



AVENUE Q FEASIBILITY STUDY

URBAN DESIGN, STREET, AND STREETScape RECOMMENDATIONS REPORT

SEPTEMBER 2016



Prepared for the
City of Palmdale by

MIA LEHRER+ASSOCIATES
LANDSCAPE ARCHITECTURE

Primary Funding from

 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
www.scag.ca.gov

Table of Contents

1	Introduction	1
1.1	Purpose of this Report	1
1.2	Guiding Policies and their Relationship to other Plans & Implementation.....	1
1.3	Summary of Recommendations & Phasing.....	2
2	Existing Conditions Analysis	6
2.1	Parks and Open Space	6
2.2	Connectivity.....	6
2.3	Landscape.....	6
3	Urban Design, Streetscape & Open Space Recommendations	10
3.1	The Vision: Guiding Policies	10
3.2	Implementation.....	15
3.3	City Requirements & Process	29

List of Figures

Figure 1-1: Study Area	3
Figure 2-1: Slices – California State Route 14 Divides the Study Area.....	6
Figure 2-2: Existing Street Trees and Trees in Medians	7
Figure 3-1: Avenue Q Zones.....	11
Figure 3-2: Major and Minor Greenway Corridors - Special Treatments.....	16
Figure 3-3: Proposed Development of Open Space Corridors.....	21
Figure 3-4: Proposed Park Sites	24

I Introduction

I.1 Purpose of this Report

This report presents recommendations for the feasibility of developing Avenue Q as a successful transit-oriented development, mixed use corridor, and presents standards and design guidelines for streetscape and open space development. Streets form the underlying network for connectivity in the Avenue Q Study Area (Figure 1-1), and this community can be given form and charm through streetscape design.

This report is a companion document to the Avenue Q Land Use Framework Plan, which serves as the land use regulatory document to guide development in the Study Area, and the Avenue Q Transportation Report, which provides a connectivity framework.

REPORT OBJECTIVES

Objectives support the Land Use Framework Plan and accomplish the following:

- Create transit-oriented development with beautiful streetscapes and public spaces.
- Create a new neighborhood community-serving park that serves as a both a buffer and transition space to separate

AND connect living areas with public entertainment and commercial areas, and a school site.

- Increase development within walking and biking distance of transit, jobs and shopping to support affordable, healthy, and sustainable lifestyles.
- Encourage the use of local hardscape and softscape materials.
- Design with a family of related elements for continuity and community identity.
- Incorporate sustainable strategies.
- Encourage Palmdale to develop a clear and easy design approval process.

I.2 Guiding Policies and their Relationship to other Plans & Implementation

Refer to the Avenue Q Land Use Framework Plan for background for this report. Thoroughfare policies, networks and types and transit facilities and access as presented in the Transportation Report form the framework for the landscape hard- and softscape improvements identified in this report.

1.3 Summary of Recommendations & Phasing

The following policies guide Urban Design, Streetscape and Open Space (UDSOS) development:

- **UDSOS-G-1** Connect Existing Assets and Destinations; Use Unified Design Standards

The Avenue Q Study Area is divided by State Route 14. The Land Use Framework Plan neutralizes this physical barrier, and a family of streetscape design elements can strengthen connections. Connectivity can also be expressed through the design of a network of parks and greenbelts or open space corridors. An Open Space strategy improves the park network using pedestrian and street connections to bring amenities to all residents within a reasonable walking and biking distance. Connectivity also includes the relationship between the Avenue Q Study Area and the Palmdale TOD Study Area.

- **UDSOS-G-2** Create Zones: Live/Buffer/Play/Buffer
Create zones for living and entertainment buffered (separated and connected) by beautiful public parks and public spaces.
- **UDSOS-G-3** Create Great Streets
Comfortable, tree-shaded, pedestrian-friendly streets are enjoyable for people to live along, can contribute to neighborly interaction, and lead to higher levels of walking and bicycling. They are safe and easy to navigate. As connectors they can provide a unifying structure for

neighborhoods and weave communities together into one integrated fabric.

- **UDSOS-G-4** Create Great Spaces

Successful public spaces are accessible, people engage in activities there, the space is comfortable and visually attractive, and it is a place where people socialize. They are welcoming and friendly. Great spaces have shade, they are destinations, and they are oriented to adjacent land use and support the context around them. They are kept clean and safe 24 hours a day and 365 days a year. Great Spaces include the transit village (condominiums, courtyard apartments, townhouses, etc.), buffer zones and the entertainment zone.

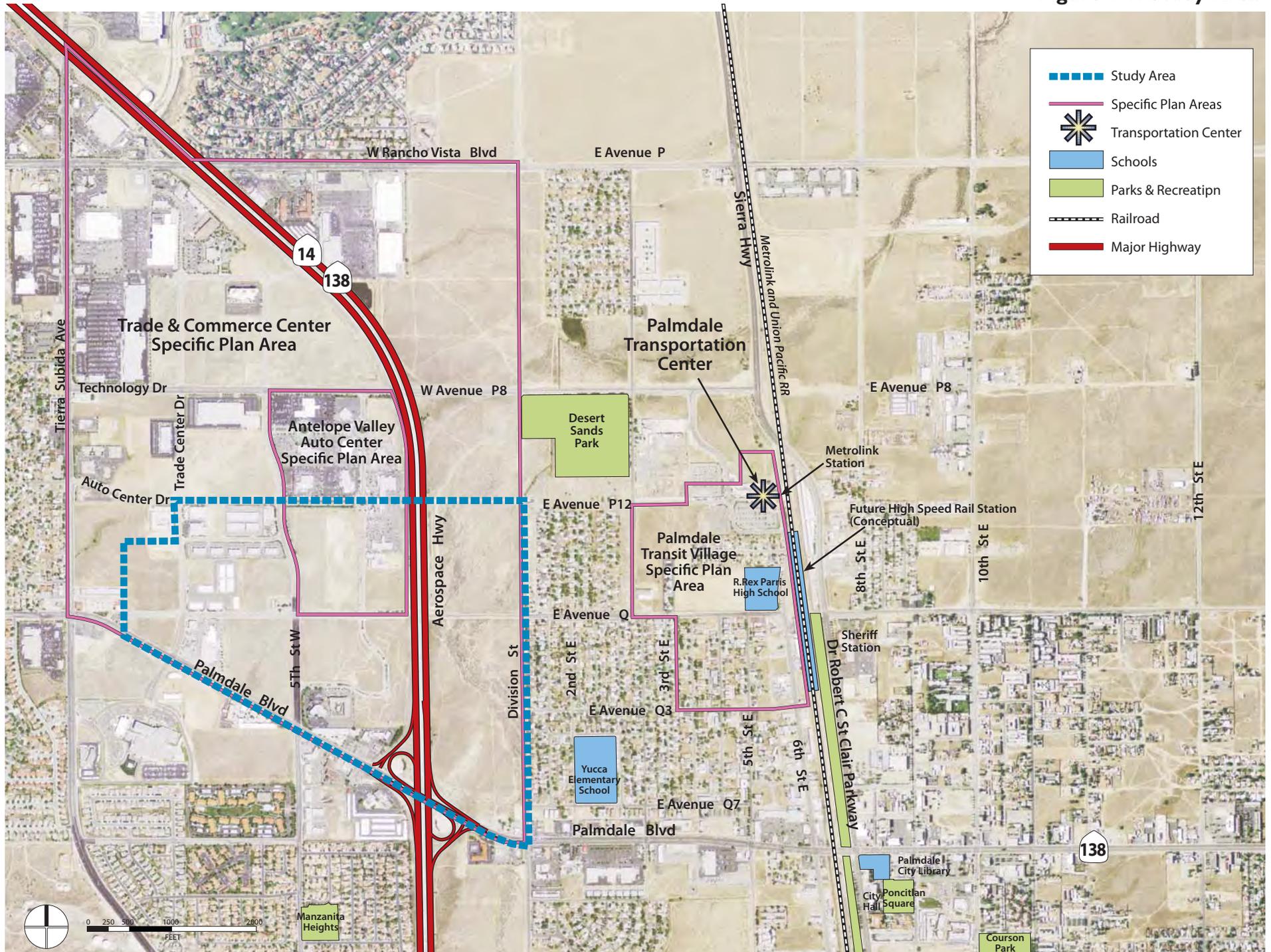
- **UDSOS-G-5** Design with Local Materials

Materials - hardscape and plant material - used for streetscape and placemaking should reflect the character and ecology of the area and celebrate Palmdale's past, present and future. All plant material to be climate/environmentally appropriate.

- **UDSOS-G-6** Design with a Family of Elements

Develop a family of design elements that establishes unity and continuity within the Study Area and that can adjust or respond to the immediate context but that also retains its essence. These forms, shapes, patterns, colors, and textures form the design basis for site identity and image and can be part of what defines open space in Palmdale.

Figure I-1: Study Area



Avenue Q Feasibility Study
Urban Design, Street, and Streetscape Recommendations Report

This page intentionally left blank.

- **UDSOS-G-7 Incorporate Sustainable Strategies**
Live with the land, not against it. Incorporate Best Management Practices and methods and strategies to collect and distribute stormwater, acknowledging that we must work as stewards of our natural resources if we want to live well today and plan for future generations.

See Chapter 3 below for more detailed descriptions.



Ecologically-appropriate public space.

PHASING

All UDSOS-G policies are dependent upon the implementation of the Land Use Framework Plan and Transportation Report recommendations and would be coordinated with development within the Land Use Plan framework. The Land Use Framework Plan and this report should also be thought of as living documents, which will need to be regularly updated and refined. Over the coming years, long-range planning efforts will continue. Plans and schedule for implementation of the California High-Speed Rail, the XpressWest High-Speed Rail, and other major infrastructure

can be expected to change and evolve: the Land Use Framework Plan and this report will then likely need to be amended so that it reflects the most current status. All development in the Avenue Q Study Area is to be coordinated with development in the Palmdale TOD Study Area.



Fun connectors for public spaces.



Connector sidewalks and public spaces with appropriate plantings.

2 Existing Conditions Analysis

2.1 Parks and Open Space

SCHOOLS, PARKS AND RECREATIONAL FACILITY AMENITIES

Currently, the Study Area has no schools, parks or recreational amenities. Two areas have landscaped medians with trees. There are no trees in parkways in other areas of the Study Area.

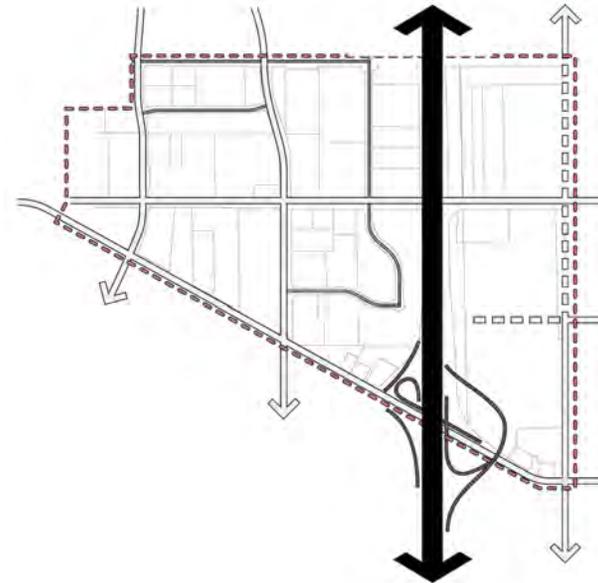
2.2 Connectivity

Perimeter streets include Division Street (separating residential from vast open spaces), Palmdale Boulevard (commercial), and Technology Drive (open and commercial). California State Route 14 slices through the Study Area, creating a divider in the community that physically and perceptually disconnects and isolates portions of the city with one exit at Palmdale Boulevard and underpasses at Avenue Q and Technology Drive.

There are few **internal local streets**; the site is characterized by wide open spaces with intermittent primarily commercial development. Streets have sidewalks, power poles and cobra lights, and there are a few areas with no infrastructure.

In the Avenue Q Study Area, there is a need to create a roadway network with a variety of street types that adhere to design standards including curbs, gutters, parkways, sidewalks, landscape, lighting, and signage.

Figure 2-1: Slices – California State Route 14 Divides the Study Area



2.3 Landscape

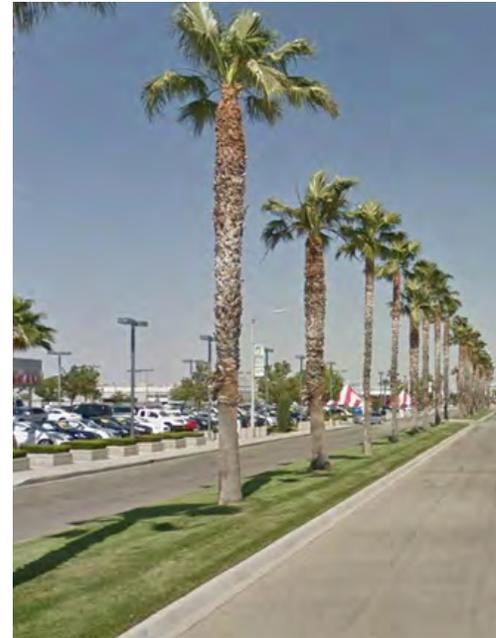
Existing edges along California State Route 14 are open ground with natural landscape, unplanted, with no buffer from the freeway. Commercial development related to sales and service of vehicles as well as the commercial corridor along Palmdale Blvd. have brought medians and streetscape enhancements that are healthy and maintained. In other areas there are no medians, street trees or elements that provide shade or mediate or acknowledge the environment that have been installed and are maintained by the City in the public right of way.

Figure 2-2 shows that landscaped medians and street trees are limited in number in the Study Area.

Figure 2-2: Existing Street Trees and Trees in Medians



Palmdale’s plant palette has plants that are not suited to Palmdale’s environmental conditions, that have high water needs or require shade, maintenance and extra care, an investment on the part of the City. Without attention, plant material that is not native or native adaptive has a difficult time thriving for these reasons. The median at the Auto Center is an investment in plant material – turf, for example - that is not appropriate to the area. A different design choice, one that selects landscaping and hardscape materials from the local area, can look beautiful and require much less intervention and resources.



Median planting at the Auto Center



State Route 14 cuts through the Study Area, effectively dividing it into two pieces.

Avenue Q Feasibility Study
Urban Design, Street, and Streetscape Recommendations Report



Division Street: Existing conditions. No sidewalks, no curbs, no trees.



5th St. W at Auto Center Drive: Trees are on private property, not public land. These are not street trees, or parkway trees.



5th St. W at Auto Center Drive. Trees on private land. No street trees.



Median planting at Carriage Way



Commerce Avenue: Sidewalks, curbs and trees on the commercial property. Commercial, not City development.



Desertscapes with climate-appropriate hard- and softscape.

3 Urban Design, Streetscape & Open Space Recommendations

3.1 The Vision: Guiding Policies

Unified urban design – placemaking – uses structure and landscape to define and energize pedestrian-oriented spaces such as streets and sidewalks, parks, plazas and squares, as well as the connections that link them. In this way, we build a pattern of organized, interconnected places that may be very diverse but that together create a variety of places that accommodate a range of urban activities. Under the standards and recommendations in this report, the Study Area would be transformed with a clear orientation to a new multimodal Palmdale Station, located along the Avenue Q corridor just outside the Study Area. The vision for streetscape design is based on the following seven guiding principles:

- **UDSOS-G-1** Connect Existing Assets and Destinations; Use Unified Design Guidelines
- **UDSOS-G-2** Create Zones: Live/Buffer/Play/Buffer
- **UDSOS-G-3** Create Great Streets
- **UDSOS-G-4** Create Great Spaces
- **UDSOS-G-5** Design with Local Materials
- **UDSOS-G-6** Design with a Family of Elements
- **UDSOS-G-7** Incorporate Sustainable Strategies

UDSOS-G-1 Connect Existing Assets and Destinations; Use Unified Design Guidelines

SR 14 slices through the Study Area, creating a divider in the community that physically and perceptually disconnects and isolates portions of the city. The Land Use Framework Plan neutralizes this physical barrier, and a family of streetscape design elements can strengthen connections. Improved connectivity within the Study Area and to the surrounding neighborhoods will enhance the area’s accessibility and role as a citywide destination and are most effective if they support a larger vision for the shape and character of the district. Refer to the Transportation Report and the Land Use Framework Plan for the proposed street layout of the Study Area.

Connectivity can also be expressed through the design of a network of parks and greenbelts or open space corridors. The development of an open space corridor along Avenue Q would encourage activities and community life in live/work/play spaces. Open space corridors can also be developed as walking routes with activity nodes and as a delight that enriches the image of and life in the community.

An Open Space System includes the creation of a park – the only park in the Avenue Q Study Area apart from a recreational area around a proposed school site - and bringing amenities to all residents within a reasonable walking and biking distance. New development should require a strong relationship with the new park, plazas and streets. The focus should be on maximizing visibility and safety and open space development, and providing varied types of spaces that meet a wide range of needs for the community.

All networks should be designed with unified design standards for sidewalks, parkways, curbs, appropriate trees and amenities.

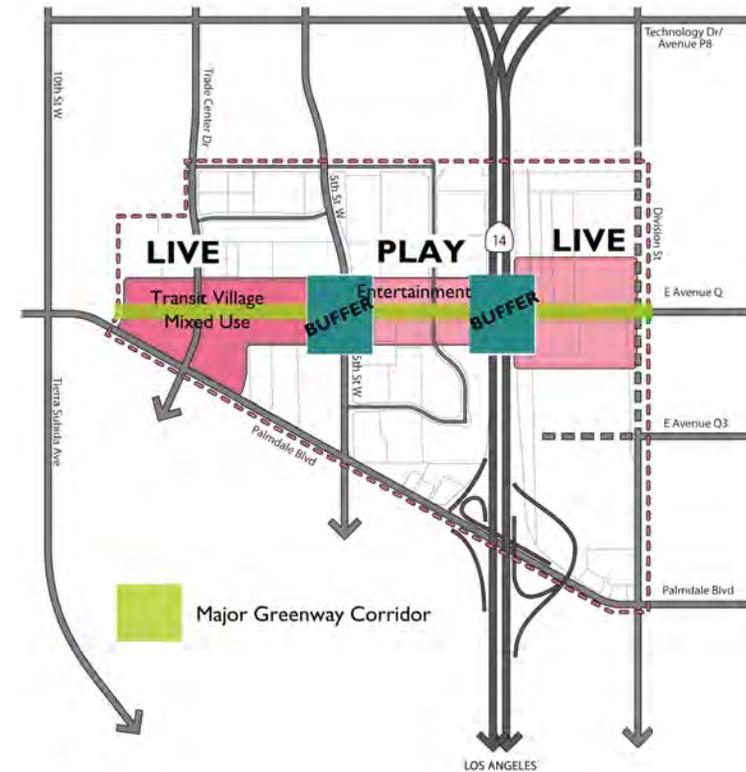


Connectivity: One Buffer Zone, a creative and safe underpass that connects both sides of the Study Area

UDSOS-G-2 Create Zones: Live/Buffer/Play/Buffer

Activate the Avenue Q Study Area and connect it with the Palmdale TOD Study Area through the development of a Live-Play-Live corridor with connecting buffer zones.

Figure 3-1: Avenue Q Zones



Avenue Q Feasibility Study
Urban Design, Street, and Streetscape Recommendations Report



'LIVE' Zone: Multi-family residences, activated streets.



'PLAY' Zone



'PLAY' Zone



'BUFFER' Zone: Spaces that both separate and connect LIVE areas from PLAY areas.



'BUFFER' Zone: An urban park that both separates and connects LIVE spaces with ENTERTAINMENT/COMMERCIAL spaces.

UDSOS-G-3 Create Great Streets

Living rooms are commonly defined as places for general and informal everyday use, for common social activities of the occupants. In a larger, more abstract sense, well-designed streets can serve this function in a community. Climate-appropriate, tree-shaded, pedestrian-friendly streets are enjoyable for people to live along, can contribute to neighborly interaction, and lead to higher levels of walking and bicycling. They are safe and easy to

navigate. As connectors they can weave communities together into one integrated fabric.

Streets with comfortable sidewalks and planted parkways and medians can provide a unifying structure for neighborhoods. Street trees provide shade canopy, define the street public ROW edges, can introduce seasonal change and color, and contribute to wayfinding. Enhanced street crossings for both bicyclists and pedestrians along with dedicated bike lanes where feasible should be of the highest priority. Shade trees that are climate appropriate will improve the pedestrian experience, increase property values and reduce heat island effects.

Great streets are Complete Streets, safe and attractive for all modes of movement with strong links to local destinations as well as adjacent districts. They are essential for enhancing livability and encouraging investment for and the success of a transit-oriented plan for Palmdale.



A double allee of desert trees along sidewalks offers relief from the sun and makes walking enjoyable.

Streetscape improvements define corridors linking destinations within and adjacent to the Study Area. The expansion of the existing adjacent grids of small-grain residential blocks through the creation of a network of local connector streets improves

connections among existing and proposed assets and destinations. This circulation system accommodates the full range of vehicular access – cars, busses, taxis – but also promotes all modes of movement, including walking, bicycling, and those of the impaired, particularly connecting non-vehicular modes of travel to the station (located just east of the Study Area).

UDSOS-G-4 Create Great Spaces

Successful public spaces typically have four key qualities: they are accessible, people engage in activities there, the space is comfortable and visually attractive, and it is a place where people socialize.



Connect buildings with streetscape and sidewalks through interesting articulation and plazas.

Great public spaces, including existing or proposed parks, community gathering spaces and recreation facilities, are

welcoming and friendly. Everyone, including visitors and Non-English speakers, can orient themselves and navigate through the space easily. There is a variety of seating that gives choice to the visitor, and amenities for transit users and visitors.

Great spaces have shade – trees or structures – and pedestrian-scale lighting. Shade trees improve the pedestrian environment, increase property values, and reduce urban heat island effects. There is some selected retail, including sidewalk vending, with clear access. Often public art and streetscape elements (plantings, pavement designs, public art, historical markers, wayfinding signage, etc.) reflect the character and ecology of the area and celebrate a city’s past, present and future.



Articulation of buildings and wide sidewalk plazas activate streets.

Great spaces are destinations. They generate daily and seasonal activities, flexibility for spatial and temporal diversity of program. There may be street interventions such as festival streets, cultural

markers, and gateway elements that make the space and adjacent area a place to visit and linger. Utilize seasonal strategies to attract people throughout the year.

Great spaces are also oriented to adjacent land use and support the context around them. Edges of through-ways are buffered. Spaces are designed for identity and image. They are kept clean and safe 24 hours a day and 365 days a year.

UDSOS-G-5 Design with Local Materials

Materials - hardscape and plant material - used for streetscape and placemaking should reflect the character and ecology of the area and celebrate Palmdale’s past, present and future.

UDSOS-G-6 Design with a Family of Elements

Develop a family of design elements that can adjust or respond to the immediate context but that also retains its essence and establishes unity and continuity within the Study Area. This toolkit includes paving materials, colors, textures and patterns; shapes and forms repeated in site furniture, design of spatial layout, planting beds and paths; a color palette used in hard- and softscape. These forms, shapes, patterns, colors, and textures form the design basis for site identity and image and can be part of what defines open space in Palmdale.

UDSOS-G-7 Incorporate Sustainable Strategies

Living with the land, not against it, means acknowledging that water is a limited, shared resource and that we must work as stewards of our natural resources if we want to live well today and plan for future generations. Incorporate Best Management Practices and methods and strategies to collect and distribute stormwater or runoff.

3.2 Implementation

MAXIMIZE CONNECTIVITY

UDSOS-I-1 Connect Existing Assets and Destinations; Use Unified Design Guidelines

Create a major greenway corridor along Avenue Q and a roadway network of streets with unified design standards for sidewalks, parkways, curbs, street trees and amenities. *See the Land Use Framework Plan and Transportation Report for street layout. See the Transportation Report for thoroughfare types and TR-I-5 reference for Design Standards.*



Appropriate street median landscaping for Palmdale’s ecology.

GREAT STREETS: GREEN, COOL*, COMPLETE

UDSOS-I-2 Develop a Street Tree Master Plan

Develop a Street Tree Master Plan to provide orientation, recognition, and wayfinding; establish character; and provide environmental benefits. Identify key streets and gateway nodes as well as neighborhoods or zones for a consistent appearance in wayfinding, site furnishings and public art that reflects the culture of the city.

*Cool: The use of solar reflective materials to mitigate heat islands so that pavement stays cooler in the sun than conventional paving.

UDSOS-I-3 Design for Green Streets

Design all streets to be green, cool, Complete Streets that support all transportation modes: automobiles, buses, pedestrians, bicycles, taxis, and mobility of the impaired, the young and the elderly.

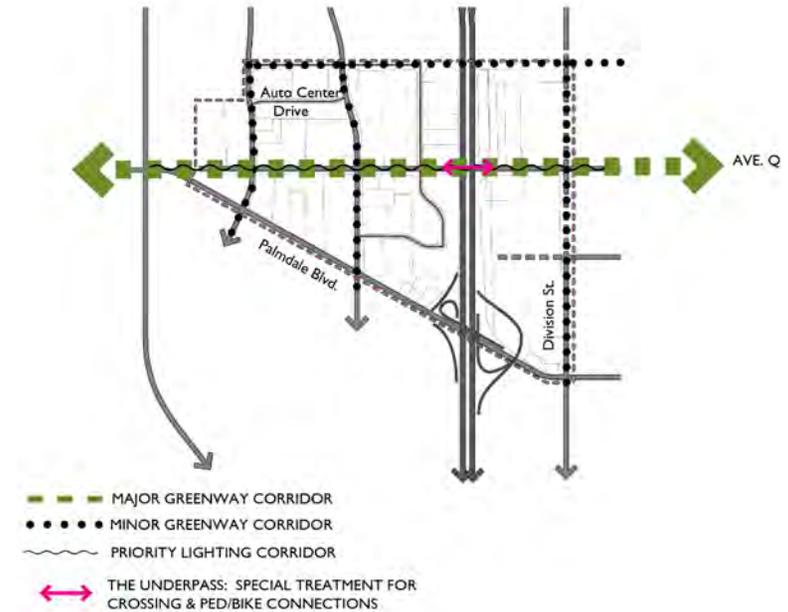
Green Streets Goals:

- Control the sources of runoff, condensate and stormwater to limit pollutants and capture and clean water
- Limit transport of runoff
- Environmentally enhance roads

Green Streets Design Objectives (required):

- Plant climate-appropriate trees and vegetation on both sides of the street
- Use mulch to reduce evaporation of moisture
- Install bioswales to retain and treat runoff and stormwater
- Use curb cuts to direct water into planting areas

Figure 3-2: Major and Minor Greenway Corridors - Special Treatments



- Install permeable pavement that infiltrates water where it falls

UDSOS-I-4 Design for ‘Cool’ Streets

‘Cool’ Streets Goals:

- Reduce heat island effect through use of solar reflective material

‘Cool’ Streets Design Objectives (required):

- Plant climate-appropriate trees and vegetation

- Install cool pavement to reduce surface temperature (reflective slurry seal, chip seal, resin, white-topping, permeable, vegetative, etc., -pavement that reflects)

UDSOS-I-5 Design for Complete Streets

Complete Streets Goals:

- Enable safe access for all users: No one mode of transportation dominates
- Provide a positive experience for all users
- Provide safe routes to schools and parks
- Design for all streets, both phased-in retrofit and new
- Manage for success: cite and fine for abuse or misuse, and educate for good practice

Complete Streets Design Objectives (required):

- Design convenient and accessible paths of travel
- Ensure visibility
- Design well-marked, visible street crossings
- Keep vehicle stop lines back from pedestrian crossings
- Design 5' minimum width for sidewalks
- Provide furnishings through clearly identified zones: each zone may have its own character but within a family of design elements that unifies across zones
- Provide bike parking/racks/corrals
- Provide transit accommodations: bus shelters, benches, posted schedules and fares on streets with transit service

- Provide attractive edge uses: human-scaled with interaction between indoors and out
- Install pedestrian scale lighting:
 - Install at a maximum 14' above adjacent pavement
 - Select closely-spaced fixtures with lower light levels over fixtures spaced further apart that need higher light levels
 - Shield lighting and direct downward
 - Avoid light trespass- spillover into adjacent areas
 - Use more intimate lighting in residential neighborhoods than lighting in public spaces
 - Coordinate light poles with other streetscape elements
 - Coordinate with other utilities (above/below ground)
 - Select white light for safety and general visibility
 - Specify energy-efficient fixtures
 - Create a schedule so that pedestrian lights can be dimmed or turned off if they supplement street lighting when pedestrian activity decreases at night
 - Ensure that lighting is uniform throughout a block

Complete Streets Design Objectives (recommended):

- Install medians and islands where feasible and plant with climate-appropriate material
- Select and install climate-appropriate street trees
- Install bicycle lanes

- Design continuous, comfortable, safe, accessible, wide and maintained sidewalks
- Provide pedestrian lighting to reduce the number and severity of traffic accidents
- Install audible signals
- Design with no driveways if properties have alleys
- Use pedestrian count-down timers
- Provide decorative pavement
- Incorporate textured pavers for areas with high volumes of pedestrian traffic
- Design sidewalks with areas to be used for purposes other than circulation: outdoor eating, temporary art installations, food or product carts, farmers markets, hubs for community events, public displays, etc.
- Expand street furnishings (trash cans, news racks, additional street furniture)

CREATE GREAT STREETS IN THE STUDY AREA

UDSOS-I-6 Create a Hierarchy of Corridors

See Figure 3-2. Also refer to the Transportation Report and the Land Use Framework Plan.

Major Greenway Corridor: Avenue Q

- Install double allee of climate-appropriate trees
- Design wide sidewalks
- Design in zones that respond to the immediate context but have design elements that are unified with the balance

of the City: decorative paving, seating, site path layout, wayfinding, historical markers, etc.

- Create and design spaces, including courtyards and corridors, visible to the street
- Incorporate corner plazas, courtyards, forecourts, and other street-level open spaces to identify and establish special locations in the area
- Create a block-by-block open space network by contributing to street-level interconnectedness
- Establish transition zones between corridor zones
- Design day and nighttime use and include lighting
- Provide site furnishings: seating, trash receptacles, bike corrals/racks

Minor Greenway Corridors (Neighborhood Main Street, Commercial Shared Street)

- Install 5-8' sidewalks with parkway
- Install pedestrian and vehicular lighting
- Create transition zones between public/private
- Install single line of climate-appropriate street trees in parkway, both sides of street
- Install amenities: trash receptacles, seating, bike racks
- Enhance paving

Network of Neighborhood Streets

- Install curbs, curb cuts, ramps
- Install 5-6' sidewalks, with optional parkway (evaluated on block-by-block or neighborhood basis)

- Install single line of climate-appropriate trees in parkway

UDSOS-I-7 Create Great Public Space in the Buffer or Transition Zones

Refer to the Land Use Framework Plan for identification of existing and potential areas for civic plazas, POPOs (Commercial/Business Mix), recreation and open space and shared use spaces.

- Design with a double allee or groves of trees.
- Provide both shaded and sunlit areas during different times of the day. Shade can be provided by trees, shading structures, awnings, canopies or umbrellas.
- Create wide sidewalks.
- Create and design spaces, including courtyards and corridors, visible to the street, visible up close, and visible at a distance. Create gateways for orientation and visibility.
- Incorporate corner plazas, courtyards, forecourts, and other street-level open spaces to identify and establish special locations in the area.
- Provide a variety of open spaces that accommodate different activities and needs. Small, intimate spaces can offer respite from daily activities, while larger, active open spaces can offer a place for meeting people or for events. Select the type of open space that fits best with the scale and use of the surrounding buildings.
- Establish active and flexible open spaces along portions of building frontages for landscaping, outdoor gathering and dining, enhanced sidewalk width, bicycle storage and other amenities that enhance the use of the pedestrian realm. Utilize landscaped perimeter open space at

property boundaries to demarcate and screen commercial uses from adjoining residential land uses.

- Include an element of surprise such as change of surface, forms or elements to reflect the character of the space. Special features, choice of materials and color or a unique design or shape can contribute to the distinct character of an open space, ranging from playful to stark or minimalistic.
- Establish transition zones between the back of the sidewalk and street level entries.
- Design open spaces for day and nighttime use and include lighting. Lighting should act as an integral part of the open space design.
- Blend uses and modes: ground floor uses and retail activities spill out into the sidewalks to blur the distinction between public and private space.
- Plan for diverse user groups.
- Provide well-designed seating of different varieties, including seat walls, planter ledges, free-standing elements, benches, moveable seating, fixed seating and seating steps. Seating can also be incorporated in free-flowing, sculptural forms that are part of the landscape design. Seating should be comfortable and designed to human proportions.
- Include landscaped areas and trees in all open spaces. Upper-level and rooftop open spaces should be landscaped and can be opportunities to experience the outdoors and enhance the quality of indoor space.

POPOS: COMMERCIAL COURTYARDS & PLAZAS

While ‘Privately Owned Public Open Space’ (POPOS) refers specifically to private property required to be usable by the public under zoning or similar regulatory arrangements, the phrase in its broadest sense can refer to places like shopping malls and hotel lobbies, that are privately owned and open to the public, even if they are not legally required to be open to the public.

POPOs may look and on the whole feel like public spaces but studies report that there is a set of invisible codes that shape our behavior in public spaces – how to hold yourself, where you think you can sit, who you can talk to – and no one is quite sure what is allowed in POPOs, who is in charge, and what the codes of behavior should be. The tolerances of POPOs are usually tested by pushing the envelope, although San Francisco and New York City have attempted to codify some rules for social aspects of these spaces through city ordinances that include design principles for area and frontage, accessibility, kiosks and cafes, certification, signage, seating, landscaping (tree amount, size, placement), maintenance and compliance.

Commercial courtyards and plazas are usually places where the public and employees gather, lunch, stroll during restricted hours – business hours – but should conform to City design standards and be subject to compliance.

UDSOS-I-8 Codify Design Criteria for Privately Owned Public Open Space (POPOs)

Codify rules for social aspects of these spaces through City ordinances that include the following:

- Area dimensions
- Hours of operation

- Locational restrictions
- Access and circulation/ADA compliance
- Sidewalk frontage
- Public transit accommodation
- Permitted obstructions (driveway entrances, parking spaces, mechanical equipment)
- Kiosks and open air cafes
- Certification/City licensing/permitting
- Process
- Seating
- Planting/trees
- Signage
- Maintenance
- Compliance reporting/failure to comply



Privately-Owned Public Open Spaces: Interesting, used, managed.

RECREATION & OPEN SPACE

UDSOS-I-9 Create a Network of Community-Serving Parks and Open Space Corridors

There are currently no parks or developed open space corridors in the Study Area. Develop new parks, including linear parks, buffer zones, and preservation of natural areas that are opportunistically sited. There are identifiable elements that can transform public spaces into vibrant community parks and open spaces:

- Identify talents and assets within the community and build community ownership.
- Design a place that is comfortable and has a strong sense of community.
- Find partners that can support program and activities: institutions, museums, schools, organizations.
- Proposed facilities and functions of new spaces must meet community needs. Evaluate these amenities every 5 years.
- Observe what works in the community, and what doesn't.
- Have a vision about program and activities in the space in order to make a place where people want to be. Develop a diversity of program as well as attractions and destinations that meet the needs of the communities that are adjacent, through the day, the seasons, the year. Program for all ages and abilities.
- Try short-term strategies and use the ones that work.
- Develop site activities and furnishings to bring people together (triangulation) and encourage higher levels of activity and engagement.

Figure 3-3: Proposed Development of Open Space Corridors



- Have form support function.
- Understand that good parks and open spaces respond to needs and ongoing changes in the community, so be open to change.
- Use a family of design elements that creates a shared identity and builds a community image.
- Design for safety and accessibility (day and night).

- Design for long-term maintenance: keep spaces safe and clean.
- Design for layout flexibility.
- Design both the ‘inner park’ and the ‘outer park’

UDSOS-I-10 Enhance the Urban Forest

An urban forest is a large population of trees within a city. Urban forestry is the planned, careful management of trees in urban settings to improve the urban environment.

Top five benefits of trees:

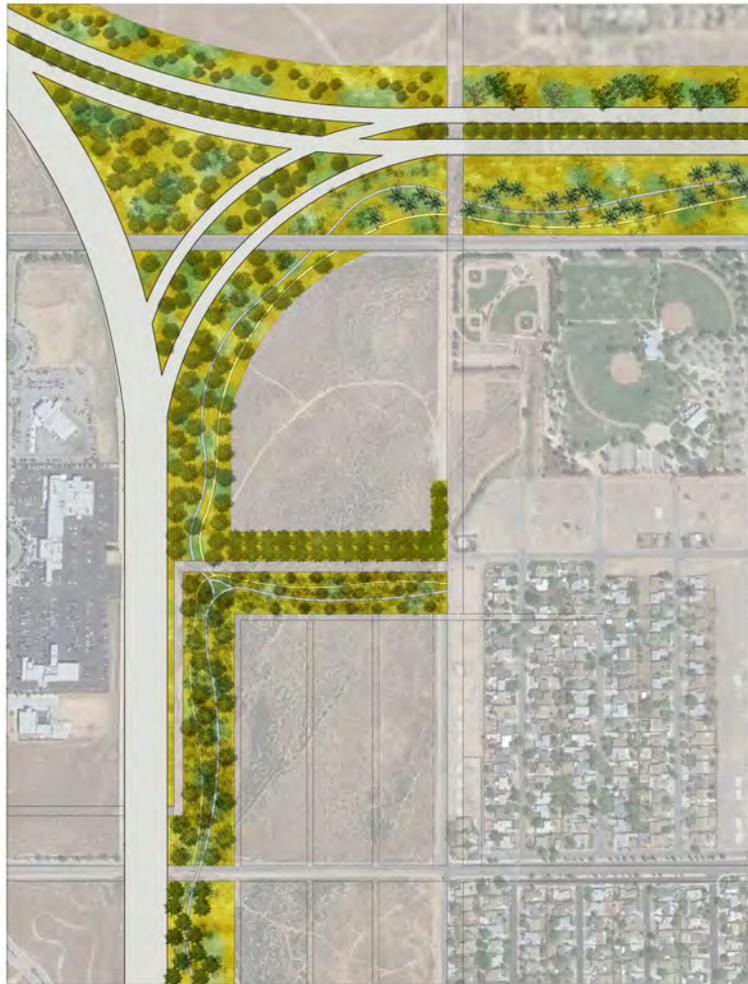
- Trees clean the air and provide oxygen. They absorb carbon dioxide, removing and storing the carbon while releasing oxygen back into the air. They absorb odors and pollutant gasses and filter particulates out of the air.
- Trees help clean water and prevent water pollution. They catch rainfall and allow it to flow down the trunk and back into the earth, minimizing the pollutants that are carried by storm water.
- Trees help prevent soil erosion on hillsides or stream slopes.
- Trees mediate the climate, reduce the heat island effect, provide shade canopy and habitat for wildlife.
- Trees can give neighborhoods identity and encourage civic pride.

Enhance Palmdale’s urban forest by:

- Creating freeway forests and linear parks with trees native to the area.
- Installing street and parking lot trees to provide shade and reduce heat island effect.



Phoenix urban forest.



Palmdale's Freeway Forest and linear parks buffer SR 14.



Palmdale's Freeway Forest buffers freeway traffic from residential and commercial areas.

UDSOS-I-11 Create Shared Use: Public & Institutional Facilities

There are currently no schools in the Avenue Q Study Area; however, there is an area allocated for a future school and recreation center on Division Street and Avenue Q. (See the Land Use Framework Plan.) Building in joint-use is key to making schools the centers of their neighborhoods. New school design and smart retrofit of existing school can accommodate direct community access to spaces like libraries, gyms, auditoriums, health clinics, athletic and recreational fields and performing arts spaces. Athletic fields and facilities used by schools during the day would be available to the community after school hours and on weekends. Reroute existing fencing or plan more comprehensive solutions. Introduce sustainable practices into school sites.

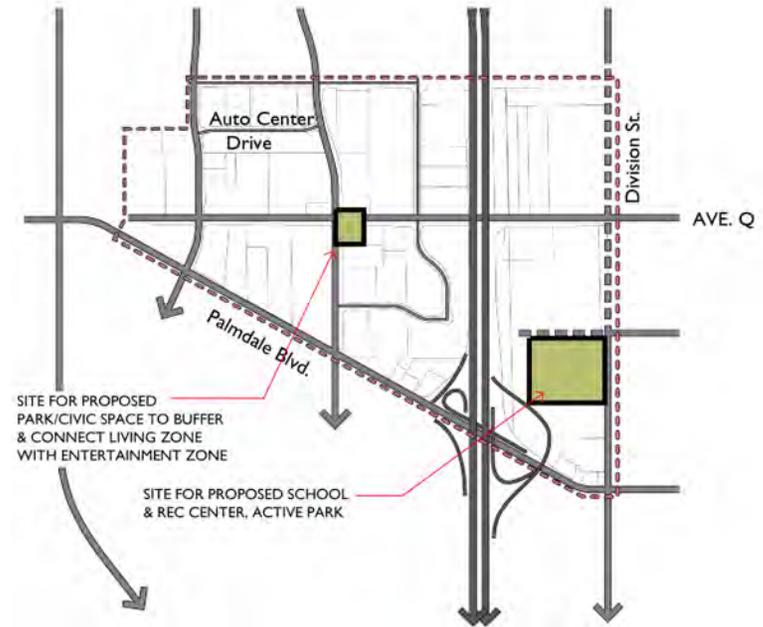


Yucca Elementary School: An example of how a school site can be shared with the community. Design the proposed school as to include the opportunity for joint use.



Vista Hermosa Park, Los Angeles: Los Angeles Unified School District space developed by and shared with the community.

Figure 3-4: Proposed Park Sites



Agreements between the Palmdale School District and agencies such as Department of Recreation and Culture, Community Programs, Public Works or Neighborhood Services can open controlled areas at schools for community use.

DESIGN WITH LOCAL MATERIALS

UDSOS-I-12 Encourage the Use of Local Materials

Reflect the character and ecology of the area and celebrate Palmdale’s past, present, and future through local materials - hardscape and plant material - for streetscape and placemaking.



Boulders quarried near Lancaster, appropriate landscape in a desert environment.



Celebrate local materials:

Avenue Q Feasibility Study
Urban Design, Street, and Streetscape Recommendations Report



Ecologically-appropriate plant material looks great. Harvest roof runoff, create bioswales. Design with nature, not against it.



DESIGN WITH A FAMILY OF ELEMENTS

UDSOS-I-13 Develop a Family of Design Elements

Develop a family of design elements that can morph or adjust to respond to the immediate context but that also retains its essence and establishes unity and continuity: same but different.

This tool kit includes paving colors, textures and patterns; shapes and forms repeated in site furniture, design of spatial layout, planting beds and paths; a color palette used in hard- and softscape. These forms/shapes/patterns/colors/textures form the design basis for site identity and image and can be part of what defines open space in Palmdale: elements that apply to streetscape, plazas and courtyards, open space greenbelts, and parks.



Shaded sidewalks with local plant material.

INCORPORATE SUSTAINABLE STRATEGIES

UDSOS-I-14 Harvest Water for Groundwater Recharge

- Incorporate the following methods and strategies throughout the project area for collecting and distributing any collectable street runoff
 - Use parkways to collect and treat street runoff.
 - Direct water into vegetated swales, depressions with plant material that detain, infiltrate and clean water to reduce runoff, and recharge groundwater.
 - Use permeable paving when feasible.



Capture sidewalk runoff.

- Harvest building roof runoff. Drain into rain gardens, planting areas that detain runoff from roofs and parking lots.
- Harvest condensate

- In a dry climate, a home air conditioner can generate 0.25 gal. of condensate a day, and a large commercial air conditioner can generate 500 gal./day. Condensate is distilled water and does not contain salt although it may contain material leached from the air conditioner’s construction materials.
- Harvest reclaimed water, greywater
- Reclaimed/recycled water, former water treated and used for irrigation or recharging groundwater aquifers.
- Design public areas to maximize pervious pavement and drain to landscaped areas, which allows water to infiltrate into the ground between or through pavers, through subsurface gravel bed. Provide low points on sites to facilitate groundwater recharge.



Capture street runoff, harvest any roof runoff. Bioswales can have different looks.

- Introduce signage that describes the local watershed and rain cycle. Coordinate this with educational efforts in schools.
- Use drought tolerant plant material that grows naturally in the Palmdale area and minimizes need for irrigation and creates habitat for local wildlife.
- Use permeable pavers when possible
- Reclaimed water. Reclaimed/recycled water, former water treated and used for irrigation or recharging groundwater aquifers.



Use permeable paving and recycled water.

RECOMMENDED ZONING REVISIONS

UDSOS-I-15 Plazas, Parks and Open Spaces.

Require land dedication and the collection of facilities financing fees to create a network of neighborhood parks, linear parks, plazas and open spaces, generally following the pattern shown on the Avenue Q Land Use Plan (Figure 3-2) and the policies provided in the Urban Design, Street, and Streetscape Standards Plan. In particular:

- Provide an ample neighborhood park in the vicinity of Avenue Q and 5th Street West;

- Create linear parkways in new transit-oriented residential neighborhoods north of Avenue Q;
- Create a connective system of open spaces buffer areas along the freeway, and incorporate natural landscaping and trails;
- Design the land within the future interchange at SR-14 and Palmdale Boulevard to serve as an attractive gateway to Palmdale.

TOD Overlay Zone Standards

The following policies are suggested for the TOD Overlay Zone, a new zoning overlay proposed in the Land Use Framework Plan. The TOD Overlay Zone will be a primary tool in creating a walkable, transit-oriented character and a relationship to the future Palmdale Multimodal Station. The TOD Overlay Zone location is shown in the Land Use Framework Plan and includes the entire Avenue Q Study Area, with the exception of the business and auto center area generally north of Avenue Q and west of SR-14.

UDSOS-I-16 Setbacks and Street Frontage.

In both mixed-use districts, at least 75 percent of street-facing facades of new buildings and building additions must be located at within 8 feet of the front lot line, or 16 feet where outdoor seating or sales are provided. Portions of buildings that are set back further than ten feet should feature publicly-accessible plazas or courtyard entrances.

UDSOS-I-17 Improvement of Street-Facing Setbacks.

Where a front or street-facing side setback is provided, it must be landscaped and/or hard surfaced for use by pedestrians. If hard surfaced, the setback area on each lot must contain at least two pedestrian amenities, such as benches, drinking fountains, and/or

other design elements (public art, planters, and kiosks). Residential buildings are exempt from this requirement.

3.3 City Requirements & Process

GUIDELINES

Develop guidelines that include topics that are meaningful and relate to the development of Palmdale:

Private Yard Guidelines – Neighborhood Housing

Many residential streets lack sidewalks and public parkway (between street and sidewalk). Continuity on the street edge is important for safe routes to schools and walkability. New development should include design standards for curbs, sidewalks, parkways and any landscaping.

Courtyards & Patios, Multi-Family Housing

Multi-family housing should contain landscaped shared open space with shade trees. The City can address setback requirements, landscape coverage requirements, and landscape design preferences.

Parking Lot Landscaping Guidelines

The City can set requirements for parking lots, including buffers, landscape coverage, canopy coverage and design considerations.



Heat relief in parking lots with appropriate tree species.

Plant Palette

Reevaluate The City’s approved plant list in light of current water management issues and reissue, focusing on low water needs and drought tolerant plant material that reflects the beauty of the region.



Vibrant color, shaded walkways, local plants.

It is also recommended that the City prepare a Master Street Tree Plan, identifying appropriate species for major and minor greenway corridors, gateway planting, and species to contribute to neighborhood or district identity.



Plant in hydrozones.

Irrigation

Match irrigation requirements to plant palette water needs.



Interesting shaded plaza layouts can be compelling without turf or lush plantings.



Drought-tolerant material in medians.



Desertscape design.

This page intentionally left blank.

