



PALMDALE TOD OVERLAY ZONE

Land Use Framework Plan

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Prepared for the
City of Palmdale by
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Public Review Draft - November 2015

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I Introduction



Photo I-1: Transit-oriented development

This Land Use Plan provides a Transit-Oriented Development (TOD) framework to guide future development in the area surrounding the Palmdale Transportation Center and the future Palmdale Multimodal Station. The Plan envisions a vibrant urban core and walkable mixed-use neighborhoods that enable healthy, sustainable lifestyles.

I.1 Purpose of the Land Use Framework Plan

The Land Use Framework Plan for the Palmdale TOD Overlay Zone project will serve as the land use regulatory document to guide development of the Study Area. The Plan provides policy direction and identifies General Plan, Zoning Ordinance, Palmdale Transit Village Specific Plan (PTVSP) and Palmdale Trade and Commerce Center Specific Plan (PTCCSP) amendments needed to carry out the TOD Overlay Zone vision. The Land Use Framework Plan will work together with the Transportation Report and the Urban Design, Street and Streetscape Recommendations Report to guide public improvements and private development in the Study Area.

PLAN OBJECTIVES

The Land Use Framework Plan aims to accomplish the following objectives:

- Create Transit-Oriented Development (TOD) and supportive streets and public spaces along the Avenue Q Corridor, connecting people with the Palmdale Transportation Center (PTC) and the city's future High Speed Rail station.
- Increase development within walking and biking distance of transit, jobs, and shopping to support affordable, healthy and sustainable lifestyles.
- Remove regulatory constraints to TOD by identifying necessary amendments to the General Plan, Zoning Ordinance, and relevant Specific Plans (PTVSP and PTCCSP).

TOD OVERLAY ZONE STUDY AREA

The City of Palmdale is situated in northern Los Angeles County, across the San Gabriel Mountains from Los Angeles. Palmdale and Lancaster, its neighbor to the north, are the principal cities in the Antelope Valley and the High Desert. The Study Area's regional context is shown in Figure 1-1.

Within Palmdale, the Study Area is centered around the Palmdale Transportation Center and the proposed location for the city's future High Speed Rail station. It is generally located between Rancho Vista Boulevard (Avenue P) and Palmdale Boulevard (SR-138) and between SR-14 and 10th Street East. The Palmdale Regional Airport is located approximately one mile northeast of the PTC.

The Study Area includes a variety of land uses including single- and multi-family residential, commercial, light industrial, recreational, public and community facilities, and vacant land. Two unincorporated pockets of Los Angeles County are located within the Study Area. Additionally, the Study Area overlaps with two existing specific plans, the Palmdale Transit Village Specific Plan (PTVSP) and the Palmdale Trade and Commerce Center Specific Plan (PTCCSP). Within the Study Area, a Focus Area is identified, to ensure that the greatest level of attention is paid to the core district around the future High Speed Rail station location. A map of the Study Area and Focus Area is shown in Figure 1-2.

Figure I-1: Regional Context

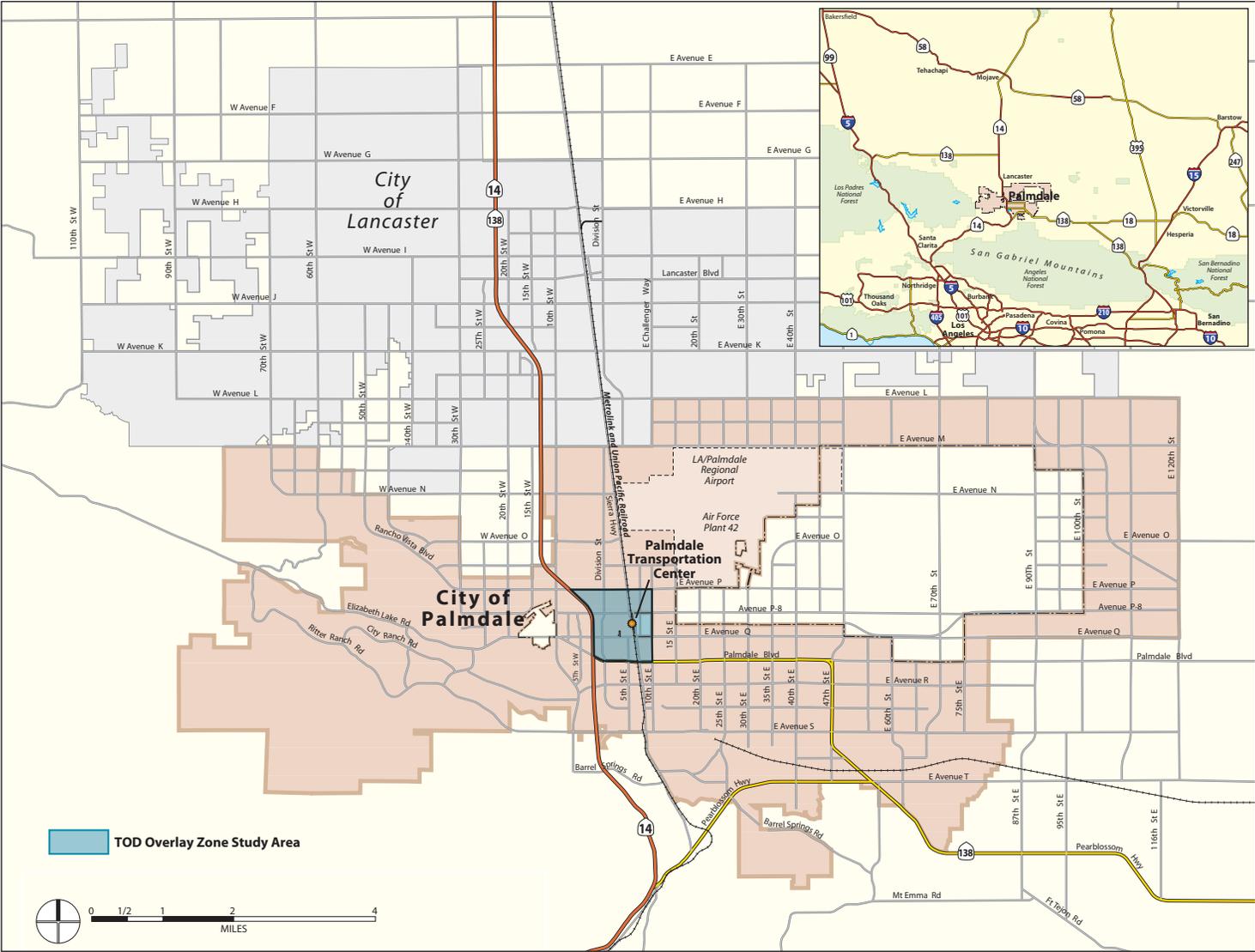


Figure I-2: Study Area



1.2 Summary of Recommendations

This section presents the TOD Land Use Framework Plan's key recommendations. The recommendations describe a land use and development pattern that would support the future Multimodal Station and enhance sustainability and quality of life in Palmdale. These recommendations are repeated as Guiding Policies in Chapter 3. Figure 1-3 illustrates the vision for the TOD Study Area.

OVERALL VISION AND LAND USE PATTERN

- Foster Transit-Oriented Development (TOD) and supportive public improvements within the vicinity of the city's future High Speed Rail Station.
 - Increase development within walking and biking distance of transit, jobs, and shopping to support affordable, healthy and sustainable lifestyles.
 - Create a high-intensity downtown area around the station, including tall buildings, entertainment venues, shops, cultural attractions, upper-level apartments and condos, and a contemporary appearance.
 - Develop walkable, transit-oriented mixed-use districts within a quarter mile of the station and along Avenue Q.
 - Foster a complete community that is attractive to young professionals, families with children, and others to stimulate economic development.
 - Incorporate parks and community gathering spaces to improve quality of life create recreational, social, and educational opportunities.
- Provide a positive vision for Palmdale, and continue to engage residents and stakeholders in planning for future development.
 - Provide support and relocation opportunities to residents who may be displaced by future development in the Study Area.



Photo 1-2:
Develop walkable, transit-oriented, mixed-use districts near the multimodal station.



Photo 1-3: Safe and attractive public spaces invite pedestrians and bicyclists of all ages.

PALMDALE MULTIMODAL STATION AREA

- Facilitate the creation of a contemporary Multimodal Station and support facilities where California High Speed Rail, Xpress West High Speed Rail, Metrolink, Antelope Valley Transit Authority (AVTA), and future high-capacity transit lines converge in Palmdale.
- Ensure station facility site planning that provides good access to the future Palmdale Multimodal Station from both the east and west, and for all modes of travel, including walking, biking, bus, bus rapid transit (BRT), or other high-capacity transit, and shared, rental, and private vehicles.
- Design future transit infrastructure and surrounding public spaces and facilities in a way that provides safety, comfort, and 21st century convenience.
- Facilitate the highest scale of development around the station itself, including mixed-use development, tall buildings, shops, cultural attractions, upper-level apartments and condos, and a modern appearance.
- Design parking facilities and implement parking policies that support a dense, walkable environment at street level.

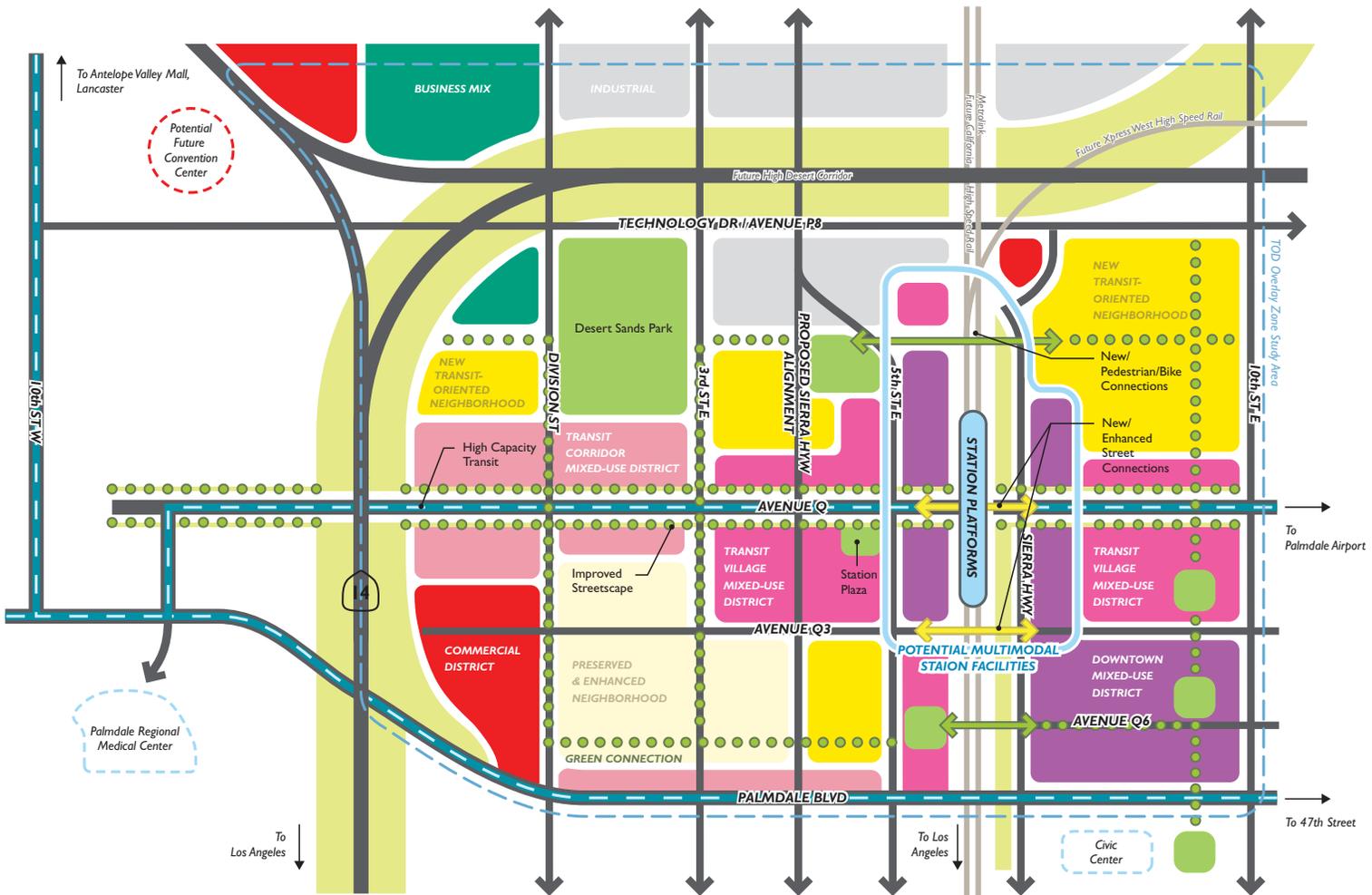
TRANSIT CORRIDORS, TRANSIT NEIGHBORHOODS, AND DOWNTOWN PALMDALE

- Along Avenue Q, facilitate the development of mixed-use buildings with active, sidewalk-oriented uses on the ground floor and apartments and condominiums above. Avenue Q itself will be redesigned as a Transit Corridor with wide sidewalks, landscaping, and pedestrian

amenities, providing a link between the future station and regional destinations.

- Facilitate transit-oriented residential and mixed-use development within approximately one-quarter mile on both sides of the future Multimodal Station. Neighborhoods will feature four- and five-story residential buildings with and without ground-floor commercial uses, new streets, enhanced streetscapes, and parks.
- Foster a vibrant entertainment district in close proximity to the future Multimodal Station, featuring restaurants, nightlife, and other attractions that are lacking in Palmdale today.
- Create a true downtown district for Palmdale adjacent to the Multimodal Station and the Civic Core, featuring offices, hotels, high-density housing, and street-facing retail, between the future Palmdale Multimodal Station and the Civic Center. The Downtown area will be connected by new streets, enhanced streetscapes, parks and plazas.

**Figure I-3:
Palmdale TOD Study Area Concept Diagram**



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NEW NEIGHBORHOODS, PARKS, AND PUBLIC FACILITIES

- Develop new transit-oriented residential neighborhoods featuring a range of housing from 4- and 5-story street-oriented condominiums and apartments to courtyard apartments, townhouses and small-lot single-family houses.
- Create new neighborhood parks, linear parks, community-serving active-use park and recreation facilities, and school sites.
- Facilitate development of new shopping centers at locations with high visibility and access to major thoroughfares. These sites help to ensure that convenience shopping is available within walking distance of transit-oriented residential neighborhoods, while keeping auto-oriented uses to the periphery.

YUCCA ELEMENTARY NEIGHBORHOOD

- Preserve and enhance the existing neighborhood around Yucca Elementary School where appropriate.
- Provide for the development of new attached and multifamily housing close to transit, with standards to ensure neighborhood compatibility and public improvements.
- Provide affordable housing options within the Study Area to residents displaced by new development.

NORTH SIDE

- Continue to provide for development of industrial and low-intensity employment uses in the northern portion of the Study Area where such uses are most compatible with Air Installations Compatible Use Zones and with the future High Desert Corridor.
- Set aside a connected corridor of preserved open space that serves to buffer future freeway and High Speed Rail infrastructure, keep drainage areas free of development, and provide for a trail system.
- Provide additional amenities in an expanded Desert Sands Park.



Photos 1-4 and 1-5: The TOD Framework Plan envisions a downtown area that includes urban residential and office buildings, ground-floor commercial uses, enhanced streetscapes, and new parks and public spaces.

1.3 Planning Process

The City of Palmdale, in partnership with the Dyett & Bhatia consulting team, led the planning process for the TOD Overlay Zone project.

BACKGROUND RESEARCH

The planning process began with research of existing conditions through field visits and evaluation of relevant planning documents. Stakeholders were interviewed to gain an understanding of the key issues for the Study Area. The Summary of Stakeholder Interviews reviews the major topics and information gathered during these interviews. In addition, a Livability Audit that assessed transportation, urban design and community resources was conducted with local high school aged students. Findings from this audit are detailed in the Livability Audit Report. The Existing Conditions and Site Analysis Report summarizes the collective results of the fieldwork, background research, stakeholder interviews and Livability Audit. All three reports are detailed further in Chapter 2.

TRANSIT-ORIENTED DEVELOPMENT CONCEPT PLAN

The next stage of the planning process involved drafting a Transit-Oriented Development Concept Plan that explored initial concepts for land use and development; transportation and circulation; and streetscape and urban design. Discussions between City Staff and the consultant team provided feedback on the Transit-Oriented Development Concept Plan in order to refine details and diagrams before presenting to the community.

COMMUNITY WORKSHOPS

A community workshop, attended by approximately 25 people, was conducted on November 15, 2014. The purpose of this first workshop was to introduce the project to the community and present findings from the Existing Conditions and Site Analysis Report. Comments and concerns expressed at this workshop were incorporated into the Transit-Oriented Development Concept Plan. A second community workshop, attended by over 100 people, was held on April 18, 2015 to garner feedback on the Transit-Oriented Development Concept Plan.

TOD OVERLAY ZONE PLANNING DOCUMENTS

Following the second community workshop, the Transit-Oriented Development Concept Plan is the basis for diagrams, policies, and regulatory guidance embodied in the Palmdale TOD Land Use Framework Plan, the Multi-Modal Access, Circulation, and Connectivity Plan, and the Urban Design, Street and Streetscape Standards Plan. Together, these reports will be assessed for their potential environmental impacts, and adopted by the City of Palmdale.

1.4 Plan Organization

The Palmdale TOD Land Use Framework Plan is organized as follows:

Chapter 1: Introduction describes the purpose, process, and organization of the Land Use Framework Plan and its relationship to other planning efforts, and provides a summary of recommendations

Chapter 2: Background outlines the existing land use and community character of the Study Area; the General Plan, relevant Specific Plans, and current zoning; community priorities as identified by various public outreach efforts; and opportunities and constraints for Transit-Oriented Development.

Chapter 3: TOD Land Use Framework presents the planned land use diagram, land use classifications, and policies directing revisions to the General Plan, Specific Plans, and Zoning Ordinance, and the creation of a TOD Overlay Zone. The chapter also features tables summarizing land use change and projected development.

Appendix A provides a table showing the correspondence between the proposed Land Use Framework to existing General Plan and Specific Plan land use designations and zoning districts.

Appendix B provides a breakdown of land use change from existing General Plan, Specific Plan, and zoning districts.

Appendix C details projected future development, and identifies the assumptions used.

1.5 Relationship to Other Plans

RELATIONSHIP TO THE GENERAL PLAN

State law requires that a jurisdiction's planning implementation tools must be consistent with the adopted local general plan. As part of the implementation of the Palmdale TOD Land Use Framework Plan, the City will need to amend portions of the 1993 General Plan to ensure consistency. The land uses

designations and land use maps of the General Plan will be amended to match the TOD Land Use Framework Plan.

RELATIONSHIP TO SPECIFIC PLANS

The City of Palmdale adopted the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) in 1990, and the Palmdale Transit Village Specific Plan (PTVSP) in 2005. As shown in Figure 1-2, the PTCCSP partially overlaps the TOD Overlay Zone Study Area, while the PTVSP is fully encompassed within it. Both Specific Plans will be amended to align with the designations and policies of the Palmdale TOD Land Use Framework Plan. The PTCCSP and PTVSP are discussed in greater detail in Chapter 2.

AVENUE Q FEASIBILITY STUDY

In addition to the TOD Overlay Zone project, the City of Palmdale is also undertaking a study of the potential to extend a TOD character westward along the Avenue Q Corridor. The Avenue Q Feasibility Study has progressed in parallel with the TOD Overlay Zone project, with both projects sharing relevant background research and analysis. This has resulted in coordinated recommendations for both projects, ensuring that together they provide a thorough and thoughtful approach for Transit-Oriented Development in Palmdale.

STATION AREA PLAN

California High Speed Rail is a planned high speed rail system that will connect Los Angeles and San Francisco, with potential future extensions to San Diego and Sacramento. The proposed alignment includes a station in Palmdale in the heart of the Study Area. (See Figure 3-2 for potential station location.) This station will provide connections to Metrolink and AVTA bus service, serving as the main transit hub for TOD in Palmdale.

In partnership with California High Speed Rail, the City of Palmdale is developing a Station Area Plan that will guide the design of the Palmdale Multimodal Station and the surrounding station area (approximately a half mile radius). This planning effort will enable the City to promote economic development and sustainability, encourage station area development and enhance multimodal access connections between the station and the City.

The TOD Overlay Zone Study Area fully encompasses and extends beyond the project area for the Station Area Plan. This provides the opportunity to connect station area planning with future transit corridors, an enhanced downtown area, the Civic Core and the Palmdale Regional Airport.

OTHER RELATED TRANSPORTATION PROJECTS

In addition to the projects listed above, a couple of other planned and proposed projects reflect the region's investment in improving mobility and development opportunities in Palmdale and North Los Angeles County. The High Desert Corridor (E220) is proposed to improve east-west traffic through the High Desert region. The highway would connect to SR-14, in the northwest corner of the Study Area, providing a link to US-395, I-15, Bear Valley Road and SR-18. A high speed rail connection, bikeway and green energy element are also being considered as part of this project.

XpressWest High Speed Rail is a private venture that proposes a high speed passenger train connecting Victorville, California with Las Vegas, Nevada. An additional extension from Victorville to Palmdale is being considered in order to link XpressWest to California High Speed Rail and Metrolink service.

1.6 Environmental Review

ENVIRONMENTAL IMPACT REPORT FOR THE TOD OVERLAY ZONE

A programmatic Environmental Impact Report (EIR) will be prepared pursuant to the requirements of the California Environmental Quality Act (CEQA). The EIR will cover all components of the Palmdale TOD Overlay Zone project, including the Land Use, Transportation and Urban Design, Street and Streetscape plans, as well as the subsequent actions needed to implement the plans and make them consistent with existing plans and regulations. Policies are included within the TOD Overlay Plan to minimize significant environmental impacts, based on the analysis of the EIR.

ENVIRONMENTAL REVIEW FOR FUTURE DEVELOPMENT PROJECTS

The TOD Overlay Zone EIR will assess the implications of an assumed program of residential, mixed-use, commercial, office, industrial, public, park and open spaces uses, which is described in Chapter 3. When specific development proposals are submitted to the City for development in the TOD Overlay Zone, the City will determine whether or not the environmental effects of the proposed projects are addressed in the Program EIR.

If the City finds that proposed projects would not result in any additional environmental impacts beyond those considered in the EIR, no new environmental analysis would be required. If the City determines there are potential environmental impacts not studied in the EIR, or that environmental conditions have changed substantially since the EIR was prepared, the City could require further environmental review to determine appropriate

revisions to the project, conditions or approval, or mitigation measures.

1.7 Implementation

Implementation of the Land Use Framework Plan will require changes to the City's General Plan, Zoning Ordinance, and two Specific Plans – the Palmdale Transit Village Specific Plan (PTVSP) and the Palmdale Trade and Commerce Center Specific Plan (PTCCSP). While some development standards from the PTVSP can be adapted and retained, the Specific Plan in its entirety should be rescinded and replaced by the new Plan. Not only is the PTVSP encompassed within the Study Area for this project, but the anticipated arrival of High Speed Rail and the expected location of the Multimodal Station have fundamentally changed the context on which this Specific Plan was based. On the other hand, the PTCCSP extends far beyond the boundaries of this project, and should not be eliminated. Instead, it should be revised to reflect the vision and policies of this Plan.

The Zoning Map and Land Use Maps for the General Plan and PTCCSP need to be revised to align with the Land Use Map of this Plan (Figure 3-2). Suggested revisions to policies and regulations are provided in Section 3.5 in the form of “implementing policies.” Amendments and revisions to the General Plan, Zoning Ordinance, and Specific Plans will ultimately be accomplished through Planning Commission and City Council action.

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2 Background



Photo 2-1: Palmdale Boulevard shopping center

This chapter provides a baseline of existing conditions, trends, and opportunities in the City of Palmdale's TOD Overlay Study Area. It reviews the existing land use pattern, the General Plan and relevant Specific Plans, the Zoning Ordinance, and community priorities gleaned from public outreach efforts. Observed issues and potential opportunities associated with the transportation system are also discussed at the end of this section.

2.1 Existing Land Use and Community Character

EXISTING LAND USE

The Study Area contains a diverse mix of existing land uses, with the greatest diversity of uses located within the Focus Area on either side of Sierra Highway. Most single-family housing is located in clusters east of Division Street. Multi-family housing (including duplexes, triplexes, and apartment buildings) is largely concentrated south and east of the Palmdale Transportation Center (PTC). Industrial uses are generally found north of Avenue Q or along a stretch of 6th Street East that abuts the railroad tracks. A commercial strip lines Palmdale Boulevard near the downtown core, and a large shopping center anchors the corner at West Rancho Vista Boulevard and State Route (SR) 14. There are several churches scattered about the Study Area, with the largest concentration occurring east of Sierra Highway. Over half of the Study Area is comprised of vacant parcels, most of which are located north of the PTC or west of Division Street. The existing pattern of land uses within the Study Area is shown in Figure 2-1.

In addition, the Study Area is located adjacent to the site of Palmdale Regional Airport (PMD) and U.S. Air Force Plant 42. While PMD once offered commercial flights, Plant 42 is now the primary user of the site. Most facilities are owned by private aerospace contractors, including Boeing, Lockheed Martin, and Northrop Grumman.

COMMUNITY CHARACTER

Most development in the Study Area and surrounding areas is non-contiguous and single-story, creating a low, spread-out

character that is typical of communities in the High Desert. Vacant and underutilized parcels along key corridors such as Palmdale Boulevard, Avenue Q, and Sierra Highway, create gaps in development. Highways and railroad tracks serve as distinct boundaries that divide the Study Area and limit east-west movement across the site.

A variety of block and lot patterns ranging from typical residential blocks to large-scale industrial and commercial superblocks allow for a wide range of development types and scales. Although blocks and lots vary in size, they are largely arranged in an orthogonal or grid pattern. In residential areas, sidewalks are sometimes discontinuous, making for an unfriendly pedestrian environment.

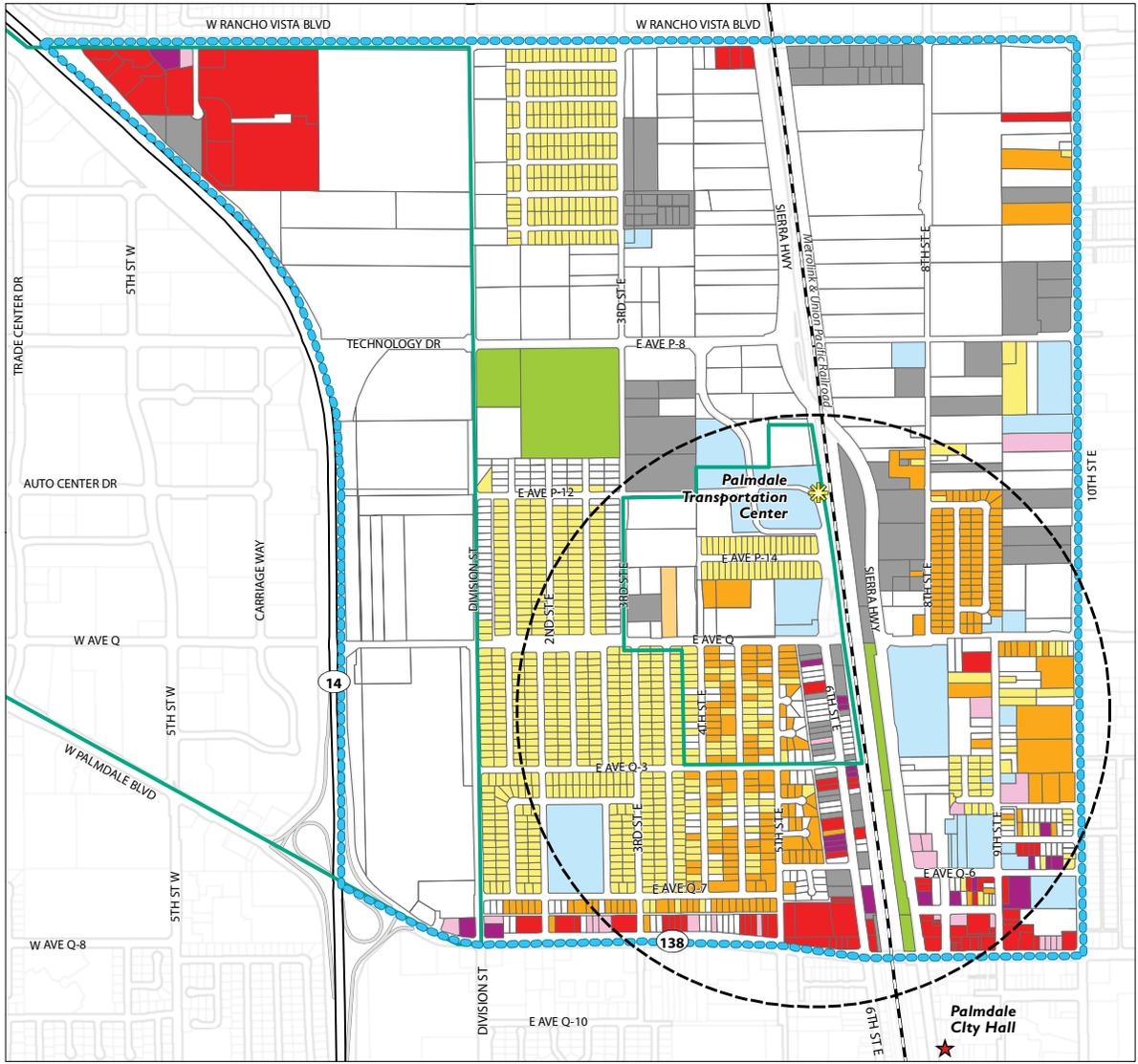
Several activity nodes located in and around the Study Area draw Palmdale residents and regional visitors. These nodes include the PTC, the Civic Core (defined by City Hall, the Palmdale City Library and a number of other City buildings), the Antelope Valley Mall and the Palmdale Regional Medical Center.



Photo 2-2:
*Industrial uses on
3rd Street East.*



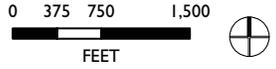
Photo 2-3: *Single
family residential
located southwest of
the PTC.*

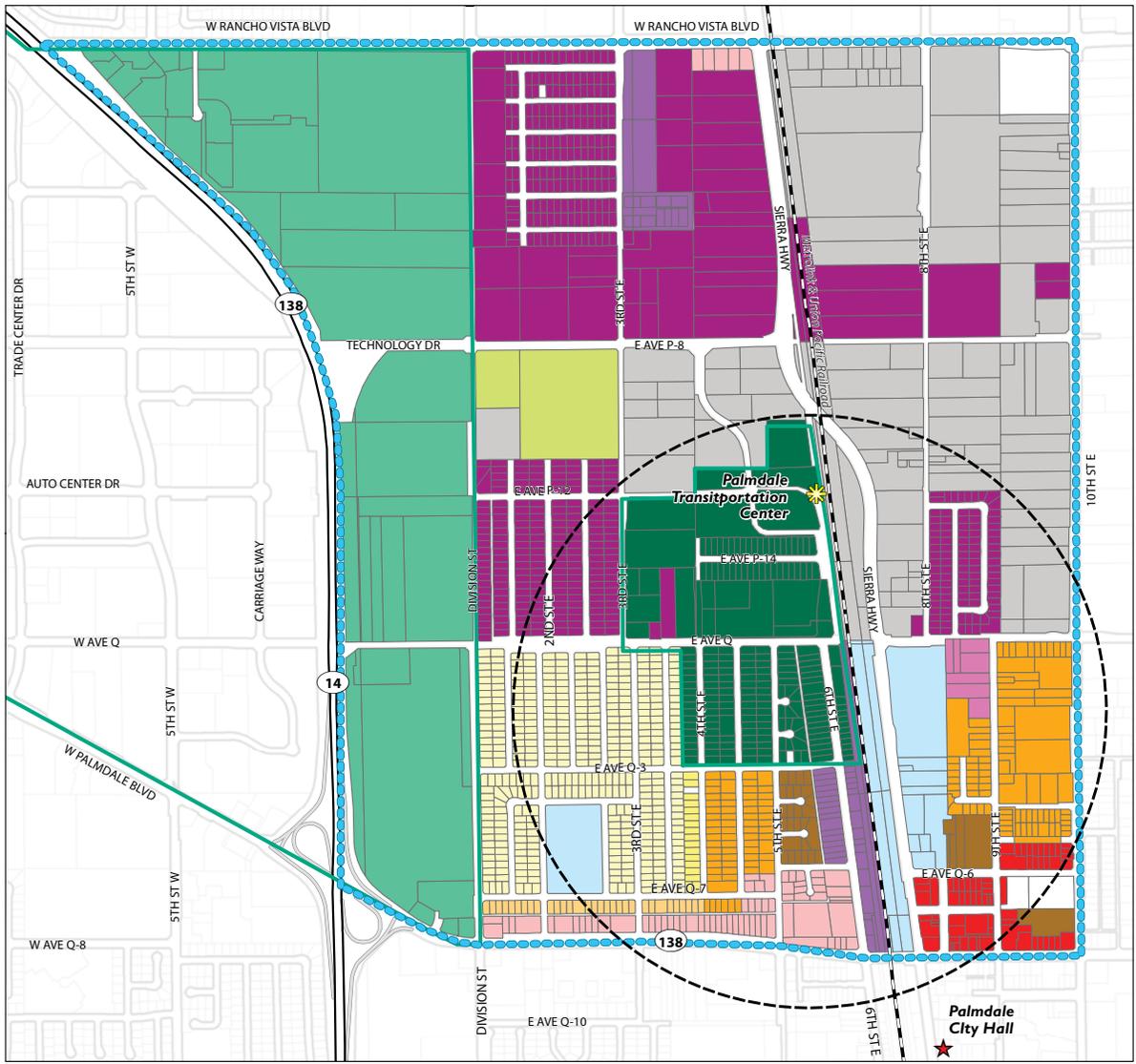


**Figure 2-1:
Existing Land Use**

- Single Family Residential
 - Mobile Homes
 - Multi-Family Residential
 - General Commercial
 - Office Commercial
 - Service Commercial
 - Industrial
 - Public/Community
 - Open Space/Recreation
 - Vacant
- Focus Area
 - Study Area
 - Specific Plans

Source: Dyett and Bhatia, 2014





**Figure 2-2:
Existing General Plan
Land Use**

- Single Family Residential-3
(3.1 to 6 du/ac)
 - Medium Residential
(6.1 to 10 du/ac)
 - Multi-family Residential
(10.1 to 16 du/ac)
 - Medium-High Density Residential
(30 to 50 du/ac)
 - High Density Residential
(50 to 60 du/ac)
 - Community Commercial
(Maximum 1.0 FAR)
 - Downtown Commercial
(Per Downtown Revitalization Plan)
 - Office Commercial
(Maximum 1.0 FAR)
 - Business Park
(Maximum 0.5 FAR)
 - Commercial Manufacturing
(Maximum 0.5 FAR)
 - Industrial
(Maximum 0.5 FAR)
 - Public Facility
(Maximum 1.0 FAR)
 - Open Space
 - Palmdale Trade and Commerce Center Specific Plan
 - Palmdale Transit Village Specific Plan
- Focus Area
 Study Area
 Specific Plans

Source: City of Palmdale, 2014



2.2 General Plan, Specific Plans and Zoning

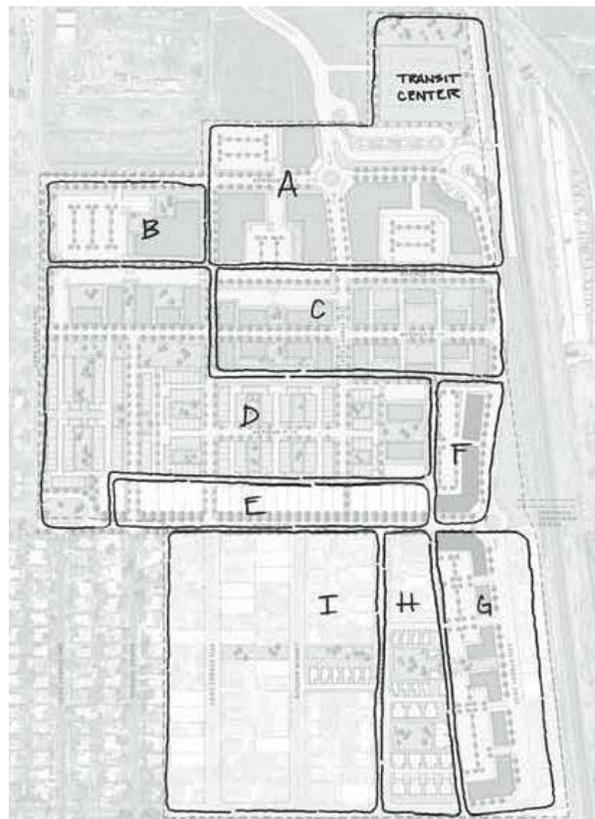
PALMDALE GENERAL PLAN

Adopted in 1993, the Palmdale General Plan provides goals, policies, and programs for future growth and development in the City. General Plan land use designations within the Study Area are shown in Figure 2-2. These include Single-Family, Low-Medium, and High Density Residential; General, Office, and Service Commercial; Downtown Mixed Use; Public Facility; Open Space; and Industrial designations. The Industrial designation makes up a large proportion of the Study Area, including the greatest amount of undeveloped land, particularly east of the railroad tracks. The Study Area also includes land classified according to its Specific Plan designations.

PALMDALE TRANSIT VILLAGE SPECIFIC PLAN

As shown in Figure 2-2, the Palmdale Transit Village Specific Plan Area is located in the heart of the Study Area. The Plan intends to create a transit village with a mix of uses in the blocks surrounding the PTC. It takes a Transit-Oriented Development approach to improving connectivity in the area and creating a pleasant pedestrian-oriented experience. The Specific Plan establishes development standards and design guidelines that aim to maximize the efficiency of land surrounding the PTC. The standards and guidelines promote new development, open spaces, and attractive and vibrant streets that are safe for all users. Figure 2-3 illustrates full buildout of the Palmdale Transit Village Specific Plan.

Figure 2-3: Palmdale Transit Village Specific Plan Neighborhood Zones

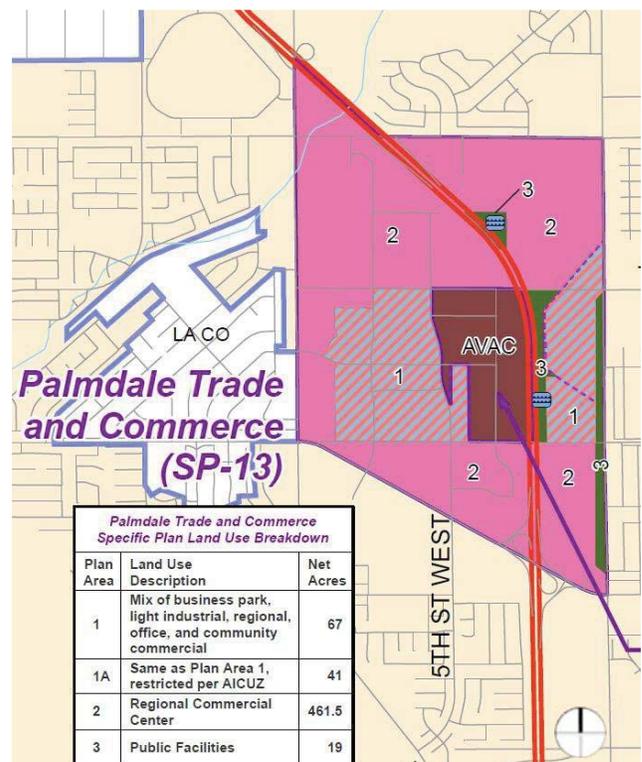


Source: Palmdale Transit Village Specific Plan, 2007.

PALMDALE TRADE AND COMMERCE CENTER SPECIFIC PLAN

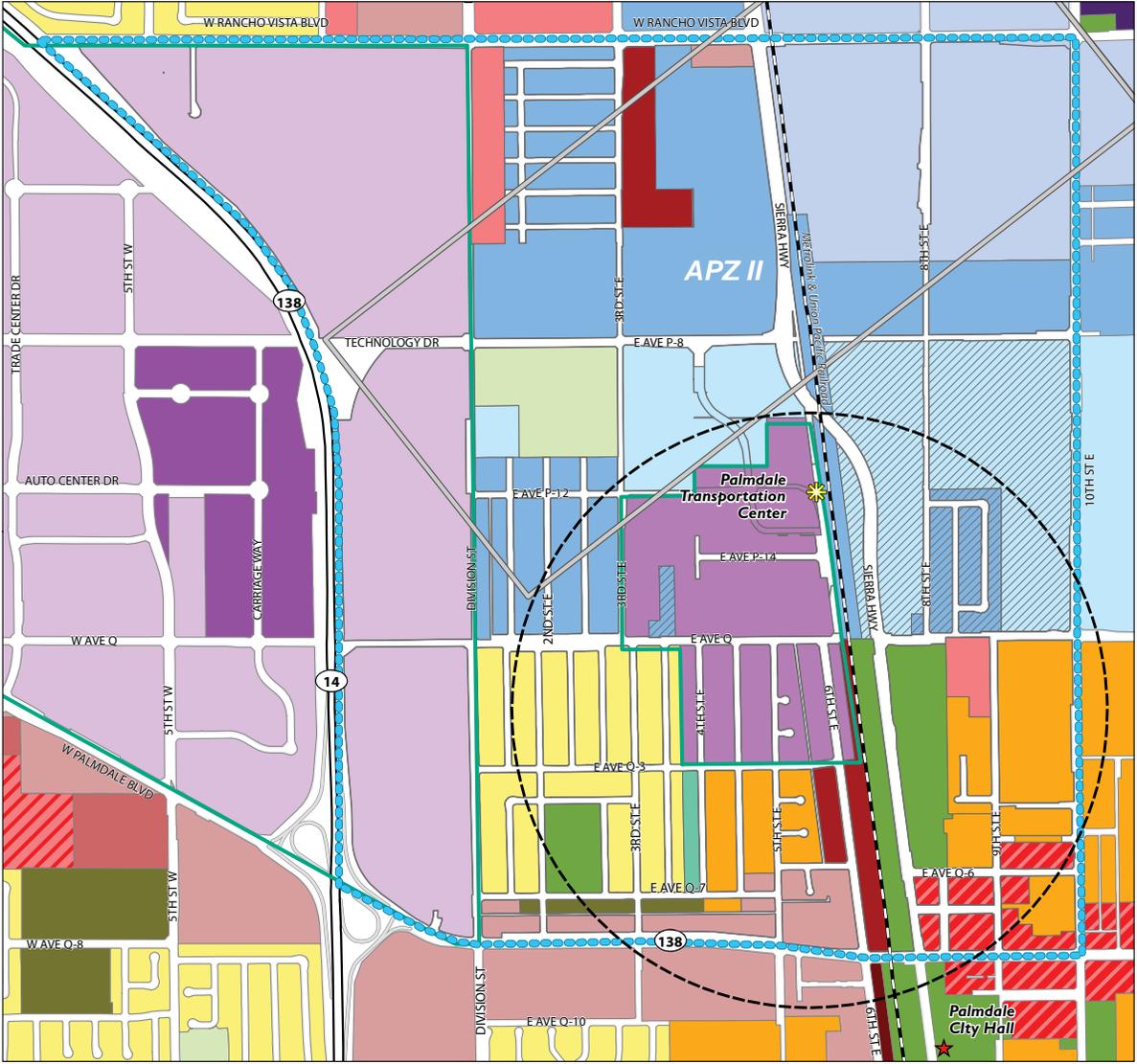
As shown in Figure 2-2, the Palmdale Trade and Commerce Center Specific Plan Area is generally located between Rancho Vista Boulevard (Avenue P) and Palmdale Boulevard (SR-138) and between 10th Street West and Division Street, encompassing the western edge of the Study Area and extending to the west. The plan intends to create a diversified employment center in central Palmdale, reducing the number of residents needing to commute outside of the City for work. It was originally created in response to the City’s population surge in the late 1980’s during which growth in the residential sector was significantly greater than growth in the commercial and industrial sectors. For this reason, no residential uses are currently permitted within the PTCCSP. The land use map for the Palmdale Trade and Commerce Center Specific Plan area is shown in Figure 2-4.

Figure 2-4: Palmdale Trade and Commerce Center Specific Plan



Source: City of Palmdale.

**Figure 2-5:
Existing Zoning**



- Single Family Residential (0 to 6 du/ac)
- Medium Residential (6.1 to 10 du/ac)
- Multiple Residential (up to 16 du/ac)
- High Density Residential (30 to 60 du/ac)
- General Commercial (Maximum 1.0 FAR)
- Office Commercial (Maximum 1.0 FAR)
- Service Commercial (Maximum 0.5 FAR)
- Downtown Commercial Mixed Use Overlay
- Light Industrial (Maximum 0.5 FAR)
- General Industrial (Maximum 0.5 FAR)
- Planned Industrial (Maximum 0.5 FAR)
- Public Facility (Maximum 1.0 FAR)
- Open Space and Recreation
- County Land
- Palmdale Trade and Commerce Center Specific Plan
- Palmdale Transit Village Specific Plan

- Focus Area
- Study Area
- Specific Plans
- Air Installations Compatible Use Zones
- * APZ = Accident Potential Zone

Source: City of Palmdale, 2014
 0 375 750 1,500
 FEET



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PALMDALE ZONING ORDINANCE

The Zoning Ordinance is a regulatory tool used to implement the goals, objectives, and policies of the General Plan as they pertain to development. Palmdale's zoning districts are organized by land use, and are consistent with General Plan land designations. As Figure 2-5 highlights, the Study Area contains single- and multi-family residential, commercial, industrial, and recreational zoning districts. The majority of residential and commercial zoning districts are located south of Avenue Q, while most industrial zoning is located to the north. The Study Area also encompasses the Palmdale Transit Village Specific Plan Area, part of the Palmdale Trade and Commerce Center Specific Plan Area, and some unincorporated pockets of Los Angeles County.

Figure 2-5 also highlights that a substantial portion of the Study Area is located within Accident Potential Zone (APZ) II, as identified by the Air Force Plant 42 Air Installation Compatible Use Zone (AICUZ) Study. While this has a lesser potential for accidents than an APZ I, it still limits the development potential in this area. Specific limitations are discussed in greater detail in Section 2.4.

Surrounding the Study Area, there are a mix of industrial, commercial, and single family residential districts to the north; commercial and mixed use districts to the south; the Palmdale Trade and Commerce Center and Antelope Valley Auto Center Specific Plans to the west; and industrial and high density residential districts to the east.

2.3 Community Priorities

In order to ascertain the community's vision and priorities for the Study Area, public outreach was conducted in the form of stakeholder interviews, a livability audit and two community workshops. The results of each are briefly outlined below.

STAKEHOLDER INTERVIEWS

The planning team conducted individual and small group interviews with 19 stakeholders to determine their thoughts on Palmdale's assets and challenges, future development patterns, and big-picture circulation issues. Stakeholders included local business owners; property owners; real estate brokers; representatives of community organizations and advocacy groups; representatives from City agencies; and political representatives.

Several key themes emerged during these interviews that helped to guide the planning efforts. Stakeholders supported the City's goals of bringing about new, higher-intensity, and mixed-use development associated with a future High Speed Rail station, and they felt the larger community would also be supportive if the City reached out to inform and inspire. People spoke of the potential for upscale multifamily housing, entertainment uses, and neighborhood gathering places to find a foothold in Palmdale, and make the city a better place to live. Generally, the Study Area was seen as being a challenging environment for development, with a population in need of better sidewalks, parks, and public safety.

LIVABILITY AUDIT

Livability is a measure of how safe, healthy, and comfortable a place feels. In order to collect data on the existing conditions of livability in the project's Focus Area, seven students and two teachers from the Antelope Valley YouthBuild, Advancing Communities Together (ACT) program worked with the planning team to conduct a Livability Audit. During the audit, students documented and categorized public transit routes, bike facilities, pedestrian facilities, recreation areas, community resources and services, wayfinding elements, and landmarks found in the Focus Area. While the data and observations collected during the Livability Audit do not provide an exhaustive account of all resources, services, facilities and amenities found in the Study Area, they do offer a good snapshot of what it is like to move around or spend time in the area.

Findings from the Livability Audit revealed some key insights about the Focus Area. In terms of transportation, the relatively infrequent service of buses and trains make public transit inconvenient as a primary transportation option. Bike lanes are discontinuous at times, often with faded paint lines and/or poor signage marking them. The PTC and Dr. Robert C. St. Clair Parkway stand out as providing a great pedestrian experience due to their nice landscaping and streetscape amenities. However, other parts of the Focus Area are potentially unsafe for pedestrians due to discontinuous sidewalks and safety concerns at large and busy intersections. Although the simple street grid pattern generally helps with orientation and navigation, additional wayfinding elements would be beneficial.

The Livability Audit identified a number of community resources and services in the Focus Area, including the PTC, Sheriff's Station, public schools, South Valley WorkSource Center and Planned Parenthood. However, it also stated the need

for new and/or updated recreation areas that serve people of all ages and a significant, recognizable landmark that would "make Palmdale stand out."



Photos 2-4 and 2-5: During the Livability Audit, students from Antelope Valley YouthBuild assessed the amenities and resources currently available to pedestrians, bicyclists and transit riders traveling in the Focus Area.

COMMUNITY WORKSHOPS

Two community workshops were held to gather input at critical stages of the planning process. The first workshop, held on November 15, 2014, was focused on introducing the project to the community and sharing findings from the existing conditions analysis. Community members who came to the workshop provided valuable feedback on what they envisioned for the Study Area, and what their concerns were. Many wanted to see a downtown area around the station with pedestrian-oriented mixed-use development, tall buildings, shops, restaurants, nightlife, entertainment, cultural attractions, upper-

Photo 2-6:
Workshops featured presentations with project updates to keep community members informed and actively involved in the planning process.



level apartments and condos, and a modern appearance. Some suggested that parking should be consolidated in centralized garages or underground, to support a dense, walkable environment. Others emphasized the importance of parks and community gathering spaces to improve the area's appearance and create recreational, social and educational opportunities. In addition, people wanted to ensure that existing residential neighborhoods are maintained and improved.

The second workshop was held on April 18, 2015 with the goal of gathering community reaction to initial concepts for land use, circulation and streetscape in the Study Area. Workshop participants were generally supportive of the concepts presented, with many expressing excitement about creating a real city center in the middle of Palmdale. In particular, the proposed station plaza area adjacent to the new High Speed Rail station was seen as a prime opportunity for a community gathering spot. Some workshop participants also expressed concern about potential displacement of existing Study Area residents. Others emphasized the need for ample station area parking, safe routes to cross the train tracks for pedestrians and cyclists, and climate-appropriate landscaping throughout the Study Area.



Photo 2-7: At both community workshops, participants were given the opportunity to interact directly with the planning team to ask questions, provide feedback and present new ideas.

2.4 Opportunities and Constraints for Transit-Oriented Development

OPPORTUNITIES

Opportunity sites are identified as those sites that may have potential for land use or intensity change over the long term. Sites may currently be vacant, underutilized, or in significant locations. As discussed above, the Study Area contains a significant amount of vacant land, which presents the opportunity for new development that does not displace existing residents or businesses. As shown in Figure 2-6, there are 313 vacant parcels in the Study Area that cover 568 acres and range from small vacant lots within developed areas to large expanses of undeveloped land.

Beyond vacant land, Figure 2-6 also shows “underutilized sites” and other potential change areas within the Study Area. This category is identified to get a sense of which parcels may be most

likely to undergo change during the planning period. Underutilized land is typically defined as sites on which the assessed value of permanent improvements (buildings) is less than the assessed value of the land. For parcels in significant locations (around the future Palmdale Multimodal Station, within the “downtown area” across from the Civic Core, and along Palmdale Boulevard and Avenue Q), a higher assessed value ratio was used to identify underutilized sites. For these areas, parcels with an assessed value ratio of up to 2.0 were identified as underutilized (meaning buildings on a site have up to twice the assessed value of the land itself). In addition, Figure 2-6 highlights all land in these significant locations as having the highest potential to redevelop with new land use and zoning regulations.

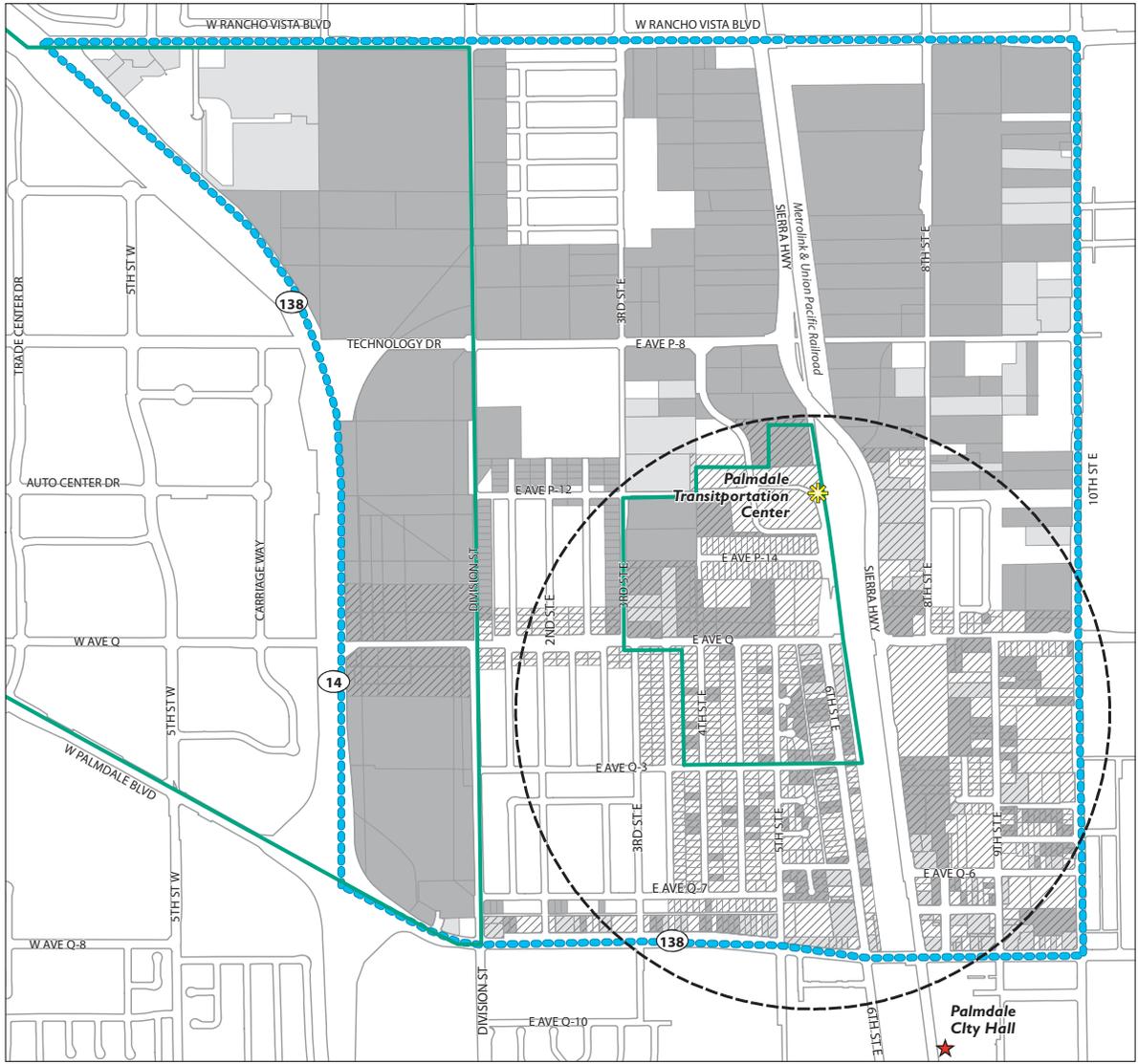
CONSTRAINTS

There are some important factors that limit the development potential of several of the Study Area’s vacant and underutilized sites. The U.S. Air Force Plant 42 California Air Installation Compatible Use Zone (AICUZ) limits development 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 1 to 2 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.

Proximity to SR-14, Sierra Highway and the Union Pacific Railroad/MetroLink rail tracks—as well as the future High Speed

Rail, Xpress West rail, 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 Transit-Oriented Development strategies. They also raise noise and air quality concerns for residential development in close proximity.

Existing General Plan designations and zoning districts outside of the Palmdale Transit Village Specific Plan Area limit the creation of compact, mixed-use development. Adjustments will need to be made to the Zoning Ordinance in order to allow higher densities and a mix of uses that could support active and vibrant Transit-Oriented Development.



**Figure 2-6:
Potential Change Areas**

- Vacant Lot
- Underutilized Site
- Station and Corridor Area of Greatest Influence
- Focus Area
- Study Area
- Specific Plans

Source: City of Palmdale, 2014

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3 Land Use Framework



Photo 3-1: Transit-oriented development

This chapter presents the planned land use diagram, land use classifications, and policies for the realization of Transit-Oriented Development and supportive streets and public spaces. The chapter's policies will guide the City to revise the General Plan, Specific Plans, and Zoning Ordinance, and create a TOD Overlay Zone. The chapter also features tables summarizing land use change and projected development.

3.1 Land Use Plan Overview

The Land Use Plan is intended to support a vibrant, compact, and transit-oriented community surrounding the future Palmdale Multimodal Station. The highest densities and intensities of development would occur within one-quarter mile of the future Multimodal Station and between the station and the Civic Center. Existing residential neighborhoods would be enhanced, and new neighborhoods created. Low-intensity and industrial uses would prevail in the northern portion of the Study Area, near the future High Desert Corridor and within the Air Installations Compatible Use Zone. Development in the Study Area would be accompanied by new streets and enhanced streetscapes, creating a high quality of life and implementing the California Complete Streets Act in Palmdale.

This section summarizes the intended future land use pattern in the Study Area, including the development of new districts, the enhancement of existing neighborhoods, and the location of a network of parks and open spaces. The forthcoming Multi-Modal Access, Circulation and Connectivity Analysis will detail recommendations for roads, parking, and all modes of transportation. The Urban Design, Street and Streetscape Standards Analysis will provide recommendations for streetscape, open space and urban design improvements.

The Study Area would feature several distinct subareas, which are summarized below. The approximate locations of each subarea are shown on Figure 3-1. The TOD Land Use Plan is shown on Figure 3-2.

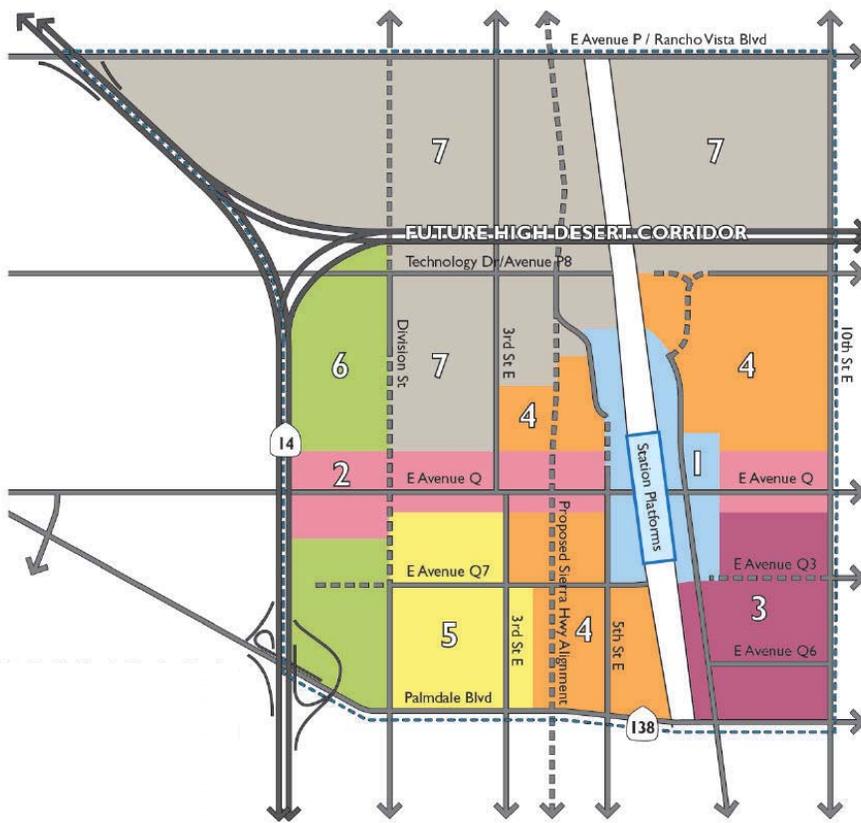
Palmdale Multimodal Station District (Area 1)

The future Palmdale Multimodal Station is expected to be located south of the existing Palmdale Transportation Center, with the rail platform centered approximately at Avenue Q. (This location is subject to change.) Palmdale Multimodal Station is envisioned as a modern rail station hosting Metrolink, California High-Speed Rail and potentially XpressWest High Speed Rail. An Antelope Valley Transit Authority (AVTA) transit center, pickup/drop-off area, public parking structures, car rental facilities, car share vehicles, and other support facilities would connect Palmdale's visitors and commuters to the rest of the community.

Avenue Q Corridor (Area 2)

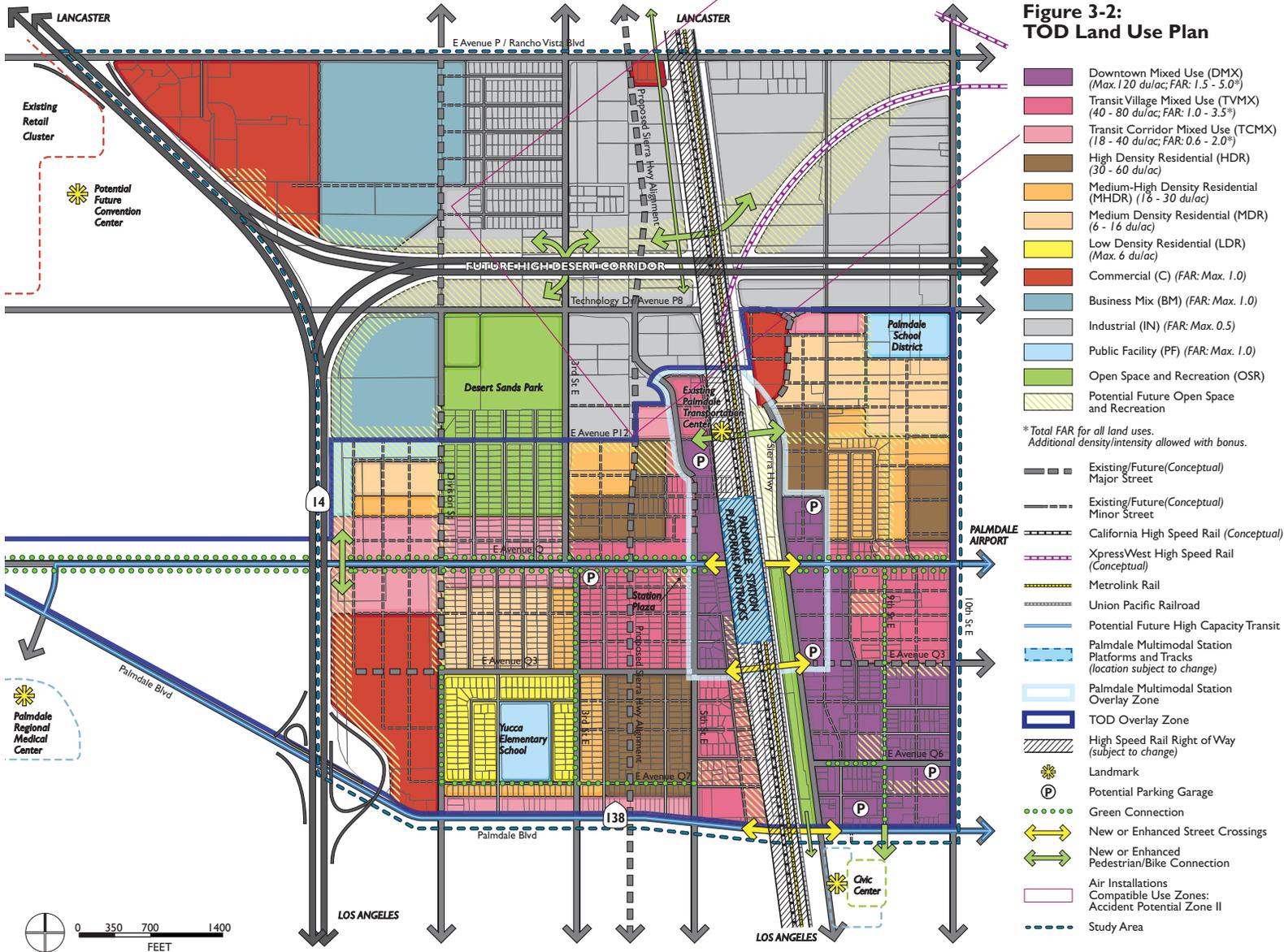
Avenue Q is envisioned as a major transit corridor, providing a safe, inviting and vibrant streetscape to be enjoyed by people traveling by all transportation modes. East and west of the Multimodal Station District, Avenue Q would be lined with mixed-use buildings, with active uses on the ground floor and apartments and condos above. An entertainment district would develop on the blocks closest to the future Multimodal Station. West of 3rd Street (approximately one-quarter mile from the future Station), development intensity and building height along Avenue Q would decrease to conform to the adjacent low density residential development.

Figure 3-1: Subareas



1. Palmdale Multimodal Station District
2. Avenue Q Corridor
3. Downtown Palmdale
4. New Transit-Oriented Neighborhoods
5. Yucca Elementary Neighborhood
6. West of Division Street
7. North Side

**Figure 3-2:
TOD Land Use Plan**



- Downtown Mixed Use (DMX) (Max. 120 du/ac; FAR: 1.5 - 5.0²)
- Transit Village Mixed Use (TVMX) (40 - 80 du/ac; FAR: 1.0 - 3.5²)
- Transit Corridor Mixed Use (TCMX) (18 - 40 du/ac; FAR: 0.6 - 2.0²)
- High Density Residential (HDR) (30 - 60 du/ac)
- Medium-High Density Residential (MHR) (16 - 30 du/ac)
- Medium Density Residential (MDR) (6 - 16 du/ac)
- Low Density Residential (LDR) (Max. 6 du/ac)
- Commercial (C) (FAR: Max. 1.0)
- Business Mix (BM) (FAR: Max. 1.0)
- Industrial (IN) (FAR: Max. 0.5)
- Public Facility (PF) (FAR: Max. 1.0)
- Open Space and Recreation (OSR)
- Potential Future Open Space and Recreation

* Total FAR for all land uses.
Additional density/intensity allowed with bonus.

- Existing/Future(Conceptual) Major Street
- Existing/Future(Conceptual) Minor Street
- California High Speed Rail (Conceptual)
- XpressWest High Speed Rail (Conceptual)
- Metrolink Rail
- Union Pacific Railroad
- Potential Future High Capacity Transit
- Palmdale Multimodal Station Platforms and Tracks (location subject to change)
- Palmdale Multimodal Station Overlay Zone
- TOD Overlay Zone
- High Speed Rail Right of Way (subject to change)
- Landmark
- Potential Parking Garage
- Green Connection
- New or Enhanced Street Crossings
- New or Enhanced Pedestrian/Bike Connection
- Air Installations
- Compatible Use Zones: Accident Potential Zone II
- Study Area

Downtown Palmdale (Area 3)

The area southeast of the future Palmdale Multimodal Station would become a vibrant downtown district featuring offices, hotels, high-density housing, street-facing retail, cultural uses, parks and plazas. Downtown Palmdale would be easily accessible for travelers of all modes with improved street crossings along Sierra Highway, a new high capacity transit line along Avenue Q, and the Dr. Robert C. St. Clair Parkway. New streets would be created to support a walkable environment. Active street-facing uses would be required on portions of Palmdale Boulevard, Avenue Q, 9th Street East, Avenue Q3 and Avenue Q6. A series of parks and plazas would be created, linked to each other and to the Civic Center park south of Palmdale Boulevard with a landscaped character along 9th Street East.

New Transit-Oriented Neighborhoods (Area 4)

Transit-oriented residential development would take shape northwest, northeast, and southwest of the future Multimodal Station. Development would include 4- to 5-story condominiums and apartments closer to the station, and courtyard apartments, townhouses and small-lot single-family houses in the neighborhood interior, linked with new parks and greenways.

Yucca Elementary Neighborhood (Area 5)

The existing neighborhood around Yucca Elementary School would be preserved and enhanced. New attached and multifamily development would be allowed on blocks closer to Avenue Q or the Multimodal Station. Updated development standards would ensure good design and street improvements.

West of Division Street (Area 6)

Currently undeveloped land west of Division Street would become a new neighborhood with a mix of housing types. A large commercial site would be located to the south, with business park uses to the north.

North Side (Area 7)

Much of the northern part of the Study Area is located within the Air Installations Compatible Use Zones, and would also be affected by the development of the future High Desert Corridor and High Speed Rail. Business and industrial uses would be allowed, Desert Sands Park would be expanded, and an open space corridor would be created. The portion of the Study Area west of Division Street and north of the potential High Desert Corridor would continue to be planned for commercial development as envisioned in the Palmdale Trade and Commerce Center Specific Plan.

3.2 Land Use Structure

LAND USE CLASSIFICATIONS

The TOD Land Use Plan establishes a land use classification system to describe the desired, transit-oriented land use pattern. Each land use class provides specific guidance for future development within the Study Area. Density and intensity, building height, parking and open space standards for each land use class are summarized in Table 3-1. Appendix A provides a summary table comparing these land use classes to existing designations in the General Plan and Specific Plans, and districts in the Zoning Ordinance.

Mixed Use

Downtown Mixed Use (DMX)

Maximum 120 du/ac; FAR: 1.5 - 5.0

This designation is intended to provide a high-intensity downtown area between the future Palmdale Multimodal Station and the existing Civic Center. Allowed uses include office buildings, convention centers, hotels, restaurants, retail, entertainment uses, public facilities, and personal and professional services. Residential development may be permitted on a conditional basis. New development may rise up to 85 feet in height (typically 7 or 8 stories), with massing, articulation and stepback requirements. The minimum FAR (Floor Area Ratio) for new development would be 1.5, with a maximum of 5.0. (See Section 3.3 for more discussion of density and intensity and how they are measured.) A set of bonus standards would allow taller and more intense buildings where specified public amenities, such as public plazas, streetscape and pedestrian enhancements, are provided.



Photo 3-2: The Downtown Mixed Use area includes offices, hotels, restaurants, entertainment uses, and ground-floor retail activities.

Transit Village Mixed Use (TVMX)

40 – 80 du/ac; FAR: 1.0 – 3.5

The Transit Village Mixed Use designation is generally applied within one-quarter mile of the future Palmdale Multimodal Station. It provides for residential or mixed-use buildings of up to 5 stories. Residential development would be at a minimum density of 40 and a maximum of 80 units per acre, and a total residential and non-residential FAR of between 1.0 and 3.5. Buildings may have ground-floor commercial uses; active ground-floor uses would be required on specified streets (see Active Street Frontages section.) Bonus standards would allow densities up to 100 units per acre and FAR of up to 4.0, where specified public amenities, such as public plazas, streetscape and pedestrian enhancements, are provided.

Transit Corridor Mixed Use (TCMX)

18 – 40 du/ac; FAR: 0.6 – 2.0

The Transit Corridor Mixed Use classification is applied along segments of Avenue Q and Palmdale Boulevard beyond a quarter-mile from the future Multimodal Station. It is intended for mixed-use, Transit-Oriented Development with a high level of pedestrian activity. Active uses would be located on the ground level in future development. Apartments and condominiums would be developed on upper floors. This designation anticipates development in 4-story podium-style buildings. New development will be allowed with residential densities of 18 units per acre at a minimum and up to 40 units per acre, or a total FAR for residential and non-residential development between 0.6 and 2.0. Bonus standards would allow buildings up to 5 stories, residential density up to 60 units per acre, and FAR of up to 2.5, where specified public amenities, such as public plazas, streetscape and pedestrian enhancements, are provided.

Residential

High Density Residential (HDR)

30 – 60 du/ac

This designation would accommodate 4- and 5- story podium-style condominiums and apartment complexes at densities of 30 to 60 units per acre. Buildings would be oriented to the sidewalk and designed to contribute to a walkable neighborhood environment. This designation is applied within easy walking distance of the future Palmdale Multimodal Station.

Medium-High Density Residential (MHDR)

16 – 30 du/ac

This designation is intended to accommodate future development of townhouses and 3- to 4-story courtyard and podium apartments. Future development should occur at a density of 16 to 30 units per acre. The Medium-High Density Residential designation is applied to portions of existing residential areas as well as future neighborhoods north of Avenue Q.



Photo 3-3: High Density Residential areas feature mid-rise multi-family housing with good amenities, in 4- to 5-story buildings

Medium Density Residential (MDR)

6 – 16 du/ac

This designation is intended to provide for duplexes, townhouses, and courtyard apartments. Future development should occur in the range of 6 to 16 dwelling units per acre. The Medium Density Residential designation is applied to the northern part of the existing neighborhood around Yucca Elementary School, where compact housing types may be introduced. The designation is also applied to future neighborhoods west of Division Street and in the northeast part of the Study Area.

Low Density Residential (LDR)

Maximum 6 du/ac

This designation is intended to conserve existing single-family neighborhoods while allowing for compatible new development. Future development should be limited to single-family houses, second units, and a narrow range of compatible uses, at up to 6 dwelling units per acre. The Low Density Residential designation is applied to the central part of the existing neighborhood around Yucca Elementary School.



Photo 3-4: Low Density Residential areas provide for single-family houses in a neighborhood setting.

Commercial, Office, and Industrial

Commercial (C)

Maximum FAR: 1.0

This designation is intended for retail, service commercial and hotel uses along major thoroughfares not in close proximity to the future Palmdale Multimodal Station. Commercial developments should maintain a strong relationship with the street, but also accommodate an auto orientation. Structured or rooftop parking is preferred. Where included, surface parking must be located to the side or rear of the lot, and should be screened by landscaped buffers or fences. The maximum permitted FAR is 1.0.

Business Mix (BM)

Maximum FAR: 1.0

The Business Mix designation is intended for low-intensity office and light industrial complexes with good visibility and access from freeways and major roadways, peripheral to the future Palmdale Multimodal Station. Uses may include offices, research and development, storage and distribution, and light assembly. Developments in this designation should provide a campus setting with landscaping and outdoor amenities. Supportive commercial uses for employees are permitted. Buildings may rise up to 3 stories or 45 feet, with a maximum FAR of 1.0.

Industrial (IN)

Maximum FAR: 0.5

The Industrial designation provides for industrial development or compatible uses such as warehousing and distribution. Future industrial development should be separated from residential areas by natural or manmade buffers, such as drainage courses, landscaped buffers, open spaces, or arterials and railroads. Buildings may be up to 2 stories or 35 feet, with a maximum FAR of 0.5.

Public

Public Facility (PF)

Maximum FAR: 1.0

This designation provides for schools, civic buildings and other public uses. Buildings may be up to 3 stories or 45 feet in height, with a maximum FAR of 1.0; the future Multimodal Station and related facilities would be exempt from these standards. The designation is applied to Palmdale School District properties, a

drainage basin east of SR-14, and the expected site of the Multimodal Station platforms.



Photo 3-5:
Business Mix and Industrial uses provide employment in a lower-intensity, landscaped setting.

Open Space and Recreation (OSR)

The Open Space and Recreation designation is applied to existing parks in the Study Area: Desert Sands Park and the Robert C. St. Clair Parkway. In addition, Desert Sands Park would expand south to connect with the mixed use development along Avenue Q, creating a large, centrally located park for the whole area.

A future network of future parks, public spaces, community gardens, and preserved open spaces is shown conceptually on the TOD Land Use Plan and described in the Urban Design, Street and Streetscape Standards report. These future parks, plazas, playgrounds, linear parkways, natural areas, and buffer zones may be developed in any land use designation. The TOD Overlay Zone provides standards for the preservation of open space buffers along existing or planned freeways and rail corridors and between residential and industrial areas.

Photo 3-6:
*Community gardens
could be combined
with parks, allowing
Palmdale residents
to grow local*



TOD OVERLAY AND MULTIMODAL STATION OVERLAY

TOD Overlay Zone

The TOD Overlay Zone is proposed to encompass the Focus Area established for this planning effort and other adjacent land. The 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 would be bound by 10th Street East on the east; Palmdale Boulevard on the south, and portions of East Avenue P-12, East Avenue P-8/Technology Drive, and other streets on the north. A westward extension of the TOD Overlay zone is proposed as part of the Avenue Q Feasibility Study. The TOD Overlay Zone is shown on Figure 3-2.

Within the TOD Overlay Zone, additional development standards would be provided to ensure that the vision and goals of this plan are carried out in future private developments and public investments. These standards would augment the standards of underlying zoning districts. The TOD Overlay Zone

would complement the proposed mixed use designations discussed above to facilitate Transit-Oriented Development.

Multimodal Station Overlay Zone

The TOD Land Use Plan also establishes a Multimodal Station Overlay Zone, covering the area immediately surrounding the expected site of the future station. This zone is generally bound by Sierra Highway and a future 8th Street East on the east, East Avenue Q-3 on the south, 5th Street East on the west, and a future East Avenue P-11 on the north. Station-related facilities, including the future station building and platforms, the future AVTA Transit Center, pickup/drop-off areas, and public parking structures will be located within the Multimodal Station District. The future station is expected to be accessible by all modes of transportation from both the east and west sides of the rail corridor. Parking and other support facilities are also expected to be distributed. Conceptual sites for future public parking structures are shown to the northwest, southwest, southeast and west of the future station (see Figure 3-2).

COMPARISON TO SURROUNDING AREAS

While the Land Use Plan introduces higher density and intensity land uses into the area, the placement of these uses is sensitive to the existing context of surrounding areas. The northern edge of the Study Area along Rancho Vista Boulevard/East Avenue P contains commercial, office and industrial uses, which is largely consistent with current zoning. The eastern edge along 10th Street East gradually increases in density, culminating with the highest densities Downtown. The Downtown area is strategically located in the southeast corner of the Study Area between the proposed location for the Multimodal Station and the existing Civic Core, creating a linkage between these areas. The southern edge along Palmdale Boulevard will continue to retain its commercial

identify while now allowing new mixed use developments that will help infuse new life along the corridor. New land uses on the western edge of the Study Area along SR-14 blend seamlessly with the Land Use Plan for the Avenue Q Feasibility Study.

3.3 Development and Use Standards

DENSITY AND INTENSITY STANDARDS

Table 3-1 sets forth density and intensity standards for each land use designation. Residential density is measured in dwelling units per acre (du/ac). Non-residential building intensity is measured as Floor Area Ratio (FAR). This is the ratio of building floor area to the total site area. For example, a building of 1.0 FAR could be a one-story building covering an entire lot; a 2-story building covering 50 percent of a lot; or a 3-story building covering one-third of a lot.

BUILDING HEIGHTS

Maximum buildings heights for each designation are also shown on Table 3-1. These requirements may be covered by existing or proposed underlying zoning districts. Where the TOD Overlay Zone departs from underlying districts, standards will be addressed by the Overlay Zone. Figure 3-3 shows maximum building heights in the Study Area. Notably, much of the Study Area would have a 35-foot maximum building height, similar to the prevailing character in Palmdale. Taller buildings would be concentrated along the Avenue Q transit corridor and, in particular, close to the future Multimodal Station, where buildings of up to 85 feet could be developed as-of-right, with the potential for tower development under “bonus” provisions.

PARKING LOCATION AND USABLE OPEN SPACE

Table 3-1 also provides a snapshot of how parking and usable open space should be addressed within the TOD Overlay Zone. On-site parking must be handled carefully in order to support a pedestrian-oriented environment. For mixed-use and high-density land use designations, parking would be required to be provided within the building structure, underground, or at the rear of sites; elsewhere, screened or landscaped parking may be located at the side and rear of sites. While Figure 3-2 shows some possible locations for Palmdale Station parking, station parking could be located anywhere within the Palmdale Multimodal Overlay Zone.

All districts facilitating multifamily residential development would include requirements for usable outdoor area. For the multifamily residential designations these requirements mirror those in the current zoning code and PTVSP, requiring shared outdoor area for building residents. For the proposed mixed-use designations, the requirements would allow for a combination of private, shared, or publicly-accessible open space.

TABLE 3-1: SUMMARY OF DENSITY, INTENSITY, AND DEVELOPMENT STANDARDS					
TOD Land Use Framework Plan Designation	Typical Building Types	Density or Intensity (du/ac or FAR for all uses)	Maximum Building Height (stories, height)	Parking Location	Usable Open Space
Mixed Use					
Downtown Mixed Use (DMX)	Mid- to high-rise offices, hotels, convention centers, retail, services, condominiums and apartments	Up to 120 du/ac Min. FAR: 1.5 Max. FAR: 5.0 Additional FAR provided as performance bonus.	85 ft. (7-8 stories) Additional height provided as performance bonus.	Underground or structured parking; surface parking at rear of site.	15% of site area as shared open space or publicly-accessible plaza Average of 75 sq. ft. open space per unit Minimum dimension of private open space: 10 ft. for ground level open space and 6 ft. for balconies/porches
Transit Village Mixed Use (TVMX)	Podium-style or mid-rise condominiums and apartments with or without ground-floor commercial	Min. 40 du/ac Max. 80 du/ac Min. FAR: 1.0 Max. FAR: 3.5 With bonus: Up to 100 du/ac and 4.0 FAR <i>(Residential density bonus only awarded in TOD Study Area Transit Village Mixed Use district¹)</i>	5 stories, 55 ft. (60 ft. with ground-floor commercial)	Underground or structured parking within building; surface parking at rear of site.	15% of site area as shared open space or publicly-accessible plaza Average of 75 sq. ft. open space per unit Minimum dimension of private open space: 10 ft. for ground level open space and 6 ft. for balconies/porches
Transit Corridor Mixed Use (TCMX)	Podium-style condominiums and apartments with ground-floor active commercial uses	Min. 18 du/ac Max. 40 du/ac Min. FAR: 0.6 Max. FAR: 2.0 With bonus:	4 stories, 45 ft. (50 ft. with ground-floor commercial) With bonus: Up to 5 stories, 55 ft. (60 ft. with	Underground or structured parking within building; surface parking at rear of site.	15% of site area as shared open space or publicly-accessible plaza Average of 75 sq. ft. open space per unit Minimum dimension of private

TABLE 3-1: SUMMARY OF DENSITY, INTENSITY, AND DEVELOPMENT STANDARDS					
TOD Land Use Framework Plan Designation	Typical Building Types	Density or Intensity (du/ac or FAR for all uses)	Maximum Building Height (stories, height)	Parking Location	Usable Open Space
		Up to 60 du/ac and 2.5 FAR	ground-floor commercial)		open space: 10 ft. for ground level open space and 6 ft. for balconies/porches
Residential					
High Density Residential (HDR)	Podium-style condominiums and apartments	Min. 30 du/ac Max. 60 du/ac	5 stories, 55 ft.	Structured or surface parking under or at rear of building	15% of site area as shared open space; average of 100 sq. ft. open space per unit
Medium-High Density Residential (MHDR)	Townhouses, courtyard apartments, podium-style apartments or condos	Min. 16 du/ac Max. 30 du/ac	4 stories, 45 ft.	Private garages; deck or surface parking under or at rear of building	20% of site area as shared open space; average of 100 sq. ft. open space per unit
Medium Density Residential (MDR)	Single-family attached, detached; duplexes; townhouses	Min. 6 du/ac Max. 16 du/ac	3 stories, 35 ft.	Private garages; surface parking to side or rear	20% of site area as shared open space; average of 100 sq. ft. open space per unit
Low Density Residential (LDR)	Single-family residential	Max. 6 du/ac	2 stories, 35 ft.	Private garage	NA
Commercial, Office and Industrial					
Commercial (C)	Auto-oriented commercial and hotels	Max. FAR: 1.0	3 stories, 45 ft.	Parking on rooftop or within building, or on side or rear of lot with screening and landscaping	NA
Business Mix (BM)	Low density office complexes	Max. FAR: 1.0	3 stories, 45 ft.	Surface parking with screening and landscaping	NA

TABLE 3-1: SUMMARY OF DENSITY, INTENSITY, AND DEVELOPMENT STANDARDS

<i>TOD Land Use Framework Plan Designation</i>	<i>Typical Building Types</i>	<i>Density or Intensity (du/ac or FAR for all uses)</i>	<i>Maximum Building Height (stories, height)</i>	<i>Parking Location</i>	<i>Usable Open Space</i>
Industrial (IN)	Industrial, warehousing, service commercial uses	Max. FAR: 0.5	2 stories, 35 ft.	Surface parking	NA
Public					
Public Facility (PF)	Public facilities	Max. FAR: 1.0	3 stories, 45 ft.	Parking on rooftop or within building, or on side or rear of lot with screening and landscaping	N/A
Open Space and Recreation (OSR)	Parks, plazas, preserved open spaces, trails	NA	NA	Surface parking for community-serving parks or recreation facilities	N/A
Note: 1. The State mandated density bonus for projects that meet the requirements for affordable or senior units would apply.					

Source: Dyett & Bhatia, 2015

DENSITY AND FAR BONUSES

A bonus point system for Palmdale’s mixed use zones could be based on points, calibrated to costs.

- The maximum FAR bonus/residential density/maximum height bonus requires 100 points; fewer points result in a lower bonus FAR and lower heights. The maximum points attainable exceeds 100, so an applicant may be able to obtain the maximum bonusable FAR/density/height without having to qualify under all bonusable elements.
- The bonus should be available on a pass/fail basis in some cases, but other bonusable elements are proportional to project size, which will require calculations by applicants, to be verified by City staff.

All bonuses would be discretionary and subject to approval of a permit. The Planning Commission may allow only a partial bonus based on an evaluation of urban design and community benefits. The formula for attaining the bonus could be as shown in Table 3-2. For residential projects, the State mandated density bonus for developments that include sufficient affordable or senior units would still apply.

ALLOWED USES

Table 3-3 summarizes regulations that would apply to a wide range of potential land uses for each of the districts included in the TOD Land Use Framework. The table does not address specific building proposals and does not include all possible land uses. Proposed regulations for each district are established by the letter designations listed below.

- “P” designates uses permitted as-of-right. Approval may be discretionary if all applicable standards are met or may require site plan review.
- “L” designates uses permitted as-of-right subject to limitations on location, size or other characteristics. Limitations are referenced by number designations and listed at the bottom of the table.
- “C” designates uses that may be conditionally permitted subject to approval of a conditional use permit.
- “-” designates uses that are not permitted.

TABLE 3-2: POTENTIAL FAR AND DENSITY BONUS SYSTEM		
<i>Bonusable Element</i>	<i>Maximum Potential Points</i>	<i>Basis for Calculating Points</i>
Affordable housing Note: State-mandated density bonus for affordable housing applies separately.	20 (20%)	Projects providing more than 10% of housing units affordable: <ul style="list-style-type: none"> • 10 pts for projects with 20% of units for moderate income households (80-100% AMI) • 15 pts for projects with 10% of units for lower income households (less than 80% AMI) and 10% of units for moderate income households (80-100% AMI) • 1 pt for each additional % of units for lower income households (less than 80% AMI), up to an overall total of 20 pts
High Performance Green Features: Eco-roofs, on-site renewable energy, LEED™ certification or equivalent at various levels.	10 (10%)	5 pts if 75% of total building roof as eco roof, provided eco roof and “eco landscape” together exceed 50% of total site area. 7.5 pts if 10% of total building energy load provided by solar panels or other on-site renewable sources, including co-generation. 10 pts for LEED™ Gold or equivalent (certification req'd)
Public Open Space. Public parks and/or plazas beyond required park-dedication standards.	45 (45%)	15 pts: Provision of at least 5% of site area—with a minimum 1,000 sq.ft. — as privately owned urban open space (with location, dimension criteria and maintenance obligations specified). 30 pts: Provision of 10% of site area as privately owned urban open space. 40 pts: Provision of 15% of site as privately owned urban open space 5 pts: Contribution to citywide Parks Fund (minimum amount to be specified in Council resolution, updated periodically)
Public Right-of-Way Improvements. Improvements to a public right-of-way beyond normal improvements required along property frontage.	35 (35%)	Pts to be based on dollar value of off-site improvements x 7.5 divided by average development cost per square foot or other case-by-case determination
Historic preservation	10 (10%)	5 pts for each 0.5% of construction cost for historic preservation of 1:1 or 2:1 sq. ft. of space preserved.
Community services	10 (10%)	Allowed only for a project supporting qualifying community services for a minimum time period or providing space for such services. Examples of qualifying community services include health clinics, after school programs, and day cares.
Total Potential Points	130	(Theoretical maximum exceeds 100, but only a maximum of 100 points will be credited to the bonus FAR/bonus height calculation.)

Source: Dyett & Bhatia, 2015.

TABLE 3-3: USE REGULATIONS

Use Classifications	Mixed Use			Residential				Commercial, Office, Industrial			Public	
	Downtown (DMX)	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Low Density (LDR)	Commercial (C)	Business Mix (BM)	Industrial (IN)	Public Facility (PF)	Open Space and Recreation (OSR)
Residential Uses												
Single-Family Dwelling, Detached	-	-	-	-	-	L(I)	P	-	-	-	-	-
Single-Family Dwelling, Attached	-	-	-	-	L(I)	P	C	-	-	-	-	-
Multiple-Family Residential	C	L	P	P	P	P	-	-	-	-	-	-
Public and Semi-Public Uses												
College and Trade Schools, Public or Private	C	C	C	-	-	-	-	P	P	C	C	-
Community Center	P	P	P	C	C	C	C	P	C	-	P	C
Cultural Institutions	C	C	C	C	C	C	C	P	P	-	P	C
Day Care Centers	P	P	P	C	C	C	C	P	P	-	L (2)	L (2)
Government Offices	P	C	C	-	-	-	-	C	P	C	P	-
Parks and Recreation Facilities, Public	P	P	P	P	P	P	P	P	P	C	P	P
Schools, Public or Private	-	-	-	-	-	C	C	-	C	-	P	-
Transportation Passenger Terminals	P	P	P	-	-	-	-	-	-	C	P	-
Utilities, Minor	P	P	P	P	P	P	P	P	P	P	P	-

TABLE 3-3: USE REGULATIONS												
Use Classifications	Mixed Use			Residential				Commercial, Office, Industrial			Public	
	Downtown (DMX)	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Low Density (LDR)	Commercial (C)	Business Mix (BM)	Industrial (IN)	Public Facility (PF)	Open Space and Recreation (OSR)
Commercial Uses												
Animal Sales and Services	C	C	C	-	-	-	-	C	-	C	-	-
Automobile/Vehicle Sales and Service	-	-	-	-	-	-	-	P	-	C	-	-
Banks and Financial Institutions	P	P	P	-	-	-	-	P	P	-	-	-
With Drive-Through Facilities	-	-	-	-	-	-	-	-	-	-	-	-
Eating and Drinking Establishments												
Bars/Clubs/Lounges	C	C	C	-	-	-	-	C	C	-	-	-
Coffee Shops/Cafes	P	P	P	-	-	-	-	P	P	P	L(2)	L(2)
Restaurants, Full-Service	P	P	P	-	-	-	-	P	P	P	-	-
Restaurants, Limited Service	P	P	P	-	-	-	-	P	P	P	-	-
With Drive-Through Facilities	-	-	-	-	-	-	-	C	C	P	-	-
With Outdoor Seating Areas	C	C	C	-	-	-	-	P	P	-	-	-
Food and Beverage Sales												

TABLE 3-3: USE REGULATIONS

Use Classifications	Mixed Use			Residential				Commercial, Office, Industrial			Public	
	Downtown (DMX)	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Low Density (LDR)	Commercial (C)	Business Mix (BM)	Industrial (IN)	Public Facility (PF)	Open Space and Recreation (OSR)
Convenience Market	C	C	C	L(3)	L(3)	-	-	C	C	C	-	-
General Market	P	P	P	-	-	-	-	P	C	-	-	-
Live-Work Units	P	P	P	-	-	-	-	-	-	C	-	-
Hotels and Motels	P	P	P	-	-	-	-	C	C	-	-	-
Offices												
General	P	L (4)	L (4)	-	-	-	-	L(2)	P	L(2)	-	-
Medical and Dental	P	L (4)	L (4)	-	-	-	-	P	P	-	-	-
Walk-in Clientele	P	P	P	-	-	-	-	P	P	-	-	-
Parking, Commercial	C	C	C	-	-	-	-	C	C	C	-	-
Personal Services	P	P	P	-	-	-	-	P	P	-	-	-
Retail Sales												
General	P	P	P	-	-	-	-	P	C	-	-	-
Large-Format	-	-	-	-	-	-	-	C	-	-	-	-
Industrial and Service Commercial Uses												
Manufacturing, Processing, Assembly, Packaging, Treatment and Fabrication	-	-	-	-	-	-	-	-	-	P	-	-
Wholesale Trade	-	-	-	-	-	-	-	-	-	P	-	-

TABLE 3-3: USE REGULATIONS												
Use Classifications	Mixed Use			Residential				Commercial, Office, Industrial			Public	
	Downtown (DMX)	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Low Density (LDR)	Commercial (C)	Business Mix (BM)	Industrial (IN)	Public Facility (PF)	Open Space and Recreation (OSR)
Retail Trade (goods used primarily by businesses)	-	-	-	-	-	-	-	-	-	P	-	-
Services	-	-	-	-	-	-	-	-	-	-	-	-
Construction or Contracting	-	-	-	-	-	-	-	-	-	P	-	-
Transportation, Freight and Storage	-	-	-	-	-	-	-	-	-	P	-	-
Personal or Business Services	-	-	-	-	-	-	-	-	-	P	-	-
Automotive Services	-	-	-	-	-	-	-	-	-	P	-	-
Repair and Maintenance Services	-	-	-	-	-	-	-	-	-	P	-	-
Research, Development, and Testing	-	-	-	-	-	-	-	-	-	P	-	-

Notes on Use Limitations:

1. Permitted where development project is within density range of the land use class. For example, detached, zero-lot-line units may be permitted in Low-Medium Density classification if the project's density is between 6 and 16 units per acre.
2. Permitted as an accessory use.
3. Permitted where store is less than 3,000 SF and offers healthy, perishable food options.
4. Permitted on upper floors above ground level.

REQUIRED ACTIVE STREET FRONTAGES AND ENTERTAINMENT AREAS

Required Active Street Frontages

Figure 3-4 identifies street frontages where active uses are required on the ground floor in order to maintain a vibrant, pedestrian-oriented environment. These streets include segments of Avenue Q, Palmdale Boulevard, East Avenue Q-3, East Avenue Q-6, 5th Street East and 9th Street East. Active commercial uses may include but are not limited to: eating and drinking services, retail services, banks, gyms, galleries, laundromats, beauty salons, and other walk-in friendly personal services.

Entertainment Areas

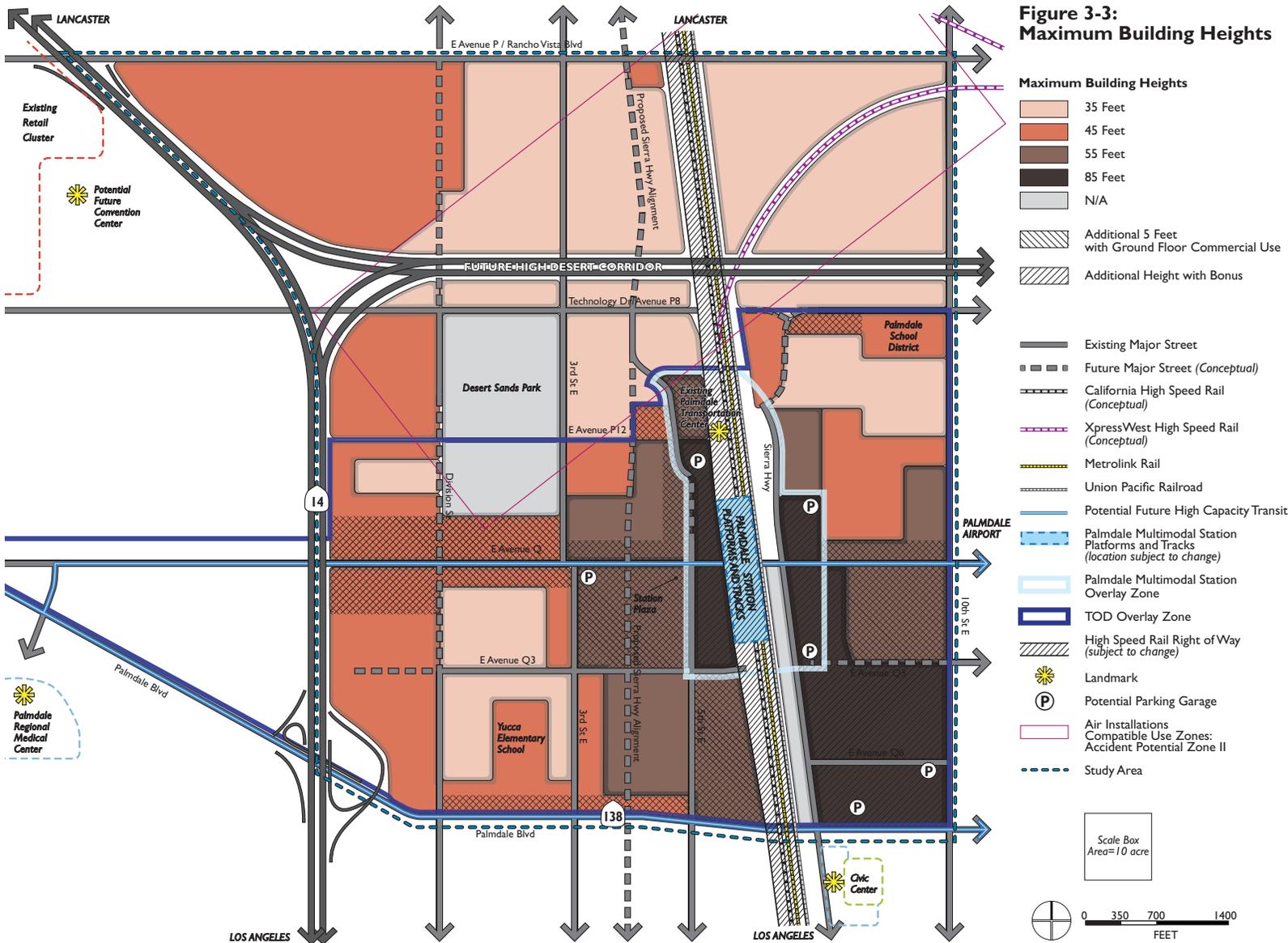
Figure 3-4 also shows where a concentration of entertainment uses is envisioned. Specifically, the TOD Overlay Zone would establish a special set of allowed and conditionally allowed uses for the district immediately west of the future Multimodal Station. Preferred uses include movie theaters, performance venues, and restaurants and bars.



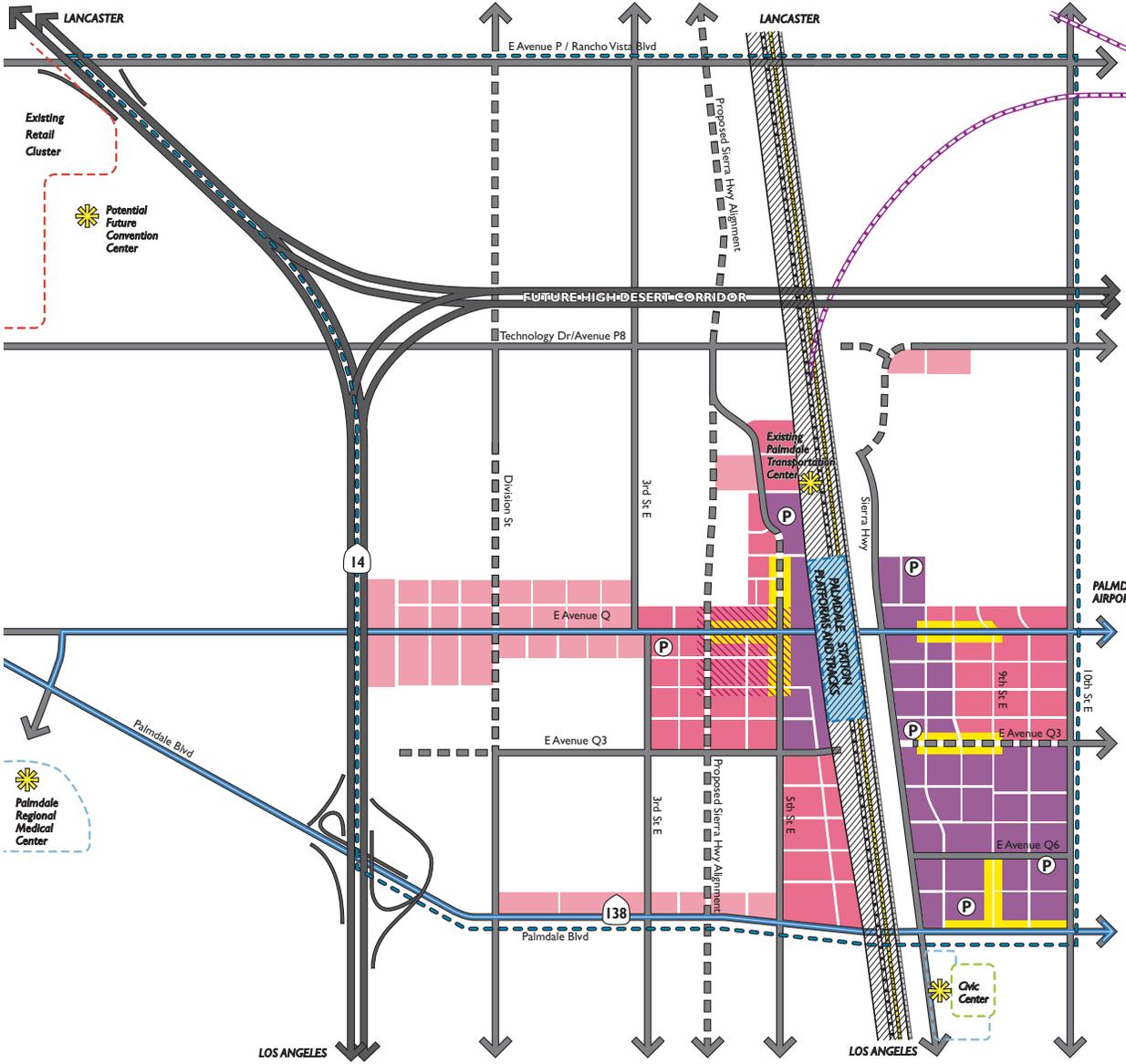
Photo 3-7: Entertainment uses, including theatres, performance venues, restaurants and bars, facilitate an active, vibrant street life.

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**Figure 3-3:
Maximum Building Heights**



**Figure 3-4:
Required Active Street
Frontages and
Entertainment Areas**



Active Street Frontages

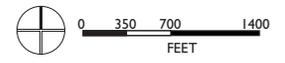
- Required Active Street Frontage
- Entertainment Focus

TOD Land Use Plan Designation

- Transit Corridor Mixed Use
- Transit Village Mixed Use
- Downtown Mixed Use

- Existing/Future (Conceptual) Major Street
- California High Speed Rail (Conceptual)
- XpressWest High Speed Rail (Conceptual)
- Metrolink Rail
- Union Pacific Railroad
- Potential Future High Capacity Transit
- Palmdale Multimodal Station Platforms and Tracks (location subject to change)
- High Speed Rail Right of Way (subject to change)
- Landmark
- P Potential Parking Garage
- Study Area

Scale Box
Area=10 acre



3.4 Land Use Summary

Table 3-4 shows the amount of land included in the TOD Overlay Zone and the Multimodal Station Overlay Zone, and the amount of land in each of the proposed land use designations. Approximately 48 percent of the Study Area would be included in the TOD Overlay Zone where more specific Transit-Oriented Development standards would ensure high-quality, mixed use development.

LAND USE CHANGE BY GENERAL PLAN

Table B-1 in Appendix B shows a detailed breakdown of land use changes from the General Plan to the Land Use Framework Plan, excluding Specific Plan areas. There is a significant increase in acreage for residentially-zoned land (including residential mixed use) – over three times as much as is currently designated in the General Plan. The majority of new residentially zoned land would be contributed by land that currently is designated as Industrial and land that is located within the Palmdale Trade and Commerce Specific Plan Area. Just over 60 percent of existing Business Park land would be re-designated as Industrial in the TOD Land Use Plan, allowing low density, low impact development types within the AICUZ. Office uses will be allowed and encouraged in the new mixed use districts to make up for the loss of existing Business Park land. Land designated for commercial-only uses more than doubles in the Land Use Plan, largely due to new commercial land in the western corners of the Study Area.

LAND USE CHANGE BY SPECIFIC PLAN

Land use changes within the Specific Plan areas are shown in Table B-2. Previously with no residential designations, the Trade and Commerce Center Specific Plan would now include 37 acres

of residential and residential mixed use land. The PTCCSP Planned Development (PD) designation was established for auto-oriented retail, hospitality, and entertainment uses. Most of this land will now be under commercial, office and industrial designations, with a small area of residential uses near Avenue Q and Division Street.

The Palmdale Transit Village Specific Plan Area is divided into nine neighborhood zones, each with specific permitted uses and development standards. As the transit center shifts south to the future Palmdale Multimodal Station, the original residential neighborhoods south of Avenue Q would become residential mixed use and offices, while the northern neighborhoods would maintain a mix of residential, mixed use and offices.

TABLE 3-4: LAND USE SUMMARY¹

	Acreage	Percentage of Study Area
Overlay Zones		
TOD Overlay Zone	484	48%
Multimodal Station Overlay Zone	41	4%
Land Use Designations		
Mixed Use		
Downtown Mixed Use (DMX)	85	9%
Transit Village Mixed Use (TVMX)	88	9%
Transit Corridor Mixed Use (TCMX)	51	5%
Residential		
High Density Residential (HDR)	48	5%
Medium-High Density Residential (MHDR)	49	5%
Medium Density Residential (MDR)	56	6%
Low Density Residential (LDR)	19	2%
Commercial, Office and Industrial		
Commercial (C)	103	10%
Business Mix (BM)	101	10%
Industrial (IN)	312	31%
Public		
Public Facility (PF)	26	3%
Open Space and Recreation (OSR)	64	6%
Totals	1,003	100%

Note:

1. Does not include right-of-way for future streets or High Speed Rail.

Source: Dyett & Bhatia, 2015

LAND USE CHANGE BY ZONING

Table B-3 shows a detailed breakdown of land use acreage changes from current zoning to the TOD Land Use Plan. In general, zoning land use designations are very similar to those of the General Plan, and therefore have similar use changes as discussed above.

PROJECTED DEVELOPMENT

The Land Use Plan Framework would allow up to approximately 3,702 total residential units, including 1,321 new units and the preservation of 815 existing units. It will also allow up to 8.0 million total square feet of commercial uses in the Study Area, including 8.3 million new square feet and the preservation of 569,000 existing square feet. Land use assumptions used in projecting future development and detailed breakdown of future development by type are provided in Appendix C.

3.5 Policies

This section provides policies to guide the City of Palmdale in implementing the vision of the TOD Land Use Framework. Policies are organized by how they support the desired overall pattern, and then by subarea. Guiding policies state the Plan's goals, while implementing policies identify strategies to realize those goals, primarily through revisions to the General Plan, Specific Plans, and Zoning Ordinance, and the creation of two new overlay zones. All policies in this document are identified by the code "LU", for land use. Guiding policies feature the code "G", while implementing policies are coded "I". Thus, the first guiding policy is identified as LU-G-1 and the first implementing policy as LU-I-1, and so on.

OVERALL VISION AND LAND USE PATTERN

Guiding Policies

- LU-G-1 **Transit-Oriented Development around High Speed Rail.** Foster Transit-Oriented Development (TOD) and supportive public improvements within the vicinity of the city's future High Speed Rail station.
- Remove regulatory constraints to TOD by identifying necessary amendments to the General Plan, Zoning Ordinance, PTVSP and PTCCSP.*
- LU-G-2 **Sustainability, Economic Development and Quality of Life.** Increase development within walking and biking distance of transit, jobs, and shopping to support affordable, healthy and sustainable lifestyles.
- LU-G-3 **Contemporary Downtown District.** Create a high-intensity downtown area around the station, including tall buildings, entertainment venues, shops, cultural attractions, upper-level apartments and condos, and a contemporary appearance.



Photo 3-8: Offices, hotels, retail and multifamily residential located within walking distance of the station creates a vibrant, high-quality street life.

- LU-G-4 **Walkable, Transit-Oriented Neighborhoods.** Develop walkable, transit-oriented mixed-use districts within a quarter mile of the station and along Avenue Q.
- LU-G-5 **Complete Community.** Foster a complete community that is attractive to young professionals, families with children, and others to stimulate economic development.
- LU-G-6 **Parks and Community Gathering Spaces.** Incorporate parks and community gathering spaces to improve the area's appearance and create recreational, social, and educational opportunities.
- LU-G-7 **Engaged Community.** Provide a positive future vision to stimulate a stronger connection to Palmdale for residents, and continue to engage residents and stakeholders in planning for future development.
- LU-G-8 **Address Potential Displacement.** Provide support and relocation assistance to residents who may be displaced by future development in the Study Area.

Implementing Policies

General Plan Revisions

- LU-I-1 **Mixed Use Land Use Designations.** Create new General Plan designations to support mixed-use development within walking distance of the future Palmdale Multimodal Station and along the future Avenue Q transit corridor. Four new districts are proposed: Transit Village Mixed Use, Transit Corridor Mixed Use, and Downtown Mixed Use.
- LU-I-2 **Update General Plan Land Use Map.** Land throughout the Study Area should be redesignated to be consistent with the TOD Land Use Plan (Figure 3-

2.) Correspondence between proposed TOD land use designations and existing General Plan designations is summarized in Appendix A.

- LU-I-3 **Vehicle Miles Travelled.** Revise General Plan policies C1.4.1 and C1.4.2 in the Circulation Element to ensure that approvals of new development are correlated with strategies to reduce vehicle miles travelled (VMT).
- LU-I-4 **Incorporation of County Islands.** Work with Los Angeles County to provide for incorporation of all land within the Study Area, to facilitate the seamless development of a transit-oriented district, particularly in the area between Avenue Q, Sierra Highway, Avenue P-8, and East 10th Street. A small pocket of unincorporated land also exists north of Avenue Q and east of East 3rd Street.

Specific Plan Revisions

- LU-I-5 **Rescind Palmdale Transit Village Specific Plan.** The Palmdale Transit Village Specific Plan (PTVSP) should be rescinded and replaced by a new Plan and zoning standards developed following the guidance of the TOD Land Use Plan Framework.

The anticipated arrival of High Speed Rail and the expected location of the Multimodal Station have fundamentally changed the context on which the PTVSP was based.
- LU-I-6 **Adapt Appropriate Development Standards from the PTVSP.** Many of the specific development standards and design guidelines in Sections 3.4 and 3.5 of the PTVSP may be used in crafting appropriate development standards, in particular for new transit-oriented residential neighborhoods in the Medium

Density, Medium-High, and High Density Residential districts.

- LU-I-7 **Remove Land between State Route 14, Division Street, Palmdale Boulevard, and Avenue P-12 from Palmdale Trade and Commerce Center Specific Plan.** The TOD Land Use Framework envisions land between State Route 14 and Division Street as developing with new transit-oriented neighborhoods and commercial uses. These goals are not well-matched with those of the PTCCSP, so this area should be removed from that Specific Plan area. All references to that area in the PTCCSP and all PTCCSP maps should be updated.

Zoning Revisions

- LU-I-8 **New Mixed Use Designations and Zoning Districts.** Create new General Plan and zoning districts to support mixed-use development within walking distance of the future Palmdale Multimodal Station and along the future Avenue Q transit corridor. Three new mixed use districts are proposed: Transit Village Mixed Use, Transit Corridor Mixed Use, and Downtown Mixed Use. Development standards for these zones are summarized in Table 3-1.

The Downtown Mixed Use Zone may replace the existing Downtown Commercial (D-C) district and Mixed Use (MX) overlay in the Zoning Ordinance.
- LU-I-9 **New Medium-High Density Residential Designation and Zone.** The Palmdale Zoning Ordinance does not include a district providing for housing in the 16 to 30 units per acre range. Create a Medium-High Density Residential (R-3.5) Zone, and apply the zone generally between high-density

Transit-Oriented Development and lower-density residential neighborhoods (see Figure 3-2). Development standards for this zone are summarized in Table 3-1.

LU-I-10 **Rezone Land to Match TOD Land Use Plan.** Land throughout the Study Area should be rezoned to be consistent with the Land Use Plan (Figure 3-2.) Correspondence between proposed land use designations and zoning districts is summarized in Appendix A.

LU-I-11 **Palmdale TOD Overlay Zone.** Create a TOD Overlay Zone that will serve as a primary tool in creating a walkable, transit-oriented land use pattern and high-quality urban environment around the future Palmdale Multimodal Station. The proposed boundaries of the TOD Overlay Zone are shown on Figure 3-2. With the TOD Overlay Zone, provide development standards to ensure that the vision and goals of this plan are carried out in future private developments and public investments.

LU-I-12 **Palmdale Multimodal Station Overlay Zone.** Establish a Multimodal Station Overlay Zone for the area surrounding the site of the future station, as shown on Figure 3-2. Most station-related facilities, including the future station building and platforms, local bus transit center, pickup/drop-off areas, and public parking structures may be located within the Multimodal Station District. Policies below should be incorporated into the Multimodal Station Overlay Zone.

New Streets, Parks and Public Spaces

LU-I-13 **Small Blocks and Street Network.** Require land dedication and the collection of facilities financing

fees to create new streets. Enhance the design of existing streets, generally following the street system diagram and street spacing and block size requirements provided in the Multimodal, Access, and Connectivity Plan.

LU-I-14 **Green Connections.** Give priority to enhancing streetscapes along “Green Connections” designated on the TOD Land Use Plan and the policies provided in the Urban Design, Street, and Streetscape Standards Plan. Streetscape enhancements should include climate appropriate shade-providing trees, shade structures, pedestrian amenities, rain gardens and drought-tolerant landscaping, special paving, and other features.



Photo 3-9: Landscaped plazas with seating and other visitor-friendly amenities.

PALMDALE MULTIMODAL STATION AREA

Guiding Policies

- LU-G-9 **Future Multimodal Station.** Facilitate the creation of a contemporary Multimodal Station and support facilities where California High Speed Rail, Xpress West High Speed Rail, Metrolink, Antelope Valley Transit Authority (AVTA), and future high-capacity transit lines converge in Palmdale.
- LU-G-10 **Access to the Station.** Ensure station facility site planning that provides good access to the future Palmdale Multimodal Station from both the east and west, and by all modes of travel, including walking, biking, bus, bus rapid transit (BRT) or other high-capacity transit, and shared, rental, and private vehicles.
- LU-G-11 **Contemporary Station Facilities.** Design future transit infrastructure and surrounding public spaces and facilities in a way that provides safety, comfort, and 21st Century convenience.
- LU-G-12 **High-Intensity Station Area.** Facilitate the highest scale of development around the station itself, including mixed-use development, tall buildings, shops, cultural attractions, upper-level apartments and condos, and a modern appearance.



Photo 3-10: High density and intensity development around the Station Area creates the opportunity for an engaging public space that serves as a gathering place for the community.

LU-G-13 **Parking Design and Management.** Design parking facilities and implement parking policies that support a dense, walkable environment at street level.

Implementing Policies

General Plan Revisions

LU-I-15 **Palmdale Multimodal Station as Downtown Focus.** Revise General Plan Policy L3.2.1 in the Land Use Element to promote the Palmdale Multimodal Station area as a focus for downtown-scale development.

Zoning Revisions

Palmdale Multimodal Station Overlay Zone

LU-I-16 **Future Multimodal Station Design.** Work with the California High Speed Rail Authority (CHSRA) to ensure that the future Multimodal Station has a

contemporary design and amenities, and functions optimally for users. The station should feature:

- A building form that helps to define Palmdale’s future identity;
- Smooth connections between High Speed Rail and Metrolink platforms;
- Access from both the west and east sides of the rail corridor;
- Adjoining public plazas that successfully integrate the future station with surrounding districts and provide memorable, comfortable, and accessible public space;
- A high-quality pedestrian environment around the station, with strong pedestrian connections to the local street network;
- Direct access to local buses as well as future high-capacity transit along Avenue Q;
- Direct access for passenger pick-up and drop-off and taxi and rideshare services; and
- Active commercial uses integrated into the station itself.

LU-I-17 **Palmdale Transportation Center.** Support relocation of the Palmdale Transportation Center (PTC) to provide a direct and seamless transfer point between local transit and regional and High Speed Rail.

LU-I-18 **Public Parking for the Multimodal Station.** Work with the California High Speed Rail Authority to provide public parking serving the future Multimodal Station. Parking facilities should be distributed on all

sides of the future station. Parking may be phased, with surface lots transitioning to garages and/or Transit-Oriented Development projects as the district matures and ridership increases. Buildout of parking should result in consolidate parking in structures or underground in order to support a dense, walkable environment at street level.

LU-I-19 **Full-Service Parking Facilities.** Design public parking facilities to accommodate car rental, car sharing, and other modes of vehicle travel, and to include adequate secure and sheltered bicycle parking. Bike parking should be placed in the most accessible and easily monitored location in the facility.

LU-I-20 **Public Parking in Mixed Use Development.** Future Multimodal Station parking facilities may be provided as part of mixed-use development projects that also include office, hotel, convention center, retail, and/or residential components.

The intensity, building height, and other characteristics of future development in the immediate station area will be guided by revisions to the Downtown Mixed Use zoning district and the Palmdale TOD Overlay Zone, as described under "Downtown Palmdale" below.

LU-I-21 **Active Street Frontages in Public Parking Facilities.** For all public parking facilities, whether developed as the primary use or as a component of mixed use development, active ground-floor uses are required along primary street frontages.

LU-I-22 **Comprehensive Parking Management Program.** Establish a comprehensive parking management

program that includes incentives for shared parking; time limits; dynamic parking pricing; and timed reductions in required parking as transit service comes online.

TRANSIT CORRIDORS, TRANSIT NEIGHBORHOODS, AND DOWNTOWN PALMDALE

Guiding Policies

LU-G-14 **Avenue Q Transit Corridor.** Along Avenue Q, facilitate the development of mixed use buildings with active, sidewalk-oriented uses on the ground floor and apartments and condominiums above. Avenue Q itself will be redesigned as a Transit Corridor with wide sidewalks, landscaping, and pedestrian amenities, providing a link between the future station and regional destinations.

LU-G-15 **Transit Villages.** Facilitate transit-oriented residential and mixed-use development within approximately one-quarter mile on both sides of the future Multimodal Station. Neighborhoods will feature four- and five-story residential buildings with and without ground-floor commercial uses, new streets, enhanced streetscapes, and parks.

LU-G-16 **Entertainment District.** Foster a vibrant entertainment district in close proximity to the future Multimodal Station, featuring restaurants, nightlife, and other attractions that are lacking in Palmdale today.

LU-G-17 **Downtown Center.** Create a true downtown district for Palmdale adjacent to the Multimodal Station and the Civic Core, featuring offices, hotels, high-density housing, and street-facing retail, between the future

Palmdale Multimodal Station and the Civic Center. The Downtown area will be connected by new streets, enhanced streetscapes, parks and plazas.

Implementing Policies

General Plan Revisions

- LU-I-23 **Active Commercial Corridors.** Revise General Plan policies L4.2.1, L4.2.2 and L4.2.5 in the Land Use Element to support active, mixed-use commercial corridors that create vibrant pedestrian-oriented streets in close proximity to the Multimodal Station.
- LU-I-24 **Concentrated Development.** Revise General Plan Policy L2.3.1 in the Land Use Element to support concentrated, Transit-Oriented Development that aligns with the new mixed use designations.

Zoning Revisions

- LU-I-25 **Performance Bonuses.** As part of the proposed mixed use zones, create a system whereby additional FAR, residential density, and building height may be permitted where specified services and features are provided. These may include but are not limited to:
- Provision of affordable housing or contribution to an affordable housing fund administered by the City of Palmdale that may be used for new development within the Study Area;
 - Publicly-accessible plazas that meet dimensional and design requirements and are in excess of required landscaped open space;
 - High-performance green design characteristics that exceed the CALGreen building requirements by a specified and measurable amount.

See Table 3-2 for more detail.

- LU-I-26 **Active Street Frontage.** On blocks designated for Required Active Street Frontage on Figure 3-4, buildings and parking structures shall be designed and constructed for occupancy of at least 50 percent of the ground-floor building frontage with active commercial uses. These uses may include retail, restaurants, personal services, entertainment uses, or community uses such as schools or daycares. Such uses shall occupy a minimum depth of 50 feet.



Photo 3-11: Retail, restaurant and entertainment uses create a lively, pedestrian-friendly atmosphere.

- LU-I-27 **Entertainment Use Emphasis.** Establish priority for entertainment uses immediately west of the Multimodal Station, as shown on Figure 3-4. Along these street frontages, entertainment uses including restaurants, theaters, cinemas, performance venues, dessert and ice cream shops, and businesses with late operating hours would be permitted as-of-right. Other commercial uses, such as microbreweries and bars, would require a discretionary permit.

TOD Overlay Zone Standards

Building Massing and Form

LU-I-28 **Setbacks and Street Frontage.** In all 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.

LU-I-29 **Step Back above Street Wall.** In the Transit Village Mixed-Use Zone, new buildings along streets less than 70 feet in width should “step back” by 10 feet above 45 feet or the 4th floor in order to avoid creating a canyon-like effect on the street. The stepback requirement would apply to 75 percent of the length of front facades, providing for greater variety in building forms.

LU-I-30 **Increase Heights for Ground-Floor Active Uses.** In the Transit Village and Transit Corridor mixed use zones, increase the allowed building height by up to 5 feet for buildings that provide active ground-floor commercial uses with floor-to-ceiling heights, with one foot of additional building height provided for each foot of ground-floor height over 10 feet.

LU-I-31 **Building Articulation.** For buildings more than 100 feet in length, require that at least 25 percent of each street-facing façade be divided into smaller portions in such a way that creates architectural interest and avoids a large-scale, bulky or “box-like” appearance. Strategies may include but are not limited to:

- Variety in Wall Plane.

- Variety in Height or Roof Forms.
- Façade Design Incorporates Architectural Detail.
- Balconies, Bay Windows, and other such Projections or Recesses.

In the Transit Village and Transit Corridor mixed use districts, limit building length to 150 feet along street frontages. In the Downtown Mixed Use district, the articulation requirement applies to buildings more than 200 feet in length. Overall building length is generally limited to 300 feet, though exceptions may be provided for uses such as convention facilities or Class A office buildings that may require larger building footprints.

LU-I-32 **Transitions to Adjoining Residential Districts.** In the Transit Village and Transit Corridor mixed use districts, limit building heights to 45 feet within 25 feet of adjacent properties in Medium-High or Medium Density Residential districts, and to 35 feet within 25 feet of adjacent properties in Low Density Residential districts. Provide a minimum 10-foot setback from property lines of any adjoining residential district (single-story commercial buildings are exempt from this requirement).

LU-I-33 **Full-Block Zoning Transitions.** Where a site in a Transit Village or Transit Corridor mixed use districts contains frontages on both a commercial or mixed use corridor and on a street where the site adjoins a residential district, commercial uses should face the commercial street frontage. Within the first 15 feet of the property line adjoining the residential street frontage, building height is limited to 45 feet in

the Transit Village Mixed Use district, or 35 feet in the Transit Corridor Mixed Use district.

- LU-I-34 **Additional Building Form Standards for Towers.** A set of bonus provisions is proposed to be developed for the Downtown Mixed Use district that would allow for the development of larger tower forms. These forms will require additional standards to ensure high-quality urban form characteristics of high-rise development.

Street Frontages

- LU-I-35 **Orientation of Main Building Entrance.** In all mixed-use districts, at least one primary entry of each building shall face or be oriented to within 45 degrees of parallel to the street frontage, to any adjacent transit station, or to a public plaza. Such entrance(s) must allow pedestrians to both enter and exit the building and must remain unlocked during business hours.
- LU-I-36 **Ground Floor Windows.** Along Active Street Frontages designated on Figure 3-4 at least 50 percent of the ground floor façade should be composed of windows, to facilitate active ground-floor commercial use and create pedestrian interest on the sidewalk. The requirement for ground-floor windows also applies to residential and office lobbies and common areas.
- LU-I-37 **Ground-Floor Residential Uses.** In all mixed use zones, the ground floor of residential buildings should be either directly adjacent to the sidewalk and feature at least 50 percent window coverage; be set back up to 8 feet from the street frontage, with intervening landscaping; or be raised at least 2 feet above the sidewalk elevation.



Photo 3-12:
Trees and other shade structures make public plazas appealing on warm days.

- LU-I-38 **Pedestrian Access and Circulation.** On-site pedestrian circulation and access must be provided that connects public sidewalks with building entrances, and building entrances with each other. Pedestrian paths must be designed to be clearly identifiable where they cross driveways, parking or loading areas. Pathways and sidewalk be shaded with awnings, canopies, porticoes, arcades, and landscaping.

Parking

The following proposed standards would apply in all mixed use zones within the TOD Overlay Zone.

- LU-I-39 **Reductions to Required Parking.** The number of parking spaces is automatically reduced by 25 percent of the normally required number of spaces for any site located in any mixed use zone in the TOD Overlay. Additional reductions to up to 50 percent of the number of required parking spaces may be approved if certain findings are made regarding access to transit service, and site-and use-specific conditions that affect parking supply or demand.

- LU-I-40 **Parking Exemption for Small Commercial Uses.** For active commercial uses including retail, restaurants, and personal services, parking need only be provided for floor area exceeding 1,500 feet per establishment.
- LU-I-41 **Substitution of On-Street Spaces.** On-street parking spaces adjacent to the frontage of properties in the transit mixed use districts may be counted toward required off-street parking for non-residential uses. One on-street parking space may be substituted for each required off-street space.
- LU-I-42 **Parking (Maximum) Limit.** The number of parking spaces for non-residential uses shall not exceed 120 percent of the required parking spaces.
- LU-I-43 **Parking Location and Design.** Off-street parking shall be located underground, within a parking structure, or in surface lots at the side or rear of buildings, or between two or more buildings on a lot. No parking space shall be located between a building and an adjacent street. All surface parking spaces visible from a public right-of-way shall be screened with a wall between 2.5 and 3.5 feet in height.
- LU-I-44 **Driveways and Curb Cuts.** On lots less than 100 feet in width, driveways and curb cuts shall be limited to one per frontage. On wider lots, driveways shall be limited to one per 100 feet of frontage. On corner lots, curb cuts shall be located on the street frontage with the least pedestrian activity. Exceptions may be granted with a use permit for uses that have greater circulation requirements.
- LU-I-45 **Parking Lot Landscaping.** Shade trees shall be provided at a ratio of one tree for every five parking stalls. A minimum of 10 percent of the area of any

surface parking lot shall be landscaped, and the landscaping shall be irrigated by an irrigation system that is permanent, below-grade, and activated by automatic timing controls.

- LU-I-46 **Standards for Structured Parking.** The exterior elevations of any multi-level parking structure must be designed so as to screen or conceal parked cars from view from public streets and open space on the first and second floors of the structure. The parking areas of structured parking garages must be screened or concealed by providing ground-floor commercial uses; landscaping; and/or a minimum 10-foot landscaped setback.
- LU-I-47 **Parking for Bicycles.** Short-term bicycle parking facilities shall be provided at a rate of 10 percent of the number of normally required automobile parking spaces. Short-term bicycle parking should be visible from the street or from the main building entrance, and should be located within 50 feet of the main building entrance.

Long-term bicycle parking shall be provided to serve employees, students, residents, commuters, and others who generally stay at a site for four hours or longer. A minimum of one bicycle parking space shall be provided for every four units for residential uses, or one space per 25 employees for non-residential uses. Standards must be provided to ensure safety and accessibility of long-term bicycle parking.

Residential Standards

- LU-I-48 **Usable Open Space.** In all mixed use districts, require at least 15 percent of site area to be shared rooftop or courtyard open space, publicly-accessible plaza, and/or private outdoor area. Private balconies or yards must have an average usable open space of 75 square feet, and must meet dimensional and design criteria to ensure they are usable.
- LU-I-49 **Residential Window Setbacks and Offsets.** In all mixed use districts, where residential windows face side or rear property lines they must be set back by at least 10 feet to ensure adequate light and air. Where new residential uses are developed adjacent to existing residential development along a shared side or rear lot line, windows should be offset from windows on the existing building to provide privacy.

NEW NEIGHBORHOODS, PARKS, AND PUBLIC FACILITIES

Guiding Policies

- LU-G-18 **New Residential Neighborhoods.** Develop new transit-oriented residential neighborhoods, featuring a range of housing from 4- and 5-story condominiums and apartments to courtyard apartments, townhouses and small-lot single-family houses.
- LU-G-19 **New Parks and Recreation Facilities.** Create new neighborhood parks, linear parks, community-serving active-use park and recreation facilities, and school sites.
- LU-G-20 **New Commercial Sites.** Facilitate development of new shopping centers at locations with high visibility

and access to major thoroughfares. These sites help to ensure that convenience shopping is available within walking distance of transit-oriented residential neighborhoods, while keeping auto-oriented uses to the periphery.

Implementing Policies

General Plan Revisions

- LU-I-50 **Noise Sensitive Uses.** Revise General Plan Policy N1.2.3 in the Noise Element to allow for higher density development in close proximity to Palmdale Multimodal Station if appropriate noise mitigation measures are taken. Similarly, revise the implementation measures in Section 3E, Number 2 of the Noise Element to allow for higher density residential uses in areas that lie within the Frequent Overflight Area for Plant 42, but outside of Accident Potential Zone II.

Zoning Revisions

- LU-I-51 **Accessory Uses.** Allow coffee shops and cafes as accessory uses in Public Facility and Open Space and Recreation districts, to foster use and enjoyment of parks, recreation and community centers. Allow small (less than 3,000-square foot) convenience markets that provide healthy food options in High and Medium-High Density residential districts, to promote community health and walkable neighborhoods.

TOD Overlay Zone Standards

- LU-I-52 **Building Height.** Within the TOD Overlay Zone, maximum building height in areas designated High Density Residential is 55 feet. This 5-foot reduction

from the 60-foot height limit in the R-4 zoning district will help create an attractive transition between lower-density neighborhoods and the higher-intensity transit core area.

- LU-I-53 **Setbacks.** Setback requirements for Medium Residential and Multiple Residential zones should match those established in Policy 3.4.8 of the PTVSP for neighborhood zones E, H, and I. Residential buildings should be set back between 8 and 18 feet from the street edge. Setback requirements for the new Medium-High Density Residential zone should match those established for PTVSP neighborhood zone C (0 to 8 feet).

See Palmdale Transit Village Specific Plan for additional detail.

- LU-I-54 **Minimum Lot Size.** New multifamily developments should have a minimum lot area of 20,000 square feet, as provided in PTVSP policy 3.4.9.

See Palmdale Transit Village Specific Plan for additional detail.

- LU-I-55 **Maximum Lot Coverage.** New multifamily and attached housing in the Low-Medium, Medium, and Medium-High Density Residential areas should not cover more than 50 percent of the lot, following PTVSP policy 3.4.12 for Neighborhood Zones C and D.

- LU-I-56 **Usable Open Space.** In Medium, Medium-High, and High Density Residential areas, all multifamily developments should provide 15 percent or more of site area as usable common open space for passive and active recreational uses, or an average of 100

square feet of usable private open space per unit, following PTVSP policy 3.4.15.

- LU-I-57 **Design of Commercial Development.** New shopping centers developed on sites designated Commercial must include building facades that directly address the street and sidewalk, and must preserve and create pedestrian connections to adjacent sites.

YUCCA ELEMENTARY NEIGHBORHOOD

Guiding Policies

- LU-G-21 **Preserve and Enhance Neighborhood Interior.** Preserve and enhance the existing neighborhood around Yucca School where appropriate.

- LU-G-22 **Well-Designed New Housing.** Provide for development of new attached and multifamily housing close to transit, with standards to ensure neighborhood compatibility and public improvements.

- LU-G-23 **Replacement Housing for Displaced Residents.** Provide affordable housing options within the Study Area to residents displaced by new development.

Photo 3-13: Open space corridors create a buffer between the freeway and residential uses.



Photo 3-14: Attached townhomes provide higher density housing options, while keeping with the scale of lower density residential neighborhoods.



Implementing Policies

TOD Overlay Zone

LU-I-58 **Neighborhood Conservation and Enhancement in Residential Zones.** Conserve and enhance existing residential housing where appropriate while providing opportunities for new residential development. In the R-1 zone, attached single-family houses may be permitted conditionally. In the R-2 or

R-3 zones, attached or multi-family housing that stays within height limits and overall densities established in this Plan may be permitted conditionally. In these cases, proposed development must meet the development standards indicated by the policies of this section.

LU-I-59 **Maximum Height of New Development.** Within the TOD Overlay Zone, new development in the Medium Residential (R-2), Multiple Residential (R-3), and proposed Medium-High Density Residential (R-3.5) zones is limited to 35 feet, in keeping with the scale of existing neighborhoods. For R-3 and R-3.5, this height limit is reduced by 10 feet from what is permitted in the underlying zoning.

LU-I-60 **Setbacks.** Within existing neighborhoods, setback requirements for Medium Residential, Multiple Residential, and Medium-High Density Residential zones should match those established in Policy 3.4.8 of the PTVSP for neighborhood zones E, H, and I. Specifically, residential buildings should be set back between 8 and 18 feet from the street edge.

See Palmdale Transit Village Specific Plan for additional detail.

LU-I-61 **Building Articulation.** In the R-2 and R-3, and R-3.5 districts, street-facing building facades should be no wider than 50 feet, to harmonize with the rhythm of adjoining houses. Courtyard-style building design is encouraged, with a deep courtyard extending into the site from the street.

LU-I-62 **Building Entrances.** Building entrances should face onto the street or onto a court that opens directly onto the street. Where the side of new development

faces the street because of a courtyard orientation, the side façade must be designed to address the street.

NORTH SIDE

Guiding Policies

- LU-G-24 **Industrial and Employment Uses.** Continue to provide for development of industrial and low-intensity employment uses in the northern portion of the Study Area, where such uses are most compatible with Air Installations Compatible Use Zones and with the future High Desert Corridor.
- LU-G-25 **Open Space System.** Set aside a connected corridor of preserved open space that serves to buffer future freeway and High Speed Rail infrastructure, keep drainage areas free of development, and provide for a trail system.
- LU-G-26 **Enhance Existing Parks and Streetscapes.** Provide additional amenities in an expanded Desert Sands Park.

Implementing Policies

Zoning Revisions

- LU-I-63 **Industrial and Service Commercial Zoning.** The proposed Industrial land use designation corresponds appropriately with existing industrial and service commercial zoning districts.
- LU-I-64 **Palmdale Trade and Commerce Center Specific Plan.** Land between Avenue P-12 and the future High Desert Corridor and between SR-14 and Division Street is designated Business Mix, consistent with its Mixed Use designation in the PTCCSP. Most of the land between Division Street, Avenue P/Rancho Vista

Boulevard, SR-14, and the future High Desert Corridor is designated Commercial or Business Mix, consistent with the Planned Development designation in the PTCCSP..

- LU-I-65 **Compliance with Air Installations Compatible Use Zone.** Development within Accident Potential Zone (APZ) II must conform to the use, density and intensity recommendations established in the Air Force Plant 42 California Air Installation Compatible Use Zone plan. Any residential development should generally be no more dense than 1 unit per acre. Non-residential uses should generally be limited to one story, with lot coverage not to exceed 20 percent.

Appendix A **Correspondence between TOD Land Use Framework and Existing Plan and Zoning Districts**

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS

<i>TOD Land Use Framework Plan</i>	<i>General Plan</i>	<i>Palmdale Transit Village SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
Mixed Use					
Downtown Mixed Use (DMX) Up to 120 du/ac Min. FAR: 1.5 Max. FAR: 5.0 7-8 stories, 85 ft. Bonus Regulations: TBD	Downtown Commercial <i>Per Downtown Revitalization Plan</i>	NA	NA	Downtown Commercial, Mixed Use Overlay (MX) 10 du/ac 2 stories, 35 ft.	Existing Downtown Commercial/Mixed Use GP designation and zoning district may be replaced or augmented by this higher-intensity designation. Map changes required. TOD Overlay modifies proposed designation, adding development standards to ensure good urban form, street orientation.
Transit Village Mixed Use (TVMX) Min. 40 ud/ac Max. 80 du/ac Min. FAR: 1.0 Max FAR: 3.5 5 stories, 55 ft., (60 ft. with ground-floor commercial) With bonus: up to 100 du/ac, 4.0 FAR.	NA	NA	NA	NA	New GP designation and zoning district needed. Map changes required. TOD Overlay provides development standards to ensure good urban form, street orientation
Transit Corridor Mixed Use (TCMX) Min. 18 du/ac Max. 40 du/ac Min. FAR: 0.6	NA	F, G 18 to 30 du/ac 12 to 16 du/ac 0.6 FAR min 0.4 FAR min. 45 ft.	NA	NA	New GP designation and zoning district needed. Map changes required. TOD Overlay provides development standards to ensure good urban form, street orientation

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS

<i>TOD Land Use Framework Plan</i>	<i>General Plan</i>	<i>Palmdale Transit Village SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
Max FAR: 2.0 4 stories, 45 ft. (50 ft. with ground-floor commercial) With bonus: up to 60 du/ac, 2.5 FAR, 5 stories, 55 ft. (60 ft. with ground floor commercial)					
Residential					
High Density Residential (HDR) Min. 30 du/ac Max. 60 du/ac 5 stories, 55 ft.	Medium-High Density Residential 30 to 50 du/ac	C 25 to 40 du/ac 45 ft.	NA	High Density Residential (R-4) 30 to 60 du/ac 5 stories, 60 ft.	No change to GP designation or Zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, limiting to 55 ft and providing development standards to ensure good urban form
	High Density Residential 50 to 60 du/ac	D, Up to 58 du/ac 60 ft.	NA		No change to GP designation or Zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, limiting to 55 ft and providing development standards to ensure good urban form
Medium-High Density Residential (MHDR) Min. 16 du/ac Max. 30 du/ac 4 stories, 45 ft.		C 25 to 40 du/ac 45 ft.	NA	NA	Create new R-3.5 district based on regulations of C district from PTVSP. Map changes required. Within existing neighborhoods, TOD Overlay modifies underlying zoning, limiting to 3 stories or 35 ft.

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS

<i>TOD Land Use Framework Plan</i>	<i>General Plan</i>	<i>Palmdale Transit Village SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
Medium Density Residential (MDR) Min. 6 du/ac Max. 16 du/ac 3 stories, 35 ft.	Medium Residential 6.1 to 10 du/ac	I, E 8 to 12 du/ac	NA	Medium Residential (R-2) 6.1 to 10 du/ac 2 stories, 35 ft.	No change to GP designation or Zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, allowing up to 16 du/ac but limiting to 3 stories or 35 ft. and providing additional standards to ensure high-quality neighborhood environment. Map changes required.
	Multi-Family Residential 10.1 to 16 du/ac	H 12 to 16 du/ac	NA	Multiple Residential (R-3) Up to 16 du/ac 3 stories, 45 ft.	No change to GP designation or Zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, limiting to 3 stories or 35 ft.
Low Density Residential (LDR) Up to 6 du/ac 2 stories, 35 ft.	Single-Family Residential (SFR-3) 3.1 to 6 du/ac	NA	NA	Single-Family Residential (R-1) 0 to 6 du/ac 2 stories, 35 ft.	No change to GP designation or Zoning district is needed. Map changes required. TOD Overlay provides Neighborhood Preservation standards.
Commercial, Office and Industrial					
Commercial (C) Max. 1.0 FAR 3 stories, 45 ft.	Community Commercial 1.0 FAR	NA	Planned Development NA 45 ft.	General Commercial (C-3) 1.0 FAR 3 stories, 45 ft.	No change to GP or PTCCSP designation or zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, providing development standards to ensure good urban form, street orientation.

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS

<i>TOD Land Use Framework Plan</i>	<i>General Plan</i>	<i>Palmdale Transit Village SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
	Regional Commercial 1.0 FAR	NA	Planned Development NA 45 ft.	General Commercial (C-3) 1.0 FAR 3 stories, 45 ft.	No change to GP or PTCCSP designation or zoning district is needed. Map changes required. TOD Overlay modifies underlying zoning, providing development standards to ensure good urban form, street orientation.
Business Mix (BM) Max. 1.0 FAR 3 stories, 45 ft.	Office Commercial 1.0 FAR	A, B 0.8 FAR 0.6 FAR	Planned Development NA 45 ft.	Office Commercial (C-2) 1.0 FAR 3 stories, 45 ft.	No change to GP designation or zoning district is needed. Map changes required.
		NA	Mixed Use NA 45 ft.		No change to PTCCSP designation is needed. Map changes required.
Industrial (IN) Max. 0.5 FAR 2 stories, 35 ft.	Industrial	NA	Mixed Use NA 45 ft.	Light Industrial (M-1); General Industrial (M-2) 0.5 FAR 3 stories, 45 ft. Planned Industrial (M-3) 0.5 FAR 2 stories, 35 ft.	No change to GP designation or zoning district is needed. Map changes required.

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS					
TOD Land Use Framework Plan	General Plan	Palmdale Transit Village SP	Palmdale Trade & Commerce Center SP	Zoning Ordinance	Notes
Public					
Public Facility (PF) Max. 1.0 FAR 3 stories, 45 ft.	Public Facility	Civic uses allowed in A, B, C, D, E, F, and G districts	Public Facilities	Public Facility (PF) 1.0 FAR 3 stories, 45 ft.	No change to GP or PTCCSP designation or zoning district is needed. Map changes required. TOD Land Use Framework Plan includes policies for provision of public facilities.
Open Space and Recreation (OSR)	Open Space	NA	NA	Open Space and Recreation	No change to GP designation or zoning district is needed. Map changes required. TOD Overlay provides additional standards for providing public and publicly-accessible open spaces. TOD Land Use Framework Plan includes policies for provision and character of public spaces.

Source: Dyett & Bhatia, 2015

Appendix B Land Use Changes from Existing Plans and Zoning

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TABLE B-1: LAND USE CHANGES FROM GENERAL PLAN

General Plan Land Use Designations	Residential				Commercial, Office, and Industrial						Public		Specific Plan		Total Acreage
	Single Family Residential	Multi-family Residential	Medium-High Density Residential	High Density Residential	Community Commercial	Downtown Commercial	Office Commercial	Business Park	Commercial Manufacturing	Industrial	Public Facility	Open Space	Palmdale Trade and Commerce Center Specific Plan	Palmdale Transit Village Specific Plan	
Mixed Use															224.8
Downtown Mixed Use			13.9	10.8		14.6		0.4		5.5	19.5			20.9	85.4
Transit Village Mixed Use	7.9		18.6	5.6	9.4		4.6	3.9	3.8	4.6				29.8	88.2
Transit Corridor Mixed Use	3.8				8.5			4.4		7.5			23.8	3.1	51.1
Residential															172.1
High Density Residential	2.7	0.4	13.1		1.8			1.1		16.9				12.3	48.4
Medium-High Density Residential	9.7	4.2						12.0		11.4			4.3	7.3	48.9
Medium Density Residential	18.2									29.3			8.5		56.0
Low Density Residential	18.9														18.9
Commercial, Office and Industrial															516.4
Commercial					2.4					8.4			92.4		103.3
Business Mix								11.3					89.4		100.7
Industrial								139.6	13.3	137.9			21.6		312.4
Public															90.0
Public Facility										8.9	8.9		8.0		25.8
Open Space and Recreation								30.8		4.1	5.2	24.1			64.2
Total Acreage	61.2	4.6	45.6	16.3	22.2	14.6	4.6	203.5	17.1	234.4	33.6	24.1	248.1	73.4	1003.3
		127.8					496.3				57.7		321.5		

TABLE B-2: LAND USE CHANGE FROM ZONING																		
Zoning Land Use Designations	Residential				Commercial, Office, and Industrial								Public Facility		Specific Plan		Total Acreage	
	Single Family Residential (R-1-7,000)	Multiple Residential (R-3)	High Density Residential (R-4-30)	High Density Residential (R-4-50)	General Commercial (C-3)	Office Commercial (C-2)	Service Commercial (C-5)	Downtown Commercial Mixed Use Overlay (C-D MX)	Light Industrial (M-1)	General Industrial (M-2)	Planned Industrial (M-4)	Prezone Light Industrial (M-1 PZ)	Prezone Planned Industrial (M-4 PZ)	Public Facility (PF)	Open Space and Recreation (OR)	Palmdale Trade and Commerce Specific Plan		Palmdale Transit Village Specific Plan
Mixed Use																	224.8	
Downtown Mixed Use			13.9	9.4				15.9				5.5	0.4	19.5			20.9	85.4
Transit Village Mixed Use	7.9		18.6	5.6	9.4	4.6	3.8		1.9			2.7	3.9				29.8	88.2
Transit Corridor Mixed Use	3.8						8.5				4.4	5.0				23.8	2.0	51.1
Residential																		172.1
High Density Residential	2.7	0.4	13.1		1.8							16.9	1.1				12.3	48.4
Medium-High Density Residential	9.7	3.2			0.9							11.4	12.0			4.3	7.3	48.9
Medium Density Residential	18.2											29.3				8.5		56.0
Low Density Residential	18.9																	18.9
Commercial, Office and Industrial																		516.4
Commercial					2.4							8.4				92.4		103.3
Business Mix						8.4					2.9					89.4		100.7
Industrial						3.0	13.3		28.8	102.4	143.3					21.6		312.4
Public																		90.0
Public Facility												8.9		8.9		8.0		25.8
Open Space and Recreation									4.1		30.8			5.2	24.1			64.2
Total Acreage	61.2	3.7	45.6	15.0	23.1	16.0	17.1	15.9	38.4	102.4	181.3	88.0	17.5	33.6	24.1	248.1	72.4	1003.3
			125.6						499.6						57.7		320.4	

Palmdale TOD Overlay Zone Land Use Framework Plan
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TABLE B-3: LAND USE CHANGE FROM SPECIFIC PLANS

Specific Plan Designations	Palmdale Transit Village Specific Plan									Palmdale Trade and Commerce Center Specific Plan				Total Acreage
	A	B	C	D	E	F	G	H	I	Mixed Use (MU)	Mixed Use (MU) - AICUZ	Planned Development (PD)	Public Facilities (PF)	
Mixed Use														76.6
Downtown Mixed Use	4.1		2.9	1.6	0.4	2.5	4.7	4.7						20.9
Transit Village Mixed Use	7.6		2.2	4.8	2.2				13.0					29.8
Transit Corridor Mixed Use	2.0									9.5		9.4	4.9	25.9
Residential														32.4
High Density Residential	2.6		2.7	7.0										12.3
Medium-High Density Residential		3.7		3.6						3.5			0.8	11.6
Medium Density Residential										3.9	3.0		1.6	8.5
Commercial, Office and Industrial														203.5
Commercial												82.3	10.1	92.4
Business Mix										0.0	24.9	58.5	6.0	89.4
Industrial											6.6	15.1		21.6
Public														8.0
Public Facility										2.0	3.0		3.0	8.0
Open Space and Recreation														
Total Acreage	16.3	3.7	7.7	17.2	2.6	2.5	4.7	4.7	13.0	18.9	37.3	165.3	26.5	
	72.4									248.1				320.4

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Appendix C Projected Future Development

TABLE C-1: PROJECTED DEVELOPMENT – RESIDENTIAL										
<i>Land Use Plan Designations (Base Land Use)</i>	<i>Total Land (ac)</i>	<i>Opportunity Sites (ac)</i>	<i>Allowable Residential Density Range (du/ac)</i>	<i>Assumed Residential Density (du/ac)</i>	<i>Net to Gross Ratio¹</i>	<i>Assumed Residential Split in Mixed Use Zones²</i>	<i>Flex Factor³</i>	<i>Potential Future Opportunity Sites</i>	<i>Existing Units</i>	<i>Total Future Units</i>
Mixed Use										
Downtown Mixed Use	85.4	85.4	up to 120	45	0.8	25%	67%	255	249	255
Transit Village Mixed Use	98.1	98.1	40 - 80	60	0.7	50%	67%	832	589	832
Transit Corridor Mixed Use	50.5	48.0	18 - 40	30	0.7	75%	67%	458	61	458
Residential										
High Density Residential	54.4	52.9	30 - 60	45	0.8	--	67%	822	471	822
Medium-High Density Residential	57.0	28.2	16 - 30	25	0.7	--	67%	337	296	337
Medium Density Residential	56.0	31.2	6 - 16	12	0.7	--	67%	188	118	306
Low Density Residential	18.9	0.0	Max. 6	64	0.9	--	67%	--	122	122
Commercial, Office and Industrial										
Commercial	103.3	87.1	--	--	--	--	--	--	--	0
Business Mix	102.1	99.2	--	--	--	--	--	--	18	18
Industrial	319.7	267.4	--	--	--	--	--	-4	168	160
Public										
Public Facility	25.8	11.7	--	--	--	--	--	-1	2	0
Open Space and Recreation	64.5	17.2	--	--	--	--	--	--	96	96
Future High Speed Rail Right of Way ⁴	6.3	6.3	--	--	--	--	--	--	--	0
Total	1,041.9	832.6						2,887	2,136	3,702
Overlay										
Potential Future Open Space and Recreation	123.2	--								
Note:										
1. Account for future ROW and future overlay districts (Open Space and Recreation). Future ROW to exclude from buildout is 15% for all types of land uses. Future overlay districts to exclude from buildout is calculated by the percentage of overlay area and total area of each land use in the area of interest.										
2. Account for realistic use split within the mixed use districts.										
3. Account for property owner decisions and market.										
4. Parcels west of 6th St E will become part of required future High Speed Rail ROW.										

TABLE C-2: PROJECTED DEVELOPMENT – NON-RESIDENTIAL

Land Use Plan Designations (Base Land Use)	Total Land (ac)	Opportunity Sites (ac)	Allowable Non- Residential FAR Range	Assumed Non- Residential FAR	Net to Gross Ratio ¹	Assumed Non- residential Split in Mixed Use Zones ²	Flex Factor ³	Potential Future Floor Area (Net) (sq ft) ⁴	Existing Floor Area (sq ft) ⁴	Total Future Floor Area (sq ft) ⁴
Mixed Use										
Downtown Mixed Use	85.4	85.4	1.5 - 5.0	3.0	0.8	75%	67%	4,033,000	356,000	4,033,000
Transit Village Mixed Use	98.1	98.1	1.0 - 3.5	0.5	0.7	50%	67%	353,000	163,000	353,000
Transit Corridor Mixed Use	50.5	48.0	0.6 - 2.0	0.5	0.7	25%	67%	43,000	85,000	45,000
Residential										
High Density Residential	54.4	52.9	--	--	--	--	--	-15,000	16,000	-14,000
Medium-High Density Residential	57.0	28.2	--	--	--	--	--	-1,000	14,000	12,000
Medium Density Residential	56.0	31.2	--	--	--	--	--	--	5,000	5,000
Low Density Residential	18.9	0.0	--	--	--	--	--	--	--	0
Commercial, Office and Industrial										
Commercial	103.3	87.1	Max. 1.0	0.35	0.8	--	67%	393,000	517,000	628,000
Business Mix	102.1	99.2	Max. 1.0	0.35	0.7	--	67%	724,000	--	724,000
Industrial	319.7	267.4	Max. 0.5	0.4	0.7	--	67%	1,867,000	309,000	2,172,000
Public										
Public Facility	25.8	11.7	Max. 1.0	0.3	0.9	--	67%	72,000	8,000	80,000
Open Space and Recreation	64.5	17.2	--	--	--	--	--	--	--	0
Future High Speed Rail Right of Way ⁵	6.3	6.3	--	--	--	--	--	(-65,000)	65,000	0
Total	1,041.9	832.6						7,404,000	1,538,000	7,973,000
Overlay										
Potential Future Open Space and Recreation	123.2	--								

Note:
1. Account for future ROW and future overlay districts (Open Space and Recreation). Future ROW to exclude from buildout is 15% for all types of land uses. Future overlay districts to exclude from buildout is calculated by the percentage of overlay area and total area of each land use in the area of interest.
2. Account for realistic use split within the mixed use districts.
3. Account for property owner decisions and market.
4. Rounded to the nearest 1,000.
5. Parcels west of 6th St E will become part of required future High Speed Rail ROW.

Appendix D Acronyms and Abbreviations

ACT	Advancing Communities Together	HSR	High Speed Rail
AICUZ	Air Installation Compatible Use Zone	LEED	Leadership in Energy & Environmental Design
AMI	Area Median Income	PD	Planned Development
APZ	Accident Potential Zone	PMD	Palmdale Regional Airport
AVTA	Antelope Valley Transit Authority	PTC	Palmdale Transportation Center
BRT	Bus Rapid Transit	PTCCSP	Palmdale Trade and Commerce Center Specific Plan
CEQA	California Environmental Quality Act	PTVSP	Palmdale Transit Village Specific Plan
CHSRA	California High Speed Rail Authority	SR	State Route
Du/ac	Dwelling units per acre	TOD	Transit-Oriented Development
EIR	Environmental Impact Report	VMT	Vehicle Miles Travelled
FAR	Floor Area Ratio		
GP	General Plan		

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