PALMDALE TRANSIT AREA SPECIFIC PLAN

Prepared by the City of Palmdale

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PALMDALE HIGH SPEED RAIL STATION AREA PLAN

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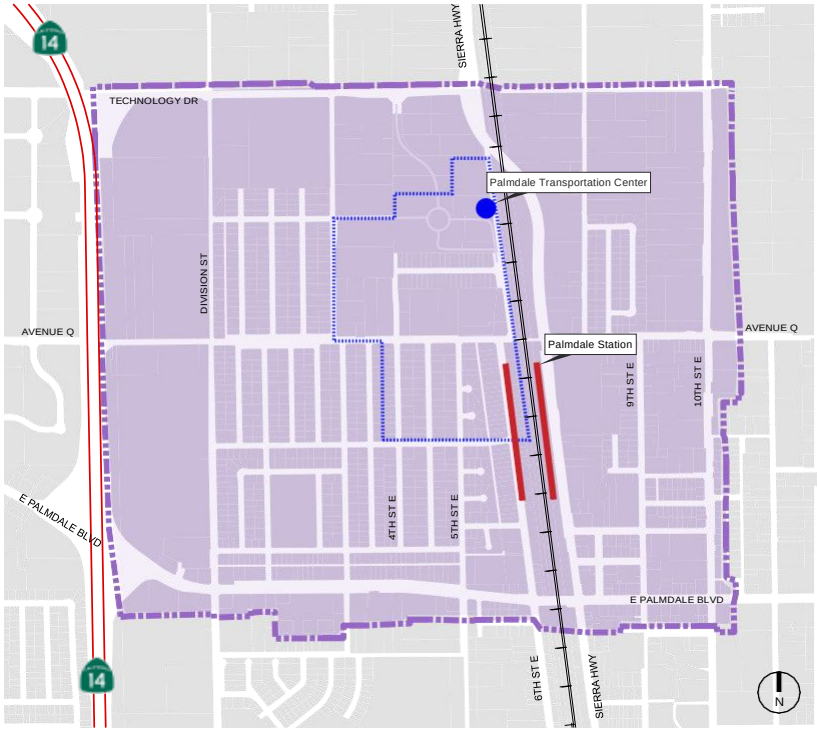
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Preface

A Specific Plan is a regulatory tool that local governments use to guide development in a localized area. While the General Plan is the City's overall guide for growth and development and the Zoning Code is the tool for regulating development in the entire City, a Specific Plan focuses on the unique characteristics of a special area by customizing the planning process, land use and zoning regulations for that area. The Palmdale Transit Area Specific Plan (PTASP) proposes a framework and development strategy for a pedestrian-oriented mixed-use district surrounding the Palmdale Transportation Center (PTC) with the future high-speed rail (HSR) station focusing on the area surrounded by Technology Drive to the north, SR-14 to the west, East Avenue Q-9 to the south and 10th Street to the east. The PTASP is intended to be a tool for developers, property owners, City staff and decision makers by providing strong and clear policies, a vision that guides land use decisions, form-based development and design standards, infrastructure improvements, and economic development strategies. The vision is supported by building upon the transit station synergy and maximizing development potential around the Palmdale Station by a mix of uses, well-established nearby neighborhoods, multi-modal access, neighborhood amenities, and community and public commitment.

In 2003, the City applied for and received funding for preparation of the Palmdale Transit Village Specific Plan (PTVSP) through a California Department of Transportation (Caltrans) grant administered by the Southern California Association of Governments (SCAG). The City adopted the PTVSP in 2007 after the opening of the PTC in 2005. The PTVSP proposed a transit village on 110 acres west of the Union Pacific Railroad (UPPR) and Metrolink tracks near the PTC to promote the development and redevelopment of the area with Transit-Oriented Developments (TOD). With plans for the California HSR system to have a station in Palmdale; the High Desert Corridor (HDC) proposed to extend east from Palmdale to Victorville; and Virgin Trains USA's (VTUSA) potential western extension to Palmdale, the City wanted to plan for and capitalize on these transportation projects. In 2012, the City considered expansion of the PTVSP planning area. The expanded planning area of 746 acres is largely in the City of Palmdale but includes two unincorporated Los Angeles County pockets covering 110 acres. This Palmdale Transit Area Specific Plan (PTASP) would replace the PTVSP adopted in 2007 in its entirety.



Legend

PTASP Boundary

Study Areas

Existing PTVSP Boundary

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CHAPTER 1. | INTRODUCTION

Palmdale Transit Area Specific Plan (PTASP) proposes a framework and development strategy for a pedestrian-oriented mixed-use district surrounding the City of Palmdale's Transportation Center with the future high-speed rail (HSR) station. This PTASP replaces the original Palmdale Transit Village Specific Plan (PTVSP), adopted in 2007 in its entirety. The 2007 PTVSP suggested a TOD surrounding the City's Transportation Center, which is served by local buses and regional Metrolink rail. With the introduction of HSR and possibly Virgin Trains USA (VTUSA) in the region, Palmdale will experience a new era of growth thereby increasing interest and development around the new Palmdale Station hub. The resulting hub will serve as a multi-modal center serving Metrolink, Amtrak Thruway bus, and the Antelope Valley Transit Authority (AVTA) buses. The hub will be referred to as the Palmdale Station. The revitalization of this area presents an opportunity to transform downtown Palmdale into an active and cohesive mixed-use transit community. The PTASP expands on the PTVSP focusing on the area surrounded by Technology Drive to the north, SR-14 to the west, East Avenue Q-9 to the south and 10th Street to the east as shown in Figure 1.1.

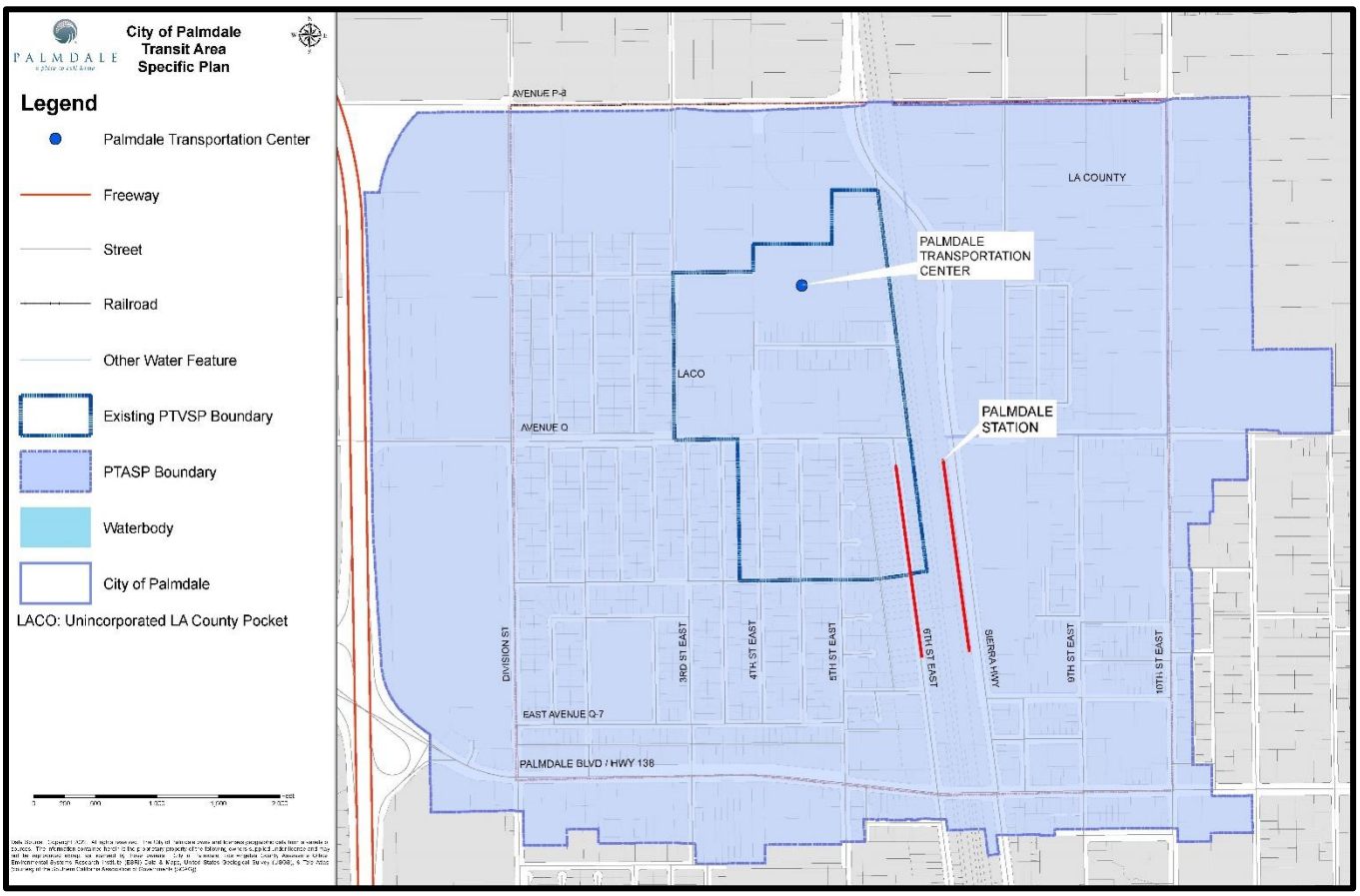


FIGURE 1.1. STUDY AREA

Primary objectives of this Specific Plan include the following:

- Expand the area of the PTVSP boundary to incorporate major thoroughfares and arterial streets. Since the new boundary will overlap the PTVSP, it will be repealed upon the adoption of this PTASP and the provisions of this PTASP will completely replace the regulations of the PTVSP.
- Clarify the land use zones, allowable land uses, development potential, and street pattern for the area within the new boundary.
- Plan for the anticipated arrival of the High-Speed Rail and replacement of the existing Palmdale Transportation Center.
- Organize future land uses into identifiable elements that will improve streetscapes, connectivity to open spaces, and landmarks.
- Update the development standards to successfully implement the PTASP.

Inspiration

California's and America's investment in a modern public transportation system will be remembered as one of the most important initiatives in our nation's rebirth at the beginning of the 21st century. California's proposed HSR system represents a bold vision to develop a low or zero-emission, high speed, and convenient public transit system that will be a cornerstone in the state's reemergence as an economically, environmentally and socially sustainable society. The implementation of high-speed transportation, in conjunction with other new and existing transit systems in California is one of the most visible initiatives that has the potential to define a new vision for our future. The rail system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour connecting several communities including Palmdale. The City of Palmdale will be connected in new ways that will increase productivity by reducing time spent on the road and simultaneously create access to cultural, academic, entertainment, retail and business opportunities to existing residents in Palmdale and new audiences beyond its current reach. The positive effects on the City of Palmdale will be multi-layered; at its core it will:

- Improve the quality of life by returning commute time to residents.
- Establish Palmdale as a destination in the region with a unique sense of place.
- Create economic opportunities for local and national businesses.
- Identify a new downtown with an iconic station attracting the best and the brightest.
- Be a gateway to the 21st century and a catalyst for a more dynamic and livable Palmdale.

Planning Process

Embracing the connection between landuse and transportation has led to some of the most recognizable and successful developments throughout the country and has proven to be the key tool to deliver a more livable and sustainable future through integrated planning and development. For the City of Palmdale, the key inspiration for this project is the ability of the Palmdale Station to create a new focal point for the City's future development, in fact create a new downtown bringing together economic opportunity, sustainable development, better connectivity and community values, while guiding development that is of enduring quality, culturally authentic, and suitable for renewal and adaption by future generations.

The planning process explored the viability of housing at various densities, commercial office and retail, business and industrial areas by leveraging the integration of the future Palmdale Station hub into a more compact and complete, mixed-use pedestrian-friendly district. This plan also addresses the full range of circulation, and economic reviews. By capitalizing on the TOD potential, integrating new housing and employment growth around the multi-modal transportation hub, and improving connections throughout the area, the PTASP offers the opportunity to present a collaborative vision for this area as a vibrant, mixed-use neighborhood. Additionally the city prepared a separate aspirational Vision Statement that embodies the goals and objectives of the community surrounding the future Palmdale Station, setting the foundation for PTASP.

1.1. Project Background

The City adopted the PTVSP in 2007 to facilitate the expected growth from the opening of the Palmdale Transportation Center (PTC) in 2005. The PTC is a multi-modal transportation center featuring a Metrolink rail station, a local bus depot and commuter bus. Metrolink was introduced to Palmdale in the 1990's as an alternate to the freeway. The PTVSP proposed a fitting approach of TOD to create a Transit Village near the center and link land use planning policies and programs. While some development has occurred, however, due to the economic decline that occurred shortly after the PTVSP was adopted, the Transit Village development didn't reach its full potential and was met with the consequent challenges. Currently, 10 years later, the City is embarking upon the PTASP seizing the opportunity to extend the accessibility, pedestrian-friendly environment and amenities of TOD to accommodate the proposed Palmdale Station that will be located near Avenue Q and Sierra Highway, just south of the PTC. The Palmdale Station could also serve the proposed private venture VTUSA high-speed rail service to Las Vegas via the future High Desert Corridor. Driven by these projected growths of different modes serving the area, the PTASP seeks to accommodate the new-era travel realities by meeting the projected demand and improving commuter experience. A new transportation hub will be proposed in place of the PTC as part of this effort. Therefore, this Specific Plan will replace the PTVSP in its entirety with the regulations and standards presented henceforth.

In particular, this Specific Plan calls for updating existing land uses around the Palmdale Station, replacement of the PTC with an updated transportation hub integrating all modes and establishing a safe and convenient circulation plan. The cumulative effect of all interventions will be to make the inter-modal connections simple, efficient, and pleasant and create a better overall passenger experience.

1.2. Purpose and Intent

It is the intent of the PTASP to assist with the systematic implementation of the General Plan by encouraging investment and development in the PTASP Area under the direction of clearly established public policies, a land use plan, design standards and guidelines, and implementation steps. The PTASP provides investors with a level of certainty regarding the future of the area and the quality of development that is expected.

A governing objective of the plan is to allow for a mix of uses resulting in a neighborhood which complements the existing character of Palmdale and accommodates the potential growth spouting from the introduction of HSR. In addition to the California HSR and VTUSA, the HDC is proposed to improve east-west traffic through the High Desert region potentially via a high-speed rail connection and bikeway. This Specific Plan will address the potential growth arising from the influx of transportation developments and set a framework of guidelines. The City commissioned a separate study to determine the demand projections as a result of the HSR area. The demand analysis looked into four different land uses in the area, namely Office, Residential, Retail and Hospitality. This projected demand, from the market demand analysis, for the anticipated 30-year phased build-out is in alignment with the development demand projections of the PTASP implementation plan. Land use regulations developed as part of this Specific Plan will ensure a mix of uses providing for residential, commercial, and employment needs of the community that are complementary with development of the transportation hub, and closely follow the principles of TOD. This will provide safe and attractive pedestrian routes along arterials and collectors leading to schools, along arterials or collectors that carry high traffic volumes, on all downtown streets, along major streets leading to the downtown, and on all streets to transit facilities.

Linking high-density residential developments, schools, employment centers, and shopping areas via the different modes will promote safety along with making it an attractive destination. The land use standards provide a level of flexibility that will allow incremental development of the Plan to

address the changing demands and needs of the real estate market. The development standards and design guidelines established in this PTASP cater to potential growth experienced by the City of Palmdale. These are consistent with TOD principles in that they maximize the efficiency of land surrounding the PTC while also promoting new development, open spaces and streets that are attractive, vibrant and safe for all users. These preliminary planning strategies that transform areas surrounding transit areas have been successfully implemented around the country like Denver Union Station and Victorville Desert Gateway.

- In Denver, a City-led effort to consolidate railyard space created highly desirable development parcels under single-owner control. Union Station is the gateway to downtown Denver, the redevelopment anchored on larger redevelopment efforts phased into three areas. The 127-acre Union Station district consists of three areas that are a mix of public and private ownership: Union Station Redevelopment (43-acre transit district that includes Union Station); the Commons (58-acre planned unit development); and Commons Park (26-acre open space amenity).
- Desert Gateway is a 10,203-acre area at the northern edge of the City of Victorville located at the interchange of the planned High Desert Corridor expressway and Interstate 15. The development of the area included distinct neighborhoods oriented toward mixed use village centers served by transit. The area provided for greater housing diversity, housing near employment centers, and economic development.



Future development in the PTASP Area, thoughtfully designed and executed, will build upon these planning strategies and will offer an opportunity to revitalize and achieve urban design excellence.

1.2.1. How to Use this Specific Plan

This document is organized to provide guidance to both property owners/developers and builders.

Chapter 2: Existing Setting presents the baseline information for the 746-acre planning area.

Chapter 3: Vision, Goals and Objectives set forth a long-term vision and overarching goals for the physical form and character of the Palmdale Station and the new downtown within the PTASP.

Chapter 4: Urban Design Framework presents the overall land use and urban design framework including development standards and design guidelines that will direct the type of transit- and pedestrian-oriented development that is most appropriate for this area.

Chapter 5: Zoning and Development Regulations establishes detailed regulations for development and new land uses within the PTASP area.

Chapter 6: Circulation Plan provides guidance on planning and design of the new street network, a bicycle access plan for the planning area, and guidelines for a safe and attractive pedestrian realm.

Chapter 7: Public Service Infrastructure Plan provides a conceptual plan for improvements to City services in order to accommodate the proposed development.

Chapter 8: Implementation Plan includes planning actions for phasing, environmental regulations, financing strategies for public improvements, and regulatory tools to support both the vision, and the anticipated phased development pattern.

The **Appendix** includes a glossary of terms used in the Specific Plan and project acknowledgments.

Words, phrases, and terms not specifically defined herein shall have the same definition as provided in the City of Palmdale Municipal Code (PMC). Definitions of words, phrases and terms as used in this Specific Plan are included in the Glossary of Terms.

1.3. Citywide Planning Efforts

The planning process for this Specific Plan has been coordinated with the City's General Plan, which is currently being updated. The City also recently invested in different planning documents that serve as informing documents to further assist with the planning effort of the area: Palmdale High Speed Rail Station Area Plan, Avenue Q Feasibility Land Use Framework Plan and Palmdale TOD Overlay Zone Land Use Framework Plan as shown in Figure 1.2. The studies and their brief descriptions are presented below.

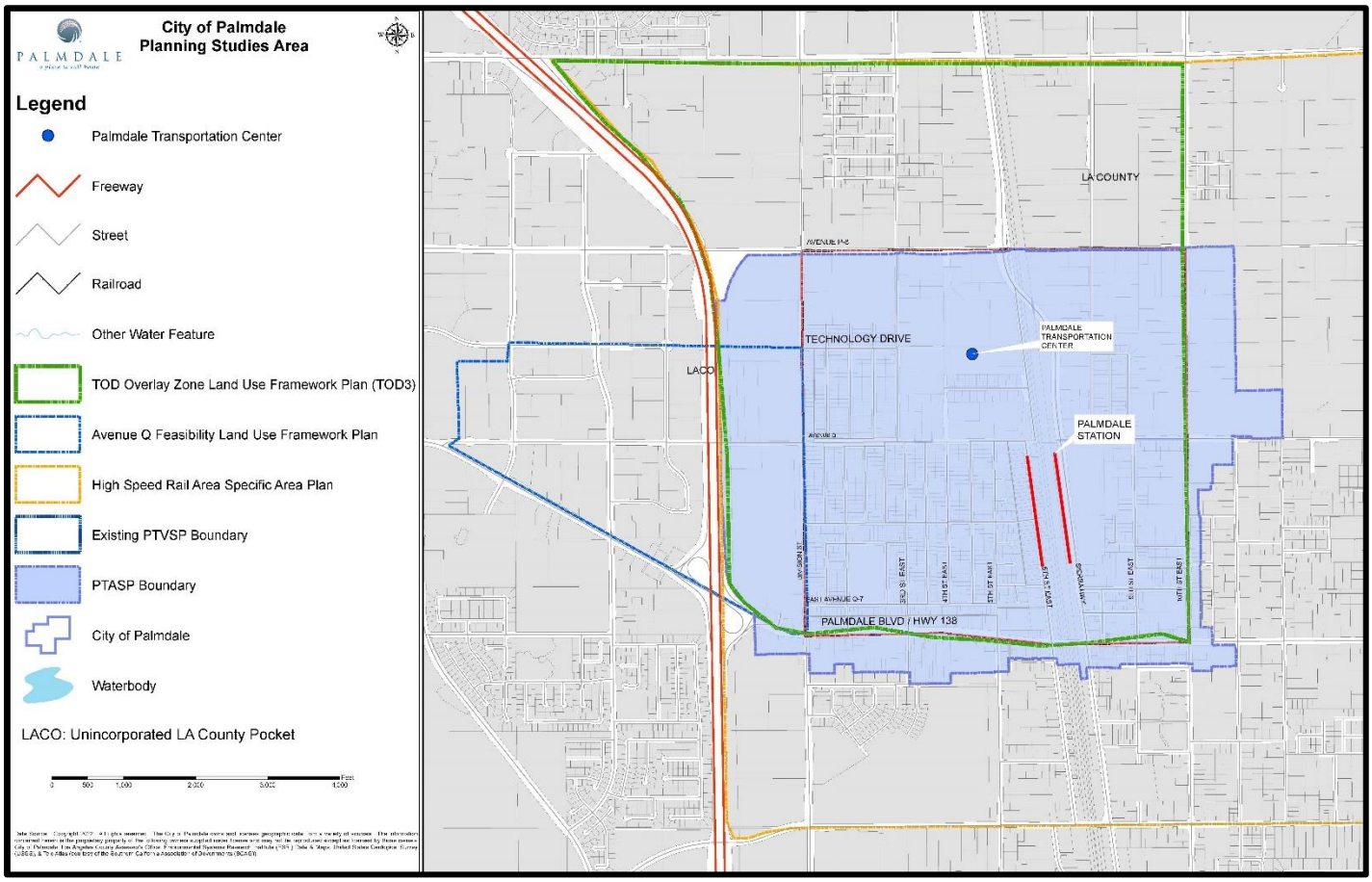


FIGURE 1.2. PLANNING STUDIES AREA

1.3.1. Palmdale High Speed Rail Station Area Plan

California High Speed Rail is a planned high-speed rail system that will connect Los Angeles and San Francisco, with potential future extensions to San Diego and Sacramento. The proposed alignment includes a station in Palmdale, in the heart of the PTASP Area. The Palmdale Station will provide connections to Metrolink,Greyhound, Amtrak Thruway, and AVTA buses, serving as the main transportation hub in Palmdale. In partnership with California High Speed Rail, the City of Palmdale is developing a Station Area Plan of approximately 4.7 square miles bound by State Route 14 to the west, Rancho Vista Boulevard to the north, 20th Street East to the east, and East Avenue R to the south. As part of the study, a Technical Working Group (TWG), made up of all the appropriated stakeholders, was established and met regularly to review progress, coordinate efforts and provide input. Together with the TWG and extensive community outreach, the Plan would embody a vision of vibrant mixed-use center surrounding the future Palmdale HSR Station. This planning effort will support the City to promote economic development and sustainability, encourage station area development, involve community input and enhance multi-modal access connections between the station and the City.

Real Estate Demand Projections & Preliminary Real Estate Strategies

As part of the Palmdale HSR Study, HR&A's conducted a market demand analysis to determine demand projections as a result of the HSR area. The demand analysis looked into four different land uses in the area, namely Office, Residential, Retail and Hospitality. HR&A's market demand analysis as documented in the report assumes that the Study Area will absorb an average of the low and high market absorption projections for the "high-speed rail scenario" for all land uses (office, residential, retail, and hospitality) over the 30-year build out. The high end of HR&A's projected real estate absorption assumes that there are major strategic public realm and infrastructure investments in the area in addition to high-speed rail service.

1.3.2. Avenue Q Feasibility Land Use Framework Plan

The Avenue Q Feasibility Land Use Framework Plan recommends development patterns to support the future multi-modal station in a sustainable approach that creates a well-connected pedestrian and bicycle network around the plan area. The plan focuses on the corridor surrounding West Avenue Q, generally located between Auto Center Drive and Palmdale Boulevard and between the westerly terminus of Avenue Q and Division Street. The eastern boundary of the Study Area is located about a quarter mile from the PTC while the western boundary is approximately 1.5 miles from the PTC. The plan aims to create a link between employment areas, major destination points, and the future Palmdale Station, while fostering TOD around Avenue Q to increase development densities.

1.3.3 Palmdale TOD Overlay Zone Land Use Framework Plan (TOD3)

This plan serves as the background document to guide development of the study area; to create TOD, and supportive streets and public spaces along the Avenue Q corridor. The goal of this plan is to connect people with the PTC and the future high-speed rail station. The plan focuses on the area located between Rancho Vista Boulevard (Avenue P) and Palmdale Boulevard (SR-138) and between SR-14 and 10th Street East. The study's recommendations included high density housing, office, hotel and street-facing retail, which are standard TOD framework. A Program Environmental Impact Report (EIR) was prepared in conformance with California Environmental Quality Act (CEQA) in 2017 for the TOD3 study. The purpose of the Program EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation

measures to avoid or lessen potentially significant effects of the Palmdale TOD Framework Plan. The TOD3 planning area encompasses the area established for this Specific Plan and therefore allows the Program EIR to serve as the environmental clearance for the Transit Area Specific Plan, as described further in Chapter 8: Implementation.

Although both the Ave Q and TOD3 plans lay out visions for future TOD in Palmdale, these documents are not regulatory in nature and will be used for information purposes only.

1.3.4. High Desert Corridor (HDC)

The HDC project includes construction of a new multi-modal link between the cities of Palmdale, Lancaster, Adelanto, Victorville and the Town of Apple Valley. The major goal of this project is to improve connections between major destinations in the area for people and goods. The high desert corridor represents an opportunity to expand the reach of high-speed rail service to Las Vegas, supporting Palmdale as the only major hub on California's HSR network. The High Desert Corridor is proposed to improve east-west traffic through the High Desert region potentially via a high-speed rail connection and bikeway. The project and studies are funded through a variety of sources including local Measure M, Measure R, and Measure I, along with state and federal funds. Measure M funding will reach $1.8 billion by 2063 with $270 million available for right-of-way (ROW) in the 1st decade.

1.3.5. Virgin Trains USA (VTUSA)

VTUSA High-Speed Rail is a private venture that proposes a high-speed passenger train connecting Victorville, California with Las Vegas, Nevada. An additional extension from Victorville to Palmdale is being considered in order to link VTUSA to California High Speed Rail and Metrolink service. The plan calls for a high-speed electric train system from Apple Valley in the California high desert to Las Vegas, almost entirely with private funding. The U.S. Department of Transportation gave its approval for the project to issue $1 billion in tax-free private bonds earlier in the year 2020. The bonds are technically known as "private activity bonds" that work like tax-free municipal bonds for infrastructure but are not issued or guaranteed by the government. This federal approval led California officials to take the next step, scheduling a state committee meeting for April 14, 2020 to approve VTUSA issuing another $2.4 billion in bonds under California's share of the federal program. Based on current schedule and expansion plans, the Victorville line will be opened in 2023, connecting to Palmdale in 2027/2028.

1.3.6. Palmdale Downtown Revitalization Plan

The Palmdale Downtown Revitalization Plan sought to develop a plan for the restoration of economic vitality to Downtown Palmdale and to create a heart for the City. This plan envisioned a network of interconnected pedestrian walkways, bikeways, pedestrian-oriented commercial districts, and a linear greenbelt with a bikeway connecting to a regional trail system. Its goals for a supporting mobility network that utilize various modes of transportation perfectly aligns with the goals of the PTASP.

1.3.7. Metrolink SCORE

Metrolink's Southern California Optimized Rail Expansion (SCORE) program is a $10 billion capital improvement program involving grade crossing, station and signal improvements as well as track additions and work that accelerates progress towards Metrolink's zero-emissions future and improve access to affordable housing and other opportunities. SCORE projects will be completed starting in 2023, with the program complete by 2028.

Some of the benefits of SCORE include:

- More safe, reliable service – System upgrades will allow 35.5 million new rail trips when rider demand and funding is available to increase service.
- More air quality improvements – 3.4 billion vehicle miles traveled removed, and decreasing greenhouse gases by 51.6 million metric tons.
- More safety – crossing and signal improvements for the entire system.
- More cars off the road – Metrolink removes the equivalent of at least 2 lanes of traffic on adjacent freeways.
- More jobs and economic development – 1.3 million jobs and $684 billion in gross regional product added to southern California's economy.
- More quite zone-ready corridors – Train horns can be reduced as crossings are upgraded.
- More dedicated freight tracks – Cargo delays reduced; speeds increased to support trade.
- More streamlined operations – adding track reduces train delays and idling due to capacity limitations.

Southern California Regional Rail Authority (SCRRA) is the Joint Powers Authority (JPA) that operates the Metrolink commuter rail system. The purpose of the Strategic Plan is to define a series of goals and plans for the growth of the Metrolink system. This plan sets the flexible framework for SCRRA to develop the funding, infrastructure, and governance necessary to provide reliable commuter rail service. The plan focuses on the capital funding and operating support necessary to respond to demand for expanded commuter rail services and to evolve into a more significant role in providing for regional transit travel. The plan indicates a general sense of resource requirements for the goals and sets forth the foundation for the implementation plan and the budget process.

1.3.8. California High Speed Rail Authority 2018 Business Plan

The California High-Speed Rail Authority (Authority) is responsible for planning, designing, building and operating the first high-speed rail system in the nation. California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. When the HSR is completed, it will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of exceeding 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations. The 2018 Business Plan presents a vision for implementing the nation's first high-speed rail system. The plan provides a discussion about the challenges along with a strategy to confront and manage them to deliver the project.



The key objectives and principles are:

- Initiate high-speed rail service in California as soon as possible.
- Make strategic, concurrent investments that will be linked over time and provide mobility, economic and environmental benefits at the earliest possible time.
- To construct additional segments as funding becomes available.

The Authority is currently finalizing its Draft 2020 Business Plan that will supersede the 2018 Business plan upon adoption focusing on the economic, mobility and environmental benefits of high-speed rail extending to the Central Valley Segment to 171miles connecting Merced, Fresno and Bakersfield.

1.4. Planning Context

1.4.1. Relationship to the Palmdale General Plan

Specific Plans must be compatible with the goals and objectives of the adopted General Plans of local jurisdictions (California Government Code Section 65454). In this case the City of Palmdale General Plan (adopted in 1993) is the governing document. The City of Palmdale is currently engaged in a General Plan update effort that will help further define the City's goals and objectives. The General Plan serves as a foundation in making land use decisions based on goals and objectives related to land use, transportation routes, population growth and distribution, development, open space, resource preservation and utilization, air and water quality, noise impacts, safety issues and other related physical, social and economic development factors for the entire City of Palmdale.

This sub-section summarizes only the applicable goals from the General Plan that are relevant to the policy framework for future development of PTASP. Applicable General Plan goals mentioned below are verbatim to the City's adopted 1993 Plan.

Land Use Element

The Land Use Element of the General Plan provides a range of land uses to accommodate the living, working, shopping and recreational needs of the City's growing population with a diversity of uses that will promote economic growth. It addresses the growth and resulting development patterns that have occurred in Palmdale and establishes a framework for focusing future growth in a logical manner. The Land Use Element also identifies existing and potential opportunities and constraints.

- Goal L1: Create a vision for long-term growth and development in the City of Palmdale which provides for orderly, functional patterns of land uses within urban areas, a unified and coherent urban form, and a high quality of life for its residents.
- Goal L2: Adopt land use and development policies which encourage growth and diversification of the City's economic base.
- Goal L3: Provide a high quality of life for all existing and future residents, meeting the needs of a variety of lifestyles.
- Goal L4: Provide opportunities for a wide range of retail and service commercial uses, to serve neighborhood, community and regional needs and provide economic benefit to the City of Palmdale.
- Goal L6: Plan for and reserve land to accommodate uses needed for public benefit, including open space, recreation, public improvements, schools and community facilities.
- Goal L7: Provide proactive comprehensive planning within designated areas of the City where unique development opportunities or physical conditions warrant special planning efforts.

Circulation Element

The Circulation Element provides for an attractive well-connected street system that accommodates the needs of all users including pedestrian, cyclists, and transit users, thereby reducing the number of vehicle miles driven in the planning area. It addresses the City's plans to upgrade and expand its pedestrian walkways, surface streets, arterial and regional highways, public transportation, rail service and air service.

- Goal C1: Establish, maintain and enhance a system of streets and highways which will provide for the safe and efficient movement of people and goods throughout the Planning Area, while minimizing adverse impacts on the community.
- Goal C2: Reduce the number of trips and vehicle miles traveled by individuals within the Planning Area, to meet regional transportation and air quality goals.
- Goal C3: Encourage use of non-vehicular transportation throughout the Planning Area.
- Goal C4: Promote opportunities for rail service to move goods, passengers and commuters into and out of the Planning Area.

Environmental Resources

The Environmental Resources Element addresses the related issues of resource conservation and open space. The goal of this Element is to improve the long-term quality of life for Palmdale residents through the rational management of natural resources and open space lands.

- Goal ER5: Promote the attainment of state and federal air quality standards.
- Goal ER7: Protect historical and culturally significant resources which contribute to the community's sense of history.

Public Services

The Public Services Element presents a plan for ensuring that public services and infrastructure are available to permit orderly growth and to promote public health, safety, and welfare.

- Goal PS1: Ensure that adequate public services and facilities are available to support development in an efficient and orderly manner.
- Goal PS2: Ensure that all development in Palmdale is served by adequate water distribution and sewage facilities.
- Goal PS3: Develop and maintain adequate storm drainage and flood control facilities.
- Goal PS5: Support the provision of adequate public and community services to meet the needs of residents.

Community Design Element

The Community Design Element of the General Plan establishes guidelines for developers, staff, and decision makers to use in evaluating whether development projects meet design goals of the City for functional, efficient, and attractive development. It envisions new development to be attractive, safe, well-designed, and well-integrated with adjacent neighborhoods.

- Goal CD 1: Create and maintain a well-designed built environment for the City of Palmdale, which contributes to the community's economic vitality and enhances the quality of life for its residents.
- Goal CD 2: Enhance a "Sense of Place" within Palmdale by emphasizing the City's environmental setting, natural amenities, and human resources.
- Goal CD 5: Multiple family housing shall provide a safe and pleasant living environment for residents and shall be integrated with the surrounding neighborhoods so as to enhance the sense of community.
- Goal CD 6: Commercial development in the City of Palmdale should enhance the community's economic vitality by providing a high-quality environment for shopping and working.
- Goal CD 7: Establish design guidelines for mixed use projects in which commercial retail, office and residential uses coexist, to ensure that such developments are attractive and functional while minimizing conflicts between uses of different intensities.
- Goal CD 8: Use landscaping to reinforce community identity, to create a pleasant environment, to control erosion and promote natural percolation of storm water, to provide protection from wind and hot summer sun, and to integrate new development into the surrounding district.
- Goal CD 9: Incorporate a high quality of design into planning for public buildings, capital improvement projects, rights-of-way, drainage facilities, open spaces, and other land uses owned or initiated by the City of Palmdale, to contribute to a cohesive sense of place, enhance the overall quality of development in the City, and perpetuate the image which the City wishes to create.

- Goal CD 10: Facilitate creation and expansion of industrial use within the City to accommodate manufacturing, distribution, and complementary office and support uses in order to expand the City's employment and economic base and improve the jobs/housing balance, while ensuring that such areas are compatible with adjacent uses and minimizing adverse impacts on more restrictive use districts.

The City initiated a General Plan Update in 2018 that is ongoing. The last comprehensive update of the General Plan was in the 1990s. With the changes that have occurred in the area in the last three decades, and the impending arrival of High-Speed Rail and other transit investments in the area, the vision for the PTASP has also evolved.

In order to ensure consistency of the PTASP and the General Plan, the City has two options:

1. Modify the General Plan at the time of PTASP adoption to remove any inconsistencies, or
2. The City may choose to resolve any inconsistencies between the PTASP and the General Plan during the General Plan update process.

1.4.2. Relationship to the Palmdale Zoning Code

This Specific Plan augments the development regulations and standards of Chapter 17 (Palmdale Zoning Code) of the PMC. When an issue, condition or situation occurs which is not covered or provided for in the Specific Plan, the regulations of the Zoning Code that are most applicable to the issue, condition or situation shall apply. In the event that the provisions of the Specific Plan are in conflict with the Zoning Code, the provisions of the Specific Plan shall prevail.

1.4.3. Relationship to Other Specific Plans

The City of Palmdale adopted the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) in 1990, and the Palmdale Transit Village Specific Plan (PTVSP) in 2007. The PTCCSP partially overlaps the PTASP area, while the PTVSP is fully encompassed within it. With the adoption and approval of the PTASP, the PTCCSP was amended to remove the area bounded by SR-14, Technology Drive, Division Street and Palmdale Boulevard and the PTVSP was replaced in its entirety with the regulations and standards in this Specific Plan.

1.4.4. Relationship to Unincorporated County of Los Angeles Land

Two areas within the PTASP area fall within unincorporated Los Angeles County. These include the parcels bounded by Avenue P-8, 10th Street E, Avenue Q and the rail right-of-way, and two parcels developed with a mobile home park on the north side of Avenue Q just west of 4th Street East, as shown in Figure 1.3. Pre-zoning for these parcels is provided in this Specific Plan. These zoning designations will provide guidance, if the City plans to annex these properties in the future. Currently there are no annexations planned for these parcels.

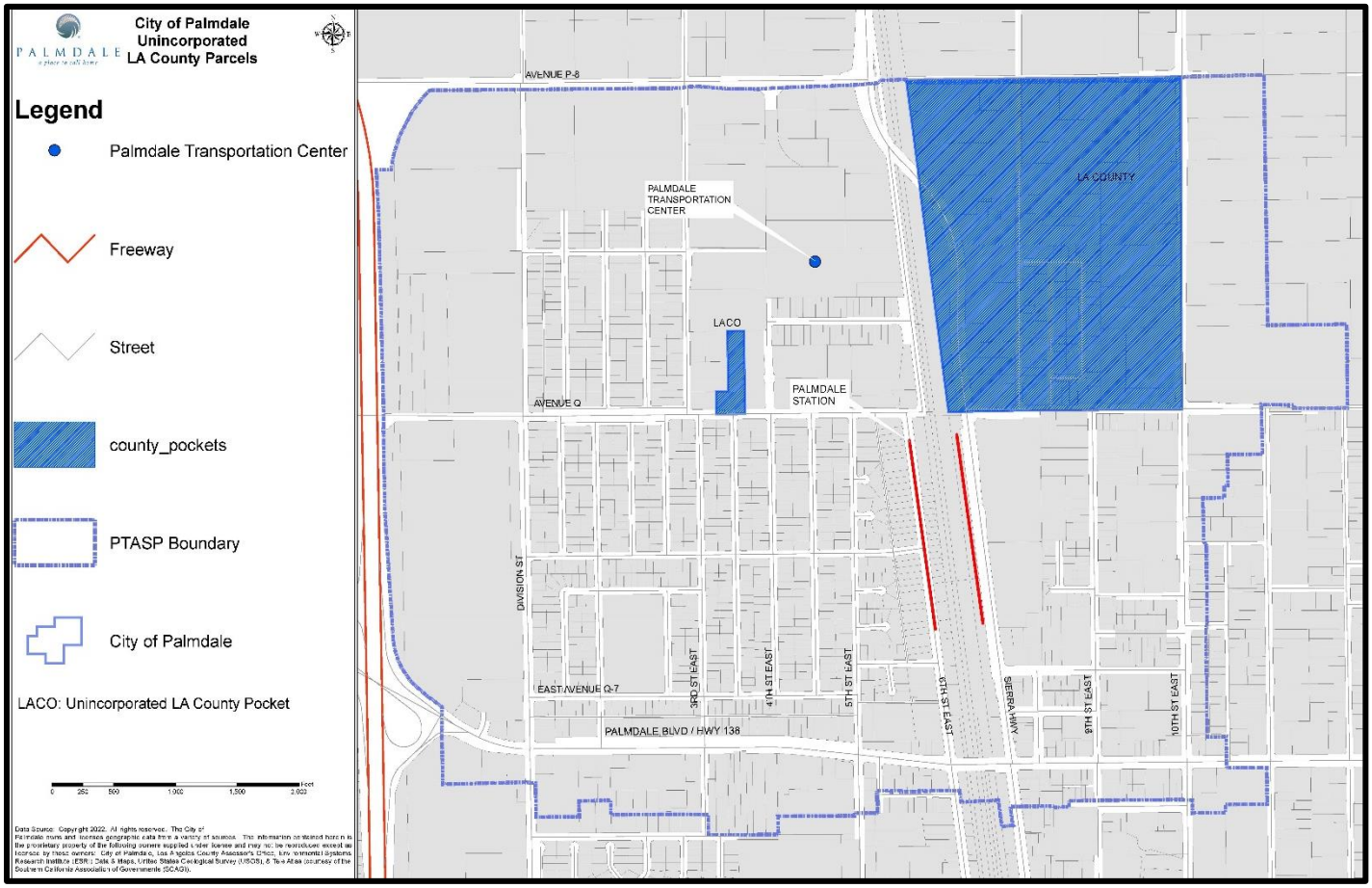


FIGURE 1.3. UNINCORPORATED LA COUNTY PARCELS

1.5. Specific Plan Administration

This document is organized to provide guidance to both property owners/developers and builders. It effectively establishes a link between implementing policies of the General Plan and the development proposals in the area specified in this Specific Plan.

1.5.1. Legal Process – Summary

The Palmdale Transit Area Specific Plan is prepared and established under the authority granted to the City of Palmdale in accordance with the requirements of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 and 65457. The California Government Code authorizes cities to adopt Specific Plans by resolution or by ordinance. A public hearing is required, after which the Specific Plan must be adopted by the Palmdale City Council for final approval.

1.5.2. Interpretation

The Planning Manager, or his/her designee, shall have the responsibility to interpret the provisions of the Specific Plan, except that the Planning Manager may refer the matter to the Planning Commission. All such interpretations shall be in written form and permanently maintained. Any person aggrieved by such an interpretation may make a formal appeal request in writing to the Planning Manager by filing for a review of interpretation by the Planning Commission. Such appeal is subject to applicable fees and processing requirements.

1.5.3. Enforcement

The City shall enforce the provision of this Specific Plan and all the applicable codes of all governmental agencies and jurisdictions in such matters including, but not limited to, building, mechanical, fire and electrical codes pertaining to drainage, wastewater, public utilities, subdivisions and grading.

CHAPTER 2. | EXISTING SETTING

The Palmdale transit area has many strengths, as well as some constraints that need to be addressed. Future planning of this area would build upon the area's existing assets, maximize promising opportunities, and work to counter challenges. This chapter describes the area's existing conditions, as well as development constraints.

Palmdale is a City in the center of northern Los Angeles County, south of Lancaster and north of the Angeles National Forest. The region is characterized as the California High Desert. The main highway connecting Palmdale to other parts of the region is the Antelope Valley Freeway, or State Highway 14 and State Route 138 (also known as the Pearblossom Highway), running north to south through the City. The City of Palmdale covers an area of approximately 104 square miles with a population of 158,905 residents as per the California Department of Finance estimates for 2018.

2.1. Site Area Description

The area covered by the PTASP includes a 746-acre site bound by Technology Boulevard to the north, SR-14 to the west, East Avenue Q-9 to the south and 10th Street East to the east, as shown in the Figure 2.1. The PTC is located in the north-eastern portion of the site. This regional multi-modal hub opened in 2005 and offers connections between AVTA local and commuter bus service, Metrolink commuter rail service, Santa Clarita Transit, Greyhound and Amtrak Thruway bus services. This regional hub with the Clock Tower Plaza that features an indoor/outdoor passenger waiting area with concession machines, public telephones, seating, restrooms and security service will continue to provide convenient connections between regional service providers and local bus routes until the arrival of the HSR.

The PTASP area contains a diverse mix of existing land uses, with the predominant land use being single-family residential located mostly in clusters east of Division Street, whereas multi-family housing is largely concentrated south and east of the PTC. Two schools are within the area, the Yucca Elementary School located on 2nd St East and the R. Rex Parris High School located at the northwest corner of Avenue Q and Clock Tower Plaza Drive. The City of Palmdale's public safety services are provided by the Los Angeles County Fire Department and the Los Angeles County Sheriff's Office. The sheriff's office is located within the area limits, east of the PTC at the corner of Avenue Q and Sierra Highway. Fire Station 37 is located just outside the southeast corner of the area. Open space in the area includes the Desert Sands Park located along the south side of Technology Drive, northwest of the PTC. There are churches scattered about the area, mostly to the east of 5th Street East. Along Palmdale Boulevard, there are commercial centers on both sides of the street from Division Street to 10th Street East.

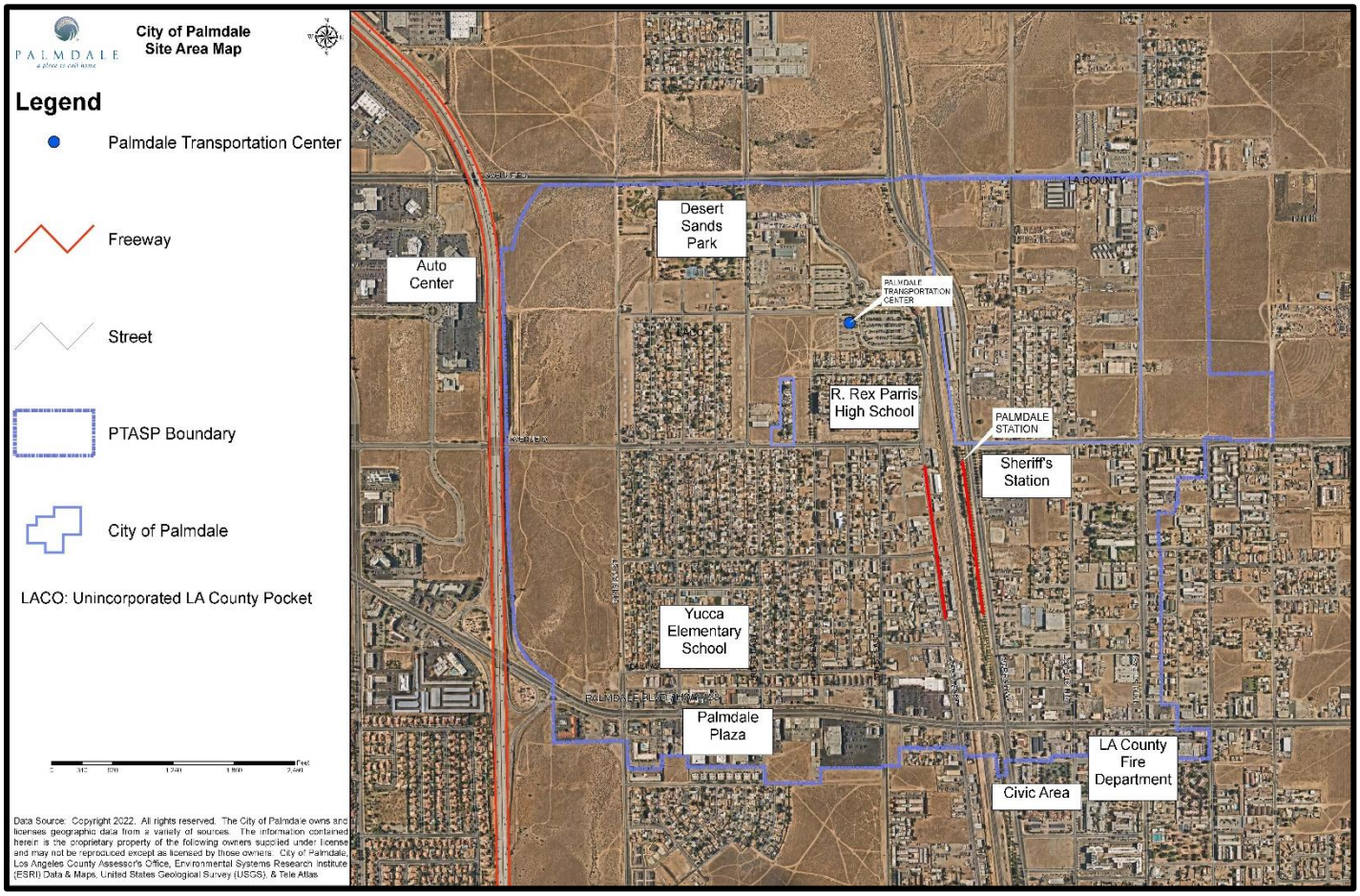


FIGURE 2.1. SITE AREA MAP

2.2. Existing Land Use and Zoning Designations

2.2.1. Existing Land Use Designations

According to parcel data supplied by the City of Palmdale and Los Angeles County, the PTASP area contains 1,600 parcels with a diverse number of land use designations as shown in Figure 2.2.The predominant land use designation in the PTASP area is single-family residential, with multi-family developments located immediately south of the PTC. Figure 2.3 illustrates the exiting land use designations by category in the project study area. The land use designations adopted by the General Plan, indicates concentrations of commercial land uses along arterial streets such as Palmdale Boulevard (SR-138) and 10th Street West; industrial land uses around the PTC, and residential lands occupying most of the two-mile wide corridor running between Avenue Q and Avenue S located east of SR-14. Most of the retail space is situated along 10th Street West where shopping centers are clustered in the vicinity of the Antelope Valley Mall, at Rancho Vista Boulevard / Avenue P.

CURRENT LAND USE DESIGNATIONS	NUMBER OF PARCELS	TOTAL ACRES
City – Business Park (BP)	239	44.43
City – Community Commercial (CC)	114	48.72
City – Commercial Manufacturing (CM)	74	21.22
City – Downtown Commercial (DC)	107	24.89
City – High Density Residential (HDR)	53	18.92
City – Industrial (IND)	59	141
City – Multi-Family Residential (MFR)	119	22.72
City – Medium High Density Residential (MHDR)	194	52.05
City – Medium Residential (MR)	35	6.58
City – Office Commercial (OC)	7	5.45
City – Open Space (OS)	2	24.12
City – Public Facility (PF)	29	34.65
City – Public Facility- School (PF-S)	1	8.92
City – Single Family Residential (SFR-3)	397	61.22
City – Palmdale Trade and Commerce SP (SP-13)	20	121.56
County – Business Park (BP)	101	17.46
County – Industrial (IND)	49	92.47
Total	**1600**	**746**

SOURCE: CITY OF PALMDALE, GIS DATA

FIGURE 2.2. SPECIFIC PLAN EXISTING LAND USE TABLE

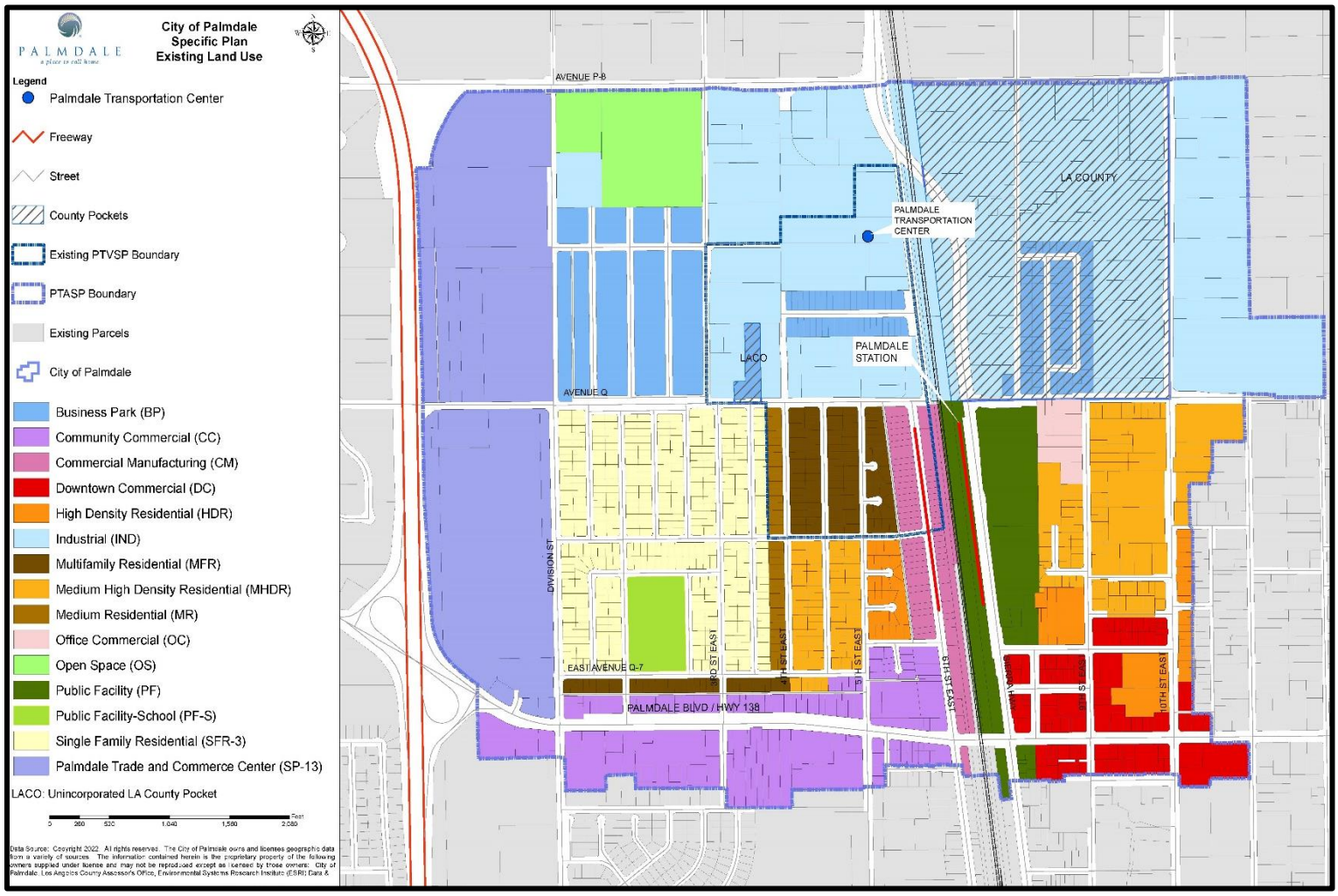


FIGURE 2.3 SPECIFIC PLAN EXISTING LAND USE MAP

2.2.2. Existing Zoning Designations

Chapter 17 of the Palmdale Zoning Code of the PMC allocates land for specific uses within the City boundaries. Figure 2.4 indicates the acreage by zone and by jurisdiction. Figure 2.5 illustrates zoning by category in the PTASP planning area. The PTASP planning area consists of multiple zoning types, the largest instances are Planned Industrial, Palmdale Trade and Commerce Specific Plan, High Density Residential, Light Industrial, and Planned Industrial. The following are brief overviews of the zoning regulations within the project area.

Downtown Commercial Mixed-Used Overlay (C-D MX)

This designation is intended as a modifier to an underlying commercial zone, which would permit construction and operation of mixed residential/commercial projects within a common area. Intended to enliven the business district by providing residential opportunities.

The downtown commercial zone was established to implement the policies and design guidelines described in the Downtown Revitalization Plan. This area within downtown should create a lively shopping environment which is primarily pedestrian in nature, particularly within the ground floor of store front shops facing streets.

Open Space and Recreation (OS, OR)

The open space and recreation zone preserves passive or active open space and recreational uses. The area is occupied, or will be occupied, by private, public or quasi-public open space or recreational facilities.

Public Facilities (PF)

The public facilities zone is intended for future development of public and quasi-public uses including, but not limited to, schools, government administrative facilities, police and fire stations, libraries, park and recreational uses, community facilities and public open space areas.

Commercial

The commercial zones establish an area in which business may be conducted, goods sold and distributed, and services rendered, along with other supportive activities.

- Office Commercial (C-2) – Substantially occupied by service establishments operating in offices.
- General Commercial (C-3) – Occupied by stores and businesses which provide retail sales and services for a wide range of consumer needs.
- Service Commercial (C-5) – Occupied by businesses which provide goods and services to the local or regional market, which may utilize processes, materials or operations which are not compatible with other commercial zones due to the intensity of use permitted.

Residential

The intent of the residential zones is to offer a range of residential densities to serve all economic and demographic segments of the population.

- Single Family Residential (R-1) – Lot size and density within the R-1 zone is determined by the underlying General Plan designation with density between 0-6 dwelling units per acre.
- Medium Residential (R-2) – Intended to allow development of housing at a gross density of between 6.1 and 10 dwelling units per acre.

- Multiple Residential (R-3) – Intended to promote the development of grouped housing such as townhouses, condominium and apartments at a density of between 10.1-16 dwelling units per gross acre.
- High Density Residential (R-4-30) – Intended to allow development of housing with a density of between 30-50 dwelling units per acre.
- High Density Residential (R-4-50) – Intended to allow development of housing with a density of between 50-60 dwelling units per acre.

Industrial

The intent of the industrial zones is to preserve land within the planning area for manufacturing, processing, assembly, fabrication, distribution, and similar activities related to production and transportation of goods.

- Light Industrial (M-1) – Occupied by limited manufacturing, wholesale, research and development, storage, transportation and similar or related activities. This area does not traverse residential neighborhoods or land uses designations.
- Planned Industrial (M-4) – Creates a zone for light industrial associated with operations having high standards of performance. These areas are occupied by master-planned industrial or business parks containing a variety of research and development, fabrication, assembly and supportive uses.

Figure 2.4 provides a tabulation of the number of parcels and acreage by zoning use designations.

CURRENT ZONING DESIGNATION	NUMBER OF PARCELS	TOTAL ACRES
Zone C-2: Office Commercial	7	5.45
Zone C-3: General Commercial	120	49.66
Zone C-5: Service Commercial	74	21.22
Zone C-D MX: Downtown Commercial Mixed-Use Overlay	106	24.89
Zone M-1: Light Industrial	47	105.02
Zone M-1 PZ: Pre-Zone Light Industrial *	49	136.48
Zone M-4: Planned Industrial	248	54.91
Zone M-4 PZ: Pre-Zone Planned Industrial*	101	17.46
Zone OR: Open Space and Recreation	2	24.12
Zone PF: Public Facility	29	43.58
Zone R-1: Single Family Residential	397	61.22
Zone R-2: Medium Residential	35	6.58
Zone R-3: Multiple Residential	133	21.81
Zone R-4 (30): High Density Residential	184	52.05
Zone R-4 (50): High Density Residential	49	18.92
Specific Plan: Palmdale Trade and Commerce	19	121.56
Total	**1600**	**746**

* COUNTY LAND PRE-ZONED BY THE CITY

SOURCE: CITY OF PALMDALE, GIS DATA

FIGURE 2.4. SPECIFIC PLAN EXISTING ZONING TABLE

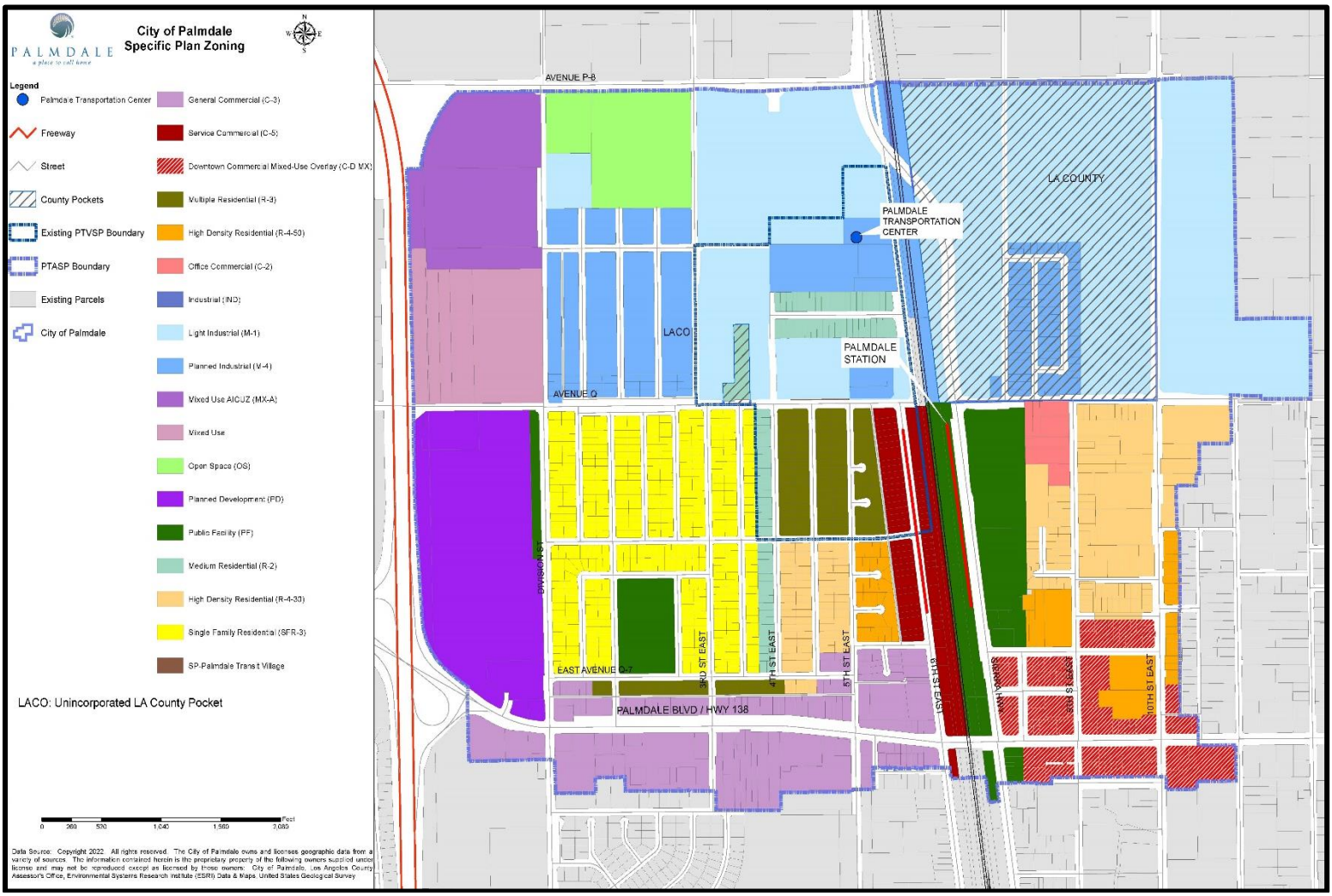


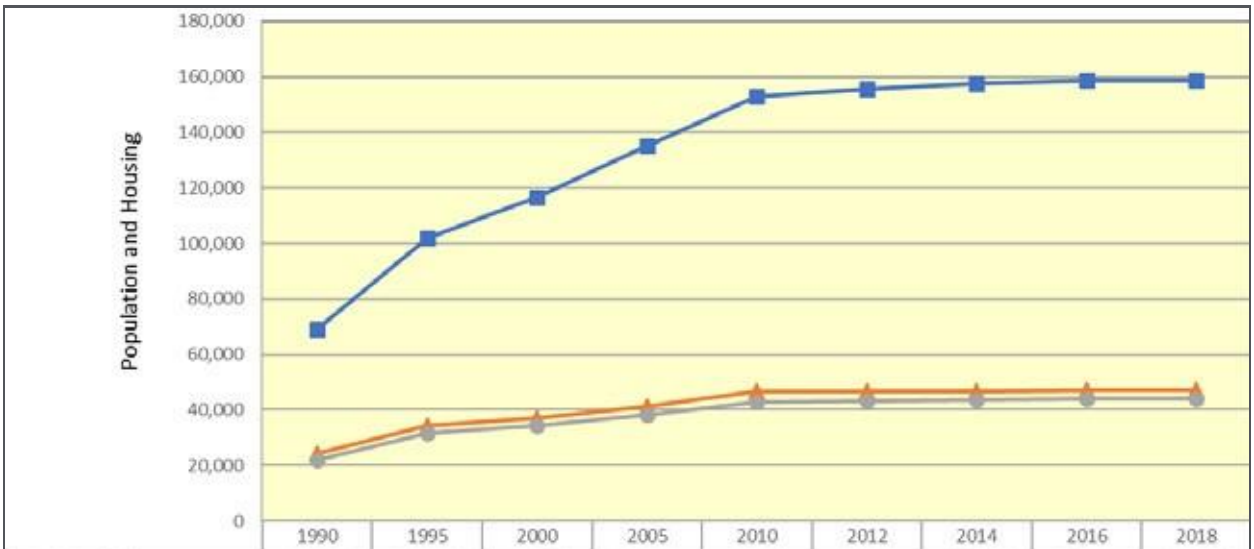
FIGURE 2.5. SPECIFIC PLAN EXISTING ZONING MAP

2.3. Demographic Information

Palmdale is located in northern Los Angeles County between the Tehachapi Mountains and San Gabriel Mountains. The region is part of the Antelope Valley or High Desert area, constituting the southwestern portion of the Mojave Desert. Palmdale is separated from the more urbanized areas of Los Angeles County by the aforementioned San Gabriel Mountain range, putting it a distance of approximately 35 to 40 miles north of downtown Los Angeles. Data presented in this section is based on the U.S. 2010 Census and the American Community Survey data. Approximately 44,000 households reside in Palmdale with 18.7% of the population living in poverty, per the American Community Survey data, 2013-2017. The owner-occupied housing rate was 63.4% in Palmdale and the median gross rent was $1,214 per month.

2.3.1. Population and Housing

Palmdale was incorporated in 1962 when it had a population of approximately 10,000 people. In the 1980s and 1990s, Palmdale was part of a region that became a bedroom community to the greater Los Angeles area. Major housing development took off beginning in 1983. During the 20 years between 1990 and 2010, the City was consistently been ranked in the top 25 fastest growing cities in the United States (based on percentage change). The 2018 population of Palmdale stands at 158,905 residents according to California Department of Finance estimates, making it the sixth largest City in Los Angeles County. Figure 2.6 charts the recent population and housing growth in Palmdale.



	1990	1995	2000	2005	2010	2012	2014	2016	2018
Population	68,946	102,142	116,670	135,179	152,750	155,501	157,628	158,635	158,905
Housing Units	24,439	34,541	37,096	41,262	46,544	46,663	46,768	47,012	47,055
Occupied Housing Units	21,987	31,551	34,285	38,106	42,952	43,344	43,611	43,842	43,880

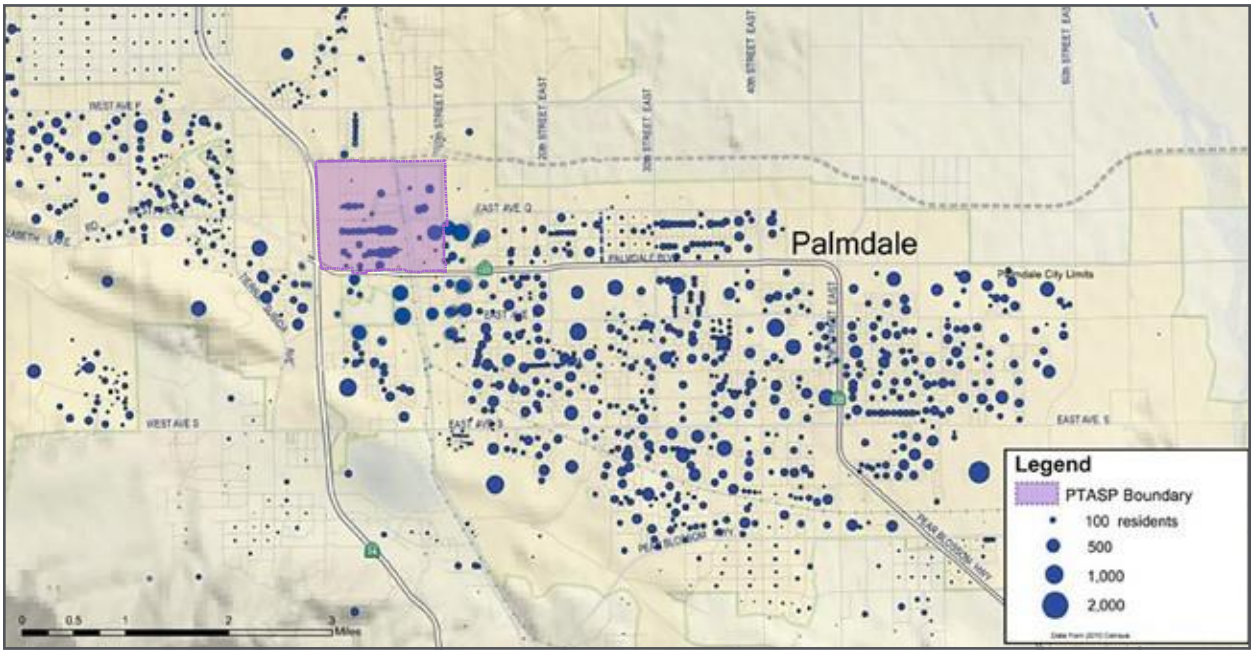
E-8 2007 1990–2000
E-8 2012 2000–2010
E-5 2-18 2010–2018

SOURCE: CALIFORNIA DEPARTMENT OF FINANCE

FIGURE 2.6. POPULATION AND HOUSING IN PALMDALE

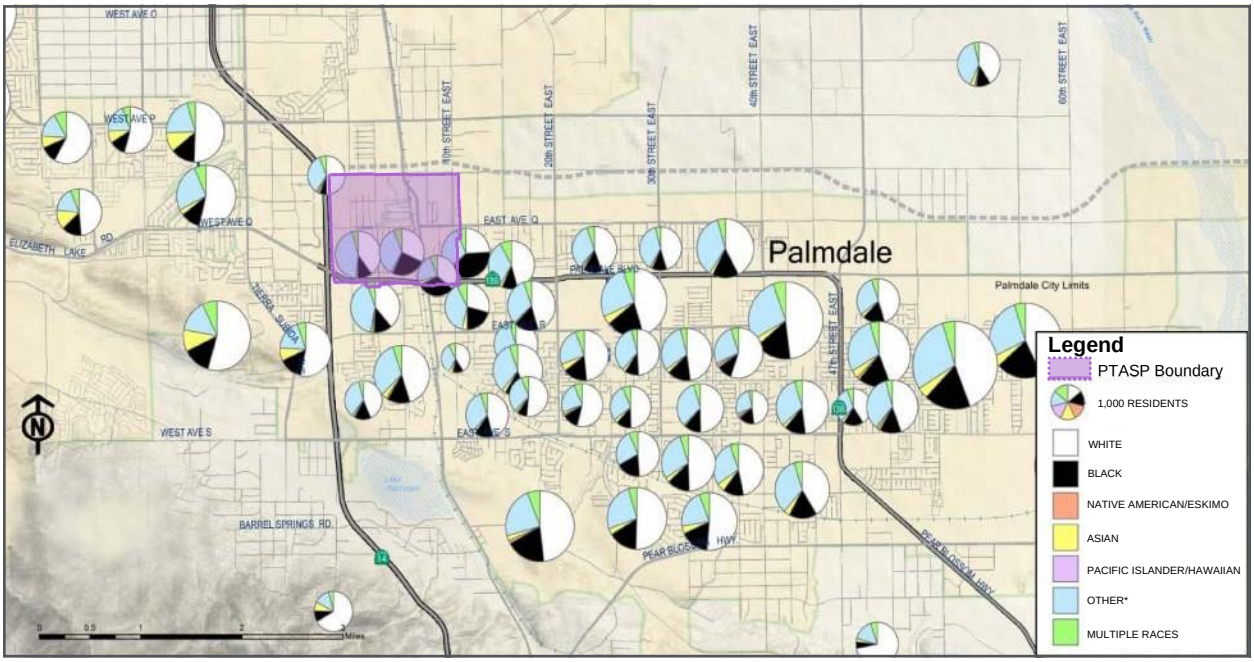
2.3.2. Population Distribution

Figure 2.7 illustrates the distribution of population based on year 2010 Census data reported at the block level. Figure 2.8 illustrates the ethnicity composition of this population, also based on 2010 census data, reported at the block group level.



SOURCE: U.S. CENSUS BUREAU

FIGURE 2.7. YEAR 2010 DISTRIBUTION OF POPULATION BY BLOCK (SEE APPENDIX FOR EXPANDED IMAGE)



* INDIVIDUAL SELF-IDENTIFIED AS HISPANIC, LATINO OR SPANISH ORIGIN ARE COUNTED AS "WHITE" SOURCE: U.S.

CENSUS BUREAU

FIGURE 2.8. YEAR 2010 BLOCK GROUP POPULATION BY RACE (SEE APPENDIX FOR EXPANDED IMAGE)

2.3.3. Employment

The most important industry for Palmdale is the aerospace industry. However, in recent times, other manufacturing companies have relocated to Palmdale seeking more affordable land, close proximity to USAF Plant 42 and special tax breaks.

Special tax breaks are granted for companies that relocate to the Antelope Valley Enterprise Zone and the Palmdale Federal Foreign Trade Zone. These are special zoning areas within the City that allow for various state and federal tax breaks and municipal grant incentives. These zones were put in effect to help Palmdale and Lancaster draw more jobs to the area so they would be less dependent on the Los Angeles Basin area for employment, thus reducing vehicle miles of travel, relieving pollution and traffic congestion, and stabilizing the local economy.

Palmdale refers to itself as the “aerospace capital of the United States” and has been the site of research, development, final assembly, flight testing, servicing and modifications of the Space Shuttle, X-15, B-2 Spirit, F-117 Nighthawk, F-35 Lightning II, SR-71 Blackbird, Lockheed L-1011 Tristar, and many other aircraft which have been used in the United States Air Force, National Aeronautics and Space Administration (NASA) and air forces and airlines around the world. U.S. Air Force Plant 42, where the aforementioned aerospace projects occurred, is home to major operations of the following aerospace companies: Boeing, Lockheed Martin and its famed Skunk Works, and Northrop Grumman. The Los Angeles World Airports owns the former Boeing hangar (formerly North American Rockwell) at Plant 42 near the former Palmdale Regional Airport terminal, which is one of the largest buildings in the world. NASA's Stratospheric Observatory for Infrared Astronomy program is planning to relocate its operation to this hangar at Site 9 from Edwards Air Force Base. In 2016, total jobs in Palmdale, including its sphere of influence, numbered 49,500.

EMPLOYER	NO. OF EMPLOYEES
Northrop Grumman*	4,200
Lockheed Martin	3,700
County of Los Angeles	2,000
Antelope Valley Mall	1,800
Palmdale School District	1,792
NASA Armstrong Flight Research Center	1,370
A.V. Union High School District	1,200
Wal-Mart	~1,150
Palmdale Regional Medical Center	1,103
City of Palmdale	582
High Desert Health Systems*	500–999
Granite Construction	400
Albertson’s	~375
Vallarta	~325
Kaiser Permanente	~300
Home Depot	~275
Kinkisharyo International, L.L.C.	258
Lowe’s	~230
Target	~230
Sam’s Club	190
Waste Management	100–249
Delta Scientific	100—249
BAE	145

* THE FIRM IS RAPIDLY EXPANDING THEIR WORKFORCE IN PALMDALE.

SOURCE: OUR INDUSTRIES—GREATER ANTELOPE VALLEY ECONOMIC ALLIANCE—GAVEA, https://socalleadingedge.org/industries/

FIGURE 2.9. PALMDALE MAJOR EMPLOYERS

A number of world-class corporations and manufacturing firms have made Palmdale home, diversifying the local economy. Delta Scientific Corporation, a world leader in high strength vehicle barrier systems, and U.S. Pole Company, Inc., a major manufacturer of street lighting poles, are major anchor tenants in the Fairway Business Park. The Palmdale Trade and Commerce Center is home to many other major manufacturing and industrial corporate offices. It will also be home to a number of medical and related support offices that are coming on-line to meet the needs of the new Palmdale Regional Medical Center. The Antelope Valley Mall is the preeminent retail shopping destination in the region, with a wide variety of dining choices in its Restaurant Row. Figure 2.9 indicates Palmdale’s largest employers in the year 2017.

2.4. Transportation

The PTASP area is easily accessed by regional highways and major arterials and is also served by a public transportation system, commuter rail and several bus lines.

2.4.1. Transit

The PTC is a multi-modal facility which serves as a Metrolink train station and a hub for connections between the AVTA and commuter bus service, Santa Clarita Transit bus service, Greyhound bus service and Amtrak Thruway bus service. Metrolink was introduced to Palmdale in the 1990s as an alternate to the freeways connecting Los Angeles following the 1994 Northridge earthquake. The earthquake caused the collapse of the freeway connector of State Route 14 (the Antelope Valley Freeway) onto Interstate 5. The station in Palmdale is part of the Metrolink Antelope Valley Line that provides weekday and weekend commuter service to and from Downtown Los Angeles. Metrolink runs 20 trains on a weekday with an average daily ridership of 7,000 passengers, and 12 trains on Saturday and Sunday. Seventy-six percent of weekday riders use Metrolink to get to work. The Metrolink station has basic amenities, such as restrooms, waiting room, food/beverage vending machine, and public phones. The facility has 750 parking spaces and connects with the Antelope Valley Transit Lines, Amtrak Thruway Bus and Greyhound.



SOURCE: ANTELOPE VALLEY TRANSIT AUTHORITY (WWW.AVTA.COM)

FIGURE 2.10. AVTA PALMDALE AREA SYSTEM MAP

AVTA has 45 local transit buses, of which Routes 1, 2, 3, 7, 8, 9, 51, 97, and 98 serve the PTC, as of Summer 2020. The fleet includes 60-foot articulated buses moving towards sustainable, and clean public transportation. As the circulation plan illustrating station access routes and connections is developed, access to aerospace industry cluster of employment (including Edwards Air Force Base) and future Palmdale Regional Airport (PMD) commercial air service will be integrated in alignment with AVTA's Regional Transportation Plan (RTP). Figure 2.10 shows a portion of the AVTA service within the City of Palmdale. For more information on fare and routes visit, https://www.avta.com.

Metrolink's SCORE program is a $10 billion capital improvement program involving grade crossing, station and signal improvements as well as track additions and work that accelerates progress towards Metrolink's zero-emissions future and improve access to affordable housing and other opportunities. California State Transportation Agency recently announced the 2020 grants distributed as part of the Transit and Intercity Rail Capital Program (TIRCP), one of which were $107 million for improvements to Metrolink's Antelope Valley Line. The proposed Metrolink Antelope Valley Line Capital and Service Improvements Project will add targeted capacity-increasing infrastructure on the Antelope Valley Line, increase service in step with new capacity, and assess the feasibility of rail multiple unit and zero-emission propulsion service.

Palmdale will also host the HSR in the future, bringing more passenger rail users to the area. The HSR Phase 1 System that includes the sections from Bakersfield to Anaheim, including the Palmdale Station has assumed a completion schedule of 2033. The expansion plans will include coordination with all the transit/rail agencies for facilities locations, ingress/egress, inter-modal connectivity, etc. As part of the expansion, existing services may be relocated and interim transit centers may be needed. The Palmdale Station could also serve the proposed private venture Virgin Trains USA (VTUSA) high-speed rail service to Las Vegas via the future High Desert Corridor. VTUSA has successfully been allocated a tax exempt bond by the State of California. It has used similar private activity bonds to finance expansion of its existing rail system in Florida. The City of Palmdale was part of the coalition of backers in support of high-speed train between Las Vegas and Victorville and eventually Palmdale.

2.4.2. Air Transportation

The Palmdale Regional Airport terminal is located at 41000 North 20th Street, a 70-acre site on United States Air Force Plant 42 and is currently closed. The 9,000 square-foot terminal was capable of handling up to 300,000 passengers annually. The City of Palmdale is currently working to relocate the terminal functions to a City-owned location east of Sierra Highway along East Avenue M. Los Angeles World Airports (LAWA) owns approximately 17,750 acres of land adjacent to Plant 42, most of which is available for development. The airport is located northeast of the PTASP area and currently does not have any scheduled passenger airline service.

2.4.3. Road Network

The regional road network within the area includes two state routes: SR-14 and SR-138. The major arterial street layout in Palmdale, illustrated in Figure 2.11, is based on a one-mile primary grid. Arterials are typically paved to 88 feet within a 104-foot right of way. The grid is further divided into a half-mile secondary arterial (typically paved to 68 feet within an 84-foot right of way), and further into a quarter-mile grid as required. The quarter-mile grid is then subdivided based on the needs of the site and the local road network is generally less geometric. Regional transportation infrastructure such as Sierra Highway, the Union Pacific Railway and SR-14 (the Antelope Valley Freeway) do not generally follow the rigid north-south grid alignment and thus interrupt the grid geometry.

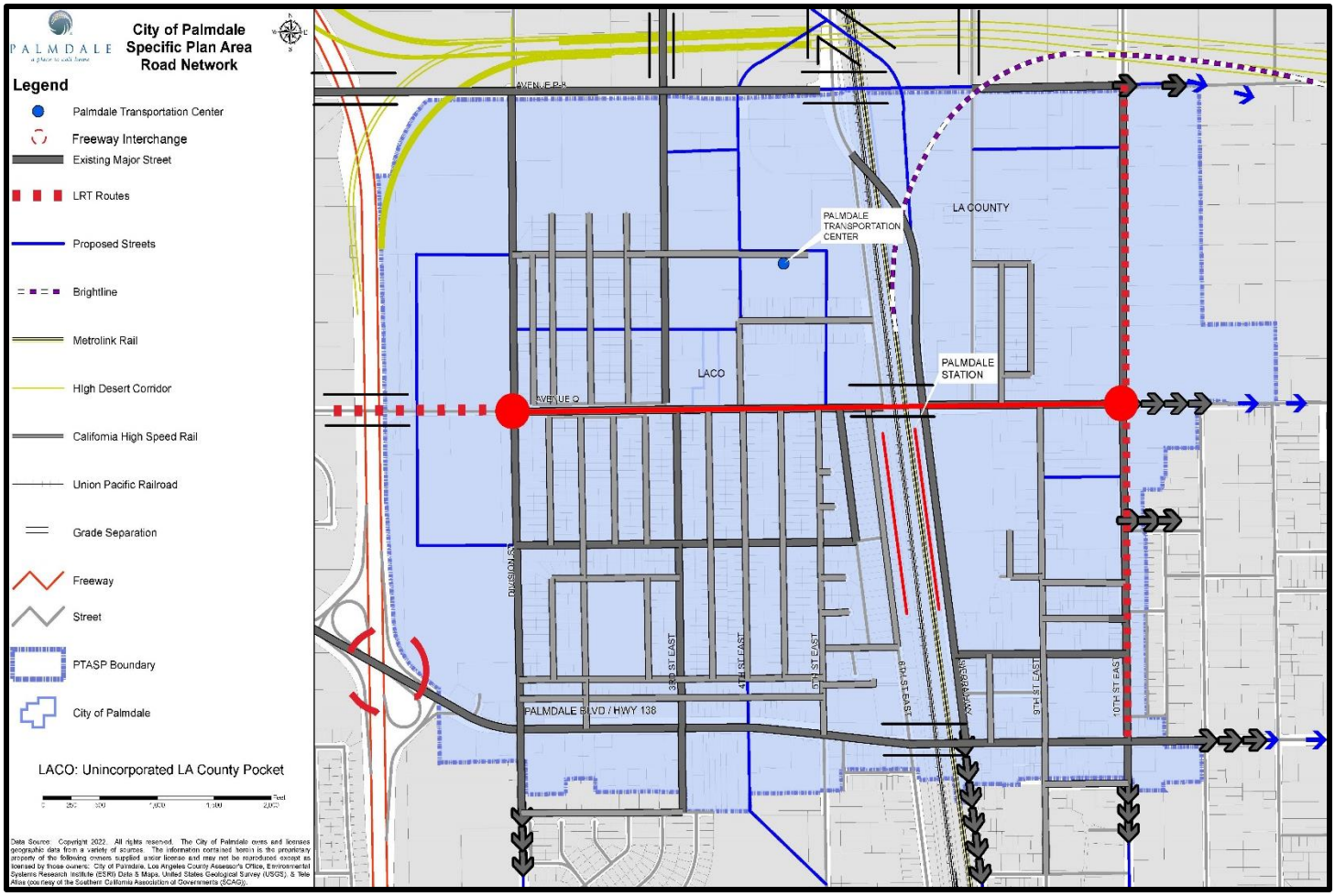


FIGURE 2.11. SPECIFIC PLAN AREA ROAD NETWORK

Figure 2.12 summarizes existing levels of service for selected roadways in the PTASP area. To gauge traffic operational performance, level of service (LOS) is a qualitative measure used to describe the driver's experience within a traffic stream, generally in terms of service measures such as speed and travel time, freedom to maneuver, traffic interruptions and delay, and comfort and convenience. Six levels of service are defined by the Highway Capacity Manual (HCM). Letters designate each level—from LOS A (indicating traffic flows with little or no delay) to LOS F (indicating over-saturated conditions where traffic flow exceeds roadway capacity, generally resulting in long queues and delays).

ROADWAY SEGMENTS	LANES	TYPE OF ARTERIAL	VOLUME	DATE*	CAP	V/C	LOS
Avenue Q							
Division Street to 6th Street E	2	Major arterial	3,815	09/11	18,000	0.21	A
Sierra Highway to 10th Street E	2	Major arterial	9,447	12/18	18,000	0.52	A
Palmdale Boulevard							
Division Street to 5th Street E	6	Major arterial	34,080	02/19	54,000	0.63	B
5th Street to 10th Street E	4	Major arterial	25,257	06/10	36,000	0.70	B
Sierra Highway							
E Avenue P to E Avenue Q	4	Major arterial	14,366	05/12	36,000	0.40	A
E Avenue Q to Palmdale Boulevard	4	Major arterial	15,176	12/18	36,000	0.42	A
Palmdale Boulevard to E Avenue R	4	Major arterial	9,993	05/14	36,000	0.28	A
10th Street E							
E Avenue P to E Avenue Q	2	Major arterial	2,357	03/13	18,000	0.13	A
E Avenue Q to E Palmdale Boulevard	4	Major arterial	5,732	03/13	36,000	0.16	A
E Avenue Q to E Palmdale Boulevard	4	Major arterial	5,756	05/13	18,000	0.32	A

SOURCE: EXISTING CONDITIONS REPORT, PALMDALE HIGH SPEED RAIL STATION AREA PLAN

FIGURE 2.12. LEVEL OF SERVICE (LOS) TABLE

As the Figure 2.12 indicates, roadways adjacent to the project area are currently operating at LOS A or B, which is within the City's LOS C standard for roadway operations.

There are 12 to 15-foot-wide sidewalks directly serving the Palmdale Transportation Center along Clock Tower Plaza Drive. The north-south and east-west roadways serving the area include 6 to 8-foot-wide sidewalks along streets adjacent to residential and commercial areas. But there are no sidewalks along streets with primarily vacant parcels, such as 3rd Street East and Division Street. Avenue Q, which is designated as a major and secondary arterial street located just south of the PTC, is discontinuous. Even though pedestrian and bicycle access to/from the PTC and the proposed Palmdale Station site is generally good, it lacks connectivity to its surroundings. The largest barrier to east-west pedestrian/bicycle accessibility is the railroad tracks running north-south, parallel to Sierra Highway. Sierra Highway and the railroad tracks on the southeast end create a significant barrier between the PTC and downtown Palmdale. The railroad crossing also poses a safety issue.

2.4.4. Parking Facilities

The parking lot at the Palmdale Transportation Center contains approximately 750 parking spaces that have high usage and occupancy during typical weekdays.

2.5. Site Infrastructure

The existing infrastructure consists of traditional systems, including paved streets, domestic water, sewer lines, gas, telephone, cable television, and electrical lines. These systems appear to provide the current and necessary services required by the local community. The future development needs will however require additional services such as separate fire water loops, new water lines, cable television, telephone, electrical, gas, and sewer lines.

2.5.1. Streets and Streetlights

The Los Angeles County Public Works Department (LACDWP) designed and built most of the local roads in the 1950s. The streetlights were designed by Los Angeles County Street Lighting Division and installed by Southern California Edison (SCE). The City owns and maintains the streetlights. The Street Maintenance section is responsible for the maintenance of streets and sidewalks Citywide, which includes alley maintenance, concrete maintenance and repair, drainage maintenance and repair, storm damage maintenance and repair. Any issues can be reported directly on the City's webpage and/or via an app with a smartphone.

2.5.2. Water

POTABLE WATER INFRASTRUCTURE

Palmdale Water District (PWD) provides water supply to the PTASP area. According to PWD's 2015 Urban Water Management Plan (UWMP), sources of water supply are primarily from groundwater extraction and imported water from the State Water Project (SWP). GIS data and shapefiles of existing water system pipeline alignments, sizes, and the locations of various appurtenances within the area were provided by the City of Palmdale. Existing water conveyance facilities within the PTASP area are shown in Figure 2.13.

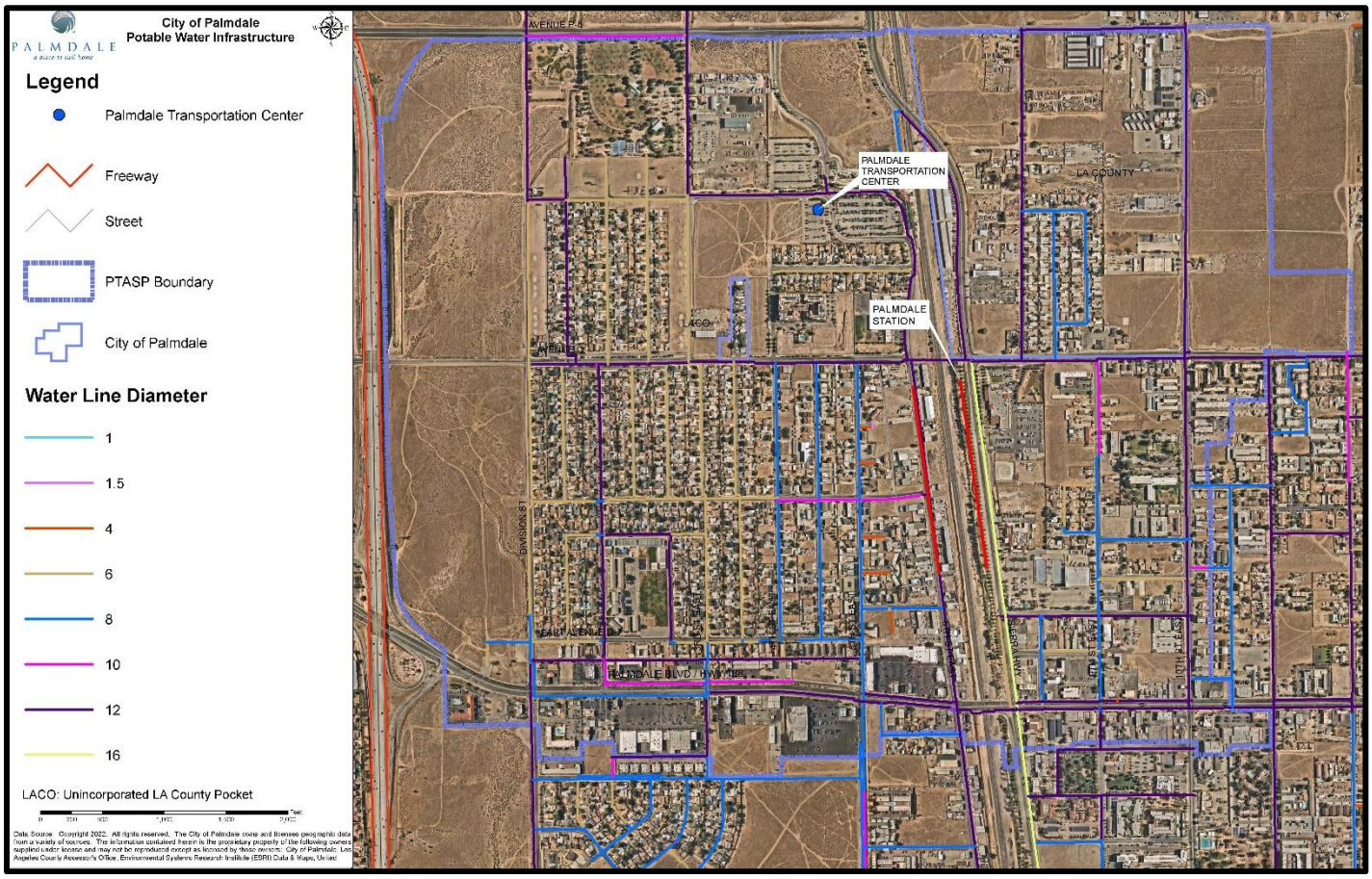


FIGURE 2.13. POTABLE WATER INFRASTRUCTURE MAP (SEE APPENDIX FOR EXPANDED IMAGE)

RECYCLED WATER INFRASTRUCTURE

PWD and the City of Palmdale jointly created the Palmdale Recycled Water Authority (PRWA) in September 2012. PRWA acts as a separate agency from PWD and the City and it manages local recycled water resources. Recycled water supplies are available from the Palmdale Water Reclamation Plant (PWRP), which is located in the City of Palmdale and is owned and operated

by Sanitation Districts of Los Angeles County (LACSD). Currently, the PWRP has a treatment capacity of 12 million gallons per day (MGD). Recycled water supplies are expected to grow over time with gradually increasing influent sewerage flows. Prior to the creation of PRWA, PWD prepared its own Recycled Water Facilities Plan in February 2010 detailing the existing and potential infrastructure to develop, convey, and store recycled water in the area. Proposed facilities are shown in Figure 2.14.

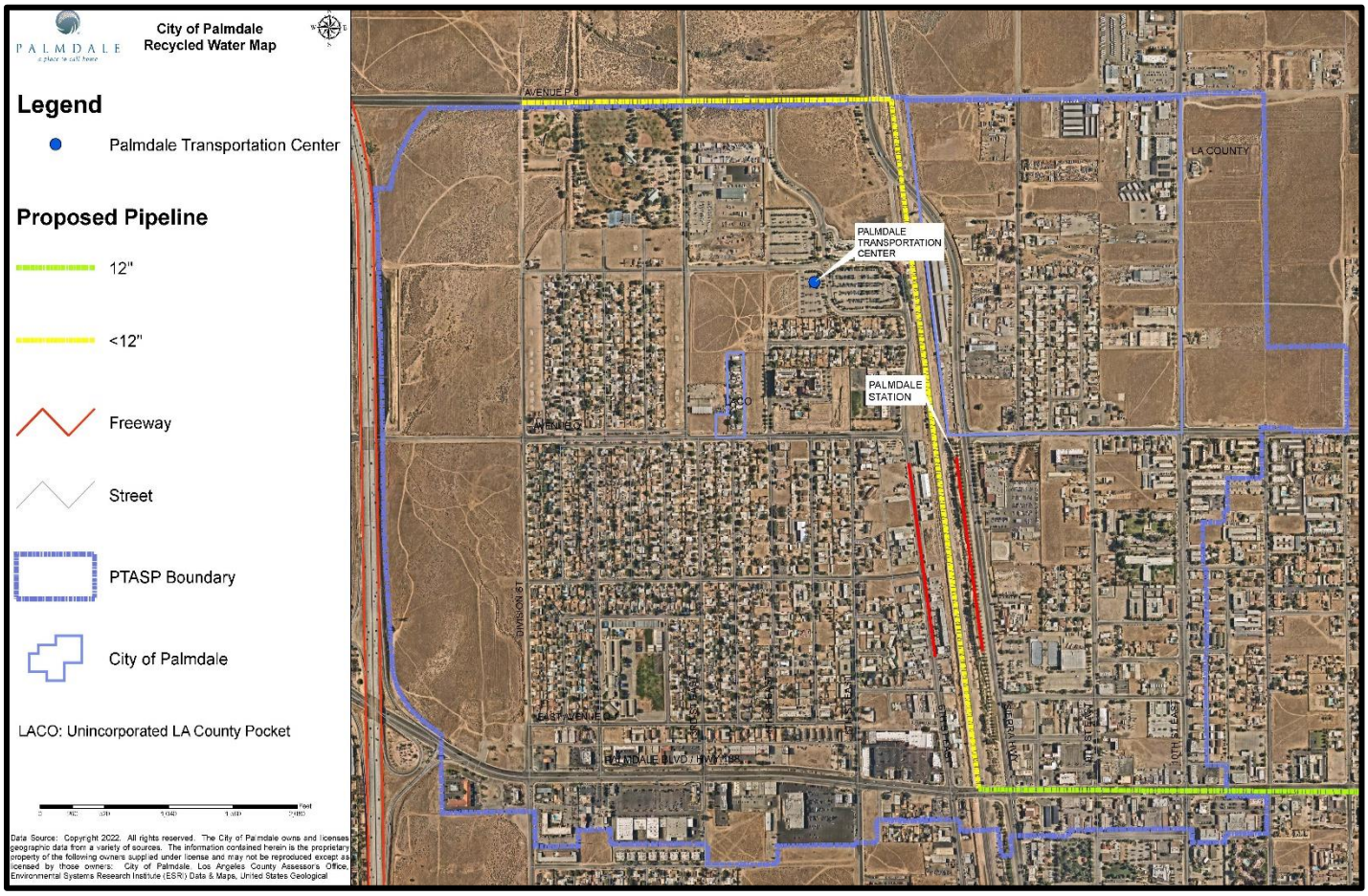


FIGURE 2.14. RECYCLED WATER MAP (SEE APPENDIX FOR EXPANDED IMAGE)

As shown in Figure 2.14, existing infrastructure does not provide recycled water service in the PTASP area. However, the potential for use within the area exists based upon recommendations within the Recycled Water Facilities Plan. The Recycled Water Facilities Plan recommends the future installation of a smaller diameter (less than 12-inch) recycled water pipeline at Sierra Highway from north of Avenue R to Technology Drive, and west along Technology Drive to Desert Sands Park, where the potential exists for future installation of a service connection to serve a portion of water demands.

2.5.3. Wastewater

Wastewater infrastructure consists of sewer gravity mains that route flows to LACSD trunk sewers. The PTASP area is mostly within County Sanitation District No. 20 of Los Angeles County (LACSD-20), and sewage flows are routed to the PWRP through the LACSD trunk sewers. LACSD owns and maintains the trunk sewers, and the City owns and maintains the smaller diameter sewer pipelines. Existing facilities within the Study Area are shown in Figure 2.15.

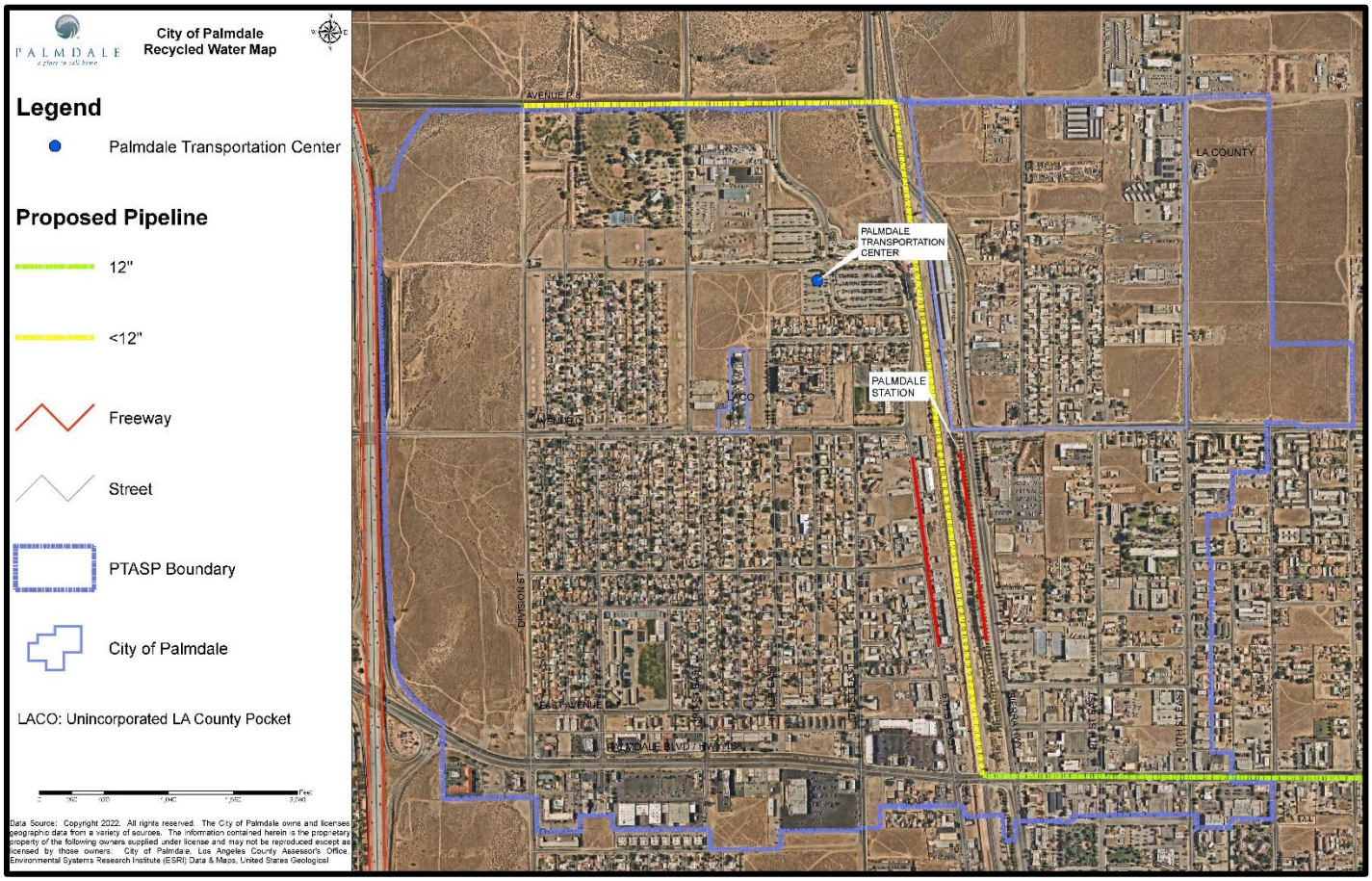


FIGURE 2.15. WASTEWATER MAP (SEE APPENDIX FOR EXPANDED IMAGE)

As shown in Figure 2.15, sewer pipelines within the Study Area range from 8-inch to 42-inch in diameter. All sewers 12-inch and greater in diameter are LACSD trunk sewers, which collect the flows from the City's network of 8-inch sewers in the area. Depending on the existing sewage flows and pipeline depth to diameter (d/D) ratios, upgrades to existing infrastructure may be required to accommodate development. This includes, but is not limited to, the construction of new City sewer mains and laterals, construction of new connections to the LACSD trunk sewers, and upsizing of portions of the LACSD and/or City sewers.

Wastewater flow generated by the PTC is treated at the Palmdale Water Reclamation Plant which has a design capacity of 12 mgd and currently processes an average flow of 9.4 mgd. However, the City should review future development projects within the PTASP in order to determine whether or not sufficient trunk sewer capacity exists to serve these projects.

2.5.4. Stormwater

There are a number of existing local and regional flood control facilities in the City, including channels and storm drains. Existing facilities within the PTASP area are shown in Figure 2.16. GIS data and shapefiles of the existing storm drain system and catch basins locations were provided by the City of Palmdale. The natural tributaries within and adjacent to the area include Amargosa and Anaverde Creeks. Flow originating in the developed portions of the City is generally within the existing street. Typically, storm drains are designed to accommodate 10-year and/or 25-year storm flows within the right-of-way. Where storm drains are absent or are deficient, storm water runoff flows to the existing streets and infrastructure. Within the PTASP area there is a limited storm drain network, with limited catch basin inlets and storm drain lines. Existing facilities based on available information are shown in Figure 2.16.

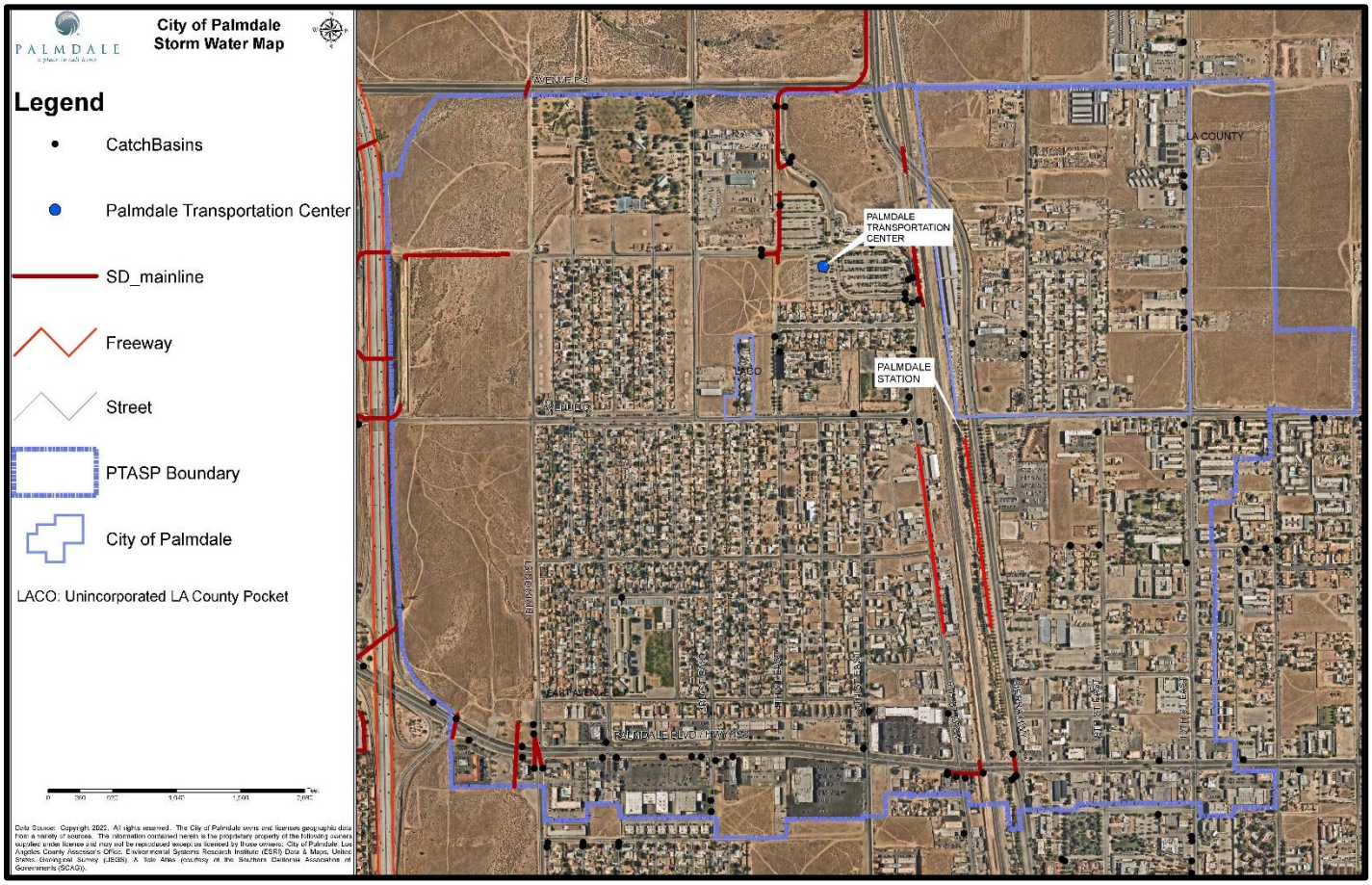


FIGURE 2.16. STORMWATER MAP (SEE APPENDIX FOR EXPANDED IMAGE)

The PMC states that regional and local drainage facilities are required in order to mitigate the flooding problems caused by existing developments and to prevent future developments from creating additional flooding problems. The City requires every party who develops land to mitigate the impacts of that development on the City's drainage facilities. The City will, therefore, require developers to construct drainage facilities in accordance with the City of Palmdale Master Drainage Plan and/or pay drainage fees that will be used to construct drainage facilities pursuant to the Master Drainage Plan. The amount of the drainage fees collected is limited to the cost of drainage facilities attributable to new development.

2.5.5. FEMA Floodplain

The City of Palmdale is a participant in the National Flood Insurance Program (NFIP). Communities participating in the NFIP must adopt and enforce minimum floodplain management standards, including identification of flood hazards and flooding risks. The Flood Insurance Rate Maps (FIRMs) for the PTASP are included in Community Panel No. 06037C0657F, 06037C0659F and 06037C0700F, effective September 26, 2008, obtained from the Federal Emergency Management Agency (FEMA). Figure 2.17 shows portions of the area are located in Zone AO, D (X-shaded), and 500-year floodplain (0.2 percent).

- Zone AO – 100-year shallow flooding where depths average between 1 and 3 feet.
- 500-year (0.2 percent annual chance flood hazard) – Areas outside the 1-percent-annual chance floodplain.

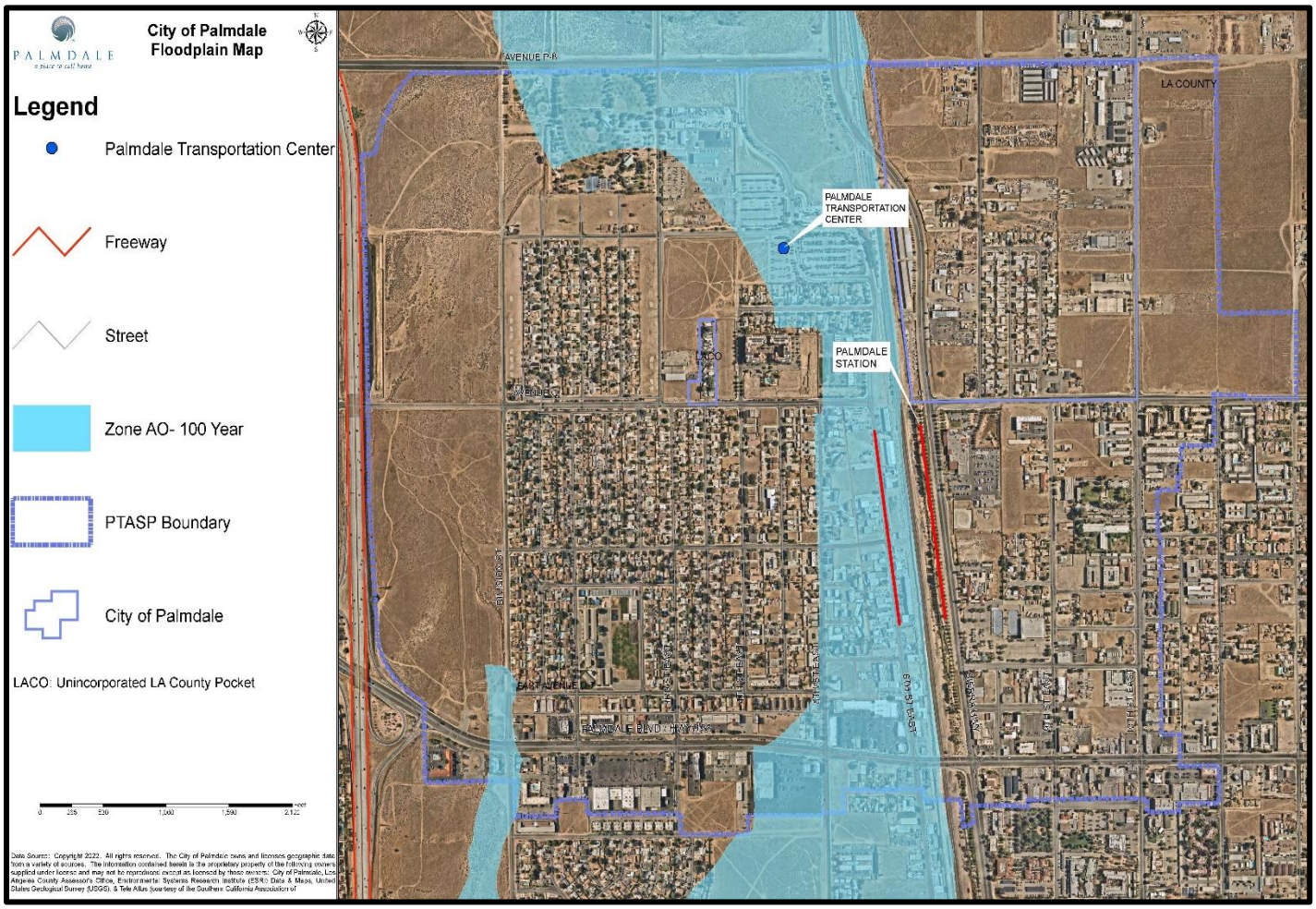


FIGURE 2.17. FLOODPLAIN MAP (SEE APPENDIX FOR EXPANDED IMAGE)

Any development within a defined FEMA flood zone requires a Conditional Letter of Map Revision (CLOMR) prior to FEMA preparing a Letter of Map Revision (LOMR). A CLOMR is FEMA's comment on a proposed project that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source and result in the modification of the existing floodway, the effective Base Flood Elevations (BFEs), or the Special Flood Hazard Area (SFHA). The CLOMR letter does not revise an effective NFIP map; it indicates whether the project, if built as proposed, would be recognized by FEMA. Once a project has been completed, the community must request a revision to the FIRM to reflect the project.

2.5.6. Electricity and Gas

Southern California Edison (SCE) maintains the electrical distribution lines and supplies power in the region that includes Palmdale. The electricity distributed by SCE is generated both by SCE owned power facilities as well as through contracts with other energy suppliers in the region. Palmdale is served by SCE from its Vincent Substation, mainly across above-ground utility poles. SCE's improvement plans to meet increased demand in Palmdale include upgrading substations and conductors, extending power lines, and replacing poles. A new substation was built at Ritter Ranch on the west side of Palmdale in 2008-09.

The Southern California Gas Company (SCGC) provides natural gas to most of the region, including the Antelope Valley. The City of Palmdale is within the boundaries of the Foothill Distribution Division and the North Basin Transmission Division. Gas is delivered through lines laid in City streets, including in the Study Area. Natural gas is used to provide heating, air conditioning, and a power source for cooking appliances. Any new development in the PTASP area may require the concurrent laying of additional gas lines.

2.6. Market Conditions

The City of Palmdale, as well as the Antelope Valley, has historically experienced strong population and employment growth. Many commuters from southern areas of Los Angeles County are drawn to the area's affordability and quality of life. Palmdale and the Antelope Valley have experienced robust employment increases in the aerospace and healthcare sectors, and with local companies continuing to win large federal aerospace contracts, that growth is likely to continue. This rapid local employment growth, coupled with increasing prices in Los Angeles County, will likely continue to be strong fundamental drivers for population growth in the Antelope Valley. The new HSR system will likely only increase Palmdale's relative position in attracting additional residents and employment, bringing additional demand to major real estate categories.

2.6.1. Housing

The major market for new housing in Palmdale is in households moving there from the Los Angeles metropolitan area. Palmdale is well-situated to absorb a much larger share of these households than it has in the past. Demand for detached single-family homes throughout the Los Angeles area grew significantly during the 20 years prior to 2008 that this housing product is now priced beyond the reach of many would-be first-time home-buyers looking for for-sale housing in proximity to local job centers. Given the amount of land available and the potential to create a true mixed-use town center with significant transit infrastructure, Palmdale is well situated to capture a larger share of this potential demand for housing. It is also an ideal location for higher density attached housing within a mixed-use setting. Palmdale is composed predominantly of single-family residential housing and has therefore not historically been a strong market for condominiums. There is a lack of new, market-rate rental multi-family product (apartments). Very low vacancy rates for newer product suggest demand for new multi-family rental units. New investments in transportation and infrastructure may unlock a new residential market in the study area.

2.6.2. Employment

Palmdale, including its sphere of influence, had 49,500 jobs in 2016 based on City/SCAG/Plant 42 numbers making up a significant share of the Antelope Valley's employment. Healthcare, retail, and education are the largest employment sectors in the Antelope Valley, while manufacturing is the largest sector in Palmdale. The manufacturing sector in Palmdale, much of it driven by aerospace, has been strong, adding more than 6,500 jobs since 2015. Though job growth in Palmdale has been substantial, population growth has outpaced job growth as commuters from more expensive areas of LA County move to the area.

2.6.3. Retail

The Palmdale retail market's performance has been mixed. Shopping center rents have not been able to revert to pre-recession levels; however, vacancy rates have begun to decrease. As of 2016, there is 6.2 million square feet of retail space in Palmdale; nearly 80 percent of this retail space is located within a shopping center. Most of the retail space in the PTASP area is non-shopping center retail. Non-shopping center rents have been decreasing drastically in the last decade. There is significantly less demand for standalone, non-shopping center retail space than for shopping center retail in the City. The development pipeline has many retail projects proposed and approved for development in the City. Although an expanding population base has resulted in strong demand for additional retail space in the Palmdale area, existing and proposed retail projects are likely to meet current demand, as well as additional demand in the foreseeable future.

2.6.4. Office

In Palmdale, medical office is the largest component of the local office market, making up more than 43 percent of office space. There is very little Class A space in Palmdale, and the Antelope Valley region is not currently a core Los Angeles office market. Class A spaces are well located, have good access, and are professionally managed as they attract the highest quality tenants and command the highest rents. Office space varies from 50,000 - 250,000 square feet depending on location. The region's office market has not yet recovered from the effects of the recession, though the health care sector has been particularly strong with more than 170,000 square feet of positive net absorption in 2014.

2.6.5. Hospitality

In recent years, Palmdale has seen a boost in the hotel market. There are approximately 27 hotels in the Antelope Valley. Fifty-six percent are upscale or upper midscale hotels, such as Residence Inn, Hilton Garden Inn, and the Hampton Inn with occupancy rates of almost 70 percent. Visitors are characterized as 75 percent business, likely in the aerospace industry, and 25 percent family, primarily on the weekends. There is no luxury hotel in the area. With strong performance, four to five additional hotels are expected on the market, Embassy Suites and Element Hotel has already been opened.

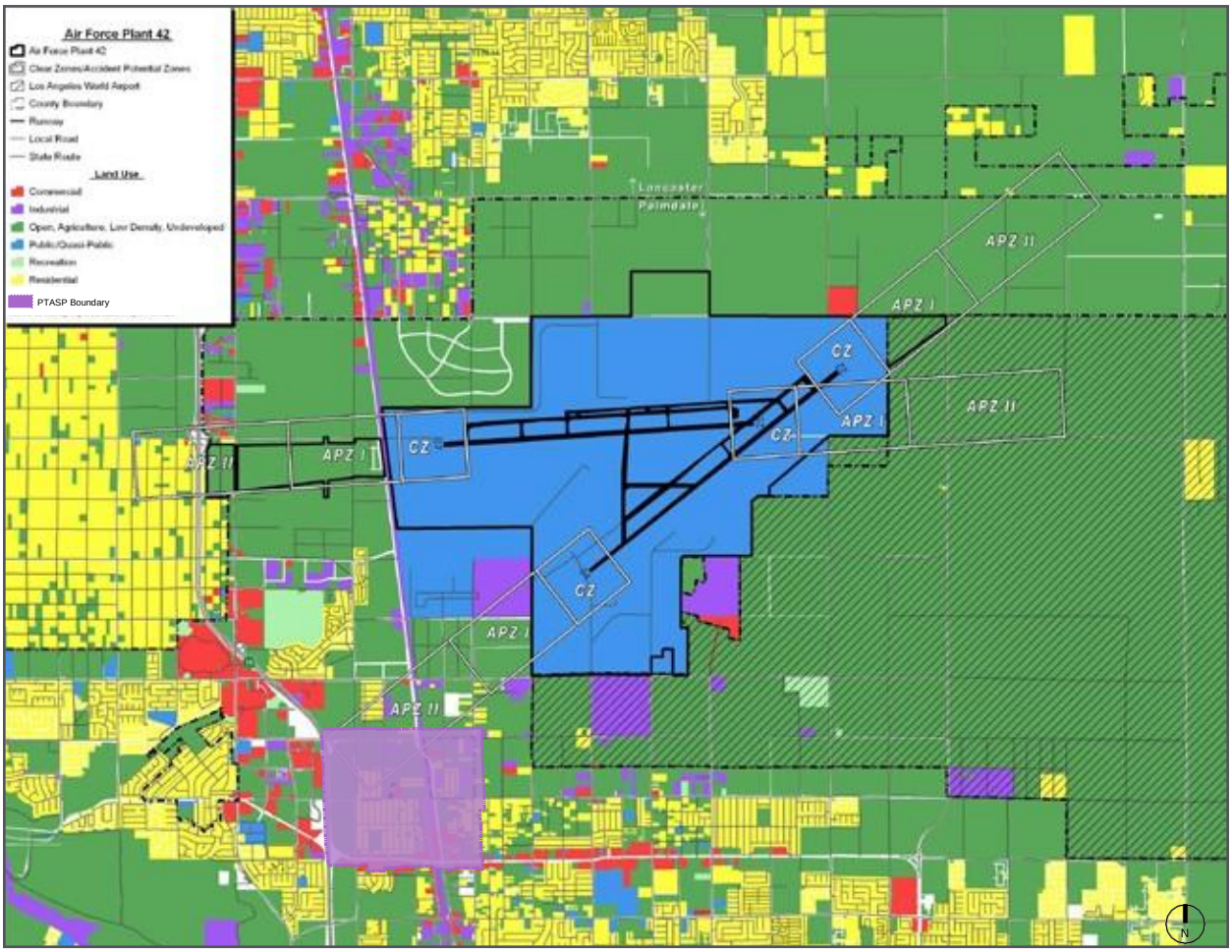
2.7. Site Constraints

From maximizing land use to strengthening pedestrian connections, the Palmdale Transit Area Specific Plan faces a number of challenges and potential opportunities. Identifying and addressing these issues will ensure an implementable plan document and a successful enhancement effort.

2.7.1. Resolving Land Use Conflicts

There are some important factors that limit the development potential of the area's vacant and underutilized sites. The U.S. Air Force Plant 42 California Air Installation Compatible Use Zone (AICUZ) limits development density/intensity, type, and heights around Plant 42 due to the effects of aircraft noise and accident potential on the surrounding area. A portion of the Study Area is located in an Accident Potential Zone (APZ) II. In APZ II, residential uses are recommended to be limited to one to two dwelling units per acre. Certain types of industrial activities are not recommended because of the risks they could pose in the case of accident. Retail, service, and office uses should be low-intensity in terms of the number of people and structures, and meeting places are not recommended. For most non-residential uses, buildings should be limited to one story, and lot coverage should not exceed 20 percent. Figure 2.18 shows existing land use in and around Air Force Plant 42.

Throughout the area, the public realm and open spaces are disconnected. While the mixed-use character of the area is in many ways an asset, the proximity of various land uses to each other often presents conflicts under current zoning regulations. The majority of existing businesses within the area, primarily those along 6th Street East, are not pedestrian-oriented, nor neighborhood-serving in nature.



SOURCE: 2002 US AIR FORCE PLANT 42 STUDY UPDATE

FIGURE 2.18. AIR FORCE PLANT 42 LAND USE MAP (SEE APPENDIX FOR EXPANDED IMAGE)

2.7.2. Strengthening Connections

Suburban development patterns with few through roads and an emphasis on a hierarchical roadway network feeding large arterials usually favor automobile operations which are not conducive to TOD or to walkable places. Proximity to SR-14, Sierra Highway and the Union Pacific Railroad/Metrolink rail tracks—as well as the future California High-Speed Rail, Virgin Train passenger rail service to Las Vegas, and High Desert Corridor—presents another development constraint. These freeways and rail corridors act as barriers to local movement, hindering the area's ability to maximize optimal TOD strategies. They also raise noise and air quality concerns for residential development in close proximity. TOD standards and design guidelines will help promote human-scale and pedestrian-oriented communities around the Palmdale Station. Well-designed buildings will be carefully integrated into the urban fabric and oriented towards transit users to create attractive, fully functional developments. Mixed-use developments featuring new moderate and high density along with neighborhood-serving retail and commercial uses, will be located at strategic points along the transit system. This linkage between land use and transit will result in an efficient pattern of development that supports a functional transit system. The TOD's mixed-use clustering of land uses within a pedestrian-friendly area connected to transit provides for growth with minimum environmental and social costs. As this area develops into an integrated district per the guidelines set forth in this Specific Plan, a greater emphasis will be put on creating a more connected development pattern similar to traditional neighborhoods and downtowns.

2.7.3. Los Angeles County Land

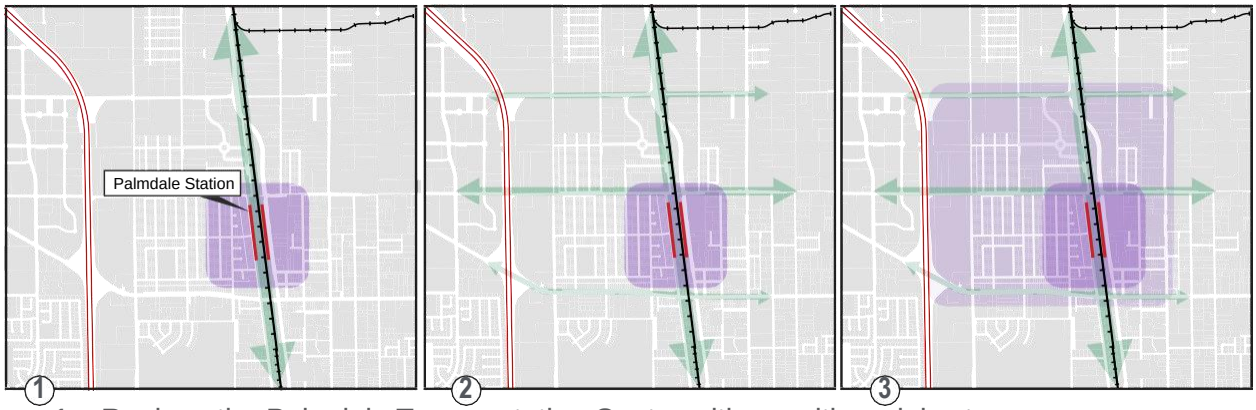
Two parcels within the PTASP area remain in the County, including the Telstar Mobile Home Park. The City has no land use or development authority over these parcels until they are annexed. Pre-zoning for these parcels is provided in the subsequent chapters of this Specific Plan. These zoning designations will provide guidance, if the City plans to annex these properties in the future. Currently there are no annexations planned for these parcels.

CHAPTER 3. | VISION, GOALS AND OBJECTIVES

The livability and viability of the development in the PTASP area is paramount. The Palmdale Transit Area is envisioned as a true mixed-use neighborhood with several amenities for future residents and existing community members to enjoy with attractively designed buildings and sustainable landscaping. Residents should feel as though they are living in an active village in the heart of Palmdale and visitors should be welcomed. The location and design of individual buildings should enhance existing views and make use of the site in a sophisticated and thoughtful manner. The residential density of the area should be maximized to leverage its status as the primary transportation hub for Palmdale and surrounding areas. This density should be balanced with land use and zoning regulations to ensure proper planning of property development. The mixed-use/retail spaces must be attractive and balanced to prospective tenants and serve residents as well as transit users. Public areas should be designed to encourage frequent public use and enjoyment, and to promote use of the public transportation hub.

The PTASP will channelize the opportunities that benefit the City of Palmdale due to the arrival of the HSR. The vision for this effort closely follows the HSR Station Area Plan as the boundaries of the HSR Station Area Plan encompass the PTASP. The HSR Station Area Plan goals and objectives along with its fundamental characteristics uphold the vision described below. The City of Palmdale together with a Technical Working Group (TWG) developed a Palmdale Station vision that embodies the goals and objectives of the community surrounding the future Palmdale Station. The Vision Statement is intentionally formulated with an emphasis on flexible, concise, strong and enduring language that will withstand inevitable changes in the surround regulatory framework. The vision for the Palmdale Station Area is:

The Palmdale Station Area will be a gateway to the 21st Century for the City of Palmdale, bringing together people from Palmdale, the region and the southwestern states, celebrating a lifestyle that embraces the union of transportation, community, and the environment. It will be a vibrant mixed-use center that embodies the sustainable, physical, economic and social development of the area and be the catalyst for a more dynamic diverse and livable Palmdale.



1. Replace the Palmdale Transportation Center with a multi-modal gateway.
2. Enhance transit and pedestrian linkage.
3. Develop mixed-use Transit-oriented communities.

FIGURE 3.1 VISION DIAGRAMS

Implementation of the PTASP provides the parameters for establishment of a cohesive planned development. This will be achieved by coordinating the land use, intensity, scale and aesthetic characteristics of development that support and sustain transit, consistent with the goals and objectives of the Palmdale General Plan.

3.1. Guiding Principles

The PTASP is intended to provide for the development of the area in accordance with the provisions of the City of Palmdale General Plan, under both the existing General Plan and future update. In developing the PTASP, the land development concept has been designed to promote the General Plan's vision and goals by:

- Enhancing transit and pedestrian linkages to surrounding areas.
- Creating a multi-modal transit and pedestrian-oriented center.
- Developing mixed-use residential development near transit.
- Replacing the Palmdale Transportation Center with an attractive and unique multi-modal gateway for the City.
- Capturing potential growth for economic development.

The PTASP area's undeveloped land in proximity to a mixture of existing land uses, activities and amenities is an ideal site for a form-based approach to regulate development. This approach of planning for future developments as a guide to create a walkable, mixed-use district with dense housing will enliven the surrounding area of the Palmdale Station. A form-based code is a land development regulation that replaces traditional use-based zoning codes. Using physical form rather than separation of uses as the organizing principle, a form-based code aims to produce predictable built results and a high quality public realm.

3.2. Goals and Objectives

The Palmdale Station will be a key piece of infrastructure that will help to create a cohesive community. The overarching goal for the PTASP is the creation of a new transit-oriented district around the future Palmdale Station in the City of Palmdale that will act as a gateway to its downtown core, be integrated with the rest of the City's fabric, and fulfill the City's potential for future growth. In addition, initiatives such as the Active Transportation Plan will continue to contribute towards the quality of life serving the community. The goals for the PTASP are an extension of the goals for the City as a whole that have been coined to uphold the vision. The City of Palmdale is currently engaged in a General Plan update effort that will help further define the city's goals and objectives.

PTASP Goal 1: Establish Palmdale as a destination.

Objectives:

1.1. Coordinate Land Use update to accommodate future development.

1.2. Encourage high-density commercial and residential development in the immediate vicinity of the Palmdale Station.

1.3. Facilitate close collaboration with the City of Palmdale and developers to ensure the proposed growth.

1.4. Support transit-oriented districts with improved transportation system.

1.5. Propose distinctive and cohesive urban design with appropriate open space, parkways, and landscaping.

PTASP Goal 2: Identify and establish a framework for a new downtown.

Objectives:

2.1. Create an attractive 'gateway' design per urban design guidelines.

2.2. Locate housing, employment and services close to transit service.

2.3. Allow for land use density and intensity to support and sustain transit.

2.4. Promote and develop transportation systems which include provisions for public transportation, bicycles and pedestrians.

2.5. Maintain landscape, parking, signage and lighting.

PTASP Goal 3: Improve quality of life by reducing commute times.

Objectives:

3.1. Promote a transportation network which provides roadway, transit, pedestrian and efficient infrastructure linkages between neighborhoods.

3.2. Provide pedestrian-oriented transportation options such as bicycle and walking paths.

3.3. Implement urban design guidelines and features that encourage pedestrian activity and reduce automobile use.

3.4. Identify where new crossings and access points are needed to serve projected growth.

PTASP Goal 4: Create economic development opportunities.

Objectives:

4.1. Encourage transit-supportive land uses in the station vicinity that will generate higher ridership.

4.2. Utilize the PTASP planning effort to promote Downtown in order to attract quality developers, viable businesses and new residents.

4.3. Support efforts to time-line priorities that accomplish phased improvements.

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CHAPTER 4. | URBAN DESIGN FRAMEWORK

4.1. Introduction

This chapter presents the overall land use and design framework for creating a vibrant, pedestrian-oriented mixed-use district in the area surrounding the City of Palmdale's multi-modal transportation hub that includes the future HSR Station, known as the Palmdale Station. A clear design framework will provide visitors and residents with a strong sense of place, an understanding of how to easily and safely find their way around and to efficiently identify uses and activities. The goal of the Urban Design Framework is to integrate both private and public realm development by focusing on the location of land uses and their relationship to open spaces, plazas, and public rights-of-way, while addressing the impacts of future transit facilities in the PTASP area. The Framework also addresses the City's desired objectives of achieving a new urban form that is more compact and complete, where a diversity of uses and amenities are located within close walking distance of homes, work and transit.

4.2. Urban Design Framework

The Urban Design Framework identifies key elements for revitalizing the PTASP area and establishing a cohesive and positive identity for the area. It also identifies existing features that make it a cornerstone for a sustainable, walkable and livable community. These features include:

- Adjacency of City Hall to the PTASP area and future multi-modal Palmdale Station;
- Presence of other governmental facilities in the area;
- Existing retail uses along Palmdale Boulevard and 9th Street East; and,
- Established single family neighborhoods.

The Framework sets forth land use and design strategies for transforming the PTASP area into a vital and vibrant urban core with walkable mixed-use neighborhoods that enable healthy, sustainable lifestyles, while strengthening its connections to the rest of the City. These strategies include the selective intensification of land uses and prioritization of public improvements to transform the area into a distinctive, lively, and active environment. A crucial component of this transformation is to reconceptualize Avenue Q as a "key" City street with vibrant retail and entertainment activity in a mixed-use environment. Another important transformative element is integrating high intensity development around the future multi-modal Palmdale Station and planning for development to occur at an appropriate density/intensity and at a time in line with market maturity and the completion of the HSR station.

Finally, organizing future land uses in the PTASP area into identifiable elements will improve streetscapes, connectivity to open spaces, and landmarks as follows:

- Districts
- Corridors
- Neighborhoods

These elements are identified in Figure 4.1 and discussed in greater detail in the following sections of the Specific Plan.

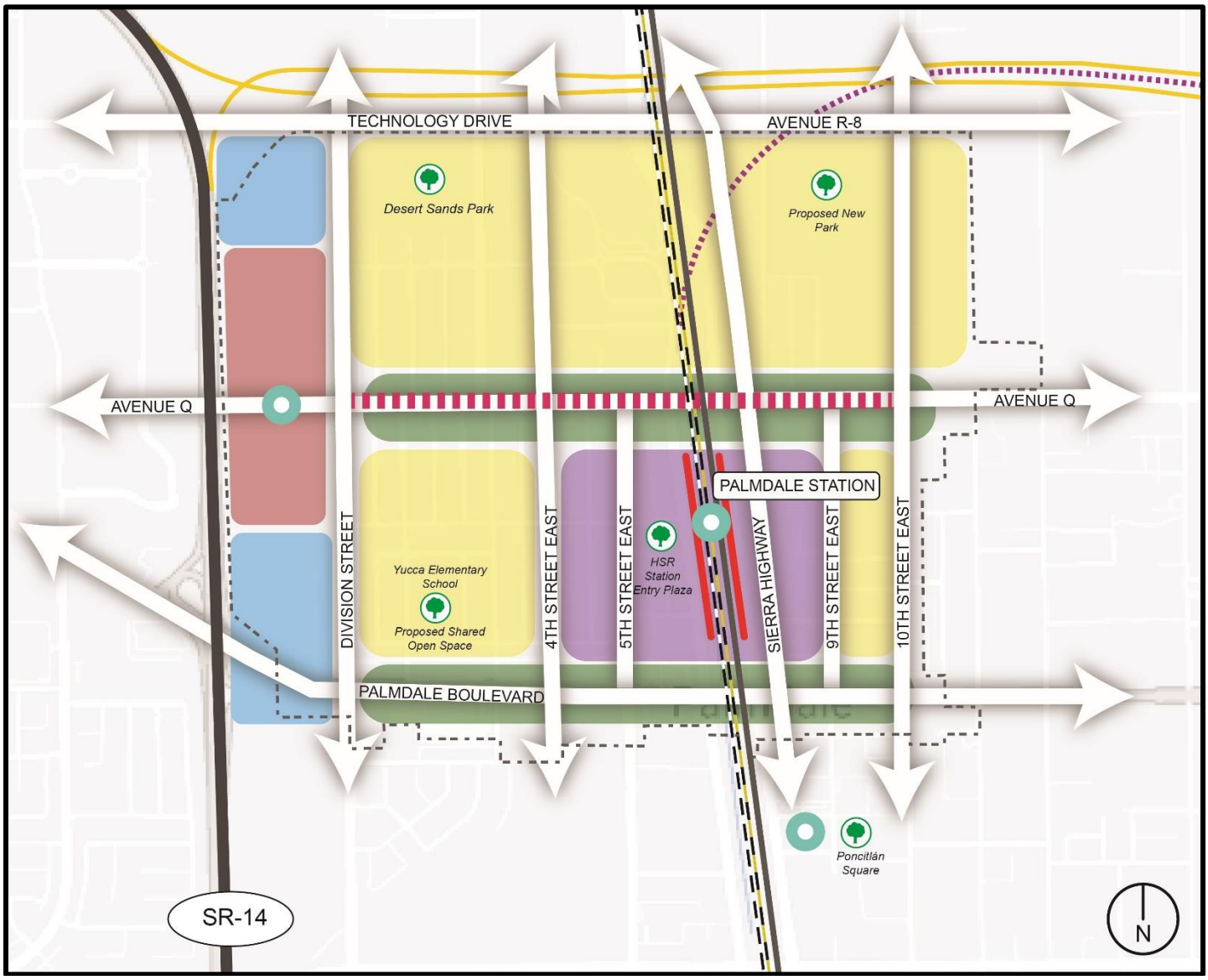


FIGURE 4.1. PROPOSED URBAN DESIGN FRAMEWORK

Legend

- PTASP Boundary
- High Desert Corridor Alignment (Potential)
- Virgin Trains USA Alignment
- California High Speed Rail
- Metrolink Rail
- Union Pacific Railroad
- High Speed Rail Station Area Core District
- Regional Commercial District
- Business Mix District
- Neighborhoods
- Major Corridors (Neighborhood Edges)
- Open Space/Parks - Existing and Proposed
- Landmarks/Destination Areas
- Major Streets
- Avenue Q (Main Street)
- SR-14 Freeway

4.2.1. Districts

High-Speed Rail (HSR) Station Area Core District

The HSR Station Area Core District straddles the rail right-of-way. The multi-modal station sits at the convergence of the California High-Speed Rail, VTUSA High-Speed Rail, Metrolink, Amtrak Thruway Bus, as well as Union Pacific freight service lines. AVTA and Greyhound bus lines also provide bus service at the multi-modal station. This district will have several design features that reflect its specialized function within the City. Station-related facilities, including the future Palmdale Station building and platforms, the future AVTA Transit Center, pickup/drop-off areas, and public parking areas will also be located within this District.

The future Palmdale Station will be an attractive and distinctive landmark for the City, providing access from both the east and west for all modes of travel, including walking, biking, bus, bus rapid transit (BRT), or other high-capacity transit, and shared, rental, and private vehicles. While the Palmdale Station will be accessible from both sides of the rail corridor, the primary access is envisioned from the west, along 5th Street East at Avenue Q-3. The station entry plaza should function as a “front door” to the station and a significant community gathering place; a public place of strong visual and pedestrian connection to both the multi-modal station and the surrounding area.



FIGURE 4.2. EXAMPLE IMAGES ABOVE ARE FROM UNION STATION IN DENVER, CO. THE HSR MULTI-MODAL STATION WILL BE A DISTINCTIVE LANDMARK AND THE ENTRY PLAZA WILL BE A MAJOR PUBLIC GATHERING SPACE IN THE CITY.

Buildings with the highest development intensities will be located nearest the multi-modal station. Ultimately, this area will become the urban core of Palmdale’s downtown with the most intense uses leveraging the proximity of transit. Studies have shown that regional transit is most effective when jobs surround a station.[1] As such, the attraction of professional jobs should be a priority in this district.

1 California High Speed Rail Authority (CHSRA) Urban Design Guidelines, page 23

The district will have 7-8 story buildings with primarily office and retail uses. As the district develops, residential uses may also be provided in this district.

While the market for these development types and proposed intensities is still emerging, surface parking facilities may be prevalent on many sites. These facilities will also serve as “land banks” until full market demand is realized.

The County of Los Angeles Sheriff’s Station, Animal Care Center and Jobs Source Center, all located along Sierra Highway, are expected to remain in the long term. However, opportunities exist to explore intensification of these properties as market demand increases, especially on the surface parking areas within these facilities.

Regional Commercial District

The proximity to freeways and local transit corridors will make the area around the intersection of Avenue Q and SR-14 an ideal business district serving Palmdale residents, employees, and visitors. Regional retail/commercial uses in this district will be designed in a walkable, small block format. This commercial district will be mixed-use business neighborhoods with primarily retail, restaurants, and business services. While it may retain components of a traditional shopping mall, such as anchor stores, food courts, and surface parking, the arrangement of smaller stores will include neighborhood-scale retail, lush landscaping, and wide shaded sidewalks. Parking will be screened from the surrounding rights-of-way. Some office uses may also be located on upper levels.



FIGURE 4.3. EXAMPLES OF REGIONAL COMMERCIAL DISTRICT. THE REGIONAL COMMERCIAL DISTRICT WILL SERVE AS AN ATTRACTION FOR BOTH RESIDENTS AND VISITORS.

Business Mix District

The urban location of the Business Mix District near Downtown Palmdale will combine with suburban convenience to make an ideal home for corporate headquarters and office buildings. The two Business Mix Districts will extend north and south of the Regional Commercial District along the SR-14 frontage. These areas will consist of business parks comprised of a collection of mid-intensity office and light industrial complexes, with both visibility and access to freeways and major roads, such as Technology Drive and Palmdale Boulevard.



FIGURE 4.4. EXAMPLES OF BUSINESS MIX DISTRICT. THE BUSINESS MIX DISTRICT WILL PROVIDE A LOCATION WITH CONVENIENT ACCESS FROM FREEWAYS FOR BUSINESS AND LIGHT INDUSTRIAL USES TO SITUATE.

4.2.2. Neighborhoods

Neighborhoods are the basic building block of great cities. At their core, neighborhoods are the places where we live and are typically mostly residential in land use. Complete neighborhoods are developed areas with a balanced mix of human activity and uses, including dwellings, workplaces, shops, civic buildings, and parks. The Urban Design Framework recommends preservation of established residential areas such as the Yucca Neighborhood (in the immediate vicinity of Yucca Elementary School) and envisions additional neighborhoods in the PTASP area. The vision is to create complete, compact and connected neighborhoods that provide a high quality of life for residents.

New neighborhoods will contain a variety of residential types and densities within a walkable network of green streets that are well-connected to parks and schools. The neighborhood edges will be formed by adjacent major street corridors, such as Avenue Q, Palmdale Boulevard and 4th Street East and envisioned as places for commercial uses that serve daily shopping needs, mixed-use development and multi-modal transportation. These edge corridors will contain greater density and intensity than the neighborhood interiors.



FIGURE 4.5. EXAMPLES OF NEIGHBORHOODS. NEIGHBORHOODS WILL PROVIDE OPPORTUNITIES FOR A RANGE OF HOUSING TYPES SUCH AS WALK-UPS, APARTMENTS, AND SINGLE FAMILY DETACHED HOMES.

4.2.3. Corridors

The future multi-modal Palmdale Station will provide a focal point between the two principal commercial corridors: Palmdale Boulevard and Avenue Q. If the City is to realize its vision of creating a downtown around the Palmdale Station, both corridors should evolve to prioritize the pedestrian realm. However, Avenue Q will primarily support local traffic, while Palmdale Boulevard will have a higher capacity for regional traffic.

Avenue Q will become a “Complete Street” and provide people with a shared space to travel safely regardless of mode. It will be potentially served by local urban street car service. Re-conceptualized as a "key" street, Avenue Q will have moderately scaled mixed-use buildings with active ground floor retail frontage, and wide shaded sidewalks that provide ample space for street amenities, sidewalk dining, and pedestrian activity. Avenue Q will also connect under the rail corridor between 5th Street East and Sierra Highway. Continuity of pedestrian space and active frontages along Avenue Q is crucial to ensuring a cohesive physical design and perception of the corridor. The design of the pedestrian experience as one traverses under the rail right-of-way will also be of utmost importance to maintaining east-west connectivity.



FIGURE 4.6. EXAMPLES OF CORRIDOR: AVENUE Q WILL SERVE AS ONE OF THE CITY’S PRIMARY STREETS WITH AN ACTIVE, PEDESTRIAN-ORIENTED COMMERCIAL ENVIRONMENT AND A MIX OF USES.

The potential route for the streetcar will be coordinated with the local transit agencies. Once into planning stage, funding sources can be from local sources or state/federal grants.

Palmdale Boulevard is currently designated as State Route 138 and is under Caltrans' jurisdiction. Palmdale Boulevard is envisioned as a multi-way boulevard reminiscent of its past form, with higher capacity through lanes to carry regional traffic and local-serving frontage roads. This will allow Palmdale Boulevard to double as a neighborhood entry point and multi-modal transportation route, should BRT or urban street car service be directed through the corridor. In addition, designated parking lanes, frontage roads, and trees will provide a buffer to new mixed-use developments. While the street will prioritize automobile traffic, active transportation elements will promote increased walking, biking, transit, and access to urban amenities.

Palmdale Boulevard will traverse as an underpass below the rail corridor between 5th Street East and 9th Street East. While the frontage streets will allow for some continuation of pedestrian activity on either side of the rail tracks, it will be more challenging to maintain continuity of the retail experience along Palmdale Boulevard. The buildings in the blocks between 5th and 9th Street East should be oriented to front adjacent north-south streets, allowing for better street relationships. Additional amenities and public art could also help in maintaining pedestrian interest and connectivity across the rail tracks.



FIGURE 4.7. EXAMPLES OF CORRIDOR: PALMDALE BOULEVARD WOULD CONTINUE TO BE A THOROUGHFARE FOR TRAFFIC BUT WOULD ALSO PROVIDE ADDITIONAL MIXED-USE OPPORTUNITIES.

In addition to these two major corridors, several other streets, as described herein, will play an important role in providing multi-modal access and connectivity within the PTASP area, as well as with other parts of the City.

4th Street East will serve as an important north-south connector across the PTASP area between Palmdale Boulevard and Avenue Q. It will include a future northward extension to Technology Drive and connect with Sierra Highway just north of the PTASP area, making 4th Street East one of the primary vehicular routes for regional access to the Palmdale Station. 4th Street East will also serve as an edge street between the Station Area Core District and adjacent neighborhoods, with a range of commercial uses that serve the PTASP area and beyond.

5th Street East will provide connectivity between Palmdale Boulevard and Avenue Q. In addition, it will provide multi-modal access to the future Palmdale Station and its entry plaza. Within the Station Area Core District, 5th Street East, in its envisioned form, will be framed by 7-8 story tall buildings. The building form and street character along 5th Street East will be less intensive than in other districts. 5th Street East may extend northward to create walkable blocks as the neighborhoods redevelop.

Sierra Highway will continue to serve as a major north-south connector and will be realigned to cross to the west of the rail corridor, north of Technology Drive. Sierra Highway will pass under the High Desert Corridor once it is completed. County facilities including the Los Angeles County Sheriff's Station and Animal Care Center are expected to have a presence in their existing locations along Sierra Highway. In the long term, however, these properties could see intensified development that is supportive of the high-density mixed-use vision for the area.

10th Street East and **Division Street** will serve as north-south connectors and provide access and connectivity between various parts of the PTASP area. Division Street will also serve as an edge or divider between the Business Mix and Regional Commercial Districts and the adjacent neighborhoods.

4.3. Public Realm and Streetscape Network

The purpose of this section is to describe recommended open space and streetscape improvements that fulfill the Specific Plan goal of improving the quality of life for residents with improvements to the public realm. Some of these recommendations are conceptual and the City will need to further assess and supplement these recommendations, as noted, on a case-by-case basis.

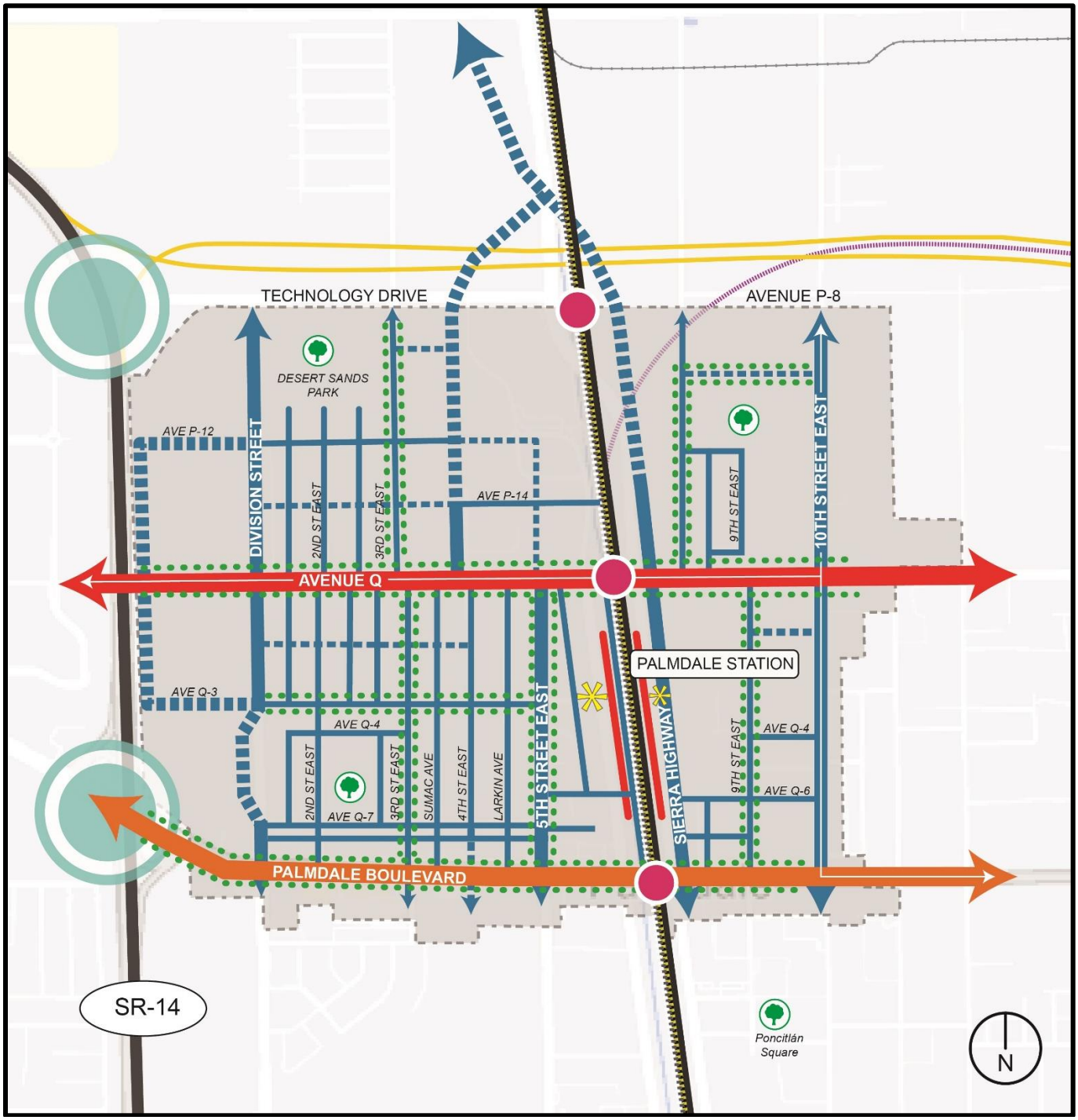
Streetscape improvements are intended to enhance and unify the visual and spatial experience for all users. The streetscape gives the user a sense of direction and place by enhancing connectivity and ease of movement for pedestrians and bicyclists. Streetscape design supports access, health, and improved pedestrian safety, providing key linkages between major destinations and activity centers, open space resources, and neighborhoods in and adjacent to the PTASP area. Street character improvements will balance the needs of drivers, transit, cyclists, and pedestrians. Bringing together the design of streets and neighborhoods will also allow for incremental growth, while enhancing connectivity and efficient land use. Figure 4.8 illustrates the street network improvements discussed in this section.

4.3.1. Street Grid

The PTASP area has a variety of block and lot sizes, ranging from typical residential blocks to large-scale superblocks, generally arranged in an orthogonal or grid pattern. Over the past decades, some of the streets in the grid have been removed (or were never built). Block size is an important factor in determining how walkable an area is: larger blocks tend to be less walkable and more automobile-oriented, smaller blocks tend to facilitate more walking and improved pedestrian, bicycle and neighborhood connectivity.

Intersection density is also critical in a downtown area with high accessibility to multi-modal transit. A commonly used measure for walkable neighborhoods is an intersection distance of 600 feet. As existing neighborhoods to the north of Avenue Q redevelop, the City should explore the provision of additional streets that create approximately 600-foot blocks in these neighborhoods. Figure 4.8 illustrates potential locations for new streets that will create the desired fine-grained grid. These locations are conceptual and will need to be further studied in the context of project and area design.

Block size also tends to influence parcel size and, together, block size and parcel size can influence the type of development and businesses that locate in an area. The blocks along Avenue Q, between Division Street and 5th Street East, are oriented north-south, making the intersection distance along Avenue Q shorter than what would be typical for providing mixed-use developments with active retail frontage. In order to accommodate new development, it may be necessary to reorient the blocks and/or parcels to have a longer primary frontage street along Avenue Q. It will also be important to ensure that all streets have sidewalks.



Legend

- PTASP Boundary
- High Desert Corridor Alignment (Potential)
- Virgin Trains USA Alignment
- California High Speed Rail
- Metrolink Rail
- Union Pacific Railroad
- SR-14 Freeway
- Palmdale Boulevard
- Avenue Q (Main Street)
- Existing Street Network
- Proposed Conceptual Street Network
- Existing At-Grade Freeway Interchange
- Proposed Rail Crossing
- Proposed Station Entry Plaza
- Future Transit Route
- Existing or Proposed Park

FIGURE 4.8. STREET NETWORK IMPROVEMENTS

4.3.2. Pedestrian and Bicycle Connectivity

In 2018, the City of Palmdale prepared a Draft Active Transportation Plan (ATP) that includes the Bicycle Transportation Plan (BTP), Safe Routes, Complete Streets, and a Design Toolbox. These documents will be used to inform this Specific Plan. The BTP includes an examination of existing and proposed bike-ways, facilities, and programs. The plan also includes bicycle design guidelines, funding sources, and an implementation plan. The BTP will also supplement the Bicycle and Trails section of the Parks, Recreation and Trails element of the General Plan. The BTP also proposes additional colored and buffered bike lanes in the PTASP area along major corridors. The City's Safe Routes to School Plan (SRTS Plan) designates 3rd Street East, Avenue Q-3 East and Avenue Q-7 East as major student routes.

This Specific Plan provides additional guidance for the location of major pedestrian and bicycle corridors. As mentioned earlier, Avenue Q is the primary pedestrian and bicycle corridor in the Plan area. Avenue Q will be a Complete Street with wide shaded sidewalks, bicycle lanes, and potential transit. While Palmdale Boulevard will continue to carry regional traffic, it will have frontage roads with pedestrian amenities and bicycle facilities. North-south connectivity is generally provided along all streets within the street grid. However, Robert C. St. Clair Parkway (runs adjacent to Sierra Highway), 3rd Street East, 5th Street East and 9th Street East will provide additional connections to parks, destinations and landmarks located in and around the PTASP area. These streets will have priority for street tree planting, sidewalk enhancements and streetscape amenities. Chapter 6 further describes the street network.



FIGURE 4.9. EXAMPLES OF PEDESTRIAN AND BICYCLE CONNECTIVITY. PEDESTRIAN AND BICYCLE CONNECTIVITY ARE INTEGRAL TO CREATING A VIBRANT AND SUCCESSFUL DOWNTOWN PALMDALE.

4.3.3. Transit Connectivity

The multi-modal Palmdale Station will provide transit access on California High-Speed Rail, Virgin Trains USA High-Speed Rail, Metrolink, Amtrak Thruway Bus, Greyhound, and the Antelope Valley Transit Authority (AVTA) systems. A future local circulator-type trolley is being considered on Avenue Q, 10th Street East and Palmdale Boulevard with connections to citywide activity centers, such as the Palmdale Airport, Palmdale Medical Center and regional shopping centers. The current Transportation Center will be relocated to the multi-modal center at the time of completion of the multi-modal Palmdale Station.



FIGURE 4.10. EXAMPLES OF TRANSIT CONNECTIVITY. TROLLEY BUSES ALONG CITY STREETS PROVIDE LOCAL CONNECTIVITY BETWEEN ACTIVITY CENTERS WHILE ALSO OFFERING ROUTE FLEXIBILITY. ELECTRIC BUSES IN DOWNTOWN WALNUT CREEK SHUTTLE PASSENGERS BETWEEN VARIOUS DESTINATIONS.

4.3.4. Open Spaces and Parks

To support and foster a mixed use setting in downtown, new public open spaces will be provided to complement and connect to the existing open spaces and facilities at Desert Sands Park, Robert C. St. Clair Parkway (between Avenue Q and Palmdale Boulevard), and the nearby Poncitlán Square at City Hall. Civic and open space areas are an additional defining feature of a place. In part, these types of uses help anchor a place with destinations, as well as contribute towards their character and structure. Such spaces also help define neighborhoods and can positively influence social cohesion and public health. Parks and community gathering spaces also increase pedestrian activity, improve quality of life, create recreational, social, and educational opportunities, and improve the downtown's appeal. Open spaces may consist of parks, plazas, courtyards, community gardens, linear parkways, as well as pathways and sidewalks that run along streets or through developments.

As the population densities around the Palmdale Station grow in phases, as indicated in the Real Estate Demand study, the following actions may be required to enhance connectivity with open spaces/parks in the PTASP area:

- The Desert Sands Park may be expanded to accommodate the needs of the growing population in the area.
- Additional parks potentially located in the new neighborhoods north of Avenue Q, east of Sierra Highway, may be proposed to meet the needs of new development in the PTASP area.

Finally, new private developments should provide public plazas and courtyards in retail, commercial and mixed-use settings. Small courtyards and gathering spaces within new developments can provide informal and small-scale opportunities for outdoor gathering and dining.

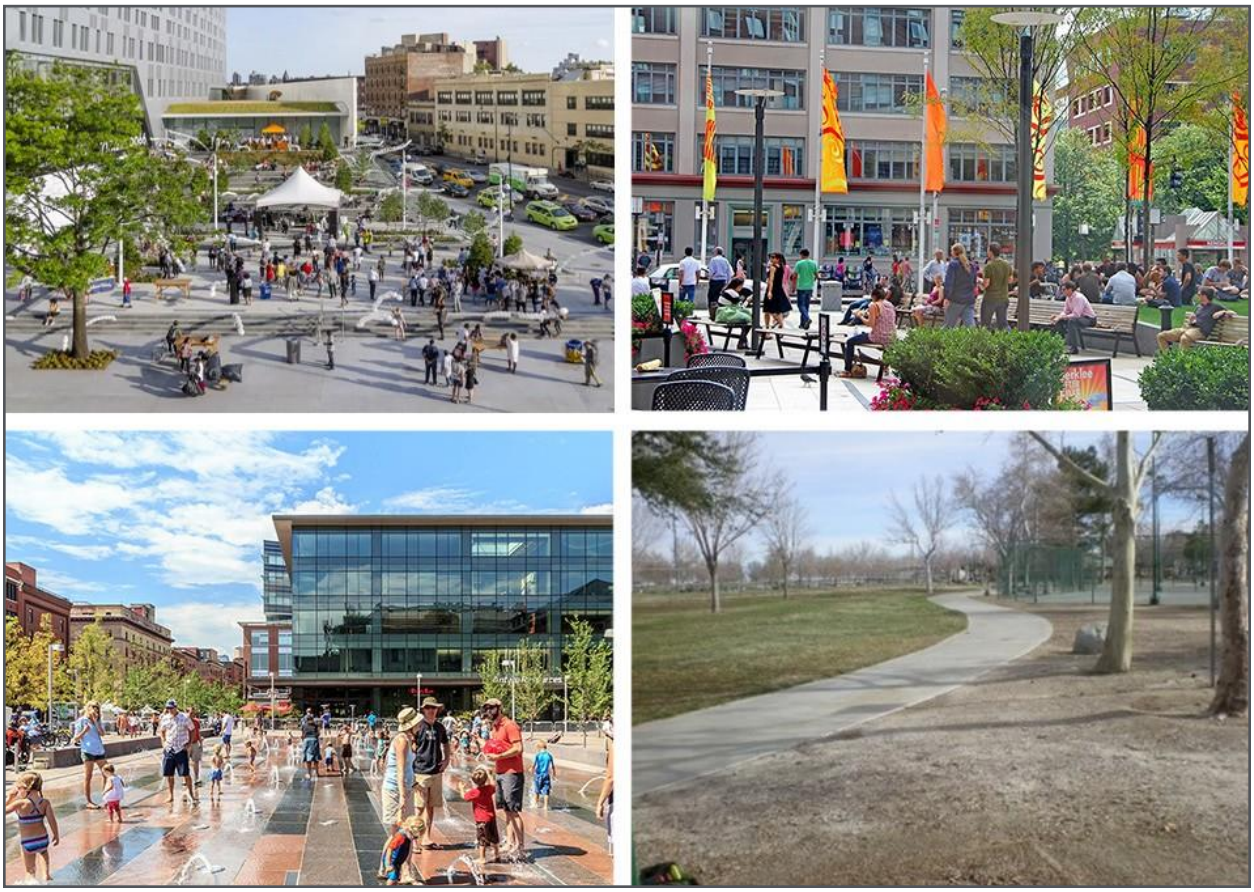


FIGURE 4.11. EXAMPLES OF OPEN SPACES/PARKS. ALL RESIDENTIAL DEVELOPMENT WILL BE WITHIN WALKING DISTANCE OF EXISTING OR FUTURE PARKS AND PLAZAS.

4.3.5. Street Amenities

A key component of re-conceptualizing the PTASP area as Palmdale's downtown is to create an active, inviting and comfortable place for residents, visitors, employees and travelers alike. In addition to locating compatible land uses in the area, the street environment will play an important role in improving pedestrian connectivity, as well as the pedestrian experience and comfort in the area. The provision of street amenities is especially important along mixed-use corridors, such as Avenue Q, Palmdale Boulevard, 5th Street East and 4th Street East. Street amenities include: street trees and lights, street furniture, banners, signage and wayfinding. In some instances, public art and interpretive elements may also help highlight the history or culture of the area.

This section provides an overall framework for various streetscape elements in the PTASP area. It should be noted that this guidance is at a conceptional level and a Streetscape Improvement Plan for the PTASP area will need to be subsequently undertaken to select and design various street amenities and establish precise locations for each element.

The City should consider whether installation of the various street amenities and elements should occur as individual projects are developed, or if the City should implement the Streetscape Improvement Plan and recoup installation costs from developers as individual projects are built. The latter approach will allow for a more unified streetscape view; however, availability of funding of the improvements may be challenging.

Street Trees

The PTASP area currently has an inconsistent palette and pattern of street trees. Some streets have no street trees at all, and with the exception of a few street segments with a consistent stand of trees, a diverse mix of street tree species can be found. This lack of uniformity contributes to an inconsistent and fragmented character.

The PTASP goal is to reinforce existing patterns of street trees, retaining mature street trees, where possible, and to create a unified street frontage along major corridors in the PTASP area. In addition to offering a pleasant sidewalk experience, street trees provide shade, seasonal color, defined street edge, and urban forest. Canopy trees can also lower overall temperatures on sidewalks and roadways by shading. In addition, large tree canopies can capture and treat storm water before it drains into the local watershed. A uniform pattern of street trees also increases visual consistency by creating a street wall and enhancing the area's image of stability and longevity.

The City of Palmdale has an Approved Plant and Tree List that establishes which trees are approved for street planting. The City recommends to use CU-structural soil to grow trees surrounded by pavement and where possible to use a minimum tree well dimension of 5' x 6', permeable paving and consolidated parkway green spaces. While larger tree wells/planting strips are generally better, the dimensions mentioned in Figure 4.12 can be modified depending on street ROW and available space for accommodating larger tree wells/planting strips and balancing space for pedestrians.

The criteria for street tree selection also include the following:

- Provide seasonal color;
- Provide shade (i.e., canopy trees);
- Bring seasonal color and identity;
- Be appropriately sized for the scale of the street (i.e., large enough at maturity to define the street edge and larger tree canopy on wider streets);
- Require low water use;
- Have limited propensity for sidewalk damage; and
- Have ability to thrive in urban environments.

Based on the above criteria, Figure 4.12 provides street tree designations and street tree spacing for the streets within the PTASP area. This palette of carefully selected street trees establishes district cohesion and identity at both the pedestrian and auto-oriented scale. The selected street trees are deciduous, providing shade during the summer months and seasonal color during the spring. Evergreen median plantings offer a year-round attractive appearance.

Some of the suggested shrubs, perennials, succulents and trees are shown in Figure 4.13. These include Spanish Lavender, Yuccas, Gold Lantana, Russian Sage, Pink Muhly Grass, Damianita Daisy, Deer Grass and Buckwheat. Planted shrubs should be maintained at appropriate heights for clear vision lines for vehicular traffic, bicycles and pedestrians.

STREET NAMES	COMMON NAME	SCIENTIFIC NAME	RECOMMENDED SPACING*	MINIMUM TREE WELL DIMENSIONS**	TYPE
NORTH-SOUTH STREETS					
Division Street	Southern Live Oak	Quercus virginiana 'Heritage'	40 feet on center	5' tree wells	Deciduous
Carolside Avenue	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
2nd Street East	Chitalpa	Chitalpa tashkentensis 'Morning Cloud'	30 feet on center	4' tree wells	Deciduous
Glenray Avenue	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
Stanridge Avenue	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
3rd Street East	Chitalpa	Chitalpa tashkentensis 'Morning Cloud'	30 feet on center	4' tree wells	Deciduous
Sumac Avenue	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
4th Street East	Chitalpa	Chitalpa tashkentensis 'Morning Cloud'	30 feet on center	4' tree wells	Deciduous
Larkin Avenue	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
5th Street East	Chitalpa	Chitalpa tashkentensis 'Morning Cloud'	30 feet on center	4' tree wells	Deciduous
Sierra Highway	London Plane	Platanus acerfolia "Bloodgood"	40 feet on center	4' tree wells	Deciduous
9th Street East	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
10th Street East	Southern Live Oak	Quercus virginiana 'Heritage'	40 feet on center	5' tree wells	Deciduous
EAST-WEST STREETS					
Technology Drive	Chinese Pistache	Pistacia chinensis	60 feet on center	5' tree wells or parkway	Deciduous
East Avenue P-12	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
Avenue Q	Chinese Elm	Ulmus parvifolia	40 feet on center	4' tree wells	Deciduous
Avenue Q-3 East	Chitalpa	Chitalpa tashkentensis 'Morning Cloud'	30 feet on center	4' tree wells	Deciduous
Avenue Q-4 East	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
Avenue Q-6 East	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
Avenue Q-7 East	Eastern Redbud	Cercis canadensis	30 feet on center	4' tree wells or parkway	Deciduous
PALMDALE BOULEVARD					
Frontage	Sawleaf Zelkova	Zelkova serrata	40 feet on center	10' parkway	Deciduous
Median	Red Yucca	Hesperaloe parviflora	Median planting in randomized pattern	10'-15' median parkway	Evergreen
	Blue Palo Verde	Cercidium floridum			Deciduous
	Desert Willow	Chilopsis linearis spp.			Deciduous
	Dwarf Coyote Bush	Baccharis pilularis			Evergreen

* RECOMMENDED SPACING IS BASED ON CANOPY SIZE OF MATURE TREES, AVAILABLE PLANTING AREAS ALONG SIDEWALKS/PARKWAYS AND ADJACENT LAND USES.

** MINIMUM TREE WELL DIMENSION: OPTIMAL SIZES PROVIDED. ACTUAL SIZE AND PLANTING SHALL BE DEPENDENT ON SIDEWALK WIDTH, ADJACENT LAND USES AND TREE TYPE.

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 4.12. STREET TREE PALETTE



FIGURE 4.13. EXAMPLES OF TREE AND SHRUB TYPES



BLUE PALO VERDE (CERCIDIUM FLORIDUM)



SAWLEAF ZELKOVA (ZELKOVA SERRATA)



RED YUCCA (HESPERALOE PARVIFLORA)



SPANISH LAVENDER (LAVANDULA STOECHAS)



GOLD LANTANA (LANTANA CAMARA 'NEW GOLD')



YUCCA (YUCCA FILAMENTOSA)

FIGURE 4.13. (CONT'D) EXAMPLES OF TREE AND SHRUB TYPES


PINK MUHLY GRASS (MUHLENBERGIA CAPILLARIS)


RUSSIAN SAGE (SALVIA YANGII)


DAMIANITA DAISY (CHRYSACTINIA MEXICANA)


DEER GRASS (MUHLENBERGIA RIGENS)


BUCKWHEAT (FAGOPYRUM ESCULENTUM)


CURVED LEAF YUCCA (YUCCA RECURVIFOLIA)

FIGURE 4.13. (CONT'D) EXAMPLES OF TREE AND SHRUB TYPES

Street Lighting

Successful, vibrant downtowns with a mix of uses are anticipated to be active seven days a week, 18 hours a day. As such, a safe, well-lit street environment is critical to Downtown Palmdale's success. Street lighting is a key element that provides a sense of security to users and helps create an appealing walkable environment for evening and nighttime activities. In addition to vehicular-scaled lights along the major vehicular corridors, pedestrian-scaled lights should be installed along major retail and mixed-use streets. These include Avenue Q, Palmdale Boulevard, 5th Street East and 4th Street East. Pedestrian-scaled fixtures should be spaced approximately 40 to 60 feet to allow for even distribution of light. As pedestrian activity increases along residential streets, pedestrian-scaled lights can be considered to supplement existing tall, cobra-heads along these streets.

Selection criteria for pedestrian-scaled fixtures are as follows:

- The height of a light fixture should be generally between 15 and 20 feet in height.
- All light fixtures in the public right-of-way should be LED.
- The selected fixture should adhere to guidelines set forth by the Dark Sky Association to reduce light pollution and protect the area's view of stars.
- The fixture should be compatible in style and color with the selected street furniture.



FIGURE 4.14. EXAMPLES OF STREET LIGHTING. PEDESTRIAN-SCALED LIGHTING WILL CREATE A WARM AMBIANCE AND A SAFE ENVIRONMENT FOR PEDESTRIANS DURING EVENING HOURS.

Pedestrian Amenities

Pedestrian amenities include benches, trash receptacles, bicycle racks, tree grates and shade structures. These amenities should be provided on major retail streets, public plazas and other areas of high pedestrian activity. These include Avenue Q, Palmdale Boulevard, 5th Street East and 4th Street East, as well as the station entry plaza. A unified palette will provide amenities for users, as well as help create a cohesive streetscape environment, which in turn attracts visitors and residents alike.

The selection criteria for pedestrian amenities are:

- Amenities should be comfortable and appropriate for the Palmdale's High Desert climate and setting.
- Provide design expression to the streetscape and complement the surrounding architecture.

- Benches and trash receptacles should have durable construction and be easy to maintain.
- All elements of the palette should have a uniform look, even if they come from different vendors and manufacturers.
- Materials and finishes should be graffiti resistant.
- Trash receptacles should be side opening to allow for easy removal of trash bags.
- Bicycle racks should have a minimum of two points of support for bicycles to be secured.

Based on these criteria, the Specific Plan selects a street furniture palette as illustrated in Figure 4.15. The selected palette brings comfort, human scale and design expression to the streetscape, while also complementing the surrounding architecture. The palette is also durable and easy to maintain. The selected color for the street furniture is silver, which will be compatible with the contemporary style, be less heat-absorptive during the summer and be easy to maintain. The tree grate material is raw bronze which provides an intrinsic color and patinas over time.



LANDSCAPE FORMS, PLAINWELL TRASH RECEPTACLE



LANDSCAPE FORMS, PLAINWELL BENCH



ZAHNER GRATE & PLANTERS: POMONA PLANTERS SYSTEMS



LANDSCAPE FORMS, LOOP BICYCLE RACK

FIGURE 4.15. EXAMPLES OF SELECTED STREET FURNITURE PALETTE

Placement Criteria: Street amenities should be located according to the following guidelines.

- Benches should be placed on streets with active frontages, in plazas and high activity areas, and at transit stops.

- Trash receptacles along streets with active frontages should be placed near intersections (clear from the corner) and at transit stops. A maximum of four trash receptacles should be provided at an intersection (one per corner).
- The feasibility of installation will depend on the site conditions at each location.
- ADA accessibility requirements must be followed to ensure that a clear path of travel is not impeded. Additional amenities may be installed as pedestrian activity levels increase.

Signage and Wayfinding

A comprehensive signage and wayfinding system will direct motorists and pedestrians to important destinations in and around Downtown Palmdale. Wayfinding provides orientation in the physical space and navigation tools to get from place to place using signs, markers, and/or monuments. The wayfinding signage system should be functional, decorative, and provide a unifying identity to Downtown Palmdale. In addition to parking directional signs and decorative street names, a comprehensive wayfinding program should include directional signs for major destinations and activity centers such as the Palmdale Station, City Hall, parks and schools. The signage and wayfinding system could also incorporate educational opportunities that include informational signs highlighting the City's Joshua Tree heritage, High Desert and topographical features such as the San Gabriel Mountains, Lake Palmdale, and other natural elements.

The City will prepare a Signage and Wayfinding Plan for the PTASP area that includes the following:

- Street signs,
- District identity signs,
- Parking directional signs, and
- Destination directional signs.



FIGURE 4.16. EXAMPLES OF SIGNAGE AND WAYFINDING. A COMPREHENSIVE WAYFINDING SYSTEM WILL PROVIDE IDENTITY AND GUIDANCE TO RESIDENTS AND VISITORS ALIKE.

Gateways

Entry gateways can be used to establish an identity for Downtown Palmdale. Signage can take many forms – from monuments in parkways to street arches to vertical pylons.

Gateways should be located at the eastern and western ends of Avenue Q and Palmdale Boulevard, signaling entry into the PTASP area. Orientation to freeway exits will be particularly important for maximizing visibility. As a part of the Signage and Wayfinding Plan discussed previously, gateway signage will also be provided.

Criteria for gateway design include the following:

- Gateways should be scaled proportionate to the scale of the street.
- Gateways should be at a vehicular scale, i.e, be visible to passing motorists.
- The design of the gateway should be coordinated with the district wide signage and wayfinding system.
- The City could also consider public art at gateway locations.



FIGURE 4.17. EXAMPLES OF ENTRY GATEWAYS. ENTRY GATEWAYS ANNOUNCE ARRIVAL IN DOWNTOWN PALMDALE AND SHOULD BE SCALED TO BE VISIBLE FOR DRIVERS, BICYCLISTS AND PEDESTRIANS.

Banner Program

A district banner program is another popular and cost-effective element that could be used to convey identity, vitality and visual cohesiveness in Downtown Palmdale. Banners will enhance commercial visibility, activity, and provide ornamentation and excitement to the street environment along major corridors.

The City should explore setting up a banner program for Downtown Palmdale along the major corridors, including Avenue Q and Palmdale Boulevard. Successful banner programs generally have rotating banners that change several times a year. These are often tied to local events, seasons and other celebrations, such as Fourth of July celebrations, winter holidays, and Halloween. Ongoing regular maintenance and replacement should be an integral part of any new banner program. The City can consider corporate sponsorship to fund the initial installation and ongoing banner maintenance.

Banners should be installed along Palmdale Boulevard first, with banners on other streets installed as the area redevelops.



FIGURE 4.18. EXAMPLES OF BANNERS. BANNER PROGRAMS ARE A COST-EFFECTIVE WAY TO DELINEATE THE SPECIFIC PLAN AREA, PROMOTE EVENTS AND ADD COLOR AND TEXTURE TO THE VISITOR EXPERIENCE.

Public Art

The City of Palmdale has adopted a citywide Public Art Master Plan that establishes a vision for the future of public art in Palmdale for the next several decades. The plan outlines goals for the selection and placement of public art, programming opportunities, strategic partnerships and funding opportunities. It also includes policy and procedure recommendations, as well as direction for ongoing program development and management. This Specific Plan is supportive of the goals and recommendations of the Public Art Master Plan, including location of public art in major public spaces, temporary and permanent art placement guidelines and the establishment of a 1% Funding for the Arts.

In Downtown Palmdale, public art will play an important role in a variety of ways, including establishing identity, fostering community pride, and engaging citizens. Public art will bring the community together, creating situations not merely for enjoyment and beauty, but also for dialogue, thought, and growth. Examples of appropriate public art include permanent and temporary installations, such as murals, sculptures, water features, interactive art, and artist-designed light installations. Potential locations for public art include the Palmdale Station entry plaza, parks and open space, as well as privately-developed, but publicly-accessible courtyards and patios.

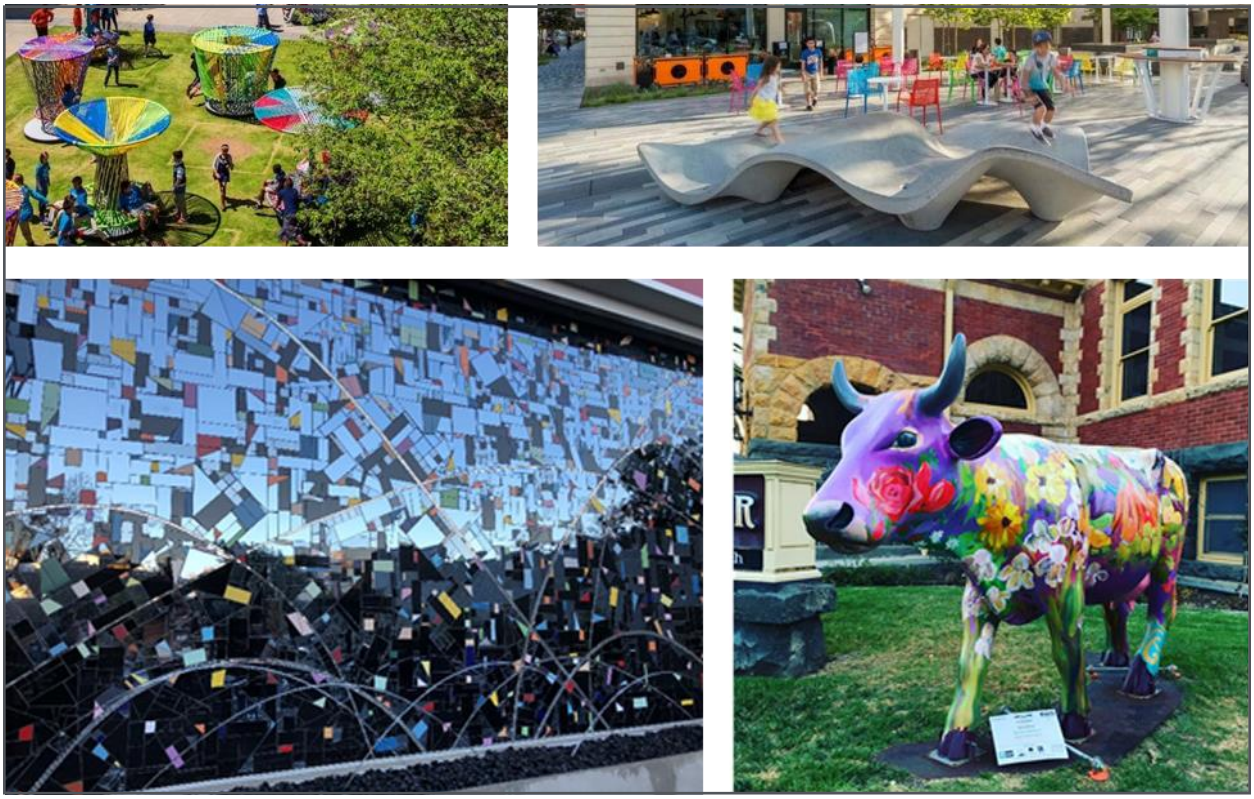


FIGURE 4.19. EXAMPLES OF PUBLIC ART. PUBLIC ART CAN BE LOCATED IN COURTYARDS, PLAZAS OR PARKS.

4.4. Form and Character Approach

The PTASP envisions a vibrant urban core and walkable mixed-use neighborhoods that enable healthy, sustainable lifestyles. It provides a framework to guide future land use and development patterns that would support the future multi-modal Palmdale Station and enhance sustainability and quality of life in Palmdale. The Specific Plan utilizes a form-based approach to regulate development in the PTASP area, as described in this section.

4.4.1. Form-based Codes[2]: The Transect

A form-based code is a land development regulation that replaces traditional use-based zoning codes. Using physical form rather than separation of uses as the organizing principle, a form-based code aims to produce predictable built results and a high-quality public realm. Form-based codes focus less on the type of activity taking place inside a building (i.e. the use) and more on the overall form and character of neighborhoods. While use is still regulated, more emphasis is placed on the placement and form of buildings, the character of the street frontage, and the relationship between buildings and public spaces. By regulating the design of new development, form-based codes address the size and mass of buildings in relation to one another.

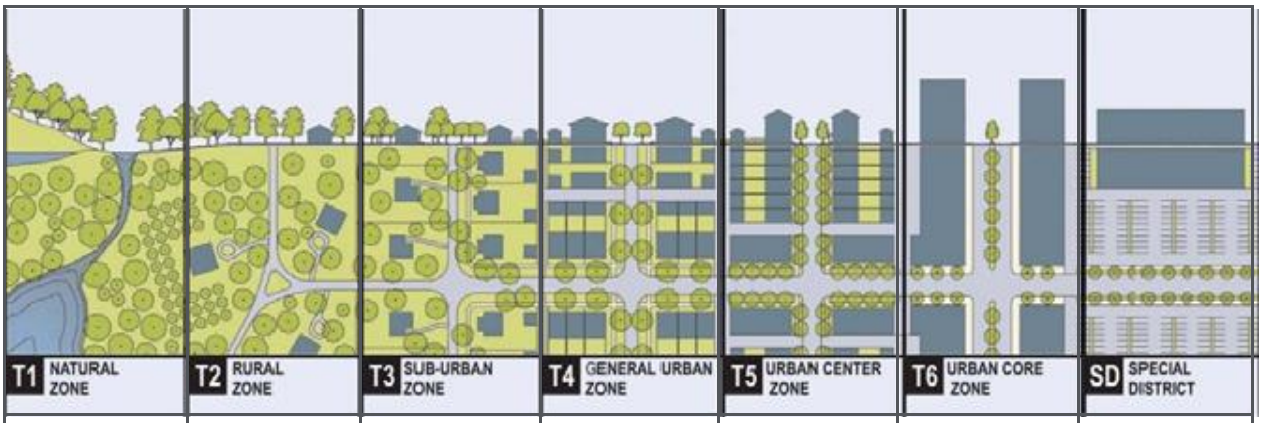
The Transect (Figure 4.21) provides a visual tool to conceptually organize uses across a City, by defining a series of zones that transition from very low density rural to a higher density urban core. In addition to the Urban Design Framework, Figure 4.20 translates building blocks for communities as they apply to the PTASP area and provides a summary of the different form-based zones, based on the Transect concept. Chapter 5 establishes the Regulating Plan (Figure 5.1) and the zoning regulations for the PTASP area.

2 Congress for New Urbanism, www.cnu.org

ZONE/DESCRIPTION	DENSITY OR INTENSITY	MAXIMUM HEIGHT
Urban Core T6 The Urban Core Zone allows for the highest development intensities in the Specific Plan area.	50-80 du/ac 2.5-4.0 FAR	7-8 stories with a few shorter buildings
Urban Center T5 The Urban Center Zone is intended for urban, mixed-use development in the heart of Palmdale. This Zone provides a vibrant mix of retail, office, and residential uses.	30-50 du/ac 1.5-3.0 FAR	3-to 5-stories with some variation
General Urban T4 The General Urban Zone is intended to create distinct neighborhood character. This Zone allows for a wider range of housing types, neighborhood-serving commercial and civic uses within a walkable neighborhood setting.	20-30 du/ac 1.0.-2.0 FAR	2-to 3-stories with some variation
Sub-Urban T3 - Traditional Neighborhood In the Specific Plan area, this Zone accommodates existing single-family residential uses on standard city lots.	Up to 8 du/ac	1-to 2-stories
Special District - Regional Commercial (RC) The Regional Commercial/Retail Zone is intended to anchor the Avenue Q corridor with a mixed-use business district with retail, restaurants and services.	0.5-2.0 FAR	Up to 3 stories
Special District - Business Mix (BM) The Business Mix Zone is intended to leverage SR-14 frontage with business-oriented office and light industrial uses in a large format.	0.5-1.5 FAR	Up to 3 stories

FAR (Floor Area Ratio)

FIGURE 4.20. TRANSECT FORM-BASED CODE TABLE



T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICT
The Natural Zone permanently protects natural open space areas from development, with the exception of roads and recreational trails. This zone is not anticipated for the Specific Plan area.	The Rural Zone is intended to reserve agricultural land and is not applicable for this Specific Plan.	The Sub-Urban Zone is intended for single-family residential development as a transition zone between dense, urbanized city areas and undeveloped land.	The General Urban Zone is intended to create distinct neighborhood character in the emerging neighborhoods around the two densest urban zones in the Specific Plan area. Rooted in the traditional American neighborhoods the General Urban Zone allows for a wider range of housing types, neighborhood-serving commercial and civic uses within a walkable neighborhood setting.	The Urban Center Zone is intended for urban, mixed-use development in the heart of Palmdale. This Zone preserves a vibrant mix of retail, office, and residential uses. Buildings are typically more than several stories tall and line uniformly urban streets that are organized in a tight network with wide sidewalks and steady rows of street trees in wells.	The Urban Core Zone allows for the highest development intensities in the Specific Plan area around the High-Speed Rail Station. It contains the densest urbanism and the greatest variety of uses.	Special districts allow for uses that are too big or too different to conform to one of the other transect zones. In the Specific Plan, two special districts adjacent to SR-14 are planned.

SOURCE: CONGRESS FOR NEW URBANISM

FIGURE 4.21. TRANSECTS AS BUILDING BLOCKS FOR COMMUNITIES (T1 & T2 ARE NOT WITHIN THE SPECIFIC PLAN AREA)

CHAPTER 5. | ZONING AND DEVELOPMENT REGULATIONS

5.1. Introduction

This Chapter establishes detailed regulations for development and land uses within the PTASP area. The zones with accompanying use regulations, development and design standards are intended to provide property owners, business owners, developers, and their designers with basic development and design criteria that are intended to reinforce the desired building and district character. This Chapter shall be used in conjunction with all other relevant adopted City plans and ordinances, including:

- City of Palmdale General Plan
- Title 17 of the PMC

5.1.1. Relationship to the Palmdale General Plan

As described in Chapter 1, the City is currently updating its General Plan. The last comprehensive update of the General Plan was in 1993. With the changes that have occurred in the PTASP area in the last three decades, and the impending arrival of High-Speed Rail and other transit investments in the area, the vision for the area is different from what was envisioned in the current General Plan. In order to ensure consistency of the Specific Plan and the General Plan, the City has two options: 1) modify the General Plan at the time of Specific Plan adoption to remove any inconsistencies, or 2) the City may choose to resolve any inconsistencies between the Specific Plan and the General Plan during the General Plan update process.

5.1.2. Relationship to the Palmdale Municipal Code

This PTASP replaces the development regulations and standards in Chapter 17 of the PMC as they apply to the PTASP area. However, when an issue, condition or situation occurs which is not covered or provided for in the PTASP, the regulations of the PMC that are most applicable to the issue, condition or situation shall apply. If the provisions of the PTASP conflict with the PMC, the provisions of the PTASP shall prevail.

5.1.3. Relationship to Other Specific Plans

The City of Palmdale adopted the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) in 1990, and the PTVSP in 2005. The PTCCSP partially overlaps the PTASP area, while the PTVSP is fully encompassed within it. With the adoption and approval of the PTASP, the PTCCSP is amended to remove the area bounded by SR-14, Technology Drive, Division Street and Palmdale Boulevard. PTVSP will be replaced in its entirety with the regulations and standards in this PTASP.

5.1.4. Relationship to Unincorporated County of Los Angeles Land

Two areas within the PTASP fall within unincorporated Los Angeles County. These include parcels that are bounded by Avenue P-8, 10th Street East, Avenue Q and the rail right-of-way, and two parcels devloped with a mobile home park on the north side of Avenue Q just west of 4th Street East. Pre-zoning for these parcels is provided in this PTASP. These zoning designations will provide guidance regarding land use intent if these parcels are annexed to the City.

5.2. Applicability and General Provisions

Proposed development within the PTASP area shall comply with all applicable requirements of this Chapter, as follows:

5.2.1. Regulating Plan

The Regulating Plan, as shown in Figure 5.1, defines the zones within the PTASP area and identifies the parcels included within each zone. Each zone has differentiated standards for use, building placement and design.

5.2.2. Land Use and Permit Requirements

Section 5.4 identifies the land use types allowed in each zone established by the Regulating Plan. A parcel within the PTASP area shall contain only land uses that are identified as permitted within the applicable zone, subject to City approval (administrative approval, permitted with site plan review or conditional use permit, etc.) as listed in Figure 5.2 and Figure 5.3. Uses not listed are prohibited. However, the Planning Manager shall have the authority to determine whether a proposed use is permitted based on the findings that the use is similar to and no more detrimental than a particular use permitted in the zone.

5.2.3. Development and Design Regulations

The development and design standards in Sections 5.5 and 5.6 regulate the building envelope and the features of buildings that interact with the public realm of the street, sidewalk, and public open spaces. The development standards regulate building intensity, setbacks, height, size and spacing, required frontage types, permitted architectural elements, required on-site open space, parking placement and parking requirements, and vary according to the zoning of a parcel, as assigned by the Regulating Plan.

5.3. Downtown/Transect Districts – Regulating Plan

The Regulating Plan (Figure 5.1) establishes the zones to describe the desired, transit-oriented land use pattern. The description of each zone identifies the characteristic uses, intensity of uses, and level of development intended for that zone as follows:

5.3.1. Urban Core (T6)





Desired Character: The Urban Core Zone is intended to provide buildings with the highest intensity immediately surrounding the site of the future Palmdale Multimodal Station. The focus of this zone is to provide jobs and amenities near transit.

Desired Land Uses: Ground floors may house retail, restaurant, service, and office uses, while upper floors may accommodate office and residential uses. Residential uses are prohibited on the ground floor in this zone. Active pedestrian-oriented commercial uses are required along Avenue Q, 4th Street East, 5th Street East, Palmdale Boulevard and Sierra Highway.

Allowed Intensity and Height: Maximum FAR 4.0; Residential density: 50-80 du/acre. Buildings up to 85 feet are permitted.

5.3.2. Urban Center (T5)





Desired Character: The Urban Center Zone is intended for urban, mixed use development immediately adjacent to, and surrounding, the Urban Core Zone and along both sides of Avenue Q and Palmdale Boulevard.

Desired Land Uses: This zone provides for residential or mixed-use buildings up to five stories. Active pedestrian-oriented commercial uses are required on the ground floor along 4th Street East, Avenue Q and Palmdale Boulevard. Other streets may have residential uses on the ground floor. Buildings within this zone are required to step down to two stories along portions of the parcel that abut single-family zones.

Allowed Intensity and Height: Maximum FAR 3.0; Residential density: 30-50 du/acre. Buildings up to 65 feet are permitted.

5.3.3. General Urban (T4)





Desired Character: The General Urban Zone is intended to create a distinct mixed-use walkable neighborhood that is supportive of the transit uses within the Urban Core and Urban Center Zones.

Desired Land Uses: This Zone primarily accommodates future development of townhouses and 2- to 3-story courtyard and podium apartments in the area north of Avenue Q. This zone also allows neighborhood-serving commercial and civic uses along Technology Drive, Avenue P-8, 3rd Street East, 4th Street East, Sierra Highway, 8th Street East and 10th Street East. Buildings within this zone are required to step down to two stories along portions of the parcel that abut single family zones.

Allowed Intensity and Height: Maximum FAR 2.0; Residential density: 20-30 du/acre. Buildings up to 45 feet are permitted.

5.3.4. Traditional Neighborhood (T3)





Desired Character: The Traditional Neighborhood Zone is intended to preserve existing single-family neighborhoods, while allowing for compatible new development. The Traditional Neighborhood Zone applies to the central part of the existing neighborhood around Yucca Elementary School and some of the existing homes between Avenue Q and Desert Sands Park.

Desired Land Uses: Future development will be limited to single-family houses, second units, and a narrow range of compatible uses.

Allowed Intensity and Height: The maximum density is 8 du/acre. Buildings up to 35 feet are permitted.

5.3.5. Special District – Regional Commercial (RC)





Desired Character: The Regional Commercial Zone is intended to anchor the western end of the Avenue Q corridor at SR-14 with a mixed-use business district in a walkable setting. Developments will have a strong pedestrian relationship with Avenue Q, as well as with internal streets, while ensuring convenient automobile access and orientation. Surface parking must be located to the interior of the lot and not be visible from Avenue Q or Division Street.

Desired Land Uses: Commercial uses including retail, restaurants and services are encouraged. Office uses are permitted in upper floors.

Allowed Intensity and Height: Maximum FAR 2.0; Buildings may rise to three stories or 50 feet.

5.3.6. Special District – Business Mix (BM)





Desired Character: The Business Mix Zone is intended for low- and mid-intensity office and light industrial complexes – the campus setting provides good visibility and access from SR-14 and major roadways, such as Palmdale Boulevard and Technology Drive.

Desired Land Uses: Uses may include offices, research and development, light assembly, as well as supportive commercial uses.

Allowed Intensity and Height: Maximum FAR 1.5; Buildings may rise to three stories or 50 feet.

5.3.7. Public Facility (PF)

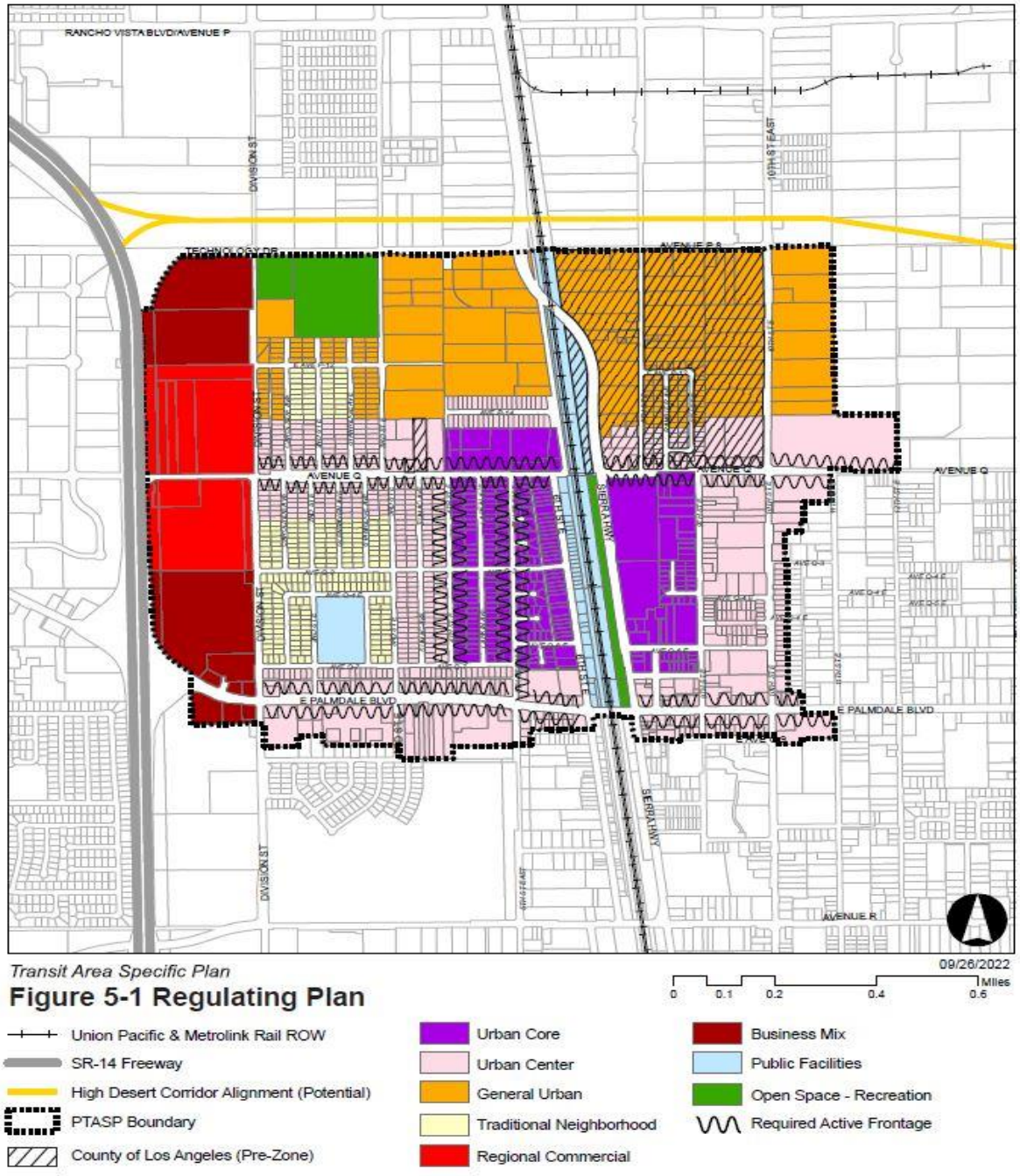


Land Uses: This Zone applies to the Yucca Elementary School site, rail right-of-way and future site of the Multimodal Station platforms. Regulations contained in Chapter 17.71 (Public Facilities) of the PMC shall apply, with exceptions as noted in Section 5.5.

5.3.8. Open Space and Recreation (OSR)



Land Uses: The Open Space and Recreation Zone applies to two existing parks in the PTASP area: Desert Sands Park and Robert C. St. Clair Parkway. Development regulations contained in Chapter 17.74 (Open Space and Recreation) of the PMC shall apply to the land uses and development in this zone.



SOURCE: RAIMI + ASSOCIATES, 2022

FIGURE 5.1. PROPOSED REGULATING PLAN

5.4. Land Use and Permit Requirements

General

This section prescribes the land use regulations for the zones established in the Regulating Plan for the PTASP area.

Permit and Review Requirements

Figure 5.2 identifies the permit types and its corresponding PMC procedure section or review required to establish each use.

Permitted Uses

Figure 5.2 identifies the permitted uses and the permit or review required to establish each use. Applicable regulations contained in the PMC and/or this Specific Plan are also identified. Permitted uses may be established on a single site either as an integrated project, or as stand-alone use, subject to the provisions of this Chapter.

Uses Requiring Conditional Use or Use Permit

Certain uses may be subject to special conditions regarding the location, operation or design of the use. References to these provisions are made in Figure 5.3. Conditional uses are subject to Chapter 17.22 (Conditional Use Permits) of the PMC.

Temporary and Accessory Uses

Figure 5.3 also identifies uses that are temporary and accessory to an established primary use.

Prohibited Uses

Figure 5.3 identifies uses expressly prohibited in each zone.

Uses Not Listed

If a use is not specifically listed in Figure 5.3, the Planning Manager shall have the authority to determine whether a proposed use is permitted and if that use is comparable to a particular use permitted in the zone.

Non-Conforming Uses

Non-conforming uses include uses deemed not in compliance with the allowed uses and/or development standards set forth in this Specific Plan, but lawfully in existence prior to the adoption of this Specific Plan. It is reasonable to assume that such uses would not be considered to be transit-oriented, and any future expansions, rebuilding, repair and reconstruction, abandonment. or change in use shall be limited by the regulations outlined in Chapter 17.29 (Non-Conforming Uses and Structures) of the PMC.

LAND USE PERMIT TYPES		
SYMBOL	**PERMIT REQUIRED**	**PALMDALE ZONING CODE PROCEDURE SECTION REFERENCE**
P	Permitted as a primary use with Administrative approval by Planning Manager	Chapter 17.20
SPR	Permitted Subject to Site Plan Review Approval	Chapter 17.21
CUP	Permitted Subject to Approval of a Conditional Use Permit	Chapter 17.22
A	Permitted as an Accessory Use and/or Structure	
T	Permitted as Temporary Use	Chapter 17.27
-	Prohibited Use	

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 5.2. LAND USE PERMIT TYPE TABLE

USE REGULATIONS									
	MIXED USE			**RESIDENTIAL**	**SPECIAL DISTRICTS**		**PUBLIC**		Additional Use Regulations
USE CLASSIFICATIONS	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	Open Space and Recreation (OSR)	
RESIDENTIAL USES									
Accessory Structure	A	A	A	A	-	-	-	-	PMC 17.41.070
Assisting Living Facility	CUP	CUP	CUP	CUP	-	-	-	-	PMC 17.91.110
Dwelling, Accessory	-	-	P	P	-	-	-	-	PMC 17.41.090(G) and 17.91.030
Dwelling, Multiple-Family	P	P	P	-	-	-	-	-	
Dwelling, Single-Family Attached	-	-	P	P	-	-	-	-	
Dwelling, Single-Family Detached	-	-	P	P	-	-	-	-	
Group Home (Sober Living Home, Transitional and Supportive Housing)	P	P	P	P	-	-	-	-	PMC 17.91.130
Home-based Business	P	P	P	P	-	-	-	-	PMC 17.26.060
Live-Work Unit	P	P	P	-	-	-	-	-	PMC 17.26.060
COMMERCIAL USES (RETAIL, OFFICE AND SERVICES)									
Art Gallery and Studio	P	P	P	-	P	-	-	-	
Bakery	P	P	P	-	P	P	-	-	
Bank and Financial Institution	P	P	-	-	P	P	-	-	
With Drive-Through Facilities	-	-	-	-	CUP	-	-	-	PMC 17.92.010
Bed and Breakfast	-	-	CUP	CUP	-	-	-	-	
Bicycles, Parts and Accessories	-	P	-	-	P	A	-	-	
Bookstore	P	P	P (2)	-	P	A	-	-	
Express Car Wash	-	SPR (5)	-	-	-	SPR (5)	-	-	PMC 17.92.010, PMC 17.92.170 and 17.83.030(C)
Conference and Meeting Facilities	P	CUP	-	-	P	P	-	-	
Convenience Market	CUP (3)	CUP (3)	CUP (2, 3)	-	CUP	CUP	-	-	PMC 17.92.090
Drugstore and Pharmacy	P	P	CUP (2)	-	P	-	-	-	

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 5.3. USE REGULATIONS TABLE

USE REGULATIONS									
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC		Additional Use Regulations
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	Open Space and Recreation (OSR)	
Financial and Real Estate Services	P (1)	P (1)	-	-	P	P	-	-	
Florist	P	P	P (2)	-	P	-	-	-	
Food Services									
Bar/Club/Lounge/Winebar	CUP	CUP	-	-	CUP	CUP	-	-	
Brewery and Winery	CUP	CUP	-	-	CUP	CUP	-	-	
Coffee Shop/Deli/Sandwich Shop/Ice Cream and Yogurt Shop/Doughnut Shop	P	P	SPR (2)	-	P	P	-	-	
Cottage Food Operations	P	P	P	P	-	-	-	-	PMC 17.91.020
Restaurant, Sit-down	P	P	SPR (2)	-	P	P	-	-	
With Drive-Through Facilities	-	-	-	-	CUP	CUP	-	-	
With Outdoor Seating Areas	SPR	SPR	SPR	-	SPR	SPR	-	-	PMC 17.92.020
Grocery Store	SPR	SPR	CUP (2, 3)	-	SPR	-	-	-	
Hardware Store	P	P	-	-	-	P	-	-	
Hotel	P	CUP	-	-	CUP	CUP	-	-	
Liquor Store	CUP	CUP	-	-	CUP	-	-	-	PMC 17.92.070
Liquor, Beverage and Food Item Shop	CUP	CUP	CUP (2)	-	CUP	-	-	-	PMC 17.92.070
Motel	CUP	CUP	-		CUP	CUP			
Newsstand	P	P	P (2)	-	P	P	P	-	
Office									
General	P (1)	P (4)	SPR (2)	-	P (1)	P	SPR	-	
Government	P (1)	P (1)	CUP (2)	-	P (1)	P	SPR	-	
Medical incl. Dental and Chiropractics	P (1)	P (1)	-	-	P (1)	P	SPR	-	
Professional	P (1)	P (1)	SPR (2)	-	P (1)	P	SPR	-	
Parking Facility, Commercial	CUP	CUP	-	-	CUP	CUP	CUP	-	
Personal Services									
Apparel Repair, Alterations and Tailoring	P	P	P (2)	-	P	-	-	-	
Barber, Beauty or Nail Salon	P	P	P (2)	-	P	-	-	-	
Dry Cleaner and Laundry (serving the general public)	P	P	SPR (2)	-	P	P	-	-	
Health Club, Fitness Center, Yoga Studio, and Gymnasium (<2,500 SF)	SPR	SPR	CUP (2)	-	P	P	-	-	
Health Club, Fitness Center, Yoga Studio, and Gymnasium (>2,500 SF)	CUP	CUP	CUP (2)	-	P	P	-	-	
Laundry, Self-service	P	P	CUP (2)	-	CUP	-	-	-	
Mail and Photocopy Services	P	P	P (2)	-	P	P	-	-	

FIGURE 5.3. (CONT'D) USE REGULATIONS TABLE

USE REGULATIONS									
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC		Additional Use Regulations
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	Open Space and Recreation (OSR)	
Massage Establishment as an Accessory Use	A	A	A (2)	-	A	A	-	-	PMC 17.92.140
Massage Establishment	SPR	SPR	CUP (2)	-	P	-	-	-	
Photography Studio	P	P	P (2)	-	P	P	-	-	
Repair - Small Appliance, Bicycle etc.	P	P	SPR (2)	-	P	P	-	-	
Tanning Salon	P	P	CUP (2)	-	P	-	-	-	
Pawn Shop	CUP	CUP	-	-	-	-	-	-	PMC 17.92.160
Pet Shop and Supplies	SPR	SPR	-	-	SPR	-	-	-	
Research and Development	-	-	-	-	SPR	P	-	-	
Retail Sales									
General (<20,000 SF)	P	P	SPR (2)	-	P	-	-	-	
Large-Format (>20,000 SF)	SPR	SPR	-	-	P	-	-	-	
Studio for Performing Arts and Martial Arts	P (1)	P (1)	SPR (2)	-	P	-	-	-	
Travel Agency	P	P	SPR (2)	-	P	-	-	-	
BUSINESS AND LIGHT INDUSTRIAL USES									
Artisan/Craft Product Manufacturing	-	-	-	-	-	P	-	-	
Light Manufacturing	-	-	-	-	-	P	-	-	
Technical and Scientific	-	-	-	-	CUP	P	-	-	
EDUCATIONAL, RECREATION AND PUBLIC ASSEMBLY USES									
College and Trade School, Public or Private	CUP	CUP	-	-	P	P	-	-	
Community Center	P	P	CUP (2)	CUP	P	CUP	-	-	
Day Care Facility, Commercial	P	P	CUP (2)	-	CUP	CUP	-	-	PMC 17.92.120
Day Care Facility, Large (Residential)	-	-	P	P	-	-	-	-	PMC 17.26.090
Movie Theater	CUP (1)	CUP (1)	-	-	CUP	-	-	-	
Museum	SPR	SPR	CUP (2)	-	P	P	-	-	
Parks and Recreation Facilities, Public	P	P	P	P	P	P	P	P	
Religious Assembly Uses	CUP	CUP	CUP (2)	CUP	CUP	CUP	-	-	PMC 17.94.010
School, Public or Private (K-12)	-	-	-	CUP	-	CUP	CUP	-	
School, Trade or Technical	CUP (1)	CUP (1)	-	-	CUP	CUP	CUP	-	
UTILITY, TRANSPORTATION, PUBLIC FACILITY AND COMMUNICATION USES									
Animal Care Shelter	CUP	-	-	-	-	-	CUP	-	
Fire Station	CUP	CUP	CUP	CUP	CUP	CUP	SPR	-	
Government Offices	P (1)	P (1)	CUP (2)	-	CUP	P	SPR	-	
Library	SPR	SPR	SPR	CUP	SPR	SPR	SPR	CUP	
Parking Facilities, Public	SPR	SPR	-	-	-	-	SPR	-	

FIGURE 5.3. (CONT'D) USE REGULATIONS TABLE

USE REGULATIONS									
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC		Additional Use Regulations
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	Open Space and Recreation (OSR)	
Sheriff Station	CUP	CUP	CUP		CUP	CUP	SPR	-	
Transportation Passenger Facilities	SPR	SPR	SPR	-	SPR	SPR	SPR	-	
Transportation, Freight and Storage	-	-	-	-	-	CUP	CUP	-	
Utilities, Minor	P	P	P	P	P	P	P	-	
AUTOMOTIVE AND VEHICLE USES									
Automotive Parts (New retail only)	-	-	-	-	SPR	-	-	-	
Automotive Repair and Maintenance Services	-	-	-	-	SPR	-	-	-	
Gas Station	-	-	-	-	CUP	CUP	-	-	
TEMPORARY AND ACCESSORY USES									
Minor Communication Facility	-	-	-	-	P	P	-	-	PMC 17.95.040
Special Events	P	P	P	P	P	P	P	P	PMC 17.27.030 (A)
Temporary Uses	P	P	P	P	P	P	P	P	PMC 17.27.030 (B) (1) through (4)

Notes on Use Limitations:

1. Permitted on upper floors above ground level.
2. Fronting 3rd Street, 4th Street, Sierra Highway, 8th Street, 10th Street, Technology Drive & Avenue P-8 only
3. Sale of automotive gasoline is not permitted.
4. As an accessory use.
5. Only allowed on property with frontage on Palmdale Boulevard with a minimum distance separation of 1,000 feet from the same use

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 5.3. (CONT'D) USE REGULATIONS TABLE

5.5. Development Standards

The development standards in Figure 5.4 (Development Standards) are applicable to the zoning districts within the PTASP area. These standards, along with other development and design standards provided in the Specific Plan, are intended to establish the guidance that property owners and project designers are expected to follow to meet the City's desired expectation of design character and high-quality development.

DEVELOPMENT STANDARDS								
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC	
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	"Open Space and Recreation (OSR)"
DEVELOPMENT INTENSITY (NOTE 1)								
FAR								
Minimum	-	-	-	-	-	-		
Maximum	4.0	3.0	2.0	-	2.0	1.5		
RESIDENTIAL DENSITY								
Minimum	50 du/acre	30 du/acre	20 du/acre	-	-	-		
Maximum	80 du/acre	50 du/acre	30 du/acre	8 du/acre	-	-		
BUILDING HEIGHT								
From grade to top of roof plate (maximum)	85 feet	65 feet	45 feet	2.5 floors/35 feet, whichever is less	50 feet	50 feet	Note 6	
With Architectural Roof Projections (Note 2)	plus 5-10 feet	plus 5-10 feet	plus 5-10 feet	plus 5-10 feet	plus 5-10 feet	plus 5-10 feet		
GROUND FLOOR HEIGHT (MIN.)								
Residential	Not allowed	18 ft.	12 ft.	10 ft.	Not allowed	Not allowed		
Non-Residential	18 ft.	18 ft.	18 ft.	Not allowed	18 ft.	18 ft.		
Typical upper floor height (min.)	10 ft. for residential use	10 ft. for residential use	10 ft. for residential use	10 ft.	n/a	n/a		
Ground floor above grade at setback line (max.)								
Residential	Not allowed	4 ft. on streets without commercial ground floor requirement	4 ft.	4 ft.	Not allowed	Not allowed		
Non-Residential	0 ft.	0 ft.	0 ft.	Not allowed	0 ft.	0 ft.		
Building height abutting single family residential zone	n/a	2 floors/30 feet, whichever is less Upper (3+) floors are setback an additional 15 feet (Note 3, Figure 5.5)	2 floors/30 feet, whichever is less Upper (3+) floors are setback an additional 15 feet (Note 3, Figure 5.5)	-	1 floor/25 feet, whichever is less Upper (2+) floors are setback an additional 10 feet (Note 3, Figure 5.5)	1 floor/25 feet, whichever is less Upper (2+) floors are setback an additional 10 feet (Note 3, Figure 5.5)		

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 5.4. DEVELOPMENT STANDARDS TABLE

DEVELOPMENT STANDARDS								
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC	
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	"Open Space and Recreation (OSR)"
BUILDING SETBACKS								
PRIMARY STREET SETBACK								
Ground Floor Residential	n/a	Up to 5 ft., where allowed	5 ft. - 15 ft.	min. 15 ft., 25 ft. in front of garage	n/a	n/a		
Ground Floor Non-Residential	Up to 5 ft. (max.)	Up to 5 ft. (max.)	5 ft. (min.)	n/a	5 ft. - 15 ft.	5 ft. - 15 ft.		
SIDE STREET SETBACK								
Residential	n/a	Up to 5 ft., where allowed	10 ft. - 15 ft.	20 ft. (min.)	n/a	n/a		
Non-Residential	0 ft.	0 ft.	5 ft. (min.)	n/a	5 ft. - 15 ft.	5 ft. - 15 ft.		
INTERIOR SIDE SETBACK								
Residential	0 ft., where allowed, 15 ft. adjacent to single family residential	0 ft., where allowed, 15 ft. adjacent to single family residential	min. 5 ft., 15 ft. adjacent to single family residential	5 ft.	n/a	n/a	Per PMC Chapter 17.94	Per PMC Chapter 17.74
Non-Residential	0 ft.	0 ft., 15 ft. adjacent to single family residential	min. 5 ft., 15 ft. adjacent to single family residential	n/a	0 ft.	0 ft.		
REAR YARD SETBACK								
Residential (minimum)	5 ft., 15 ft. adjacent to single family residential	5 ft., 15 ft. adjacent to single family residential	5 ft., 15 ft. adjacent to single family residential	20 ft.	n/a	n/a		
Non-Residential (minimum)	5 ft.	5 ft., 15 ft. adjacent to single family residential	5 ft., 15 ft. adjacent to single family residential	Not allowed	0 ft.	0 ft.		
ALLOWED FRONTAGE TYPES (SEE SECTION 5.6 FOR DESIGN GUIDANCE AND REQUIREMENTS) NOTE 4								
Shopfront	Allowed	Allowed	Allowed	Prohibited	Allowed	Allowed		
Arcade	Allowed	Allowed	Allowed	Prohibited	Allowed	Allowed		
Gallery	Allowed	Allowed	Allowed	Prohibited	Allowed	Allowed		
Porch	Prohibited	Allowed on streets without commercial ground floor requirement	Allowed	Allowed	Prohibited	Prohibited		
Stoop	Prohibited	Allowed on streets without commercial ground floor requirement	Allowed	Allowed	Prohibited	Prohibited		
Front Yard	Prohibited	Allowed on streets without commercial ground floor requirement	Allowed	Allowed	Prohibited	Prohibited		
REQUIRED OPEN SPACE								
COMMON OUTDOOR OPEN SPACE								
Residential Units	50 sf/du	75 sf/du	100 sf/du	-	n/a	n/a		
Non-residential Uses	25 sf for every 1,000 sf of development	25 sf for every 1,000 sf of development	25 sf for every 1,000 sf of development	n/a	25 sf for every 1,000 sf of development	25 sf for every 1,000 sf of development		

FIGURE 5.4. (CONT'D) DEVELOPMENT STANDARDS TABLE

DEVELOPMENT STANDARDS								
USE CLASSIFICATIONS	MIXED USE			RESIDENTIAL	SPECIAL DISTRICTS		PUBLIC	
	Urban Core (T6)	Urban Center (T5)	General Urban (T4)	Traditional Neighborhood (T3)	Special District - Regional Commercial (RC)	Special District - Business Mix (BM)	Public Facility (PF)	"Open Space and Recreation (OSR)"
Size and Dimensions	Minimum 1,000 sf for parcels >10,000 sf Minimum 500 sf for parcels <10,000 sf Any dimension 20 feet	Minimum 1,000 sf for parcels >10,000 sf Minimum 500 sf for parcels <10,000 sf Any dimension 20 feet	Minimum 1,000 sf for parcels >10,000 sf Minimum 500 sf for parcels <10,000 sf Any dimension 20 feet	n/a	Minimum 1,000 sf for parcels >10,000 sf Minimum 500 sf for parcels <10,000 sf Any dimension 20 feet	Minimum 1,000 sf for parcels >10,000 sf Minimum 500 sf for parcels <10,000 sf Any dimension 20 feet		
PRIVATE OPEN SPACE								
Ground Floor Units	50 sf/du	50-100 sf/du	100 sf/du	250 sf/du	n/a	n/a		
Upper Floor Units	50 sf/du	50 sf/du	50 sf/du	n/a	n/a	n/a		
Minimum Dimensions	6 feet	6 feet	6 feet	12 feet	n/a	n/a		
PARKING PLACEMENT (SETBACK FOR PARKING AREAS)								
Primary Setback	25 ft. (Note 5)	Not allowed	5 ft.	n/a	20 ft.	20 ft.		
Side Street Setback	5 ft. (Note 5)	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.		
Interior Side Setback	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.		
Rear Yard Setback	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.		
LOT AREA								
Minimum Lot Size (new)	20,000 sf	20,000 sf	20,000 sf	6,500 sq. ft.	1 acre	1 acre		

Notes:

1. FAR is inclusive of both non-residential and residential uses within a project.
2. See Appendix for Glossary of Terms - Architectural Roof Projections.
3. See Figure 5.5.
4. All street-facing building frontages must provide at least one of the frontage types listed. Please refer to Section 5.6.3 for design criteria for each frontage type.
5. Primary Street and Side Street frontages will be lined with usable commercial space for a minimum depth of 25 feet.
6. Height requirements for the HSR Station - maximum height to not exceed 85 feet from adjoining grade level. Maximum height for schools and other facilities per Chapter 17.71 of the PMC.

SOURCE: RAIMI + ASSOCIATES, 2019

FIGURE 5.4. (CONT'D) DEVELOPMENT STANDARDS TABLE

BUILDING SETBACKS FOR EXPRESS CAR WASHES	
PRIMARY STREET SETBACK	Minimum of 20 feet with 10 feet of landscaping
SIDE STREET SETBACK	Minimum of 20 feet with 10 feet of landscaping
INTERIOR SIDE SETBACK	Minimum of 20 feet with 10 feet of landscaping
REAR YARD SETBACK	Minimum of 20 feet with 10 feet of landscaping

FIGURE 5.4.A. SETBACKS FOR EXPRESS CAR WASHES

5.6. Design Standards and Guidelines

The Specific Plan's design standards and guidelines apply to private development in the PTASP area, addressing the design of both new buildings and renovations to existing structures. These design standards and guidelines focus on site planning and development as well as the character and quality of buildings, the design of building frontages and specific requirements for pedestrian-oriented development.

This section also contains design standards and guidelines for massing and building articulation to help ensure that new development is compatible and contributes to the intended urban scale and character of each zone. Additional standards and guidelines for single family residential uses are also provided.

5.6.1. General Site Planning Guidelines

This section provides guidelines for block size, massing, building design and landscape design for development in mixed-use zones (Urban Core (T6), Urban Center (T5) and General Urban (T4)).

1. **Block Size.** Block size is an important factor in defining walkability and pedestrian-scale development. Subdivide development projects on sites larger than 10 acres to create smaller blocks with a typical block length of approximately 400 feet.
2. **Primary Access.** Primary vehicular access to mixed use buildings should be from Side Streets and alleys (if present) to allow for pedestrian and streetscape continuity along the Primary Street frontage.
3. **Building Scale.** Buildings should not be designed to be full block long. "Break down" the scale of development by defining smaller building footprints, using open space, paseos and other building articulation techniques instead (see Section 5.6.2).
4. **Adjacent Uses.** Consider adjacency to existing uses in the design of new projects. New development when sited next to single-family uses shall incorporate appropriate transitions, including height step downs and additional setbacks (see Figure 5.5) to maintain solar access and privacy for the residential uses.

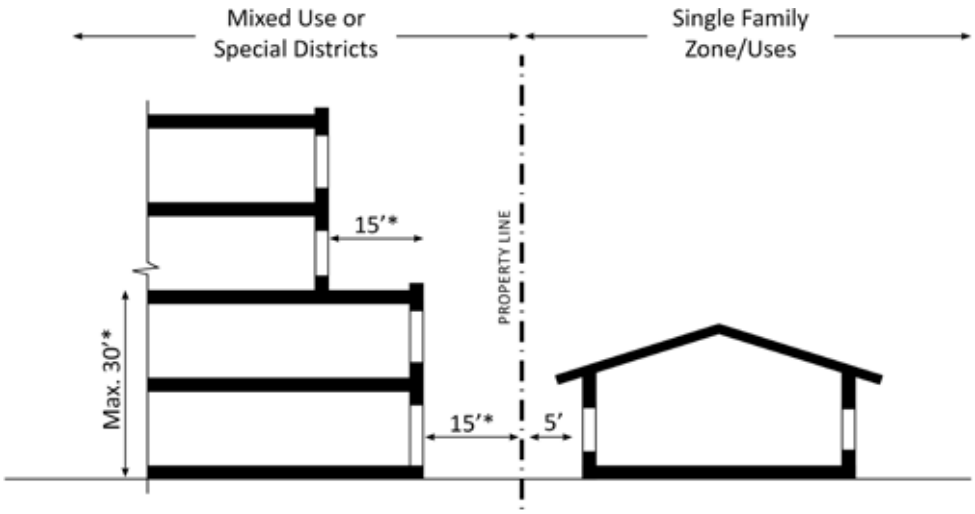


FIGURE 5.5. EXAMPLE OF RECOMMENDED HEIGHT STEP DOWN AND SETBACK DESIGN

5. **Active Pedestrian Frontages.** On all streets within mixed-use zones, maintain a continuous building line at the ground floor to define walkable streets. Occasional setbacks to incorporate outdoor patios or entryways are permitted. Expanses of unarticulated blank walls (e.g., façades without doors, windows, landscaping treatments or other pedestrian interest) along the Primary Street frontages are not permitted. Blank walls should be less than 10 feet in length along Primary Streets, pedestrian walks, or open space.
6. **Building Design Quality.** All building façades should be designed with consistent or complementary materials, and quality.
7. **Landscape Elements.** Incorporate landscape elements to define pathways, highlight building entries, and enhance open spaces and setbacks. Consider roof top elements such as green roofs, rooftop gardens and trellises. Landscape elements include trees, ground cover, shrubbery and flowers. Water-efficient plants should be used. Additional standards in Chapter 14.05 (Water Efficient Landscape) of the PMC shall apply.

5.6.2. Building Articulation Guidelines

Building articulation strategies should be used to emphasize individual units within a building, larger units and/or anchor stores within retail projects; foyers, lobbies, and reception areas within non-retail commercial projects. These articulation strategies should also be used to: 1) emphasize public entrances and de-emphasize service areas, and 2) define and shelter (e.g., give a sense of invitation and enclosure) to pedestrian walkways and exterior gathering spaces. These strategies include:

1. **Horizontal Articulation.** Horizontal articulation is used to break up the building length and can be provided by stepping a portion of the building façade forward or backward. façades longer than 100 feet should be subdivided with at least one major massing break (minimum width of 10 feet and minimum depth of 10 feet) every for 100 feet.

   Another articulation technique is to visually express each vertical building module by varying color or materials of each individual module within a harmonious palette of colors and materials. For non-residential buildings, incorporate massing breaks and/or architectural articulation to create a building rhythm of 30 to 60 feet. For residential buildings, incorporate massing breaks and/or architectural articulation to create a building rhythm between 20 and 40 feet. Mixed use buildings should follow the massing and articulation guidelines of their specific use type.



HORIZONTAL ARTICULATION CAN BE ACHIEVED BY BREAKING UP LINEAR MASSING.

2. **Vertical Articulation.** Varying the building height along a portion of a building façade is a design tactic that helps modulate mass and scale of a building. This strategy allows for organizing a "long" building into a series of multiple "apparent" buildings. Vertical architectural elements, such as towers, also vertical articulation, while serving as visual focal points. Other techniques include distinguishing between upper and ground floors with projections, minor setbacks, architectural details and variations in color and/or materials.



VERTICAL ARTICULATION CAN BE ACHIEVED BY VARIATIONS IN HEIGHT WITHIN A BUILDING'S MASSING.

3. **Architectural Projections and Recessions.** The primary building façade is the façade built at the property or setback line. Architectural projections or recessions provide human-scaled detail and interest to façades and help reduce the scale of buildings. Architectural projections include balconies, porches, awnings, canopies, and bay windows. These elements "project" or jut out from the primary building façade. Architectural recessions include recessed porches, recessed balconies, and covered passages. These elements are "recessed" or carved into the primary building façade. The total area of all architectural projections or recessions should not exceed 50% of the primary building façade area.



ARCHITECTURAL PROJECTIONS AND RECESSIONS PROVIDE INTEREST AND A HUMAN SCALE TO BUILDING FACADES.

4. **Ground Floor Treatment.** The ground floor along primary façades should be designed to have a distinctly different character from upper floors. These are distinguished by a greater floor to ceiling height, articulation, finer design details, unique colors, enhanced ground-floor entrances, and/or architectural variation.



THE GROUND FLOOR TREATMENT SHOULD REFLECT THE DIFFERENCE IN USES BETWEEN THE LOWER FLOOR AND UPPER FLOORS.

5. **Corner Treatment.** Buildings with angled corners, plazas, or other architectural features are encouraged at corner locations to help anchor the intersection. Building corners may be emphasized by using architectural elements, such as towers, domes or entries.



CORNERS COULD BE EMPHASIZED WITH A VARIETY OF ARCHITECTURAL TREATMENTS.

5.6.3. Building Frontage Type Guidelines

Frontages consist of the street façade of the building, any projecting elements, and the hardscape, landscape, walls and fences in the front yard. Frontages define the relationship of the building to the public realm by providing an appropriate transition from the public street to the semi-private and private environments of front yards and street-facing ground floor spaces. Specific frontage types are identified by zone in Figure 5.4.The primary frontage of each building that faces a Primary Street, park or other public accessible open space should be designed in accordance with this section.

Allowed frontage types include:

- Shopfront
- Arcade
- Gallery
- Porch
- Stoop
- Front Yard

The following standards and guidelines apply to all frontage types. Additional standards and guidelines are also provided for each specific frontage type.

1. General Guidelines Applicable to All Frontage Types

a. New development and renovations that comprise more than 50% of an existing structure are required to include one or more of the allowed building frontage types in that zone.
b. All buildings should provide at least one building entry along the primary façade.
c. Ground floor windows shall not be opaque or tinted.
d. Street-facing windows are encouraged on all floors to provide “eyes on the street.”
e. Sign regulations, per Chapter 17.88 (Signs) of the PMC, shall apply until a specific wayfinding program is implemented by the City.

2. Shopfront

Shopfronts are large, glazed openings in a retail building façade, enclosed with doors and transparent glass in a storefront assembly. This frontage type has large display windows and clearly demarcated store entries to create a strong and direct relationship with the street, provide visual interest and encourage pedestrian activity. This frontage type may be combined with the arcade and gallery frontage types.

The primary architectural elements of a shopfront include glazed entry doorway, large display windows, transom windows, and a bulkhead. This traditional retail frontage type may also have awnings or canopies that shade the storefront from glare and provide shelter to pedestrians.

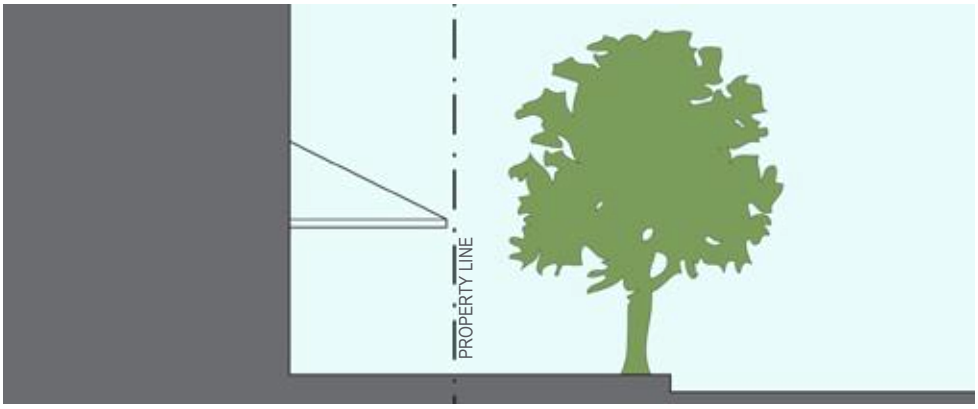


FIGURE 5.6. EXAMPLE OF A SHOPFRONT

Design Standards:

a. Walls without openings shall not exceed 10 feet along Primary Street frontages and 25 feet along Side Street frontages.
b. The entire shopfront assembly (e.g., doors, display windows, and bulkheads) within the overall façade may not be recessed more than 10 feet to provide a covered area for outdoor dining or other pedestrian oriented dining.
c. Storefront display windows should provide a clear view of merchandise displays inside the store space. Alternatively, a lighted display zone of four feet in depth from the glass should be maintained.
d. Display windows should consist of a single pane of glass. When required to be divided into smaller sections, clear silicone vertical joints, glazing bars, or muntins should be used. Glazing bars and mullions should be of a minimal size and utilized to enhance the architectural style.
e. Transom windows may have clear, stained or frosted glass.
f. Bulkheads
    - Glazing is not permitted to terminate directly at grade. If a bulkhead is provided, the bulkhead height shall not be less than 12 inches or exceed 30 inches. However, new storefront buildings may use floor to ceiling display windows if the design is compatible with the building's architecture.
    - Bulkheads should be of materials similar or complementary to those on the rest of the building façade.
g. Awnings – See Section 5.6.4. Architectural Elements Standards and Guidelines.

3. Arcade

Arcades are façades with a ground floor colonnade that supports the upper stories of the building. Arcades should typically be located within private property at the setback line. Arcades generally contain ground floor shopfronts. The covered space provides shade and shelter for pedestrians, as well as space for outdoor dining areas or other pedestrian oriented dining.



FIGURE 5.7. EXAMPLE OF AN ARCADE

Design Standards:

a. Walls without openings shall not exceed 10 feet along Primary Street frontages and 25 feet along Side Street frontages.
b. If an arcade is provided, it shall extend across at least 75% of the building façade.
c. The arcade column spacing shall be aligned with the shopfront openings. The arcade columns shall be at least 10 feet apart and no wider than two feet.
d. The sidewalk to ceiling height within the arcade shall be a minimum of 12 feet and a maximum of 16 feet.
e. The minimum depth of an arcade shall be eight feet and the maximum, 15 feet.
f. Awnings are not permitted along the arcade frontage type.
g. Design of the columns, soffits and openings shall be consistent with that of the rest of the building façade.
h. An arcade may project into the allowed street setbacks upto the property line.
i. Any projections in the public right-of-way are subject to encroachment permits from the City of Palmdale Public Works Department.

4. Gallery

A gallery is a roof or deck projecting from the façade of a building, whether cantilevered or supported by columns. Galleries generally contain ground floor shopfronts. The covered space provides shade and shelter for pedestrians, as well as space for outdoor dining or other pedestrian oriented dining.

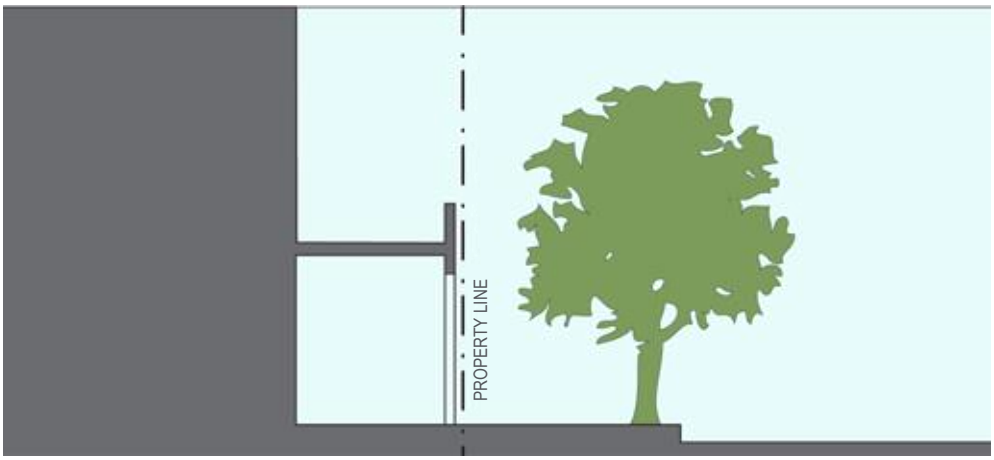


FIGURE 5.8. EXAMPLE OF A GALLERY

Design Standards:

a. Walls without openings shall not exceed 10 feet along Primary Street frontages and 25 feet along Side Street frontages.
b. If a gallery is provided, it shall extend across at least 75% of the building façade.
c. The gallery column spacing shall be aligned with the shopfront openings. The columns shall be at least 10 feet apart and no wider than two feet.
d. The sidewalk to ceiling height within the gallery shall be a minimum of 12 feet and a maximum of 16 feet.
e. The minimum depth of a gallery shall be eight feet and a maximum of 15 feet.
f. Awnings are not permitted along the gallery frontage type.
g. Design of the columns, soffits and openings shall be consistent with the rest of the building façade.
h. A gallery may project into the allowed street setbacks upto the property line.
i. Any projections in the public right-of-way is subject to encroachment permits from the City of Palmdale Public Works Department.

5. Porch

A porch is a covered area adjoining a building entrance that is setback from the front setback line, with a front yard between the sidewalk and porch. Porches can be raised or at grade and provide a physical transition from the sidewalk to the building. This frontage type is ideal for single-family residences but can be used for multi-family entrances.

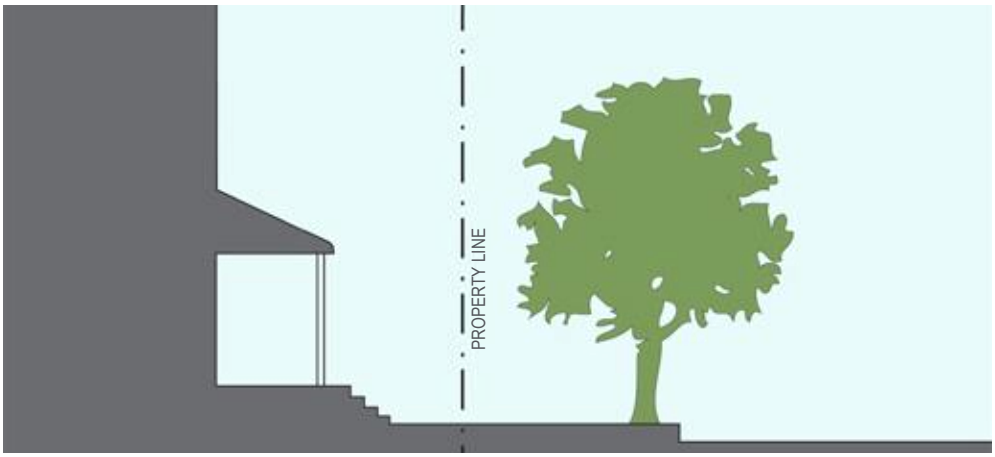


FIGURE 5.9. EXAMPLE OF A PORCH

Design Standards:

a. A porch should measure at least eight feet in depth and twelve feet in width.
b. The design of the porch should be consistent with the architectural style of the primary building.
c. Porches may be raised up to three feet from the adjacent finished grade.
d. A porch may project into the allowed street setbacks up to the property line.
e. If raised, landscaping at the base of the porch is encouraged.

6. Stoop

A stoop is a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is raised to provide privacy for the rooms facing the public street. This frontage type is ideal for residential uses (e.g., rowhouses, walkups, etc.) on the ground floor along streets.

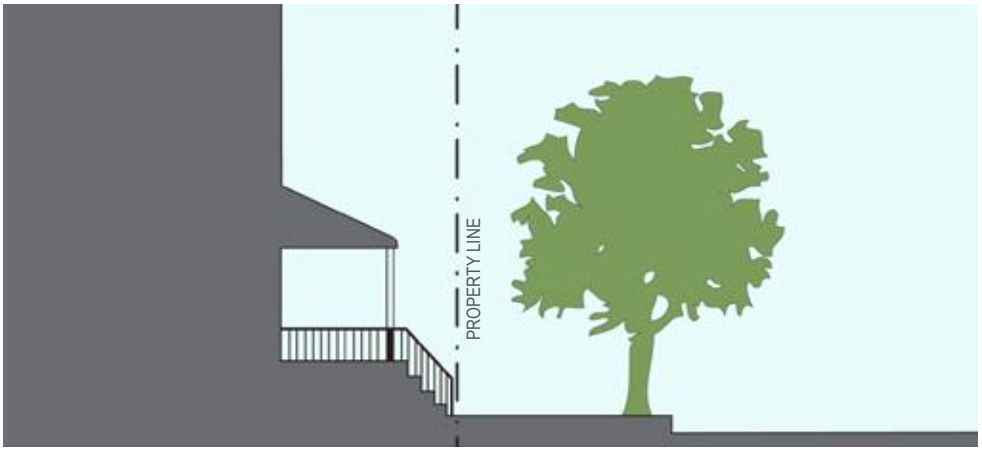


FIGURE 5.10. EXAMPLE OF A STOOP

Design Standards:

a. Stoop landings should measure at least four feet in depth.
b. Stoop floor height (and building ground floor height) shall not exceed three feet.
c. The landing may be covered or uncovered.
d. The exterior stairs may be perpendicular or parallel to the adjacent sidewalk.
e. Stoops may project into the allowed street setbacks up to property line.
f. Landscaping on both sides of the stoop is encouraged.

7. Front Yard

A front yard is an elevated or at-grade garden or terrace that is located in the required street setback areas. It may be enclosed by a low wall or fence that is located at or near the property line. The front yard frontage type may be used as front patios for residential buildings, dining or other pedestrian oriented dining and areas for commercial uses, as permitted in each zone.

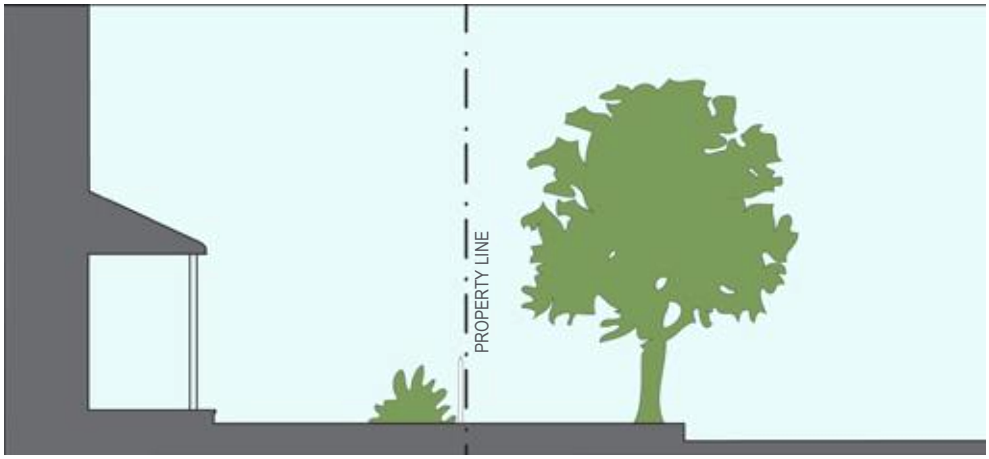


FIGURE 5.11. EXAMPLE OF A FRONT YARD

Design Standards:

a. Front yard floor height shall not exceed two feet from the adjacent sidewalk grade.
b. A solid wall height may not exceed three feet from the adjacent sidewalk grade. Substantially open fencing is permitted up to five feet from the adjacent sidewalk grade.
c. Wall and/or fence materials, designs and finishes should be consistent with the architectural style of the main building. Chainlink fences are prohibited.

5.6.4. Architectural Elements, Standards and Guidelines

Architectural elements are intended to animate building façades with human-scaled elements and spaces with depth, shade and shadow. Architectural elements include: awnings, canopies, bay windows, balconies, doors and windows. These elements provide façade articulation, as well as expressing the character and style of the building.

1. General Guidelines Applicable to All Elements

a. All architectural elements should be seamlessly integrated with the overall design of the building. This includes consistency in design character, materials, and architectural style.
b. Materials and finishes should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.

2. Doors and Windows

Doors and windows are key elements of any structure's form and should relate to the scale and proportions of the façade on which they are located. Windows and doors establish character by their rhythm and variety, and provide depth and contrast on elevation planes. Windows and doors should be used to help mitigate building mass, establish scale, and give expression to otherwise blank walls.



Design Standards:

a. All doors and windows should be related to the chosen architectural style for a building. Windows with widely varying styles are strongly discouraged.
b. All doors and window frames should be made of consistent materials. Wherever possible, window sizes should be coordinated vertically and horizontally. Window design should be consistent in terms of style and general arrangement on all building sides.
c. Window frames should appear substantial and should not be flush with the exterior finish. Recessed windows or inset glazing are encouraged. Windows shall be set in a minimum of two inches from the exterior face of a wall to create a shadow line.

3. Bay Windows

Bay windows are windows that project from the building façade.

Design Standards:

a. Bay windows shall have a maximum width of eight feet and a height that matches or exceeds the window width.
b. Bay windows shall be placed at least three feet from another bay window or from a corner.
c. Bay windows may project into the setback area.
d. At least 50% of each bay window shall have transparent glazing.



4. Awnings or Canopies

Awnings or canopies define an entry or provide shade along a building façade.

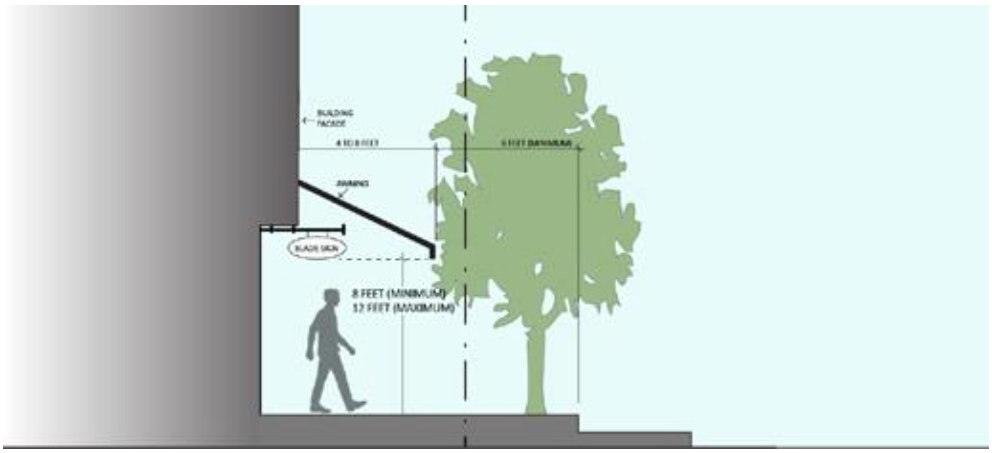


FIGURE 5.12. EXAMPLE OF AN AWNING OR CANOPY (SEE APPENDIX FOR EXPANDED IMAGE)

Design Standards:

a. Awnings shall be installed between transom windows (if provided) and display windows to allow for light to enter the storefront, while shading the display window.
b. Awnings or canopies shall be installed to provide a clear height of eight feet (minimum) and 12 feet (maximum) between the sidewalk and bottom of the awning. An Encroachment Permit is required for all awnings that encroach or overhang on the sidewalk from the City of Palmdale Public Works Department. Public Works will determine the allowed encroachment.
c. Awnings shall not extend across the entire façade. Instead, individual awnings shall be installed over each storefront opening. However, a continuous canopy may extend across the façade length.
d. Awnings shall not start at the parapet edge of the façade. The step (the highest line of contact where the awning touches the façade) of the awning shall be at least 24 inches below the parapet line.
e. Awnings shall be well-maintained, cleaned on a regular basis, and replaced when faded or torn.
f. Awnings may be permanent or retractable.
g. Awning materials include canvas or similar materials that are complementary to the architectural style. Canopies may be made of glass, plastic, other transparent materials or metal if appropriate with the architectural style.
h. Simple shed form awnings are preferred. Barrel shaped awnings are not permitted.
i. Internally lit awnings are not permitted.







5. Balconies

Balconies are intended to provide open space for occupants. These may be projecting or recessed.

Design Standards:

a. Balconies should have a minimum depth of six feet.
b. Balcony supports should be visually expressed at grade or above ground if appropriate with the architectural style.

5.6.5. Single-Family Residential Guidelines

The following design standards and guidelines apply to all single-family residential (detached or attached) uses within the PTASP area:

a. While meeting the minimum front and side yard depths established in Figure 5.4, a new dwelling's front and side yard depths should approximate that of adjacent residences. The front and side yard pattern on the block shall be identified and respected to help unify the neighborhood.



b. Dwellings shall orient themselves to the street with a clearly identifiable front door and windows that face the street. Front windows and the front door contribute to "eyes on the street," which help give a sense of neighborhood security.
c. Frontage types, such as stoops and open porches (see Figure 5.3 in section 5.6.3), are encouraged to create a street environment conducive for socializing between neighbors and provide "eyes on the street."



d. All street-facing building façades should be similar in design and quality to that of the primary façade.
e. Height and rooflines should be consistent with the style of architecture of the house and complement qualities of neighboring residential structures, such as type, slope, size, material and color.
f. Additions, accessory structures and second units should maintain the look and appearance of the existing primary structure so that they do not appear as an addition or new building. They should respect the architectural style, scale, rhythm, and building elements of the existing primary structure. An addition should complement and balance the overall form, mass, and composition of the existing primary structure on the property. An addition shall maintain the same floor-to-floor height of the original structure.



g. New houses and/or accessory buildings should minimize their visual impact on adjacent properties. New windows and second floor balconies should be placed where they promote maximum privacy between properties. Windows should be offset or staggered

from neighboring windows to maintain privacy between houses. Avoid locating balconies so that they look directly overlook a neighboring patio or yard.

h. All street facing yards should be landscaped per Section 17.41.090.H. and Chapter 14.05 of the PMC.

5.6.6. Open Space Standards and Guidelines

All new development in the PTASP area is required to provide open space. Common outdoor open space and private open space are required in accordance with Figure 5.4. Common and private open space areas should be designed and oriented to take advantage of available sunlight and shelter from the noise and traffic of adjacent streets. Required setback areas or parking areas cannot be used to satisfy open space requirements.



Modifications or exceptions to the above requirements may be made by the Planning Manager, when a finding can be made that the proposed private open space meets the overall intent and purpose of this Section.

1. Common Open Space

a. Common outdoor space may be provided at grade, podium, or roof level.
b. Common outdoor space for residential uses may include: rooftop decks, tot lots, swimming pools, landscaped areas, community gardens, game courts, and courtyards. At least 10% of the open space area shall be landscaped.
c. Common outdoor space areas for non-residential uses may be designed as plazas, courtyards, parks, or forecourts.
d. Common open space areas should be secured, conveniently located to the majority of the residential units, and visible from the residential units to ensure safe use.
e. The minimum area for common outdoor open space is:
   - 1,000 sf for projects with a residential component on parcel sizes more than 10,000 sf in size, and
   - 500 sf for those on smaller parcels, and
   - In both instances, the minimum dimension of the common open space is 20 feet.

2. Private Open Space

a. Private usable open space shall be contiguous to the residential unit it serves and screened from public view for privacy.
b. Patios that front a public street shall be substantially screened.
c. Balconies that front a public street shall have a solid balcony rail for privacy.
d. The minimum dimension for private open space is six feet.
e. Private open space shall be accessed at the same level as a kitchen, dining room, family room, master bedroom, or living room within the unit.

5.6.7. Parking Placement and Standards

Onsite parking should be located and designed to provide adequate parking supply and convenient access to buildings and not encroach on public views or required on-site open spaces.

1. Private Parking Requirements

a. Private parking requirements are provided in Chapter 6.
b. For mixed use projects, shared entrances for both commercial and residential uses are encouraged. In such conditions, secure access for residential parking should be provided.
c. Off-street parking shall be located to the rear and/or interior of a site, such that its visibility from the street shall be minimized.



2. Structured Parking

a. At-grade, above-, or below-ground parking structures are permitted. At-grade parking structures shall be placed to the rear or interior of the block.
b. On-grade parking podiums and structures should be placed to the rear or interior of the block.
c. Parking structures shall be located per the Parking Placement Standards in Figure 5.4.
d. In Urban Core (T6) and Urban Center (T5), the Primary Street and Side Street ground floor frontages of on-grade parking structures shall be lined with usable commercial space for a minimum depth of 25 feet.
e. Structured parking may be partially submerged with the above-grade height not to exceed the maximum ground floor height established in Figure 5.4. Landscaping shall be used to screen exposed openings.



3. Surface Parking Lots

a. Off-street surface parking shall be located to the rear and/or interior of a site, such that its visibility from the street is minimized.
b. Surface parking lots shall be placed between the building and a side or rear property line. Where a parcel fronts onto two or more streets, parking shall be located along the side street per the Parking Placement Standards in Figure 5.3.
c. A wall or fence no higher than six feet and no lower than four feet shall separate parking lots from abutting residential uses with a minimum four foot wide landscaped buffer.



4. Residential Parking

a. Garages for single-family residential uses, whether attached or detached, shall be set back at least 10 feet behind the primary front façade of the residences they serve.
b. The primary front façade shall comprise at least 50% of the overall width of the primary residence. The 10-foot setback shall be measured from the façade of the wall, which encloses the building, and not projections such as bay windows and porches.



5. Bicycle Parking

a. Convenient bicycle facilities shall be provided within the PTASP area.
b. Bicycle parking requirements are provided in Section 6.3.



5.7. Sustainability Guidelines

Building green means reducing the use of extractable resources, minimizing harmful impacts to the environment, and creating healthier environments for people. Green buildings can incorporate both passive, low-tech design, such as daylighting; and active, high-tech strategies and systems, such as photo voltaic panels. To be most effective, green building strategies should be incorporated into all phases of a project from early programming and budgeting to design and construction to commissioning, operations, maintenance and post-use demolition/recycling.

1. Site Design and Passive Solar Design

a. Buildings should be sited and designed to maximize the use of sunlight and shade for energy savings and respect the solar access of adjacent buildings.
b. Buildings should be clustered for shade and incorporate protected courtyards, recessed windows and doors, and insulated walls.
c. To reduce energy use, plant evergreen trees near the east and west walls of buildings for shading and to reduce summer heat gain. South walls should be shaded with deciduous trees.
d. Walkways and plazas should be designed to drain



to adjacent stormwater collection areas where feasible.



2. Stormwater Treatment and Water Efficiency

a. New development shall integrate stormwater catchment and treatment systems into its site. Buildings are encouraged to re-use collected rainwater.
b. To reduce water use and maintenance costs, the majority of plant materials should be drought tolerant and require relatively low maintenance.
c. New construction is encouraged to use on-site graywater systems to facilitate indoor water capture and reuse.



3. Building Design

a. New development shall achieve the mandatory elements of the CalGreen Code[1], as required by State law, but should seek opportunities to exceed, pursue, and achieve CalGreen Tier 1 or 2 voluntary measures.
b. All new buildings shall be built with solar-ready electrical systems/hardware and provided with adequate roof surface area for these systems.
c. New construction, additions, and alterations shall follow the CalGreen guidance for solar-reflective roofs to reduce heat island effect. Vegetated roofs may also be used.
d. Green building certification, such as LEED for Building Design and Construction (LEED-BD+C)[2] or GreenPoint Rated, is encouraged for new development.
e. CalGreen[3] requires new development to be EV ready, therefore, new residential development should include electric charging stations



1 For more information on CalGreen and achieving Tier 1 and Tier 2, see: http://www.bsc.ca.gov/Home/CALGreen.aspx
2 A copy of the LEED v4 for Building Design and Construction can be found here: https://www.usgbc.org/resources/leed-v4-building-design-and-construction-current-versionv
3 https://codes.iccsafe.org/content/CAGBSC2019/cover

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CHAPTER 6. | CIRCULATION PLAN

This Specific Plan is designated for active streetscapes, which are pedestrian in scale and accommodate multiple modes of travel. Residents, employees, and visitors, of all ages and abilities, will be able to live, work, learn and play. The Circulation Plan shall help create a safe and comfortable environment for pedestrians, bicyclists, vehicles and multiple transit modes by establishing a framework that provides a multi-modal transportation network and promotes connections through the following methods:

- Creating a well-connected downtown Palmdale.
- Improving neighborhood cohesiveness and livability.
- Providing more space, safety and priority to cyclists and pedestrians.
- Introducing mobility practices that support transit area design.

Images from National Association of City Transportation Officials (NACTO) included in this section are for reference only to illustrate typology and do not necessarily represent aesthetic preferences. For design standards and guidelines see section 5.6 of this report. Also refer to the recently developed ATP for the City for bicycle integration into the Circulation Plan. The ATP should be referenced for additional or superseding information related to active transportation. It is also recommended that the City work with AVTA to implement bus shelter amenities.

6.1. The Street Network - Creating Pedestrian and Bicycle-Friendly Streets

Safe and direct sidewalk connections are of key importance in creating a pedestrian and bicycle-friendly environment within the PTASP area. Street design should be ADA compliant and support activities that will occur in the area, providing a comfortable place for pedestrians to take part in various activities. Creating a high-quality pedestrian realm that supports and encourages walking and biking takes much more than simply providing sidewalks.



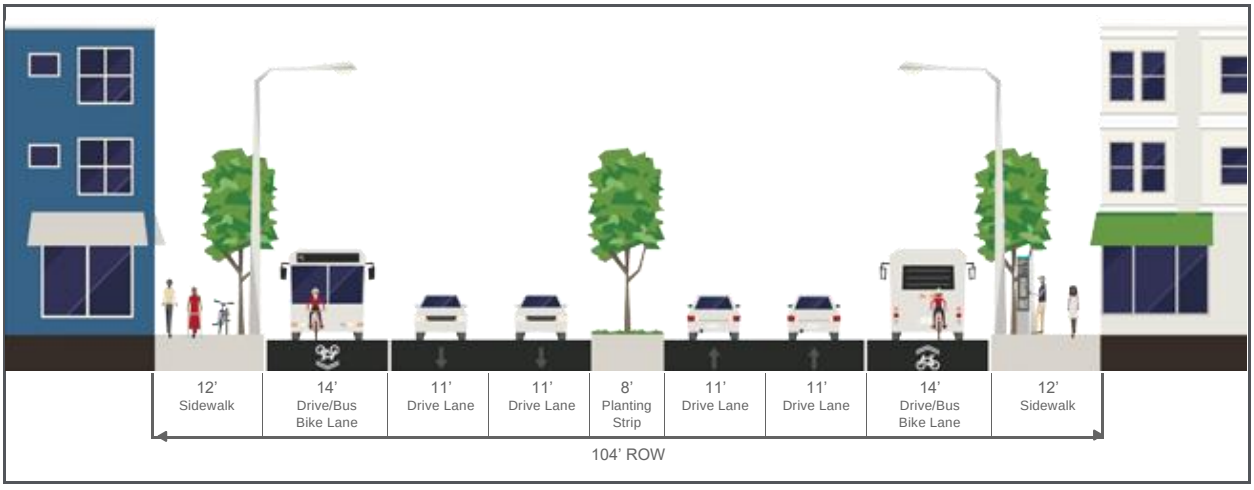
SOURCE: NACTO, 2019

FIGURE 6.1. EXAMPLE OF A WELL-DESIGNED STREET

The following are guiding principles of planning for pedestrian-supportive and bicycle friendly environments that from the basis for design guidelines:

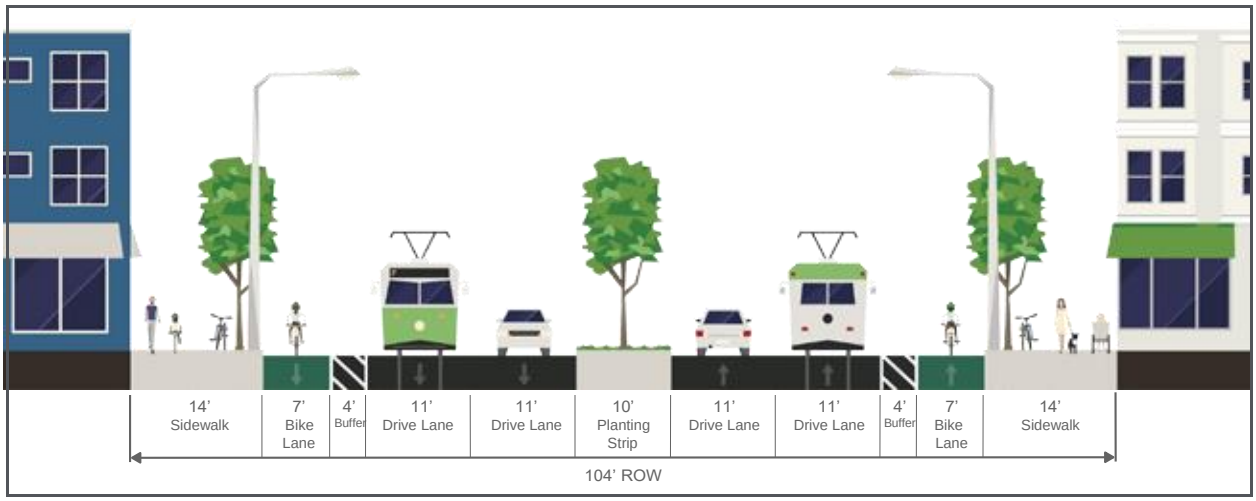
- **Improve overall circulation and connectivity.** Configuring the future HSR alignment and constructing grade separations to better connect the east and west portions of the PTASP area inadvertently separated by the Union Pacific/Metrolink (UP/ML) rail corridor.
- **Provide pedestrians more comfortable and interesting walking space.** Pedestrians need wide enough pathways to feel comfortable, ample shelter from sun and rain, and a sense of being enclosed by nearby buildings or trees, rather than exposed in a barren asphalt expanse. Pathways also need to be visually interesting, with amenities such as seating to render a walk more enjoyable.
- **Protect pedestrians from vehicular traffic.** Fast-moving traffic is both risky to pedestrians crossing streets, as well as uncomfortable for those walking along them. Traffic calming techniques in the design of streets can prompt drivers to slow down and exercise caution, while design treatments at street crossings can reduce crossing distances and make pedestrians more visible. Buffers between sidewalks and passing traffic, such as parked cars and landscaping, also increase pedestrian comfort.
- **Create great outdoor spaces.** Well-designed urban public spaces around the proposed transportation hub and high-pedestrian areas can cater to users by making outdoor spaces enjoyable destinations.
- **Shorten walking distances.** Pedestrians are particularly sensitive to circuitous routes because, at low speeds, longer distances translate into much longer travel times. Shortcuts for pedestrians such as mid-block access ways can make previously infeasible trips walkable.

The following exhibits illustrate cross-sections for major streets such as Palmdale Boulevard, Avenue Q, Sierra Hwy, 5th Street East, Division Street, East Avenue P-14 Ave and Sumac Avenue. Street segments depict the urban design framework described in Chapter 4. While the guidelines generally promote consistent design, cross-section exhibits shown below represent a desired vision around Palmdale Station and address identified needs and features from concurrent transportation and vision planning documents. The exhibits indicate minimum standards and additional variations may be required depending on the type of street. The following table indicates the different roads within the PTASP that tie with the roadway classifications of the General Plan. Please refer to the City's adopted standards for typical street sections as established in the General Plan.



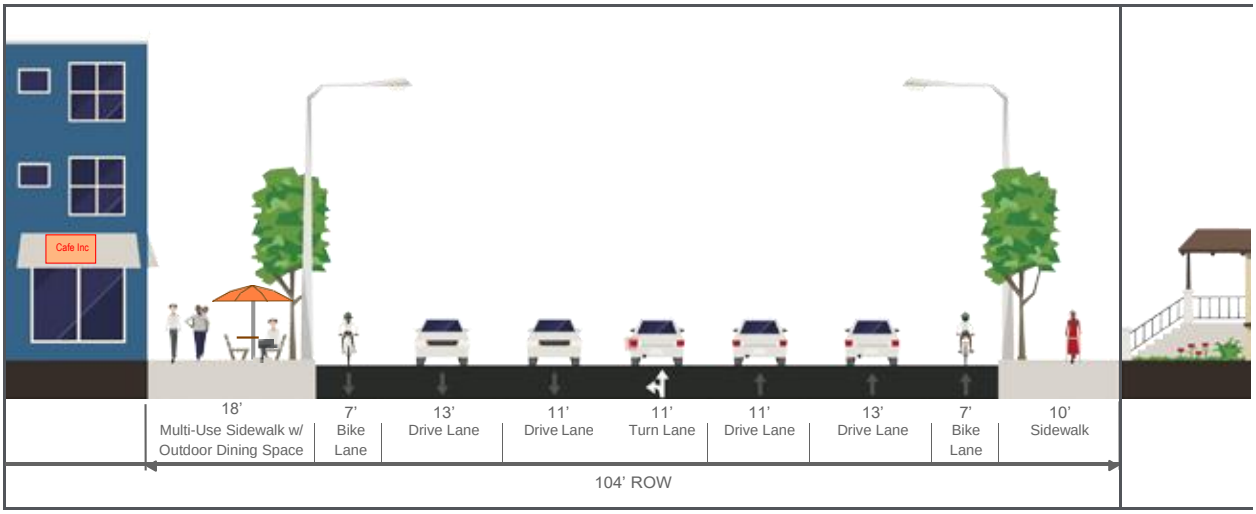
SOURCE: STREETMIX, 2019

FIGURE 6.2. PROPOSED PALMDALE BOULEVARD CROSS-SECTION - GENERAL PLAN CLASSIFICATION MAJOR ARTERIAL



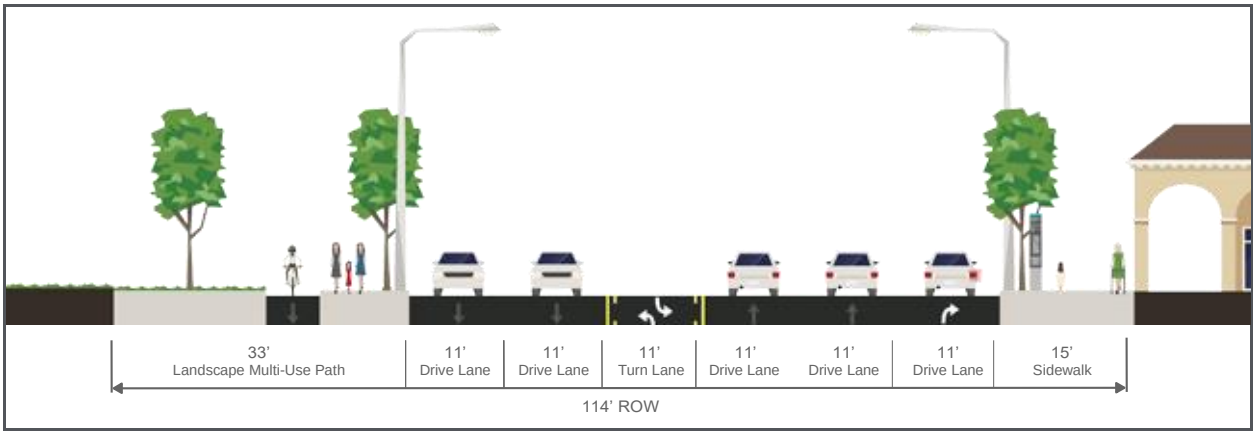
SOURCE: STREETMIX, 2019

FIGURE 6.3. PROPOSED AVENUE Q CROSS-SECTION - GENERAL PLAN CLASSIFICATION MAJOR ARTERIAL



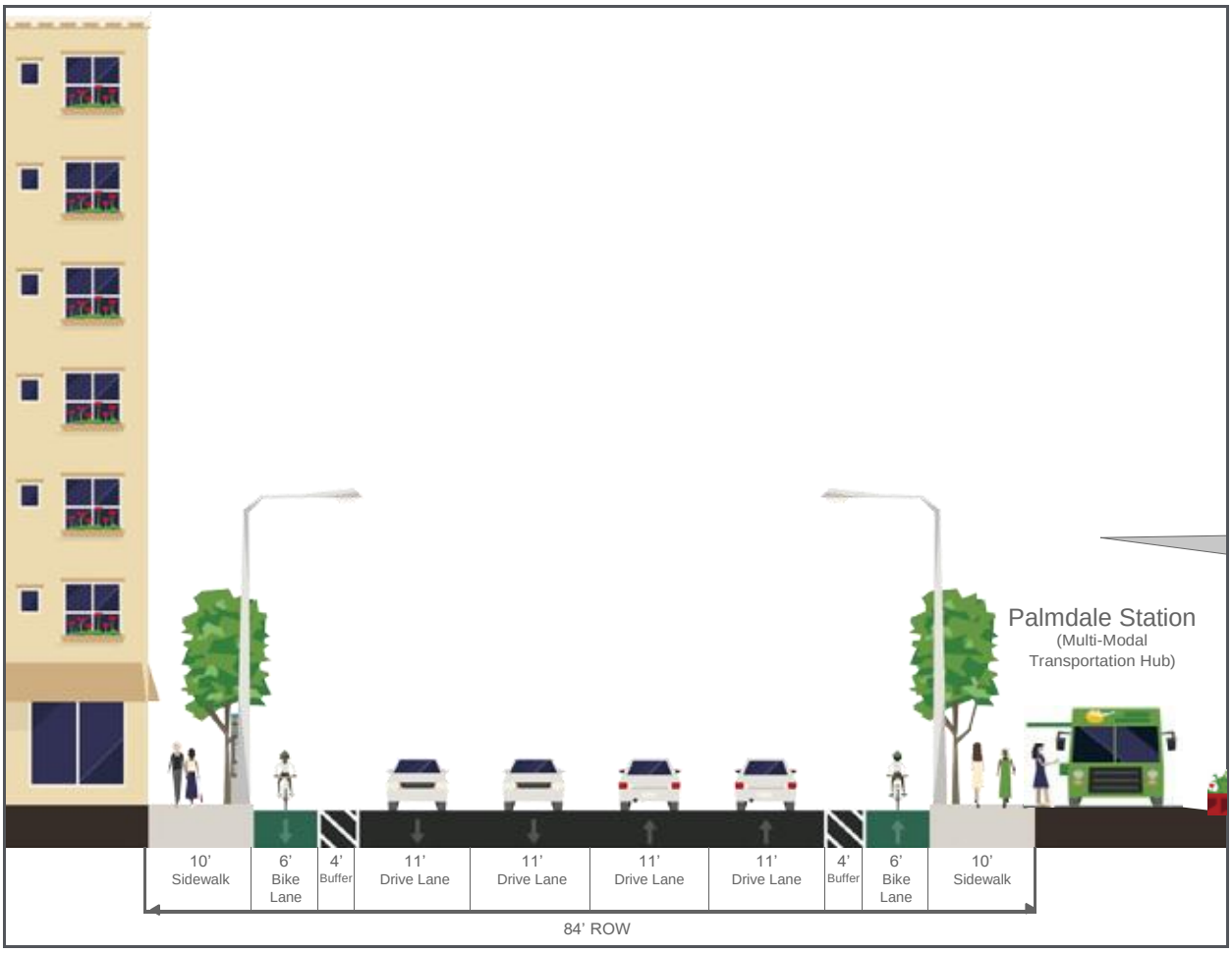
SOURCE: STREETMIX, 2019

FIGURE 6.4. PROPOSED DIVISION STREET CROSS-SECTION - GENERAL PLAN CLASSIFICATION MAJOR ARTERIAL



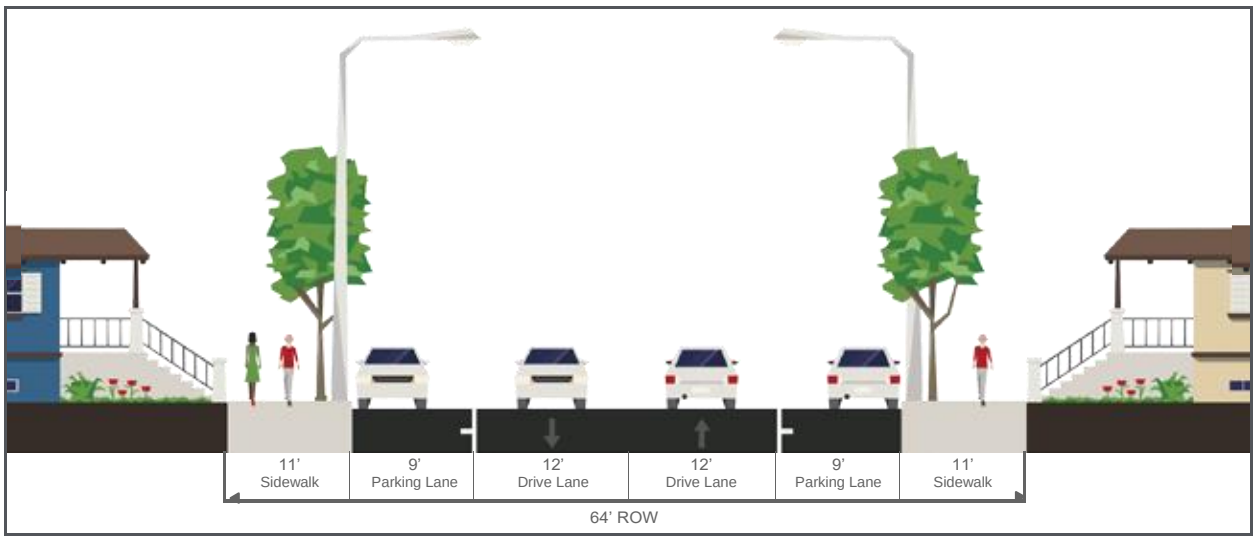
SOURCE: STREETMIX, 2019

FIGURE 6.5. PROPOSED SIERRA HIGHWAY CROSS-SECTION - GENERAL PLAN CLASSIFICATION MAJOR ARTERIAL



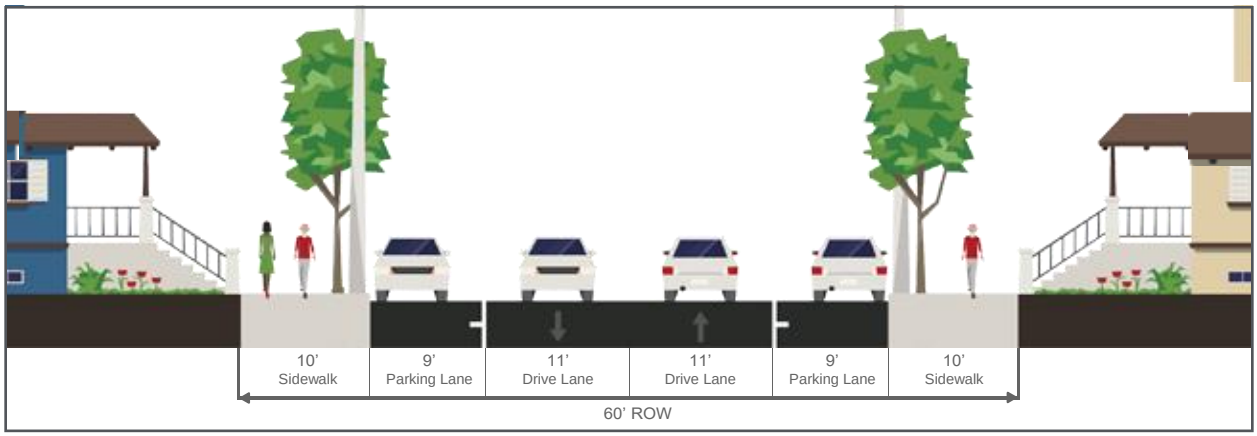
SOURCE: STREETMIX, 2019

FIGURE 6.6. PROPOSED 5TH STREET EAST CROSS-SECTION - GENERAL PLAN CLASSIFICATION SECONDARY ARTERIAL



SOURCE: STREETMIX, 2019

FIGURE 6.7. PROPOSED EAST AVENUE P-14 CROSS-SECTION - GENERAL PLAN CLASSIFICATION RESIDENTIAL ARTERIAL



SOURCE: STREETMIX, 2019

FIGURE 6.8. PROPOSED SUMAC AVENUE CROSS-SECTION - GENERAL PLAN CLASSIFICATION LOCAL INTERIOR ARTERIAL

The table below ties the roads within the PTASP to roadway classifications of the General Plan.

GP ARTERIAL CLASSIFICATION	STREET NAME	ROW
Major Arterial		
	Palmdale Boulevard	104
	Avenue Q	104
	Division Street	104
	Sierra Highway	114
Secondary Arterial		
	East Avenue Q	84
	3rd Street East	84
	5th Street East	84
	6th Street East	84
	Technology Drive	84
Residential Arterial		
	Frontage Road	64
	East Avenue Q-3	64
	East Avenue Q-4	64
	East Avenue Q-5	64
	East Avenue Q-6	64
	East Avenue Q-7	64
	East Avenue Q-9	64
	East Avenue P-12	64
	East Avenue P-14	64
Local Arterial		
	Sumac Avenue	60
	Carolside Avenue	60
	2nd Street East	60
	Glenraven Avenue	60
	Stanridge Avenue	60

SOURCE: PALMDALE GENERAL PLAN

FIGURE 6.9. GENERAL PLAN ARTERIAL CLASSIFICATION

GP ARTERIAL CLASSIFICATION	STREET NAME	ROW
	4th Street East	60
	Laskin Avenue	60
	8th Street East	60
	9th Street East	60
	10th Street East	60
	10th Place	60

SOURCE: PALMDALE GENERAL PLAN

FIGURE 6.9. (CONT'D) GENERAL PLAN ARTERIAL CLASSIFICATION

6.2. Design Guidelines

This section provides guidelines related to designing street segments and crossings. The complete pedestrian realm includes elements such as lighting, landscaping, signage, and architectural design, as provided in the guidelines in Chapter 5. The City of Palmdale completed its ATP in June, 2019. The ATP included the BTP, Safe Routes, Complete Streets and provided a Design Toolbox that will be used to inform the General Plan Circulation Element update.

6.2.1. Street and Sidewalk Design

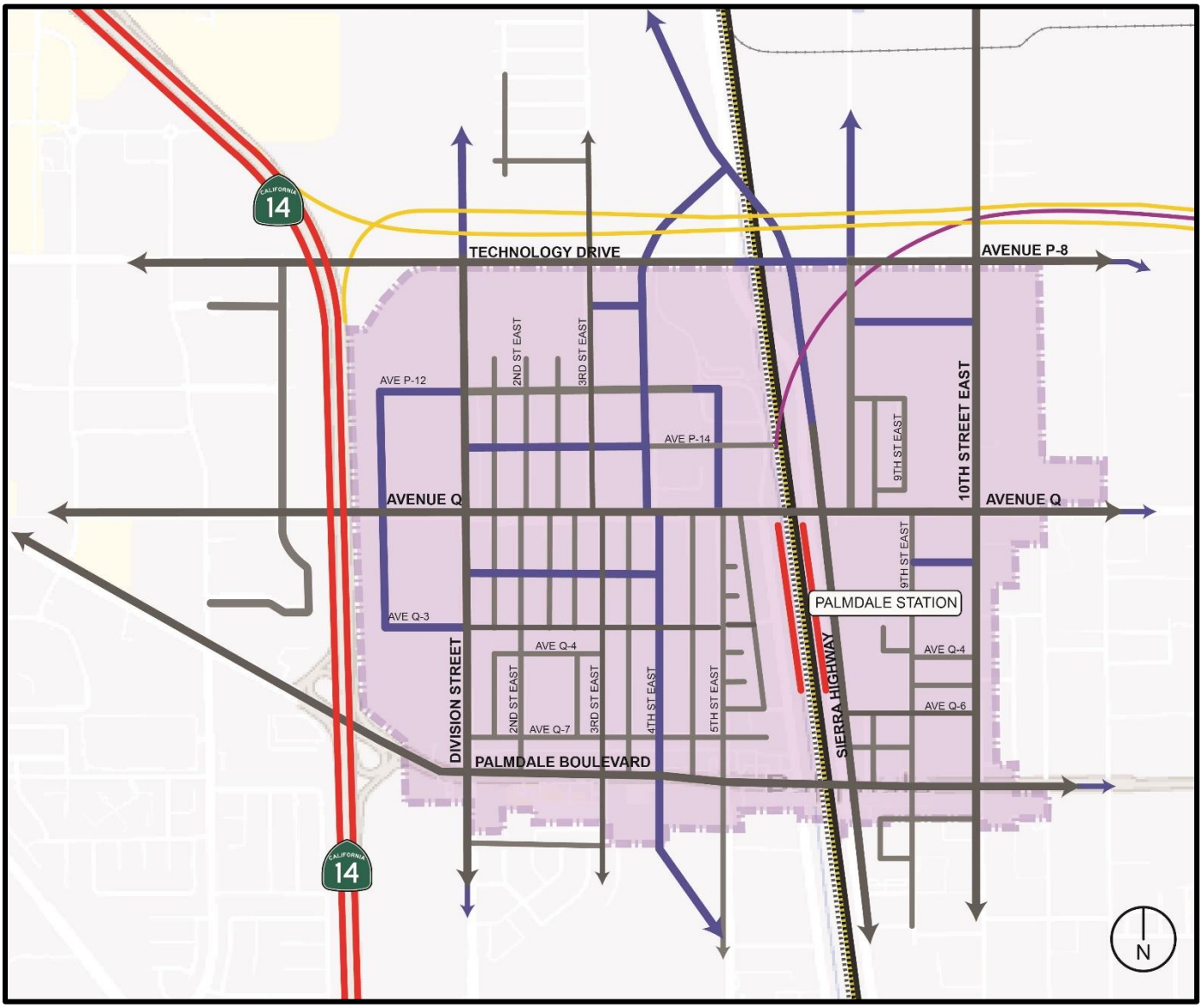
The street pattern not only creates feasible development parcels, but also ensures that the pedestrians have a shorter, safe and more direct connection between the neighborhood and the proposed transportation hub and major streets. The design of the streets themselves are also vitally important to the character of the community.

In the PTASP area, the street system is laid out on a grid. Each lettered east–west avenue is one mile from the next letter. By way of example, Avenue P is one mile north from Avenue Q. In between each whole letter avenue, there are 15 sub-avenues labeled -1 through -15, sometimes the -8 avenues are renamed as they are also major thoroughfares. Avenue Q-8 is renamed Palmdale Boulevard and Avenue P-8 is renamed Technology Drive. The road network is nearly a perfect grid. Major streets which run north to south are numbered inside their direction, i.e., 10th Street West and 10th Street East. Each 0 and 5 street is a major thoroughfare with each 0 street being 1 mile from the previous 0 street. The street network for the Palmdale Transit Area as illustrated in Figure 6.10 maintains an interconnected street pattern.

The existing conditions described in Chapter 2 earlier indicates that both regional and local roadways and transit services are operating with volumes lower than estimated by the 1993 General Plan for 2010 as well as build out conditions. Improvements are nevertheless being designed or planned for key roadway segments and intersections exhibiting peak period congestion. Notable improvements in the PTASP area include:

- Widening Palmdale Boulevard between 5th Street East and 10th Street East.
- Constructing a grade separation over the Metrolink and Union Pacific (UP) railroad tracks at Rancho Vista Boulevard (Avenue P).
- Constructing grade separations of Metrolink, Union Pacific, and future High-Speed Rail (HSR) tracks at Technology Drive, Sierra Highway, Avenue Q, and Palmdale Boulevard.
- Extending Technology Drive East to 20th Street East, to connect with a future interchange at this location with the High Desert Corridor freeway.
- Widening Sierra Highway to six lanes from Avenue Q to Avenue R.

Per the Federal Highway Administration (FHWA) guidelines, all urban sidewalks require the following basic elements: adequate width of travel lanes, a buffer from the travel lane, curbing, minimum width, gentle cross-slope (2 percent or less), a buffer to private properties, adequate sight distances around corners and at driveways, shy distances to walls and other structures, a clear path of travel free of street furniture, continuity, a well-maintained condition, ramps at corners, and flat areas across driveways. Per National Association of City Transportation Official (NACTO), sidewalks require a minimum width of 5.0 feet exclusive of other amenities to be wide enough for two people walking side by side. However, the desirable width for a sidewalk is often much greater. Developers of new property must pay close attention to sidewalk widths, and use variations based on the type of use, volume of pedestrian traffic, location of bus stop, bike stands, trash receptacles etc.



Legend

PTASP Boundary

Existing Transportation Network

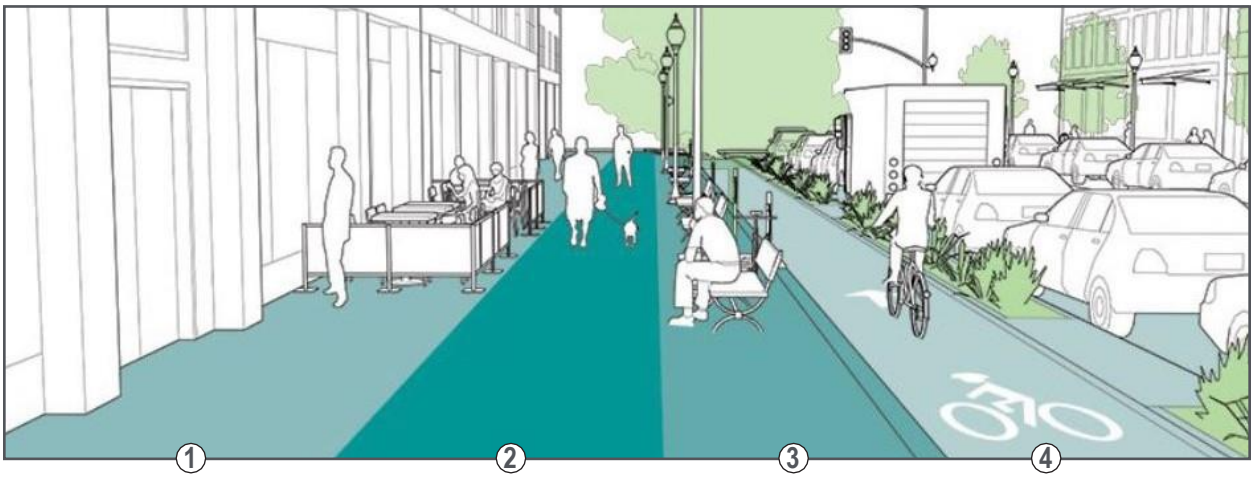
- Freeway
- Metrolink Rail
- Union Pacific Railroad
- Existing Major Street
- Existing Minor Street

Proposed Transportation Network

- Proposed Streets
- California High Speed Rail
- Virgin USA
- High Desert Corridor

FIGURE 6.10. PROPOSED ROAD NETWORK

The sidewalk should be considered to be composed of four distinct zones: the Frontage Zone, the Pedestrian through Zone, the Street Furniture/Curb Zone and the Enhancement/Buffer Zone (see Figure 6.11):



SOURCE: NACTO, 2019

FIGURE 6.11. AN EXAMPLE OF A "WELL-ZONED" SIDEWALK

1. **Frontage Zone:** The frontage zone describes the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the façade of the building fronting the street, as well as the space immediately adjacent to the building.
2. **Pedestrian Through Zone:** The pedestrian through zone is the primary, accessible pathway that runs parallel to the street. The through zone ensures that pedestrians have a safe and adequate place to walk and should be 5–7 feet wide in residential settings and 8–12 feet wide in downtown or commercial areas.
3. **Street Furniture/Curb Zone:** The street furniture zone is defined as the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, street trees and tree pits, and bicycle parking are provided. The street furniture zone may also consist of green infrastructure elements, such as rain gardens or flow-through planters.
4. **Enhancement/Buffer Zone:** The enhancement/buffer zone is the space immediately next to the sidewalk that may consist of a variety of different elements. These include curb extensions, parklets, stormwater management features, parking, bike racks, bike share stations, and curbside bike lanes or cycle tracks.



SOURCE: NACTO, 2019

FIGURE 6.12. AN EXAMPLE OF A "WELL-ZONED" SIDEWALK

FIGURE 6.13. AN EXAMPLE OF A CONVENTIONAL DOWNTOWN

In residential areas, sidewalks should be at least five feet wide and be separated from the street by a planting strip featuring street trees with a minimum five foot width. Along commercial and mixed-use streets where storefronts are located close to the street, the preferred width of a sidewalk is 10 to 15 feet. This allows for pedestrian circulation and window-shopping. The minimum possible width for new development should be 10 feet. Widths over 13 feet provide space for pedestrian amenities, for local business activity to spill out onto the sidewalk, and for a leisurely walking pace without vehicle traffic dominating the pedestrian realm.

Sidewalks should be designed with materials that are stable, firm and slip-resistant; preferably PCC. The surface of the sidewalk should remain continuous even at driveways and maintain a continuous cross slope of no greater than two percent. To avoid the possibility of cars parking on sidewalks and impeding the pedestrian, box curbs should be used rather than rolled curbs.

6.2.2. Street Crossings

Intersections are often the most vital and vibrant areas along a street, but they are also the areas where the paths of people and vehicles conflict, making them a challenging part of the pedestrian network. Intersections must therefore be designed with pedestrian safety and accessibility in mind. A crosswalk creates a visible indication for both motorists and pedestrians as to where pedestrians may be expected to cross a roadway.

- Curb radii at intersections within pedestrian areas should be 10 to 15 feet where curb bulb-outs are not used.
- Pedestrian bulb-outs should be considered at intersections to reduce pedestrian crossing distances and make pedestrians more visible to drivers. The extensions often occupy space formerly used as a parking lane.
- Where used, sidewalk bulb-outs should extend into the street for the width of a parking lane (or a minimum of six feet) in order to provide for a shorter crossing width, increased pedestrian visibility, more space for pedestrian queuing, and a place for sidewalk amenities and planting. Bulb-outs should be designed such that 14 feet of the travel lane width remains for bicycles and cars to safely pass.
- The use of additional traffic calming devices such as traffic circles tells drivers that the area is not designed for rapid through movement, but rather it is an area where pedestrians can be expected.



SOURCE: NACTO, 2019

FIGURE 6.14. AN EXAMPLE OF A PEDESTRIAN BULB-OUT

6.2.3. Pedestrian Amenities

The placement of pedestrian amenities within urban areas, such as trash receptacles and benches, should not be “regimented” (i.e. “placed every 40 feet” etc.), but rather have a relationship to the needs of a specific location. This is particularly important given that funds for installing and maintaining such amenities are generally limited.

- Sidewalk amenities should be located within the Furniture/Curb or Frontage Zones, or within bulb-outs where sidewalk widths are extended into the parking lane (see Figure 6.15).
- Seating should be provided adjacent to destination points, such as shops and restaurants, and community and senior facilities.
- Seating and other amenities should be made of durable, high-quality materials which visually reinforce community identity and the design of nearby buildings.
- Seating may be incorporated as part of building form or landscape features, such as seat-walls as an option to free-standing benches.
- No sidewalk amenity should reduce the clear width of a sidewalk or walkway path to less than four feet and all amenities should comply with ADA requirements.



SOURCE: NACTO, 2019

FIGURE 6.15. BULB-OUTS AND PEDESTRIAN AMENITIES

6.2.4. Landscape

For the efficient use of water, a landscape shall be carefully designed and planned for the intended function of the project. Urban street conditions are a harsher environment to plants in general. Reflective heat off the pavement, limited soil volumes, poor soil conditions, inadequate irrigation, heat radiating from cars (engines and radiators), various automotive fluids seeping into the soil, and vandalism give plant life on streets a tougher environment in which to grow. If the plant species selection, soil conditions, and irrigation system have been well designed and installed, landscape maintenance should be fairly easy.

- Vegetation should reflect the identity of the Antelope Valley region and must be on the City of Palmdale approved plant list or approved tree list provided in Chapter 4.
- Landscape practices should follow xeriscape principles, meaning that native, drought-tolerant species should be used.
- The use of canopy trees for shading and cooling is encouraged to mitigate the urban heat island effect.
- Sufficiently sized tree pits or planting beds and appropriate planting media to provide for healthy tree growth should be provided.
- Where a landscaped parkway (the landscaped area between the street and the sidewalk) is provided, it should be a minimum of five feet.

6.2.5. Traffic Calming Techniques

The objectives of traffic calming measures are to:

- Reduce the number of accidents involving pedestrians and bicycles;
- Reduce the severity of all accidents;
- Decrease traffic noise;
- Provide more space and priority to cyclists and pedestrians;
- Improve neighborhood cohesiveness and livability;
- Slow traffic speeds to less than 25 mph for residential streets and less than 30 mph for commercial streets;
- Separate pedestrian pathways from vehicle traffic; and,
- Encourage better driver discipline.

Traffic calming features must take all aspects of ADA into consideration, as the resulting streets and pedestrian circulation may not be “typical,” which can make them particularly confusing to those with visual impairments. Prior to implementing traffic calming, effort must be spent on establishing neighborhood consensus to ensure an equitable strategy that benefits all street users. Where speeds of less than 25 mph are desired, such as within residential neighborhoods, traffic calming features may need to be continuous (in the case of landscaping or narrowed lanes) or positioned as close as every 200-300 feet (in the case of speed undulations or horizontal deflections) in order to deter unnecessary acceleration and braking. Signage should be used to remind drivers that they are entering a traffic-calming zone and an overall posted low speed limit should be maintained in residential areas. Traffic calming features should be integrated with aesthetic improvements, such as landscaping, that will make the street more attractive and be more inviting for pedestrians and cyclists.

Sidewalk Bulb-outs

Sidewalks and/or the landscaped areas on one or both sides of the road are extended into the street to narrow the travel lanes and reduce the radius of corners at intersections which reduces vehicular speeds. The resultant tightened radii ensure that vehicles negotiating the intersection do so at slow speeds. Narrowing the street also reduces pedestrian crossing distances, making pedestrian movement easier and safer.

Bulb-outs can be installed either at intersections or midblock.

- They may be used in conjunction with other traffic-calming devices.
- They are limited only to the degree that they extend into the travelway, but they cannot impede or restrict the operations of the roadway.
- Successful bicycle facilities need a clear separation from sidewalk and street pavement, with adequate distances from parked cars to avoid conflict with opening vehicles doors. Cross traffic should be slowed to allow bicyclists better continuity and safety.
- Narrowing certain streets can, at the same time, create safer bicycle facilities, but care should be taken that bicyclists are not squeezed by overtaking vehicles where the roadway narrows. Encouraging motorists to let bicyclists through first by using complementary traffic-calming techniques such as traffic circles and cautionary signing or by leaving sufficient room for both to pass safely at the narrowing would be appropriate measures.

Construction note: If it is expected that a motorist should be able to pass a bicyclist, the minimum desirable width of the travel lane is 11.5 feet.



SOURCE: NACTO, 2019

Pedestrian Refuge Islands


SOURCE: NACTO, 2019

Pedestrian refuges in wide or busy streets improve safety for pedestrians and vehicles. They are defined as areas within an intersection or between lanes of traffic where pedestrians may safely wait until vehicular traffic clears, allowing them to complete a street crossing. These islands are particularly helpful for older and disabled pedestrians unable to cross the street during the available signal time. The minimum central refuge width for safe use by those with wheelchairs, bicycles, baby strollers, and other slower pedestrian is 5.2 - 6.6 feet. Where medians are used as pedestrian and bicyclist refuges, internally illuminated bollards are suggested on the medians to facilitate quick and easy identification. Used in isolation, roadway medians do not have a significant impact in reducing vehicle speeds. For the purpose of slowing traffic, pedestrian refuge islands are generally used in conjunction with other devices such as curb extensions or roadway lane narrowing. Providing refuges should be considered as an important part of future street improvements or retrofit projects.

Traffic Calming Circles


SOURCE: NACTO, 2019

Located at street intersections, traffic calming circles are generally between 10 and 20 feet in diameter and are used to slow traffic by forcing cars to drive around them. Smaller traffic circles, with center islands approximately 13 feet in diameter, can be safe for both pedestrians and vehicles. Traffic circles can reduce crashes by 50 to 90 percent (when compared to two-way and four-way stop-controlled intersections and other traffic signs according to NACTO) by reducing the number of potential conflict points at intersections. Success, however, depends on the central island being sufficiently visible and the approach lanes engineered to deflect vehicles, preventing overrun of the island. The circles have a raised curb edge and landscaping to provide visual interest and reduce the length of vistas down streets, which can also help to slow traffic. In areas with high truck or bus traffic volumes, mountable curbs can help with large-vehicle navigation while maintaining the traffic calming effect.

Roundabouts

A roundabout is a channelized intersection at which all traffic moves counterclockwise around a central traffic island. This raised center island slows traffic and provides a visually interesting gateway element. The island may be painted or domed, mountable elements may be curbed, and islands may also include landscaping or other improvements. A roundabout's more formal system of traffic control, and subsequently higher traffic through-put, distinguish it from a neighborhood traffic circle. Yield control is used on all entries since the circular roadway has no control. Pedestrian access is allowed only across the legs of the roundabout, behind the yield line. No parking is allowed within the circular roadway or the entries.



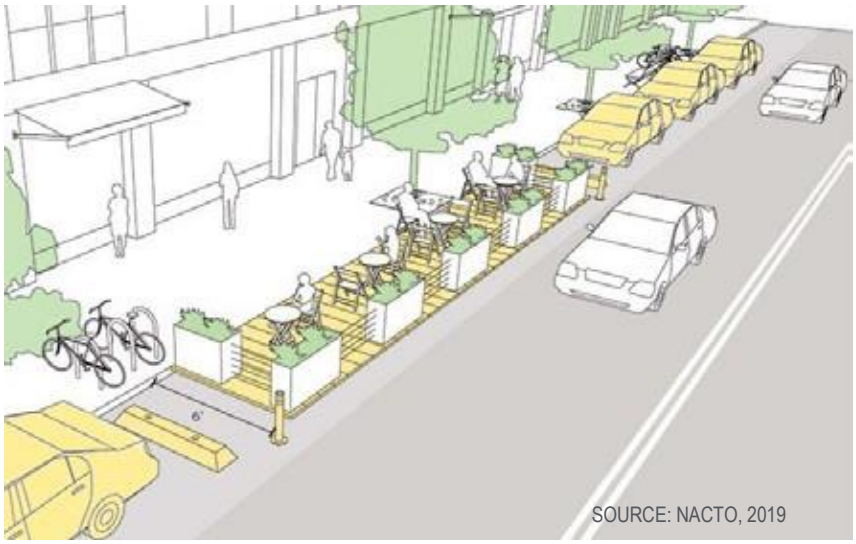


SOURCE: USDOT SAFETY ASPECTS OF ROUNDABOUTS

- There are a reduced number of conflict points at roundabouts compared to uncontrolled intersections.
- Lower operational speeds and intersection geometry yield less severe and fewer crashes.
- Traffic yields rather than stops, often resulting in the acceptance of smaller gaps.
- Right-of-way depends on the location, although generally less is required.
- Maintenance costs are much lower than signalized intersections (landscape maintenance, illumination and occasional sign replacement as opposed to electricity, maintenance of loops, signal heads, controller, and timing plans).
- A splitter island (placed within the legs of at the roundabout the separate entering and exiting traffic) provides a refuge for pedestrians that increase safety and should be raised and landscaped to prevent left-turning vehicles from taking a shortcut across the island.
- With low speeds and low traffic volumes, roundabouts also improve safety for bicyclists.
- Roundabouts should have sufficiently raised and highly visible centers to ensure motorists use them, rather than overrunning the center island.
- Clear signage is essential.
- The design of roundabouts must ensure that bicyclists are not squeezed by other vehicles negotiating the feature.

On-Street Parking

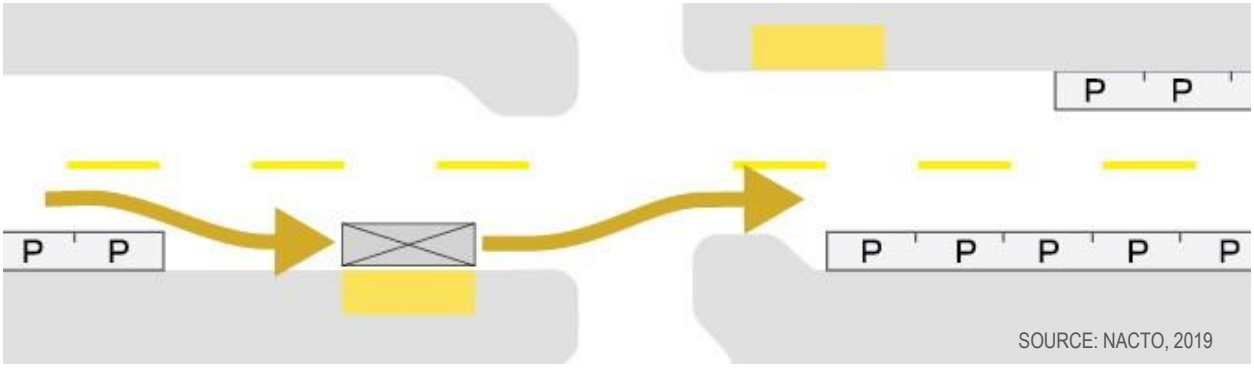
On-street parking has been shown to help moderate traffic speeds. Data collected by the NACTO reveals that on-street parking density significantly affects the speed of vehicular traffic. Wide streets with low parking density have a wide effective width (effective width is defined based on on-street parking on both sides of the street) and virtually no calming effect on traffic. Without the influence of other moving or parked vehicles, the wide width of the street promotes speed. Wide streets with high on-street parking densities provide a narrower effective width, resulting in a low calming effect. Narrow streets with a low parking density have an effective width similar to wide streets with high parking density but produce a moderate calming because the off-set parked vehicles create a serpentine-curve effect. Pedestrians also tend to feel safer walking on sidewalks adjacent to parked vehicles, as the solid buffer created between the sidewalks and moving traffic on the street provides a sense of security. Where possible, it is also desirable to have additional clearance between the edge of curb and primary sidewalk area to accommodate opening and closing vehicle doors.



SOURCE: NACTO, 2019

6.2.6. Transit Integration

As the circulation plan around the Palmdale Station is developed, transit stops along Palmdale Boulevard and Avenue Q will be enhanced in coordination with AVTA's RTP to benefit passenger on all modes. The stop design that are comfortable (with shade trees, shelter, bike racks, places to sit or lean, and nearby retail/commercial activity) can anchor an improved local pedestrian realm and improve rider perceptions of transit service. Bus pop-outs can reduce crossing distances and turn speeds at street intersections. Branding and distinctive stations with clear information will bolster ridership. The design of transit shelter will improve overall street character in alignment with the goals of the ATP, making them safe, accessible part of the overall integration of bus-bike and other vehicle interactions. For detailed bicycle design guidelines refer to the ATP's Bicycle Transportation Plan.



SOURCE: NACTO, 2019

6.3. Bicycle Access and Circulation

Bicycling conditions throughout Palmdale vary significantly due to land use patterns and roadway conditions. Within the PTASP area, bicycle lanes tend to be inconsistent and non-continuous. In the north–south direction, Class II bike lanes are provided along 6th Street East/Clock Tower Plaza Drive, between the PTC and East Avenue R. In the east–west direction, bike lanes are provided along East Avenue Q, but only between 4th Street East and 6th Street East. There is also an east–west bike lane along Avenue R, between 5th Street East and 6th Street East.

The City of Palmdale recently completed its ATP that includes the BTP, safe routes, Complete Streets, and a Design Toolbox. The ATP will update the suggested Route to School Plan for schools located in the City. This ATP will be used to inform this Specific Plan.

The BTP recommends over 170 miles of bikeways that include bike paths, bike lanes, bike routes, buffered bike lanes, protected bike lanes, and bike routes with greenback sharrows. Double buffered bike lanes have been recommended on street segments where on-street parking is present.

Please refer to the BTP and Design Toolbox for specific guidelines related to Bicycle integration into the Circulation Plan.

Policies recommended by previous studies that support the City's Active Transportation Plan, and are embraced by the Palmdale Transit Area Specific Plan that pertain to bicycle circulation are as follows.

- Increase development within walking and biking distance of transit, jobs, and shopping to support affordable, healthy and sustainable lifestyles.
- Develop walkable, transit-oriented mixed-use districts within a 1/4 mile of the Palmdale Station and along Avenue Q.
- Enhance the design of existing streets, generally following the street system diagram and street spacing and block size requirements provided in the Multi-modal, Access, and Connectivity Plan as part of the Palmdale HSR Station Area Plan study.
- Include streetscape enhancements such as climate appropriate, shade-providing trees, shade structures, pedestrian amenities, rain gardens, drought-tolerant landscaping, and special paving.
- Ensure good access to the future Palmdale Station from both the east and west by all modes of travel, including walking, biking, bus, BRT or other high-capacity transit, rental and private vehicles.
- Require active ground-floor uses for all public parking facilities.
- Facilitate the development of mixed-use buildings with active, sidewalk-oriented uses on the ground floor and apartments and condominiums above.
- Redesign Avenue Q as a transit-oriented corridor with wide sidewalks, landscaping, and pedestrian amenities, providing a link between the future Palmdale Station and regional destinations.

- Provide on-site pedestrian circulation and access that connects public sidewalks and bike lanes with building entrances, and building entrances with each other.
- Limit driveways and curb cuts on lots less than 100 feet in width to one per frontage. Limit driveways and curb cuts on wider lots to one per 100 feet of frontage. Locate driveways and curb cuts on corner lots on the street with the least pedestrian activity.
- Provide short-term bicycle parking facilities at a rate of 10 percent of the number of normally required automobile parking spaces. Locate the bicycle parking so that it is visible from the street or from the main building entrance and situated within 50 feet of the main building entrance.

Some of the criteria for an efficient Bicycle Plan for the Palmdale PTASP area are as follows:

- **Minimize bicycle delay.** Good alternatives, particularly those routes intended for commuter cyclists, allow cyclists to maintain a high average speed: they minimize stop signs (as each stop is equivalent to approximately 500 additional feet of cycling distance); provide signalized crossings or equivalent assistance where cyclists need to cross a high-traffic cross-street; and provide signal timing that accommodates cyclists.
- **Provide bike lanes on higher-volume routes.** While the presumption should be that all streets need to accommodate bicycles, dedicated provision is only necessary on higher-volume, higher-speed routes. On two lane (one in each direction) residential streets in the plan area, bike lanes are not required. A good rule of thumb is that streets with more than 2,000 vehicles per day should be considered for a bike lane or striped shoulder. A five-foot bike lane adjacent to an eight-foot parking lane, or a six-foot bike lane with a seven-foot parking lane will generally suffice. Where ROW is sufficient, bike lanes should be separated from the parking lane by a three foot buffer.
- **Consider the wide functions of bicycle lanes.** Bicycle facilities do not only benefit bicyclists. On streets in the PTASP area, providing a bike lane would narrow the perceived width of the roadway for motorists, helping to keep vehicle speeds to within the posted limit and creating a safer environment for pedestrians.
- **Provide continuous and direct routes to major destinations,** continuous and direct bike routes carry cyclists over barriers like creeks and train tracks, with an absence of stop signs and favorable signal timing. The preferred alternative should offer fast, direct connections to residential neighborhoods, downtown Palmdale and other destinations.
- **Avoid extremely wide streets.** 10th Street East and Palmdale Boulevard are exceptions to this general statement. A large number of travel lanes typically reduces cycling comfort: left turns and U-turns are made more difficult because cyclists must merge across multiple lanes of traffic; and traffic moves at higher speeds because passing is enabled. All else being equal, therefore, a preferred alternative will minimize the number of travel lanes on streets that serve as bikeways.

The largest barrier to east-west pedestrian/bicycle accessibility is the railroad tracks running north-south, parallel to Sierra Highway. Improvements such as street widening and grade separation recommended as part of the HSR project will largely address connectivity across this barrier. Sidewalks in the vicinity are generally in good condition and include ADA-compliant curb ramps at intersections.

The City's BTP places the emphasis on Class I facilities, i.e. multi-use trails. These are valuable in many instances, particularly where the route follows a creek or railroad right-of-way or has few potential conflicts at intersections. A parallel network of Class I routes will also benefit recreational cyclists and children as it creates a visible barrier for users. For most commuting cyclists, however, on-street bike lanes provide the most direct, fastest and safest routes.

Most bicycle/vehicle conflicts and collisions occur at intersections, and therefore design features that allow high speeds at intersections, including exclusive right turn lanes, free right turn lanes with high-speed geometries, large curb radii and/or high-speed merge lanes, will reduce cycling comfort and safety. Changing intersection geometries or installing traffic calming measures (such as roundabouts) can both increase the likelihood that turning drivers will properly yield to cyclists, and reduce the number and severity of any accidents.

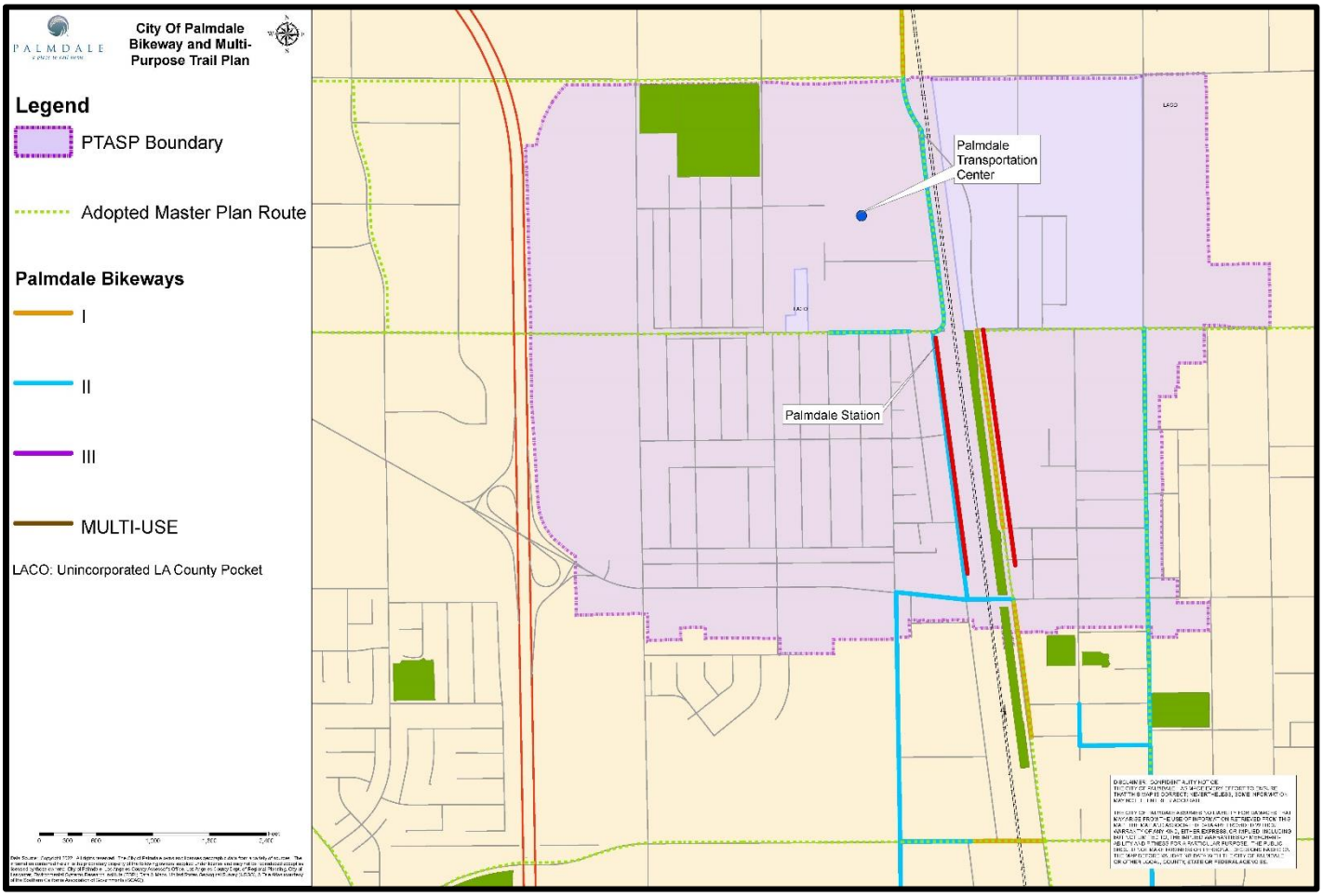


FIGURE 6.16. PALMDALE BICYCLE ROUTES AND MULTI-PURPOSE TRAIL

6.3.1. Existing Bicycle Provision and Gaps

There are various existing facilities which serve the PTASP area, and which will form the backbone of the future bicycle network:

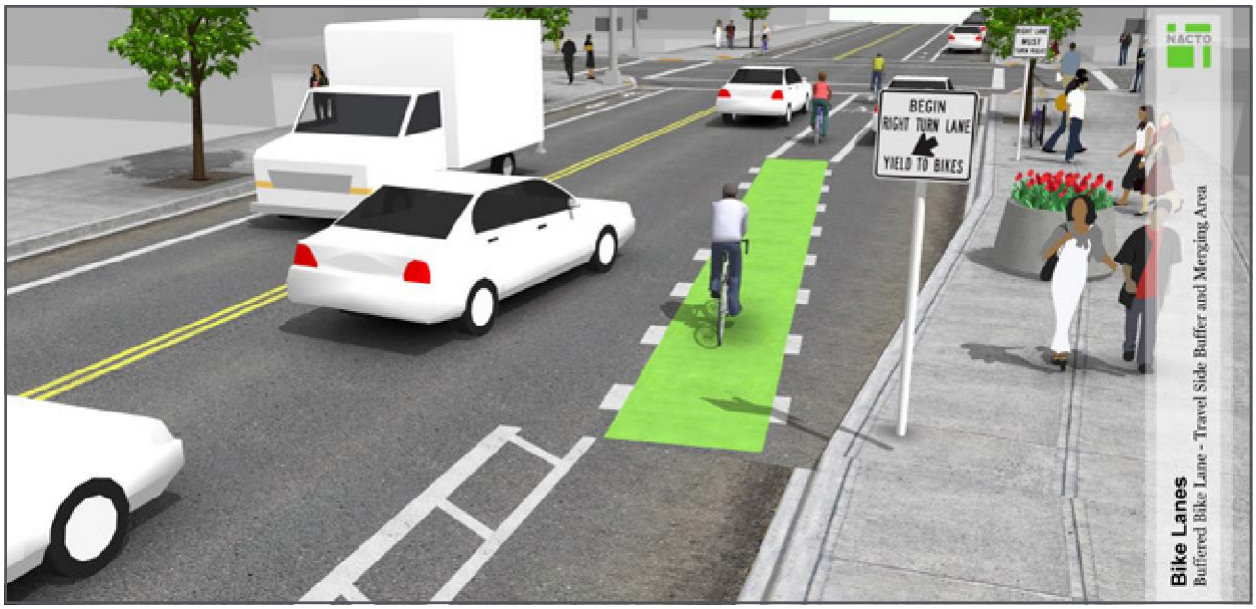
- Sierra Highway Bike Path is a 6-mile Class I bikeway which parallels Sierra Highway from the City of Lancaster and other points to north of the Palmdale Transportation Center. There is a gap in the trail between East Avenue P-8 (Technology Drive) and Avenue Q, where the route crosses the Union Pacific Railroad Tracks.
- There is a Class I path adjacent to Sierra Highway between Avenue Q and 300 feet south of Avenue Q-12.
- There are Class II lanes along portions of 5th Street East, 6th Street East, 10th Street East, Avenue Q, and Palmdale Boulevard.

Planned improvements would connect the PTASP area to the rest of the City's existing bicycle network, facilitating trips to/from the Palmdale Station and between various other activity centers including retail/employment centers along Palmdale Boulevard, employment centers west of SR-14, and Desert Sands Park.



SOURCE: NACTO, 2019

FIGURE 6.17. BICYCLE LANES REQUIRED ON HIGHER-VOLUME STREETS - 2,000 VEHICLES PER DAY IS A USEFUL THRESHOLD.



SOURCE: NACTO, 2019

FIGURE 6.18. BIKE LANES SHOULD BE STRIPED TO THE LEFT OF RIGHT TURN LANES. ALSO NOTE THE SIGNAGE WHICH REMINDS MOTORISTS TO YIELD TO BIKES.

The Sierra Highway Bike Trail and 6th Street East bike lanes will provide excellent north-south connectivity along the Union Pacific Railroad alignment. A brief summary of key destinations follows:

City Facilities. City Hall, the Main Library, Cultural Center and other civic institutions are clustered around Poncitlan Square, to the southeast of the Palmdale Transportation Center. These destinations will be easily accessed via the Sierra Highway Bike Trail, once the railroad grade separation at Avenue Q and Palmdale Boulevard are completed.

East-West Access. To the east, Avenue Q will provide the main access, once the railroad grade separation is completed. The key issues, discussed below, relate to (1) the design of these facilities; and (2) access to them from the Palmdale Transportation Center.

Neighborhoods to North. The Sierra Highway Bike Trail provides good access from the Palmdale Station to the City of Lancaster and points in between, provided that a connection is made via 5th Street East. Given the incomplete nature of the east-west grid, however, additional provision could be explored on 3rd Street East, to access Avenues P-1 to P-6 between 3rd Street East and Division Street.

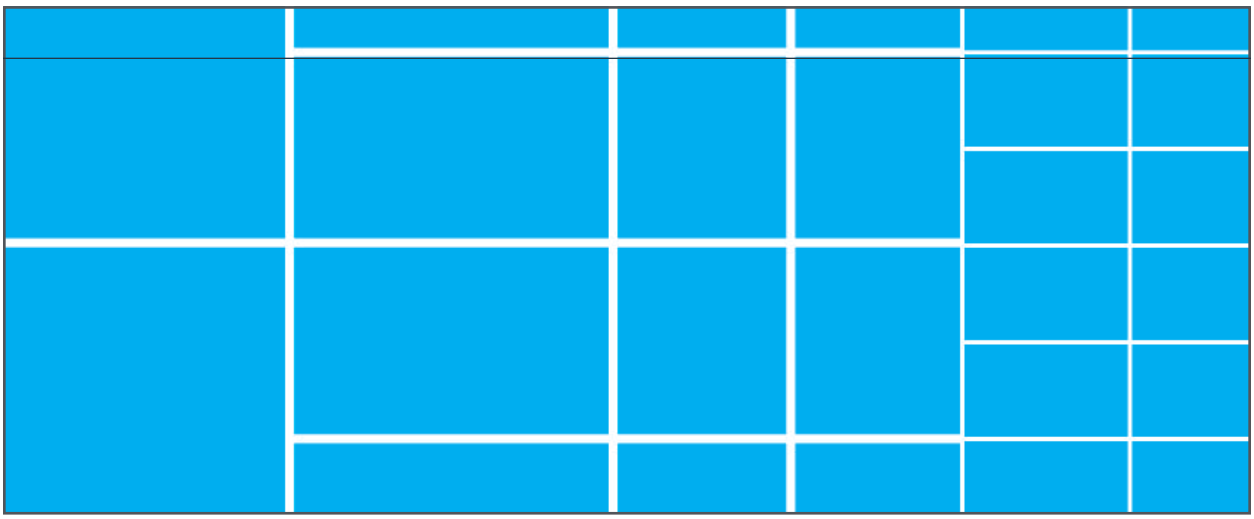
It should be noted that the HSR Project will displace the current alignment of Sierra Highway north of Technology Drive, along with the adjacent bikeway and multi-purpose trail. The roadway and trail will be realigned to the west by up to approximately 1,000 feet, with a precise alignment still to be determined.

Neighborhoods to South. As noted above, the Avenue Q railroad crossing and Palmdale Blvd grade separation at the rail tracks will link downtown with the Palmdale Transportation Center via the Sierra Highway Bike Trail. To the west of the tracks, cyclists can access the 5th Street East bike lane.

6.3.2. Potential Improvements

Recent planning studies prepared for the Palmdale Transit-oriented Development Overlay Zone and the Avenue Q Feasibility Study emphasize the development of shorter block lengths to facilitate pedestrian, bicycle and neighborhood connectivity.

Figure 6.19 illustrates the short-block network of local streets proposed by these related planning efforts. The Palmdale Transit Area Specific Plan supports this general concept in principle. Connectivity to the Palmdale Station and across the rail corridor will be identified as part of the detailed station design process. At a minimum, connectivity is recommended at Palmdale Boulevard, Avenue Q and Technology Drive.



SOURCE: NACTO, 2019

FIGURE 6.19. PROPOSED SHORT-BLOCK NETWORK OF LOCAL STREETS

6.3.3. Bicycle Parking

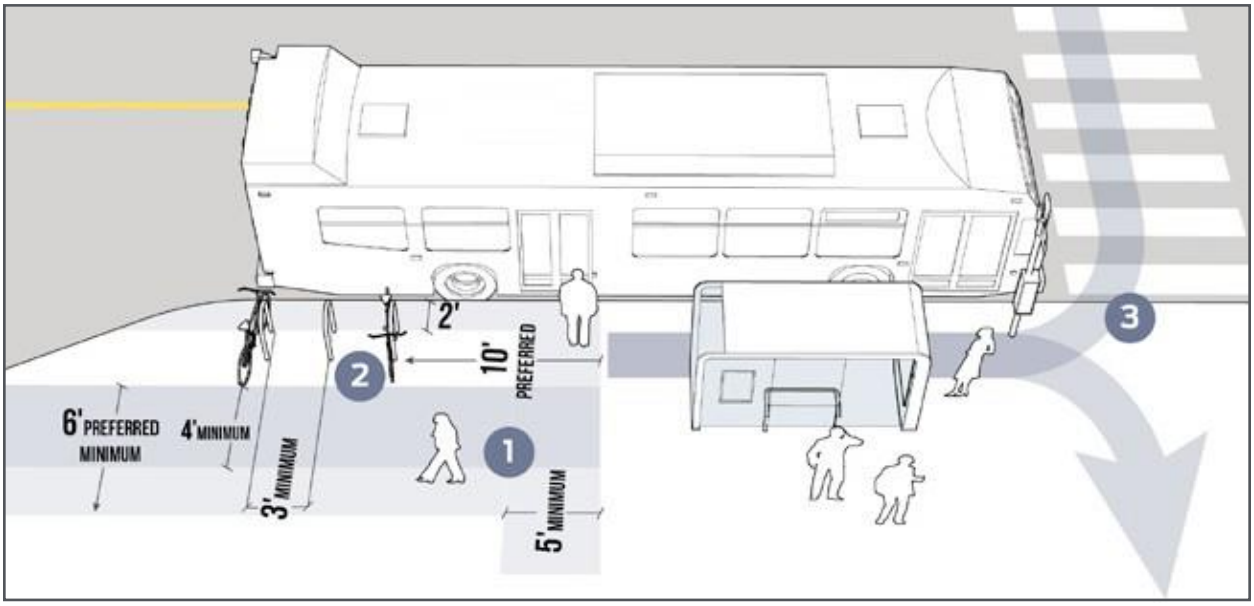
Bicycle racks are to be located in places that do not interfere with pedestrian or vehicular traffic and near front and employee entrances. For safety purposes, they should be located in areas where surveillance is available from the primary building parking and pedestrian access areas and with easy connection to the external circulation system. A rack or other secure device shall be provided for storing and protecting bicycles from theft. The 2016 California Green Building Standards Code establishes short-term (non-residential) bicycle parking requirements as five percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack. Bicycle parking is necessary for commuters at the future multi-modal transportation hub, and also to serve residential and commercial uses. Per the California High Speed Rail Authority (CHSRA) design standards, there should be a sufficient number of bicycle racks, located close to the station entry, in highly visible areas, to encourage bicycle use and promote security. Bike lockers and bike stations allow for secure, long term, weather protected bicycle parking.

The Palmdale Station could implement bicycle parking regulations to secure adequate long term and short term parking for bicycles, thereby promoting alternative transportation. By providing additional sustainable transportation choices for residents and commuters, the Station reduces traffic congestion and air pollution.



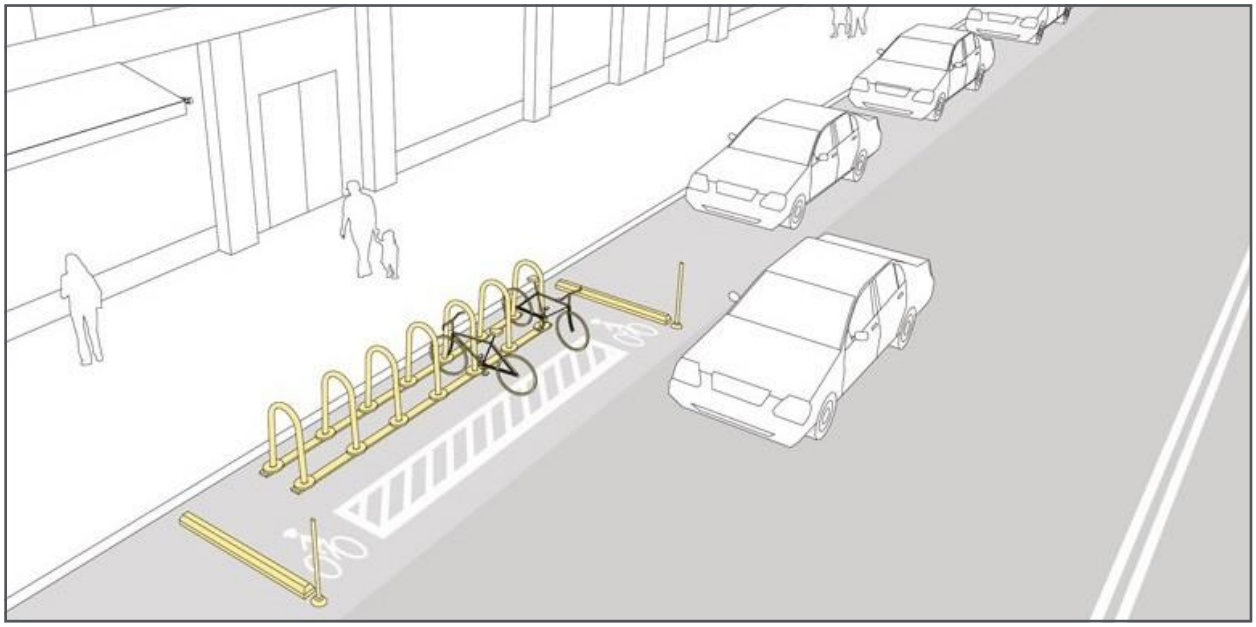
SOURCE: METRO LA

FIGURE 6.20. BICYCLE LOCKERS ARE REQUIRED AT THE FUTURE MULTI-MODAL TRANSPORTATION HUB



SOURCE: NACTO, 2019

FIGURE 6.21. BIKE RACKS ARE NECESSARY ON COMMERCIAL STREETS IN THE SPECIFIC PLAN AREA.



SOURCE: NACTO, 2019

FIGURE 6.21. (CONT'D) BIKE RACKS ARE NECESSARY ON COMMERCIAL STREETS IN THE SPECIFIC PLAN AREA.

6.4. Off-Street Parking

Chapter 17.87 of the PMC specifies the number, use, and design standards for off-street parking required for the development or use of real property. All provisions of Chapter 17.87 shall apply to the PTASP with the following reductions:

A parcel of real property which is located within the boundaries of areas designated as Urban Core and Urban Center on the PTASP “Regulating Plan” shall be allowed a reduction in the quantity of required off-street parking spaces as specified below.

- The required minimum off-street parking for specified residential uses (condominiums et al, multiple family residential apartments, and townhouses) shall be 0.5 space (or rounding down) per unit lower than listed in Figure 6.22
- The required minimum off-street parking for all non-residential, non-specified uses shall be as indicated in Figure 6.22
- There shall be no minimum parking requirements for the following specified uses: carnivals, open air commercial uses (swap meets, farmer’s markets, and similar outdoor uses), and parks to include outdoor plazas.
- Allow for on-street parking to account for off-street parking on a 1 for 1 basis. Private property owners will not be held accountable to replace on-street parking should it be eliminated in the future.
- Allow for reductions to vehicle parking with bicycle parking requirements (e.g. if a bicycle locker room or other adequate space for 5 bicycle spaces is provided, a reduction of 1 vehicle parking space is allowed for up to 75% of original minimum requirement).

Use	Parking Ratio
Assisted living facilities	One space for every four beds, plus one space for each employee scheduled to work on the largest shift.
Auto Repair	One space per 250 square feet of gross floor area. No inoperable vehicle may be parked within a required parking space.
Automobile Service Stations	Two parking spaces for employee parking. Additional parking for non-fuel sale uses shall be calculated according to use.
Churches, chapels, mortuaries auditoriums, theaters, sports events, rodeos, and other similar spectator uses	One space per five fixed seats or one space per 45 square feet of spectator area where seats are not fixed. 18 lineal inches of bench seating shall equal one seat. Additional parking for non-related uses are calculated according to use.
Commercial uses, unspecified	One space per 325 square feet of gross floor area.
Condominiums, community apartments, stock cooperatives and other limited equity cooperatives	Studio: One and one-quarter spaces per unit, one of which must be located within an enclosed garage. One Bedroom: One and one-half spaces per unit, one of which must be located within an enclosed garage. Two or More Bedrooms: Two and one-quarter spaces per unit, two of which must be designated for a specific dwelling unit. Of the two designated spaces, a minimum of one space shall be located within an enclosed garage.
Convalescent homes, group care	One space per four beds.
Day care centers	One space for each classroom; plus one for every 25 students.
Financial institutions, banks, savings and loans	One space per 250 square feet of gross floor area.
Health clubs, gymnasiums, dance studios and other similar participatory facilities	One space per one 125 square feet of gross area, excluding court facilities; plus two spaces per court facility.
Hotels, motels	One space per guest room; plus one space per 125 square feet of eating area in a restaurant/coffee shop; plus one space per 100 square feet of seating area in a meeting or banquet room; plus one space per four employees on the largest shift.
Industrial/manufacturing uses, unspecified	For each structure: 1 – 5,000 square feet – One space for each 625 square feet of gross floor area (gfa) 5,001 – 10,000 square feet – One space for each 950 square feet of gfa 10,001 – 50,000 square feet – One space for each 1,250 square feet of gfa 50,001 + square feet. – One space for each 1,600 square feet of gfa (Includes up to 25 percent of gfa used for office space; over 25 percent of gfa, office space requires one space per 325 square feet)
Libraries, museums, galleries	One space per 325 square feet of gross floor area.
Multiple-family residential apartments	Studio: One and one-quarter spaces per unit, one of which must be covered and designated for a specific dwelling unit. One Bedroom: One and one-half spaces per unit, one of which must be covered and designated for a specific dwelling unit. Two or More Bedrooms: Two and one-quarter spaces per unit, one of which must be covered and designated for a specific dwelling unit.
Office, medical	One space per 250 square feet of net leasable floor area.
Office, professional	One space per 325 square feet of net leasable floor area.
Parks	Eight spaces per net acre of active recreational area within a park or playground; plus four spaces per net acre of passive recreational area within a park or playground – no minimum parking requirement if park includes an outdoor plaza.
Public buildings and facilities	One space per 250 square feet of floor area for public buildings or facilities frequently visited by the public. One space per 500 square feet of floor area for public facilities not frequently visited by the public.
Research and development, light industrial	Four spaces per 1,000 square feet of gross floor area. For developments where office space exceeds 25% of the gross floor area, parking for that portion of office space shall be required at one space for each 325 square feet of floor area.

FIGURE 6.22. OFF-STREET PARKING

Restaurants, drive-through, bars and other eating or drinking places	One space per 125 square feet of dining-room floor area, with a minimum of seven spaces. Where there is no on-site consumption of food or beverages, one space per 325 square feet of gross floor area.
Retail uses	One space per each 325 square feet of gross floor area.
Schools, grades K-9	One and a half spaces per classroom
Schools, grades 10 and above	Four and a half spaces per classroom.
Senior citizen housing	One space per unit, which must be covered and designated for a specific dwelling unit.
Service-oriented commercial	One space per each 500 square feet of gross floor area
Single-family residential	Fully enclosed two car garage with a free and clear interior dimension of 20 feet in width by 22 feet in depth or tandem parking with a free and clear interior dimension of 12 feet in width by 44 feet in depth.
Temporary uses	A sufficient number of spaces to accommodate parking for the proposed use, in accordance with that specified for the most comparable use in this Section.
Townhouses	Two and one-half spaces per unit, two of which must be covered and designated for a specific dwelling unit. Of the two covered spaces, a minimum of one space shall be located within an enclosed garage.
Transitional Housing Facilities	One space per employee and one space for every nine beds.

FIGURE 6.22. OFF-STREET PARKING (CONTINUED)

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CHAPTER 7. | PUBLIC SERVICE INFRASTRUCTURE PLAN

Infrastructure is a basic need to serve development and transform urban areas. Public utilities include services provided to a development through municipal agencies such as gas, electrical power, wastewater, domestic water, sewer and telecommunication services. Public services, such as fire and police protection services, are institutional responses to basic human needs, such as health, safety, and welfare. Over time, utility services will need to be expanded and upgraded in order to adequately serve the PTASP area. As part of the expansion and upgrade, an opportunity exists for sustainability practices to contribute to reduce demand and resources to be reused to reduce impacts on the environment. This chapter describes the public utilities and services necessary to serve proposed development. For existing infrastructure, see Section 2.5 Site Infrastructure in Chapter 2. All assumptions made for infrastructure improvements will be refined during final design and development in consideration of the City's sewer and stormwater master plans. Public corridors which currently serve the PTASP area are shown in Figure 7.1.

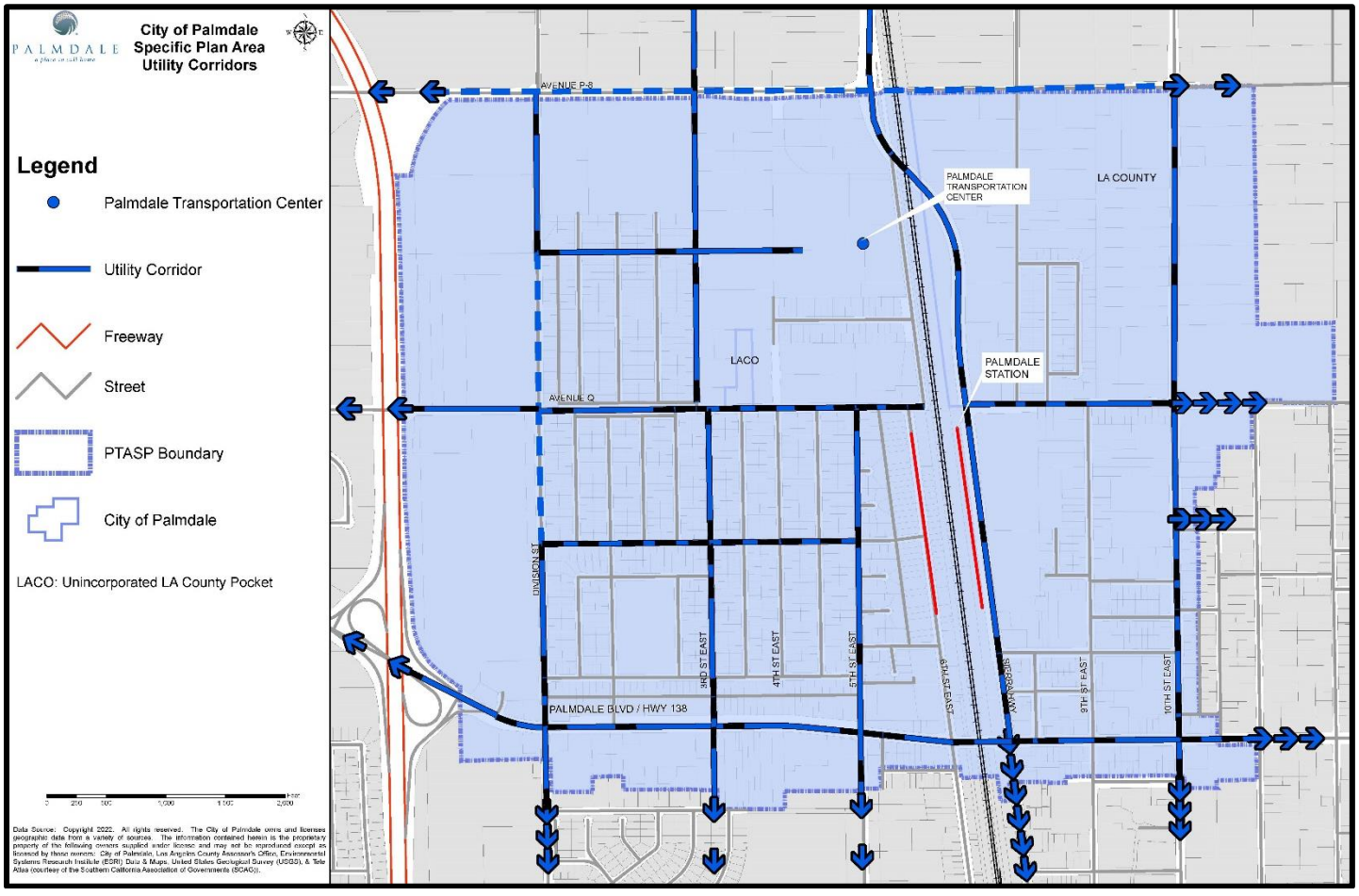
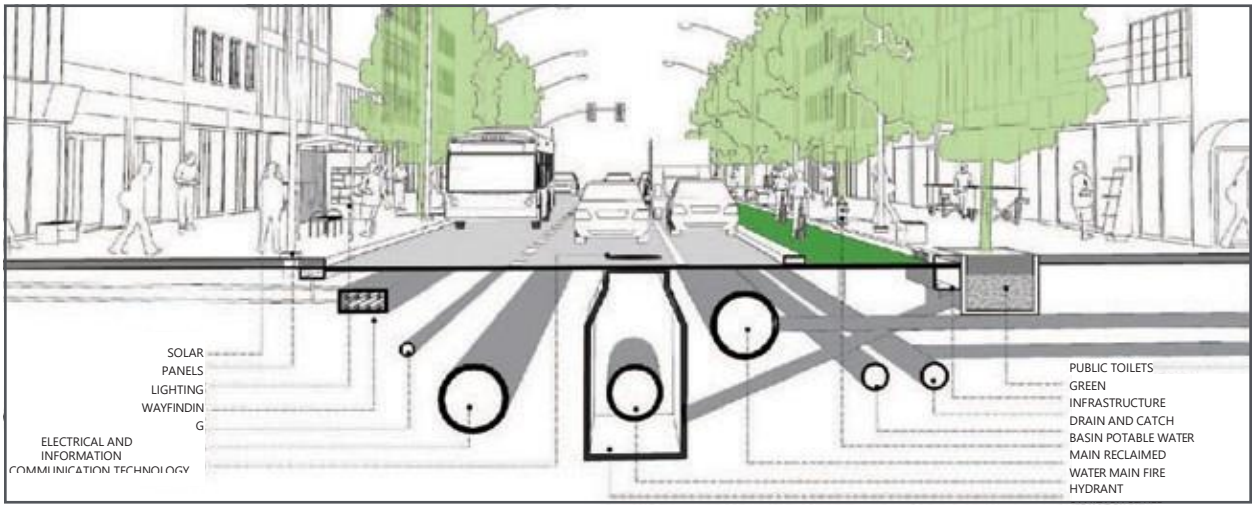


FIGURE 7.1. UTILITY CORRIDORS IN THE SPECIFIC PLAN AREA

7.1. Utility Corridors

Planning for and understanding future utility demands is the key to long-term installations of on-site utilities. Utility corridors can be mapped out between existing and future developments to adjust to their needs. Future development in the area will provide the necessary connections, extensions and upgrades to the existing utilities where required, while maintaining sufficient setbacks to the existing utilities that are to remain in place. Some examples of future utility layout are illustrated in Figure 7.2.



SOURCE: NACTO,2019

FIGURE 7.2. EXAMPLE OF UTILITY LAYOUT

The following sections establish policies for the supply of each utility. Please note that future code changes and design developments may require a change in these directions.

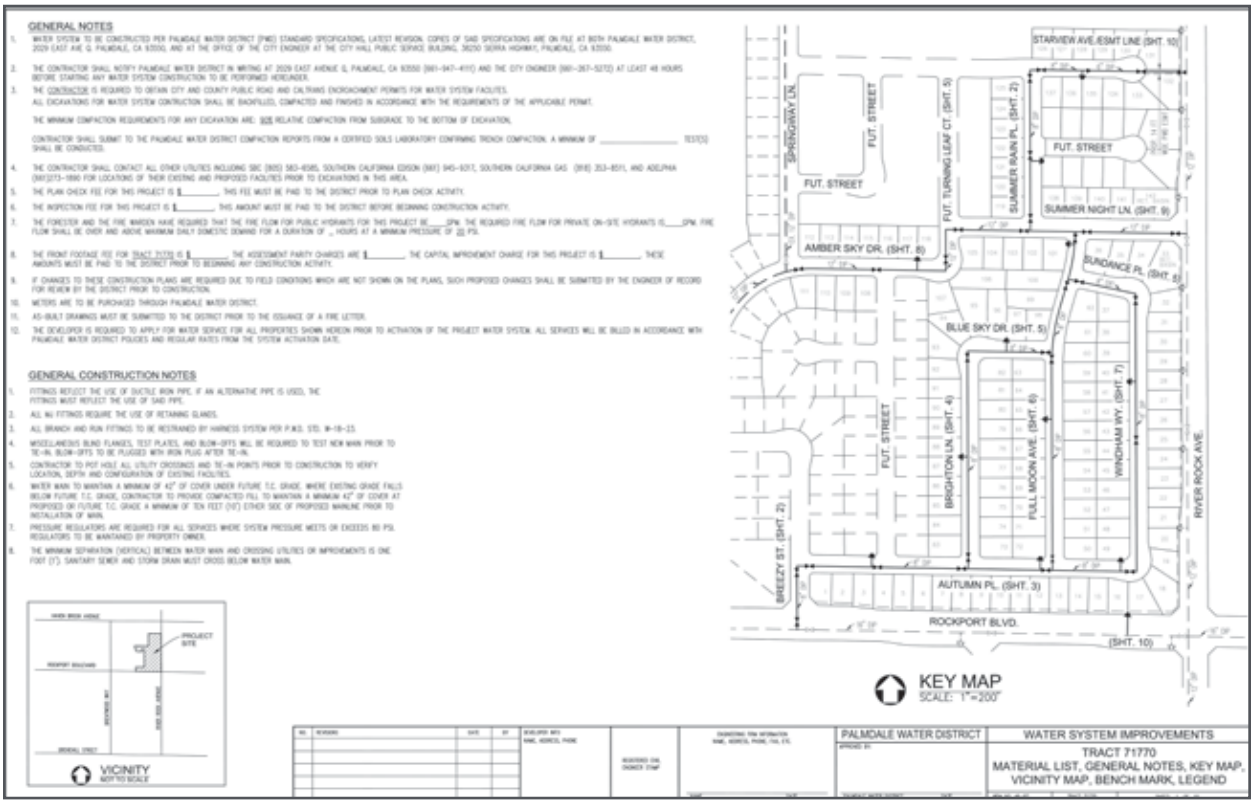
7.2. Domestic Water

The objective for the domestic water supply system is to provide an adequate water supply and an appropriate distribution system to support the development expected within the Specific Plan. Palmdale Water District (PWD) is the service provider for water in the area. According to PWD's 2015 Urban Water Management Plan (UWMP), sources of water supply are primarily from groundwater extraction and imported water from the State Water Project (SWP). Water meters are placed within or near public sidewalks as to keep the water purveyor's (PWD) meter reading task as simple as possible. A water line can be metered once while feeding many buildings. The Water Supply Assessment prepared for TOD3 which determines the future supply needs, size and location of transmission lines, and requirement of booster pump plants shall be evaluated for appropriateness prior to major built-out phases of Specific Plan.

Improvements to the water supply and distribution system shall be made in advance of project demand. Development projects will be responsible for the cost of connections to the PWD water system. The PWD's Engineering Department establishes requirements and conditions, fees and charges for providing water service to currently unserved properties within the District boundaries. To assist individuals planning to install or improve water systems, PWD has Plan Documents and Example Plans, including standard specifications and criteria, for both residential and commercial system improvement plans as shown in Figure 7.3 and Figure 7.4.

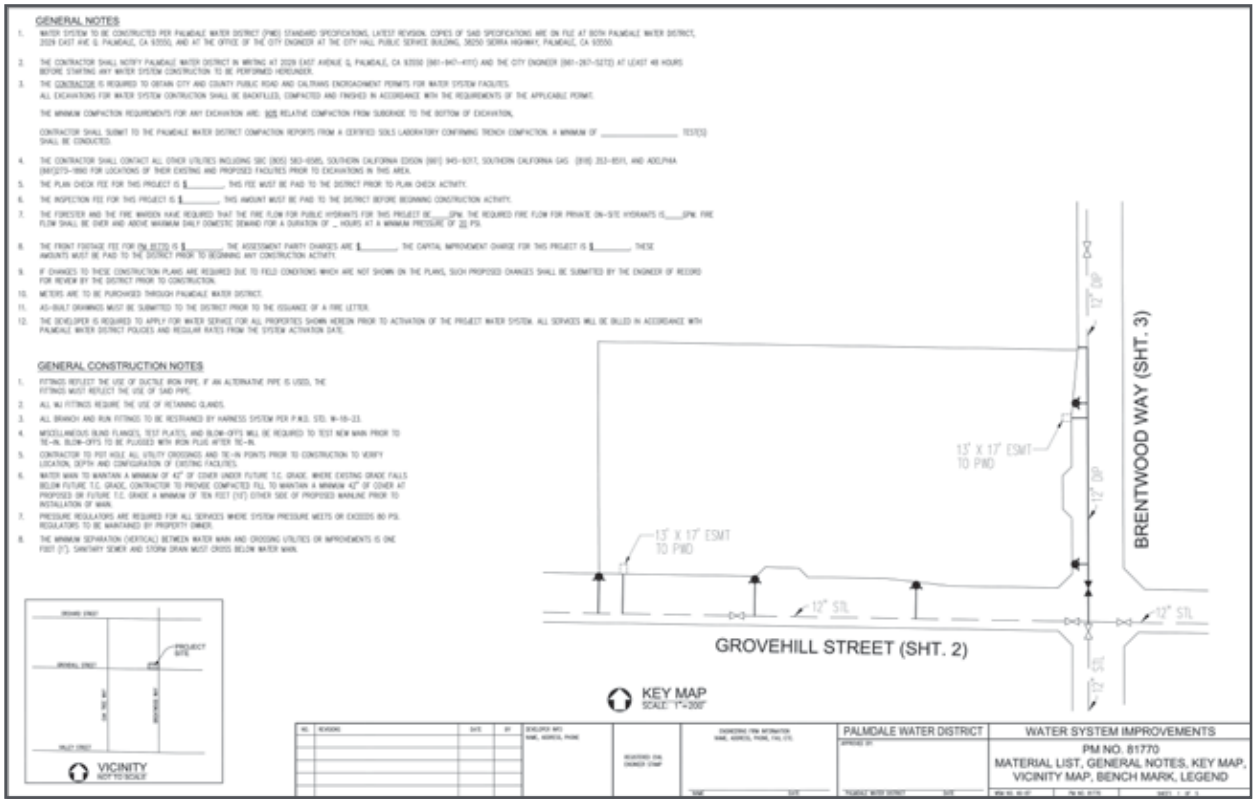
PWD design criteria for new water system improvements include the following:

1. Water mains shall be ten (10) feet from curb face, with 5 feet horizontal and 1 foot vertical separations from other utilities
2. Project shall have two (2) points of connection/sources of supply
3. All water mains must loop (no dead ends)
4. Valves shall be located at right-of-way and property line prolongations
5. All easement lines shall be valved at both ends, have no service connections, and must be ductile iron pipe
6. High points shall have air/vacuum release valves
7. No fittings shall be closer than 6 feet from curb face
8. All systems will require retaining glands with mechanical joints
9. Fire hydrants shall be located on the same side of the street as the water main wherever possible. Blue dots shall be placed 6 inches from centerline toward fire hydrant



SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.3. EXAMPLE OF RESIDENTIAL PLAN LAYOUT (SEE APPENDIX FOR EXPANDED IMAGE)



SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.4. EXAMPLE OF COMMERCIAL PLAN LAYOUT (SEE APPENDIX FOR EXPANDED IMAGE)

7.3. FIRE SERVICE

Fire protection service in Palmdale is provided by the Los Angeles County Fire Department. Fire service to the PTASP area will be provided primarily by Fire Station #37 which is located at 38318 9th Street East, just southwest of the PTASP area. Future street improvement should consider access requirements for fire protection. Fire hydrants should be strategically placed throughout the site in coordination with the fire department to ensure maximum safety and protection.

Fire water lines can tap directly into the street trunk lines and through a detector check typically located near the property line. Fire water lines are typically the same material as domestic water lines, but the PVC material is a C-900 classification. The depth of cover is typically 42-inches. As new development occurs in the PTASP area, fire water lines and hydrants would be constructed as necessary to comply with applicable City and Los Angeles County Fire Department requirements regarding fire water flow and pressure.

7.4. RECLAIMED WATER

PWD and the City of Palmdale jointly created the Palmdale Recycled Water Authority (PRWA) in September 2012. PRWA acts as a separate agency from PWD and the City and manages local recycled water resources. Recycled water supplies are available from the Palmdale Water Reclamation Plant (PWRP), which is located in the City of Palmdale and is owned and operated by Sanitation Districts of Los Angeles County (LACSD). The PWRP is a tertiary treatment plant with solids processing facilities. The plant provides primary, secondary, and tertiary treatment and has a design capacity of 12 million gallons of wastewater per day. The PRWA delivers clean, recycled water as an important local resource to residents and businesses. This resource is a safe, affordable, and reliable source of water for industrial, commercial, and recreational applications; groundwater replenishment; agriculture; and the irrigation of parks, schools, golf courses, roadways, and tree nurseries.

Current infrastructure does not provide recycled water service in the PTASP area. However, the potential for use within the area exists based upon recommendations the PWD's Recycled Water Facilities Plan. The Recycled Water Facilities Plan recommends the future installation of a smaller diameter (less than 12-inch) recycled water pipeline under Sierra Highway from north of Avenue R to Technology Drive, and west along Technology Drive to Desert Sands Park. If PRWA installs these reclaimed water lines, then development in the PTASP area can reconnect their non-potable water needs to this system. Typically, this water is cheaper and a water-saving measure. These systems are connected and metered in the same fashion as the domestic water system.

7.5. SEWER

Wastewater infrastructure in the PTASP area consists of sewer gravity mains that route flows to LACSD trunk sewers. The PTASP area is mostly within County Sanitation District No. 20 of Los Angeles County (LACSD-20), and sewage flows are routed to PWRP through the LACSD trunk sewers. LACSD owns and maintains the trunk sewers, and the City owns and maintains the smaller diameter sewer pipelines. Sewer pipelines within the PTASP area range from 8 to 42-inch in diameter.

New development in the PTASP area will require an adequately sized wastewater collection and treatment system to accommodate the growth under the PTASP. Sewer trunk lines should be a minimum 8-inch diameter made of VCP, PVC solid wall (SDR 35), or ABS solid wall (SDR 23.5) at a 0.40 percent slope (minimum). Individual sewer laterals should normally be four-inch or six-inch diameter, a two percent slope, and five feet of cover. Placement of sewer lines should be coordinated with both existing and future utility lines and buildings. Sewer lines need to stay isolated from other utility lines, especially potable water, with a minimum distance of 10 feet. In areas of heavy vegetation, sewer lines should be encased with concrete or encased by an outer steel pipe. Sewer cleanouts should be placed at 80-foot intervals to allow for proper maintenance. Sewer system and treatment capacity shall be evaluated prior to major built-out phases of the Specific Plan.

7.6. GAS/ ELECTRICAL

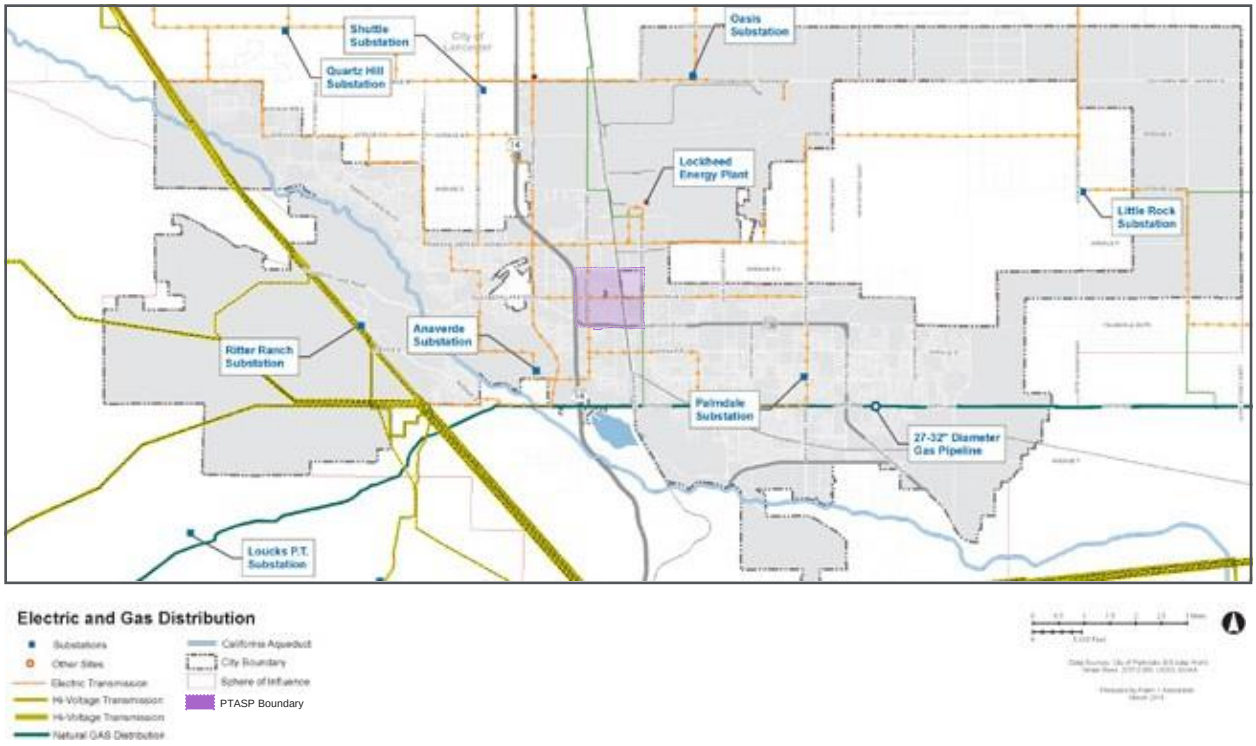
The Southern California Gas Company (SCGC) provides natural gas to the City of Palmdale through the Foothill Distribution Division and the North Basin Transmission Division. Gas is delivered through lines laid in City streets, including in the PTASP area. Figure 7.5 shows the locations of gas distribution along with electricity transmission. Natural gas is used to provide heating, air conditioning, and a power source for cooking appliances. New development in the PTASP area may require the concurrent laying of additional gas lines. Connection to natural gas service shall be provided to supply environmentally friendly resources to the PTASP.

The PMC specifies that “no gas supply system shall be covered or concealed until it first has been tested, inspected and approved". Site gas lines and meters shall be sized based on the available gas pressure and required gas load (determined by the project mechanical engineer). These lines should be polyethylene (PE) at a depth of 3’-6” and covered with metallic tracer wire to help locate in the future. These lines should also be isolated and buffered from other utilities and from development to minimize the risk of damaging them during future construction activities.

Southern California Edison (SCE) maintains the electrical distribution lines and supplies power in the region that includes Palmdale. The electricity distributed by SCE is generated both by SCE owned power facilities as well as through contracts with other energy suppliers in the region. Palmdale is served by SCE from its Vincent Substation, primarily through above-ground utility poles. SCE’s improvement plans to meet increased demand in Palmdale include upgrading substations and conductors, extending power lines, and replacing poles.

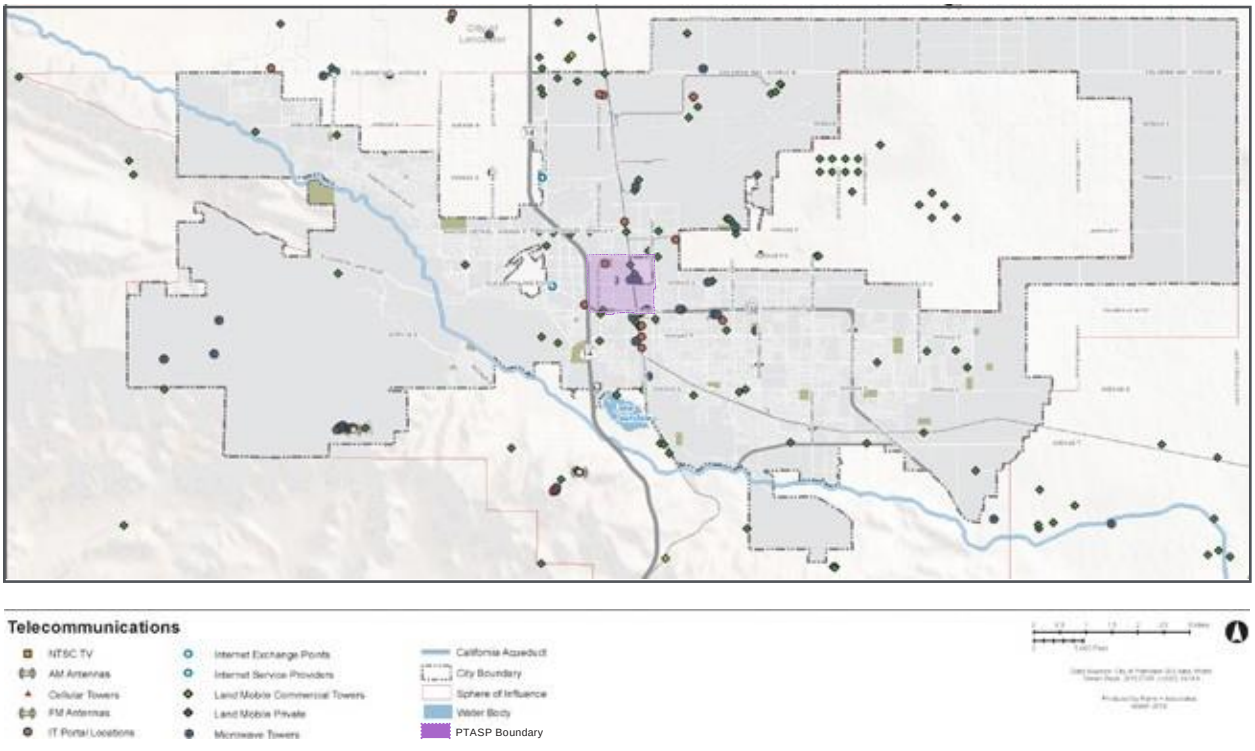
7.7. TELEPHONE / FIBER OPTICS / CABLE TV

Cell phone towers, microwave towers and other telecommunication equipment are located throughout the City. Cell phone, fiber optic, and microwave towers are owned by AT&T, CenturyLink, Direct TV, Dish Network, Excede Satellite Internet, Frontier Communications, HughesNet, Sprint, Time Warner, Verizon, and Viasat Satellite. Television/radio towers are located in the foothills of the San Gabriel Mountains. Figure 7.6 illustrates the locations of major telecommunications equipment in and around Palmdale.



SOURCE: PARSONS, 2019

FIGURE 7.5. LOCATIONS OF GAS DISTRIBUTION AND ELECTRICITY TRANSMISSION (SEE APPENDIX FOR EXPANDED IMAGE)



SOURCE: PARSONS, 2019

FIGURE 7.6. LOCATIONS OF TELECOMMUNICATIONS EQUIPMENT (SEE APPENDIX FOR EXPANDED IMAGE)

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CHAPTER 8. | IMPLEMENTATION PLAN

The implementation plan described in this chapter is a critical tool to effectively deliver required infrastructure improvements within the PTASP area in support of the development attracted to the Specific Plan and the new downtown surrounding the Palmdale Station. The purpose of the Specific Plan is to create a vital, thriving, transit-oriented district around Palmdale Station and improve the quality of life for its residents, employers, employees and visitors. The purpose of the implementation plan is to guide the systematic application of the Specific Plan, including financing, administrative, and regulatory tools. This will support both, the vision, and the anticipated phased development pattern. To implement planned improvements to existing infrastructure, the City must undertake a strategic approach that implements infrastructure improvements concurrent with development activities.

The implementation plan's strategic approach consists of five major sections as described below.

1. **Planning Actions**: This section addresses parallel actions that the City will have to undertake to fully implement the Specific Plan policies, through General Plan and Zoning Ordinance Amendments.
2. **Phasing Concepts**: The phasing section is aligned with the projected demand from the market demand analysis of the fiscal revenue and value capture potential for the anticipated 30-year phased build-out of the PTASP.
3. **Financing Opportunities**: Options for different types of financing mechanisms for the infrastructure needed for the phased development presented in this section.
4. **Palmdale Plaza**: Creating a pedestrian friendly mixed-use district requires an extensive, connected network of public spaces along with proper branding and wayfinding as established in this section.
5. **Environmental Regulations**: Strategies for complying with major environmental regulations are provided in this section.

Throughout the implementation process, periodic progress evaluations are recommended to help adjust the evolving needs of the PTASP area and to calibrate the strategies laid out in this chapter to assure successful long-term build-out of the vision.

8.1. Planning Actions

One of the major goals of the PTASP is to create a land use pattern that supports the creation of a vibrant, transit-oriented mixed-use district in the area surrounding the City of Palmdale's multi-modal Palmdale Station that includes the future HSR station. A compact and mixed- use land use pattern is needed to achieve this goal, which can be implemented with the adoption of this Transit Area Specific Plan.

The PTVSP will be superseded in its entirety by the PTASP upon its adoption as the area covered by the PTASP encompasses and is larger than that included in the existing PTVSP. Additionally, a portion of the PTASP area between Division Street and SR-14 is designated as SP – Palmdale Trade and Commerce Center is area will need to be excluded from the boundaries of the Palmdale Trade and Commerce Center Specific Plan as part of a PTCCSP amendment at the time of adoption of the PTASP.

8.1.1. General Plan Amendments

The City of Palmdale's General Plan Land Use Element designates the parcels within the Specific Plan boundaries as Industrial (IND) and Business Park (BP) north of Avenue Q. The parcels that are under Los Angeles County's jurisdiction are also designated as Industrial and Business Park. The existing residential neighborhoods south of Avenue Q are designated Single Family Residential (SFR-3), Medium Residential (MR), and High Density Residential (HDR). The parcels adjacent to Palmdale Boulevard are designated as Community Commercial west of the rail tracks and as Downtown Commercial to the east. The rail right-of-way and public uses along Sierra Highway are as Public Facilities (PF) and as Commercial Manufacturing (CM) on the west of the tracks. The Land Use Map of the General Plan will need to be amended to reflect adoption of the Specific Plan and designate the PTASP area as Specific Plan - Palmdale Transit Area. This will be done in conjunction with adoption of the Specific Plan.

8.1.2. Zoning Consistency

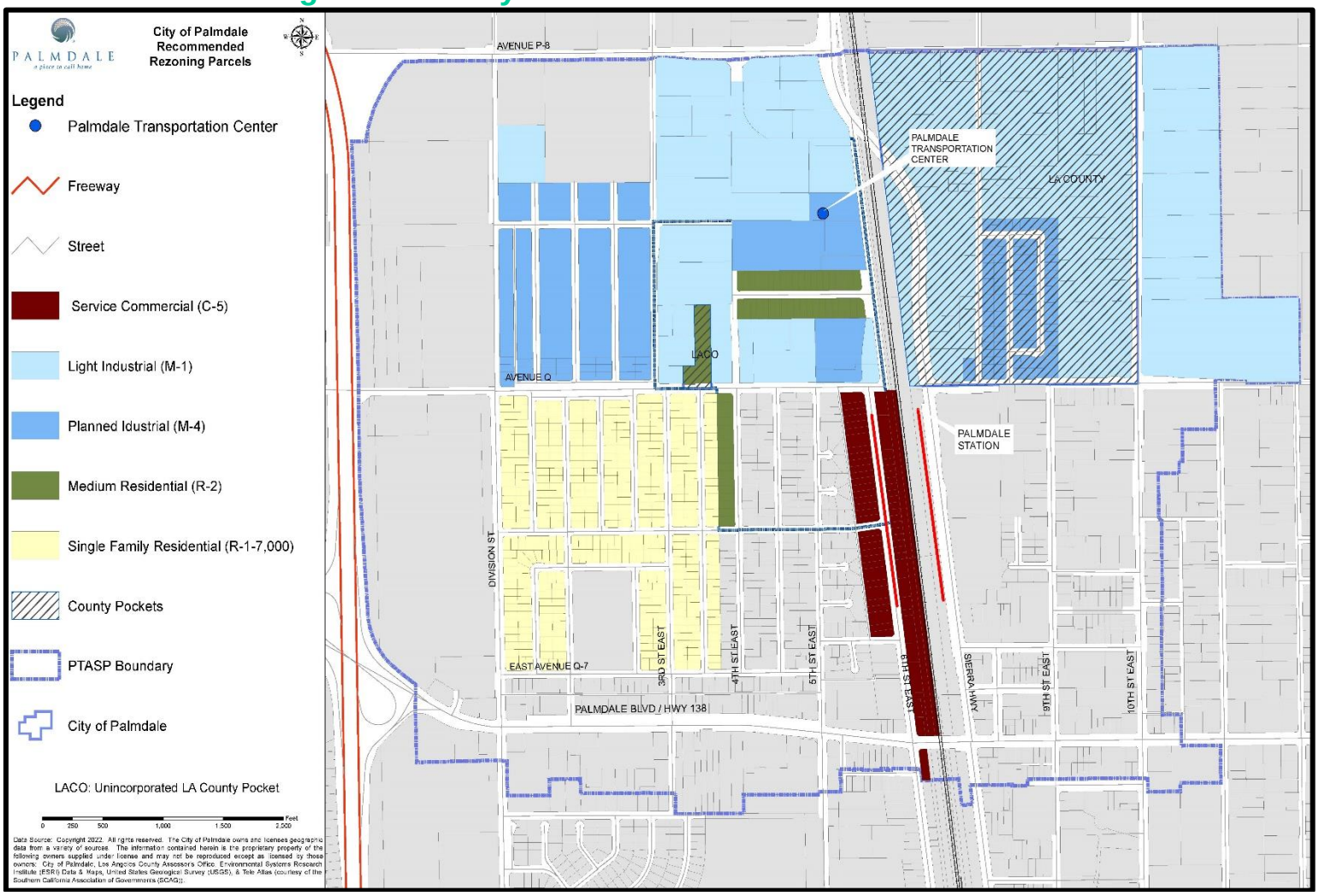


FIGURE 8.1. RECOMMENDED REZONING PARCELS (EXISTING ZONING)

The area north of Avenue Q is currently zoned as M-1 (Light Industry) and Planned Industrial (M-4). Parcels south of Avenue Q are zoned R-1-7,000 (Single Family Residential) between Division Street and east of Sumac Avenue; R-2 (Medium-Residential) along the west side of 4th Street East and R-3 (Multiple Residential) between 4th Street East and the 6th Street East. The remaining parcels along 6th Street East have a C-5 (Service Commercial) zoning designation. Figure 8.1 illustrates the zones described above. Following, or in concurrence with, the adoption of the Specific Plan, the City should rezone the PTASP area as the Palmdale Transit Area Specific Plan. All proposed development including recommendation to pre-zone County land would therefore be referred to this Specific Plan for its development and design standards and guidelines as outlined in Chapter 5.

8.1.3 Development Incentives

The Specific Plan defines a vision realized over a 30-year period through phased development as described in the next section. As Palmdale awaits the arrival of HSR to follow the implementation plan, the PTASP provides both requirements and offers interim incentives to attract developers to aid development in certain locations and at certain densities. The PTASP establishes minimum densities in three zoning districts to ensure that the properties, especially those that are currently vacant or under-utilized, develop at desired densities that leverage the presence of anticipated transit opportunities.

The PTASP proposes making public space improvements in the areas around the Palmdale Station to maximize the benefits from such improvements on community life and downtown vibrancy. City's investment in public improvements along key streets (specifically, Avenue Q, Palmdale Blvd. and 5th Street), can direct development to the desired locations. Other incentives may include reductions in parking requirements, development fee and park fee waivers, and assistance with lot consolidation. These incentives can be reviewed on a case-by-case basis and shall be subject to approval by the Planning Manager and do not constitute an amendment to the Specific Plan. Specific actions on suggested incentives, in order to meet the goals of the Specific Plan, will lie within the purview of the Planning Manager.

8.2. Phasing Concepts

The Specific Plan envisions a vibrant Downtown with mixed-use neighborhoods surrounding the HSR, along with pedestrian- and bicycle-friendly connections. Based upon current ownership and land use patterns, the development in the PTASP area is expected to occur progressively. Projections were prepared for years 2025, 2035, and 2045. These three horizon years were used to estimate amounts of growth based on capacity of the PTASP. Investment into infrastructure supporting future development should be timed to coincide with the projected development demand. For the purposes of anticipation, the amount of development over time was extrapolated using the following steps.

• Potential development at build-out was calculated by setting an average dwelling unit density and floor area ratio (FAR) by zone, as well as the residential split and to account for reductions of gross net acres for streets.

• Consistent with the TOD Framework Program EIR, a 67-percent flex factor was applied to account for property owner decisions and market conditions. As a result, the potential development at build-out (2045) of the PTASP is estimated at 4,648 units and 10.99 million sf.

• The net increases in development within the PTASP planning area was estimated by first determining the number of existing residential units and non-residential floor area development within PTASP area. This equals 2,190 units and nearly 1.16 million sf of non-residential floor area.

• The increase in potential development within the proposed PTASP planning area was estimated by subtracting the existing development total in the entire PTASP area (2015) from the potential development at build-out (2045) of the PTASP.

• A straight-line projection would have resulted in 60 percent of the development occurring between 2020 and 2035 (15 years of the total 25 years). A more realistic and conservative development scenario assumes 20 percent of the increase in development would occur during the first 5 years from 2020 to 2025, 50 percent of development by 2035 and full build-out at 2045.

8.2.1. Phasing Plan

The phasing strategy identifies initial steps to take to spur the revitalization of the PTASP area that will bring positive change to the area. The first stage of implementation is changing land uses and rezoning that will occur when the Specific Plan is adopted. By changing the land use designations and zoning to allow Mixed Use and Residential Mixed Use, there is greater flexibility for encouraging higher intensity development in keeping with a transit-oriented district. These regulatory changes remove initial barriers to development and lay a foundation for further improvements. The phasing approach is capacity-driven that follows the TOD Framework Program EIR. The PTASP vision will be realized over a 30-year period through phased development. This section outlines general implementation actions necessary to achieve the proposed phasing options. These actions are expected to run concurrently with streetscape improvements, branding and wayfinding and programming designed to enhance the new Downtown. It is recommended that the City re-evaluates the timing of development at appropriate steps, particularly as economic conditions change.

To assure the phased development that occurs in the patterns illustrated in the figures below, it is recommended that the City implement the strategies established in this PTASP to develop under-utilized properties as described in Section 8.1.3.

Phase One: 10 year build-out

One of the first priorities is to focus on new infill development on the blocks on either side of Avenue Q to capitalize on the planned developments and the revitalization of Downtown. The development of shorter block lengths will help facilitate pedestrian, bicycle and neighborhood connectivity. Redesigning and developing Avenue Q as a walkable transit corridor with wide sidewalks, landscaping, and pedestrian amenities, will provide a link between the future Palmdale Station and regional destinations. The CHSRA is also currently considering the construction of under-crossings at Avenue Q, to create a safe route connecting the areas east and west of the rail tracks.

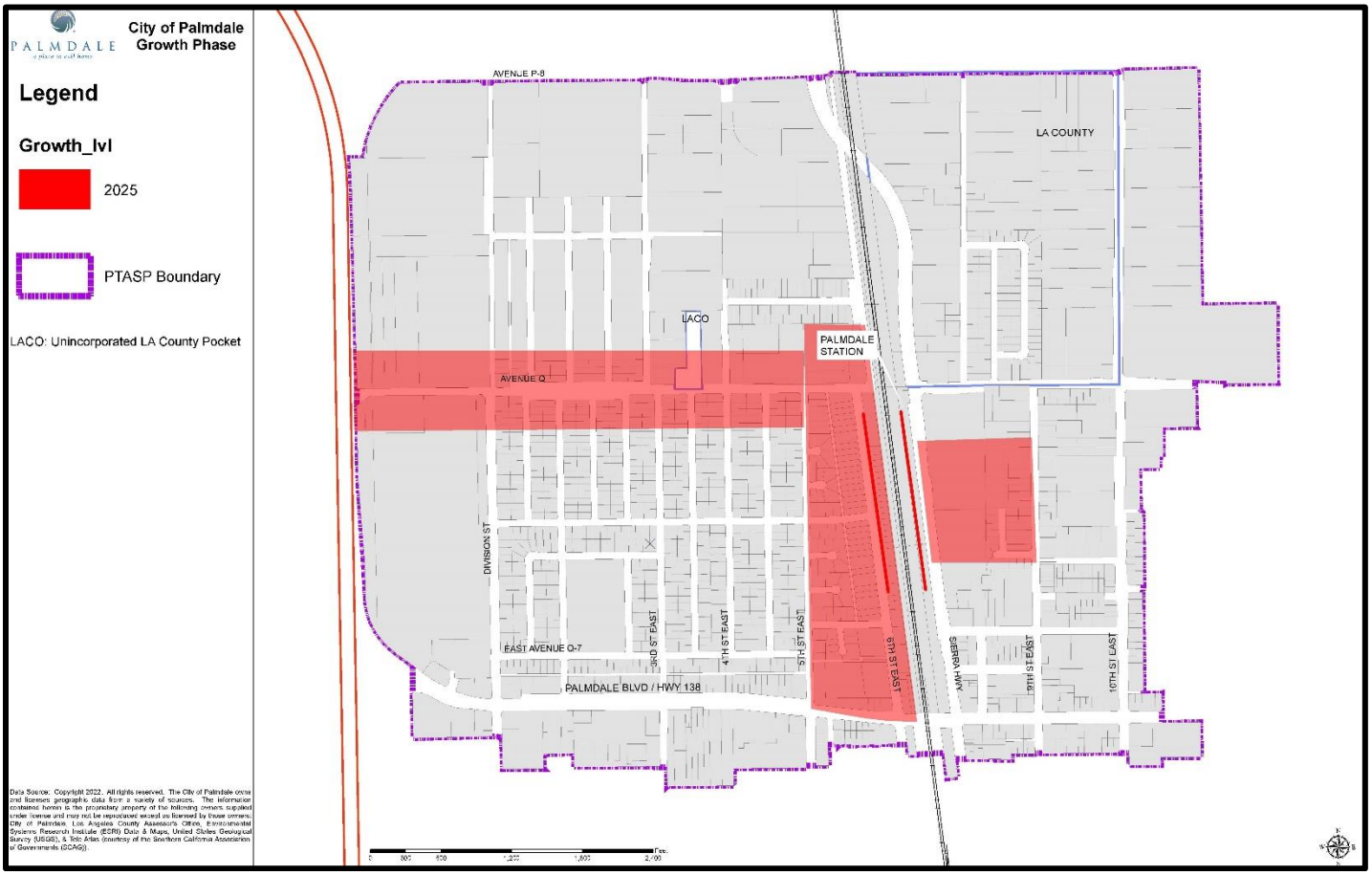


FIGURE 8.2. ANTICIPATED PHASE ONE GROWTH

The goals of a mixed-use, transit-oriented Town Center demand a significant residential population within an immediate five- to ten-minute walking distance that is supported with local retail. A range of multi-family housing types around the Palmdale Station area - rowhouses, courtyard apartments, lofts, and stacked flats - should appeal to potential residents interested in living near the Palmdale Station. The market analysis projects that various land uses will experience demand as improvements take shape. The projected development for the year 2025 is shown below.

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	367
Non-Residential Floor Area (sf)	1.72 million

Summary Actions:

- Support revitalization efforts in the existing residential neighborhoods and promote denser neighborhoods.
- Develop/improve streets with traffic calming devices such as pedestrian bulb-outs at corners and traffic calming circles at select intersections.

Phase Two: 20 year build-out

Over time, as the real estate market in general improves, and as the initial phase improvements begin to further enhance the desirability of the PTASP in particular, the City may find it feasible to further its improvements towards its long-term needs. The market analysis projects that with more improvements in place, the projected development by year 2035 is expected to be:

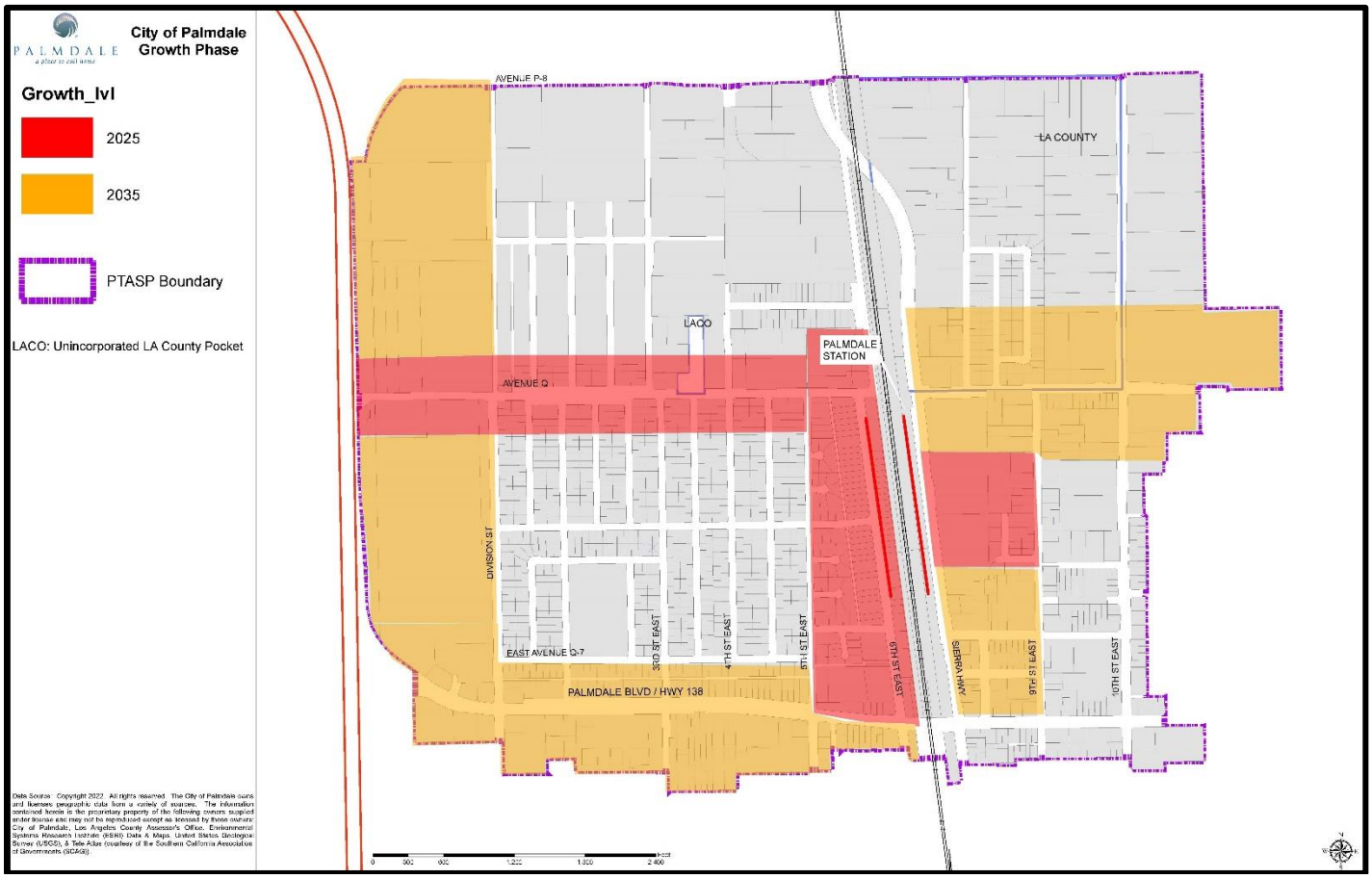


FIGURE 8.3. ANTICIPATED PHASE TWO GROWTH

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	1,229
Non-Residential Floor Area (sf)	4.92 million

Summary Actions:

- Encourage local-serving, pedestrian-oriented businesses to develop on arterial streets.
- Create a more pedestrian oriented environment along the streets such as Avenue Q and Palmdale Blvd, and a more positive identity for the streets.

Phase Three: 30 year build-out

The full build-out phase at year 2045 with improved property values along with the phased development in place, downtown Palmdale will be a desirable and attractive community.

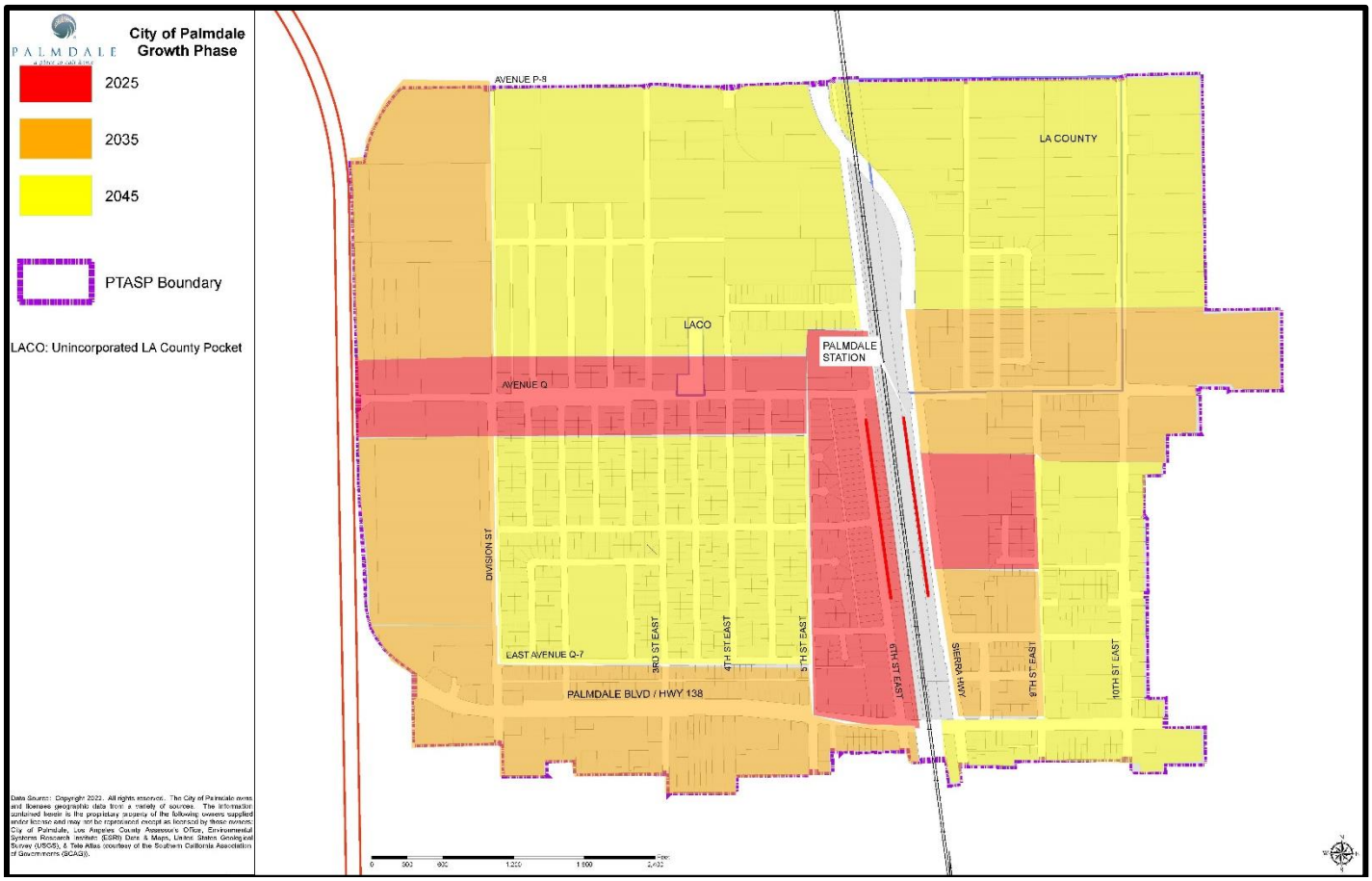


FIGURE 8.4. ANTICIPATED PHASE THREE GROWTH

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	2,458
Non-Residential Floor Area (sf)	9.83 million

Summary Actions:

- Create new open spaces at key locations, such as at the corner of Avenue R and 10th Street East and mid-block along Palmdale Blvd between Division Street and 4th Street East, to provide amenities for residents.
- Encourage shared neighborhood facilities - such as pools, fitness centers, and other uses to face public squares.

8.3. Financing of Public Improvements

The array of infrastructure needed as a result of planned phased development will need to be funded to keep pace with the expected build-out of the PTASP based on economic development projections. Due to the dissolution of the Palmdale Community Redevelopment Agency (CRA), this section explores other funding sources to help pay for the improvements. Potential capital funding sources include creative new tools such as the revenue sources supported by tax increment financing, public private partnerships as well as traditional sources such as grants. Following is an overview of the various types of funding sources and financing mechanisms that may be utilized to pay for improvements in the PTASP. This section focuses on public and private improvements in the PTASP. Detailed financial plans of HSR and VTUSA are developed and delineated in their respective plans.

8.3.1. Tax Increment Financing

Tax Increment Financing (TIF) schemes allocate new, incremental property tax revenues due to future increases in property value in a designated area to fund improvement projects that will benefit property values in that area. TIF does not require an additional tax rate, rather it is simply a reallocation of new revenues for existing taxes. Future taxes beyond a baseline amount are allocated towards a special purpose entity and can be bonded to fund station area improvements. TIF is a source that does not require additional costs from developers since it is based on incremental property tax revenues and may be more palatable to the development community. Currently in California, there are limited TIF tools that the City can use for value capture, though this may change in the future. The State recently adopted two new value capture tools which are intended to fund economic development initiatives: Enhanced Infrastructure Financing Districts (“EIFD”) and Community Revitalization and Investment Authorities (“CRIA”). These two tools have their limitations, but the State may consider new tools within the next few years.

EIFDs allow bundling of incremental property tax revenue, which can be included in an EIFD, net of moneys payable to school districts or educational funds, but only with approval from relevant taxing authorities. However, CRIAs are structured to revitalize disadvantaged communities; as such, these areas must meet income and other requirements and twenty-five percent of tax revenue captured by a CRIA must be used to fund or preserve affordable housing within the district boundaries. CRIAs are similar to EIFDs, but vary in a few important ways. Both tools can, among other things, capture the property tax increment only from consenting taxing entities, are eligible for bonding up to 45 years, can be formed without voter approval, and are governed by special boards with representation from all taxing entities which contribute their incremental tax revenues.

The City will need to issue bonds over multiple tranches to capture the value for upfront capital investment. Of course, there are benefits and drawbacks to each of the tools, including the ability to access upfront capital and the requirement of support from property owners, residents and/or other taxing entities. Although TIF is a powerful tool to capture incremental revenues, EIFDs and CRIAs do not enable upfront bonding to pay for capital costs; therefore, the City would only be able to bond against a proven increment after the formation of a district.

8.3.2. Special Assessment Districts

Special Assessment Districts are authorized by California law to create a particular and distinct benefit and require a majority vote of property owners within the specific district. These would require new assessments, which must be proportional to a specific benefit conferred on each parcel and become liens on each property. These districts are often used to support debt to pay for specific improvements, but typically come at a greater cost than a general obligation or revenue bond. These districts can benefit the City by transferring risk to property owners and they can provide upfront capital which is not as easily available with a TIF.

If there is support from current property owners, one type of Special Assessment District, a Mello-Roos Community Facilities District (CFD), may be a possible financial tool to help finance upfront infrastructure improvements in the PTASP. A CFD is a flexible infrastructure finance tool that generates revenue based on assessments on properties within a given area that can be used to fund both capital, and operation and maintenance costs. Future CFD revenues are often bonded against to fund the upfront capital costs of infrastructure, most commonly used for large-scale master planned private development, although there is precedent in California cities of CFDs as mechanisms for funding public infrastructure projects. The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district or joint powers authority to establish a CFD. The CFD requires two-thirds majority vote of residents living within the boundaries of the district. If there are fewer than 12 residents, the vote is conducted of current landowners. Special taxes are charged based on a formula that cannot be directly based on the value of property, and are charged annually until initial bonded indebtedness is repaid. After bonds are paid off, a CFD may continue to charge a fee to maintain improvements and services.

8.3.3. Developmental Impact Fees

Levying impacts fees on new development within the PTASP is another way to generate revenue for station area projects and infrastructure improvements. Proceeds from citywide and area-specific impact fees on new development projects, which are typically calculated on a per square foot or per unit basis, can be used to invest in public improvements like parks and open spaces, public facilities, and transportation infrastructure intended to mitigate development impacts. Under California law, development impact fees may not be used to fund O&M costs such as staff salaries or programming for a Business Improvement District.

The City of Palmdale already levies fees on development, which fund parks, transportation and other community infrastructure. Therefore, any additional impact fees should be carefully calibrated as they may serve as a deterrent to development within the PTASP area if they are too high. As such, impact fees may be more appropriate to levy within the PTASP area after the opening of high-speed rail, at which point proximity to the Palmdale Station will create a significant value premium and developers would be more willing to pay the fees.

8.3.4. Federal/State/Local Grants

The PTASP may also tap into various federal, state, local, and private grants. In particular, the project's focus on increasing transit ridership, promoting pedestrian friendly environment, and relieving traffic congestion may help the project qualify for various grants dedicated to these goals. There are a wide variety of federal grants that the City could pursue in order to fund the proposed improvements. For the most part, there are two major categories of federal grants available that would apply to the proposed improvements: transportation grants and HUD-based grants.

A select listing of potential state grant programs includes:

- State Transportation Plan/Congestion Management Air Quality
- State Transportation Improvement Program
- State Traffic Congestion Relief Program

8.3.5. Public Private Partnership (P3) Venture

To the extent the PTASP area can attract private developers, private investments may fund a portion/all of the necessary public improvements. Private developers (including private non-profit developers such as Southern California Housing Development Corporation) often make the initial investments in anticipation of the final project profit. For example, the City may be able to attract a housing developer who would be willing to assemble some of the land at a location within the boundaries of the PTASP and make initial public improvements that would be necessary for the new housing units that would be developed. Given the current strength of housing market in the City, attracting housing developers may be a promising first step to get the project off the ground. Successful development of housing in the first phase is also likely to help attract private developers for further additional future development (such as retail and office). In order to attract private developers, the City may need to provide financial/procedural incentives such as expediting entitlement process.

8.4. Palmdale Plaza

One of the strategic approaches to a successful implementation of the PTASP is to make the new Downtown the social heart of the City. It will be anchored by the multi-modal transit center, and contain a walkable mixed-use transit-oriented community. Stitching these urban fabrics with open spaces/public plazas that is a shared space will bring people to gather together, to relate to one another as a community. The creation of open space that is branded with proper signage is a key to allowing pedestrians to comfortably move through the PTASP area. The PTASP and its network of open space provide a very clear indication of its potential as a well-formed realm of public space that allows citizens to interact in a free and open manner. In fact, the network of public space is a better indication of pedestrian-friendliness and memorable character of an urban place, more so than the mere description of its building fabric. Although these elements are part of urban design explained in chapters 4 & 5, its also a vital part of an implementation plan as they enhance the desirability of surrounding neighborhoods.

8.4.1. Programming

Open spaces come in various shapes and forms, for the PTASP area, these can be in the form of transit squares, and plazas, neighborhood parks, and greenways. Squares are public spaces, seldom larger than a block, located at the intersection of important streets or in front of important civic buildings such as train stations. The landscape of squares consists of paved walks, lawns, trees, and civic buildings formally disposed and requiring substantial maintenance. Piazzas and plazas are public spaces generally set aside for commercial purposes and activities and located at the intersection of important retail streets. It may be the site for civic events such as farmers' markets, dances, concerts, outdoor film screenings, and other minor performances by street artists and actors. Neighborhood parks are medium-sized public spaces with a landscape consisting of grass and trees appropriate for playgrounds, dog runs, and other family-oriented activities. Greenways are linear corridors encompassing a trail for bicycles and pedestrians. A greenway should follow a natural trajectory which is transformed to its purpose.

Open spaces such as transit squares and plazas present a unique opportunity to be landmarks for the City. The programming of the public plaza with events and activities will be a major factor in its success. Such programming contributes to the fabric of a community by increasing pedestrian connectivity while the natural landscape heals the urban characteristic of the City. These plazas can serve as a catalyst for the ongoing transformation of Downtown by bringing quality of life, foot traffic to the area and increasing demand for surrounding properties.



SOURCE: GOOGLE IMAGES

FIGURE 8.5. EXAMPLE OF PUBLIC PLAZA

Programming open space owned by the City is key to placemaking. Placemaking can include a wide variety of public actions, regulations, and strategies that promote the creation of places that are oriented towards a friendly pedestrian experience, emphasize walking or bicycling over driving, and offer pleasant public spaces that foster vitality and excitement. Focusing on assets that the City owns helps generate funds and attract development. Studies have shown that programmed parks create significantly more value than passive parks or peaceful open space. These ventures can be funded by public-private partnership under the leadership of the City's Recreation and Culture Department or by a non-profit park foundation. By making the area surrounding the plazas desirable, developments in the immediate vicinity can be levied with an fee that can be used for the park's operations, programming and maintenance. Some of the benefits to the City upon implementation of programming can be:

- Creation of a high-energy park serving as a focal point
- Generate visitors and attracting locals to an event hosted at a destination
- Increased land value around the park
- Initiation of a philanthropic effort contributing to the funding, development, and ongoing maintenance of the park
- Adjacent development creates lots of 'eyes' on the park and its operations, leading to a safer environment
- Promote walkability and enhance people's recognition of the value of walking
- Levying fee on new development around the park that benefits parks, branding, and operations.
- Generate revenue by welcoming food vendors to the events and capture a certain percentage of their income

For a successful programming, certain strategies need to be in place, such as:

- An inspiration
- Create a focus such as family, health/wellness, and music for park programming.
- Find coalitions that can champion for a park investment for the good of the City
- Setting up a specific organization to run and operate the park
- Provide certain amenities such as free Wi-FI, restrooms, electrical outlets, plenty of shade, water
- Hosting interesting events depending on the seasons, time-of-day, etc., along with food trucks

8.4.2. Neighborhood Branding

With the arrival of HSR and concurrent transportation improvements undertaken by the City, the PTASP area will experience improved multi-modal mobility. Coupled with phased development and infrastructure improvements, the PTASP area presents a great opportunity to implement wayfinding and branding concurrently. Wayfinding encompasses all the ways in which people understand their surroundings and navigate from place to place. Wayfinding is more than just signs, it can also include maps, landscape features, off-street amenities, buildings, landmarks, and much more. It is a great tool for users to have access to information regarding their community resources, and how these elements are connected to one another, and ultimately to their neighborhoods. As projects develop, an effective signage and wayfinding program that enhances access and orientation to employment, educational, retail, and recreational centers

can be weaved into the process. This will prove beneficial to all the users involved as it brings the discussion to the front of the table rather than a after-thought. Branding should be taken to mean as a unified and integrated system of signage and wayfinding designed to be recognizable. This system can coexist with other partner systems like the City signages, as well be part of the neighborhood and community signs.



SOURCE: NACTO, 2019

FIGURE 8.6. EXAMPLE OF NEIGHBORHOOD BICYCLE BRANDING

The Specific Plan, in a practical sense, will create a notion of unique neighborhood character distinguished by land use, public plaza, or unique community resources. The proposed branding system should reinforce, as well as connect the development phases. Any wayfinding signage system proposed should recognize each neighborhood and local community assets, have visibility, but not be obtrusive on the environment and consistent with the goals and vision of the PTASP. The wayfinding signage plan should be comprehensive in scope, but not overwhelm by utilizing too many signs that could be distracting to users rather than enhancing their experience.

8.5. Environmental Regulations

The PTASP TOD Framework Plan Program EIR that covers land area larger than the PTASP planning area, previously analyzed the impacts associated with creation of a mixed-use transit-oriented district through future development and redevelopment within the PTASP planning area. Thus, consistent with the California Environmental Quality Act (CEQA) and Section 15152 of the State CEQA Guidelines, the Initial Study for the PTASP is tiered from the Palmdale TOD Framework Plan Program EIR, which was certified by the Palmdale City Council in January 2018. Since the Program EIR will serve as the primary environmental document for this Specific Plan, all applicable mitigation measures in the TOD Program EIR shall be incorporated into subsequent development proposals in the PTASP area up to the year 2035.

8.5.1. Compliance

As individual development proposals for a parcel or group of parcels within the PTASP planning area are submitted to the City, the City will review each proposal and determine whether the proposal is consistent with the development anticipated in the PTASP and evaluated in the Initial Study/Negative Declaration (IS/ND) for the PTASP, which is tiered from the Palmdale TOD Framework Plan Program EIR. If the City determines that the individual development proposal is consistent with the proposed development umbrella analyzed in the PTASP IS/ND and no new impacts or changed circumstances have occurred that may result in new impacts over those identified in TOD3 Program EIR's tiered document, it may use the IS/ND as the environmental document for that individual proposal. If the individual development proposal contains only minor changes to the proposed development umbrella analyzed in the PTASP IS/ND are proposed, the City shall prepare an Initial Study to determine the impacts associated with the minor changes and, if no new impacts or no increase in the severity of impacts will occur, it may adopt an Addendum to the TOD3 Program EIR's tiered document (i.e., PTASP IS/ND). If the individual development proposal contains changes that would result in new impacts but these impacts would be less than significant or may be mitigated by new mitigation measures, a Mitigated Negative Declaration and associated mitigation measures may be adopted.

However, if an individual development proposal contains changes that would result in new impacts that would be significant and unavoidable, such that a substantial increase in the severity of significant impacts is anticipated, major revisions to the TOD3 Program EIR's tiered document are needed, or other circumstances as listed in Section 15162(a) of the State CEQA Guidelines would occur, then the individual proposal would have to undergo additional or separate CEQA environmental review and clearance.

For a development proposal that is consistent with the development anticipated in the PTASP planning area to the year 2035, such development proposal shall comply with the relevant regulatory requirements and shall implement the mitigation measures from the TOD3 Program EIR that are applicable to such development proposal, as determined by the City. This does not exempt the development proposal from compliance with other federal, State, regional and City regulations that may be imposed or are relevant to the development proposal or components of the development proposal.

Future development beyond 2035 under the PTASP would be subject to additional environmental review if it exceeds the development anticipated in the Palmdale TOD Framework Plan Program EIR.

The Regulatory Requirements and Mitigation Measures listed in the TOD3 Program EIR's tiered document shall be evaluated for applicability to individual development proposals in the PTASP area and pertinent requirements and measures implemented as part of that development proposal.

8.6. Periodic Evaluation

As witnessed by communities throughout the country, historically market conditions are dictated by the economic conditions. The PTASP is a long-term plan that will evolve in phases throughout its implementation. Therefore, administration and maintenance of the PTASP are vital to realize the vision and updates and recommendations can be revisited as deemed necessary by the City.

APPENDIX

GLOSSARY OF TERMS

Architectural Projections – projections include uninhabited portion of a building including sloping portions of roofs, parapets, chimneys, spires, towers, tanks and similar projections. Accessway – a formalized path, walkway, or other physical connection that allows pedestrians to efficiently reach destinations.

Arcade – a covered walkway attached to a building and supported on the sides not attached to the building by columns.

Articulation – the visible expression of architectural or landscape elements through form, structure, or materials that “break up” the scale of buildings and spaces to achieve a “human scale".

Balcony – an exterior platform that projects from or into the façade of a building and is surrounded by a railing, balustrade, or parapet.

Bay Window – a large window or grouping of windows projecting from the outer façade of a building and forming an alcove in the interior of the building.

Building Height – vertical distance from the average finished grade elevation to the top of the roof plate (bottom of the eave for a pitched roof or bottom of parapet for a flat roof). Additional height allowances are a part of the Architectural Projections (see above) and include parapets and the sloping part of a pitched roof.

Building Setback – the distance between the building line and the property line, or when abutting a street, the ultimate right-of-way line.

Density – a unit of measurement that divides persons, floor area, or dwelling units per the gross or net measurement of a discreet area e.g., acres, square feet, square miles. Density requirements in this document are expressed as gross densities with the land area including the area of the parcel, specific to the use including its yard and any parking provided, plus the area of one-half of the street right-of-way upon which the parcel fronts.

Drive-Through Facility – facilities allowing transactions for goods or services without leaving a motor vehicle.

Floor Area Ratio (FAR) – the amount of enclosed gross floor area per lot or parcel of land on which such building or buildings are located in relation to the amount of site area. For example, a floor area ratio of 0.5 is equal to one square foot of floor area for every two square feet of site area.

Frontage – the linear edge of a property adjacent to the property line abutting a street, public right-of-way.

Greenway – a singular or a series of vegetative, linear corridors, natural or man-made, which may contain active or passive recreational uses or which may prohibit human activity altogether in order to preserve sensitive areas. These are usually associated with riparian systems, but may also include transportation corridors.

Human Scale – the size and proportion of a physical element that closely relates to the human body e.g., a 16-foot lamp post vs. a 30 foot lamp post, and a façade with vertically oriented framed windows vs. a façade with a continuous and unarticulated window wall.

Live-Work – a residential unit that is also used for commercial purposes for a time, with minimum of 50% of the total building area given to the commercial use within the same structure as the residential component.

Lot Coverage – areas of a lot or parcel covered by buildings (as defined by foundation perimeters) and other structures with surfaces greater than 36 inches above the finished and natural grade.

Mixed-Use – development contained within a single-parcel (horizontally or vertically) or adjacent parcels that contains different uses that are complementary to each other and provide activity throughout the day.

Opaque – not transparent.

Open Space – a private or public open land area that is currently undeveloped; it may be maintained as open space into the future or it could be developed.

Overhang – the part of a building that extends horizontally beyond the wall.

Parking Structure – a parking garage located above ground or underground consisting of one or more levels, not surface parking.

Parking, Off-Street – formal or informal parking located within a parcel and outside a private or public right-of-way.

Parking, On-Street – formal or informal parking located within a private or public right-of-way and outside of a parcel.

Pedestrian – people who walk, sit, stand, or use a wheelchair in public spaces, be they children, teens, adults, elderly, people with disabilities, workers, residents, shoppers or people watchers, etc.

Pedestrian Activity – the congregation of persons in an area whose primary means of transportation is by foot.

Portico – a porch or walkway with a roof supported by columns, often leading to the entrance of a building.

Porch – an open or enclosed gallery or room attached to the outside of a building, typically serving as a semi-public space prior to a building entry.

Primary Front Façade – the façade of a building that is meant to take importance over the remaining façades of a building, typically fronting onto a public or private street or pedestrian accessway.

Primary Street – the street that typically carries more vehicular and pedestrian traffic, and where the main façade of the building faces.

Setback – the distance between the building façade and the property line of the parcel in which the building is located.

Side Street – for corner lots, the street that is not the Primary Street.

Street-Facing – the façade of a building that is adjacent to a public or private right-of-way.

Transit-Oriented Development (TOD) – a development pattern characterized by a mix of uses surrounding a transit platform where streets have a high level of connectivity, blocks are small, and streetscape, buildings, and uses cater to the pedestrian.

Transit Station – the area including the platform which supports transit usage and that is owned by the transit authority.

Transparent – a surface which allows objects on the other side to be easily seen.

Trellis – a light framework of horizontal and vertical members that can be freestanding or attached to a building often supporting climbing plants.

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EXPANDED IMAGES

Figure 2.7. Year 2010 Distribution of Population by Block

Figure 2.8. Year 2010 Block Group Population by Race

Figure 2.13. Potable Water Infrastructure Map

Figure 2.14. Recycled Water Map

Figure 2.15. Wastewater Map

Figure 2.16. Stormwater Map

Figure 2.17. Floodplain Map

Figure 2.18. Air Force Plact 42 Land Use Map

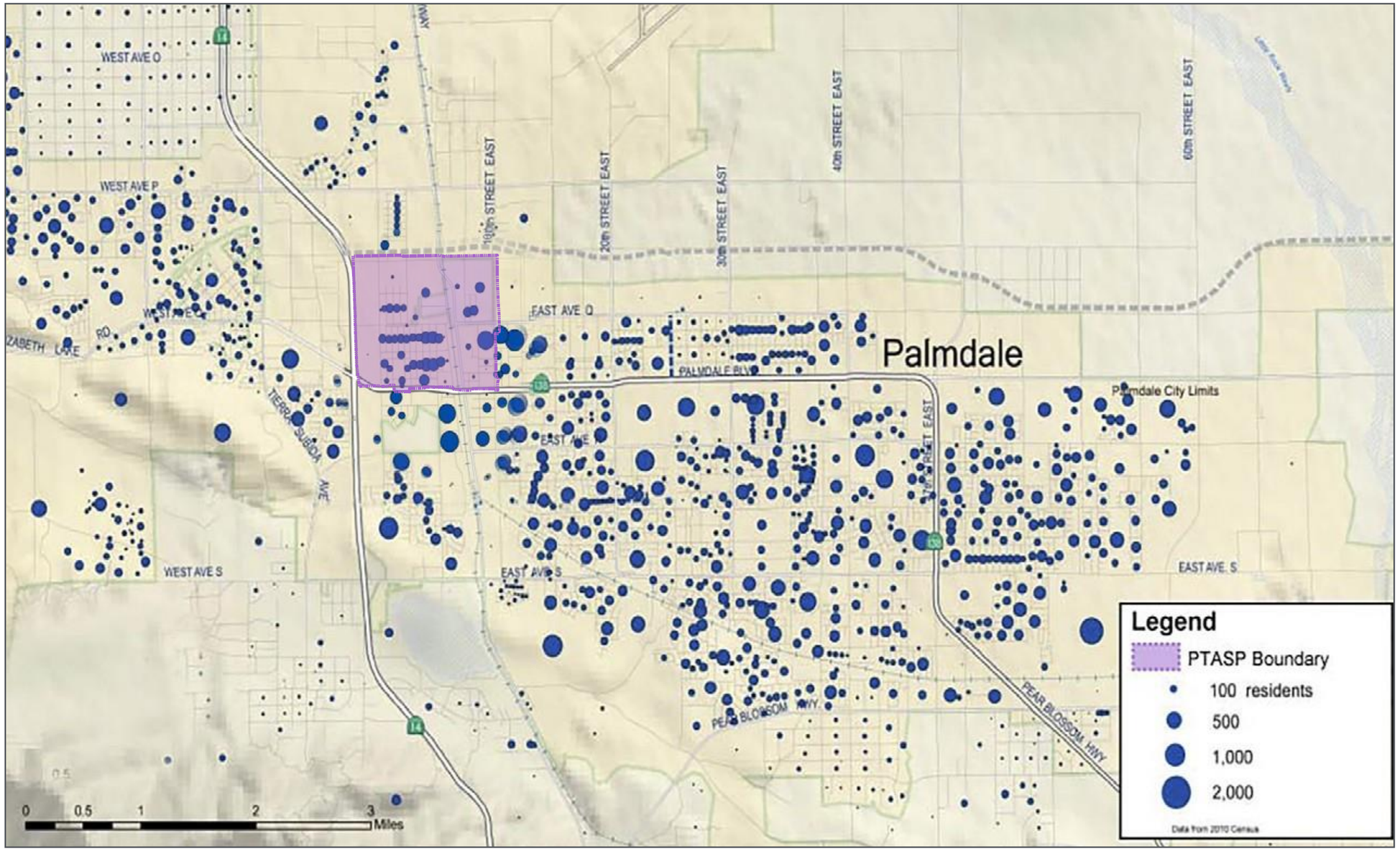
Figure 5.12. Example of an Awning or Canopy

Figure 7.3. Example of Residential Plan Layout

Figure 7.4. Example of Commercial Plan Layout

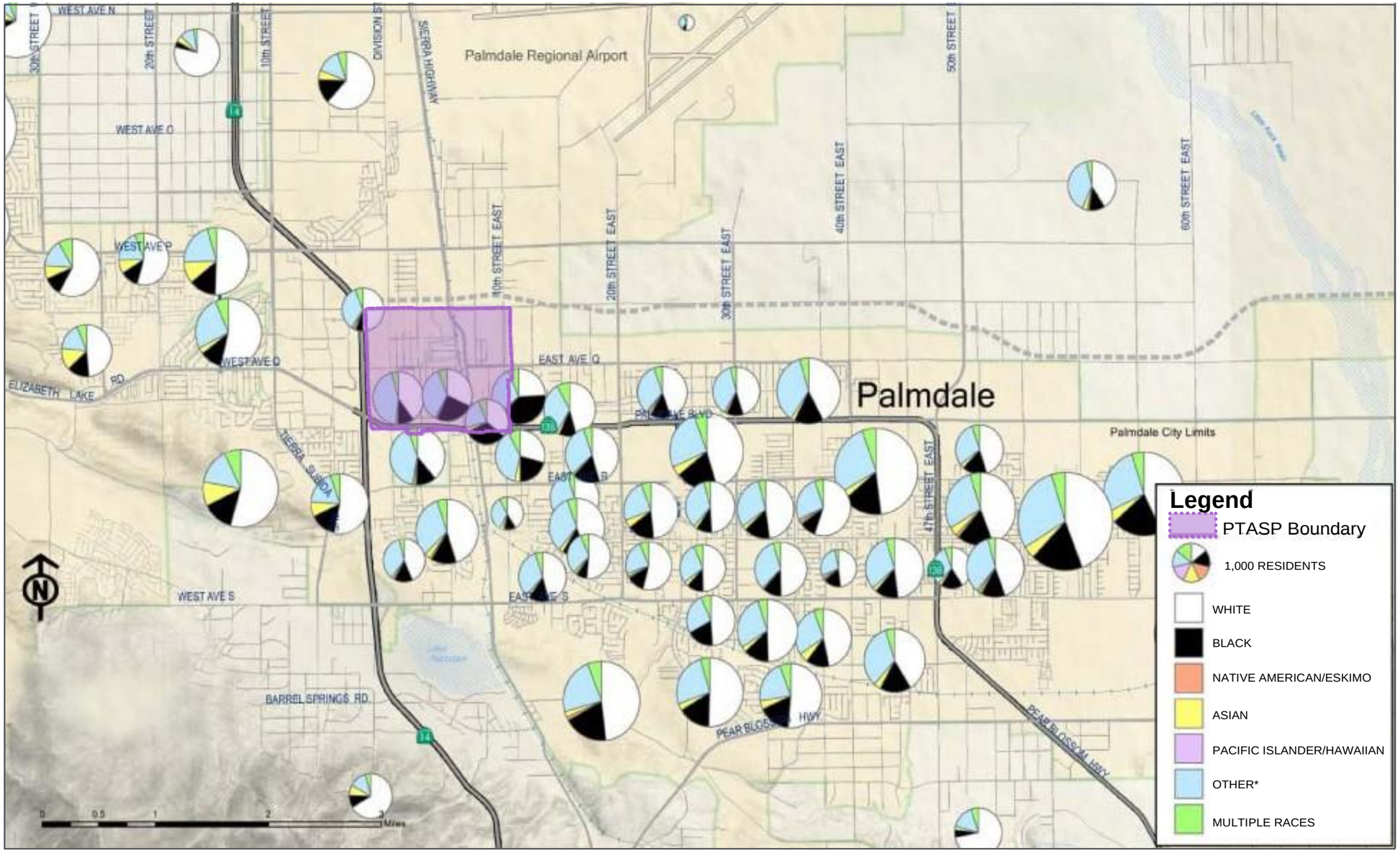
Figure 7.5. Locations of Gas Distribution and Electricity Transmission

Figure 7.6. Locations of Telecommunications Equipment



SOURCE: U.S. CENSUS BUREAU

FIGURE 2.7. YEAR 2010 DISTRIBUTION OF POPULATION BY BLOCK



SOURCE: U.S. CENSUS BUREAU

FIGURE 2.8. YEAR 2010 BLOCK GROUP POPULATION BY RACE

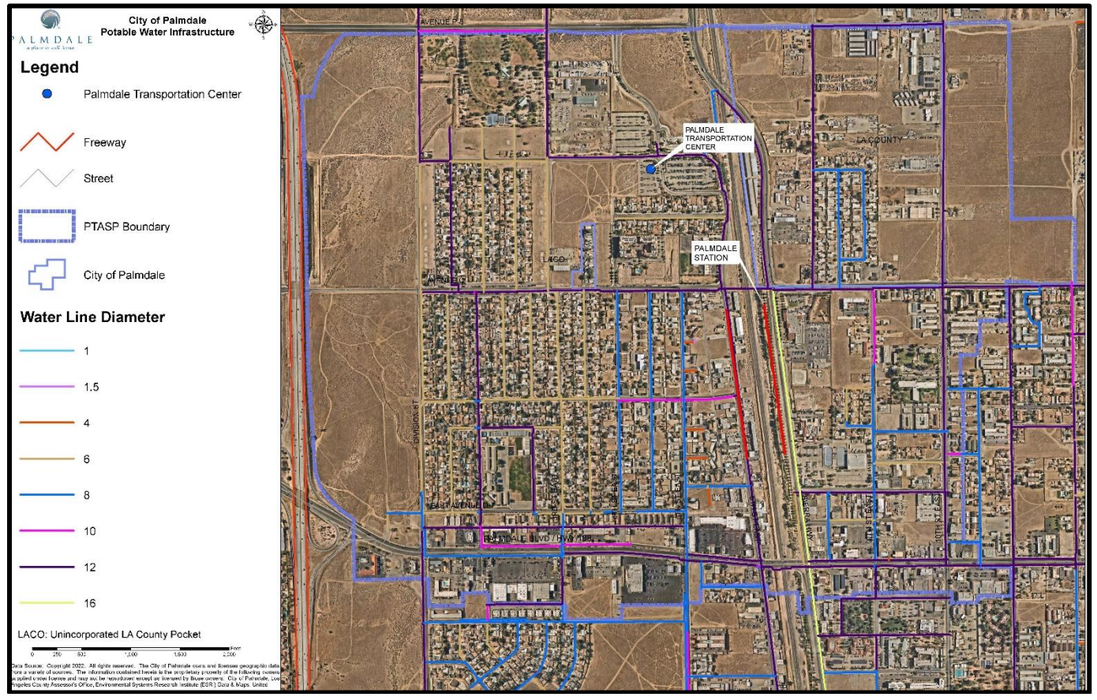


FIGURE 2.13. POTABLE WATER INFRASTRUCTURE MAP

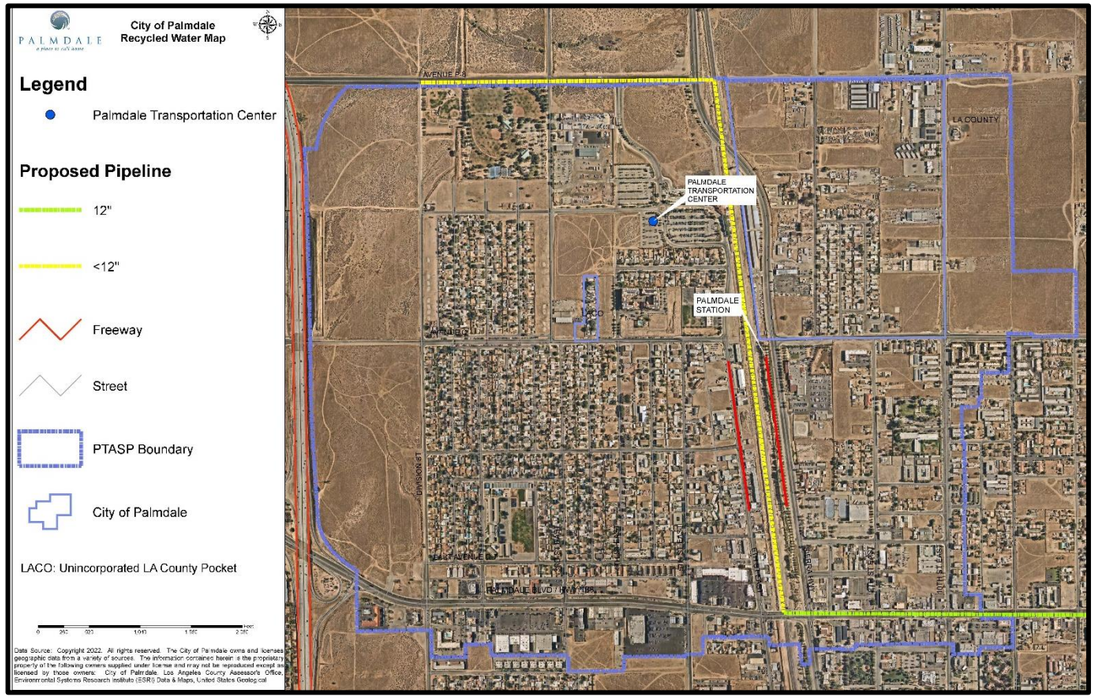


FIGURE 2.14. RECYCLED WATER MAP

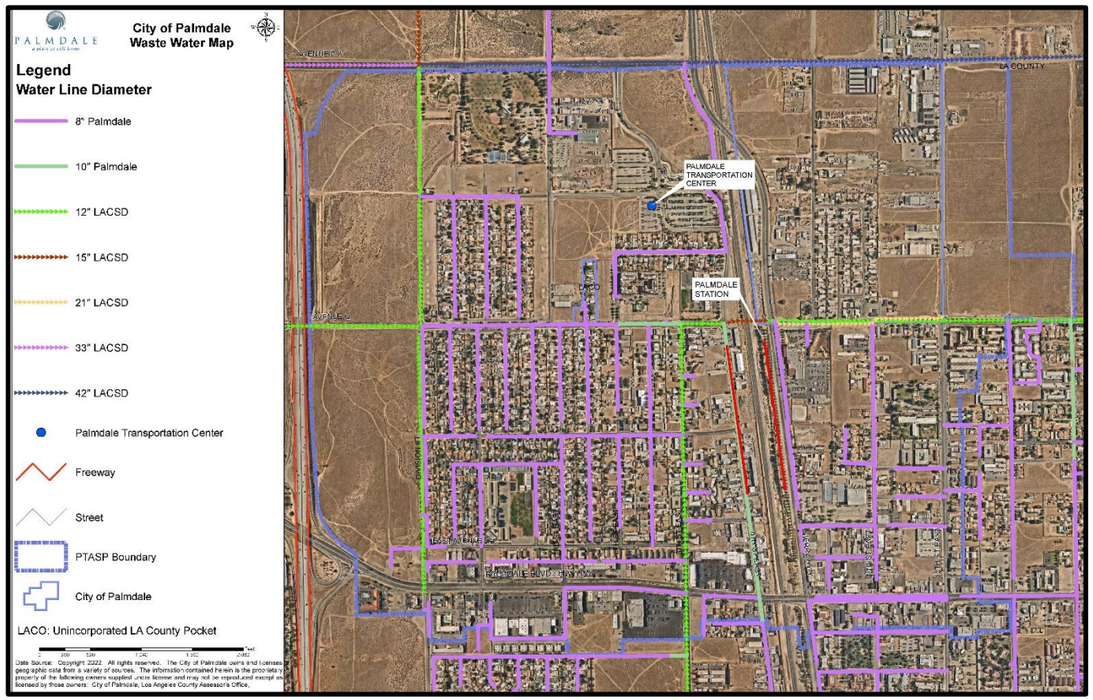


FIGURE 2.15. WASTEWATER MAP

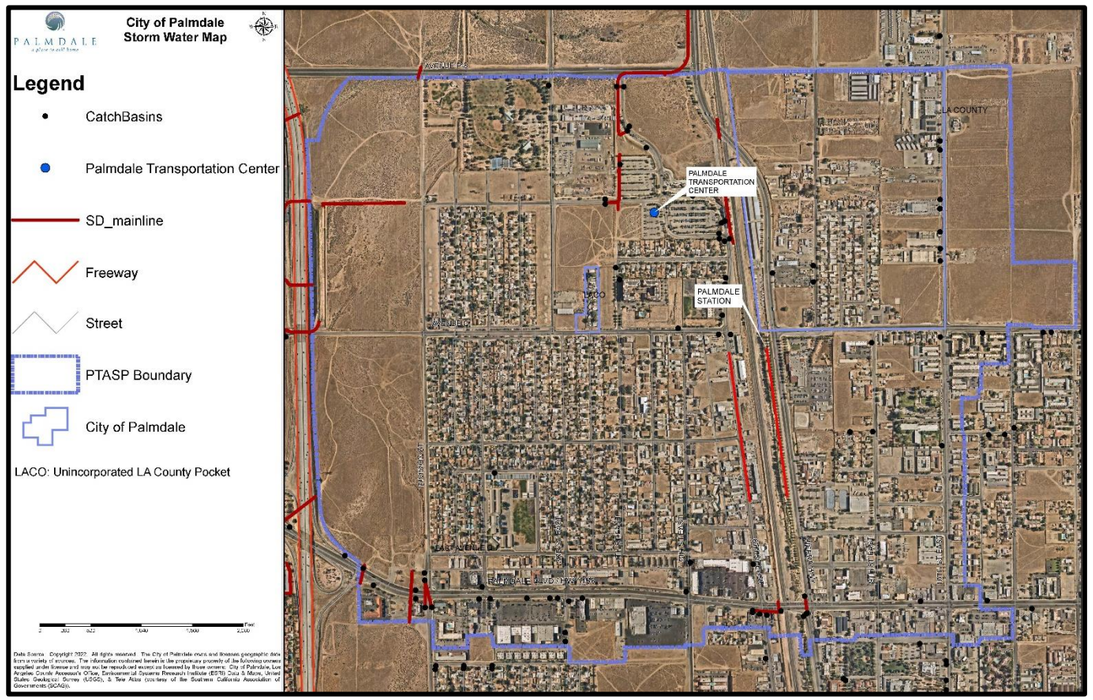


FIGURE 2.16. STORMWATER MAP

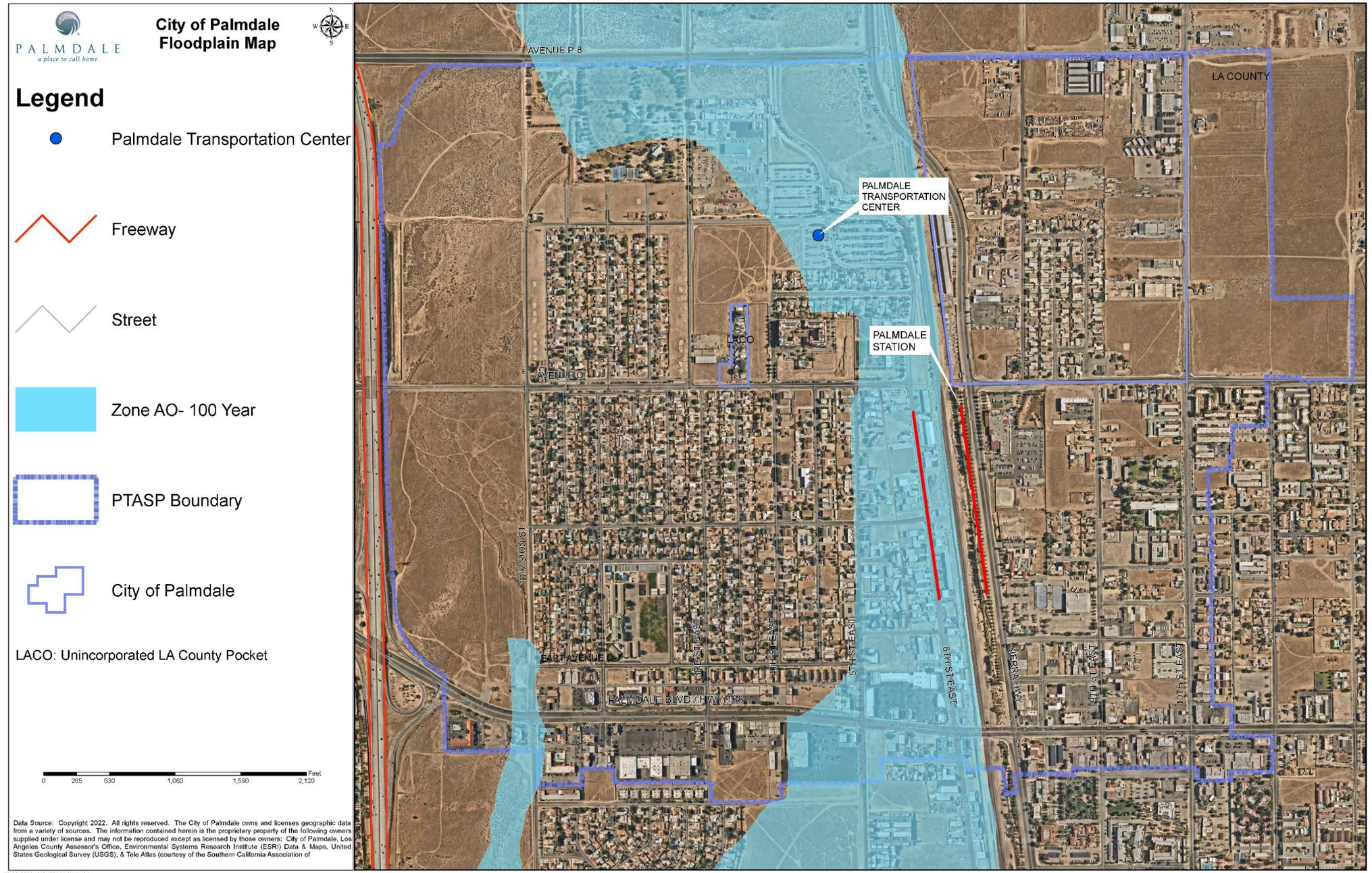
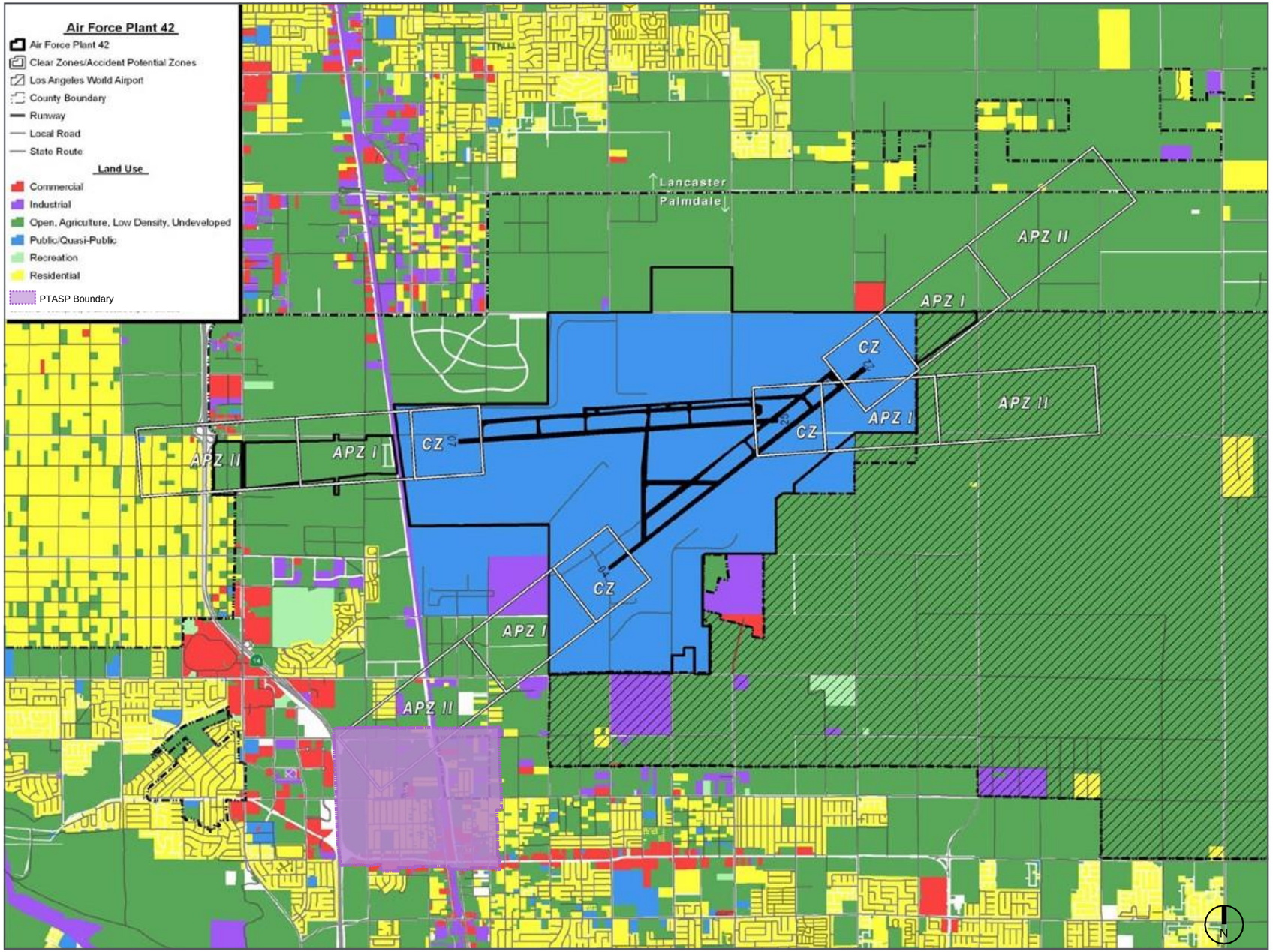


FIGURE 2.17. FLOODPLAIN MAP



SOURCE: 2002 US AIR FORCE PLANT 42 STUDY UPDATE

FIGURE 2.18. AIR FORCE PLANT 42 LAND USE MAP (SEE APPENDIX FOR EXPANDED IMAGE)

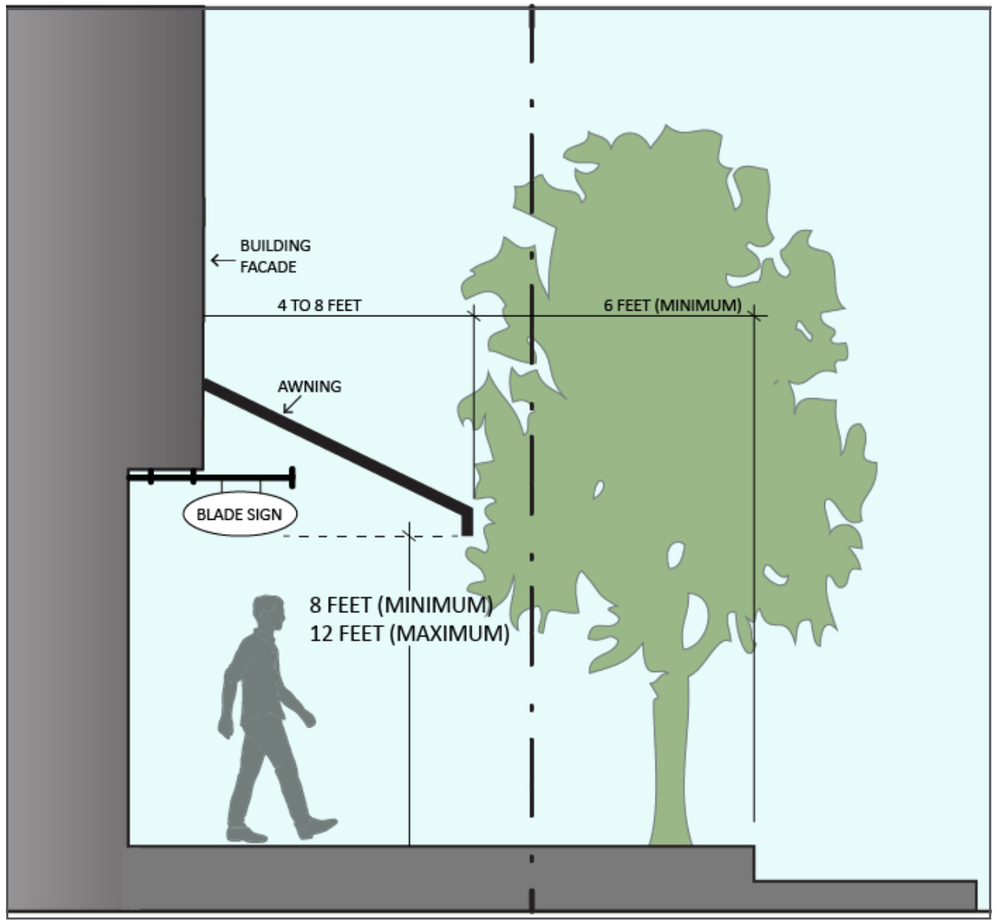
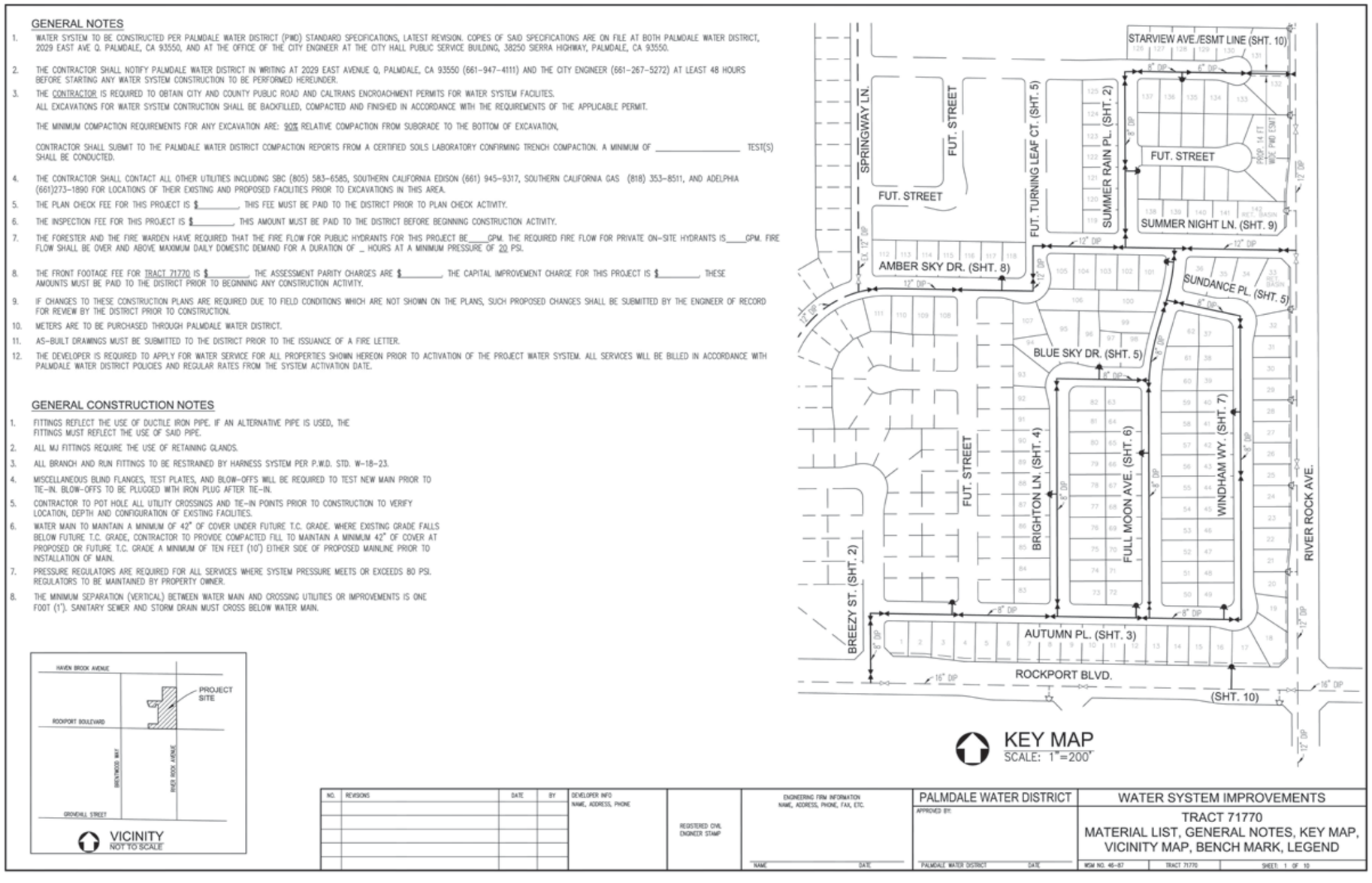
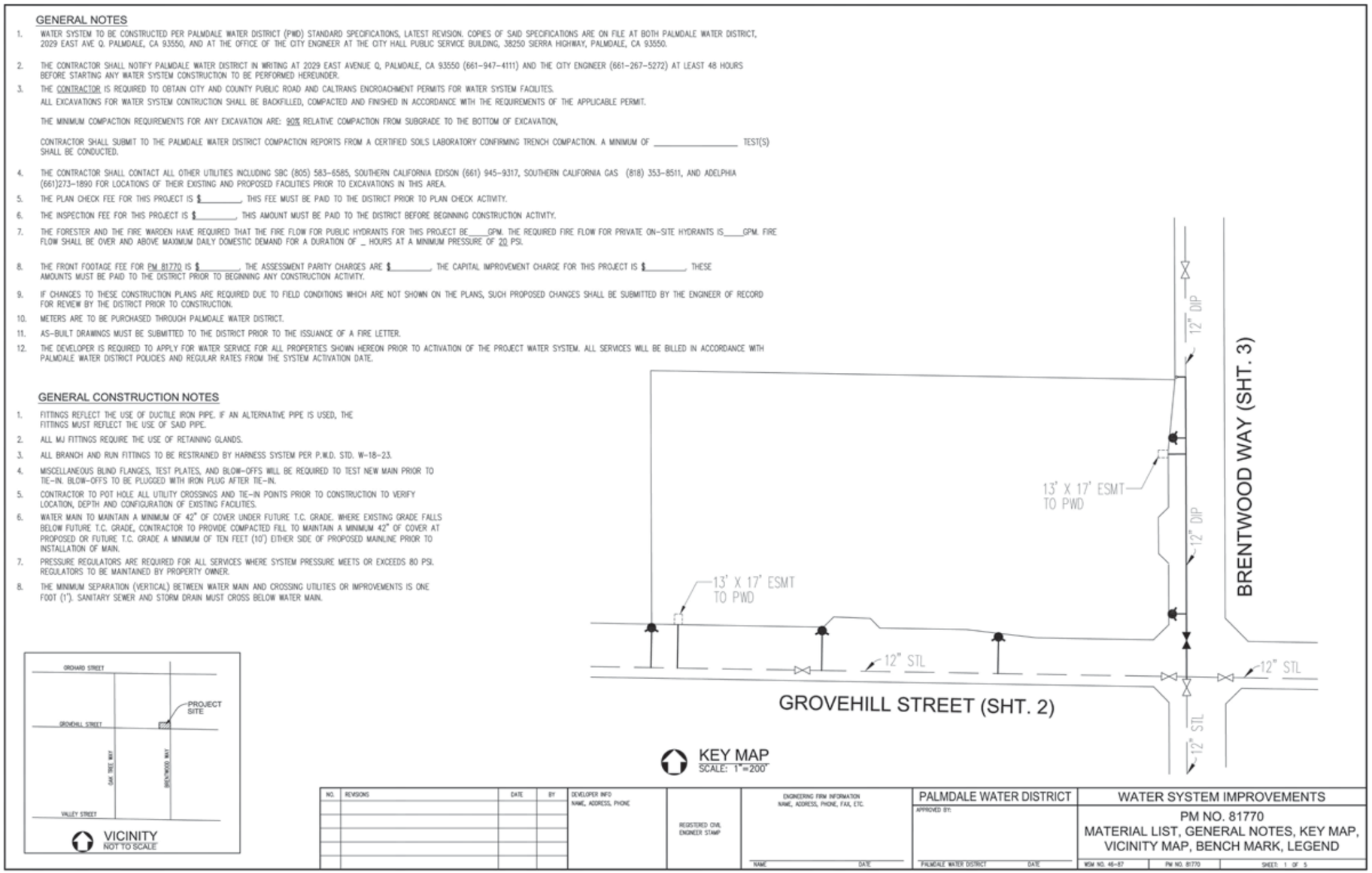


FIGURE 5.12. EXAMPLE OF AN AWNING OR CANOPY



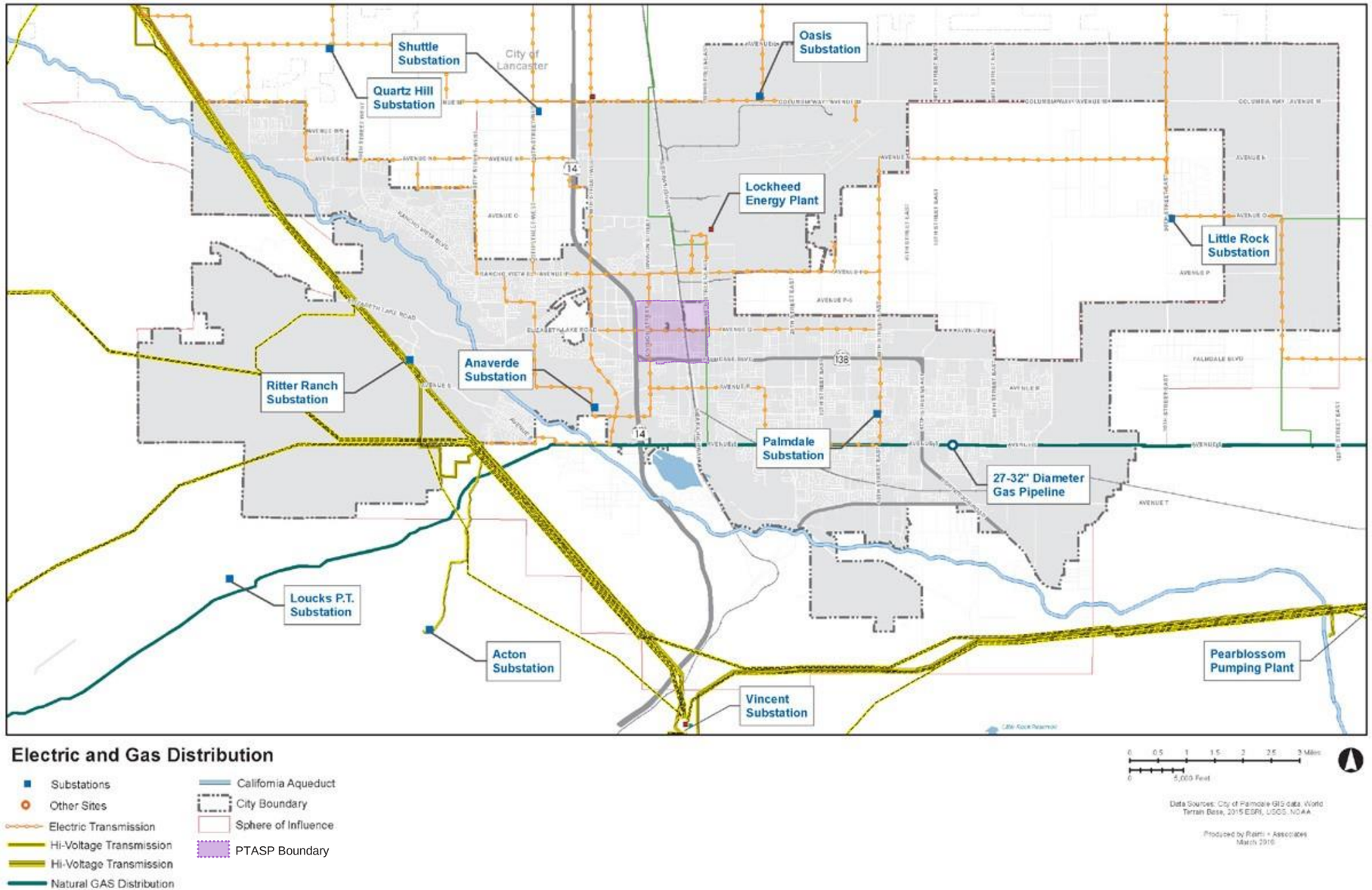
SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.3. EXAMPLE OF RESIDENTIAL PLAN LAYOUT



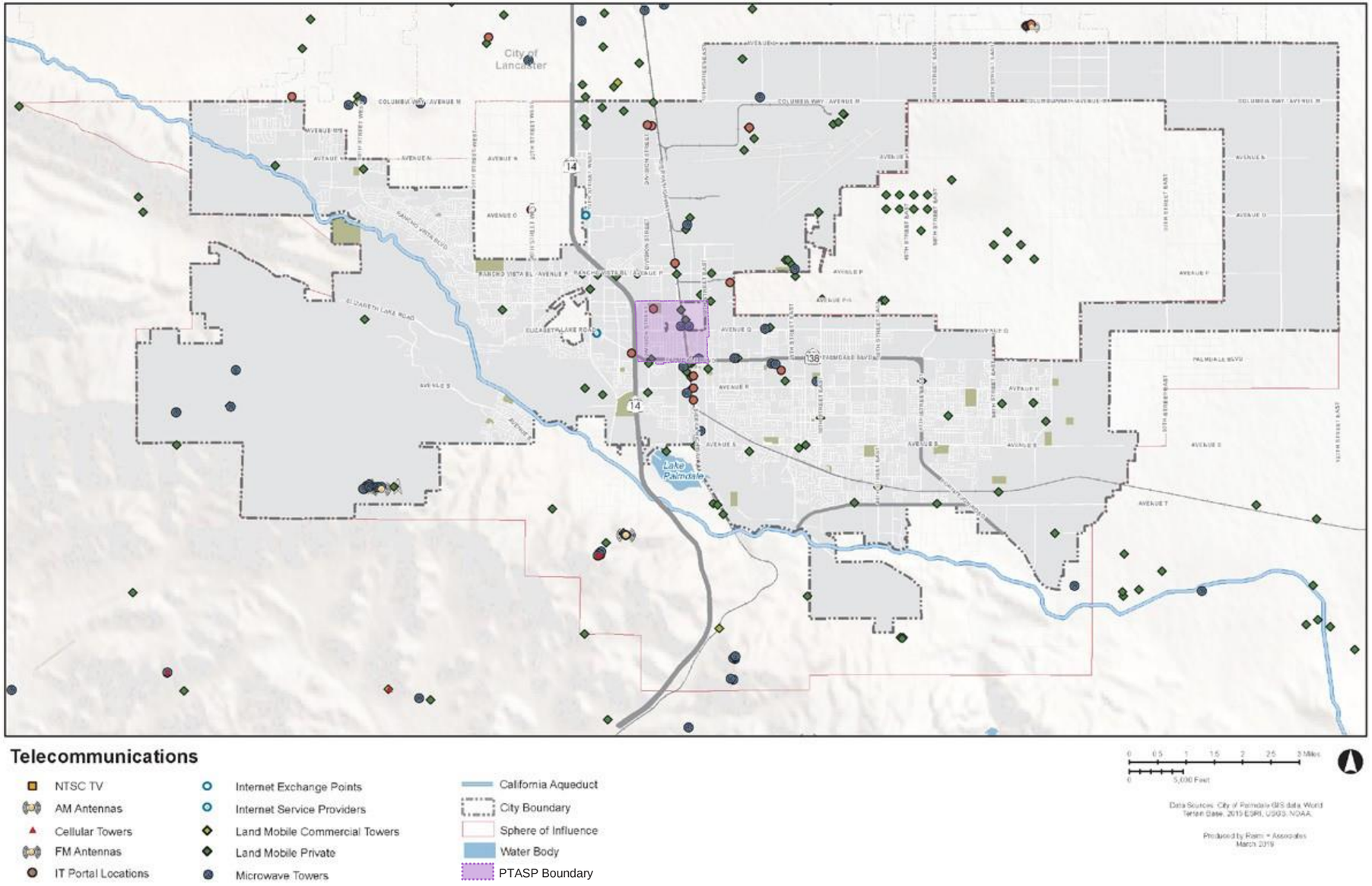
SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.4. EXAMPLE OF COMMERCIAL PLAN LAYOUT



SOURCE: PARSONS, 2019

FIGURE 7.5. LOCATIONS OF GAS DISTRIBUTION AND ELECTRICITY TRANSMISSION



SOURCE: PARSONS, 2019

FIGURE 7.6. LOCATIONS OF TELECOMMUNICATIONS EQUIPMENT