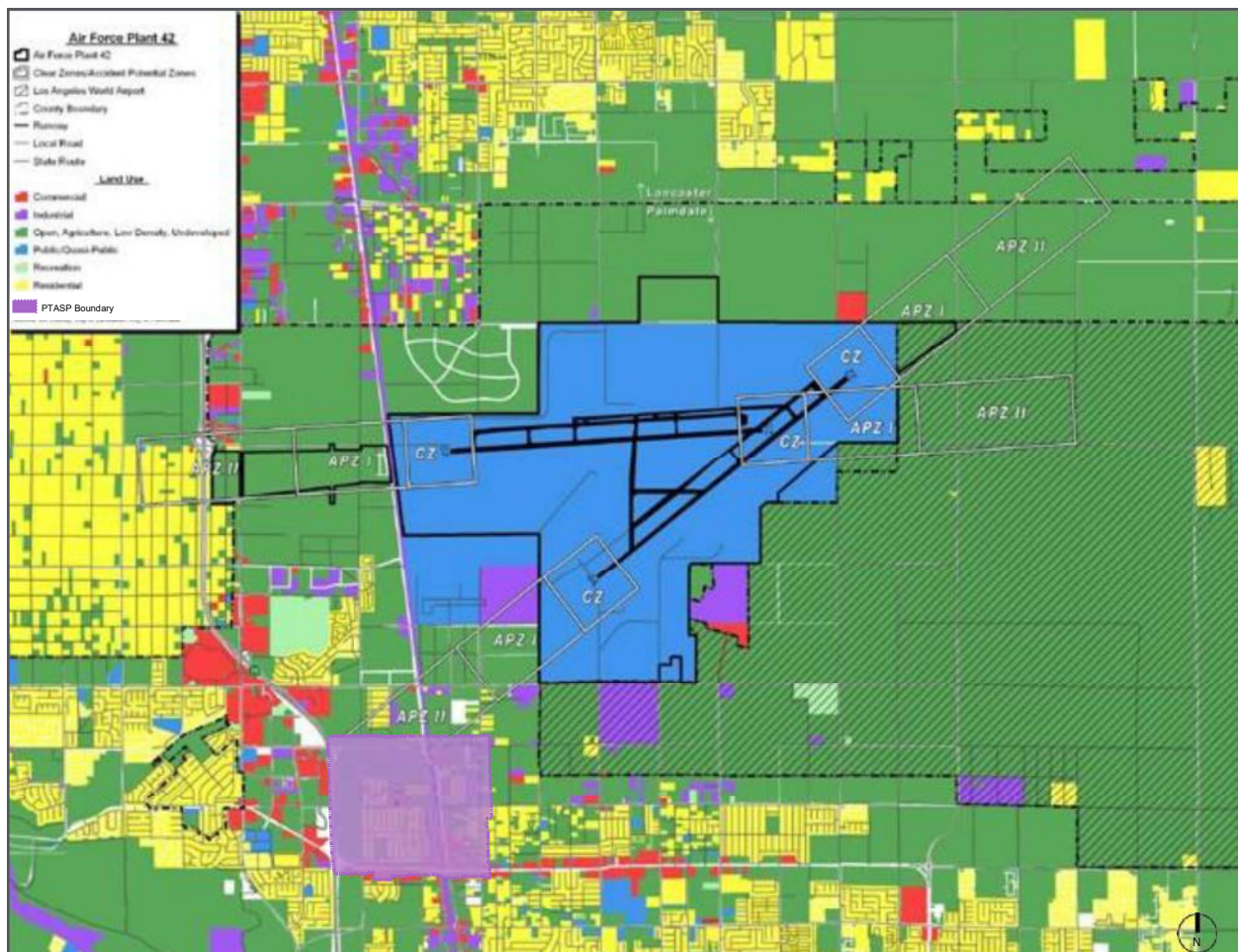


2.7.1. Resolving Land Use Conflicts

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

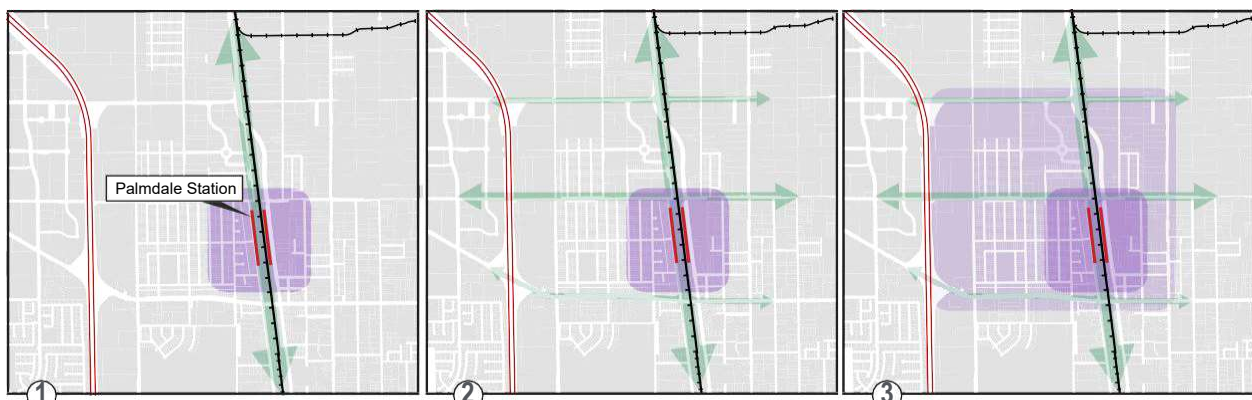
Two parcels within the PTASP area remain in the County, including the Telstar Mobile Home Park. The City has no land use or development authority over these parcels until they are annexed. Pre-zoning for these parcels is provided in the subsequent chapters of this Specific Plan. These zoning designations 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 1. Replace the Palmdale Transportation Center with a multi-modal gateway.
- ② 2. Enhance transit and pedestrian linkage.
- ③ 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.

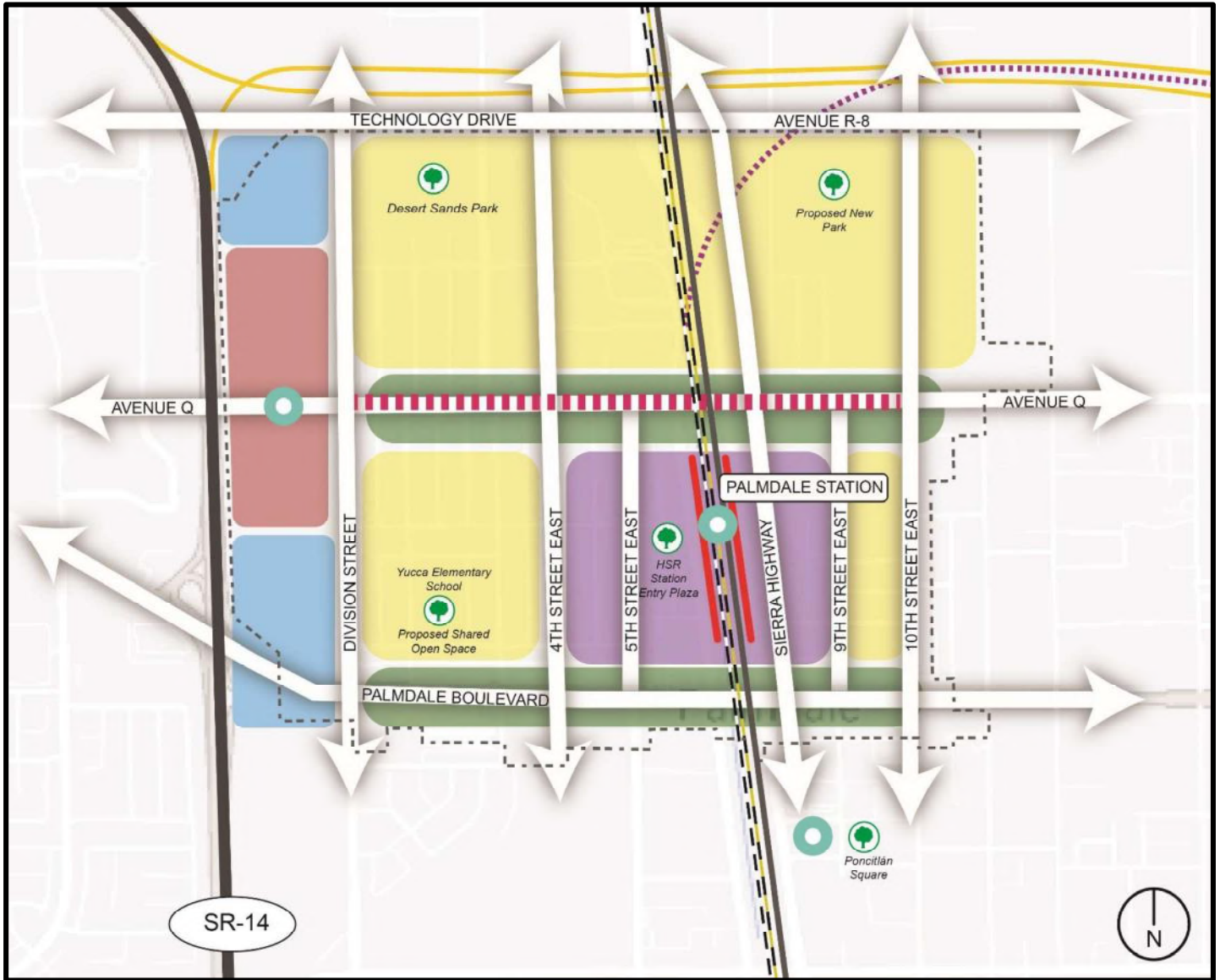
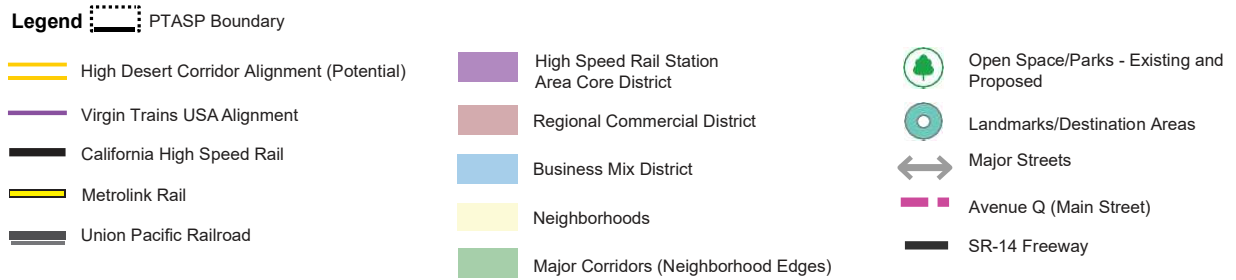


FIGURE 4.1. PROPOSED URBAN DESIGN FRAMEWORK



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.

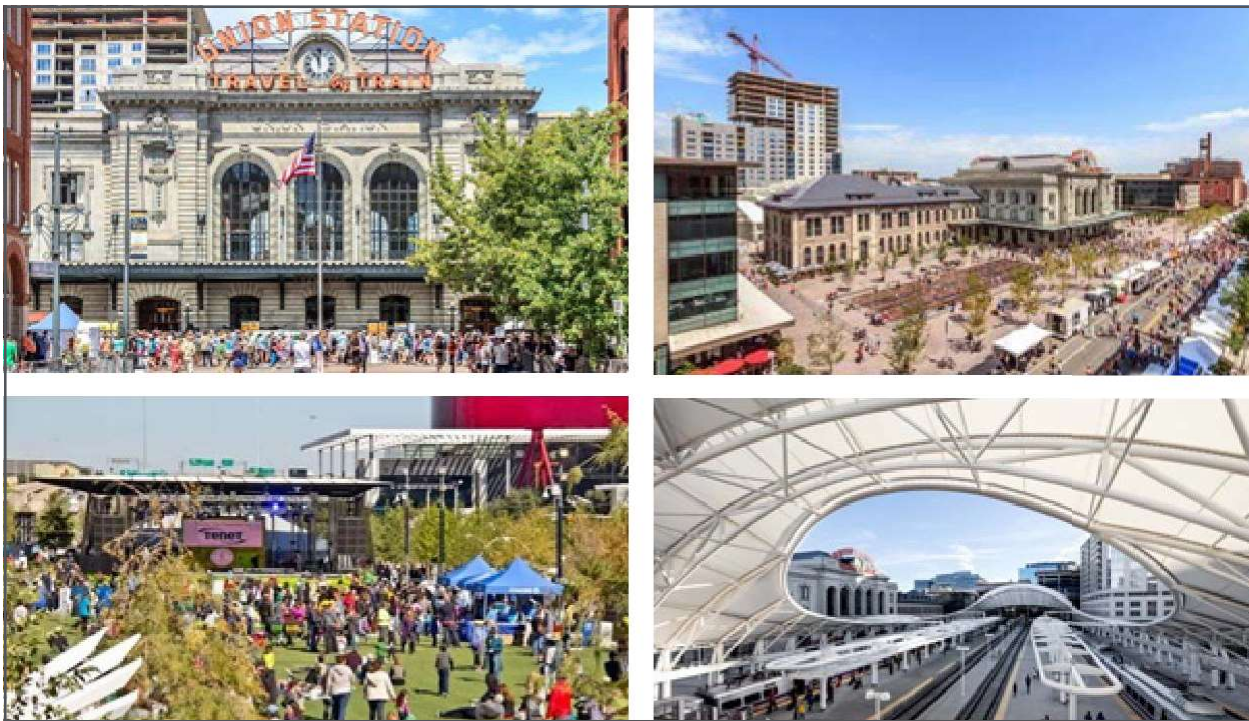


FIGURE 4.2. EXAMPLE IMAGES ABOVE ARE FROM UNION STATION IN DENVER, CO. THE HSR MULTI-MODAL STATION WILL BE A DISTINCTIVE LANDMARK AND THE ENTRY PLAZA WILL BE A MAJOR PUBLIC GATHERING SPACE IN THE CITY.

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.

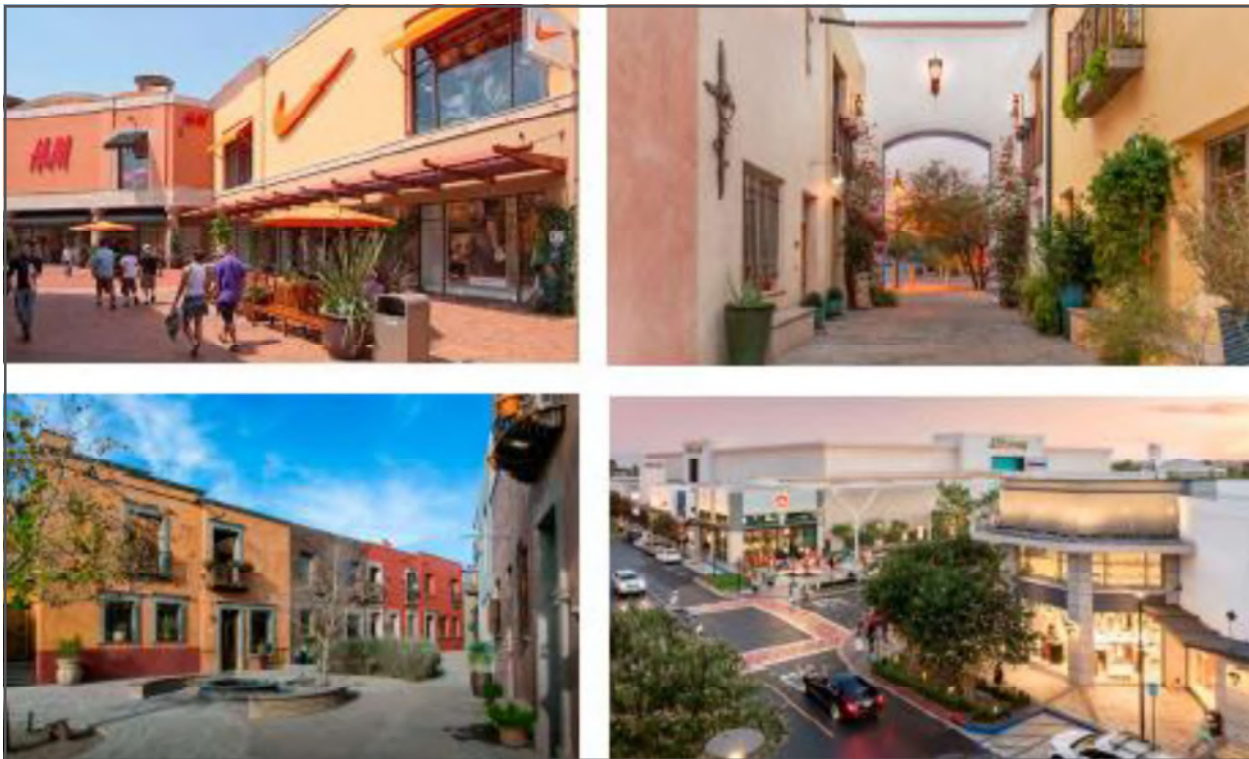


FIGURE 4.3. EXAMPLES OF REGIONAL COMMERCIAL DISTRICT. THE REGIONAL COMMERCIAL DISTRICT WILL SERVE AS AN ATTRACTION FOR BOTH RESIDENTS AND VISITORS.

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.

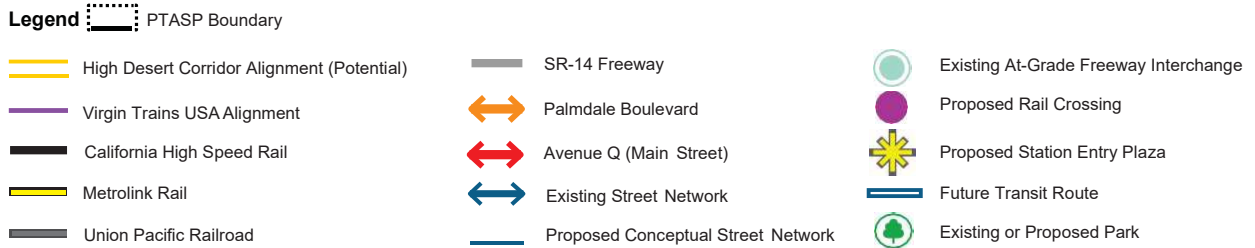
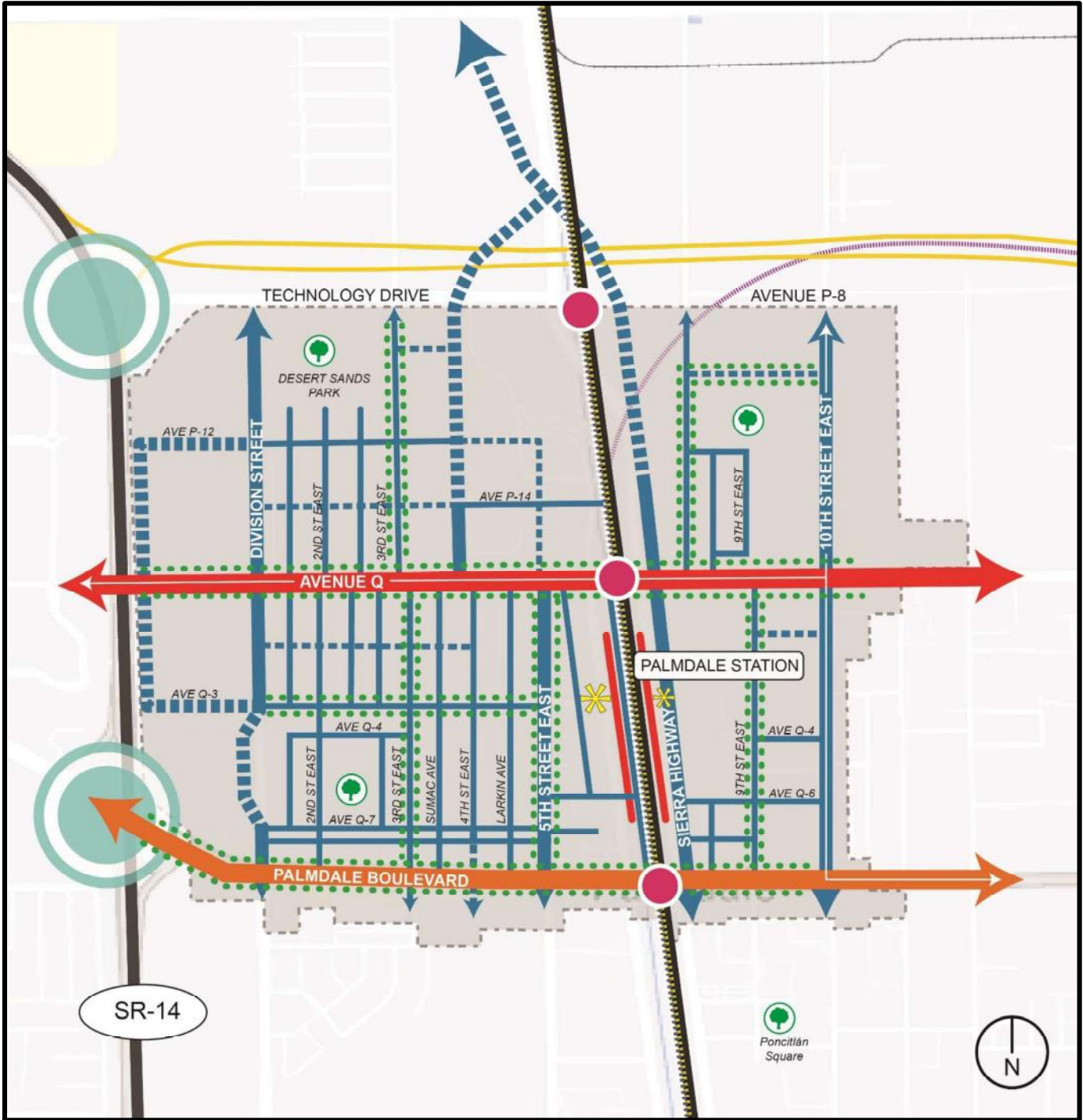


FIGURE 4.8. STREET NETWORK IMPROVEMENTS

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.

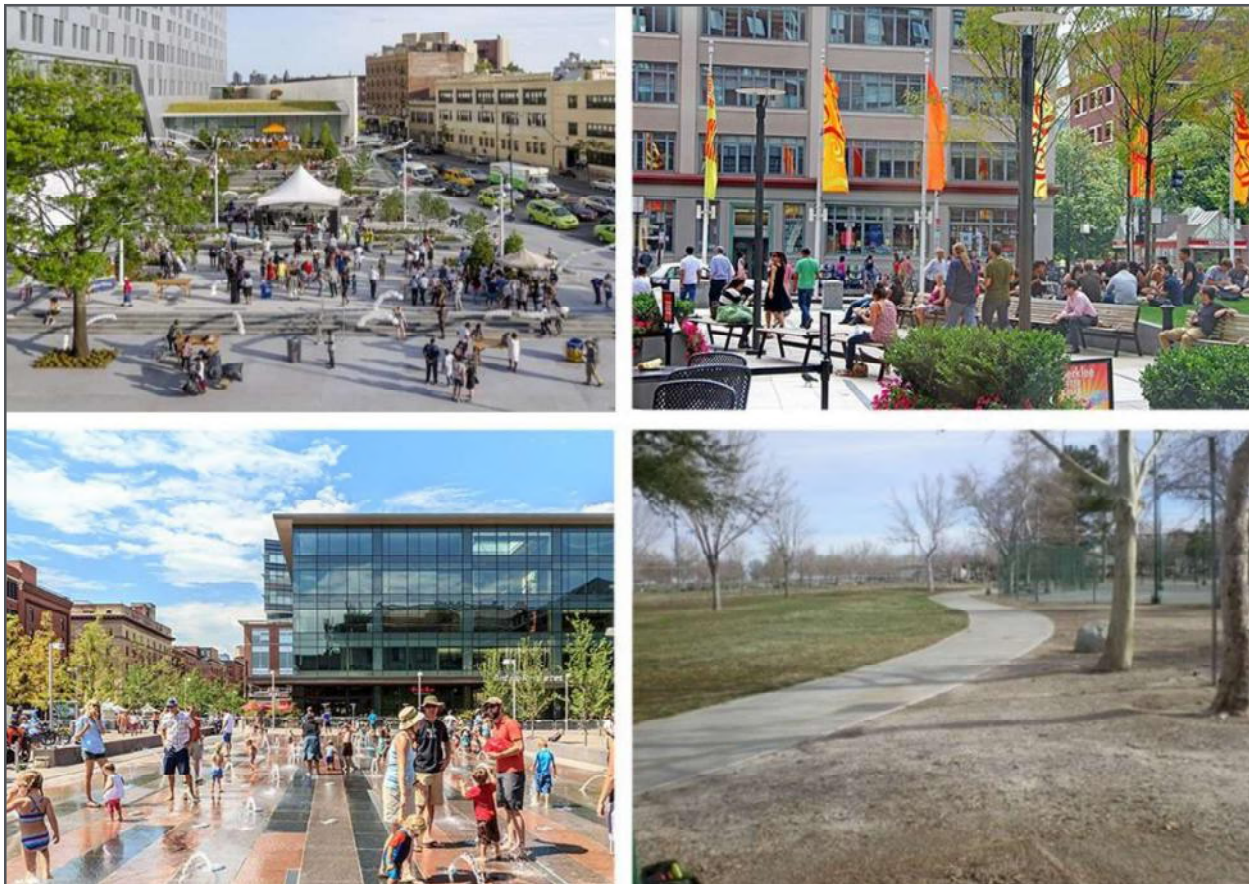


FIGURE 4.11. EXAMPLES OF OPEN SPACES/PARKS. ALL RESIDENTIAL DEVELOPMENT WILL BE WITHIN WALKING DISTANCE OF EXISTING OR FUTURE PARKS AND PLAZAS.

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 conceptual 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



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.

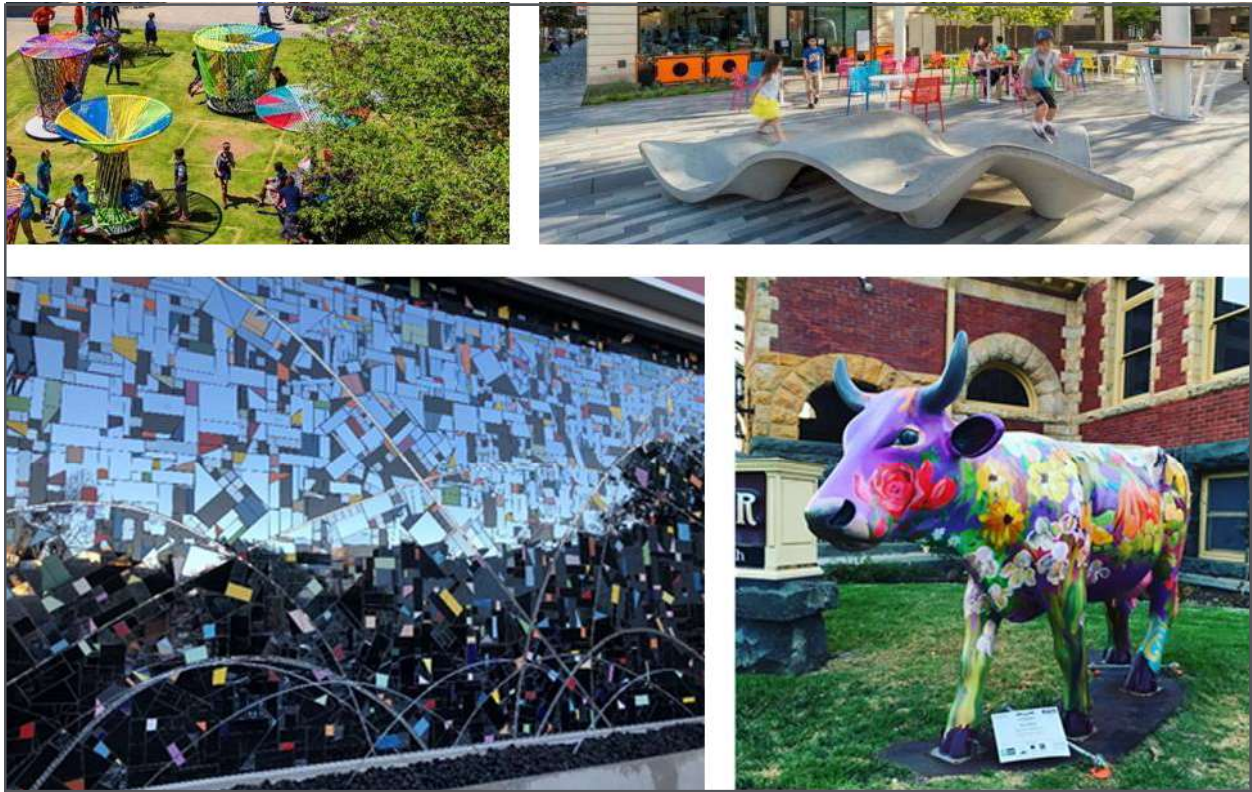


FIGURE 4.19. EXAMPLES OF PUBLIC ART. PUBLIC ART CAN BE LOCATED IN COURTYARDS, PLAZAS OR PARKS.



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 Codes²: 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

<p>T1 NATURAL ZONE</p>	<p>T2 RURAL ZONE</p>	<p>T3 SUB-URBAN ZONE</p>	<p>T4 GENERAL URBAN ZONE</p>	<p>T5 URBAN CENTER ZONE</p>	<p>T6 URBAN CORE ZONE</p>	<p>SD SPECIAL DISTRICT</p>
<p>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.</p>	<p>The Rural Zone is intended to reserve agricultural land and is not applicable for this Specific Plan.</p>	<p>The Sub-Urban Zone is intended for single-family residential development as a transition zone between dense, urbanized city areas and undeveloped land.</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>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.</p>	<p>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.</p>

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 developed 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.

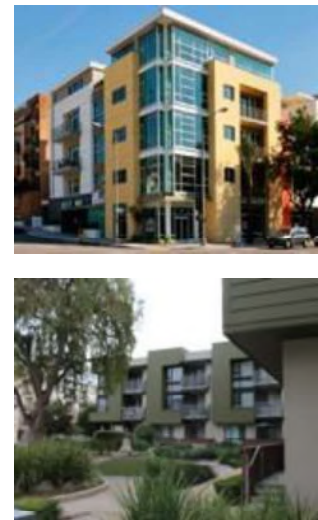


5.3.2. Urban Center (T5)

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)

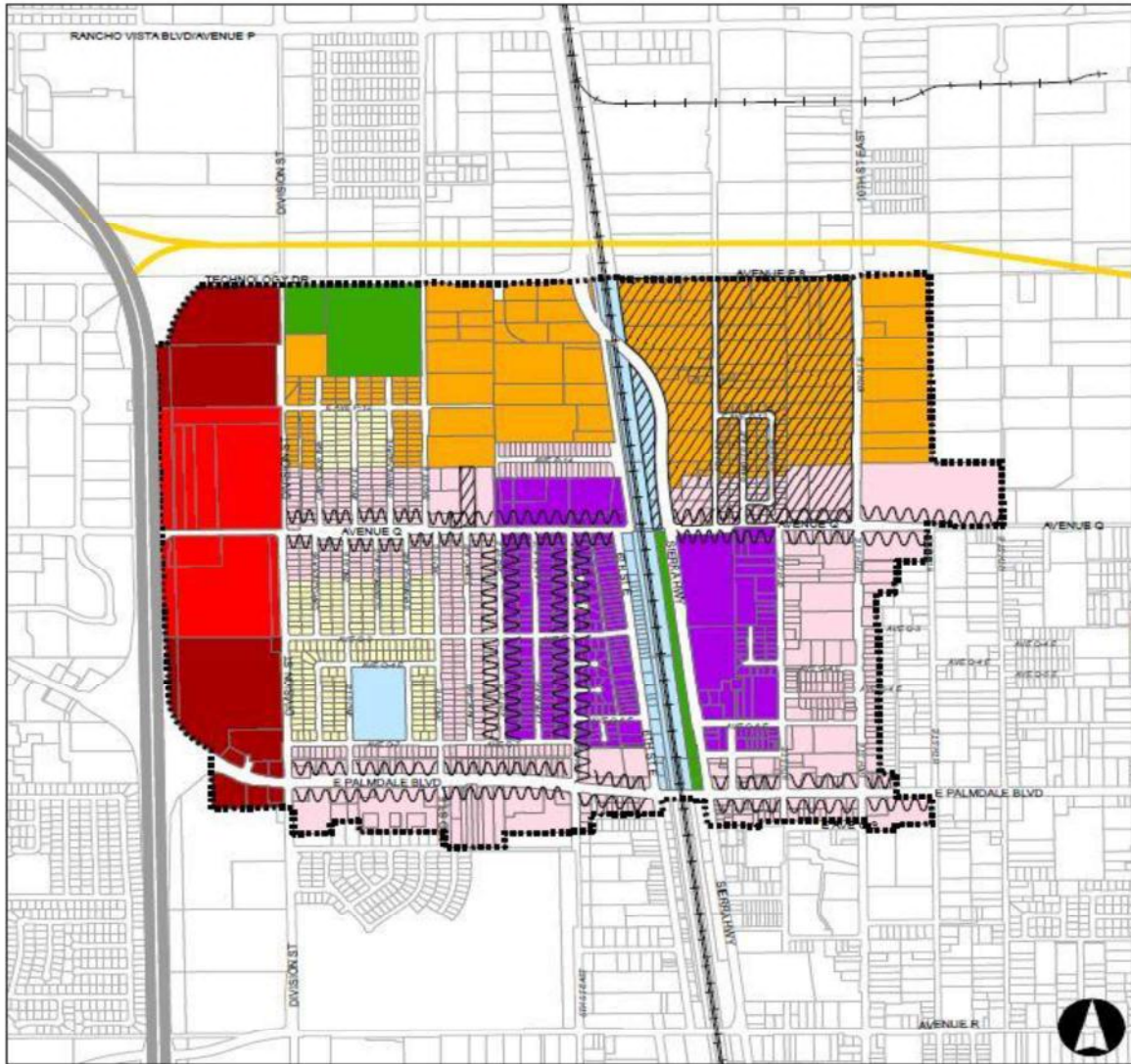
Land Uses: This Zone applies to the Yucca Elementary School site, rail right-of-way and future site of the Multimodal Station platforms. Regulations contained in Chapter 17.71 (Public Facilities) of the PMC shall apply, with exceptions as noted in Section 5.5.





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									
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)	
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

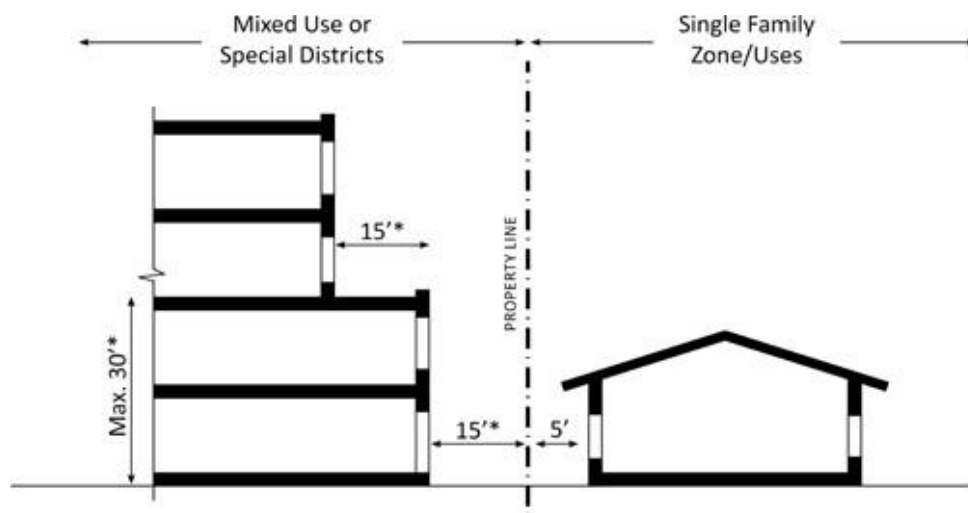
The Specific Plan’s design standards and guidelines apply to private development in the PTASP area, addressing the design of both new buildings and renovations to existing structures. These design standards and guidelines focus on site planning and development as well as the character and quality of 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.



* For RC and BM Zones, please refer to Figure 5.4 for required setback and stepback dimensions.

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.

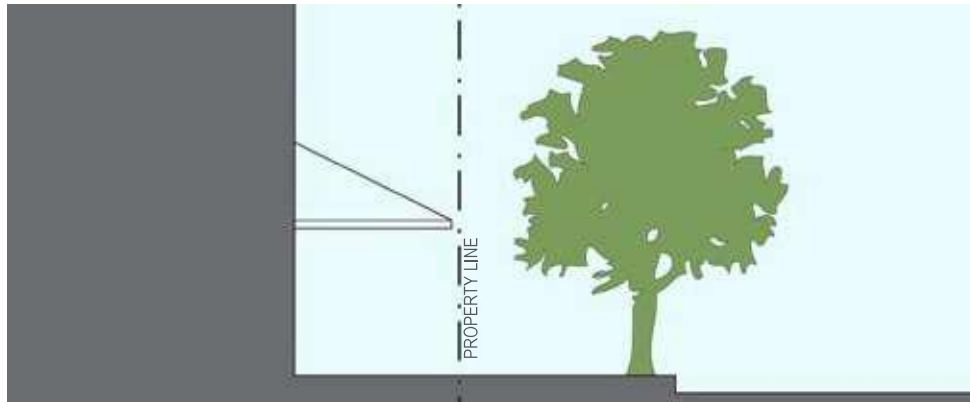


FIGURE 5.6. EXAMPLE OF A SHOPFRONT

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.