plot of the survey of said land filed in the Bureau of Land Management, and also Lot 1 of Tract No. 10828 in the County of Los Angeles, State of California, according to map thereof recorded in book 188, page 30 of Maps, records of said county. The southern legal description for the 144.5 acres acquired in 1969 is as follows:

"Lot 37 to 44 inclusive, and Lots 53 through 60 inclusive, all in Tract No. 5110, in the City of Palmdale, County of Los Angeles, State of California, as per map recorded in book 177 pages 28 and 29 of Maps in the office of the County Recorder of said County, excepting therefrom: (1) the South 208.71 feet of the west 208.71 feet of said Lot 40; (2) the south 208.71 feet of the east 208.71 feet of said Lot 44; (3) the south 106.97 feet of the west 270.61 feet of said Lot 57; (4) those portions of Lots 53, 59 and 60 located southeast of a line which bears north 45 - 33'-49" east and which intersects the south line of Section 13, Township 6 north, range 12 west, San Bernardino meridian, at a point located 825 feet west of meridian, at a point located 825 feet west of the southeast corner of the southwest 1/4 of said Section 13 and which intersects the east line of said southwest 1/4 of Section 13 at a point located 867 feet north of the southeast corner of said southwest 1/4 of said Section 13".

Exceptions generally cover reservations by PID (Palmdale Irrigation District) for the existing well site at the northeast corner of 10th Street East and Avenue P, two future well sites on 10th Street East and 15th Street East respectively.

2.3 EASEMENTS

Southern California Edison Company maintains a 25' easement parallel to and west of the 100' 10th Street East right-of-way and east of the 60' right-of-way at Tristar Way to vaults at manhole No.1 opposite Building 608.

Los Angeles Sanitation District maintains service in a 30' wide easement for public utilities west of the center line in 10th Street East. This easement is vacated north of Avenue O-5.

Southern California Gas Company maintains a 10' easement for pipeline purposes west of the 100' 10th Street East right-of-way and 10' south of the centerline of Tristar Way. This easement continues west to termination at the meter for Building 607.

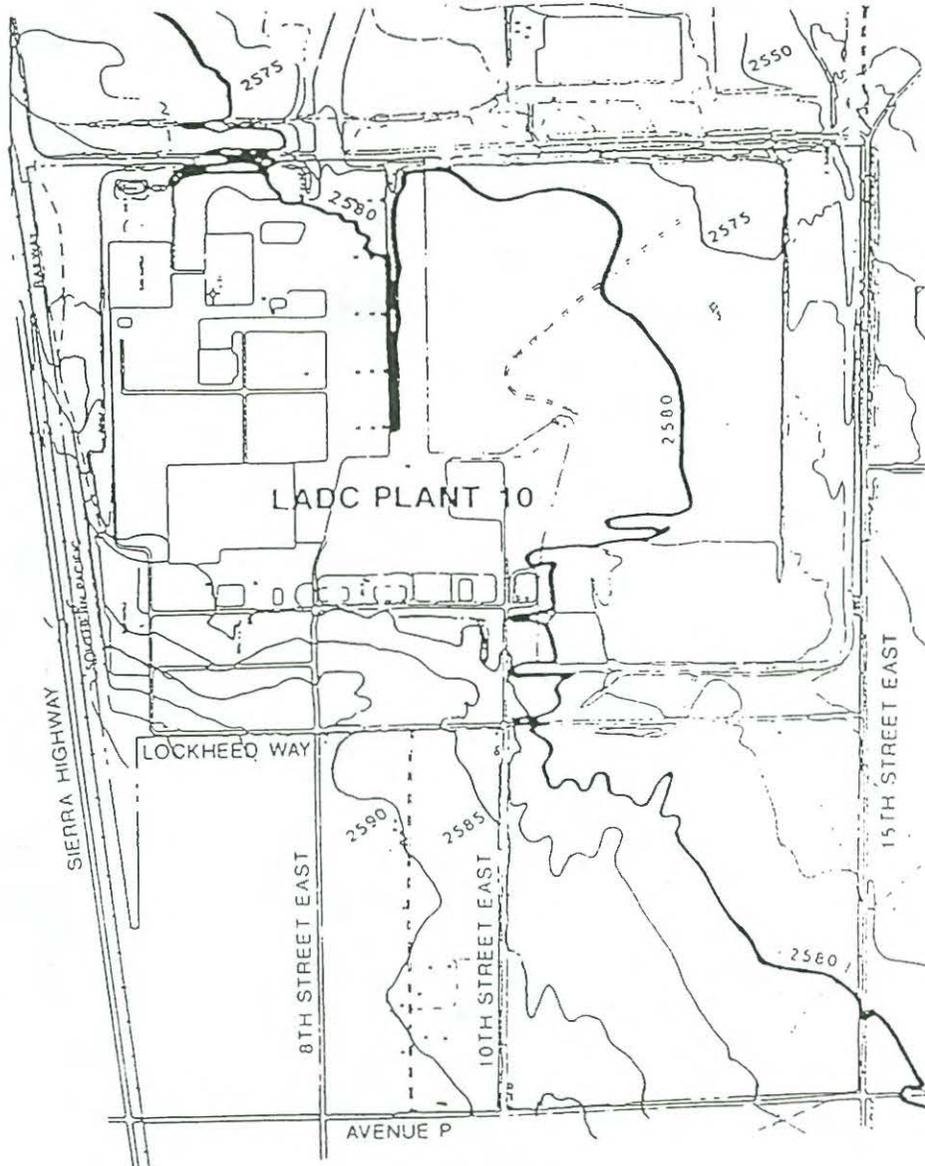
There is another 50' wide public utility easement east of the westerly property line according to LADC drawings.

2.4 EXISTING PHYSICAL CONDITIONS

2.4.1 TOPOGRAPHY

The floor of the Antelope Valley is predominantly flat. Elevations vary from 2300' to 4000' above sea level. The LADC Plant 10 site is at an elevation of approximately 2580'. The terrain generally slopes downward to the north east.

The predominant building pad, including the area supporting all existing on-site structures, has been graded relatively flat leaving an upper shelf of triangular form at the west property line and a lower 55 acre rectangular shelf along 15th Street East. These shelves vary in grade from 0 to over 20 feet above and below the basic pad. No further major grading is anticipated in the development of this plan.



NO SCALE

TOPOGRAPHY

2.4.2 GEOLOGY AND SOILS

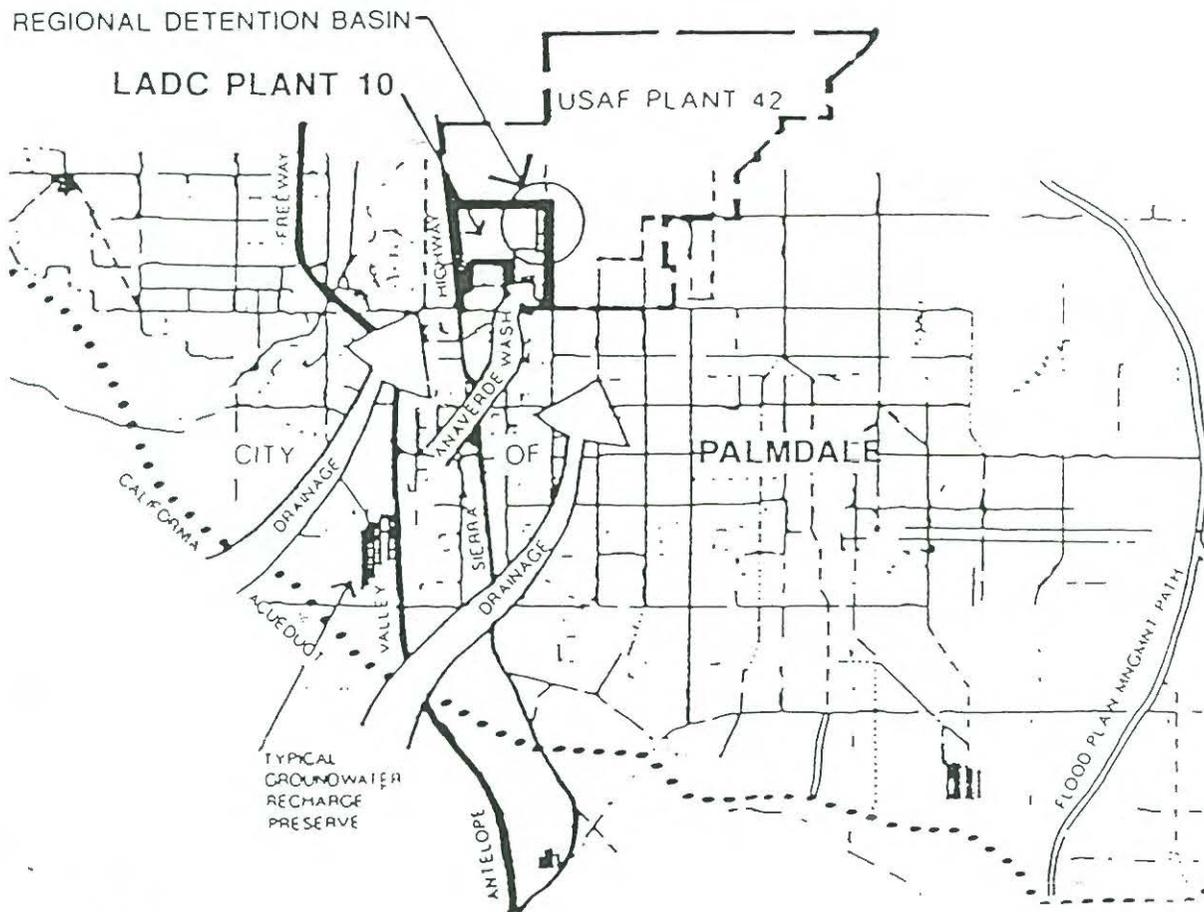
The site lies in the lower plain of slope from the Sierra Pelona foothills of the San Gabriel mountains which slopes generally to the northeast at approximately 1:120 or 0.8%.

Early soils reports indicate the site was originally covered with a moderate growth of vegetation with most being stripped during grading of the pad. The northeasterly portion of the site has filled and westerly portion of the site has been excavated. Compacted fill is expected to be encountered in depths from 0 to 20 feet. Ground water was not encountered within exploratory depths of 60 feet. Natural soils of the vicinity are silty sand undelain primarily by sand.

2.4.3 DRAINAGE AND FLOOD CONTROL

General drainage pattern is across the valley floor to the north and east. This flow has been re-directed somewhat around the major graded pad of the LADC Plant 10 site.

The southern section of LADC property is traversed by a wash on the Anaverde storm drain system, including a 55 acre Regional Detention Basin shown the lower shelf of LADC property north of Lockheed Way and west of 15th Street East.



NO SCALE

AREA DRAINAGE

2.4.4 VEGETATION

No plants or vegetation designed as sensitive by Federal or State Agencies were detected during the site survey. The native area consist of a Joshua Tree woodland Mojave desert scrub plant community.

Following is a list of observed floral species:

<u>SCIENTIFIC NAME</u>	<u>COMMON NAME</u>
ASTERACEAE	
<u>Acamptopappus sphaerocephalus</u>	Goldenheads
<u>Ambrosia acanthicarpa</u>	Western Ragweed
<u>Artemisia tridentata parishii</u>	Great Basin Sage
* <u>Chrysothamnus nauseosus hololeucus</u>	Rabbitbrush
* <u>Gutierrezia microcephala</u>	Matchweed
<u>Lessingia sp.</u>	Autumn Vinegarweed
<u>Tetradymia stenolepis</u>	Felt-leaf Cottonhorn
BRASSICACEAE	
<u>Sisymbrium altissimum</u>	Tumble-mustard
CACTACEAE	
<u>Opuntia echinocarpa</u>	Golden Cholla
CHENOPODIACEAE	
<u>Atriplex canescens</u>	Four-wing Saltbush
* <u>Salsola australis</u>	Tumbleweed
EPHEDRACEAE	
<u>Ephedra nevadensis</u>	Mormon Tea
EUPHORBIACEAE	
* <u>Eremocarpus setigerus</u>	Turkey Mullein
GERANIACEAE	
* <u>Erodium cicutarium</u>	Red-stem Filaree
HYDROPHYLLACEAE	
<u>Heliotropium curasavicum oculatum</u>	Chinese Pusley
LILIACEAE <u>Yucca brevifolia</u>	Joshua Tree
POACEAE	
* <u>Bromus rubens</u>	Red Brome Grass
* <u>Bromus tectorum</u>	Cheat Grass
<u>Stipa speciosa</u>	Desert Needle Grass
POLYGONACEAE	
* <u>Eriogonum davidsonii</u>	Skeletonweed
<u>Eriogonum maculata</u>	Leafy Annual Buckwheat
<u>Eriogonum fasciculata</u>	Coastal Buckwheat

SOLANACEAE

Lycium andersonii

Peachthorn

ZYGOPHYLLACEAE

Larrea divaricata tridentata

Creosote Bush

CULTIVATED PLANTS

*Cupressus arizonica

Arizona Cypress

*Rosmarinus officinalis

Rosemary

* = Species found on both native and non-native (disturbed) areas.

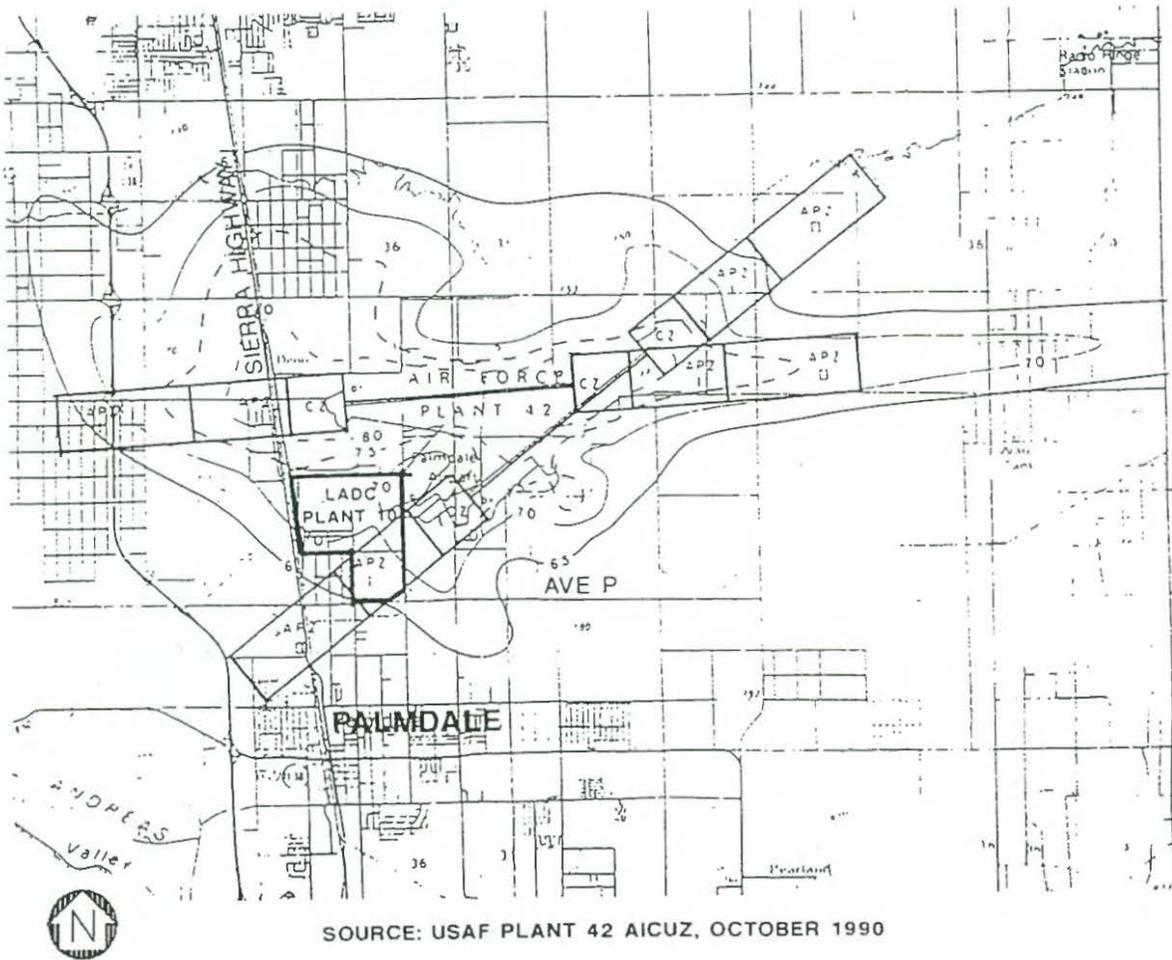
NOTE: Species list is a composite from surveys conducted on September 30, 1989; and December 20, 1991. Unless otherwise noted, species listed represent those found on native (moderately disturbed) areas of the project site.

2.4.5 HAZARDS

Plant 10 site is subject to hazards from three basic sources; (a) Aircraft operations and the resultant USAF Plant 42 AICUZ, (b) Potential seismic activity, (c) Potential inundation from the 50 or 100 year flood conditions related to the Ana Verde flood control System, (d) Hazardous material chemical release, and (e) Ground vibration from railway activity. These hazards were considered in sitting, planning and constructing of future buildings.

2.4.5.1 Aircraft Noise and Accident Hazards

Development limits are imposed at the LADC Plant 10 site through land use restrictions and height obstruction limitations outlined in the USAF Plant 42 Air Installation Compatible Use Zones (AICUZ) and City of Palmdale City Council Resolution 91-37. Restricted areas based on aircraft accident potential APZ are also defined in the AICUZ.

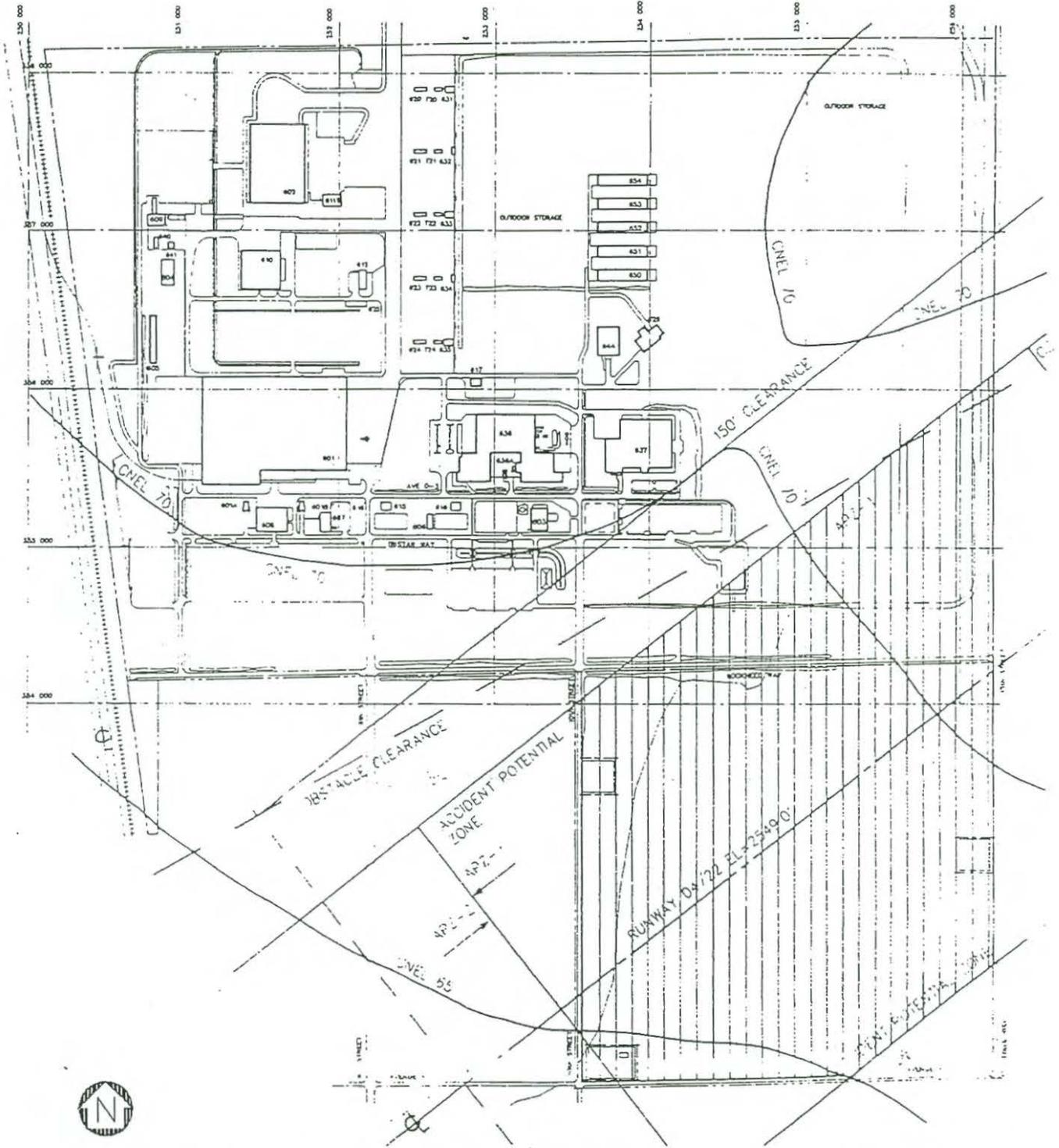


SOURCE: USAF PLANT 42 AICUZ, OCTOBER 1990



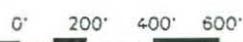
NO SCALE

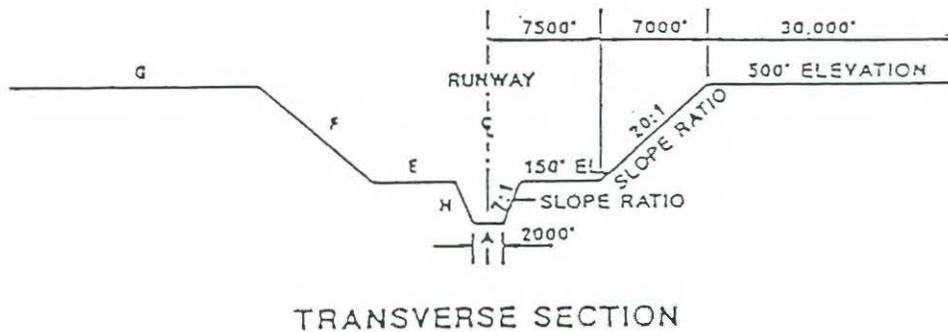
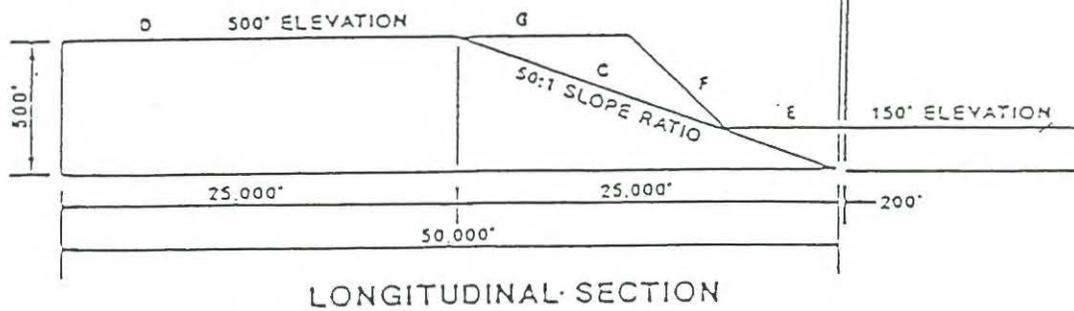
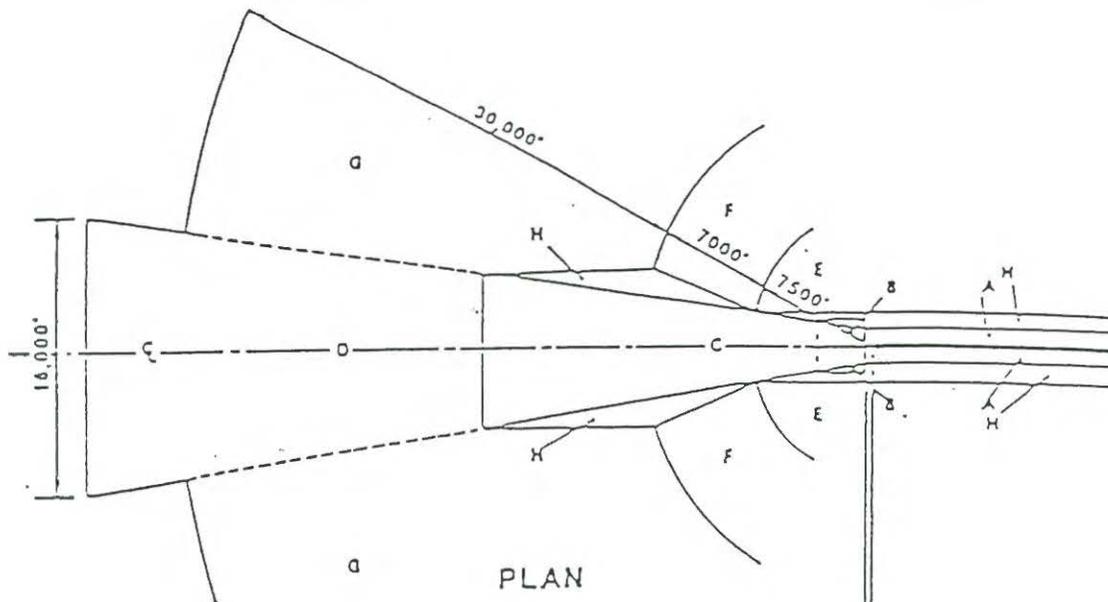
ACCIDENT POTENTIAL ZONES



L. A. D. C. PLANT 10
MASTER PLAN
 PALMDALE, CALIFORNIA

AICUZ - A.F. PLANT 42





CLASS B RUNWAY IMAGINARY SURFACES
 AFR 86-14/TMS-803-7/NAVFACP-971-12 MAY 1981

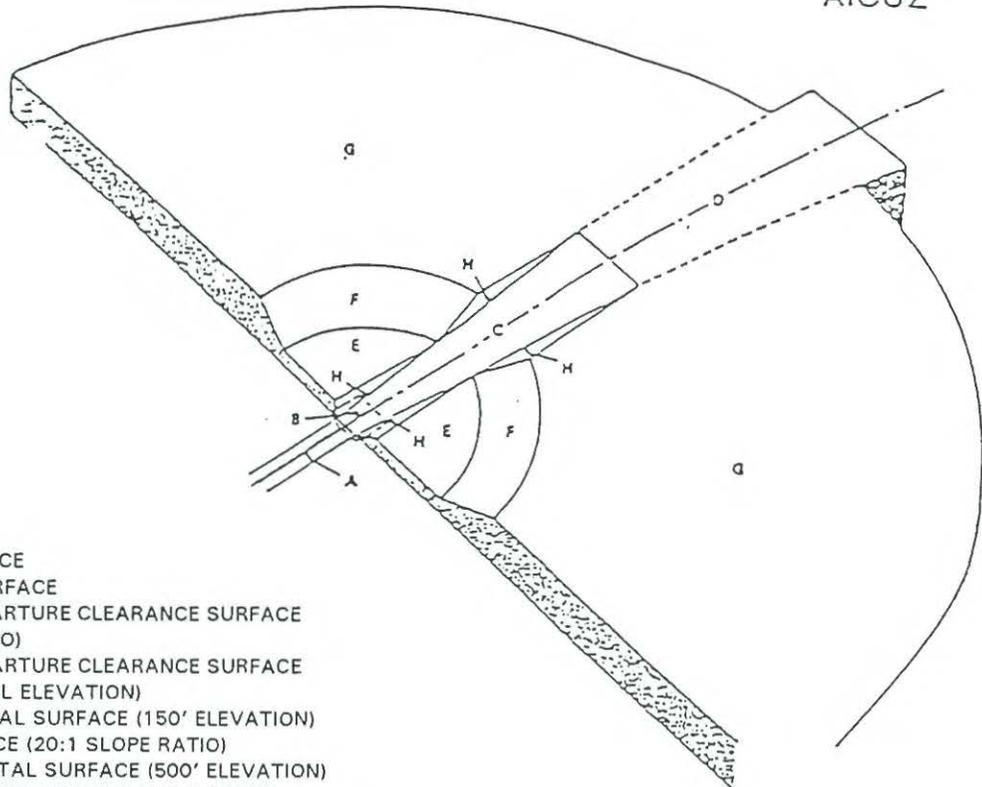
LEGEND

- A PRIMARY SURFACE
- B CLEAR ZONE SURFACE
- C APPROACH-DEPARTURE CLEARANCE SURFACE(SLOPE)
- D APPROACH-DEPARTURE CLEARANCE SURFACE(HORIZONTAL)
- E INNER HORIZONTAL SURFACE
- F CONICAL SURFACE
- G OUTER HORIZONTAL SURFACE
- H TRANSITIONAL SURFACE

NOTES

1. Datum elevation for:
 - a. surface D E F and G is the established airfield elevation.
 - b. surface C is the runway centerline elevation at the threshold.
 - c. surface H varies at each point along the runway centerline.
2. The intersections shown on the plan are for the case of a level runway.

AICUZ

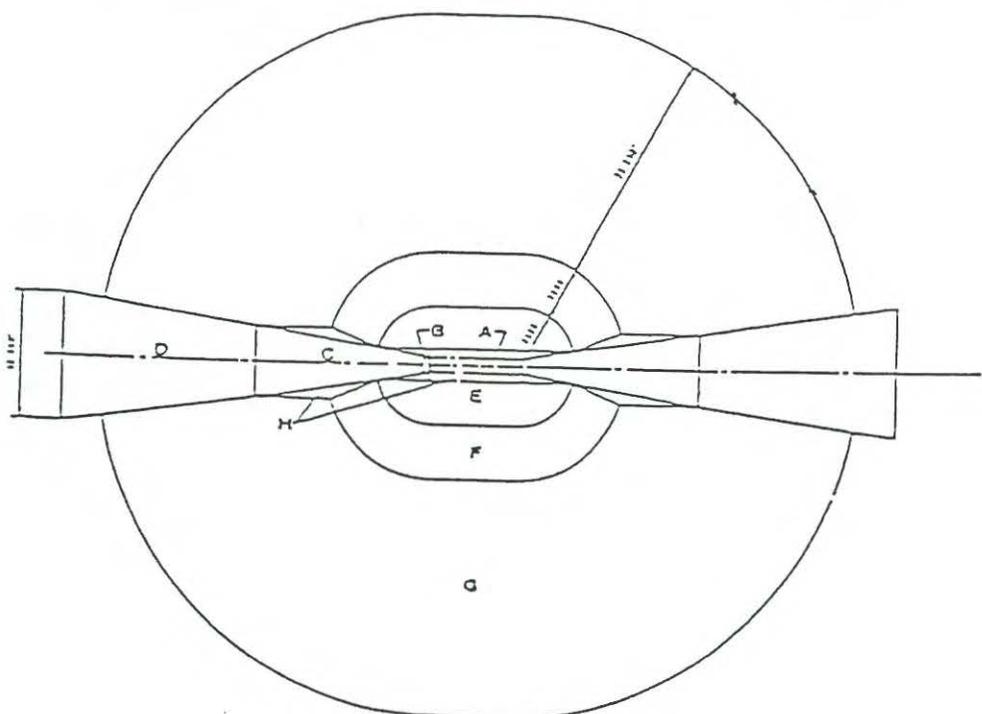


LEGEND

- A PRIMARY SURFACE
- B CLEAR ZONE SURFACE
- C APPROACH-DEPARTURE CLEARANCE SURFACE (50:1 SLOPE RATIO)
- D APPROACH-DEPARTURE CLEARANCE SURFACE (500' HORIZONTAL ELEVATION)
- E INNER HORIZONTAL SURFACE (150' ELEVATION)
- F CONICAL SURFACE (20:1 SLOPE RATIO)
- G OUTER HORIZONTAL SURFACE (500' ELEVATION)
- H TRANSITIONAL SURFACE (7:1 SLOPE RATIO)

ISOMETRIC

CLASS B RUNWAY IMAGINARY SURFACES
 AFR 86-14/TMS-803-7/NAVFACP-971 12 MAY-1981



Noise contours (LDN and CNEL) created by aircraft operations have little effect on land use at the site, however, noise control procedures may be required to maintain acceptable interior noise levels for certain uses in the higher noise zones.

The Accident Potential Zones (APZ) related to the approach and departure tracks from each runway are more restrictive. The APZ is divided into three zones. Most restrictive is the clear zone, off the end of the runway; the next is APZ-1, and the least is APZ-2. These zones and the related land use matrix are shown in the AICUZ section of this report. The AICUZ document also establishes height obstruction clearance requirements derived from the Federal Aviation Administration (FAA) Federal Air Regulations (FAR) Part 77.

A portion of the site is subject to the impacts and restrictions imposed by aircraft noise contours (CNEL), Accident Potential Zones (APZ) and height limitations from flight operations on USAF Plant 42 Runway 04/22.

Working environments in close proximity to aircraft engines will be subject to Occupational Safety and Health Administration (OSHA) and United States Department of Labor Standards adopted by California OSHA (California Administrative Code Title 8, Industrial Relations Chapter 4) which determine the allowable duration of exposure to noise exceeding prescribed levels. Noise control procedures, such as engine test enclosures and ear protection devices, may be required for compliance with the standards.

2.4.5.2 Earthquake Hazard

Palmdale and LADC Plant 10 are located north of the San Gabriel Mountains. The geological setting is dominated by the potentially active San Andreas and Garlock faults which are to the southwest and northwest, respectively. The San Andreas is located 4 miles to the south, the Garlock fault 35 miles northwest, and the San Jacinto fault, also moderately active, to the southeast.

The most significant of these, the San Andreas fault, is considered capable of generating the greatest ground site motions. Only one great earthquake (1857 Fort Tejon earthquake) has occurred along the fault segment nearest Palmdale during recent time. Seismologists estimate a rather high probability, approximately 50 percent, for a large earthquake on this portion of the San Andreas fault during the next 50 years.

The San Andreas fault dominating the earthquake dictates a maximum credible site earthquake of Richter magnitude. This suggests that new structures for Plant 10 should be designed to withstand forces by the postulated quake.

EARTHQUAKE FAULT MAP



Los Angeles County Antelope Valley area plan hazard and resources map designates certain areas along the San Andreas rift zone, to the south of Palmdale as "Seismic safety management zones". These coincide with the Alquist-Priolo seismic special studies zone and are restrictive according to land use policy.

City of Palmdale General Plan, Earthquake Fault Zone Map indicates the site is within a "seismic shaking zone". Structural design of future buildings are required to meet Seismic Zone 4 standards specified in the Uniform Building Code.

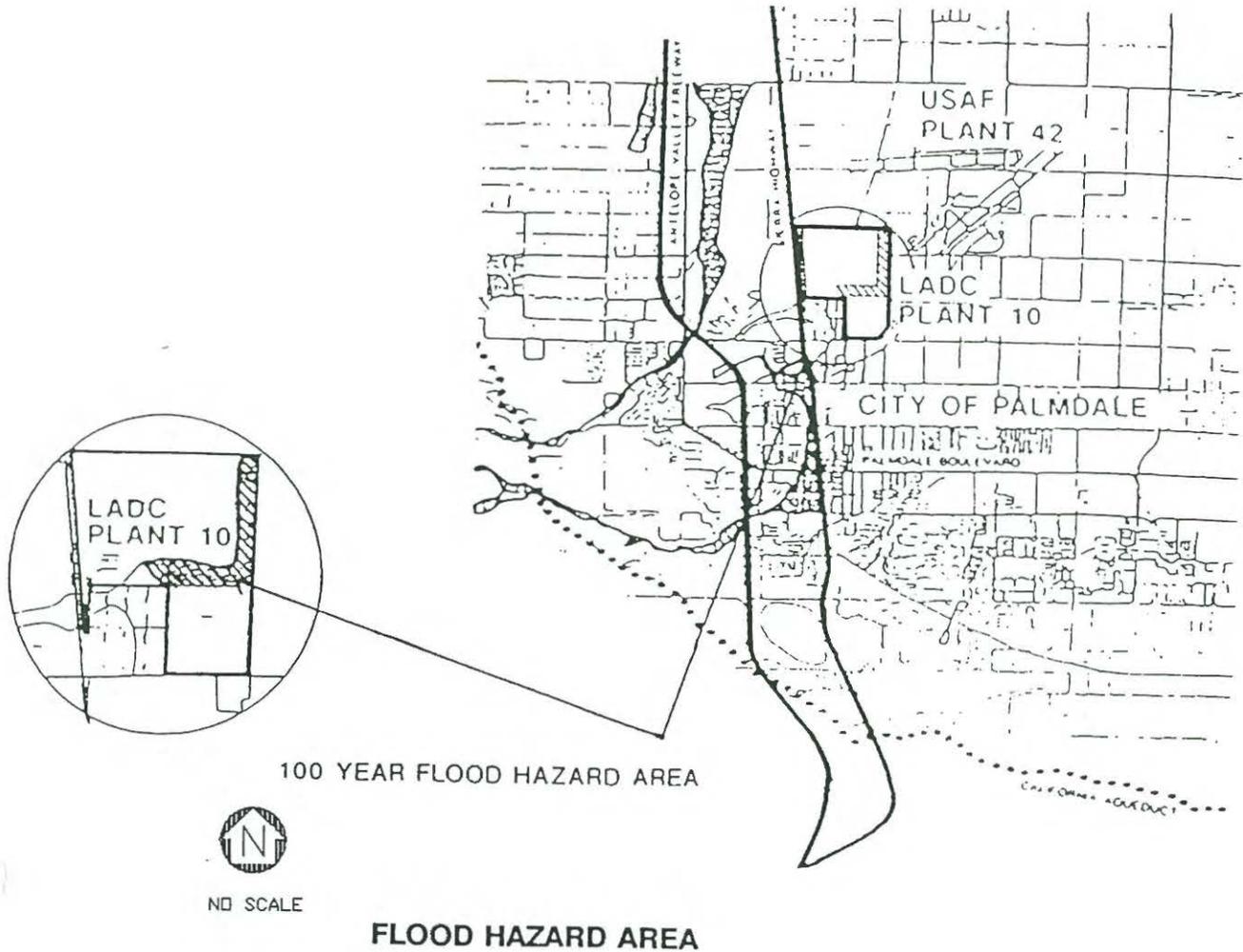


2.4.5.3 Flood Hazard

Lockheed/Palmdale Plant 10 site and surrounding area receives storm water runoff from the foothill slopes to the south, and in particular, the Anaverde Creek Wash.

City of Palmdale Master Plan of Drainage shows the runoff directed and controlled by a series of open channel/closed conduit drainage corridors terminating in detention basins or ground water recharge preserves. An approximate 55 acre portion of the site adjoining 15th Street East has been designated such a preserve. Discharge from the basin is by culvert beneath the existing road to an open channel/closed conduit system terminating in a similar basin on Plant 42 property at Avenue M.

Effects of the Ana Verde natural drainage course traversing the site are reflected in the southern and eastern portions of the site being designated Flood Hazard areas and Other Flood Areas on the Federal Emergency Management Agency (FEMA) Flood Hazard Boundary Map.

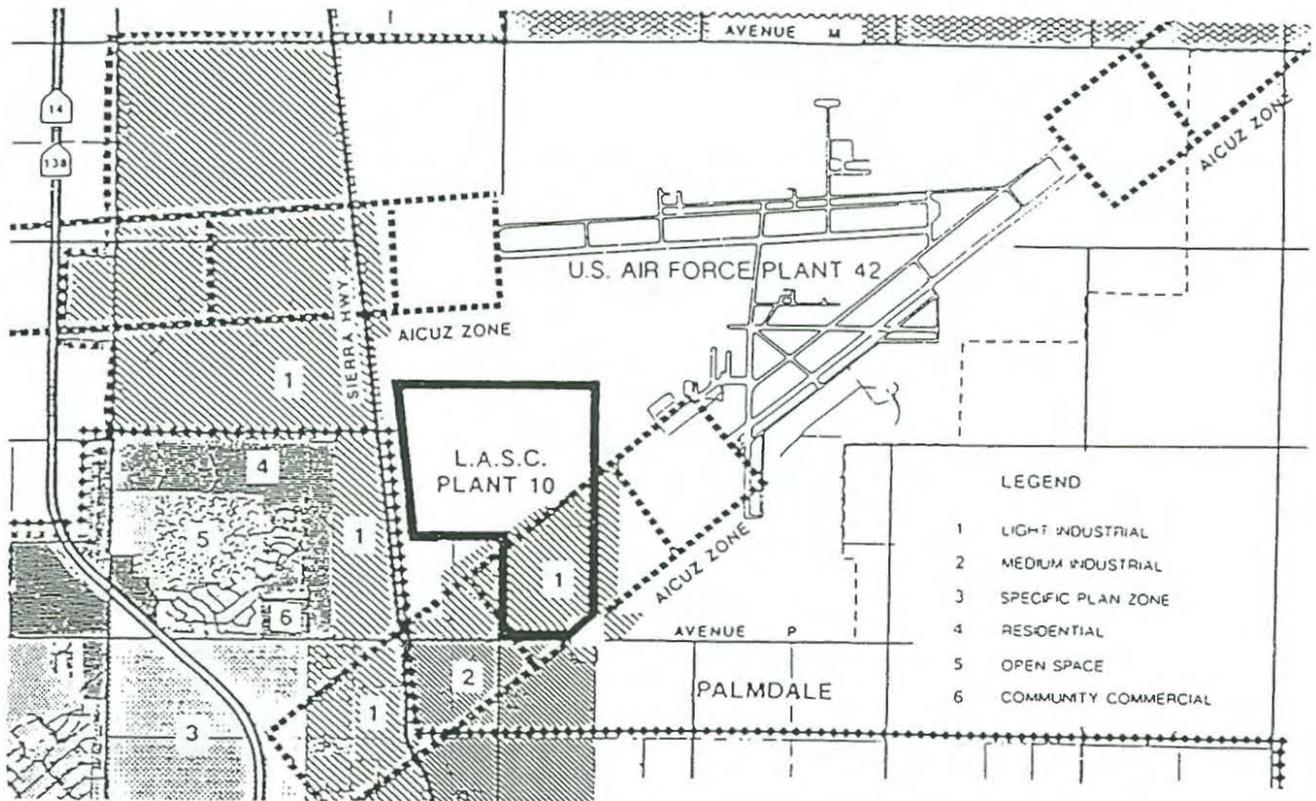


2.5 EXISTING LAND USES/ZONING

Lockheed Palmdale Plant 10 facility falls under the jurisdiction of the City of Palmdale.

2.5.1 GENERAL PLAN LAND USE

City of Palmdale's General Plan Land Use Plan designates the project site as "Light Industrial."



NO SCALE

CITY OF PALMDALE LAND USE PLAN

Area across Sierra Highway west of the site is designated Light Industrial backed up by Multi-Family Residential uses.

South of Avenue P between Sierra Highway and 15th Street East is designated Light Industrial.

Closest property planned for residential use is the Multi-Family zone located north of Avenue P approximately 2000 feet west of the site, adjacent to and west of the Light Industrial land use designation along Sierra Highway.

2.5.2 CITY OF PALMDALE ZONING

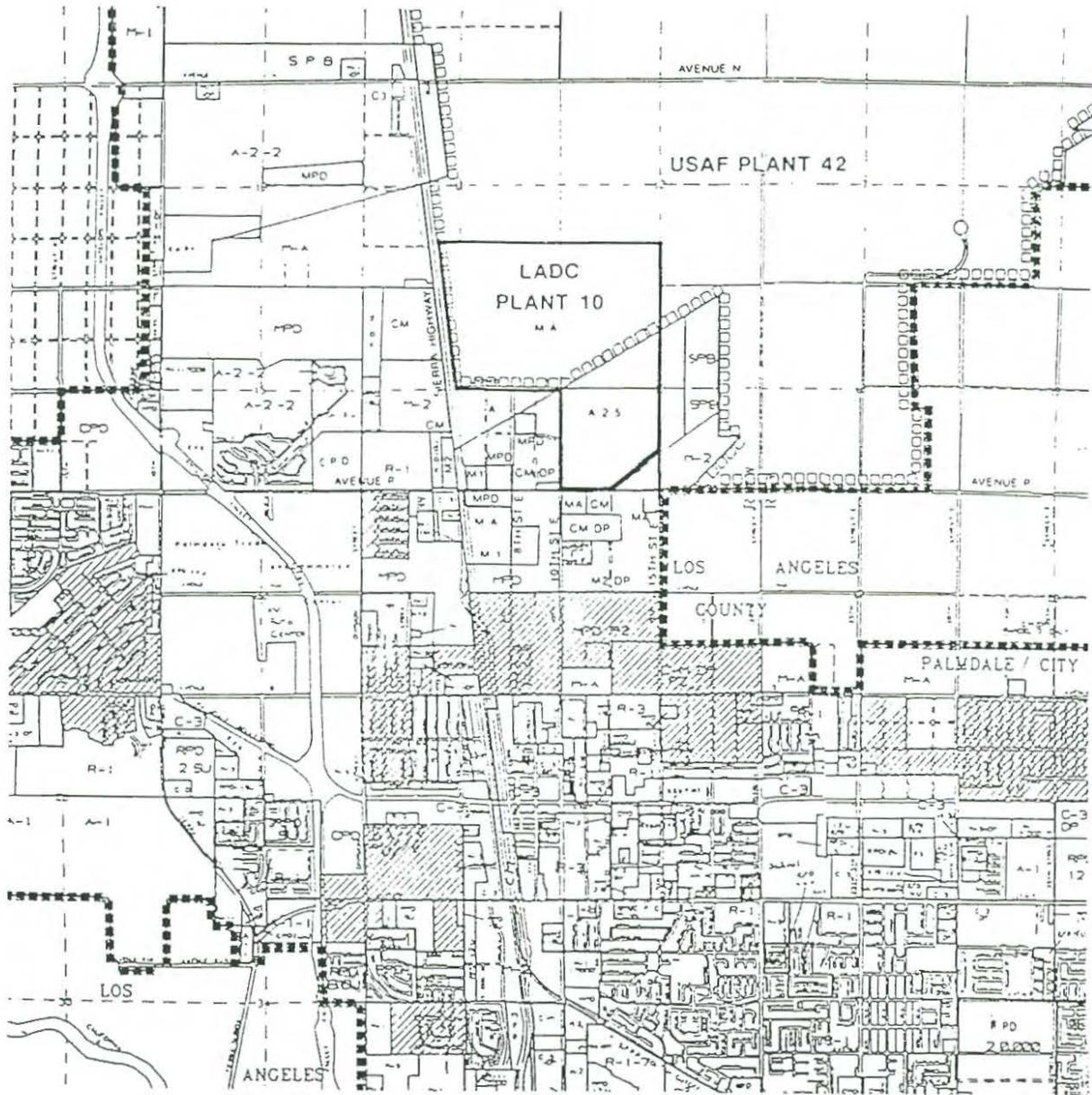
CITY OF PALMDALE LIST OF ZONES

A-1	Light Agricultural
A-2	Heavy Agricultural
R-1	Single-Family Residential
R-2	Low Density Multiple Residential
R-3	Medium Density Multiple Residential
R-PD	Residential Planned Development
C-1	Neighborhood Commercial
C-2	Light Commercial
C-3	Medium Commercial
OS	Open Space
CM	Commercial Manufacturing
C-PD	Commercial Planned Development
M-1	Light Manufacturing & Industrial
M-2	Medium Manufacturing & Industrial
M-A	Aircraft
M-PD	Manufacturing-Industrial Planned Development
S-PB	Parking & Buffer
S-R	Recreational

LIST OF SUPPLEMENTAL DISTRICTS

-CC	Civic Center District
-D	Design District
-HD	Height District
-Q	Quarry District
-DP	Development Plan

Current City of Palmdale Zoning Map differs with the General Plan in designated Land Use in the area. This map, dated January 1991, shows the area north of P Street to a diagonal line north of Lockheed Way, between 10th Street East and 15th Street East, as an A-2-5, zone. Balance of LADC property is zoned MA (Manufacturing Aircraft).



CITY OF PALMDALE ZONING



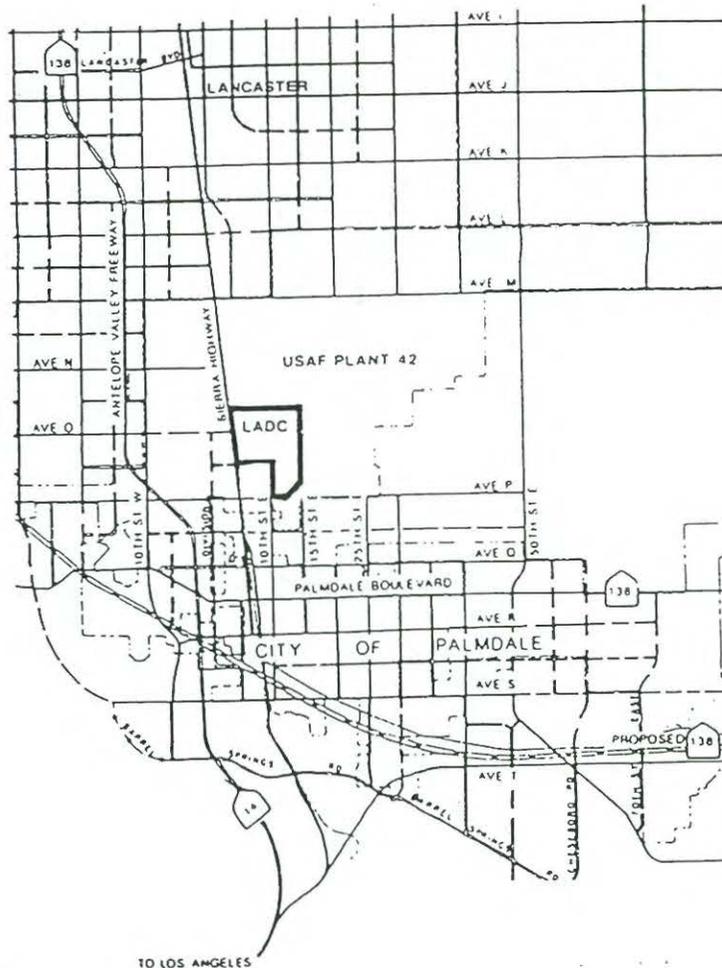
NO SCALE

2.6 EXISTING CIRCULATION

2.6.1 REGIONAL CIRCULATION

Primary north/south access to the Antelope Valley and City of Palmdale is by State Highway 14, The Antelope Valley Freeway. Primary east/west access is State Highway 138, designated Palmdale Boulevard through the city. Sierra Highway, roughly paralleling State Highway 14, is the primary local north/south artery and borders the site on the west.

There are several proposals being considered for widening and straightening the newly approved alignment of Highway 138 which will become future east/west freeway. The freeway alignment is in jeopardy because of the significant development taking place within the adopted route. New alignment may be required and current thinking is to move the alignment north in the vicinity of Avenue P-8 which would be convenient to development on the south side of Plant 42, including the LADC Plant 10 site.



REGIONAL CIRCULATION

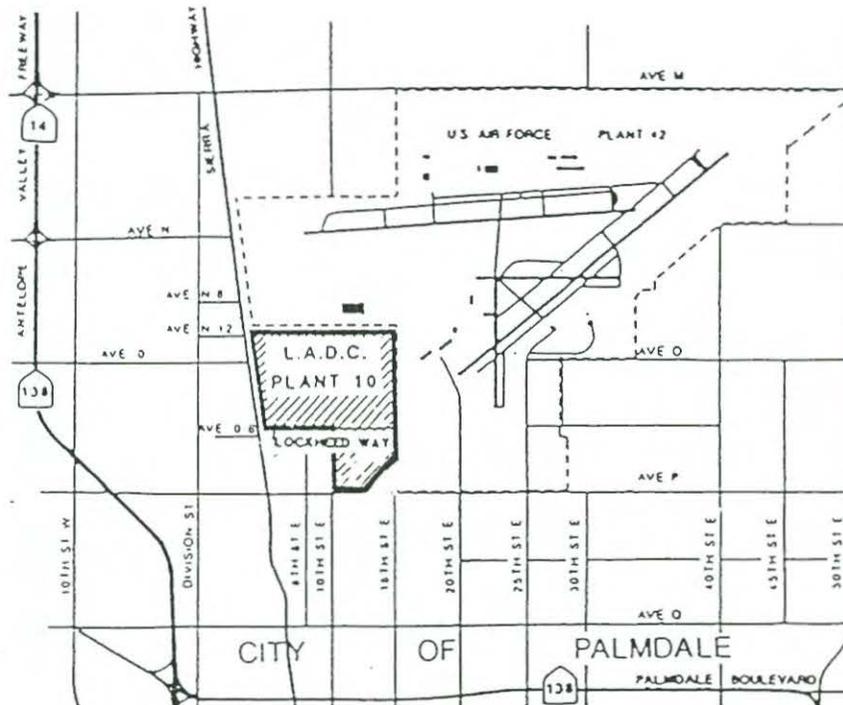
NO SCALE

2.6.2 LOCAL STREET SYSTEM

Street system is a basic grid with major east/west streets designated by letters and the north/south streets assigned numbers.

Site is located just north and east of the intersection of Avenue P and Sierra Highway. Both streets are designated major highways with 100' rights-of-way on the City of Palmdale Mater Plan for streets and highways. Avenue P is the primary collector and distributor of Plant 10 employee traffic.

Current primary access to the site is 8th Street East right-of-way is 80' from Avenue P north to Plant 10 and terminates north of Lockheed Way at the main gate to LADC Plant 10.



LOCAL STREET SYSTEM



NO SCALE

Traffic

See Traffic Study.

2.7 COMMUNITY AND REGIONAL PERSPECTIVE

2.7.1 POPULATION/EMPLOYMENT

Projected population forecast for the year 2010, depicted for a high growth scenario based on the 24 percent annual growth rate experienced by Palmdale between 1984 and 1987, indicates a population for the year 2010 of 126,400 residents which approximates four times the 1987 estimated population.

Primary sources of employment in the area are listed below:

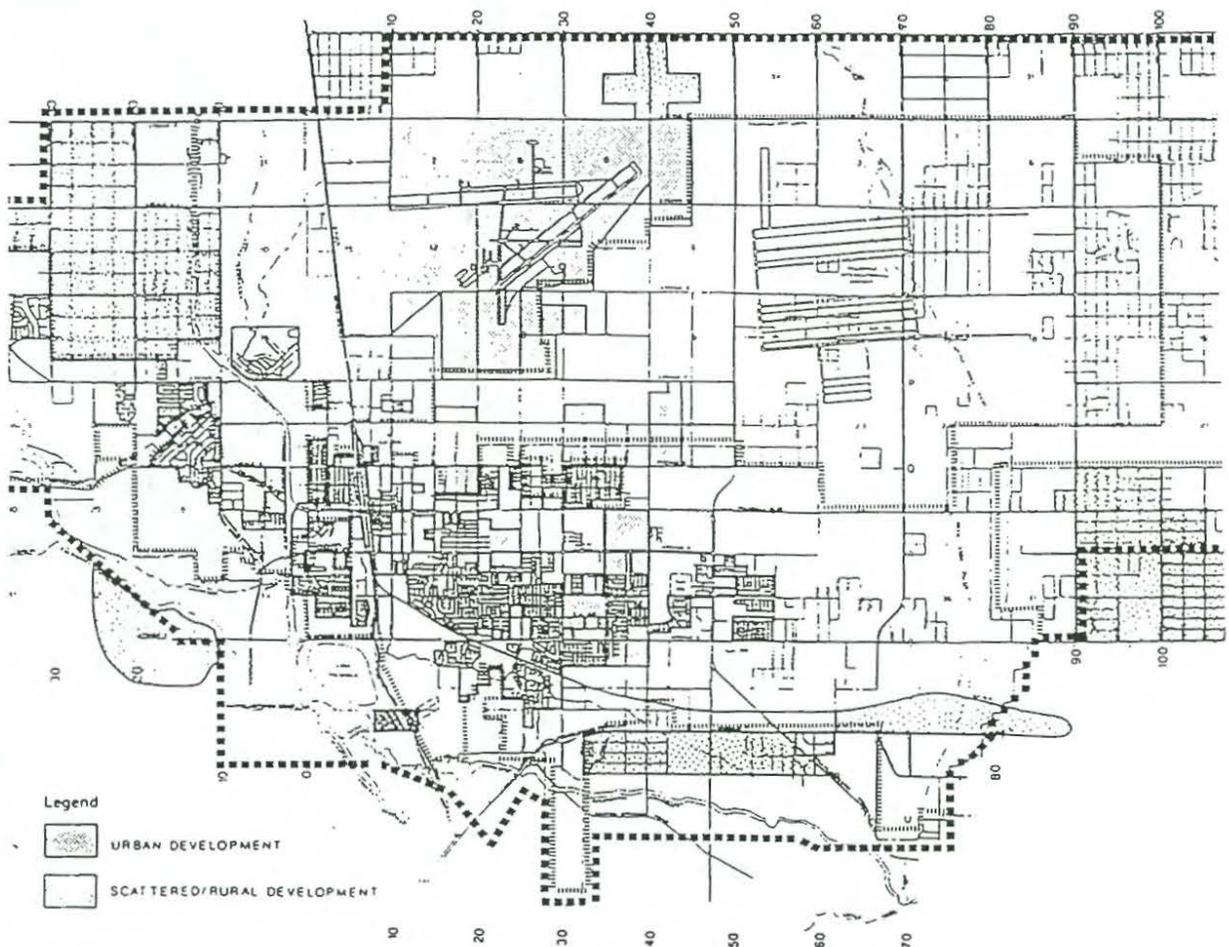
EMPLOYER	EMPLOYEES 6/90	PRODUCTS
MANUFACTURING		
Lockheed Aircraft Co	2,000	Military Aircraft
Rockwell International	1,825	Aircraft, Aerospace
U.S. Borax & Chemical Co	843	Chemical
Northrop Aircraft Corp.	2,800	Military Aircraft
NASA	800	Aircraft, Aerospace
California Portland Cement	160	Cement
Lancaster Business Park	1,430	Business/Industrial Park
NON-MANUFACTURING		
Edwards Air Force Base	13,780	Aerospace Research
Antelope Valley Hospital	1,250	Medical Hospital
Lancaster School District	1,250	Elementary Schools
Antelope Valley Union	1,000	High Schools
Lancaster Community	400	Medical Hospital (173 beds)
Federal Aviation Admin.	525	Air Traffic Control/Maint
High Desert Hospital	590	Medical Hospital (173 Beds)
Gen Telephone, So Cal	328	Public Utilities
Antelope Valley College	519	Education
Antelope Valley Business Co	291	Transportation Agency
Desert Inn	197	Hotel/Restaurant/Caterer

Although 66% of the work force in the Antelope Valley is employed at locations within the Antelope Valley, 34% commutes to jobs outside the Antelope Valley to job locations in the east San Fernando Valley, central Los Angeles and Santa Clarita Valley.

Local employment rate is expected to lag behind population growth through 2010. This seemingly negative consideration for the Palmdale vicinity reflects the population explosion in L.A. County and the insurgence of affordable housing in outlying communities with employment found at work sites in other parts of the County.

2.7.2 RELATED PROJECTS

As the growth in population suggests, the Palmdale Lancaster area is experiencing a proportional growth in housing, commercial and industrial areas. From April 1987 to April 1989, Palmdale developers processed; 8,891 single family residential lots; 1500 apartment/condominiums and multi-family units; 528,000 square feet of commercial space plus a 150 room hotel, and auto dealership, an office and business park and a shopping center; 426,000 square feet of industrial/warehouse space along with industrial parks, a manufacturing center, a school and a church.



NO SCALE

CURRENT DEVELOPMENT PATTERNS

Source: City of Palmdale General Plan Land Use Element

The new Sierra Gateway Center multi-acre industrial park in the C-M & M-2 Zone west of Sierra Highway across from Plant 10 is under construction with the first building completed.

US Air Force Plant 42, called the Production Flight Test Installation, borders the site on the north and east has been used to assemble and fly the B-1B bomber, the B-2 Stealth Bomber, NASA's Space Shuttle and many other aircraft and weapons systems. Northrop, Rockwell and Lockheed are major aerospace contractors located at Plant 42. The FAA also operates the Los Angeles Air Route Traffic Control Center at their facility at 25th Street East and Avenue P bordering Plant 42. This facility serves 215 public airports and 20 military airfields.

2.7.3 LOCAL TRANSPORTATION SYSTEMS

2.7.3.1 Local Bus Service

Palmdale is serviced by the Antelope Valley Bus Company providing local transportation between Quartz Hill, Lancaster, Little Rock and Palmdale which includes approximately 100 buses equipped for 41 to 48 rider capacity. Service is generally on an hourly basis, however, no service is provided along Sierra Highway or Avenue P in the vicinity of LADC Plant 10.

Antelope Valley Bus Company provides transit service, charter service and commuter service. Currently providing up to 4 buses daily from the Antelope Valley to LADC Burbank. A similar commuter service could be provided locally. Service can be initiated with a minimum of 39 guaranteed riders daily.

Antelope Valley Airport Express offers commuter services from Lancaster and Palmdale to Los Angeles International Airport. Service includes 8 round trips daily and approximate trip time is 2 hours with stops in Palmdale and Newhall.

2.7.3.2 Regional Bus Service

Greyhound/Trailways bus service is available to and from points outside the Antelope Valley. Two buses daily each way service the San Fernando Valley. Timing of this service is not convenient to employee transit.

Truck freight service is provided by eight local lines with parcel post service provided daily.

2.7.3.3 Railway Service

Amtrak does not offer passenger service to or from Palmdale.

Southern Pacific Railroad provides transcontinental freight service connecting Los Angeles, San Francisco and market centers in the continental United States and Mexico.

Southern Pacific Railroad and right-of-way abuts the Plant 10 site on the west. An existing spur serves the site at Building 601 for loading and off-loading of material, supplies and aircraft products logistically required. An adjacent spur to the north serves a 500,000 S.F. building under the jurisdiction of Air Force Plant 42.

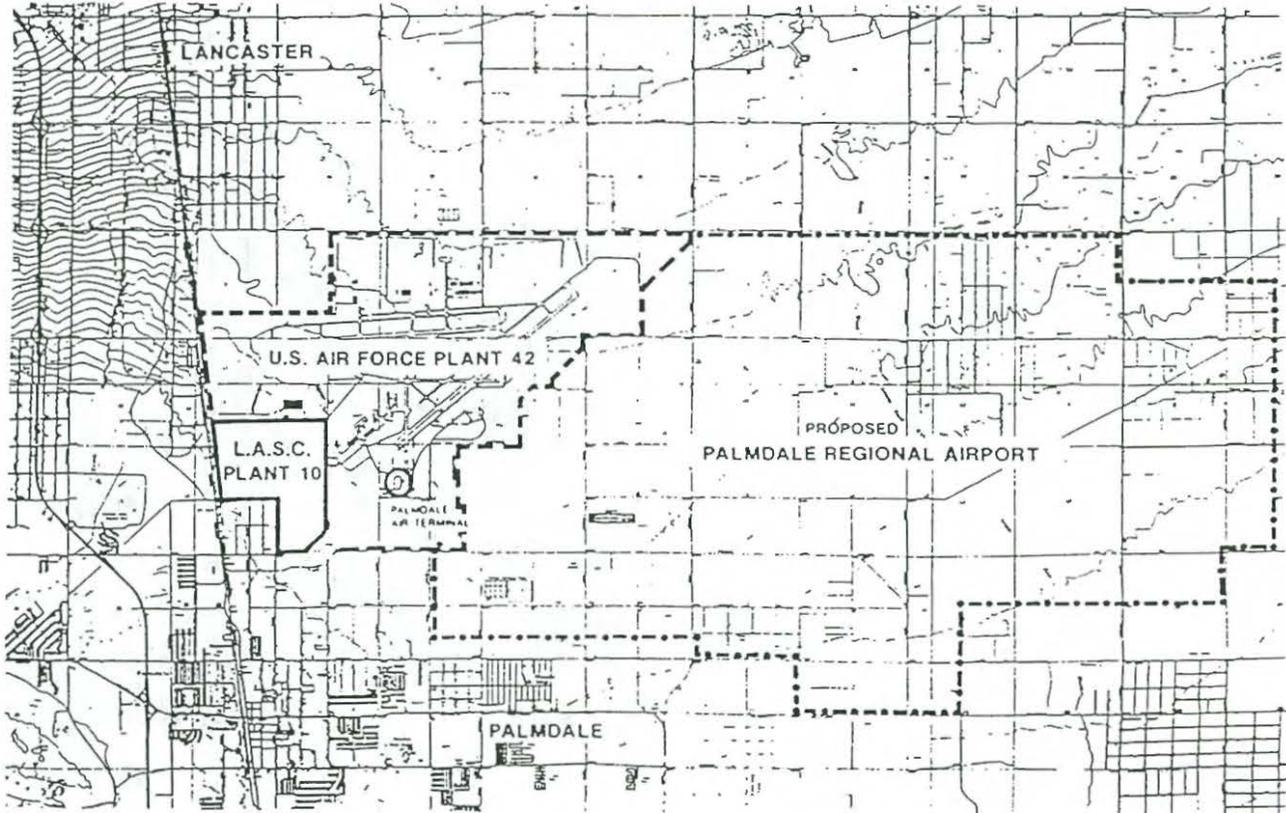
Trainmaster in Mojave reports on a typical day, 24 to 30 trains, evenly divided northbound and southbound, pass through Palmdale. Mojave is considered a major terminal where through trains drop off cars which are reassembled with a local train servicing various locations in the valley, including Palmdale and the LADC Plant 10 site. This local distribution occurs up to 3 times per week.

If required, through trains will stop directly at the LADC Plant 10 site, disconnect cars, and have the local train come to move cars on-site as required. Service to Plant 10 includes delivery of aviation jet fuel, aircraft parts and basic materials.

2.7.3.4 Air Service

Future development of 17,600 acres immediately east of Air Force Plant 42, designated for the Palmdale Regional Airport, remains uncertain. Contingent on many factors, including citizen concern, Air Force requirements, airline demand, and transport connection to the Los Angeles basin, it remains a future project.

Access to transportation is provided by the Antelope Valley Express bus for six airlines based at Los Angeles International Airport and two local airlines based in Lancaster at Fox Field. Eight round trips per day are currently provided to LAX.



NO SCALE

AIRPORTS

Air service has been re-established for the Palmdale and Lancaster area through direct service to the Department of Airports terminal on the south side of USAF Plant 42. Access to the terminal is via 20th Street East. Service is programmed for expansion in keeping with demand. Initial service has been established as connecting flights to major airports serving as airline hubs. America West Airline initiated service in early 1990 with four flights per day from Palmdale to Las Vegas and Phoenix with continuing service to other destinations. Delta Air Lines connector Sky West, is serving Palmdale with 8 flights daily between 6:00 a.m. and 10:30 p.m. Sky West operates Swearingen Metroliners with a 10 seat passenger capacity.

Operators of van ground shuttle services are providing door-to-door service to the Palmdale Regional Airport from across Antelope Valley and the north San Fernando Valley.

Palmdale Regional Airport has completed a \$ 200,000 taxiway improvement and is completing a \$500,000 Terminal Building improvement. Airport Authority has signed a joint operating agreement with the Air Force and the Air Traffic Control Tower hours have been extended, starting at 6AM and concluding at 12 midnight.

2.7.4 PUBLIC SERVICE

2.7.4.1 Fire Department

Existing on-site and off-site protection service, including personnel and equipment, will service the existing and proposed LADC Plant 10 development. L.A. County Fire Department will be the primary responder.

LADC has its own Fire Prevention Bureau operating from Building 612. This facility functions as an alarm station with radio dispatch capability.

Antelope Valley is serviced by the Los Angeles County Fire Department through 14 fire stations throughout the area. There are two stations in Palmdale and three in Lancaster. Up to 50 fire fighters are on duty at any 24 hours per day. New stations in Lancaster and Palmdale are scheduled depending on area growth and available funding. A mutual-aid agreement is in effect between LA County Fire Department and Kern County Fire Department to provide additional resources if needed.

Should LA County Fire Department assistance be required at Plant 10, the First Alarm assignment would generate response from Station 24 located at 10th Street West and Avenue P, approximately 2 miles from the facility. Response time is approximately 4 minutes. Station 24 has one engine company and one truck company with 6 fire fighters on duty 24 hours per day.

First Alarm back-up is provided by Station 37, located on 9th Street East in Palmdale and Station 129, located on Avenue M Just west of Sierra Highway in Lancaster. Station 37 has one 3 man engine company and a 2 person paramedic unit. Station 129 has one 3 person engine company and is the Antelope Valley north LA County Communication Center, dispatching equipment as required.

Fire Department provides emergency paramedic rescue services out of Station 33 in Lancaster and Station 37 in Palmdale. Station 37 located on 9th Street East in Palmdale has a 2 person paramedic unit with a 4 minute response time to Plant 10. Air squad 9 located at Camp 9, Bear Divide Ranger Station in Santa Clarita and Air Squad 8 located in Malibu provide helicopter paramedic rescue service to the Antelope Valley area. Air Squad 9 is on duty 24 hours per day.

A five person hazardous material response team serves from Station 76 located on Henry Mayo Drive West of I-5 in Santa Clarita. Response time is approximately 45 minutes. Station 87 and 105 located in the LA Basin provide HazMat back-up in keeping with the County Fire Department policy of dispatching 2 HazMat teams to accidents involving hazardous materials.

New L.A. County Fire Department Firestation is proposed at the corner of Avenue P and 15th Street East.

2.7.4.2 Police Department

Existing on-site Security Department and off site law enforcement agencies serve anticipated LADC Plant 10 facility needs.

Law enforcement in the Antelope Valley is handled by the Los Angeles County Sheriff's Department at 1010 West Avenue J in Lancaster. Two hundred officers are assigned to this Sheriff Station with approximately 30 officers on patrol on a typical day. Response time to the LADC Plant 10 facility is 3 minutes.

Sheriff Department has available personnel to service the existing community. There are no plans to either add to the facility, add another station or increase personnel. There are plans to develop additional facilities determined by the number of service calls and response time to those calls.

LADC Plant 10 has its own security department which provides plant protection services.

Plant security has a staff of approximately 40 officers with 20 on a typical day shift and provides gate and building guards and roving patrol of the LADC premises.

LA County Sheriff Department has worked closely with plant security in the past, however, Plant 10 security patrol calls to the Sheriff Station are infrequent.

2.7.4.3 Medical Services

A wide range of emergency medical and medical services throughout the area serve LADC Plant 10.

Medical services of all types have expanded throughout the Antelope Valley over the last few years and currently provide full service for medical needs. Four major hospitals are available, in addition to various clinics, care centers and convalescent hospitals.

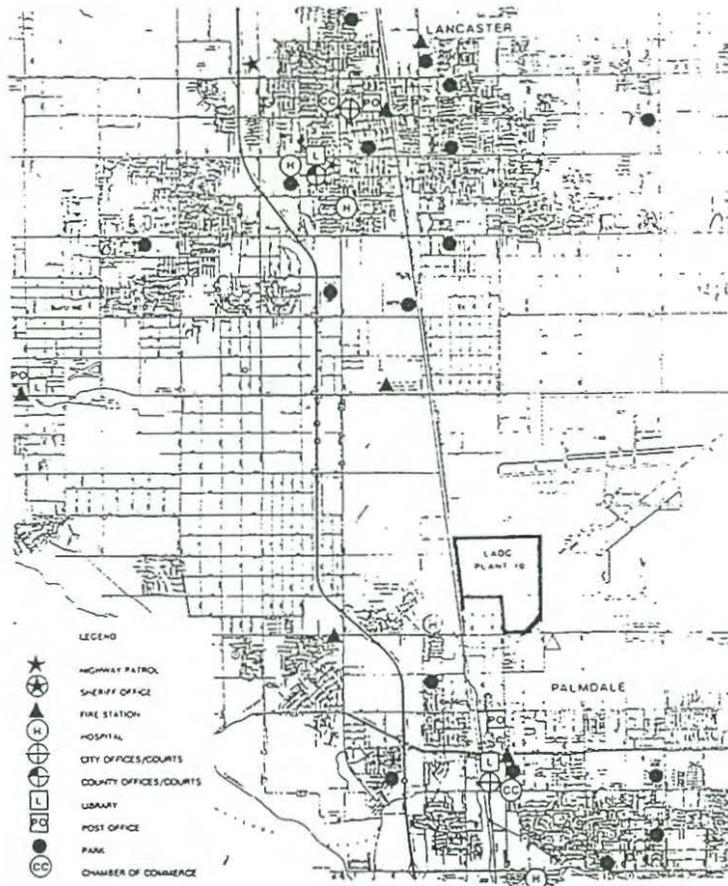
Largest regional hospital facility is the Antelope Valley Hospital Medical Center, a 261 bed full service hospital at 1600 West Avenue J in Lancaster. The facility will expand to 341 beds with completion of the fourth and fifth floors of a new tower. AVHMC emergency department serves as base station for LA County Paramedics and has the only active heliport. The medical center has a staff of about 260 physicians.

Palmdale Hospital Medical Center at 1212 East Avenue S is a 123 bed facility utilizing 200 physicians with a staff of 300 employees and a fully staffed 24 hour emergency service.

High Desert Hospital is 173 bed hospital at 44855 60th Street West offering general acute care services. The High Desert Hospital has a staff of 514 employees.

Lancaster Community Hospital at 43830 10th Street West in Lancaster is a 132 bed facility having 300 physicians with a staff of 465 employees. The Lancaster Community Hospital offers 24 hour emergency care.

A new 120-bed General Acute Care Hospital and Ambulatory Care Center is proposed on the northwest corner of Avenue P and Division Street West of Sierra Highway. The facility will be constructed on a 22.5 acre site, and will offer Emergency Medical Services equipped with a Helistop.



COMMUNITY SERVICES

Source: City of Palmdale General Plan Public Services Element



NO SCALE

2.7.4.4 Schools

There are dozens of public schools in the thirteen school districts available to residents of the Antelope Valley providing classes from kindergarten through Bachelor and Master Degrees in limited majors.

Antelope Valley College at 30th Street West and Avenue K in Lancaster is part of the California Community College System. AVC offers Associates of Arts Degrees. Enrollment at AVC has reached 8,637 students. Many Colleges and Universities offer undergraduate and graduate degrees locally through satellite programs. Courses are held at the Rockwell facility in Palmdale, Antelope Valley High School and Edwards Air Force Base.

Antelope Valley Union High School District includes six High Schools; two in Lancaster, two in Quartz Hill, one in Palmdale and one in Littlerock. High School enrollment is 9700 students. Enrollment is growing requiring the construction of approximately one school per year to 1995. Existing schools are accepting new students living in their district.

Lancaster School District has 11 elementary schools offering classes from K through 6th grade and 2 Junior High Schools, 7th and 8th grades. Enrollment is 10,761 students and the schools are full. Some schools are using temporary classrooms. Schools are accepting new students living within their district.

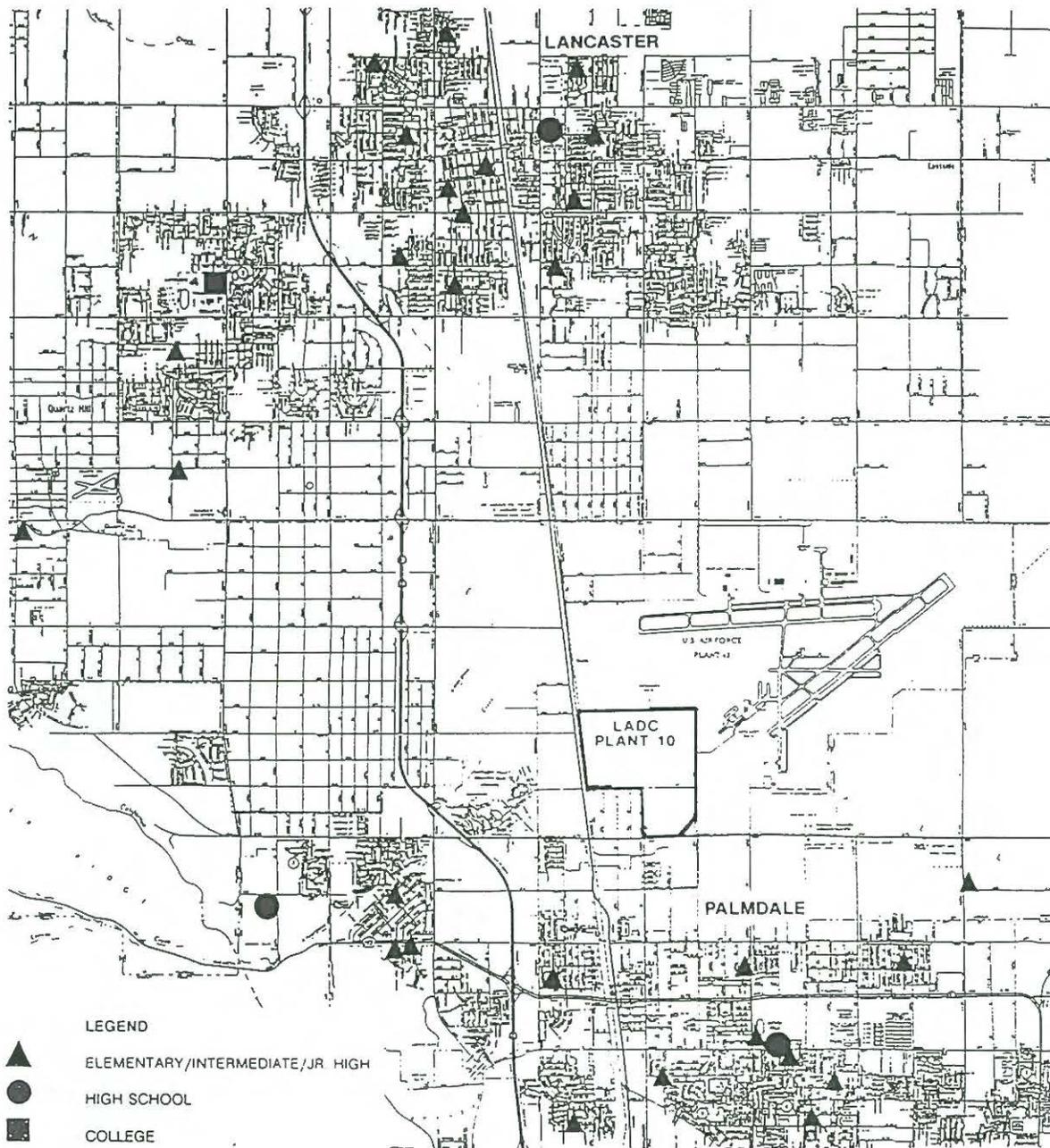
Palmdale School District (PSD) is an elementary school district serving residents in the City of Palmdale and designated areas of LA County. PSD consists of eighteen schools; thirteen K to 5th grade schools, one year round K to 7th grade, two sixth grade centers and two 7th through 8th grade Junior High (intermediate schools). Enrollment in the district is approximately 10,500 students.

Over the past three years PSD has added several schools causing attendance boundaries to change to balance enrollment loads. The district owns eight additional sites and schools being planned for these sites and are in various stages of development approval.

Schools are crowded and some are using temporary classrooms. All schools are accepting new students living within their attendance boundary areas.

Free school bus transportation is provided throughout the Valley by the Antelope Valley Schools Transportation Agency. This service is provided students who may not safely walk to school or who may live beyond a reasonable walking distance from their designated school.

In addition to the public schools, there are sixteen private schools serving the growing community, ten in Lancaster, five in Palmdale and one in Rosamond. Private school enrollment is approximately 4800 students.



LEGEND

- ▲ ELEMENTARY/INTERMEDIATE/JR. HIGH
- HIGH SCHOOL
- COLLEGE



NO SCALE

SCHOOLS

Source: City of Palmdale General Plan Public Services Element

2.7.4.5 Solid Waste Disposal

Palmdale Disposal Company is under contract to the City of Palmdale to provide trash pick-up and disposal in Palmdale and is currently providing this service to LADC Plant 10 on an as needed basis. LADC owns the on-site roll-off containers and PDC provides for pick-up and disposal. PDC will increase its capacity to service Plant 10 as the plant develops.

EXISTING SITE & DEVELOPMENT PLANS



3.1 EXISTING SITE

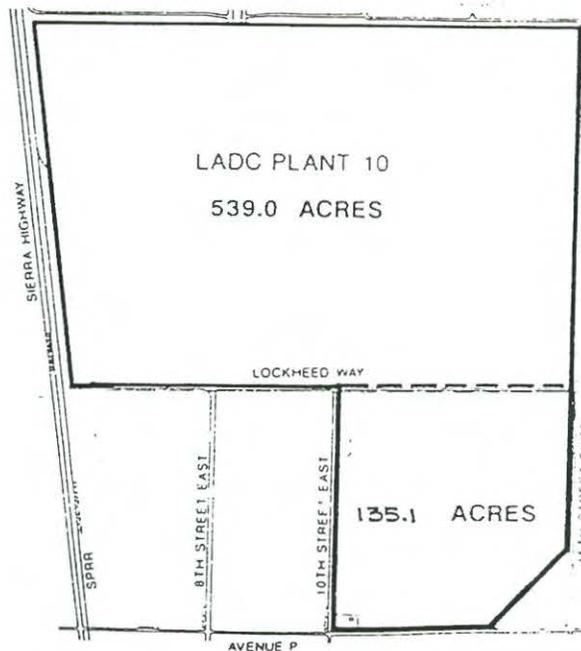
Original Master Plan prepared in 1968 included 539 acre site, and envisioned a 1988 build out of 4,623,838 square feet. It divided the site into two main areas, industrial on the north portion and non-industrial on the south, separated by a utility core.

Site has been developed in conformance with this concept. Major structures, including assembly, flight test hangars, paint structure, engine test area, aircraft parking areas, and related taxiway, were located north of the utility core.

Dominant feature of the facility is Building 601, a high bay hangar of approximately 800,000 square feet and is a Valley landmark easily visible from a long distance served by a Southern Pacific Railroad spur. The larger structures (except buildings, # 636 and # 637) have direct access to the flight line providing access to Plant 42 taxi and runway.

East/west utility spine located between Tristar Way and Avenue 0-5 includes the central utility plant for on-site underground utility services, including the power substation and two water reservoirs and pump stations. Employee cafeteria and general administration buildings occupy the west end of this core. The underground fuel storage yard is the eastern terminus.

The 135.1 acre area south of Lockheed Way between 10th Street East and 15th Street East was added at a later date and remains undeveloped.



NO SCALE

3.2 DEVELOPMENT PLAN

3.2.1 DESCRIPTION

LADC is relocating all of its operations from Burbank to Palmdale. Two buildings #636 and #637, are complete. Additional major construction projects will support the Development Plan.

This Specific Plan identifies proposed structures and their related functions, describes accessibility to flight line and parking, fixes general locations of structures and establishes development standards for landscaping/parking/fencing/signage/etc..

The Existing 2,199,872 square feet of building area is programmed to expand by 897,333 square feet as part of the Development Plan.

Employee intense functions will be located north of Lockheed Way and clear of the APZ-1 impact zone. The existing facility is based on a north/south flight line, with flight-orientated facilities north of Avenue 0-5. Support facilities, including the administration building, employee services and the central utility plant are in the east/west core, between Avenue 0-5 and Tristar Way.

The Specific Plan continues the concept of fabrication, assembly and support facilities north of Avenue 0-5. Proposed new engineering, administration and nonflight-line support structures could be south of Avenue 0-5. Proposed new structures are located clear of the restrictive APZ zone for the USAF Plant 42 Runway 04/22.

3.2.2 EXISTING BUILDINGS

- 601 **FINAL ASSEMBLY HANGAR:** Major sub-assemblies are mated to form complete aircraft bodies, wings are fabricated and installed, engines are installed, and aircraft interiors are outfitted. Four levels of office and manufacturing mezzanines flank the north and south sides of the main assembly floor.
- 602 **FLIGHT TEST AND STRUCTURAL FATIGUE HANGAR:** Divided into three sections; the North high-bay is used as a staging area for complete aircraft to ready them for flight tests, the building center section comprises four levels of offices, electronic labs and computer rooms, and the South high-bay is dedicated to special structural testing and flight test aircraft.
- 603 **CENTRAL UTILITY PLANT:** Electricity, steam, chilled water, vacuum and compressed air originate and distribute to the rest of the plant underground from this building.
- 604 **MAINTENANCE BUILDING:** Offices and workshops for maintenance.
- 605 **WAREHOUSE:** Salvage sales and maintenance support storage.
- 605T **SALVAGE SALES OFFICE:** Triple-wide trailer complex located near salvage sales storage area. Includes cash operations and salvage sales personnel.
- 606 **MAINTENANCE BUILDING:** Office and maintenance warehouse.
- 607 **ADMINISTRATION:** Office and lab.
- 608 **ADMINISTRATION:** Administration offices and flight simulation.
- 609 **WAREHOUSE:** Storage of miscellaneous small parts such as rivets, bolts fasteners, etc., and contains an ASRS (Automatic Storage Retrieval System).
- 610 **PAINT HANGAR:** New aircraft are painted in this facility.
- 610T **ENGINEERING:** Break area.
- 611 **OFFICES:** A office building housing engineering personnel.
- 612 **FIREHOUSE:** An alarm and radio dispatch center.
- 612T **ENGINEERING:** Storage
- 613 **DOCUMENT DESTRUCT:** Documents, paper and materials will be shredded and pulverized into dry pulp.
- 615 **PUMP HOUSE:** Contains pumps for fire protection reservoirs.
- 616 **PUMP HOUSE:** Same as 615.
- 617 **GARAGE AND FUEL SERVICE:** Services company vehicles and fuel trucks that service the flight line. Includes three 10,000 gallon and one 2,000 gallon underground storage tanks.
- 619 **HAZMAT DISPENSING:** New chemicals used in manufacturing process within 636 are dispensed in small quantities. Waste chemicals and solids are accumulated for transportation to disposal sites, to for site treatment facility.

3.2.2 EXISTING BUILDINGS (cont'd)

- 620 through 624 **FLIGHT LINE SERVICE:** When aircraft are stationed on flight line for testing prior to final delivery, buildings serve as ground support offices for crew and mechanics. When a flight stall is not in use, they are not occupied.
- 625 **PRODUCTION CONTROL:** Offices for inventory control and production scheduling.
- 626 **WAREHOUSE:** Non-hazard storage
- 629 **HAZMAT OFFICE:** Office support for HAZMAT operations.
- 630 **HAZMAT STORAGE:** Contains non-hazardous storage and fire extinguishers.
- 630A **HAZMAT STORAGE:** Hazmat containers
- 631 through 635: same as 620 through 624.
- 636 **NON-METALLICS FACILITY:** Produce composite aircraft parts. Includes office and quality assurance test labs. Equipment includes autoclaves, ovens, presses, and spray-booths.
- 637 **METALLIC FABRICATION CENTER:** Large mills, lathes, saws, grinders, and various small tools used to machine steel, aluminum and titanium parts.
- 640 & 641 **WAREHOUSE:** Storage of maintenance supplies.
- 642 **ENGINEERING:** Sand blast booth.
- 643 **ENGINEERING:** LN2 Lab
- 644 **WAREHOUSE:** Storage of metal production, tooling, and raw materials used in fabrication processes.
- 646 **TAILPIPE FACILITY:** Assembly and re-work aircraft tailpipe assemblies.
- 650 through 654 **WAREHOUSE:** Storage of spare parts and tools. No assigned occupants.
- 655 **FLIGHT LINE OFFICE:**

There is one acre underground fuel depot located between Ave 0-5 and Tristar Way on the East side of 10th Street East. Facility has five 50,000 gallon underground fuel storage tanks for Jet A and B fuel. The fuel is piped via 10" fiber reinforced pipe (FOP) to storage and dispensing facility at Building 617. Fuel is transported from this location to the flight line.

3.2.2 EXISTING BUILDINGS (cont'd)

Plant consists of 48 buildings comprising 2,199,872 square feet.

Employee ratio on day shift, to area of occupied space is 1 per 1,281 square feet, reflecting non-typical personnel space ratios in the aircraft assembly and production operation.

NORMAL OCCUPANCY OF BUILDINGS Revised Date December 19, 1994

BUILDING	TYPE	GROSS SF	NORMAL OCCUPANCY			
			DAY	SWING	GRAVE	
601	ASSEMBLY	MFG	855,591	630	3	1
602	FLIGHT TEST HANGAR	S.S.	260,403	370		1
603	CENTRAL UTILITY PLANT	S.S.	27,703	--	--	--
604	MAINTENANCE	S.S.	13,586	93		
605	WAREHOUSE	WHSE	12,800	5	--	--
605T	SALVAGE SALES	WHSE	350		--	--
606	MAINTENANCE	S.S.	5,760	4	5	--
607	SUPPORT FUNCTIONS	OFF.	8,364	34	1	1
608	ADMIN/FLIGHT SIMULATION	OFF/S.S.	63,692	162	1	
609	WAREHOUSE	WHSE	11,189	21	--	--
610	PAINT HANGAR	S.S.	66,835	21	--	--
610T	LUNCH ROOM	OFF.	630	--	--	--
611	ADMINISTRATION	OFF	225,000	796	2	1
612	PLANT PROTECTION	S.S.	6,280	40	--	--
612T	WAREHOUSE	WHSE	480			
613	DOCUMENT DESTRUCT	S.S.	7,600	8	13	13
615	FIRE PUMP STATION	S.S.	3,175	--	--	--
616	FIRE PUMP STATION	S.S.	3,617	--	--	--
617	GARAGE & FUEL SERVICE	MFG.	7,973	22	--	--
619	HAZMAT DISPENSING UNIT	S.S.	2,400			
620	FLIGHT LINE SERVICE	S.S.	1,801	--	--	--
621	FLIGHT LINE SERVICE	S.S.	2,600	--	--	--
622	FLIGHT LINE SERVICE	S.S.	2,600	--	--	--
623	FLIGHT LINE SERVICE	S.S.	2,600	1	--	--
624	FLIGHT LINE SERVICE	S.S.	2,600	1	--	--
625	PRODUCTION CONTROL	MFG	3,794	1	--	--
626	HAZMAT STORAGE	WHSE	1,836	--	--	--
629	HAZMAT OFFICE	OFF	2,410	10	1	--
630	HAZMAT STORAGE	WHSE	4,133	--	--	--
630A	HAZMAT STORAGE	WHSE	1,885	--	--	--
631	FLIGHT LINE SERVICE	S.S.	2,400	--	--	--
632	FLIGHT LINE SERVICE	S.S.	1,152	--	--	--
633	FLIGHT LINE SERVICE	S.S.	2,400	7	--	--
634	FLIGHT LINE SERVICE	S.S.	1,152	--	--	--
635	FLIGHT LINE SERVICE	S.S.	2,400	--	--	--
636	NON-METALLICS FACILITY	MFG	196,400	248	25	8
637	FABRICATION	MFG	206,734	135	20	
640	WAREHOUSE	WHSE	760	--	--	--
641	WAREHOUSE	WHSE	320	--	--	--
642	SAND BLAST BOOTH	S.S.	360	--	--	--
643	LOX/LN2	MFG	1,200	2	--	--
644	TOOL STORAGE	WHSE	25,200	3		
646	TAILPIPE	MFG	30,627	75	--	--
650	WAREHOUSE	WHSE	22,400	--	--	--
651	WAREHOUSE	WHSE	22,400	--	--	--
652	WAREHOUSE	WHSE	22,400	--	--	--
653	WAREHOUSE	WHSE	22,400	--	--	--
654	WAREHOUSE	WHSE	22,400	--	--	--
655	FLIGHT LINE OFFICE	OFF.	7,080	2	--	--
			<u>2,199,872</u>	<u>2,691</u>	<u>71</u>	<u>24</u>

S.S. = SPECIAL SUPPORT

EXISTING BUILDING AREA ANALYSIS

BLDG	BUILDING	OFFICE	MFG/ASSM	WHSE	S.S.	GROSS SF
601	ASSEMBLY	107,941	355,017	199,594	193,039	855,591
602	FLIGHT TEST HANGAR	88,149	137,976		34,278	260,403
603	CENTRAL UTILITY PLANT	363			27,340	27,703
604	MAINTENANCE	2,904	6,886	3,400	396	13,586
605	WAREHOUSE	69		12,527	204	12,800
605T	SALVAGE SALES	350				350
606	MAINTENANCE	1,039	2,184	2,122	415	5,760
607	SUPPORT FUNCTIONS	3,497	4,036		831	8,364
608	ADM/FLIGHT SIMULATION	40,123	8,738		14,831	63,692
609	WAREHOUSE	2,500		8,477	212	11,189
610	PAINT HANGAR	1,279	62,752		2,804	66,835
610T	LUNCH ROOM				630	630
611	ADMINISTRATION	191,320			33,680	225,000
612	PLANT PROTECTION	3,726	1,640		914	6,280
612T	WAREHOUSE		480			480
613	DOCUMENT DESTRUCT	1,300	5,400		900	7,600
615	FIRE PUMP STATION				3,175	3,175
616	FIRE PUMP STATION				3,617	3,617
617	GARAGE & FUEL SERVICE	854	5,640	854	625	7,973
619	HAZMAT DISPENSING UNIT		2,400			2,400
620	FLIGHT LINE SERVICE		1,409		392	1,801
621	FLIGHT LINE SERVICE		2,208		392	2,600
622	MECHANICAL TEST LAB		2,208		392	2,600
623	FLIGHT LINE SERVICE		2,520		80	2,600
624	FLIGHT LINE SERVICE			2,208	392	2,600
625	PHODUCTION CONTROL		3,604		190	3,794
626	HAZMAT STORAGE			1,836		1,836
629	HAZ/MAT OFFICE	1,991			419	2,410
630	HAZMAT STORAGE			4,133		4,133
630A	HAZMAT STORAGE			1,885		1,885
631	FLIGHT LINE SERVICE			2,400		2,400
632	FLIGHT LINE SERVICE		1,152			1,152
633	FLIGHT LINE SERVICE		2,400			2,400
634	FLIGHT LINE SERVICE		1,152			1,152
635	FLIGHT LINE SERVICE	800	400	1,200		2,400
636	NON-METALLICS FACILITY	20,226	134,757	1,811	39,606	196,400
637	FABRICATION	9,483	150,083	11,171	35,997	208,734
640	WAREHOUSE			760		760
641	WAREHOUSE		320			320
642	SAND BLAST BOOTH				360	360
643	LOX/LN2		1,200			1,200
644	TOOL STORAGE			25,200		25,200
646	TAILPIPE FACILITY	1,146	24,340		5,141	30,627
650	WAREHOUSE			22,400		22,400
651	WAREHOUSE			22,400		22,400
652	WAREHOUSE			22,400		22,400
653	WAREHOUSE			22,400		22,400
654	WAREHOUSE			22,400		22,400
655	FLIGHT LINE OFFICE	6,834			246	7,080
	TOTALS	485,894	920,902	391,578	401,498	2,199,872

3.2.3. DEVELOPMENT PLAN

- 604A **WOODSHOP CONSOLIDATION:** Wood cutting and shipping box fabrication.
- 607A **ENGINEERING:** First aid station, Aero Lab and VMS Lab.
- 607B **ENGINEERING:** Iron Bird prototype.
- 611A **ENGINEERING:** Administration, engineering office support.
- 614 **SCRUBBER:** Clean emission controls.
- 636B **FABRICATION EXPANSION:** Future production may require expansion to the existing Non-Metallics Facility, functions being similar to those in building 636.
- 637B **FABRICATION EXPANSION:** As future production dictate, various metallic fabrication functions will be relocated from building 601 into building 637B.
- 639 **OFFICE BUILDING:** Administration offices and Engineering.
- 644A **WAREHOUSE:** Inactive tooling and raw materials storage.
- 645 **HAZMAT STORAGE:** New chemicals used in manufacturing processes will be delivered/stored prior to disposition. Additionally, hazardous waste will be accumulated prior to transportation to disposal area.
- 647 **ENGINE TEST:** Aircraft engine testing. Generated noise will be suppressed through sound baffling and "HUSH HOUSE" construction.
- 648 **WAREHOUSE:** "Inactive" materials storage.
- 649 **WAREHOUSE:** Central shipping and receiving warehouse for Plant 10, including raw materials, aircraft components, and electronic parts storage.
- 658 **STORAGE BUILDING:** Manufacturing project tooling storage.
- 656 **FURNITURE STORAGE:** Office furniture warehouse.

3.2.3. DEVELOPMENT PLAN (cont'd)

NORMAL OCCUPANCY OF BUILDINGS
 Revised Date December 6, 1994

NO	BUILDING	TYPE	GROSS SF	DAY	SWING	GRAVE
604A	WOODSHOP CONSOLIDATE	MFG.	10,000	20		
607A	ENGINEERING	OFF.	11,000			
607B	ENGINEERING	OFF.	15,000			
611A	ENGINEERING	OFF.	75,000	200		
614	SCRUBBER	S.S.	22,000			
636B	FABRICATION EXPANSION	MFG.	214,000	200	100	
637B	FABRICATION EXPANSION	MFG.	140,000	330	95	95
639	ADMINISTRATION	OFF.	19,800	105	30	5
644A	STORAGE	WHSE	20,000	15	15	15
645	HAZMAT STORAGE	S.S.	23,265	10		
647	ENGINE TEST	S.S.	13,000	10	3	
648	SECURED STORAGE	WHSE	40,000	2		
649	U/42 WAREHOUSE	WHSE	250,000	300	100	
656	FURNITURE STORAGE	WHSE	21,468	25		
658	STORAGE	WHSE	22,800	30	15	
	SUB-TOTAL		897,333	1,247	358	115
	EXISTING		2,199,872	2,691	71	24
	TOTAL		3,097,205	3,938	429	139

3.2.4 EXISTING PARKING

At Plant 10 LADC will perform the Engineering, Manufacturing and Testing of aircraft prototypes which require a variety of building sizes, uses and personnel densities. Some structures are very large with few personnel assigned, other buildings accommodate temporary personnel, some buildings have no assigned personnel and a few have the typical office/industrial environment. These non-typical conditions make it appropriate to apply special parking criteria under the Specific Plan.

Existing Plant 10 is secured by fencing with vehicle and pedestrian access through guard gates. Included is parking lot 19 which is located outside the secured fence and can be used for car pool parking providing a total of 3,315 existing parking spaces.

EXISTING PARKING REQUIREMENTS

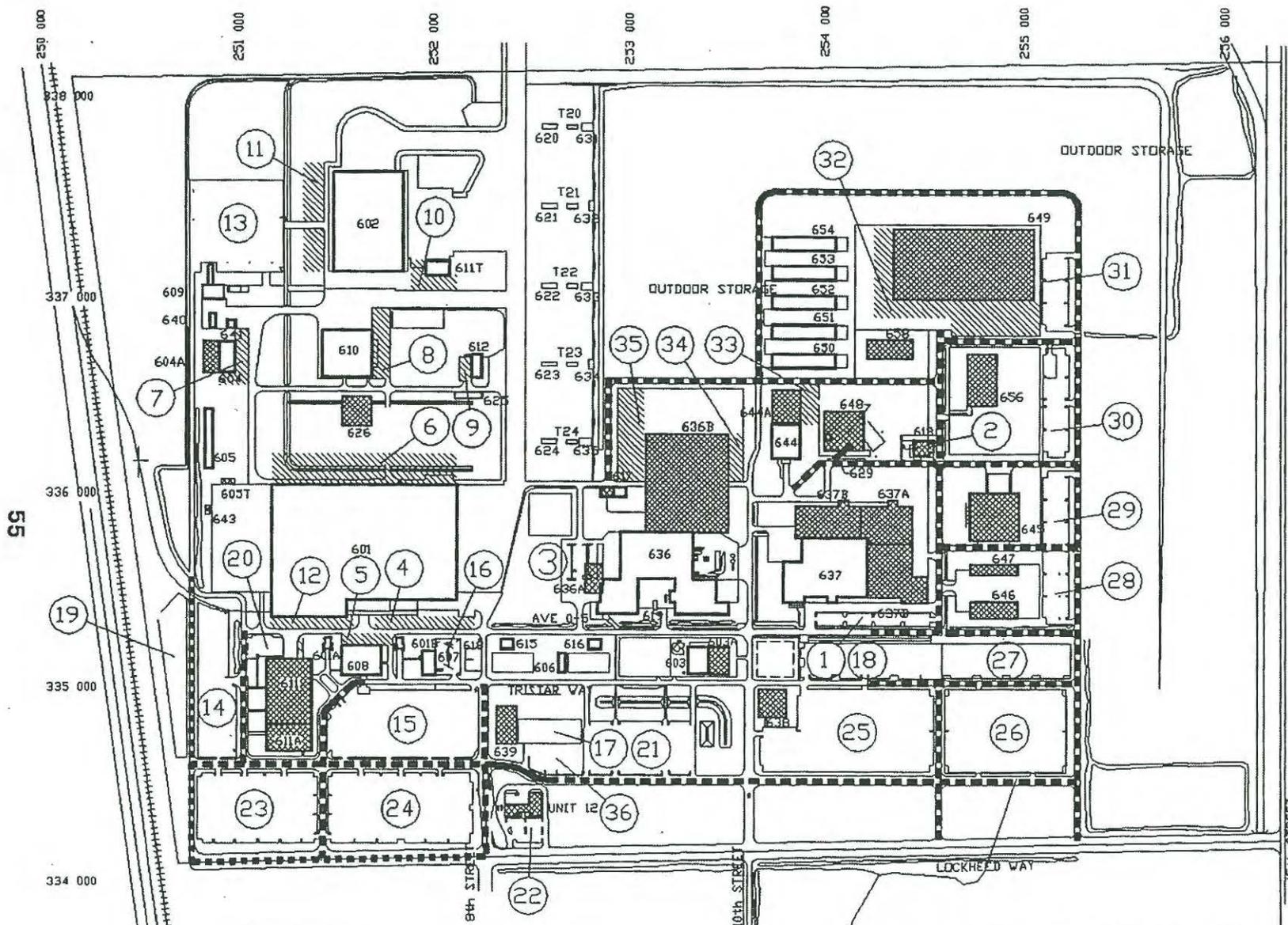
NO.	BUILDING	OFFICE	LAB	MFG	S.S.	WHSE	GROSS SF	REQ PARKING
601	ASSEMBLY	107,941	82,500	272,517	193,039	199,594	855,591	925
602	FLIGHT TEST HANGAR	88,149		137,976	34,278		260,403	475
603	CENTRAL UTILITY PLANT	363			27,340		27,703	6
604	MAINTENANCE	2,904		6,886	396	3,400	13,586	19
605	WAREHOUSE	69			204	12,527	12,800	1
605T	SALVAGE SALES	350					350	1
606	LERC EMPLOYEE REC.	1,039		2,184	415	2,122	5,760	6
607	SUPPORT FUNCTIONS	3,497		4,036	831		8,364	18
608	ADM/FLIGHT SIMULATION	40,123	8,738		14,831		63,692	192
609	WAREHOUSE	2,500			212	8,477	11,189	11
610	PAINT HANGAR	1,279	6,670	56,082	2,804		66,835	84
610T	LUNCH ROOM				630		630	0
611	ADMINISTRATION	191,320			33,680		225,000	772
612	PLANT PROTECTION	3,726		1,640	914		6,280	17
612T	WAREHOUSE			480			480	0
613	DOCUMENT DESTRUCT	1,300		5,400	900		7,600	10
615	FIRE PUMP STATION				3,175		3,175	1
616	FIRE PUMP STATION				3,617		3,617	1
617	GARAGE & FUEL SERVICE	854		5,640	625	854	7,973	9
619	HAZMAT DISPENSING		2,400				2,400	2
620	FLIGHT LINE SERVICE			1,409	392		1,801	1
621	FLIGHT LINE SERVICE			2,208	392		2,600	2
622	MECHANICAL TEST LAB		2,208		392		2,600	7
623	FLIGHT LINE SERVICE		2,520		80		2,600	8
624	FLIGHT LINE SERVICE				392	2,208	2,600	0
625	PRODUCTION CONTROL		3,604		190		3,794	12
626	HAZMAT STORAGE					1,836	1,836	0
629	HAZMAT OFFICE	1,991			419		2,410	8
630	HAZMAT STORAGE					4,133	4,133	0
630A	HAZMAT STORAGE					1,885	1,885	0
631	FLIGHT LINE SERVICE					2,400	2,400	0
632	FLIGHT LINE SERVICE			1,152			1,152	1
633	FLIGHT LINE SERVICE		2,400				2,400	8
634	FLIGHT LINE SERVICE		1,152				1,152	4
635	FLIGHT LINE SERVICE	800		400		1,200	2,400	3
636	NON-METALLICS FACILITY	20,226	16,869	117,888	39,606	1,811	196,400	252
637	FABRICATION	9,483	1,054	149,029	35,997	11,171	206,734	170
640	WAREHOUSE					760	760	0
641	WAREHOUSE			320			320	0
642	SAND BLAST BOOTH				360		360	0
643	LOX/LN2			1,200			1,200	1
644	TOOL STORAGE					25,200	25,200	2
646	TAILPIPE FACILITY	1,146		24,340	5,141		30,627	30
650	WAREHOUSE					22,400	22,400	2
651	WAREHOUSE					22,400	22,400	2
652	WAREHOUSE					22,400	22,400	2
653	WAREHOUSE					22,400	22,400	2
654	WAREHOUSE					22,400	22,400	2
655	FLIGHT LINE OFFICE	6,834			246		7,080	27
	TOTALS	485,894	130,115	790,787	401,498	391,578	2,199,872	3,096

3.2.5 DEVELOPMENT PARKING PLAN

4,751 future parking spaces to be provided in designated parking lots 23-36 for a total of 8,066 spaces. Most of the parking will be located inside the fenced facility within 500 feet of the assigned building. The additional parking is provided by revising some existing lots and adding new lots.

DEVELOPMENT PARKING PLAN REQUIREMENTS

NO	GROSS SF	MFG	OFFICE	WHSE	S.S.	SHIFT 1	REQ PRKG
604A	10,000	10,000				20	10
607A	11,000		11,000				44
607B	15,000		15,000				60
611A	75,000		75,000			200	300
614	22,000				22,000		4
636B	214,000	204,000	10,000			200	182
637B	140,000	116,000	24,000			330	202
639	19,800		19,800				79
644A	20,000			20,000		15	2
645	23,265			23,265		10	2
647	13,000				13,000	10	3
648	40,000			40,000		2	3
649	250,000			250,000		300	13
656	21,468			21,468		25	2
658	22,800			22,800		30	2
SUB-TOTAL	897,333	330,000	145,800	377,533	35,000	1,143	908
	2,199,872	920,902	485,894	391,578	401,498	2,691	1,422
TOTAL	3,097,205	1,250,902	631,694	769,111	436,498	3,834	2,330



EXISTING	
LOT	SPACES
1	96
1A	114
2	6
3	47
4	75
5	11
6	92
7	23
8	5
9	23
10	64
11	32
12	38
13	460
14	459
15	702
16	42
17	110
18	252
19	167
20	54
21	384
22	64
TOTAL	3315

FUTURE	
LOT	SPACES
23	618
24	750
25	953
26	735
27	252
28	144
29	144
30	192
31	144
32	415
33	54
34	47
35	186
36	115
TOTAL	4751

SITE TOTALS 8066

- LEGEND**
- EXISTING ROADS
 - - - PROPOSED ROADS
 - ▨ ADDITIONAL PARKING
 - Ⓡ PARKING LOT NO.
 - EXISTING BUILDINGS
 - ▩ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA
 ROADS & PARKING



1-14-69 4413PCD-2

3.2.6 EXISTING LANDSCAPE

Landscaping on the improved portion of Plant 10 consists of partial peripheral row of trees. This Cupressus Glabra (smooth Arizona Cypress) is an excellent high desert, drought resistant, fast growing evergreen wind break or tall screen. Some street and sidewalk trees have been installed in the area south of the new buildings 636 & 637. The balance of the nearly level 360 acre building pad is not landscaped and has no significant natural growth with the exception of some native Joshua Trees. The undeveloped portions of the site could be classified as moderately disturbed Joshua Tree Woodland/Mojave Desert Scrub Plant community.

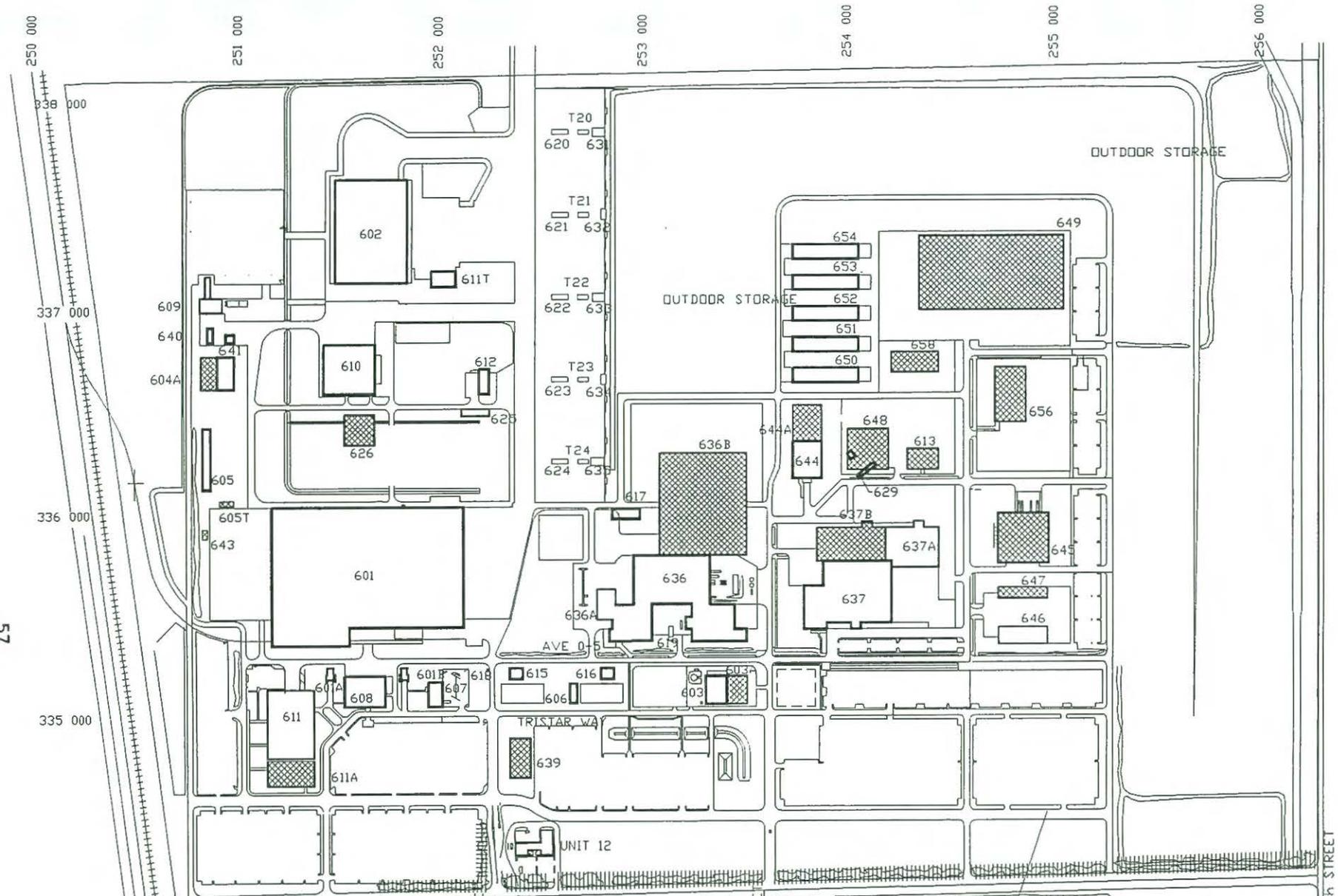
3.2.7 DEVELOPMENT LANDSCAPE PLAN

3.2.7.1 Inside Perimeter Fence

- o No landscaping will be provided at parking lots, structure entrances, yard areas or streets.
- o Rock & gravel will be used as ground cover.
- o Existing wind break tree rows along the west property line and along Lockheed Way will remain.
- o Existing landscaping may be changed provided that a minor modification to the original project case is filed.

3.2.7.2 Outside Perimeter Fence

- o A 20' wide buffer strip will be provided from the north edge of the Lockheed Way right-of-way to the perimeter fence, between west property line and 15th Street East.
Exception: where structures and parking occur outside of the perimeter fence line
- o Landscaping for structures and parking outside of the perimeter fence line along Lockheed Way will be in accordance with the City of Palmdale Zoning Ordinance Standards.
- o Landscaping in buffer strip along Lockheed Way will consist of existing tree row, rock/gravel ground cover and Joshua Trees (at 35'-0" O.C.) spacing.



LEGEND

-  EXISTING PERIMETER TREES
-  STREET TREES
-  PARKING LOT LANDSCAPE
-  PROPOSED BUFFER STRIP
-  EXISTING BUILDINGS
-  DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA



LANDSCAPE

3.2.8 EXISTING DRAINAGE

Natural site drainage is to the northeast utilizing the meandering Anaverde Creek which enters the site near the corner of 10th Street East and Avenue P and make its way through the southern undeveloped area to the northeast corner of the site.

Basic 360 acre building pad drains both to the north and to the south. Northbound runoff goes to the east via sheet flow and the open ditch on the north property line north to the area known as the Lockheed Retention Basin. Drainage tributaries, on the east and west portions of the site are via open ditch in the middle of the site then north to the main collector.

The southerly portion of the site utilizes the same storm drain/open ditch system. Water runoff from the improved area flows via storm drain to the major east/west collector, a 54" pipe then eastward to the open ditch system which joins the Anaverde wash and flows into the same Lockheed Retention Basin, the regional basin for the Anaverde System. A portion of the undeveloped area in the middle and northeast section is located in the FEMA Flood Hazard area as identified.

3.2.8.1 Regional Detention Basin

LADC Plant 10 site lies in the path of the major Anaverde Creek drainage course. Both the new City Master Plan of Drainage and the earlier County plan show a 55± acre regional detention basin located along the eastern edge of the Lockheed property. Discharge from this basin is through a culvert and over the existing road along the northerly Lockheed Basin Dam. This discharge continues to an open channel/closed conduit system ending in a basin in Plant 42 at Avenue M. Lockheed Basin and an additional 45± acres west of the basin along the north side of Lockheed Way is designated as a special flood hazard area per the FEMA map.

Reason for selection of this site for a basin appears to be based on the depiction of the area as subject to flooding on the Federal flood plain mapping. Also, the site appears to be built to act as a drainage basin when viewed in the field.

Based upon evaluation of topographic maps, grading plans for the site, and the maximum water surface likely to occur, it is clear the area does not operate as a detention basin as it exists.

Graded channel along the easterly edge of the proposed detention basin site is capable of conveying the full flow estimated in the City drainage report, with the exception of a short reach at the southern end. Flow of approximately 5850 cfs would be delivered to the northeast corner of the property where it would mostly cross over Avenue N-12, with the existing culverts being severely undersized for this level of flow. Amount of ponding which would occur at Avenue N-12 is very small in comparison to the overall site size.

It has been agreed to leave the Lockheed Regional Detention basin in its present location and configuration. Should development occur beyond that considered in this report a reevaluation of this alternative will be conducted at that time.

3.2.9 DEVELOPMENT DRAINAGE PLAN

Drainage system is an extension of the existing open ditch/enclosed pipe system. A new north/south storm drain will be provided on the west side of the north/south internal circulation system between Building 637 and Building 645. Surface area between Building 637 and Building 644 will sheet flow to a catch basin and underground pipe system adjacent and parallel to the east/west internal road south of Building 613. This pipe will connect with the new north/south storm drain. This storm drain will continue to the south under Avenue O-5 parking area to the temporary retarding basin.

Primary linear underground main collector pipe serving the Southerly portion of the site will be disrupted near the west end by the construction of Building 611. This pipe will be diverted northward on the west side of Building 611 then east and south again to connect to the end of the existing 54" pipe.

New parking areas for Building 611 on the south and east will be regraded but continue to slope to the north. A new 24" underground pipe will be installed south of 611 running easterly across the new parking area, under 8th Street East then north to a new temporary detention basin, approximately 6.5 acre feet in size, at the Southeast corner of 8th Street East and Tristar Way.

Downslope surface flow from the edge of this new parking area south to Lockheed Way will be collected in an open ditch at the base of the slope and flow east, under 8th Street East to the existing open drainage ditch parallel to Lockheed Way.

Northeast quadrant of the site will continue to sheet flow to the north east corner where the runoff is directed to the north end of the regional Lockheed Detention Basin via an open concrete trench.

Anaverde drainage path through the undeveloped area below Lockheed Way between 10th Street East and 15th Street East will remain.

North portion of the system around Building F-1 will drain north then east through the parking lot, under the new north/south road and empty in the open ditch draining to the south retention basin. South portion of this system will drain to the south open main east/west ditch to the same south retention basin.

The main north/south storm drain between Building 637 and Building 645 will continue north and turn east completing a "U" shaped storm drain collector directing on-site runoff to either the new north or new south retention basin.

The extreme east and north portions of the site will continue to sheet flow in their original patterns. All open ditches will be provided with designed culverts under roads where necessary.

3.2.9.1 Retention Basins

Development plans could increase runoff in the southerly and northerly portion of the drainage system.

The increase in runoff to the north will necessitate the construction of a new 10 acre-feet on-site retention basin in the northeast corner of the site. It is recommended that when this basin is constructed it be sized to accommodate 42 acre feet of tributary area from existing development not previously accommodated bringing the new Northeast Retention Basin to a capacity of 61 acre feet.

These new basins increase the on-site retention capacity, to a total 111 acre-feet as shown.

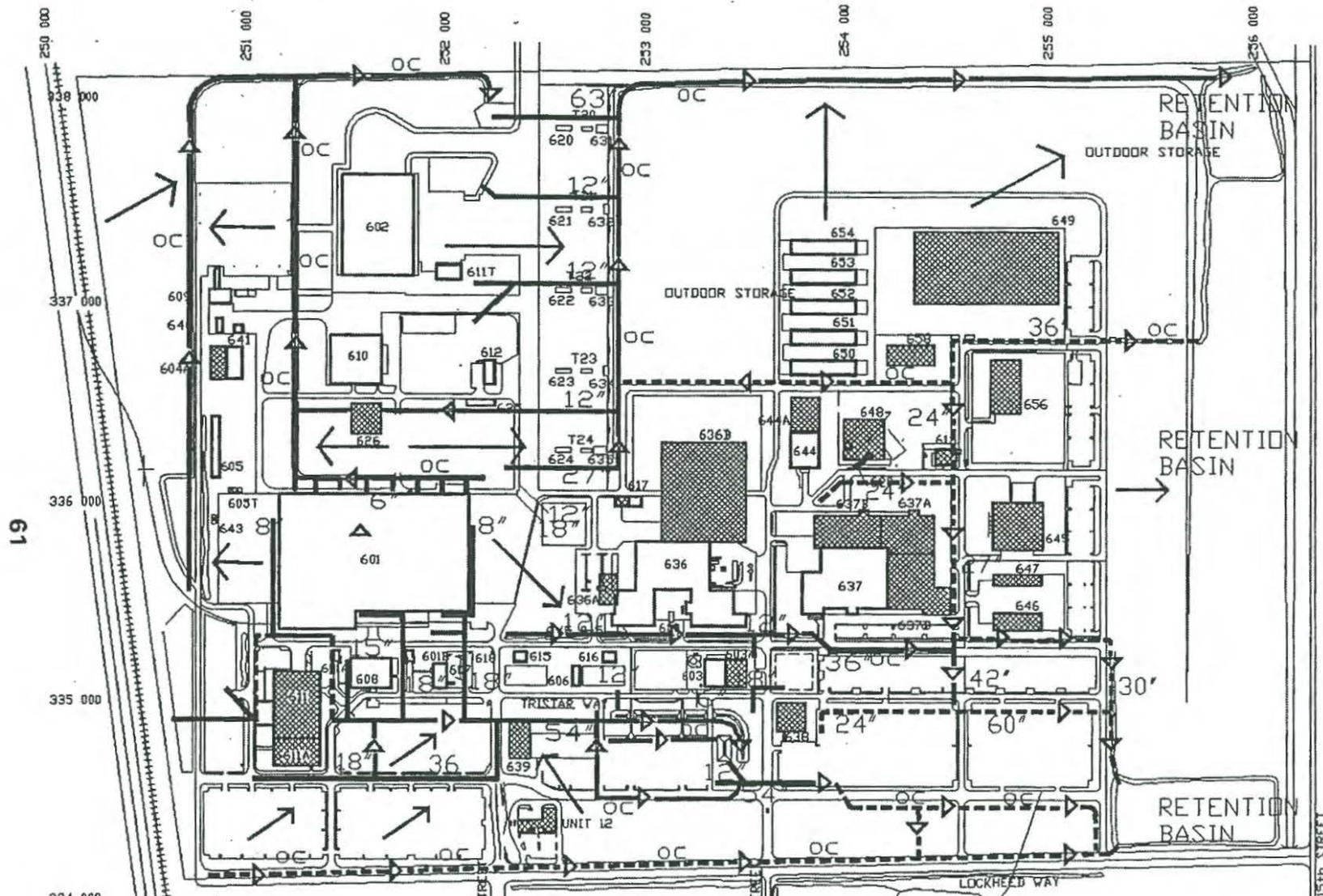
3.2.9 DEVELOPMENT DRAINAGE PLAN (Cont'd)

It is recommended that when the existing 14 \pm acres southerly retention basin is relocated to the Northwest corner of Lockheed Way and 15th Street East, it be increased in size to accommodate the approximate 5 acre feet tributary development plus 30 acre feet of tributary area from existing development not previously accommodated, bringing the new Southeast Retention Basin to a total capacity of 50 acre feet.

3.2.9.2 Flood Control Basin

The two on-site retarding basins south of Tristar Way will provide the necessary retention for on-going site improvements throughout the development.

Completion of development will require an on-site flood control basin of approximately 14 acre-feet capacity. Since the primary drainage pattern is to the south and east, the existing on-site basin south of Tristar Way and east of 10th Street East can be sized as required or a new basin can be constructed at the Northwest corner of Lockheed Way and 15th Street East.



61

1-14-89 441SPD-1

- LEGEND**
-  EXISTING
 -  PROPOSED
 -  OPEN CHANNEL
 -  SHEET FLOW
 -  EXISTING BUILDINGS
 -  DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA
 DRAINAGE



3.2.10 EXISTING - CENTRAL ENERGY SERVICES FACILITY

A central Energy Services Plant, B603 is located near the west end of the east/west utility spine at the northwest corner of Tristar Way and 10th Street East. Plant is operated and maintained by the Los Angeles Department of Water and Power. Central Plant is currently providing chilled water, high pressure steam and compressed air.

Plant is equipped with the following:

- a. Two (2) 100 ton chillers
- b. Two (2) 75,000 lb/hr, 200 lb design pressure boilers
- c. Five (5) air compressors: two are reciprocating 2000 CFM capacity, and three are centrifugal 4000 CFM capacity type units. There are also two (2) 16,000 CFM dryers with accessory equipment operating in conjunction with the air compressors they are designed to deliver 125 psig. air to the facility.
- d. Accessory equipment is provided to serve the plant systems such as: pumps, controls, piping, valves, treatment, etc.
- e. A large 3-cell forced draft cooling tower is provided to serve the refrigeration chillers. Tower is located outdoors, adjacent to the building on the North side.

Steam boilers are designed for dual fuel burning complex and is operating only at partial load. Plant is designed for the addition of four air compressors increasing the total plant air capacity from 16,000 CFM to 32,000 CFM.

Present plant output is as follows:

CENTRAL PLANT SERVICE CAPACITY

SERVICE	DESIGN PRESSURE	OPER. PRESSURE	DESIGN CAPACITY	PRESENT USAGE
STEAM	200 PSIG	110 PSIG	150,000 LBS/Hr	42,000 LBS/HR MAX
COMP. AIR	125 PSIG	120 PSIG	16,000 CFM	1000 CFM
REFRIGERATION	(NOT CONSIDERED IN THIS REPORT)			

Services are distributed through out the site subject buildings and areas by way of an underground duct bank of 5 lines including Chilled Water Supply (CHWS), Chilled Water Return (CHWR), High Pressure Steam (HPS), Compressed Air (CA) and Condensate Return (CR).

Fuel oil for stand-by equipment operation, #2 diesel fuel, is stored underground west of the Central Plant in a 110,000 gallon capacity at an estimated consumption of 7000 gal/day.

A fifteen hundred (1,500) gallon capacity, 5' diameter x 12' length, sulfuric acid tank is located above grade, adjacent to the cooling tower. Contents are used for adjustments to the chemical balances of the cooling tower water supply.

3.2.11 EXISTING UTILITY DUCT BANK DISTRIBUTION

Utility Duct Bank comprises five separate insulated pre-fabricated conduits in the same underground trench.

Duct bank originates at the southeast corner of energy services Building 603 and continues westerly within the northerly 18' of right-of-way on Tristar Way. Concrete vaults provide access to the varying components of the 5 duct bank.

3.2.12 EXISTING DOMESTIC WATER SYSTEM

Plant site is currently served by the Palmdale Water District from a meter vault on 10th Street East south of Lockheed Way. The Palmdale Water District source is the Palmdale Lake Reservoir which retains water from the State Project Water (SPW) which then flows to the pumping station and water treatment plant at 10th Street East and Avenue S.

Off-site service to the project is provided by a 12" cement lined and coated 12 gauge street pipe from the meter location to a tee connection, approximately 28 feet south of the center line of Tristar Way, between the two on-site reservoirs.

Existing on-site domestic water distribution system consists of the following:

A 10" A.C. main distribution line extends westerly on-site from the water pump, paralleling Avenue O-5 to the north with 3", 4" and 6" house connections to gate houses 601 A-B, Administration 60 and Assembly 601, respectively. The system converts to irrigation beyond 601A serving parking areas beyond with 3" main lines and 1-1/2" Branches.

An 8" main line branches from the 10" distribution line and extends northerly serving the balance of the site.

A branch extends easterly to serve Building 617, reducing to 2" to serve Building 629.

A 6" branch extends westerly to Buildings 612, 625, 610 and 604, reducing to 3" serving Building 609 then continuing to serve 1" and 3/4" branch irrigation lines.

A 8" main continues north to serve the flight line extending a 6" branch line west to Buildings 602 and 611T, then reduces to a 6" line with continuing service to the balance of the flight line.

A new 6" easterly branch from the north/south 8" main serves the new Building 636 and a new 12" main easterly along Tristar Way with a 12" branch serves the new Building 637.

Estimated maximum domestic water peak demand for the existing facility is 750 GPM and existing service is adequate.

3.2.13 DEVELOPMENT PLAN DOMESTIC WATER SYSTEM

Present 12" service main to the Plant 10 site emanates from the Palmdale Water District site at 10th Street East and Avenue P. Plant 10 water is metered at this location. This main provides water at approximately 86 Psig pressure and is adequate to service all proposed development to year end 1995.

DOMESTIC WATER DEMAND

BUILDING	SQUARE FOOT	EST # PEOPLE	GALLON PER/DAY	CF/DAY	CF/MONTH
EXISTING	1,769,905	2,000	100,000	13,300	280,000
DEVELOPMENT PLAN	1,327,300	4,200	210,000	27,930	586,530
IRRIGATION			11,000	1,463	30,723
PROCESS			11,000	1,500	31,500
TOTALS	3,097,205	6,200	332,000	42,693	928,753

Present 12" service main is of sufficient size to handle the resultant peak demand of 1200 GPM for all existing development.

On-site domestic water distribution system will be extended as required to service new buildings as they are constructed. The water mains will be sized to accommodate future loads and installed incrementally. Stub-outs to each building will be appropriately sized for each building use.

A new 6" service will be extended southerly and westerly from the 8" line at the west end of Avenue O-5 to service Building 611.

Existing 12" main supply terminating at the east side of Building 637, north of Avenue O-5, will reduce to an 8" main and extend east to the new north/south interior road then north to a point of service for new Building 659. Service connections of 2", 3", and 6" will be provided to each new building along this corridor as they are constructed.

A new 4" service will be extended west from the terminus of the 6" main south of Building 610, to service Building 604 via a 2" connection.

Building 603A will be serviced by a new 2" connection to the 12" main along Tristar Way.

Assumptions used are based on domestic and process demand with irrigation added for summer month average usage with 12 hour days.

DOMESTIC WATER DEMAND SUMMARY

	DOMESTIC	IRRIGATION	PROCESS	TOTAL
EXISTING GAL/DAY	100,000	11,000	5,500	115,500
DEVELOPMENT PLAN GAL/DAY	210,000	0	5,500	215,500
TOTALS	310,000	11,000	11,000	331,000

As the domestic water demand exceeds the existing supply main and meter capacity, a new service can be accomplished with one of three alternatives.

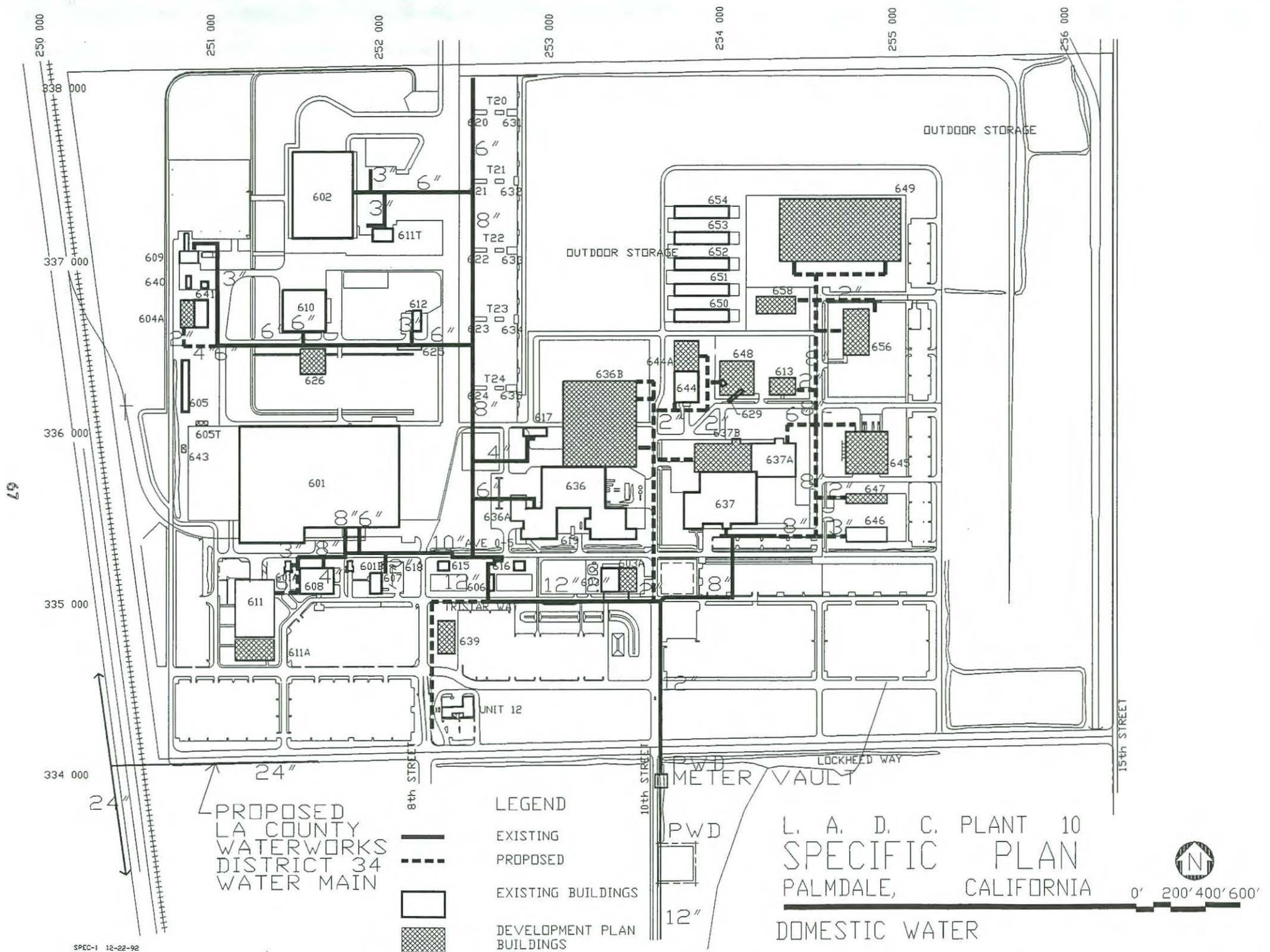
1. A new 12" main can be provided from the present PWD service which will be constructed in parallel with the existing 12" water service to the site. This will allow sufficient water service through the parallel means to serve the future site expansions. This will require a new metering station.
2. A new 12" main can be provided by the L.A. County Water Department serving the project north on 8th Street East. This will require two separate meters for water service.
3. A new 16" main can be provided to service the project from either 8th Street East or 10th Street East. This provides one central metering station and one utility company service.

Domestic water distribution could be an extension of the new 8" main on the east side of the new on-site north/south road. This extension will go north to a point just south of Building 649 with 3" and 4" service connections to new buildings.

A new 8" north/south distribution main will be installed parallel to the on-site extension of 10th street East. This main will provide service to Buildings 636B, 637B, 644, 648 and 644A. This 8" main will replace the existing 2" east/west service to Building 629.

A new 4" service main will be provided to Building 639 from the 12" main in Tristar Way.

A new 3" service main will be provided to Building 638 from the Easterly 8" main in Tristar Way.



PROPOSED
LA COUNTY
WATERWORKS
DISTRICT 34
WATER MAIN

- LEGEND
- EXISTING
 - - - PROPOSED
 - EXISTING BUILDINGS
 - ▨ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
SPECIFIC PLAN
PALMDALE, CALIFORNIA

DOMESTIC WATER



3.2.14 EXISTING FIRE PROTECTION SYSTEM

Water for the Plant 10 on-site Fire Protection System is supplied from the domestic water source. The system is protected for emergencies by two 1,600,000 gallon on-site reservoirs acting as fire protection reserve. Each reservoir is served by seven (7) 2500 GPM at 125 PSI automatic diesel engine driven pumps. These reservoirs are interconnected to the system by 12" branch supply lines to the main domestic water service entering the system between the reservoirs to pump houses # 615 and # 616.

On-site distribution of fire protection water emanates with two 20" lines from pump house # 616 to the 30" CCP east/west main and two 20" lines from pump house # 615 to a 27" main. Both the 30" and 27" mains are located 30' north of the centerline of Avenue O-5. From this main various size branches run a general loop pattern around all structures.

3.2.15 DEVELOPMENT PLAN FIRE PROTECTION SYSTEM

Existing on-site fire protection system, including line sizes, reservoirs and pumping stations, is adequate to accommodate the anticipated expansion program to the year 2000. The 10" existing loop around Building 637 will be replaced with a 14" loop located outside the expansion boundaries of future Building 637 additions. This 14" loop will continue around Buildings 645, 646 and 647. Single line extensions to this system will service Building 649 on the north side which will include service of the new 3" domestic water supply for this Building. Stub-outs to all buildings will be sized and located in conformance with Fire Department requirements.

A new 8" service loop with 6" stub-outs will be provided to Building 611. The 8" loop will extend from the 21" main around Building 601.

An 8" service main with 6" Stub-outs will be provided for Building 603A fire protection.

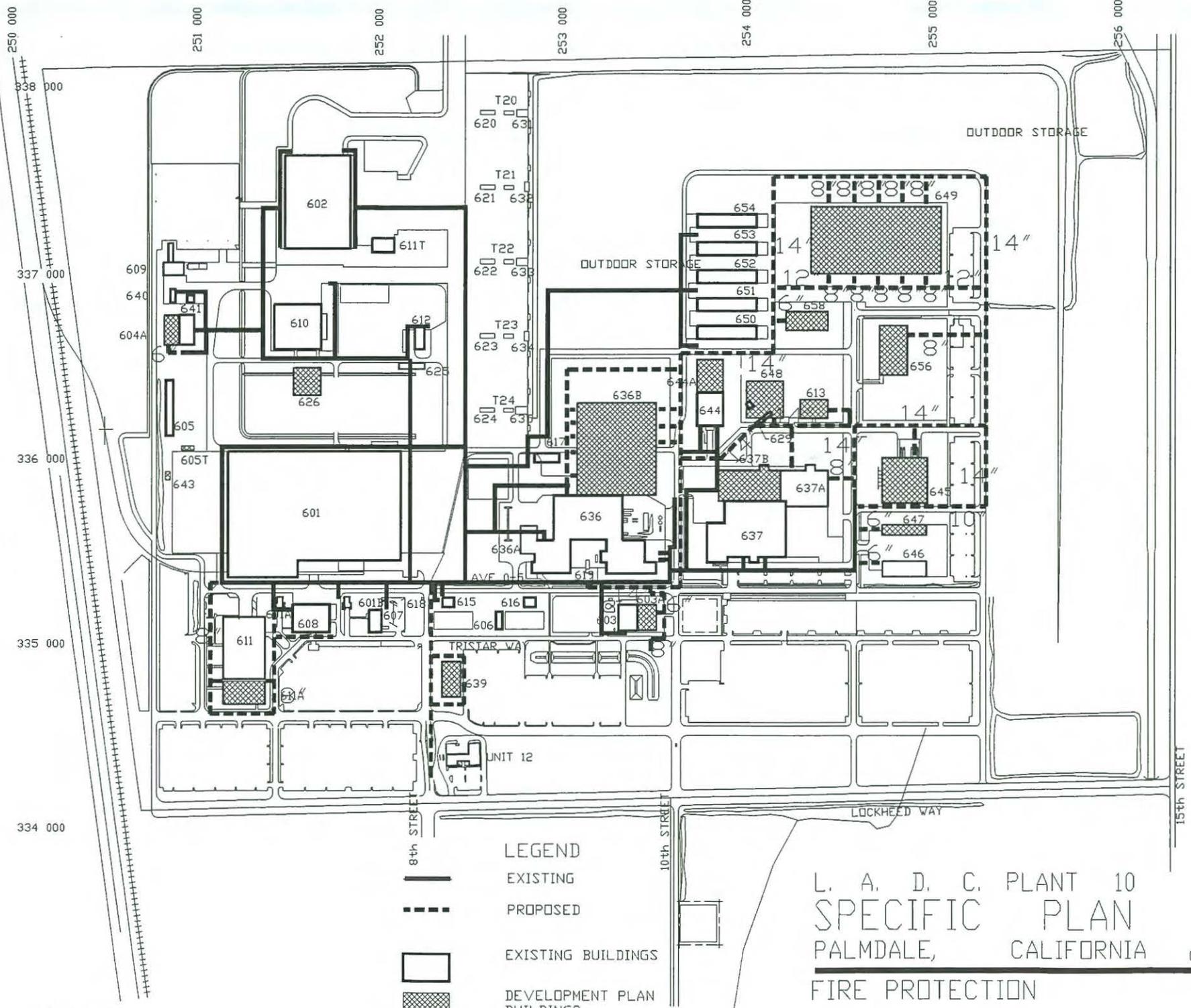
Existing on-site fire protection system, including line sizes, reservoirs and pumping stations, is adequate to accommodate the existing and expansion programs. The present fire booster pump station provides 17,500 GPM Capacity pumping from a 1,600,000 Gal. reservoir which allows for a 1.5 HR reserve for fire protection. Also, this system has a duplicated reserve backup allowing for doubling this capacity for emergency reserve. Based on the 17,500 GPM demand, the additional reservoir capacity would allow a 3 hour reserve which can be considered adequate for the existing and proposed facility expansion program.

The 30" and 24" diameter existing distribution lines will accommodate the fire demand flows adequately.

Main 14" loops will continue north on the east side of the developed area to a point north of new Building 649. A 12" connector loop will extend east/west on the south side of Building 649, completing this loop. Eight inch (8") service connections to the building will be provided as needed.

The 14" main will continue to the south on the west side of Building 649, then west and south to complete fire protection loops around all major structures. This 14" line around Building 636B will replace the existing 6" and 10" line which run under the expansion area for 636. The new 14" line will connect and terminate at the intersection of the existing 10" line on the west side of Building 636. A leg of the 14" main will also extend north from the existing 14" loop around Building 637.

A new 8" main will extend south from the 14" main in Avenue O-5, turn west on Tristar Way to a point where an 8" loop service can be provided to the east side of Building 639. 6" sub-outs will be provided to Building 639 off the 8" loop.



- LEGEND
- EXISTING
 - - - PROPOSED
 - EXISTING BUILDINGS
 - ▨ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA
 FIRE PROTECTION



3.2.16 EXISTING POWER SYSTEM

Power is supplied to the site by Southern California Edison (SCE) through two separate overhead 66KV feeders to the main 14 MVA, 66KV primary and a 12 KV secondary substation named Helijet.

Helijet is fed overhead by a 66KV feeder along the 25' SCE easement paralleling 8th Street East then east along Tristar Way. The other feeder provides two-66 KV overhead transmission lines (Lancaster Helijet and Anaverde Helijet) paralleling 10th Street East then west along Tristar Way to the substation. SCE can switch the source of the second feed at 14th Street and Avenue P.

Two main feeders are part of a loop system giving the Plant 10 substation two sources of power should one leg of the loop be out of service. In addition to these two sources, the SCE substation at 40th Street East and Avenue P can switch the power source on the east leg thereby providing a third source of power to the Plant.

Secondary 12kv substation consists of four 12kv circuits, designated TAWNA, TRISTAR, DEBRA and AIRBUS. TAWNA and AIRBUS both loop the facility. DEBRA feeds Building 636 and TRISTAR feeds Building 637.

A 12kv substation distributes power underground at 12kv to existing on-site substations where the power is transformed and distributed to the user as required. The basic east/west main runs on the south side of the Utility Spline, Tristar Way. All existing main duct banks have at least four spare 5" conduits and all auxiliary duct banks have at least one spare conduit.

Existing on-site distribution system is adequately serving the facility.

3.2.17 DEVELOPMENT PLAN POWER SYSTEM

When Buildings 636, 637 and 611 become fully operational, the present capacity of the Plant 10 Central Plant Building 603 to provide adequate chilled water will be exceeded. A new 90,000 MBH HPS Boiler, 1000 Ton Chiller and four 4000 CFM compressors are scheduled for installation as the need occurs.

Peak demand on August 9th 1990 was 10,352 KW or approximately 12.5 MVA indicating the current 14MVA rating of the existing transformer will be exceeded with planned additional loads. A new 14 MVA transformer has been scheduled for installation and should be operation in early 1992. This new transformer will double the capacity of the substation.

Substation had two 14 MVA transformers at one time and is already equipped to accommodate the second unit. Increasing the substation and should be operation in early 1992. This new transformer will double the capacity of the substation.

Four existing 12 Kv breakers have sufficient capacity to feed the projected load. On the west side of Plant 10, the only duct bank and cable additions required will be extensions from the existing loop to the new buildings.

On the east side of Plant 10, a new duct bank will be added to allow SCE circuits DEBRA and TRISTAR to loop the east side. DEBRA and TRISTAR will provide power to all future buildings on the east side. Power distribution will be via the new 12 Kv power duct banks which have the same construction as the existing 12 Kv duct banks. The 12 Kv will be transformed as required at each building.

Existing 14 MVA substation will be upgraded to a 28 MVA capacity as required. This new capacity will be adequate for all service needs. Development projected kilowatt Demand growth is shown in the tables.

Electric distribution will be an extension of the on-site 12 kV underground system with power transformed at each building as required.

PROJECTED KILOWATT DEMAND GROWTH

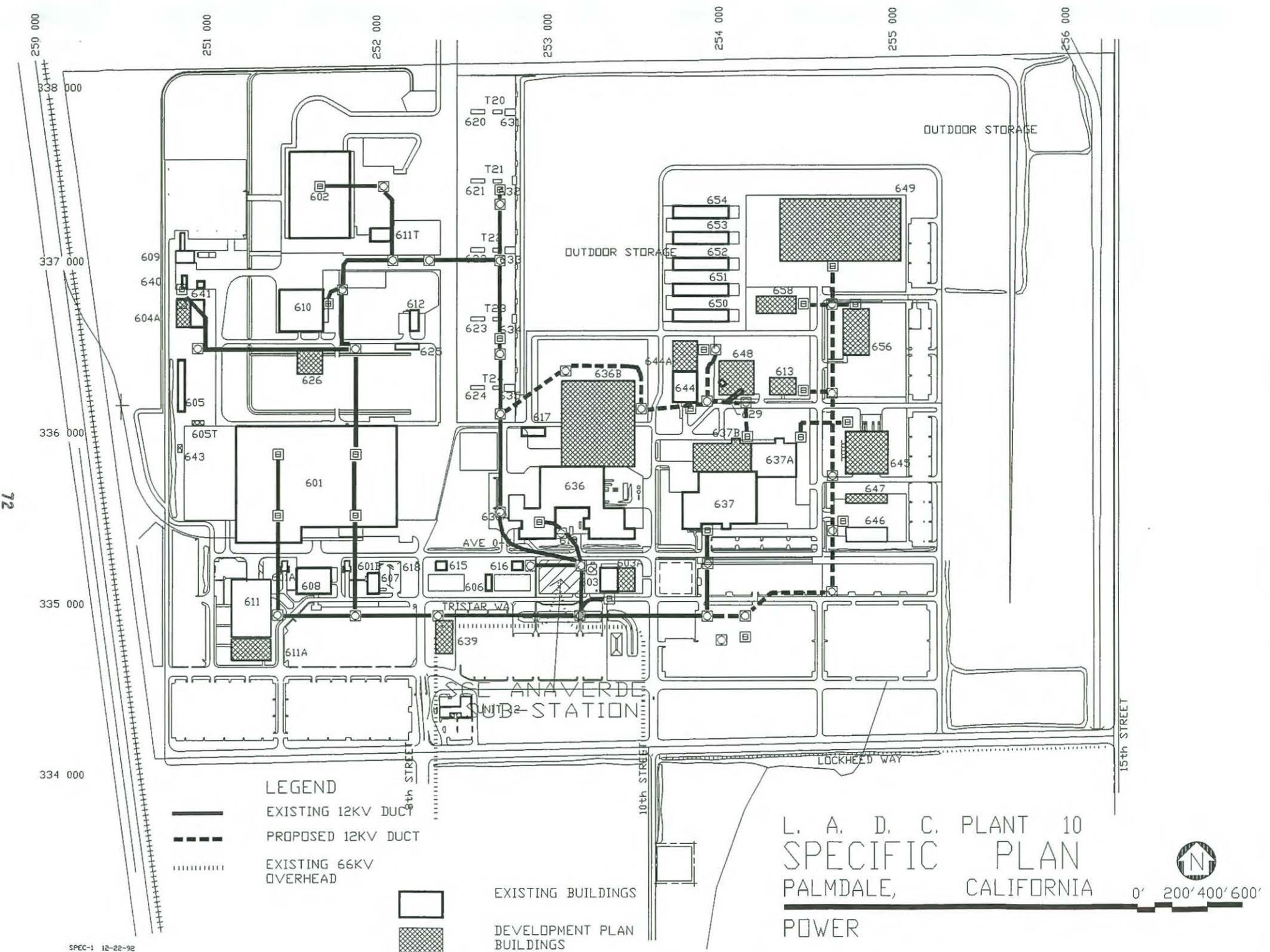
<u>BUILDING</u>	<u>AREA SQ.FT.</u>	<u>W/SF</u>	<u>KW</u>
603A CENTRAL PLANT EXPANSION	14,000	70	980
604A MAINTENANCE EXPANSION	10,000	10	130
611 ENGINEERING	225,000	3	675
611A ENGINEERING ADDITION	75,000	3	225
613 DOCUMENT DESTRUCT	7,600	3	23
629A OFFICE	2,850	3	9
630 HAZMAT STORAGE	4,000	3	12
636A OFFICE AREA	17,100	10	51
637A FAB. EXPANSION	72,000	16	1,152
645 HAZMAT STORAGE	25,150	3	75
646 TAILPIPE FACILITY	20,000	6	120
647 ENGINE TEST	13,000	6	80
636B FABRICATION EXPANSION	214,000	16	3,450
637B FABRICATION EXPANSION	140,000	16	2,240
639 ADMINISTRATION	53,200	10	590
648 SECURED STORAGE	40,000	2	80
649 U/42 WAREHOUSE	250,000	2	500
658 TRUCK GARAGE, FUEL SERVICE	22,800	4	90
656 FURNITURE STORAGE	40,000	2	80
626 SCRUBBER	22,000	3	70
644A STORAGE	25,000	2	50
U/12 CREDIT UNION	13,200	10	110

PLANT 10 PROJECTED KILOWATT DEMAND GROWTH - SUMMARY

<u>KW ADDITION</u>	<u>TOTAL ADD</u>	<u>PLANT 10 (1)</u>	<u>PLANT 10 MVA (2)</u>	
EXISTING	3,491	4,837	35,783	17.3
DEVELOPMENT PLAN	6,350	21,000	52,639	26.4

(1) Using August 1990 Peak of 10,352

(2) Assuming 0.8 Power Factor



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LEGEND

-  EXISTING 12KV DUCT
-  PROPOSED 12KV DUCT
-  EXISTING 66KV OVERHEAD

-  EXISTING BUILDINGS
-  DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA
 POWER



0' 200' 400' 600'

3.2.18 EXISTING COMMUNICATIONS SYSTEMS

Telephone service to the site is provided by Pacific Bell via underground conduit from manhole #11 near 10th Street East and Lockheed Way to manhole #5 at Tristar Way then west along Tristar Way to various points of service to the facility.

The north/south branch at manhole #3 contains one 1800 pair cable and serves all existing structures north of Building 601. Building 601 and those south of 601 are served by similar capacity branches from manholes #1 and #2. The branch from manhole #4 is servicing Building #636 and a new branch is servicing new Building #637.

Basic communication system runs east/west on the south side of the utility spline on Tristar Way.

Underground communication ducts are 3-1/2" conduits and there is a limited number of spare ducts available paralleling Tristar Way. Main north/south duct bank from manhole #3 at 8th Street East and Tristar Way has no spares.

Current data transmission by fibre optics is only within Buildings #601 and #608.

3.2.19 DEVELOPMENT PLAN COMMUNICATIONS SYSTEMS

Telephone service will continue to be provided by Pacific Bell. As new buildings are added, the telephone requirements of each building will be provided by Pacific Bell to saturation of the capacity available on the two existing 1800 pair cables. Current Utilization exceeds 50%. An additional cable will have to be added at some point during the expansion of Plant 10.

A new data transmission system using fiber optics could interconnect Buildings 601, 602, 608, 611, 636, and 646.

New main communications duct bank will handle telephone service and transmission of data. However, the data ducts must not terminate in the same manhole as the telephone ducts. Two types of ducts, 4" rigid galvanized street and 4" PVC, will be used.

New system will provide for all communications requirements for Plant 10 expansion scheduled through the year 1995.

Telephone service will continue to be provided by Pacific Bell. As new building are added, the telephone requirements of each building will be provided by Pacific Bell to saturation of the capacity available on the two existing 1800 pair cables. An additional cable will have to be added at some point during the development and expansion of Plant 10. The communications distribution is shown.

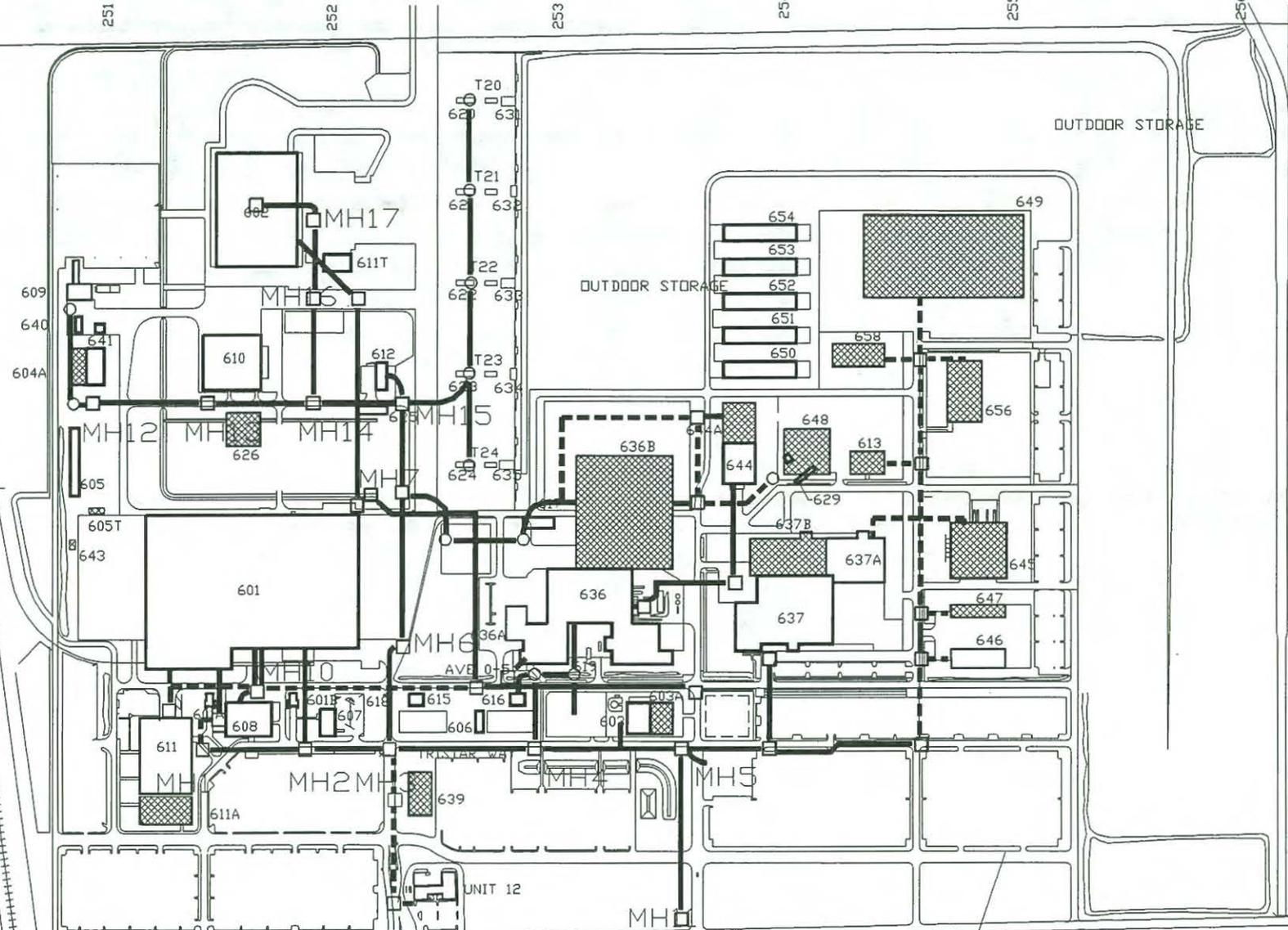
A new data transmission system using fiber optics could interconnect the following Buildings: 601, 602, 608, 611, 636, 646 637B and 638/639.

New main communications duct bank will handle telephone service and transmission of unclassified data and classified data. However, the data ducts must not terminate in the same manhole as the telephone ducts. Two types of ducts, 4" rigid galvanized steel and 4" PVC ducts will be used.

New duct system will provide for all the communications requirements of the Plant 10 expansion scheduled through the year 2000.

250 000 251 000 252 000 253 000 254 000 255 000 256 000

338 000
337 000
336 000
335 000
334 000



LEGEND

- EXISTING
- - - PROPOSED
- PULL BOX
- MANHOLE
- EXISTING BUILDINGS
- ▨ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA



0' 200' 400' 600'

COMMUNICATIONS

3.2.20 EXISTING SEWER SYSTEM

LA County Sewer District # 20 is servicing Plant 10 by an existing 12" trunk line on Lockheed Way from Sierra Highway to 10th St. East increasing to a 21" VCP trunk sewer line from 10th St. East to 15th St. East located 25' north of the center line of Lockheed Way. Trunk line increases to 24" at 15th St. East and continues south on 15th St. East to Avenue P. An 18" trunk sewer coming from the south on 15th St. East joins the 24" trunk at the intersection of Avenue P then continues east on Avenue P, then south on 25th St. East and East on Avenue P-8 to the Sewer Disposal Plant/Palmdale Water Reclamation Plant (WRP) located between 30th and 35th Streets East on Avenue P-8.

On-site sewage distribution is via a system of pipe from a 4" VCP branch to the 15" VCP main connecting with the 21" main in Lockheed Way. Due to generally flat terrain it has been necessary to provide three lift stations in the system, one near flight line Bldg. 622, one at the southeast corner of Bldg. 610 and one on the east side of Bldg. 602.

Existing sewer system is adequate to handle imposed loads, however, the Palmdale WRP, located at 39300 30th Street East, is currently near treatment capacity. Districts are planning an expansion which will meet the future demand on the District No. 20 sewerage system.

3.2.21 DEVELOPMENT PLAN SEWER SYSTEM

LA County Sewer District No. 20 provides and maintains existing 21" VCP main serving Plant 10 site. A 15" on-site main connects with the 21" line at the intersection of 10th St. East and Avenue P. Existing system is adequately sized to handle effluent loads generated by proposed bldg. expansion program.

Existing on-site collection system could be extended and sized as required to accommodate all buildings as they are constructed.

Existing gradients throughout the area may make it necessary to continue the system of providing sewer lift stations at certain locations to prevent excessive sewer excavation depths. These lift station locations are shown.

Existing and future demand load estimates for the sewer effluent for the site are shown.

**PLANT 10 - SEWER
MAXIMUM DEMAND SERVICE REQUIREMENTS**

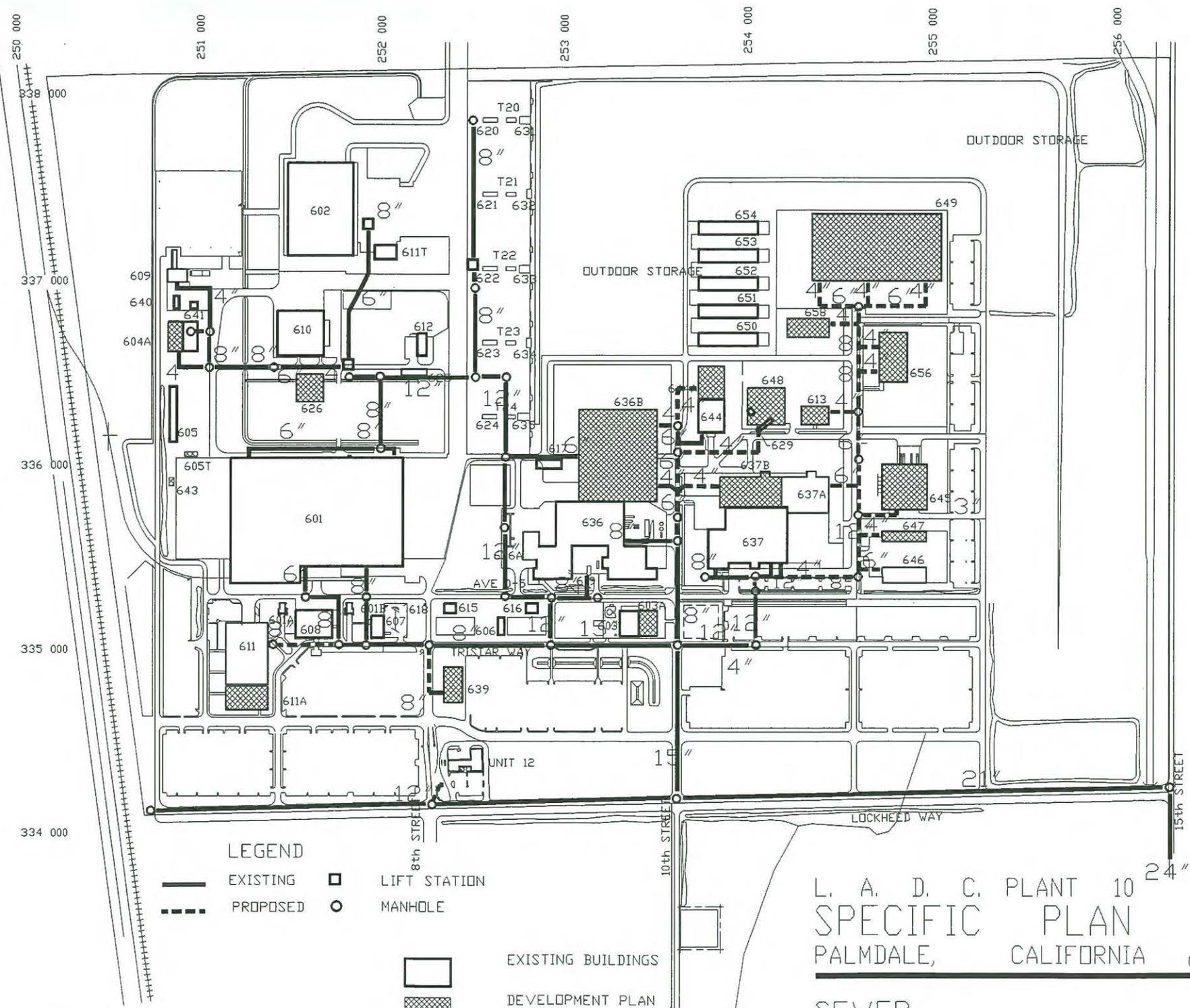
BUILDINGS	SQ. FT.	PERSONS	TOTAL GPD
EXISTING	2,199,872	2,786	81,130
DEVELOPMENT PLAN	897,333	4,506	156,080
TOTALS	3,097,205	7,292	227,210

Source: Sewer, Steam, Gas Compressed Air Study for Lockheed Facility/Palmdale, David A. Lowe and Assoc., Aug. 1992

Based on a 20 hour/day flow and a 2.5 peak load factor, the peak load demand is 1.00 CF/SEC. At this flow, the system is operating at approximately 36% capacity.

Existing 15" VCP main outfall sewer line for the site is capable of carrying the total project sewer demand including the existing and projected future buildings as shown on the master plan

Sewer discharge system is an extension of the existing system with north/south mains as collectors for service connections to each new building.



LEGEND

	EXISTING		LIFT STATION
	PROPOSED		MANHOLE
	EXISTING BUILDINGS		
	DEVELOPMENT PLAN BUILDINGS		

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA

SEWER

0' 200' 400' 600'

3.2.22 EXISTING NATURAL GAS

Southern California Gas Company (SCG) supplies fuel gas to Plant 10 from a 4" 30 Psig service line from the SCG 10" 400 Psig main located in Lockheed Way. This 10" main runs east/west along Lockheed Way from Sierra Highway to 10th Street East then turns south along 10th Street East to Avenue P. This 10" main also turns north at the west property line and exterior to a point of service to Building 604. A 4" high pressure branch extends east along Lockheed Way to 15th Street East where it turns north into USAF Plant 42.

Building 604 is currently served by a separate 2-1/2" line from the 10" main along Sierra Highway.

Existing gas service is limited to a few buildings. The present 30 Psig service to the buildings is reduced in pressure as required at each building. Each building is also metered separately by SCE.

Existing gas service to Plant 10 is adequate.

Aviation and vehicle fuel (gas) is stored underground in five - 50,000 gal. tanks, three - 10,000 gal. tanks and one - 2,000 gal. tank in the tank farm located in the north east corner of 10th Street East and Tristar Way. Aviation fuel is currently piped to Building 617 where flight line gas trucks are refilled as needed or it is trucked directly from the tank farm to the flight line requiring ingress and egress through security control.

3.2.23 DEVELOPMENT PLAN NATURAL GAS

Southern California Gas Company will continue to provide natural gas to Plant 10. Gas is currently supplied from a 10" 400 Psig high pressure main located in 10th Street East and Lockheed Way west of 10th Street. This 10" line turns north along the LADC West property line and provides a 2-1/2" existing connection to Building 604. There is also 4" on site main service line which connects with the off-site system at 10th Street East and Lockheed Way.

A new 4" service main will extend east along Tristar Way through north along the new North/South internal road to service Buildings 637A & 613 and a 4" stub-out will be provided for service to Buildings 645, 646 and 647 as required. Existing service is adequate and gas distribution at 30 Psig as will be via 4" mains along new road patterns with stub-outs sized as required to service building functions. Each building will be metered separately.

Additional gas service to three buildings is projected in the Phase II development program. Existing service is adequate and gas distribution will be via 4" mains along new road patterns with stub-outs sized as required to service each Building function. Each building will be metered separately.

Existing service and pressure is adequate to service the Development Plan.

3.2.24 EXISTING COMPRESSED AIR SYSTEM

Compressed Air is distributed throughout the site as part of the underground concrete duct bank with access vaults located at the duct system intersections.

Compressed air is supplied from the Central Energy Services Plant, Building # 603, at 110 psig to 120 psig. Compressed air terminates and is available at the various buildings indicated. Pressure is reduced within each building as required by the user.

Compressed air is purchased from the Central Energy Plant by LADC on a metered basis.

3.2.25 DEVELOPMENT PLAN COMPRESSED AIR SYSTEM

Existing compressed air demand load of 45,600 CFM could be increased by 38,300 CFM. Existing 12" service main and existing distribution piping is adequate to service the existing as well as future.

Existing compressed air system could be extended in the typical on-site Duct Bank configuration to service buildings as required. It will be necessary during buildout to expand the Central Plant's compressed air capacity from its present 16,000 CFM to 32,000 CFM by the addition of four new 4000 CFM air compressors. These compressors can be accommodated in the present Central Plant configuration.

Existing duct bank system will be extended eastward on the north side of Avenue O-5 from its present termination point south of Building 637 then will turn north on the east side of the new north/south internal road. This 6" compressed air (CA) main terminates just north of Building 613 providing for 2" and 4" service connections to future buildings as required.

Existing compressed air system will be extended in the typical on-site duct bank configuration to service new buildings as required. It will be necessary during buildout to again expand the Central Plant's compressed air capacity from its proposed 32,000 CFM by the addition of new 4000 CFM air compressors and dryers as required to accommodate the demand load of 26,500 CFM. These compressors can be accommodated in the present Central Plant expansion.

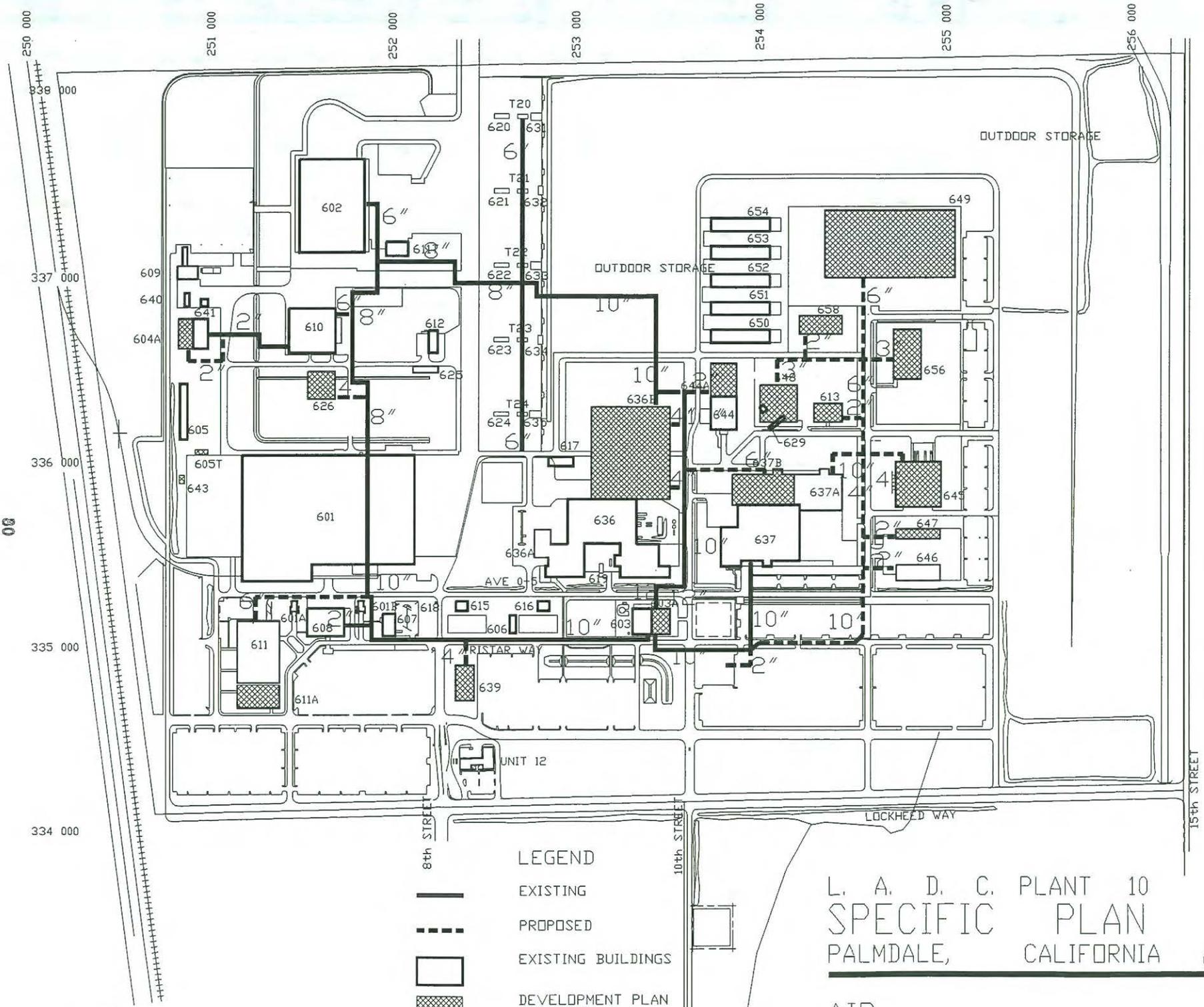
Existing and future demand load estimates for the site compressed air system are shown.

COMPRESSED AIR DEMAND LOADS

BUILDINGS SERVICED	FULL LOADING	DEMAND LOAD 5 FACTOR
EXISTING	45,600 CFM	22,800 CFM
DEVELOPMENT PLAN	38,300 CFM	19,150 CFM
TOTAL	83,900 CFM	41,950 CFM

NOTE: Assume 50% diversity - 41,950 CFM

Existing duct bank system will be extended north from its present termination point north of Building 613 to service new buildings in the northwest section. The 10" north/south main in the way of Building 636B expansion will be relocated to parallel the extension of 10th Street East and reconnect with the existing 10" line north of this building. Six (6") inch main will extend east past north of Building 637 B to provide service to this building and Buildings 644A and 648.



- LEGEND
- EXISTING
 - - - PROPOSED
 - EXISTING BUILDINGS
 - ▨ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA



0' 200' 400' 600'

AIR

3.2.26 EXISTING STEAM SYSTEM

Steam supply and condensate system is distributed throughout the site in the same underground duct bank as the compressed air and chilled water. Present steam demand is 90% comfort and 10% process load. High pressure steam is served at 110 psig to 120 psig from the Central Energy Services Plant, Building 603, and terminates at the various buildings. Steam pressure is reduced at the buildings as required for comfort heating and process requirements.

Steam is purchased from the Central Energy Plant by LADC on a metered basis.

3.2.27 DEVELOPMENT PLAN STEAM SYSTEM

High pressure steam and condensate return system is distributed on site through the typical duct bank system. Existing demand load of 60,365 LBS/HR is increased by 32,900 LBS/HR in the development program. Existing Central Plant capacity is 150,000 LBS/HR with both boilers operating and is adequate to service future expansion.

Existing and future demand load estimates for the site steam system are shown.

STEAM DEMAND LOAD

BUILDINGS	SQ. FT.	PERSONS	TOTAL-LBS/HR
EXISTING	2,199,182	2,786	53,115
DEVELOPMENT PLAN	897,333	4,506	41,150
TOTAL	3,097,205	7,292	94,265

Based on a central plant building diversity load factor of 75%, the site demand load will be approximately 70,000 LBS/HR at 120 Psig.

Existing central energy plant high pressure steam boiler capability is 150,000 LBS/HR with both boilers operating.

With an estimated demand diversity load of 70,000 LBS/HR, the present plant can supply adequate steam to service the existing and future demand loads.

High pressure steam and condensate return system will be distributed in the same duct bank as the compressed air system with the 12" distribution main running north from a point in front of Building 613 to Building 649. Stub-outs will be sized and provided to all new buildings requiring service. A new 8" service will be provided to Building 638/639 from the 12" main in Tristar Way. New service will be provided to Building 648 and 644A and 637B off the 12" the east/west main north of Building 637B. New 3" service will be provided to Building 639.

Chilled Water

Chilled water supply and return system is also supplied and distributed from the Central Energy Services Plant in the same under ground duct bank as the compressed air and steam.

3.2.28 EXISTING SITE SECURITY AND ACCESS

Plant 10 is secured by a 6' chain link fence around the perimeter of the project site. Fence is penetrated in several locations for automobile, railroad, aircraft and pedestrian circulation.

Main access is the primary entrance to the plant at the north end of 8th Street East with access through guard controlled gates. A secondary vehicular access is located at the north terminus of 10th Street East. Access at this gate is currently limited to controlled truck deliveries.

Railway spur provides direct access to the plant from the west side, this gate remains secured except for scheduled deliveries and shipments.

Aircraft access is on the north side of the plant where the on-site taxiway provides access to the Plant 42 taxiway and runway systems. This access is secured by a rolling gate, opened or closed to the secured Plant 42 area as operations dictate.

Pedestrian access is provided in several locations. Primary pedestrian access is from the south through the main vehicular access at gate Bldg 616 or through the control point at gate Building 601B. Control gate 601A is only active at peak operating levels. Another active pedestrian access is on the west side at Parking Lot A, providing shorter walking distance to the building in the northwest quadrant.

There are two ne pedestrian gates on the south to accommodate personnel working Buildings 636 and 637. These gates are generally open and manned with security guards at shift change hours only. When closed, employees use the main plant entrance at gate 616.

All gates are monitored by on-site security and the perimeter is patrolled on a 24 hour basis.

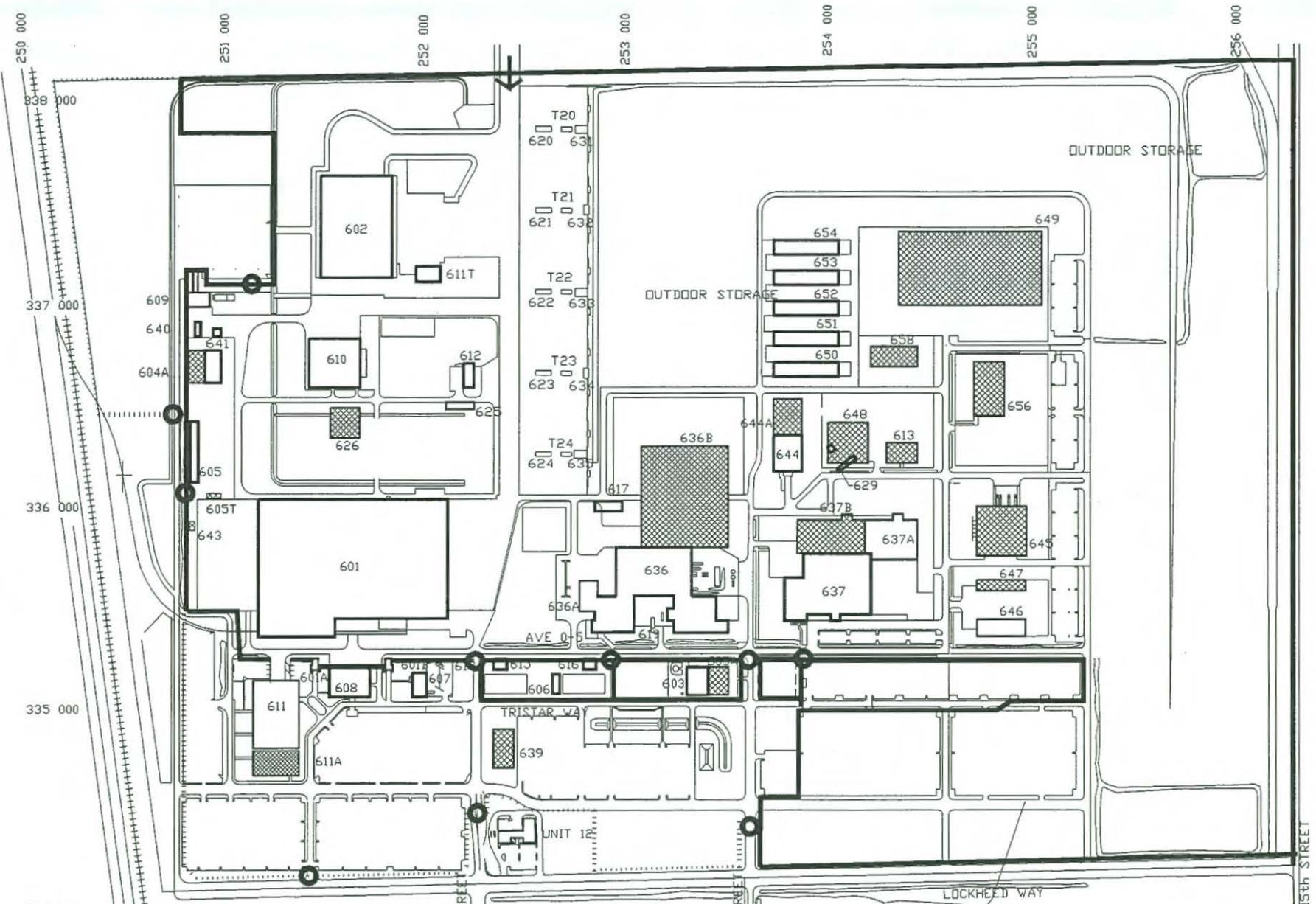
3.2.29 DEVELOPMENT PLAN SITE SECURITY AND ACCESS

Existing security enclosure will be extended to enclose all LADC Property north of Lockheed Way. The 6' chain link fence enclosure will secure all new buildings and all parking areas. Gates could be provided in several locations along Lockheed Way permitting necessary automobile access at change of shift. These gates will be opened and maned with Security Guards during shift changes only. Two main gates could be provided; one at the 8th Street East entrance and one at the 10th Street East. Gates will be maned on a 24 hour basis.

New vehicular and pedestrian gates will be provided to access each road penetrating the enclosure on the east side. These gates will be manned by on-site security guard on either an employee shift basis or a schedule as required for truck deliveries in and out of the Plant.

Steel "man bars will be added from the bottom rail to grade at 6" on center where the Security fence crosses open trench drainage channels and within the channel configuration.

The security fence will extend west from 10th Street along Lockheed Way, around U/12 to the north cross 8th Street at the main gate, then south on the west side of the 8th Street to Lockheed Way and then west to the new road extension at the west side of the Site. The fence will turn north on the east side of the new road extension and continue across the railroad tracks and connect to the existing security fence west of building 601. All buildings and all but parking lot 19 will be inside the security fence.



OUTDOOR STORAGE

OUTDOOR STORAGE

T20
620 630
T21
621 631
T22
622 632
T23
623 633
T24
624 634

AVE 0-5

TRISTAR VA

UNIT 1R

LOCKHEED WAY

- LEGEND**
- EXISTING
 - PROPOSED
 - GATE
 - ➔ AIRCRAFT ACCESS
 - EXISTING BUILDINGS
 - ▨ DEVELOPMENT PLAN BUILDINGS

L. A. D. C. PLANT 10
 SPECIFIC PLAN
 PALMDALE, CALIFORNIA



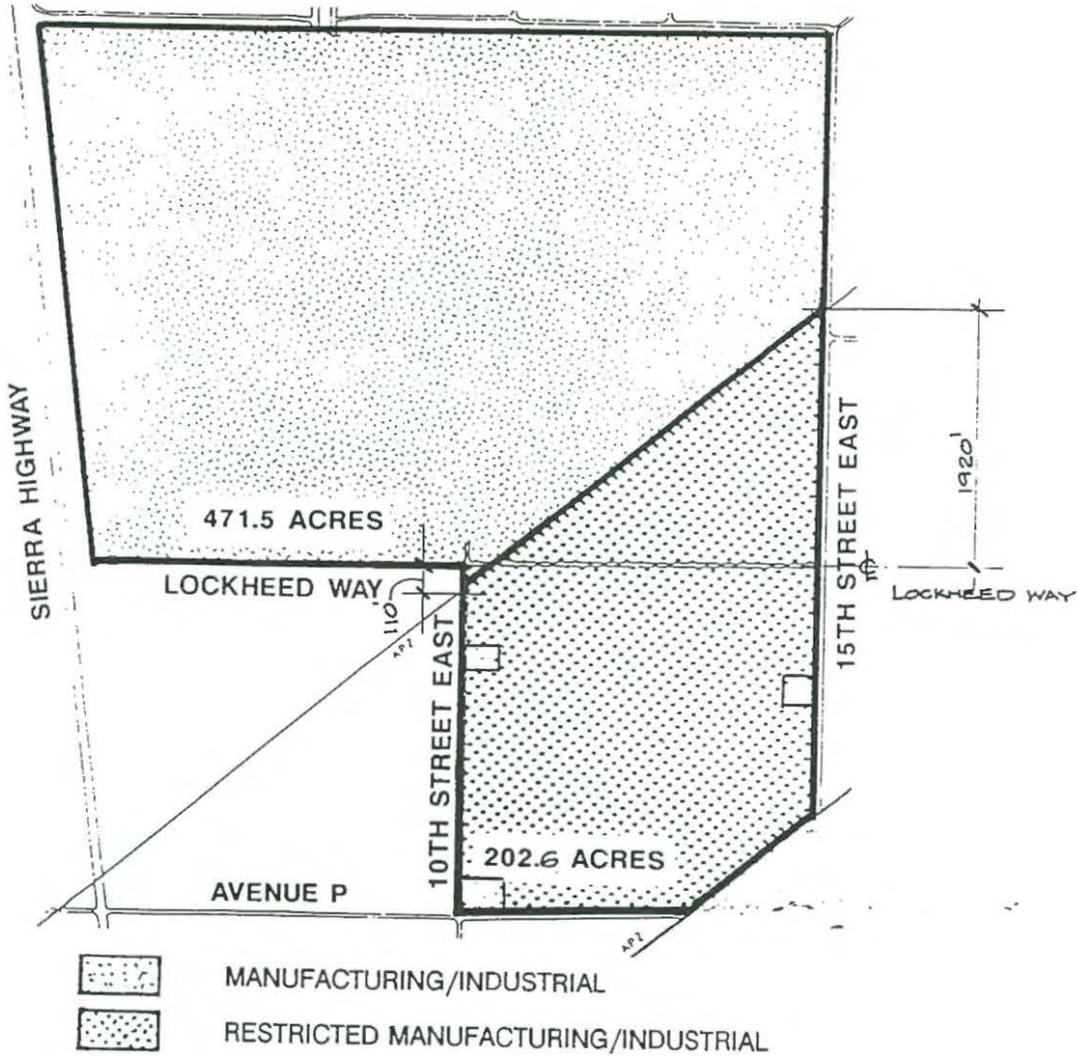
SECURITY FENCE

LAND USE & DEVELOPMENT REGULATIONS
IV

4.1 LAND USE

The 674.1 acre LADC Plant 10 development area, contiguous to USAF Plant 42 and its airfield operations, is assigned two basic land uses described below.

Diagonal lines defining the restricted manufacturing industrial zone through LADC property are the boundaries of Plant 42 R 22 Imaginary Surface Zone, which could have an impact on building heights.



MANUFACTURING/INDUSTRIAL

RESTRICTED MANUFACTURING/INDUSTRIAL

Allowable land use designations, purpose and permitted uses are described below:

4.1.1 MANUFACTURING/INDUSTRIAL USES

4.1.1.1 Purpose

Primary use of the industrial area within the LADC Plant 10 Specific Plan is the research, design, fabrication, test, manufacture and warehousing of aircraft, aeronautical and military systems and related components.

4.1.1.2 Permitted Uses - Industrial

1. All uses relevant to the operation and management of a facility engaged in the design, development and production of aircraft, aeronautical and military systems.
2. All principal land uses and uses by Conditional Use Permit described in the M-2 and M-A Zones, sections 62.02, 65.02 and 65.05 of the City of Palmdale Zoning Ordinance.

4.1.2 RESTRICTED MANUFACTURING/INDUSTRIAL USES

4.1.2.1 Purpose

Same as Manufacturing/Industrial uses

4.1.2.2 Permitted Uses

Same as Manufacturing/Industrial with restricted employee concentration due to hazard of potential aircraft accidents. Uses are compatible if they do not result in a concentration of persons in an area that would exceed the limits specified in Palmdale City Council Resolution 91-37.

4.2 GENERAL DEVELOPMENT STANDARDS

Following general criteria establishes development standards for land use within Plant 10.

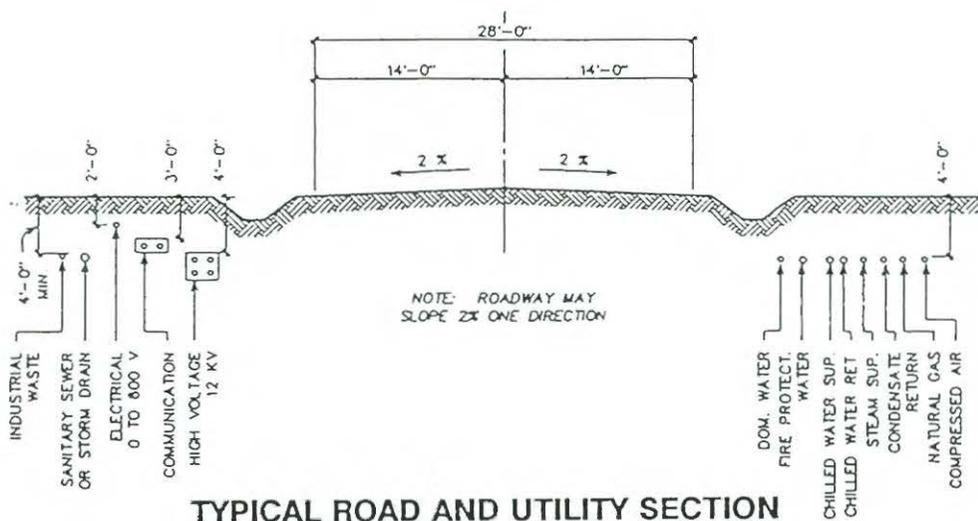
LADC Plant 10 construction will comply with Uniform Building Code, Uniform Fire Code, and other ordinances adopted by the City pertaining to construction safety.

4.2.1 INFRASTRUCTURE

On-site utilities will be underground, except for equipment and structures that must be located above ground. Unsightly, large above ground utility equipment, connections, etc., visible from the immediate public right-of-way, will be appropriately screened.

On-site private roads will be a minimum of two lanes crowned or sloped to one side, paved to approved asphalt or concrete standards. Slopes of roads will accommodate overall drainage patterns with surface water directed to related catch basins and underground pipe systems or open channels, located on either or both sides of the road.

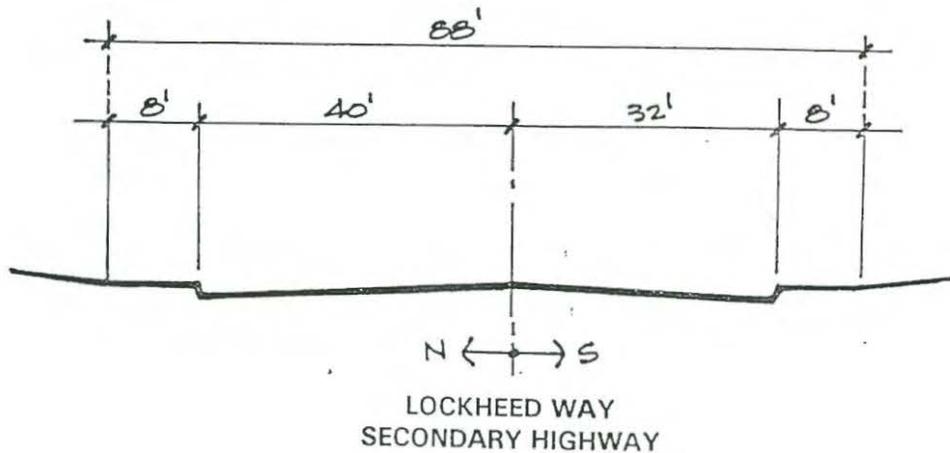
Underground utilities shall be grouped when possible as shown on the diagram below. Typical duct banks are to be utilized where possible.



The applicant shall design standard street improvements for the north half of Lockheed Way across the project frontage. The design shall be based on an acceptable centerline profile extending a minimum 300 feet beyond the project where applicable. These improvements shall consist of: (E)

- Curb and gutter. Sidewalk may be required on case by case basis,
- Roadway grading and paving, overlay and or match-up, as directed by City Engineer,
- Traffic control signs and devices as required by the city Traffic Engineer,
- Pavement transition from the project boundaries to the satisfaction of the City Engineer,
- Wheelchair ramp(s) at all walk returns,
- Roadway drainage device(s),
- Forty (40) foot minimum improvements are required.

4.2 GENERAL DEVELOPMENT STANDARDS (Cont'd)



Infrastructural and public utilities are installed and adequate to service the existing Plant 10 operation. These elements have been analyzed for capacity to continue service in keeping with the LADC expansion program.

ON-site utilities will be placed underground except for equipment and structures that will be located above ground. Above ground utility equipment, connections, etc., visible from the public right-of-way will be screened from view using solid block walls or landscape and painted an approved color.

4.2.2 BUILDING HEIGHT

Maximum building height within the LADC industrial portions is 150' or as permitted under FAR 14 PART 77 and Plant 42 height obstruction clearance zones.

4.2.3 BUILDING SETBACKS

- o Front Yard: buildings in the industrial area are a minimum front yard setback of 30' from property lines adjacent to public streets.
- o Rear/Side Yards: Setbacks are a minimum of 10 from property lines.
- o Building Separation: Minimum separation on site will conform to U.B.C. requirements.

4.2.4 EXTERIOR BUILDING MATERIALS

Building improvements, with the exception of trim and architectural features, will be constructed of masonry, concrete block, glass or metal. Exterior walls will be painted or suitably treated to LADC standard colors, similar to existing buildings.

4.2.5 ROOF ACCESS LADDERS

Ladders will be provided (as required) by LADC on the exteriors of buildings, unless an interior ladder serves the purpose and it is not visible from public screen.

4.2.6 PARKING RATIOS

Designing and building aircraft prototypes requires a variety of building sizes, uses, and personnel densities. Some structures are large with few assigned personnel, others provide laboratory space with no personnel, and a few have typical industrial and office densities. These special conditions make it appropriate for LADC to apply parking criteria as follows:

USE	# PARKING SPACES
OFFICE	1 Space/250 Square Feet
LABORATORY	1 Space/300 Square Feet
MFG/ASSY (0-100,000 SF)	1 Space/1000 Square Feet
MFG/ASSY (100,000 SF-UP)	1 Space/2500 Square Feet
SPECIAL SUPPORT	1 Space/5000 Square Feet
WAREHOUSE	1 Space/first 10,000 Square Feet 1 Space/ each 20,000 SF +

Parking ratio based on gross SF, except office and laboratory based on net SF.

4.2.7 PARKING LOTS

Parking lots will contain no parking bumpers. Exceptions would be adjacent to fence. Walk ways will only be lighted from parking lots to buildings inside site perimeter fencing, unless specified by LADC. Lighting will be required in public parking lots outside of security fencing with a pole height of 29'-0" and will maintain a minimum light intensity of 1 foot candle.

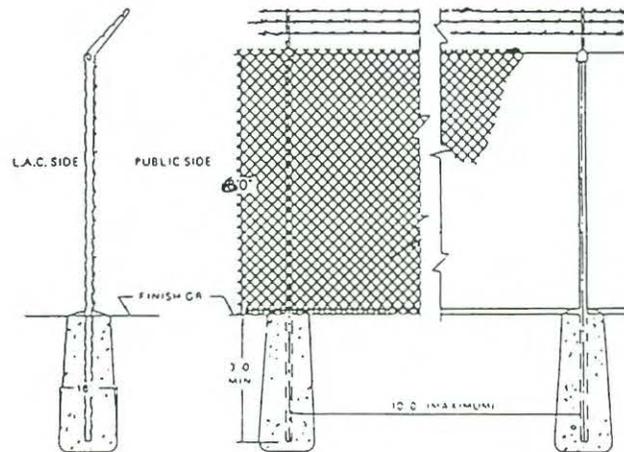
4.2.8 PARKING SET BACKS

Minimum of 20' from property lines abutting public streets.

4.2.9 FENCING

Security fencing will be 6'-0" in height and constructed to LADC/Government Security Standards with pedestrian, automobile and aircraft gates where needed.

Where fencing crosses open drainage channels, steel "man bars", six inches on center, will extend to surface level in the configuration of the channel.



STANDARD - CHAIN LINK

4.3 LOADING ZONES

Some structures will have off-street loading and unloading areas. No required loading space will be located in any required setback. Loading spaces will be located and designed so truck will not back into a public street,

Off-site loading facilities will have the number of spaces required per building based on the following standards:.

LOADING SPACE SCHEDULE

USE	FLOOR AREA	SPACES REQ'D
Administrative Office & Lab Space	less than 10,000	0
	10,000 - 100,000	1
	100,000 +	2
Industrial Manufacturing Warehouse & Storage	less than 5,000	0
	5,000 - 50,000	1
	50,000 - 200,000	2
	200,000 +	3
Eating Places	5,000 - 20,000	1
	20,000 +	2
Special Support	5,000 - 40,000	1
	40,000 +	2

Off-street loading spaces will comply with the following directions

LOADING SPACE SIZE SCHEDULE

USE	SPACE WIDTH	SPACE LENGTH	SPACE HEIGHT	TURNING RADIUS
Admin, Office, Lab, Eating & Recreation	12'	30'	14'	32'
Industrial, Mfg, Storage & Warehouse	12'	50'	14'	45'
Special Support	12'	50'	14'	45'

4.4 SIGNAGE

The area of a sign for any building placed on or adjacent to such building shall be limited to one square foot for each lineal foot of building frontage.

APPROVAL & AMENDMENT PROCESS
V

5.1 APPROVAL PROCESS FOR DEVELOPMENT PLAN

5.1.1 REVIEW & APPROVAL PROCESS

Proposed site plans for the construction of any improvement within Plant 10 Specific Plan area will be reviewed and approved for conformance with Specific Plan regulations by the LADC Facilities Director prior to submittal to the City of Palmdale.

Site development plans and/or construction documents for LADC improvements in conformance with the approved Specific Plan and approved by the LADC Facilities Director will be subject for review and approval by the City of Palmdale Director of Planning along with applicable review fees. Except for Hazardous Waste Materials Storage facilities conforming submittals and submittals incorporating minor modifications will be subject to Administrative approval by the City Director of Planning.

Non-conforming site plans and site plans incorporating major revisions will be subject to review and approval by the City of Palmdale Planning Commission and the City of Palmdale City Council.

5.1.2 CONTENTS OF SUBMITTALS

When required by these regulations, Site Plans will be submitted to and approved by the Director of Planning along with applicable review fees prior to the issuance of grading or building permits. A site plan conforming with Specific Plan regulations may be combined with and processed concurrently with a building permit.

Unless waived by the Planning Director, Site Plans will contain, but are not limited to the following information:

- o Six copies of plot, elevation and grading plans.
- o Plot plans, drawn to scale and fully dimensioned containing, but not limited to the following:
 - a. Title block
 - b. Scale and North arrow
 - c. Property lines of building site dimensioned
 - d. Existing and proposed uses
 - e. Buildings, existing and proposed, with location and size
 - f. Streets to include designation, location, width and name
 - g. Easements to include location, purpose and width
 - h. Access, existing and proposed
 - i. Parking areas
 - j. Signs: location, height, dimensions and copy (if available)
 - k. Fencing (walls): type, location and height
 - l. Landscape and screening areas
 - m. Topography, existing and proposed
- o Exterior elevations, all structures
- o Grading plan

5.1.3 MINOR MODIFICATIONS TO APPROVED SITE PLAN

Minor modifications to the approved Master Plan and/or existing structures as outlined in Section 5 Minor Modifications will be submitted to the City of Palmdale, Director of Planning for his approval. No further approval will be required.

5.2 AMENDMENT PROCESS FOR SPECIFIC PLAN

This Amendment Process is for the Specific Plan and describes forecasted development to the year 2000. However, as LADC's line of business and projects change, the elements will change, for example, delaying development of certain buildings, and expediting certain buildings. These changes would be considered minor modifications as defined below:

5.2.1 MINOR MODIFICATIONS

Minor modifications to the Plan will be reviewed and approved by the City of Palmdale, Director of Planning to include:

- a. On-site relocation of proposed structures.
- b. Interchange of permitted uses within proposed structures providing the total approved square footage for each use does not change.
- c. Modification in size of proposed structures up to 20%.
- d. On-site relocation of parking and loading areas.
- e. On-site relocation of site circulation system.
- f. Rearrangement, transfer or exchange of allowable land use within the Specific Plan, providing that the rearrangement is consistent with the Certified Environment Impact report prepared for this Specific Plan.

5.2.2 MAJOR MODIFICATIONS

Major modifications to the Plan will be reviewed and approved by the City of Palmdale which may require Planning Commission review and final approval by the Palmdale City Council, including:

- a. Modification of permitted use.
- b. Increase by more than 20% in proposed gross building area.
- c. Changes in uses which increase by more than 20% the gross number of proposed employees.
- d. Modifications that can not be found to be consistent with the Certified Environmental Impact Report for this Specific Plan. Such modifications shall be accompanied by impact analysis and mitigation measures.