



Envision
PALMDALE 2045
a complete community



Chapter 8

Military Compatibility

Palmdale is home to US Air Force Plant 42, a premier military installation, testing and research, and manufacturing site. Plant 42 is an important asset for the City's economy and its continued success and operations are of critical importance to the entire region. This chapter seeks to balance and protect the needs of Plant 42 and the overall community to promote a sustainable environment where both coexist successfully.

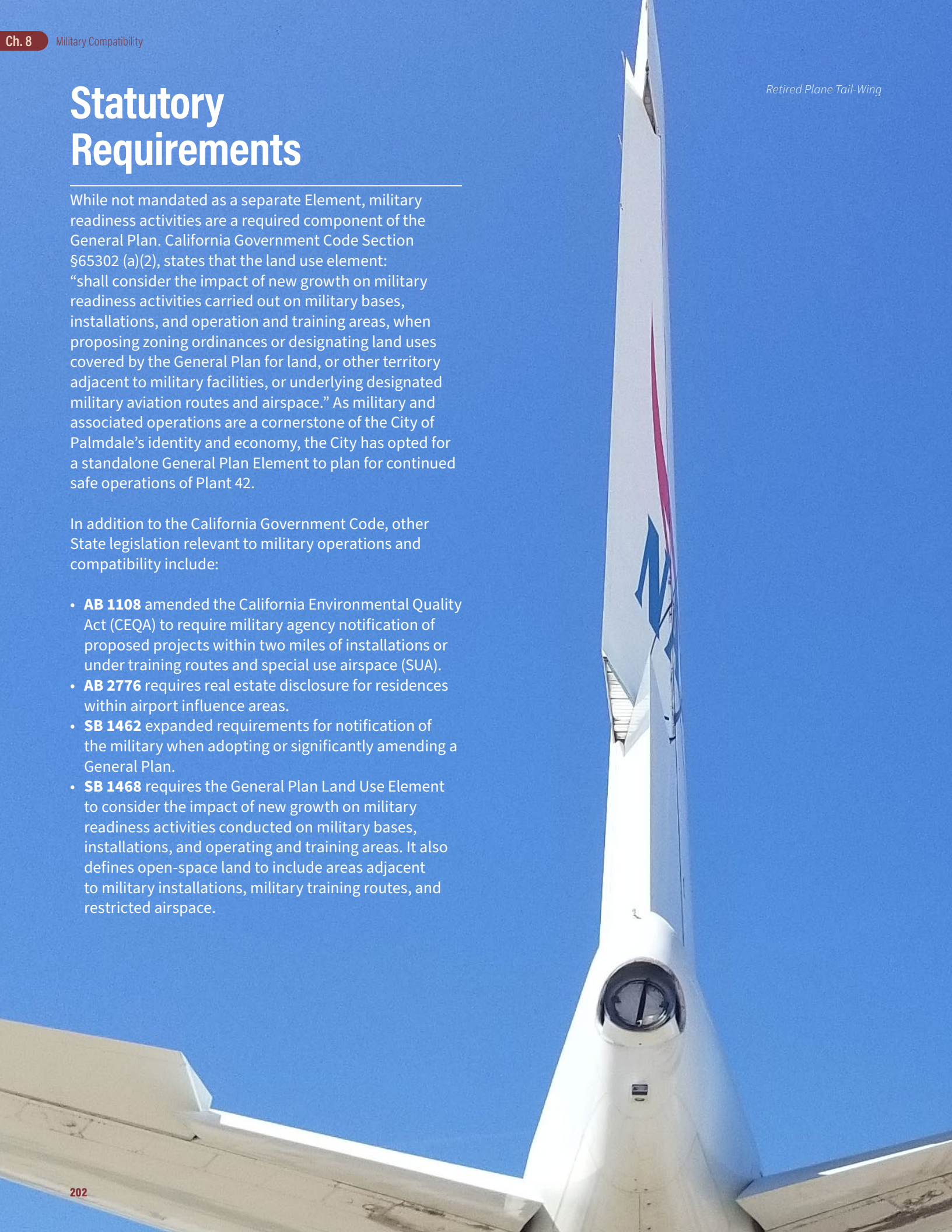
Statutory Requirements

Retired Plane Tail-Wing

While not mandated as a separate Element, military readiness activities are a required component of the General Plan. California Government Code Section §65302 (a)(2), states that the land use element: “shall consider the impact of new growth on military readiness activities carried out on military bases, installations, and operation and training areas, when proposing zoning ordinances or designating land uses covered by the General Plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.” As military and associated operations are a cornerstone of the City of Palmdale’s identity and economy, the City has opted for a standalone General Plan Element to plan for continued safe operations of Plant 42.

In addition to the California Government Code, other State legislation relevant to military operations and compatibility include:

- **AB 1108** amended the California Environmental Quality Act (CEQA) to require military agency notification of proposed projects within two miles of installations or under training routes and special use airspace (SUA).
- **AB 2776** requires real estate disclosure for residences within airport influence areas.
- **SB 1462** expanded requirements for notification of the military when adopting or significantly amending a General Plan.
- **SB 1468** requires the General Plan Land Use Element to consider the impact of new growth on military readiness activities conducted on military bases, installations, and operating and training areas. It also defines open-space land to include areas adjacent to military installations, military training routes, and restricted airspace.



Relevant Plans & Documents

Air Installation Compatible Use Zone (AICUZ) Report—Air Force Plant 42

The Air Installation Compatible Use Zone Final Report (December 2011) documents aircraft operations at Plant 42 and reaffirms Air Force policy of assisting Federal, state, regional, and local officials in planning for the areas surrounding military installations. The report promotes compatible development within the AICUZ area of influence with the goal of protecting community health and Air Force operational capacity from the negative effects of incompatible land uses. The updated report replaces the preceding document from 2002 with 2010 activity levels, providing noise contours and compatible use guidelines for land use areas surrounding the installation.

Table 3-5. Land Use Compatibility, Noise Exposure, and Accident Potential

SLUCS AICUZ NO.	LAND USE NAME	ACCIDENT POTENTIAL ZONES			NOISE ZONES			
		CLEAR ZONE	APZ 1	APZ 2	65-69 dB	70-74 dB	75-79 dB	80+ dB
10	Residential							
11	Residential units							
11.11	Single units, detached	N	N	Y ¹	A ¹¹	B ¹¹	N	N
11.12	Single units, semi-detached	N	N	N	A ¹¹	B ¹¹	N	N
11.13	Single units, attached row	N	N	N	A ¹¹	B ¹¹	N	N
11.21	Two units, side-by-side	N	N	N	A ¹¹	B ¹¹	N	N
11.22	Two units, one above the other	N	N	N	A ¹¹	B ¹¹	N	N
11.31	Apartments, walk up	N	N	N	A ¹¹	B ¹¹	N	N
11.32	Apartments, elevator	N	N	N	A ¹¹	B ¹¹	N	N
12	Group quarters	N	N	N	A ¹¹	B ¹¹	N	N
13	Residential hotels	N	N	N	A ¹¹	B ¹¹	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	A ¹¹	B ¹¹	C ¹¹	N
16	Other residential	N	N	N ¹	A ¹¹	B ¹¹	N	N
20	Manufacturing							
21	Food & kindred products, manufacturing	N	N ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
22	Textile mill products, manufacturing	N	N ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
23	Apparel and other finished products made from fabrics, leather, and similar materials, manufacturing	N	N	N ¹	Y	Y ¹¹	Y ¹¹	Y ¹¹
24	Lumber and wood products (except furniture), manufacturing	N	Y ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
25	Furniture and fixtures, manufacturing	N	Y ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
26	Paper & allied products, manufacturing	N	Y ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
27	Printing, publishing, and allied industries	N	Y ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
28	Chemicals and allied products, manufacturing	N	N	N ¹	Y	Y ¹¹	Y ¹¹	Y ¹¹
29	Plastics, rubber, and allied products, manufacturing	N	N	N	Y	Y ¹¹	Y ¹¹	Y ¹¹
30	Manufacturing							
31	Rubber and other plastic products, manufacturing	N	N ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
32	Stone, clay and glass products, manufacturing	N	N ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹
33	Primary metal industries	N	N ¹	Y	Y	Y ¹¹	Y ¹¹	Y ¹¹



AICUZ Report—Plant 42

Terms and Definitions

Air Force installations includes Air Force Base, Air Base, Air Reserve Base, Air Guard Base, Air Force Station, Air Station, Air Reserve Station, or Air Guard Station, support sites, and other activities, and those facilities to which the Air Force, in overseas locations, has complete or partial access on a temporary or standby basis.

Instrument Flight Rules (IRF)¹⁷ are rules that govern the procedures of flight under instrument meteorological conditions.

Military Influence Area (MIA) is a geographic planning or regulatory area that can be defined jointly by local governments and neighboring military installations. The MIA covers the areas where military operations may impact local jurisdictions and, conversely, where local activities may affect the military's ability to conduct its mission.

Military Operating Areas (MOA)¹⁸ is airspace designated outside of Class A airspace, to separate or segregate certain nonhazardous military activities from Instrument Flight Rules traffic and to identify for Visual Flight Rules traffic where these activities are conducted.

Visual Flight Rules (VFR)¹⁹ govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, pilots and controllers use it to indicate type of flight plan.

Special Use Airspace (SUA)²⁰ consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both.

17. [https://www.faa.gov/air_traffic/publications/atpubs/pcg_html/glossary-i.html#\\$INSTRUMENT%20FLIGHT%20RULES](https://www.faa.gov/air_traffic/publications/atpubs/pcg_html/glossary-i.html#$INSTRUMENT%20FLIGHT%20RULES), accessed April 7, 2022.

18. [https://tfdmlearning.faa.gov/publications/atpubs/AIR/air2501.html#:~:text=A%20military%20operations%20area%20\(MOA,where%20these%20activities%20are%20conducted.](https://tfdmlearning.faa.gov/publications/atpubs/AIR/air2501.html#:~:text=A%20military%20operations%20area%20(MOA,where%20these%20activities%20are%20conducted.), accessed January 25, 2022.

19. [https://www.faa.gov/air_traffic/publications/atpubs/pcg_html/glossary-v.html#\\$VISUAL%20FLIGHT%20RULES](https://www.faa.gov/air_traffic/publications/atpubs/pcg_html/glossary-v.html#$VISUAL%20FLIGHT%20RULES), accessed April 7, 2022.

20. https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap3_section_4.html, accessed January 25, 2022.

Context

Military Presence

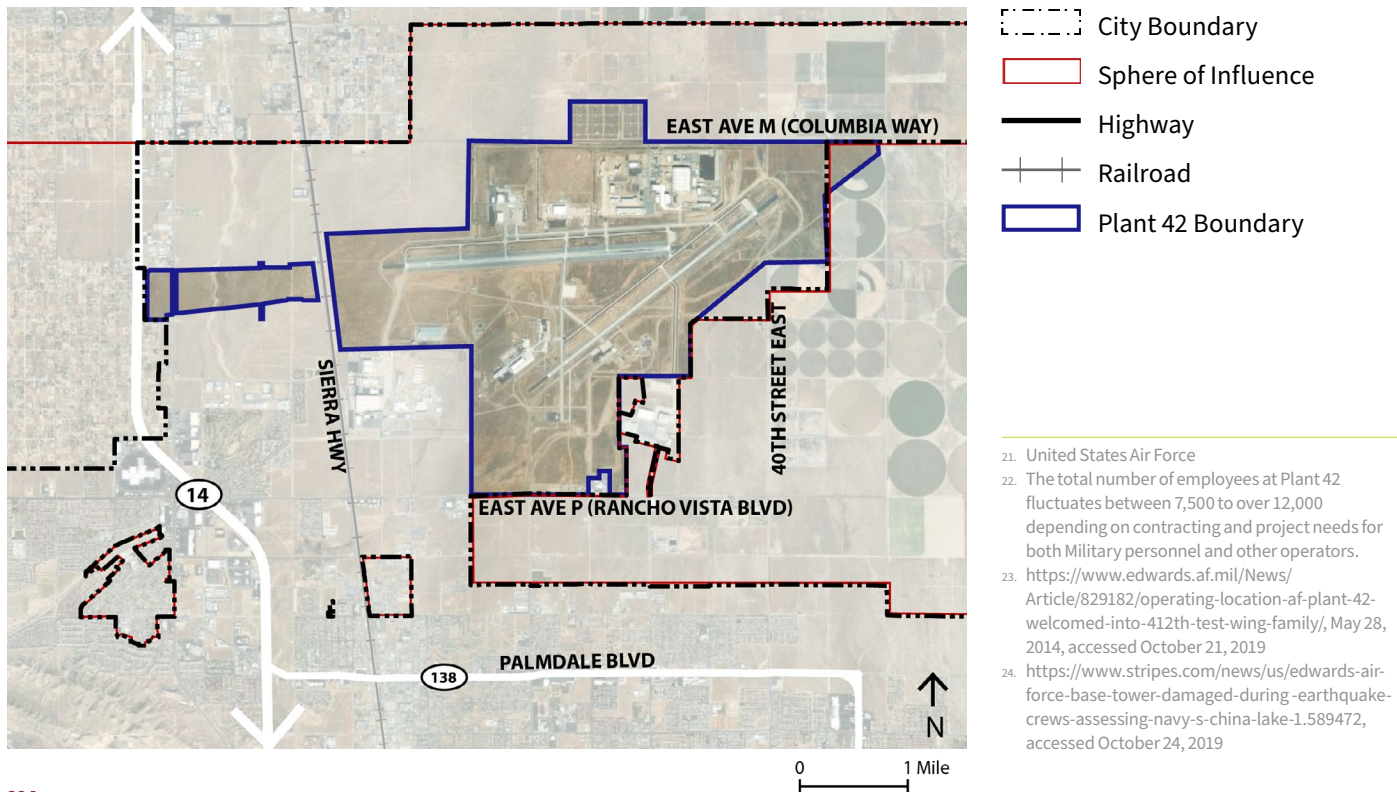
The City of Palmdale is home to U.S. Air Force Plant 42 (Plant 42), one of the premier aeronautical development, test, and production installations in the nation. Plant 42 is used primarily as a production flight test installation by the United States Air Force (USAF). Edwards Air Force Base (EAFB), located approximately 30 miles north of Plant 42, provides command and control of the airfield complex.

Plant 42 covers approximately 6,130 acres²¹ and is bounded by Columbia Way/East Avenue M to the north, Rancho Vista Boulevard/East Avenue P to the south, SR-14 to the west, and 40th/50th Street East to the east. The facility is situated at an elevation of 2,543 feet above mean sea level. Mountainous terrain to the south and west reaches elevations more than 5,000 feet within approximately 10 miles of Plant 42. Immediately north of Plant 42 is a series of four military restricted airspace areas reaching Edwards AFB and extending to the northeast beyond China Lake. Figure 8.1 presents an aerial view of Plant 42.

Of the four USAF active plants located throughout the United States, Plant 42 is uniquely situated to fully support the newest and most advanced aerospace systems. Staffed by a mixture of civilian defense contractors and USAF personnel, Plant 42 provides industrial facilities for production, engineering, final assembly, modification, depot maintenance and flight testing of aerospace systems.

With approximately 12,000 employees^{22,23,24}, Plant 42 is the second largest employer in the Antelope Valley (after Edwards AFB), providing significant economic thrust and adding to the economic base of the City of Palmdale. Aerospace is the largest industry and employer in the City. In addition to the direct employment of government personnel, Plant 42 employs contract civilians located both on and off the installation. The City of Palmdale provides housing, support services, and a range of community services to these employees.

Figure 8.1 Plant 42 Aerial View



21. United States Air Force
 22. The total number of employees at Plant 42 fluctuates between 7,500 to over 12,000 depending on contracting and project needs for both Military personnel and other operators.
 23. <https://www.edwards.af.mil/News/Article/829182/operating-location-af-plant-42-welcomed-into-412th-test-wing-family/>, May 28, 2014, accessed October 21, 2019
 24. <https://www.stripes.com/news/us/edwards-air-force-base-tower-damaged-during-earthquake-crews-assessing-navy-s-china-lake-1.589472>, accessed October 24, 2019

Plant 42 and Vicinity Composition

Plant 42 ownership responsibilities have been delegated to the Acquisition Environmental and Industrial Facilities Division through Air Force Material Command, based at Wright-Patterson AFB, Ohio. The site contains approximately 3.2 million square feet of industrial facilities. The industrial facilities serve primarily as manufacturing plants for the United States military and its military allies.

In addition to a non-operational regional airport, Plant 42 and the surrounding area is occupied by Department of Defense (DoD) contractors including Boeing, Lockheed Martin, and Northrop Grumman, NASA, Kinkisharyo, and Federal Aviation Administration (FAA)-controlled air route traffic control center, two aviation museums, and a 17,500 acre vacant parcel of land owned by Los Angeles World Airports (LAWA).

The Air Force leases space to these contractors on Plant 42 for military and aircraft development with use of the Plant 42 runways permitted through lease agreements. Contractors at Plant 42 either lease building space from the Air Force or own their own buildings. The plant includes multiple high bay buildings with airfield access and flyaway capability.

Plant 42 is categorized by Sites 1-10 with Site 7 further divided into west and east halves. As detailed in the following section, Sites 1, 2, 3, 4, 7W, 7E, and 8 are leased

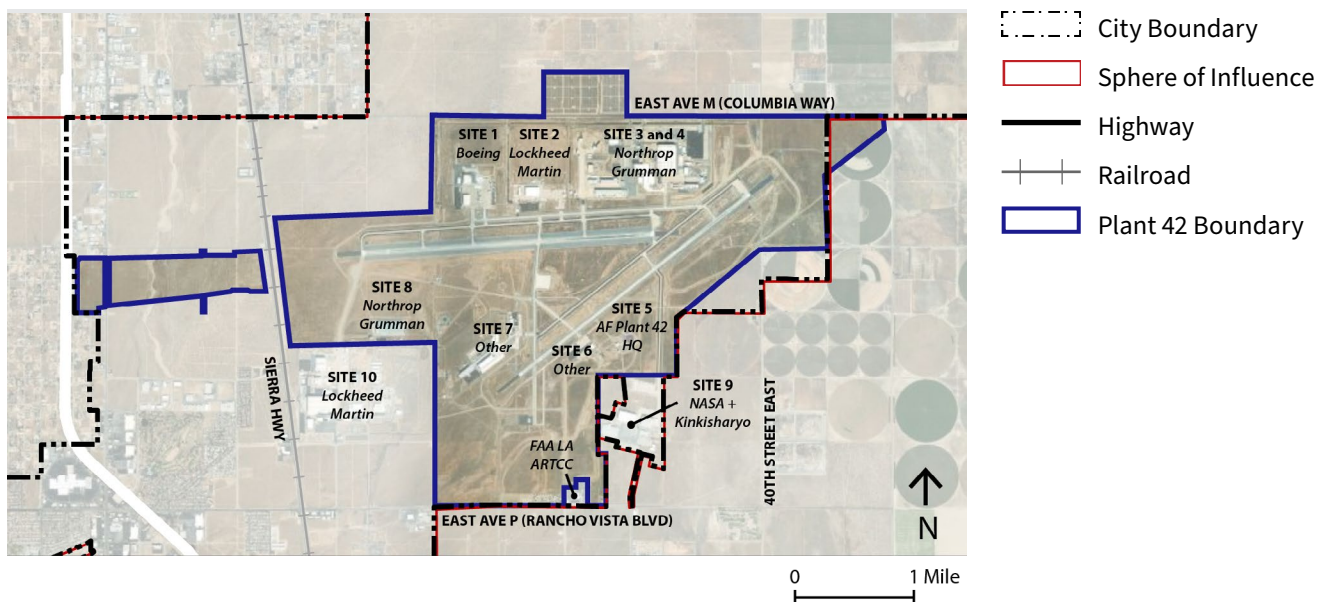


among three contractor operators, while Sites 5 and 6 are operated and maintained through the 412th Test Wing / Operating Location at Air Force Plant 42.

Sites 9 and 10 are outside Plant 42 boundaries. Site 9 is owned by Los Angeles World Airports (LAWA) and leased by NASA and Kinkisharyo, while Site 10 is owned and operated by Lockheed Martin (in addition to space leased within Plant 42). Lockheed Martin's Site 10 is governed by a Specific Plan (Lockheed Plant 10 Palmdale)

Figure 8.2 illustrates the site plan of Plant 42 and vicinity as of April 2018.

Figure 8.2 Plant 42 Site Plan



Palmdale Regional Airport (PMD)

The Palmdale Regional Airport operated on and off through the late 1980s and early 2000s; however, passenger service was suspended in late 2008 for a wide range of reasons including low volumes. In 2013, ownership of the airport building was transferred to the City of Palmdale. The lease and Airport Joint Use Agreements expired on August 31, 2020.

The City of Palmdale also owns a 600-acre property northwest of USAF Plant 42 where a proposed air terminal is desired. The property bounds are Avenue M/Columbia Way on the north, Sierra Highway on the west and USAF Plant 42 to the south and east. Given the proximity to Plant 42 and the nature of research and development done on base, coordination and support from the aerospace sector will be vital to the success of passenger air service in Palmdale. As of 2022, the City is currently working with the Air Force to bring commercial air service back to Palmdale.

Los Angeles Air Route Traffic Control Center (ARTCC)

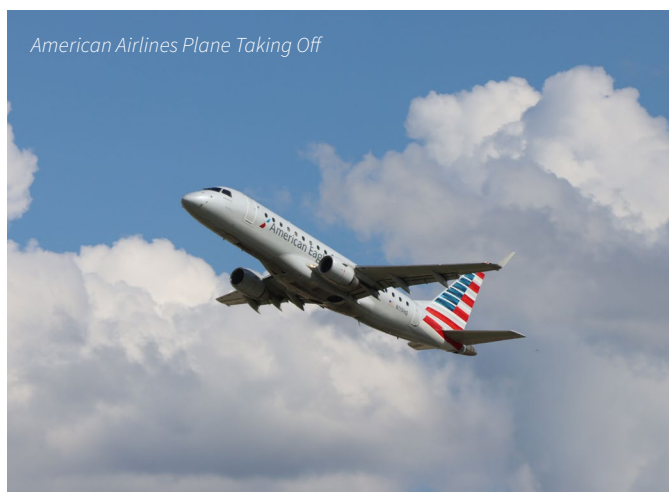
The FAA's Los Angeles ARTCC is located at the northeast corner of 25th Street East and Avenue P, adjacent to Blackbird Airpark. The Los Angeles ARTCC is one of 22 air route traffic control centers operated by the FAA. The center controls enroute air traffic over southern and central California, southwestern Nevada, southwestern Utah, western Arizona, and portions of the Pacific Ocean Air Defense Identification Zone, except for military airspace and lower-level airspace traffic that is controlled by local airport towers and Terminal Radar Approach Control Facilities (TRACON). TRACONS are terminal radar approach controls which manage traffic within a 30-to-50-nautical-mile radius from an airport. The Los Angeles ARTCC is the 10th busiest ARTCC in the United States—between January 1, 2017, and December 2017, the Los Angeles Center managed 2,255,026 aircraft operations.²⁵

²⁵ Federal Aviation Administration, (2018), Air Traffic Activity System retrieved from <http://aspm.faa.gov/opsnet/sys/Center.asp>

²⁶ "Palmdale Airport Terminal" by Rcbutcher, licensed under CC BY-SA 3.0



Historic Photo of Palmdale Regional Airport²⁶

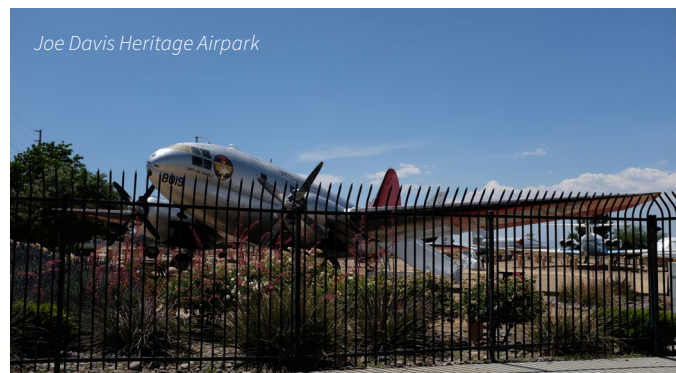


American Airlines Plane Taking Off

Aviation Museum/Airpark

Blackbird Airpark and the adjacent Joe Davies Heritage Airpark (formerly Palmdale Plant 42 Heritage Airpark) display the SR-71, U-2, Century Series fighters and other aircraft that were designed, engineered, manufactured, and flight tested in the Antelope Valley. All aircraft have been carefully restored for public display. The two airparks are located at Avenue P and 25th Street East near the FAA's Los Angeles Air Regional Traffic Control Center and are free to the public.

Blackbird Airpark is an extension of the Air Force Flight Test Museum at Edwards AFB, while the City of Palmdale operate Joe Davies Heritage Airpark. Both museums are staffed by volunteer retirees who previously worked in the aerospace industry.



Joe Davis Heritage Airpark



Los Angeles World Airports (LAWA) Land Holdings

LAWA is the airport authority that owns and operates Los Angeles International Airport (LAX) and Van Nuys Airport (VNY) for the City of Los Angeles. LAWA formerly owned and operated Palmdale Regional Airport (PMD), and currently provides oversight and operations for 17,500-acres of land immediately east of Plant 42. Strategic plans for the property are currently undefined.

This area is within unincorporated Los Angeles County and the City of Palmdale's Sphere of Influence. In preparation for the possible annexation in the future, the General Plan designates these parcels as primarily Aerospace Industrial (see Chapter 5: Land Use and Community Design for further description).

Land Use Compatibility

The City and community of Palmdale encourage and support ongoing aerospace innovation and manufacturing at Plant 42. For the success and safety of residents, ongoing coordination between the US Air Force, Plant 42 operators, and City of Palmdale is imperative. Land use compatibility is a critical factor toward continued safe and efficient military operations at Plant 42. Any development or new construction that seriously impacts or hinders the military operating area's function and viability is considered an incompatible land use. Planning to ensure that all future land uses are compatible is an overarching goal of this General Plan.

Military Influence Area

The Military Influence Area (MIA) covers areas where military operations may impact the local community and where the local community may impact military functions. Shown in Figure 8.3, the Military Influence Area (MIA) includes not only the military operations area, but also three safety zones extending from both ends of aircraft runways—the Clear Zone (CZ) and two Accident Potential Zones (APZs)—a high noise consideration zone (65 Dnl contours), and property owned by LAWA adjacent to Plant 42. These areas are described in greater detail below. The MIA requires further land use compatibility considerations and monitoring.

Incompatible land uses adjacent to the military installation can produce serious issues such as:

- Increased interference with air routes and communications through construction of cell towers, wind turbines, power lines, and other structures.
- Increased competition for, and interference with, data and communications frequencies.
- Displacement of threatened and endangered species in the remaining open space areas, including military ranges.
- Increased need to alter training and testing due to residential neighbors' concerns about noise and safety from surrounding residents.
- More rapid depletion of critical ground or surface water supplies, water treatment capacity, and other necessary resources.
- Increased air emissions in areas that may have finite air emission thresholds.²⁷

Areas around military airfields are exposed to the possibility of aircraft accidents. While the maintenance of aircraft and training of aircrews are rigorous, and military flights at Plant 42 are primarily for flight test and proficiency training, accidents do occur. Accidents of military aircraft differ from accidents of commercial air carriers and general aviation due to the variety of aircraft flown, the type of missions and the number of training flights. As such, every airport prepares an AICUZ Report that governs land uses to minimize impacts of an accidents.

27. Ibid



Clear Zones and Accident Potential Zones

The Plant 42 AICUZ Report (2011) identifies three basic types of constraints that affect or result from flight operations.

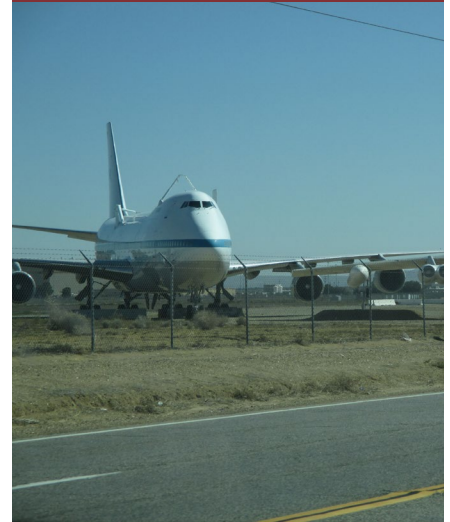
The first constraint involves areas identified by the FAA and DoD where height limitations on structures exist to prevent obstructions to air navigation.



The second constraint involves the potential effects arising from noise exposure resulting from aircraft overflight and ground engine runs. Refer to the Noise Element for further discussion.



The third constraint involves accident potential in areas near the runways based on past statistical analyses of past DoD aircraft accidents.



The DoD has identified three zones, described below, that have high relative potential for accidents - **the Clear Zone (CZ)**, the **Accident Potential Zone I (APZ I)**, and the **Accident Potential Zone II (APZ II)**. These zones are illustrated on Figure 8.3.

Clear Zones

Each end of runway has a CZ that starts at the runway threshold and extends outward 3,000 feet. The width of the CZ is based on the class of the runway. Of the three safety zones, the CZ has the highest potential for accidents (27 percent of the accidents studied). The Air Force has adopted a policy of acquiring property rights through purchase or easement to areas designated as CZs. All Clear Zones are located on Plant 42 owned property and consist of undeveloped land or air travel and testing supportive facilities.

APZ I

The APZ I extends outward from the CZ an additional 5,000 feet. This area has a significant, though reduced, accident potential (10 percent of the accidents studied). The APZ I is 3,000 feet wide and 5,000 feet long beginning 3,000 feet from the runway endpoint along and centered on the extended runway centerline. New public assembly, residential, or high intensity uses are prohibited in this zone.

APZ II

The APZ II extends from the outer end of the APZ I an additional 7,000 feet. This is an area having a lesser, but still significant potential for accidents (five percent of the accidents studied). The APZ II is 3,000 feet wide and 7,000 feet long beginning 8,000 feet from the runway endpoint along and centered on the extended runway centerline. Public assembly is prohibited in this zone, while single family detached and other residential types are permitted; however, density and other considerations apply.

A detailed list of allowed land use per accident potential zone (APZ), is included within Table 3-5 Land Use Compatibility, Noise Exposure, and Accident Potential²⁸ of the AICUZ.

²⁸ Air Installation Compatible Use Zone: Air Force Plant 42, Final Report, December 2011.

Figure 8.3 illustrates the military influence area which includes the three APZ zones, the military operating zone, and areas which are subject to higher noise volumes. These areas are subject to Plant 42 coordination and should include greater scrutiny when reviewing proposed development projects.

As detailed in the Land Use Element, the land use plan indicates allowed uses for every parcel of land within the jurisdiction of the City of Palmdale and Sphere of Influence. Plant 42 land use compatibility was a key factor in preparing the final land use plan, which is consistent with the limitations set forth for the three zones. Figure 8.4 illustrates the land use plan compared to the three accident potential zones.

Plant 42 Coordination with the City of Palmdale

The City of Palmdale values the ongoing partnership with Plant 42. Both entities support the mission and goal of Plant 42, which is to safely and successfully further military operations, research, and development within Palmdale.

As the community evolves and changes over time, additional coordination between the City of Palmdale and Plant 42 may be needed.

Coordination activities may include:

Development review

Plant 42 representatives may be involved with reviewing individual development proposals within the City to provide feedback related to the safety and security of Plant 42.

Key topic coordination

Continued collaboration on topics of mutual importance related to employment, housing, transportation, and commercial development.

Other similar coordination efforts are detailed in the Implementation Action table in the following section.

The purpose of the program is to promote compatible land development in the areas of increased noise exposure and accident potential from ongoing aircraft operations.

Three basic types of constraints are mentioned as affecting or resulting from flight operations:

- Height limitations on structures to prevent obstructions to air navigation
- Noise exposure resulting from aircraft overflight and ground engine runs
- Accident potential in areas near the runway



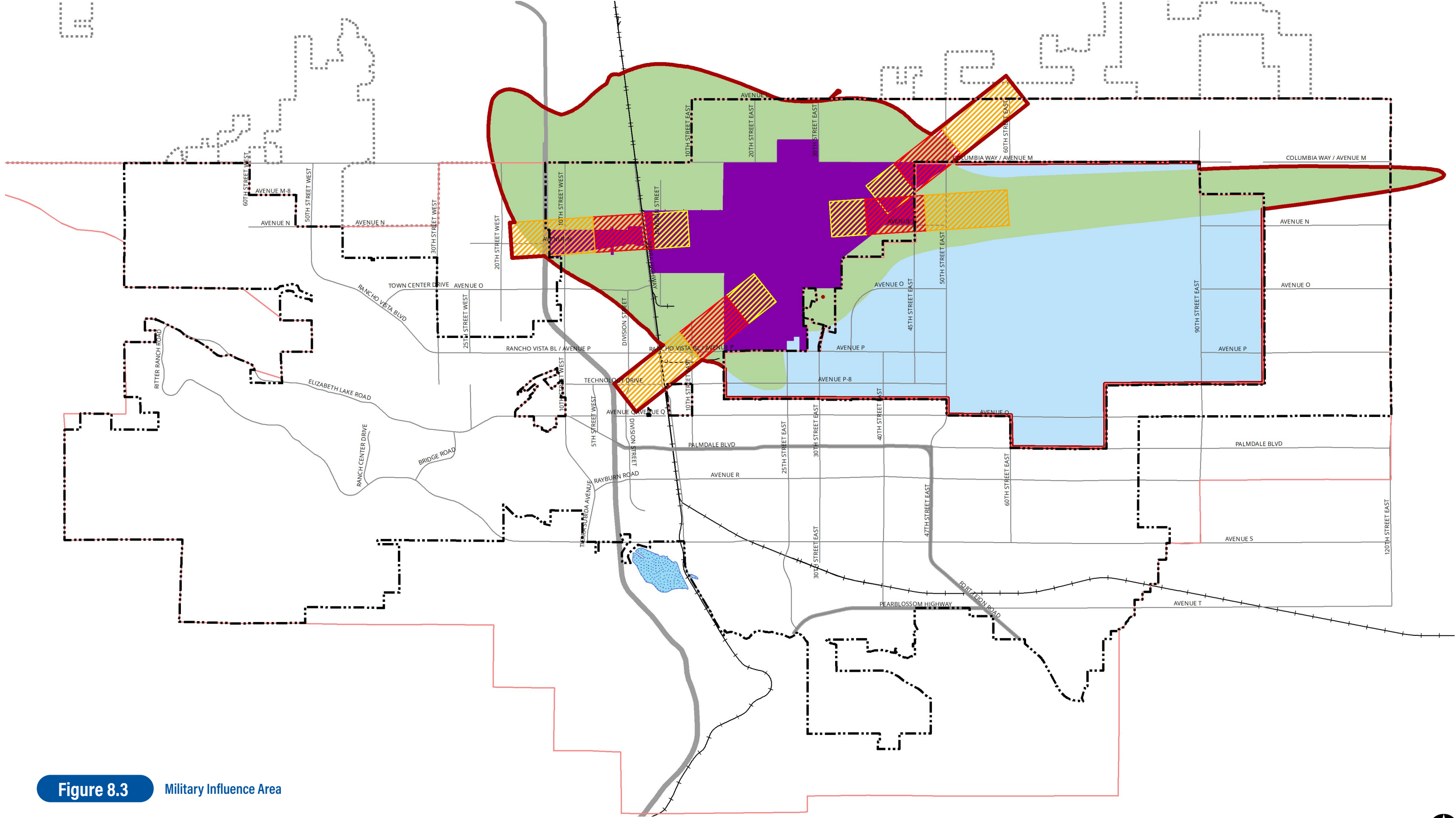
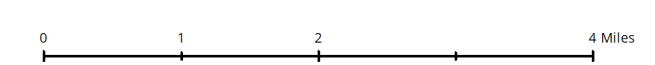


Figure 8.3 Military Influence Area

- City Boundary
- Sphere of Influence
- Major Arterials
- Highway
- Railroad
- Military Influence Area
- Clear Zone
- APZ I
- APZ II
- Military Operating Area
- 65 Dbl Noise Contour
- Airport Property (LAWA)
- Water Body



Data Sources: Urban Footprint, City of Palmdale GIS Data, World Terrain Base, 2015 Esri, USGS, NOAA

Produced by Raimi + Associates
Feb 2022



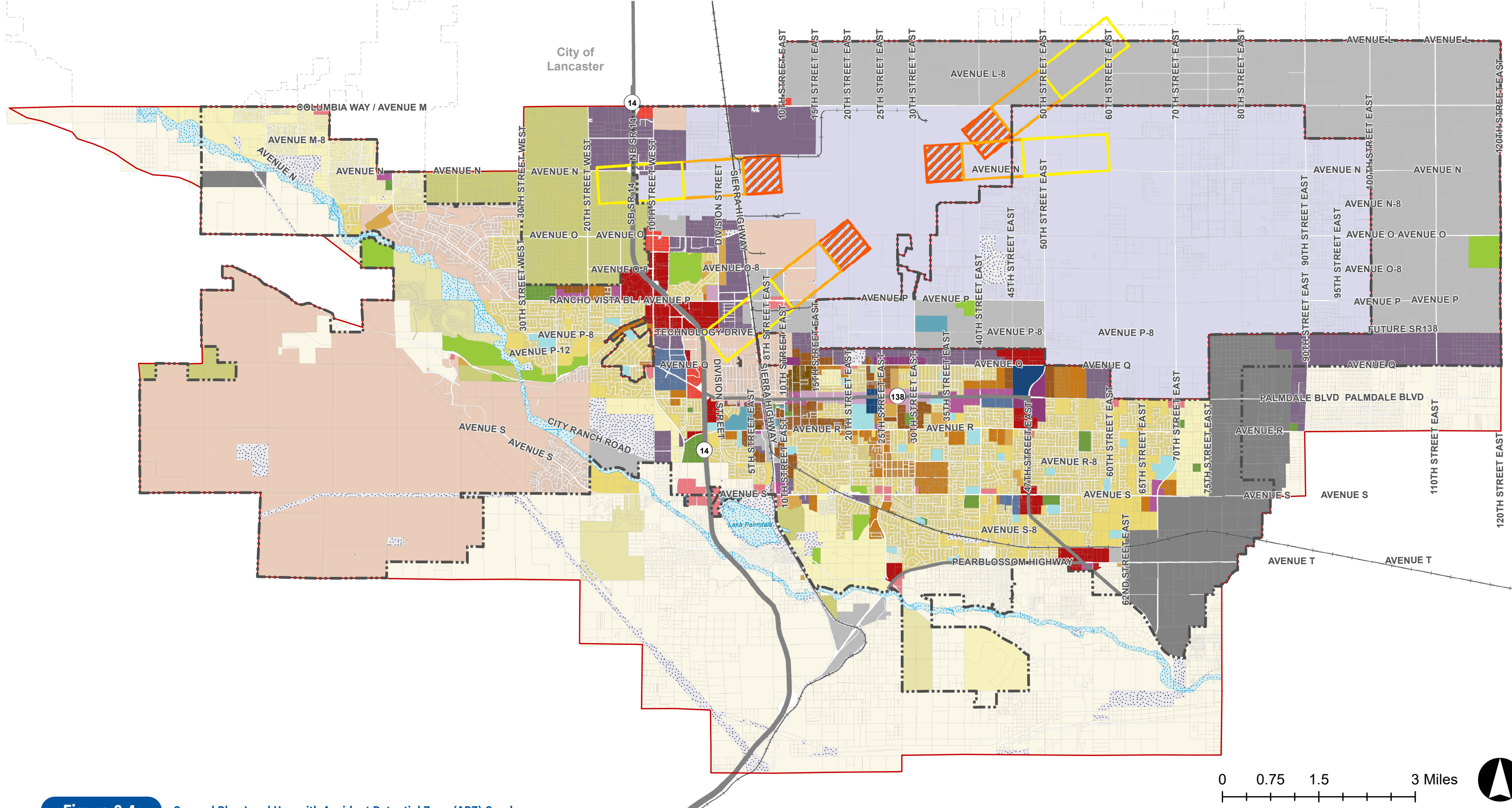


Figure 8.4 General Plan Land Use with Accident Potential Zone (APZ) Overlay

- | | | | | | | | | | | | |
|--|-----------------------------|--|-----------------------------|--|-------------------------|--|-----------------------------|--|-----------------------|--|------------------------|
| | Clear Zone | | Single Family Residential 3 | | Mixed Use 3 | | Industrial | | Public Facility-Civic | | City Boundary |
| | APZ I | | Residential Neighborhood 1 | | Employment Flex | | Aerospace Industrial | | Utilities | | Sphere of Influence |
| | APZ II | | Residential Neighborhood 2 | | Neighborhood Commercial | | Mineral Resource Extraction | | | | Major Highway/Arterial |
| | Equestrian Residential | | Residential Neighborhood 3 | | Visitor Commercial | | Specific Plan | | | | Railroad |
| | Low Density Residential | | Residential Neighborhood 4 | | Regional Commercial | | Open Space | | | | Water Body/Aqueduct |
| | Single Family Residential 1 | | Mixed Use 1 | | Health and Wellness | | Public Facility-Park | | | | |
| | Single Family Residential 2 | | Mixed Use 2 | | Educational Flex | | Public Facility-School | | | | |

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Desired Outcomes, Indicators, and Targets

The following desired outcomes and metrics have been identified to help the City track progress toward reducing risks to the community while providing an employee base for Plant 42. This process follows the City’s General Plan Vision and Guiding Principles document which was informed by the General Plan Advisory Committee (GPAC), the Planning Commission and City Council.

Top Key Outcomes

OUTCOME: Create pathways for Palmdale residents to fully access current and future economic opportunities in the aerospace sector.

KPI:

- Annual increase in percentage of residents with vocational training certificates in aerospace related fields²⁹.

TARGET:

- **Increased number of residents employed in aerospace jobs within the City.**

KPI:

- Annual increase in percentage of residents with a bachelor’s degree³⁰

TARGET:

- **Increased number of residents completing at least a bachelor’s degree comparable to County-wide levels.**

OUTCOME: Reduced risk to the Palmdale community because of Plant 42 operations.

KPI:

- Decrease in population at risk within the APZs specified by the AICUZs.

TARGET:

- **Reduced number of residents within the APZs.**

KPI = Key Performance Indicator

²⁹. Data source: Census Survey of Income and Program Participation (SIPP)

³⁰. Data source: Census American Community Survey

³¹. “Lockheed Martin Skunkworks” by Alan Radecki, licensed under CC BY-SA 3.0

Goals and Policies

The following section includes goals and policies for the Military Compatibility Element. Goals and policies are followed by implementation actions. Additional military related policies are woven throughout the General Plan, including in the Land Use and Community Design, Circulation and Mobility, Economic Development, Public Facilities, Services and Infrastructure Elements.

LAND USE COMPATIBILITY

Goal MC-1

Compatible adjacent land uses that support continued operation of Plant 42.

MC-1.1 Aerospace compatible land uses. Maintain appropriate land use designations surrounding Plant 42 to limit incompatible uses and to ensure continued safe operation of airport activities.

MC-1.2 Land use buffers. Continue to buffer Plant 42 from adjacent, non-compatible residential and commercial uses by reviewing development applications in the Military Influence Area for potential conflicts.

MC-1.3 Non-industrial land uses. Limit non-industrial uses from locating in the Aerospace Industrial area (aside from uses that directly support Plant 42 or airport operations).

MC-1.4 Evaluate existing and future land uses. Use overlay maps of the Air Installation Compatibility Use Zones (AICUZ) noise contours and Air Force Land Use Compatibility Guidelines to evaluate existing and future land use proposals.

MC-1.5 Solar energy facility compatibility. Ensure that there is no potential conflict between the operational mission of Plant 42 and any proposed adjacent solar energy facilities.

MC-1.6 Influence area development. Prohibit development in the Military Influence Area that would restrict access to military facilities, physically obstruct any portion of the Military Operating Area, or pose a health or safety hazard to military personnel.

Goal MC-2

Mitigate and/or avoid encroachment of incompatible development into space utilized by Plant 42 air operations.

MC-2.1 APZ development review. Within the Accident Potential Zones (APZ), review all development proposals for hazards to aircraft in flight including uses that release into the air any substance such as:

- Steam, dust, or smoke, which could impair pilot visibility; uses that produce light emissions, glare, or distracting lights, which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions, which could interfere with aircraft communications or navigation; and uses that could attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of Plant 42.

- Require project applicants to notify Plant 42 and the City of any potential hazards, including but not limited to the above list.

MC-2.2 AICUZ consistency. Require all development to be consistent with DoD regulations as outlined in the Plant 42 AICUZ Report and comply with regulations which affect development in the Clear Zones/ Accident Potential Zones.

MC-2.3 Aviation easement. Through the development review process, require that all new projects within the APZ's of Plant 42 provide an aviation easement.

LIMIT NOISE IMPACTS

Goal MC-3

Protect residents from excessive noise and protect Plant 42 from noise complaints by preventing incompatible land uses from encroaching upon the site.

MC-3.1 Noise and overflight compliance. Ensure that all new land use proposals comply with the noise and overflight policies of the most recent AICUZ for Plant 42.

MC-3.2 Restrict new residential in APZs. Prohibit new residential zoning and new schools in the APZs.

MC-3.3 Restrict residential in high noise areas. Prohibit the redesignation of residential land within the 65-DBL noise contour and the overflight area to increased residential densities.

MC-3.4 Home occupant notification. Require homebuyer/renter notification or disclosure of aircraft noise for all new residential development located in an APZ, or east of Division Street and south of Technology Drive and north of Avenue Q and west of Sierra Highway.

MC-3.5 Noise reduction measures. New development within the 65 DBL noise contour area must adhere to the recommended noise level reductions incorporated into the design and construction.

MC-3.6 Avoid Noise Sensitive Uses. Discourage new noise sensitive development, such as places of worship, residential development, schools, and other similar uses, clustered adjacent to a noise zone.

MC-3.7 Noise Considerations Through Land Use Action. Through conditions of approval, require that any owner of developed or undeveloped property within the 65 CNEL noise contour that is seeking a land use action from the City, provide an aviation easement to the Los Angeles World Airports, the U.S. Air Force, and the City.

MC-3.8 Non-noise Sensitive Land Uses. Designate and permit land uses within the 65 CNEL contour that are primarily industrial, business park, commercial and recreational uses that are not noise sensitive; permit other uses only when it is found that no adverse noise impacts will result.

AEROSPACE GROWTH

Goal MC-4

Continued growth of Plant 42 operations in the Aerospace Industrial land use district.

MC-4.1 Land Supportive of Aerospace Industrial. Maintain sufficient land zoned for the Aerospace Industrial use to accommodate a wide variety of industrial, military, and supportive uses.

MC-4.2 Attract New Businesses. Encourage and recruit businesses that are affiliated with or are supportive of aerospace research and development.

MC-4.3 Land Supportive of Aerospace Industrial. Maintain and improve circulation to accommodate the unique demands of aerospace workplaces.

MC-4.4 Military Influence Area Coordination. Reference the Military Influence Area Map (Figure 8.3) to identify possible City actions in or near Plant 42 installations, operations areas, and/or military training routes and consult with Plant 42 for input, as appropriate.

MC-4.5 Legislation Support. Support State or Federal legislation that positively impacts existing and future operations at Plant 42 (e.g., changes to airspace, state tax incentives, encroachment, etc.). Similarly, oppose legislation that may have a detrimental impact.

Goal MC-5

Ensure that new development within the Risk of Adverse Impact on Military Operations and Readiness Area (RAIMORA) or Military Training Route (MTR) complies with Federal Aviation Regulations regarding height and obstructions.

MC-5.1 Height and Obstruction Ordinance Compliance. Ensure that City height and obstruction ordinances reflect current Air Force and FAA Federal Aviation Regulation (FAR) Part 77 requirements related to the RAIMORA zone covering the Restricted Airspace R2508 and the Nevada Test and Training Range and the Military Training Route.

MC-5.2 Notification for MTR Obstructions. For any proposed uses that could penetrate³² the MTR, provide notification to those responsible for Plant 42 military operations.

MC-5.3 New Construction Height Compliance. Ensure all new development within the City is constructed in accordance with FAR Part 77 that is concerned with any construction or alteration more than 150 feet above ground level, or as defined in the AICUZ.³³

MC-5.4 Tall Structure Review. Provide for special review recommendation on tall structures in the RAIMORA or MTR.

³² For the purposes of determining whether a project penetrates the defined floor elevation of the Military Operating Area (MOA), a penetration means a physical obstruction from a structure or object, and/or a visual obstruction such as steam, dust, or smoke.

³³ For the purposes of calculating height of new proposed structures, the height of all structures (including wind turbines) means the distance from ground to the top of the highest point of the structure. For wind turbines this means the highest point of the turbine blade in vertical position.

COORDINATION

Goal MC-6

Enhanced communications with City government and its residents.

Goal MC-7

Coordinate future development and infrastructure improvements.

MC-6.1 Plant 42 Disaster Preparation. Prepare residents in case of an industrial accident or release of hazardous materials at Plant 42; distribute instructions/information to the public on actions to take if an incident occurs.

MC-6.2 Plant 42 Public Education. Participate in Plant 42 public education programs regarding missions and impacts associated with military aviation operations to increase public awareness.

MC-7.1 Project Coordination with Plant 42. Notify and coordinate with Plant 42 on major capital improvement projects or infrastructure expansion plans within the MIA that may impact Plant 42 operations.

MC-7.2 Grant Coordination with Plant 42. Collaborate with Plant 42 to pursue grant funding for things like infrastructure that will collectively serve the needs of Plant 42 and the community.

MC-7.3 Coordination Airport Plans with Plant 42. Notify and coordinate with USAF Plant 42 on City-initiated improvements or expansion plans related to the development of passenger air service at the Palmdale Regional Airport (PMD).

MC-7.4 Affordable and Workforce Housing. Promote the availability and development of affordable and workforce housing in the City to meet the needs of military personnel and their dependents.

MC-6.3 Military Liaison. Designate a military liaison function within the City to exchange information between the City and Plant 42 on issues of mutual concern including, but not limited to:

- Early notification of development projects near Plant 42,
- Early notification to the City of potential changes in aircraft operations (flight patterns, operational tempo, etc.),
- Housing, recreation, and other issues related to Plant 42 personnel living in the City,
- Track legislative impacts to the area.

MC-7.5 Coordination with Plant 42. Review and respond to any proposals from the USAF or other military contractors in Plant 42 involving any intensification of operations, changes in flight patterns, and relocation or extension of runways that would potentially create safety or noise impacts for Palmdale residents.

MC 7.6 Interagency Land Use Coordination. Work with the County of Los Angeles, City of Lancaster and the military installations as needed to address any issues related to land use compatibility, safety, and operations.

Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s Military Compatibility objectives. Actions listed below are consistent with and implement this chapter’s goals and policies.

The table provides a description of each Implementation Action and lists the correlating policies. Each action also identifies a timeframe for implementation with Short-term representing a 1–3-year timeframe, Medium-term is 4-7 years, Long-term is 8+ years and Ongoing represents an action that the City should continue. Additionally, the table includes the City department that should function as the lead for implementing the actions.



Correlating Goals	Description	Timeframe	Responsible Department
MC-1	Infrastructure Related Plan Review. Periodically review the zoning ordinance, subdivision ordinance, and other infrastructure plans to ensure they do not conflict with the continued viability of Plant 42. Incorporate AICUZ policies and guidelines into future specific plans within the City of Palmdale.		Economic and Community Development and Public Works
MC-3, MC-4	Site-Specific Review. Continue a site-specific review process for noise sensitive uses (e.g., hospitals, housing) within the APZs or MIA to assess proposed noise level reduction techniques.		Economic and Community Development
MC-6, MC-7	Military Liaison. Create a Military Liaison position within City to coordinate directly with Plant 42 on issues of mutual concern.		City Manager’s Office and Economic and Community Development
MC-6, MC-7	Coordination with Plant 42. Meet quarterly with Military operations and planning personnel to discuss Plant 42 and City mission and goals.		City Manager’s Office and Economic and Community Development