



AVENUE Q FEASIBILITY STUDY

LAND USE FRAMEWORK PLAN

NOVEMBER 2015



Prepared for the
City of Palmdale by

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Primary Funding from



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I Introduction



This Land Use Framework Plan is intended to help the City of Palmdale carry out the vision of Transit-Oriented Development (TOD) along Avenue Q.

Photo I-1: Transit-oriented development.

1.1 Feasibility of Transit-Oriented Development on Avenue Q

The purpose of the Avenue Q Feasibility Study is to determine whether or not Avenue Q could be successful as a transit-oriented development (TOD), mixed use corridor. Avenue Q is of particular interest because it provides a direct route to the proposed location of Palmdale’s future High Speed Rail multimodal station. The City is currently undertaking two distinct planning efforts, the TOD Overlay Zone Project and the Station Area Plan, to plan for the area surrounding the station.

Transit-oriented development along Avenue Q will create a natural extension of the TOD planned for the area surrounding the future multimodal station. In the context of anticipated high-capacity transit and the likely resulting demand for higher-density housing options and entertainment areas, transit-oriented development is feasible and recommended for the Avenue Q corridor. The following Land Use Framework Plan details the land use approach determined to be feasible and viable for the Study Area.

1.2 Purpose of the Land Use Framework Plan

The Land Use Framework Plan for the Palmdale Avenue Q Feasibility Study will serve to guide future development and public investments of the Study Area. The Plan provides policy direction and identifies General Plan, Zoning Ordinance, Antelope Valley Auto Center Specific Plan (AVACSP) and Palmdale Trade and Commerce Center Specific Plan (PTCCSP)

amendments needed to carry out the vision of Transit-Oriented Development (TOD) along Avenue Q. The Land Use Framework Plan will work together with the Transportation Report and the Urban Design, Street and Streetscape Recommendations reports to guide public improvements and private development in the Study Area.

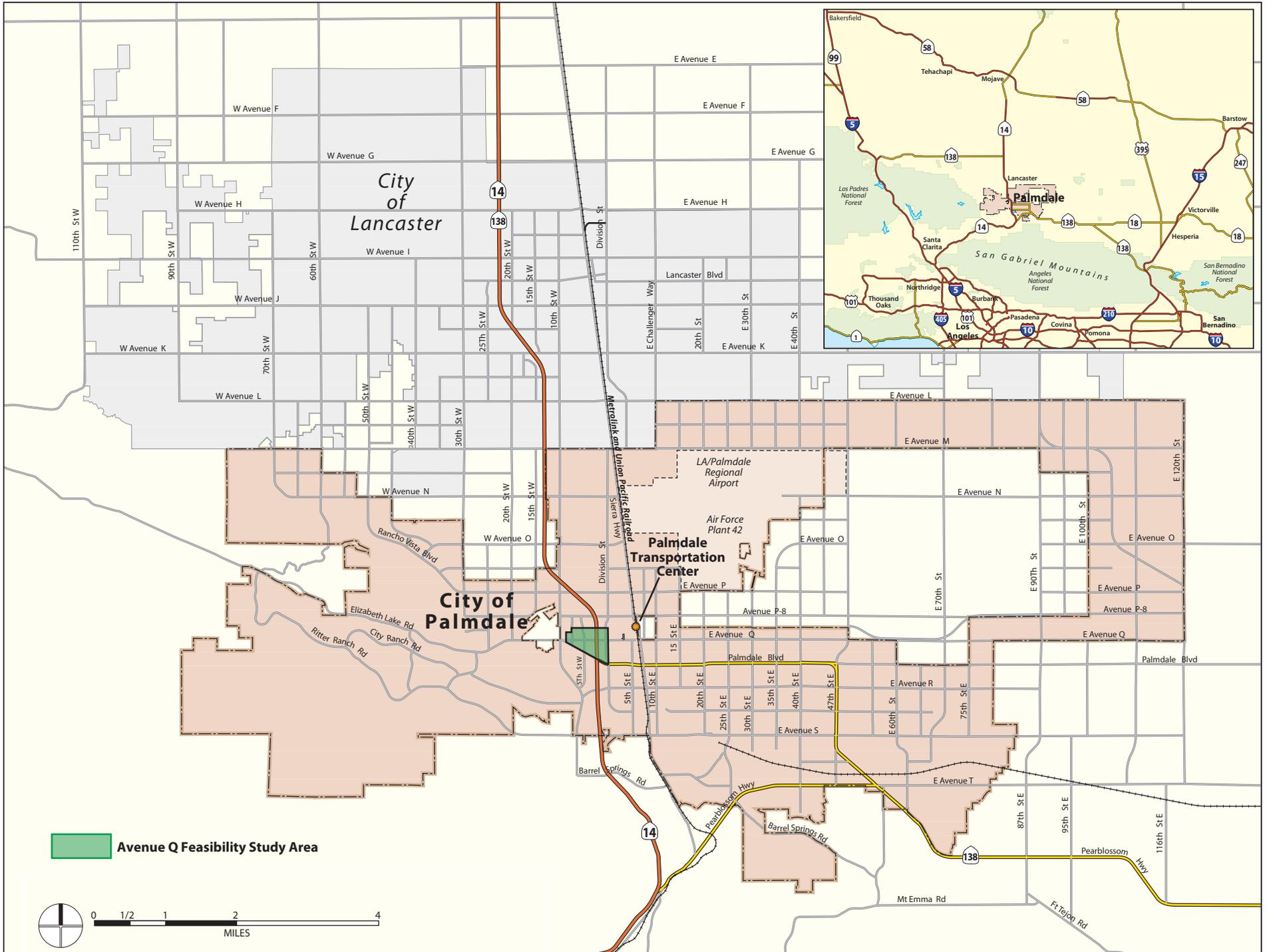
AVENUE Q STUDY AREA

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 focuses on the corridor surrounding West Avenue Q. It is generally located between Auto Center Drive and Palmdale Boulevard and between the westerly terminus of Avenue Q and Division Street. The eastern boundary of the Study Area is located about a quarter mile from the PTC while the western boundary is approximately 1.5 miles from the PTC.

The Study Area is largely composed of vacant land, with some pockets of commercial and light industrial uses. It overlaps with two existing specific plans, the Antelope Valley Auto Center Specific Plan and the Palmdale Trade and Commerce Center Specific Plan. A map of the Study Area is shown in Figure 1-2.

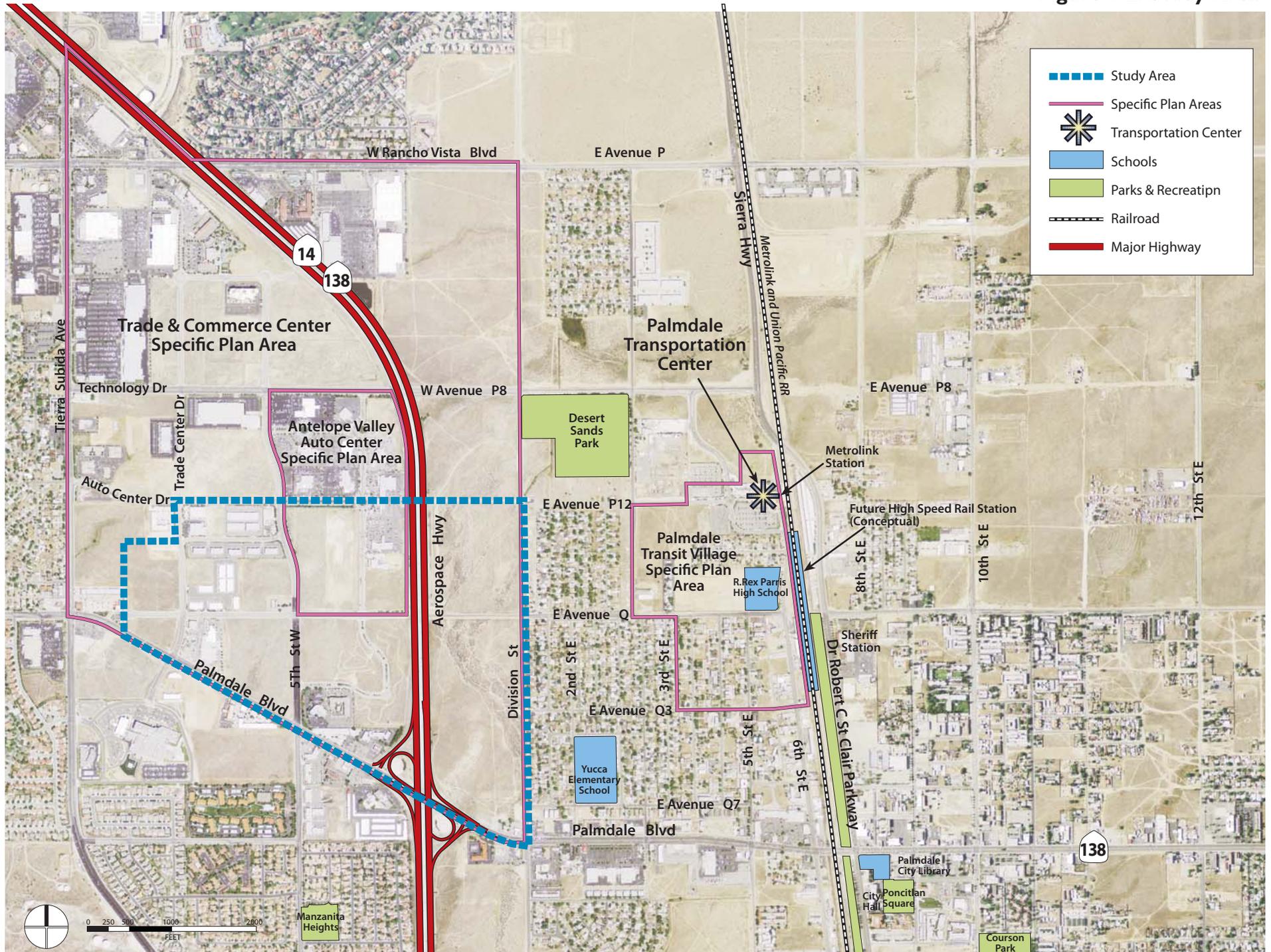
Figure I-1: Regional Context



 Avenue Q Feasibility Study Area



Figure I-2: Study Area



1.3 Summary of Recommendations

This section presents the Avenue Q Land Use Framework Plan's key recommendations. The recommendations describe a 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 Avenue Q Study Area.

OVERALL VISION AND LAND USE PATTERN

- Plan Avenue Q as a multi-modal transportation corridor linking major destinations and employment areas with the future Palmdale Multimodal Station.
- Foster Transit-Oriented Development (TOD) and supportive public improvements along and around Avenue Q that increase development within walking and biking distance of transit, jobs, and shopping to support affordable, healthy and sustainable lifestyles.
- Foster a complete community that is attractive to young professionals, families with children, and others to stimulate economic development.
- Provide a positive vision for Palmdale, and continue to engage business owners, property owners and other stakeholders in planning for future development.
- Allow for a well connected pedestrian and bicycle network with safe and pleasant routes for walkers and cyclists of all ages to easily move about the Study Area.

- Provide adequate infrastructure to support future development. This could include upgrades to potable water conveyance facilities, the sewage system, stormwater management facilities, and power and/or gas infrastructure.

TRANSIT CORRIDORS AND TRANSIT NEIGHBORHOODS

- 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, climate appropriate landscaping, and pedestrian amenities, providing a link between the future Multimodal Station and regional destinations.
- Facilitate the development of a lively transit village that features four- to five-story residential buildings with ground-floor commercial uses, as well as new streets, enhanced streetscapes, and parks.
- Foster a vibrant entertainment district along Avenue Q, featuring restaurants, entertainment venues, nightlife, and other attractions that are lacking in Palmdale today.
- Restrict medical offices and residential uses from occurring in the same mixed use building to protect patient privacy and reduce the likelihood of incompatibility issues. Facilitate the development of mixed use buildings with retail on the ground floor and offices above as an appropriate setting for medical office uses.

- Provide well-lit parking options within a short walk of new restaurants, bars, shops and entertainment venues. Promote the use of structured garages, underground parking and surface lots located behind buildings, so as not to detract from a pedestrian-oriented streetscape. Where appropriate, permit shared parking for adjacent uses with different operating hours.

NEW TRANSIT-ORIENTED RESIDENTIAL NEIGHBORHOODS, PARKS, AND PUBLIC FACILITIES

- Develop new walkable, transit-oriented residential neighborhoods, including 4- and 5-story condominiums and apartments, courtyard apartments, and townhouses. These new neighborhoods would take shape south of Avenue Q to the west of State Route (SR) 14 and north of Avenue Q between SR-14 and Division Street.
- Incorporate parks and community gathering spaces to improve the area's appearance and create recreational, social, and educational opportunities.

PALMDALE BOULEVARD

- Facilitate development of new shopping centers, offices, hotels, and related uses at locations with high visibility and access along Palmdale Boulevard. Future commercial development along the corridor should contribute to a positive image for the city, and provide a full range of convenient shopping and services for new area residents.

- Facilitate development that incorporates medical office uses along Palmdale Boulevard to take advantage of proximity to the Palmdale Regional Medical Center.

AUTO CENTER AND INDUSTRIAL AREA

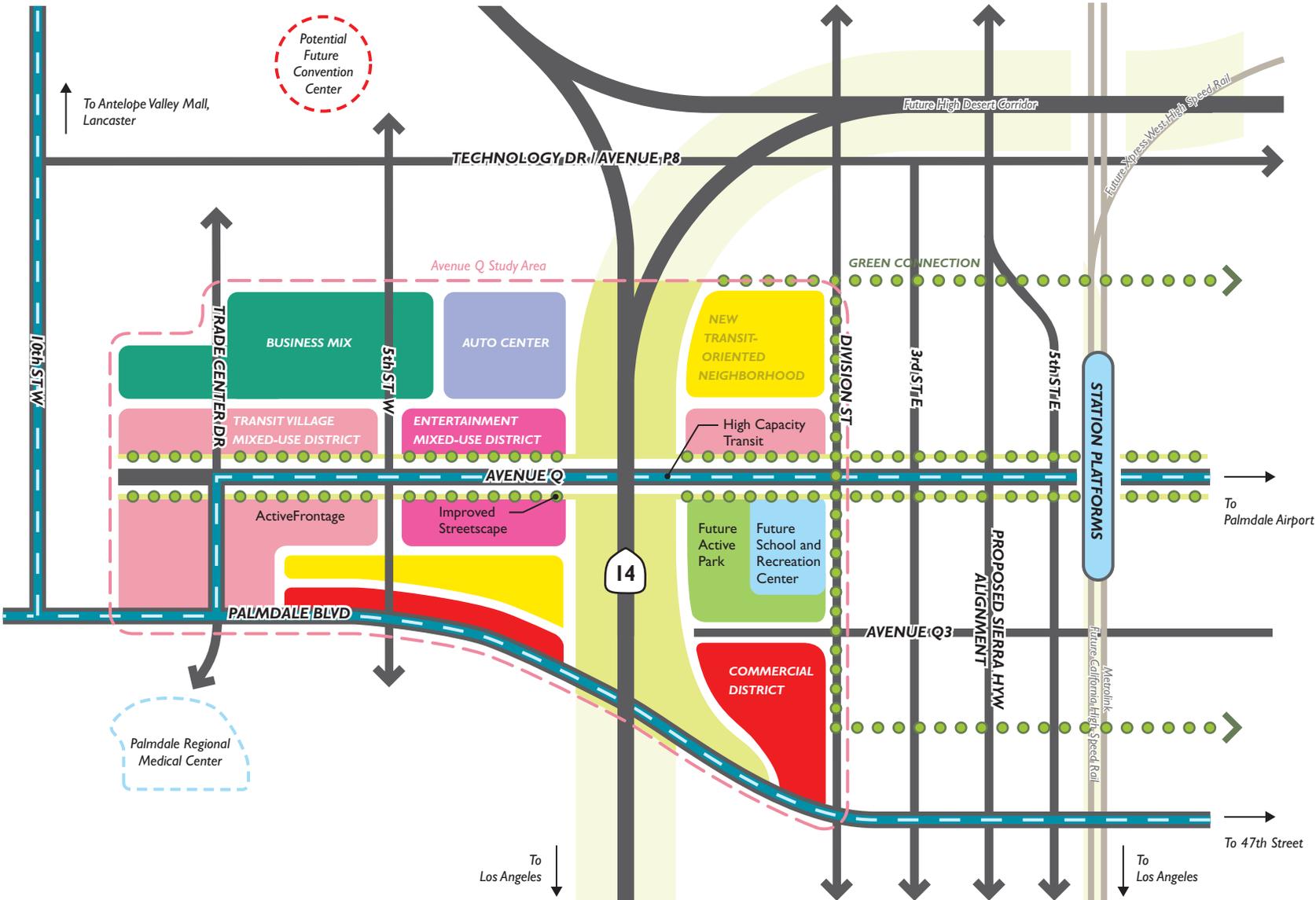
- Continue to provide for development of light industrial, office, research and development, and similar uses in the area north of Avenue Q between the Antelope Valley Auto Center and Trade Center Drive, following the guidance of the Palmdale Trade and Commerce Center Specific Plan.
- Continue to provide for development of automobile dealerships following the guidance of the Antelope Valley Auto Center Specific Plan.

PLAN OBJECTIVES

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

- Create 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, AVACSP and PTCCSP.

Figure I-3: Palmdale Transit-Oriented Development Concept Diagram



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1.4 Planning Process

The City of Palmdale, in partnership with the Dyett & Bhatia consulting team, led the planning process for the Avenue Q Feasibility Study.

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. The Existing Conditions and Site Analysis Report summarizes the collective results of the fieldwork, background research, and stakeholder interviews. Both 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 approximately 80 people, was held on April 18, 2015 to garner feedback on the Transit-Oriented Development Concept Plan.

AVENUE Q 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 Avenue Q Land Use Framework Plan, the Multi-Modal Access, Circulation, and Connectivity Plan, and the Urban Design, Street and Streetscape Recommendations Plan. Together, these reports will be adopted by the City of Palmdale.

1.5 Plan Organization

The Palmdale Avenue Q 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, building heights, and active street frontages diagrams, land use classifications, and policies directing revisions to the General Plan, Specific Plans, and Zoning Ordinance, and the creation of a TOD Overlay Zone.

Appendix A provides a table showing how the proposed Land Use Framework relates 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.

1.6 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 Avenue Q Land Use Framework Plan, the City will need to amend 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 Avenue Q Land Use Framework Plan.

RELATIONSHIP TO SPECIFIC PLANS

The City of Palmdale adopted the Antelope Valley Auto Center Specific Plan (AVACSP) in 1989 and the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) in 1990. As shown in Figure 1-2, portions of the AVACSP and PTCCSP overlap the

Avenue Q Study Area. Both Specific Plans will be amended to align with the designations and policies of the Avenue Q Land Use Framework Plan. The AVACSP and PTCCSP are discussed in greater detail in Chapter 2.

TOD OVERLAY ZONE PROJECT

In addition to the Avenue Q Feasibility Study, the City of Palmdale is also undertaking an effort to bring about Transit-Oriented Development (TOD) around the future High Speed Rail station. Like the Avenue Q Feasibility Study, this project will address regulatory constraints and necessary updates to the General Plan, Zoning Ordinance and relevant Specific Plans. The TOD Overlay Zone project has progressed in parallel with the Avenue Q Feasibility Study, 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, just east 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 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.

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, just north 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.

I.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 Antelope Valley Auto Center Specific Plan (AVACSP) and the Palmdale Trade and Commerce Center Specific Plan (PTCCSP). The Zoning Map and the Land Use Maps for the General Plan, AVACSP 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.

2 Background



Photo 2-1: Palmdale Regional Medical Center from Avenue Q Study Area

This chapter provides a baseline of existing conditions, trends, and opportunities in the City of Palmdale’s Avenue Q Feasibility 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

At present, the Avenue Q Study Area is largely vacant land with a few pockets of commercial and industrial uses. A regional serving auto mall is located on the west side of SR-14 just north of Avenue Q. The commercial nature of Palmdale Boulevard is reflected by two shopping centers and three hotels. The existing pattern of land uses within the Study Area is shown in Figure 2-1.

Photo 2-2:
*Regional serving
Auto Mall*



Photo 2-3:
*Hotel on West
Park Drive*



COMMUNITY CHARACTER

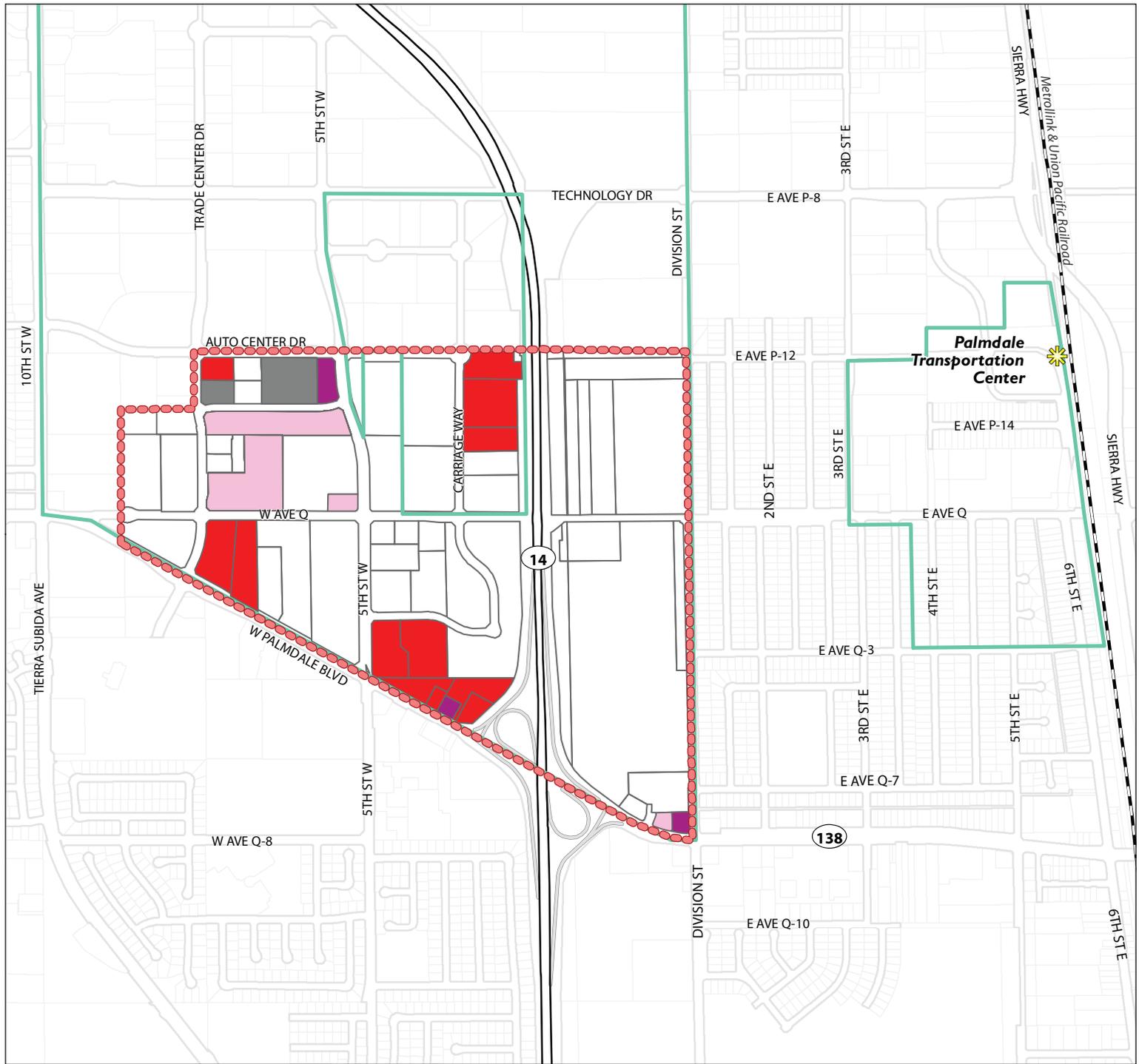
Most development in the Study Area and the surrounding area is non-contiguous and predominantly single-story, creating a low, spread-out character that is typical of communities in the High Desert. Buildings are generally set back from the street with landscaping or surface parking along the street frontage. Vacant and underutilized parcels along key corridors, such as Palmdale Boulevard and Avenue Q, create gaps in development. Although they vary in size and shape, most blocks and parcels are large. SR-14 serves as a distinct boundary that divides the Study Area and limits east-west movement.

Several activity nodes located in and around the Study Area draw Palmdale residents and regional visitors. These nodes include the Palmdale Regional Medical Center, Antelope Valley Mall and PTC.

2.2 General Plan, Specific Plans and Zoning

PALMDALE GENERAL PLAN

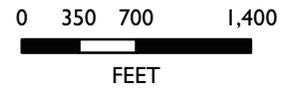
Adopted in 1993, the Palmdale General Plan provides goals, policies, and programs for future growth and development in the City. All land in the Study Area is designated as part of the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) or the Antelope Valley Auto Center Specific Plan (AVACSP). General Plan land use designations within the Study Area are shown in Figure 2-2.

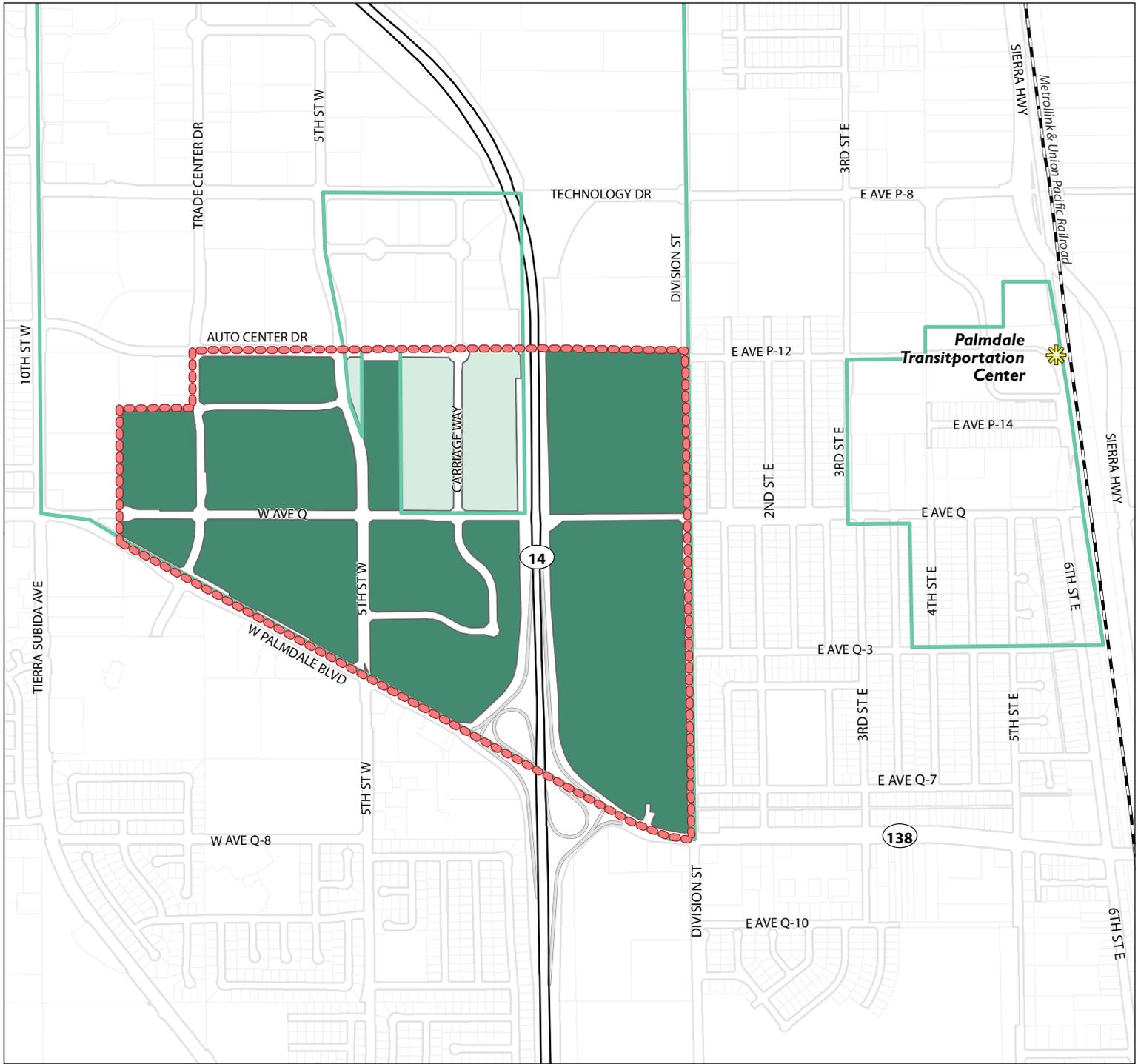


**Figure 2-1:
Existing Land Use**

- General Commercial
- Office Commercial
- Service Commercial
- Industrial
- Vacant
- Study Area
- Specific Plans

Source: Dyett and Bhatia, 2014

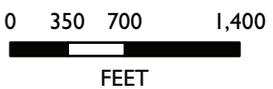




**Figure 2-2:
Existing General Plan
Land Use**

- Antelope Valley Auto Center Specific Plan
- Palmdale Trade and Commerce Center Specific Plan
- Study Area
- Specific Plans

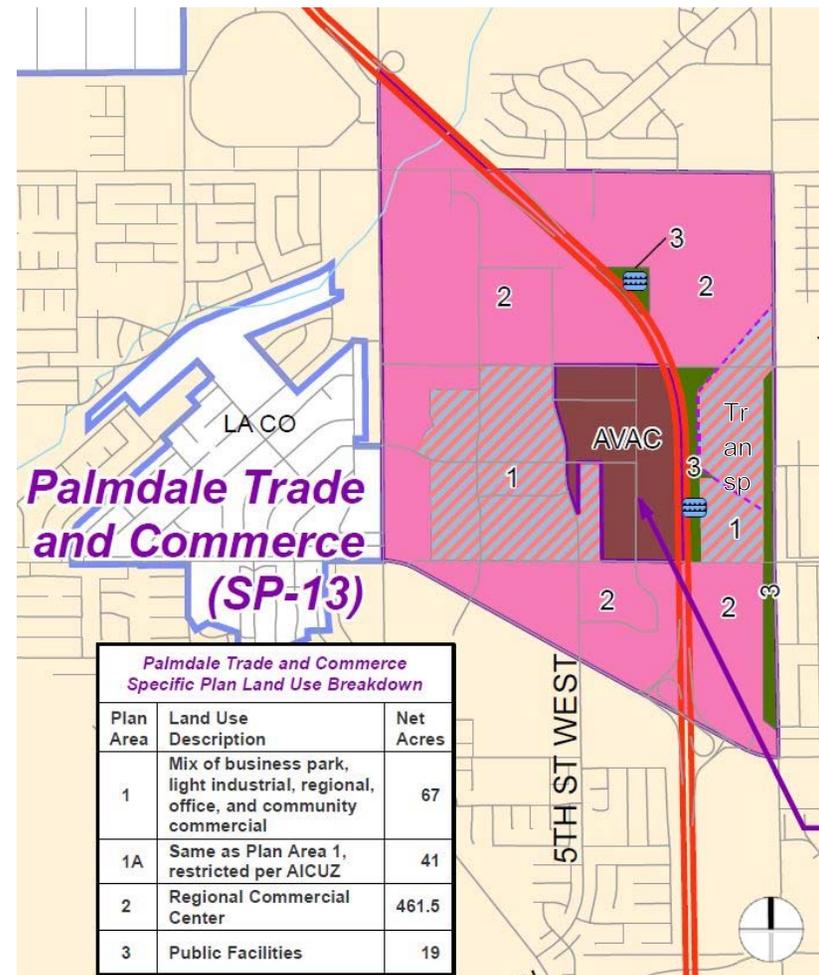
Source: City of Palmdale, 2014



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 all of the Study Area (except the AVACSP) and extending to the north and 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 drafted 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 PTCCSP area is shown in Figure 2-3.

Figure 2-3: Palmdale Trade and Commerce Center Specific Plan



Source: City of Palmdale.

ANTELOPE VALLEY AUTO CENTER SPECIFIC PLAN

The Antelope Valley Auto Center Specific Plan Area is generally located between Technology Drive and Avenue Q and between 5th Street West and SR-14. As shown in Figure 2-2, the southern half of the Specific Plan area is located within the Avenue Q Study Area. The AVACSP supported the construction of the Antelope Valley Auto Center, a retail automotive sales and leasing center that can accommodate several auto dealerships. The additional tax revenues generated from the auto dealerships are intended to help finance infrastructure and public services for the City.

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 shown in Figure 2-2, the entire Study Area is zoned within the abovementioned specific plan districts, which are allowed to include commercial and industrial uses. The southern edge of the Study Area is part of the commercially-zoned Palmdale Boulevard corridor. Surrounding the Study Area there are largely single-family residential zoning districts to the south and west, extensions of the PTCCSP and AVACSP to the north, and a mix of residential, commercial and industrial zones to the west.

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 and 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 Avenue Q Study Area was seen a blank slate, with poor visibility and access, but with potential as a transit link and TOD area.

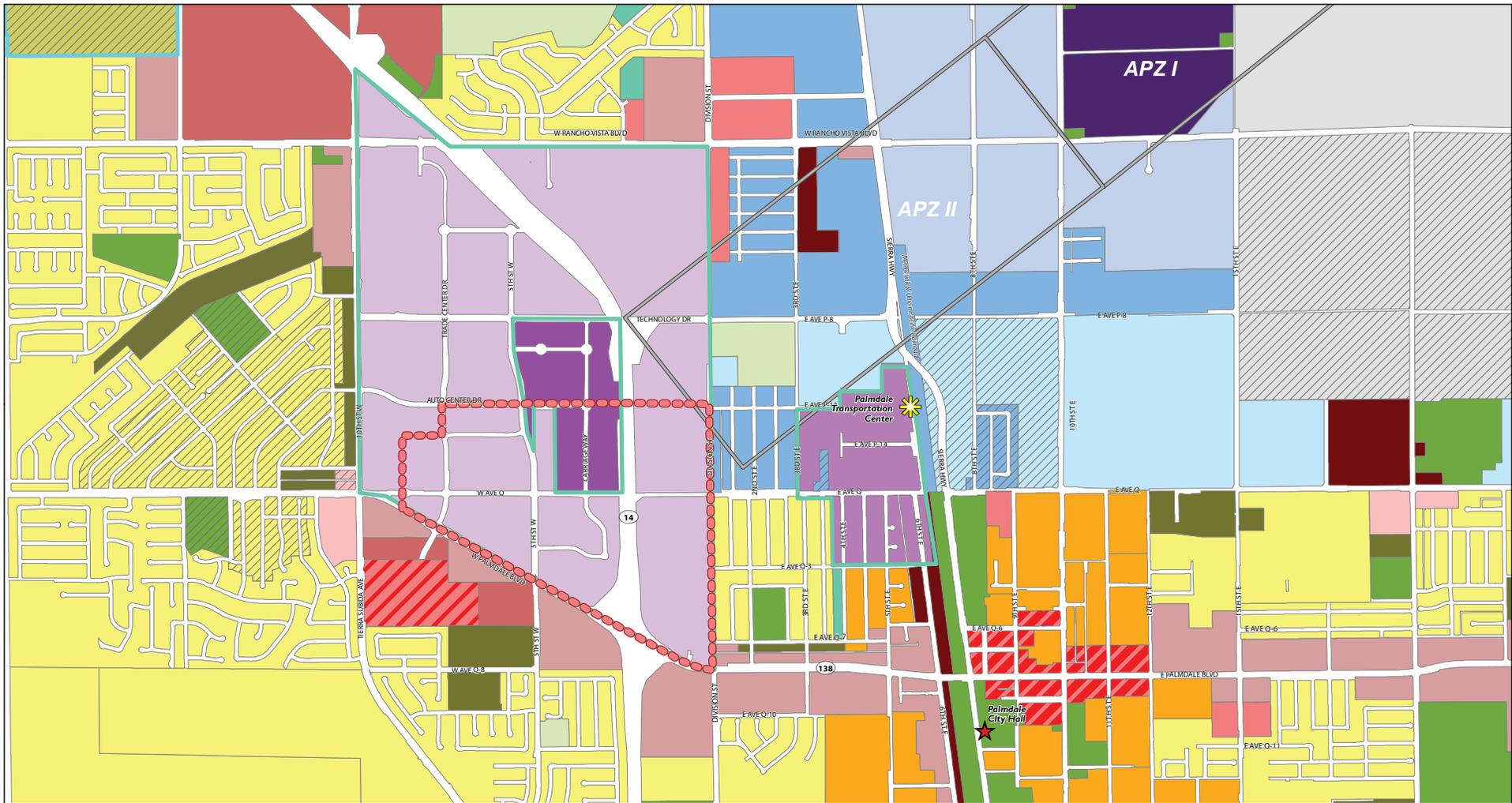
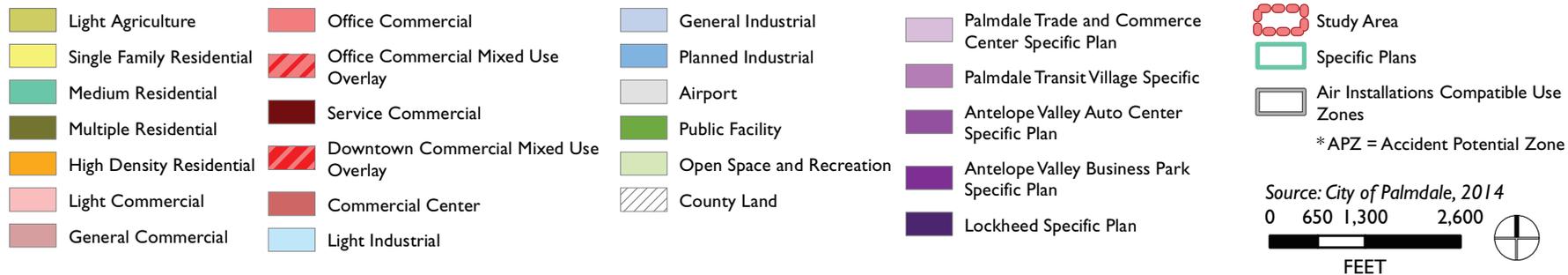


Figure 2-4: Existing Zoning in the Study Area and Surrounding Areas



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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 pedestrian-oriented mixed-use development, tall buildings, shops, restaurants, nightlife, entertainment, cultural attractions, upper-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.

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. Workshop participants also called for safe routes for pedestrians and cyclists and climate-appropriate landscaping throughout the Study Area.

Photo 2-4:
Workshops featured presentations with project updates to keep community members informed and actively involved in the planning process.



Photo 2-5:
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 a significant location. 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 2-5, there are 90 vacant parcels in the Study Area, many of them large, covering a total of approximately 190 acres.

Beyond vacant land, Figure 2-5 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 existing permanent improvements (buildings) is less than the assessed value of the land. For parcels in significant locations (along or in close proximity to the Avenue Q corridor), 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 (meaning buildings on a site have up to twice the assessed value of the land itself). In addition, Figure 2-5 highlights all land in these significant locations as having the highest potential to redevelop with new land use and zoning regulations.

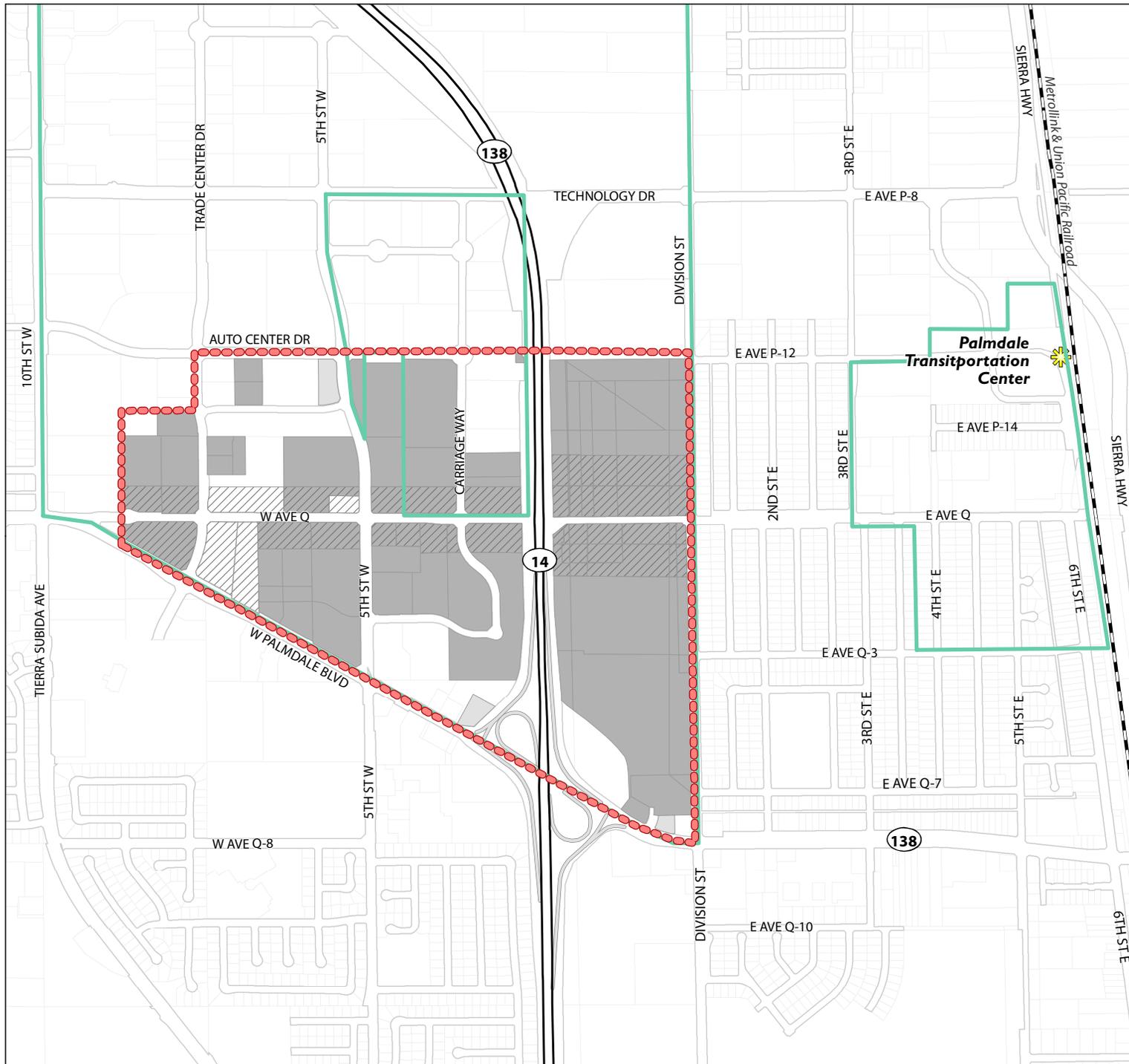
CONSTRAINTS

There are some important factors that limit the development potential of several of the Study Area’s vacant and underutilized sites. Proximity to SR-14 presents a development constraint, as the freeway creates a barrier to east-west movement that hinders the area’s ability to maximize optimal TOD strategies. It also raises noise and air quality concerns for potential residential development that would be located in close proximity. Additionally, commercial and employment uses along Avenue Q have been further hampered by poor access routes and a lack of visibility from the freeway. Finally, infrastructure will need to be significantly improved to accommodate future development.



Photo 2-6: The Study Area’s considerable amount of vacant land offers significant development potential.

**Figure 2-5:
Potential Change Areas**



- Vacant Lot
- Underutilized Site
- Avenue Q Corridor

- 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, pedestrian-friendly, and transit-oriented community along Avenue Q from Division Street to west of Trade Center Drive. Avenue Q is envisioned as a Transit Corridor with high-capacity transit and a comfortable pedestrian environment. More details about transportation and streetscape improvements can be found in the Transportation Report and the Urban Design, Street and Streetscape Recommendations that compliment this Land Use Framework Plan.

The highest densities and intensities of development would occur along Avenue Q itself, with a village center around Avenue Q and Trade Center Drive. New transit-oriented residential neighborhoods would be developed to the north and south. The business mix envisioned by the Palmdale Trade and Commerce Center Specific Plan (PTCCSP) and the Antelope Valley Auto Center Specific Plan (AVACSP) would be fostered north of Avenue Q and west of SR-14.

This section summarizes the intended future land use pattern in the Study Area. The Study Area would feature several distinct subareas, which are summarized below. The approximate locations of each subarea are shown in Figure 3-1. The Avenue Q Land Use Plan is shown in Figure 3-2.

SUBAREAS

Transit Village District (Area 1)

The area west of 5th Street West along Avenue Q would become a high-intensity, mixed use district featuring high-density housing and street-facing retail. This district would be the entry

point to the Avenue Q corridor from Palmdale Boulevard, and would have a direct connection to the Palmdale Regional Medical Center to the south as well as proximity to the Antelope Valley Mall to the north.

Mixed Use Entertainment District (Area 2)

The Avenue Q corridor between 5th Street West and SR-14 would become an entertainment focused mixed-use district with housing allowed on upper floors. It would become a destination drawing people from the Multimodal Station, and attracting travelers along SR-14.

East of State Route 14 (Area 3)

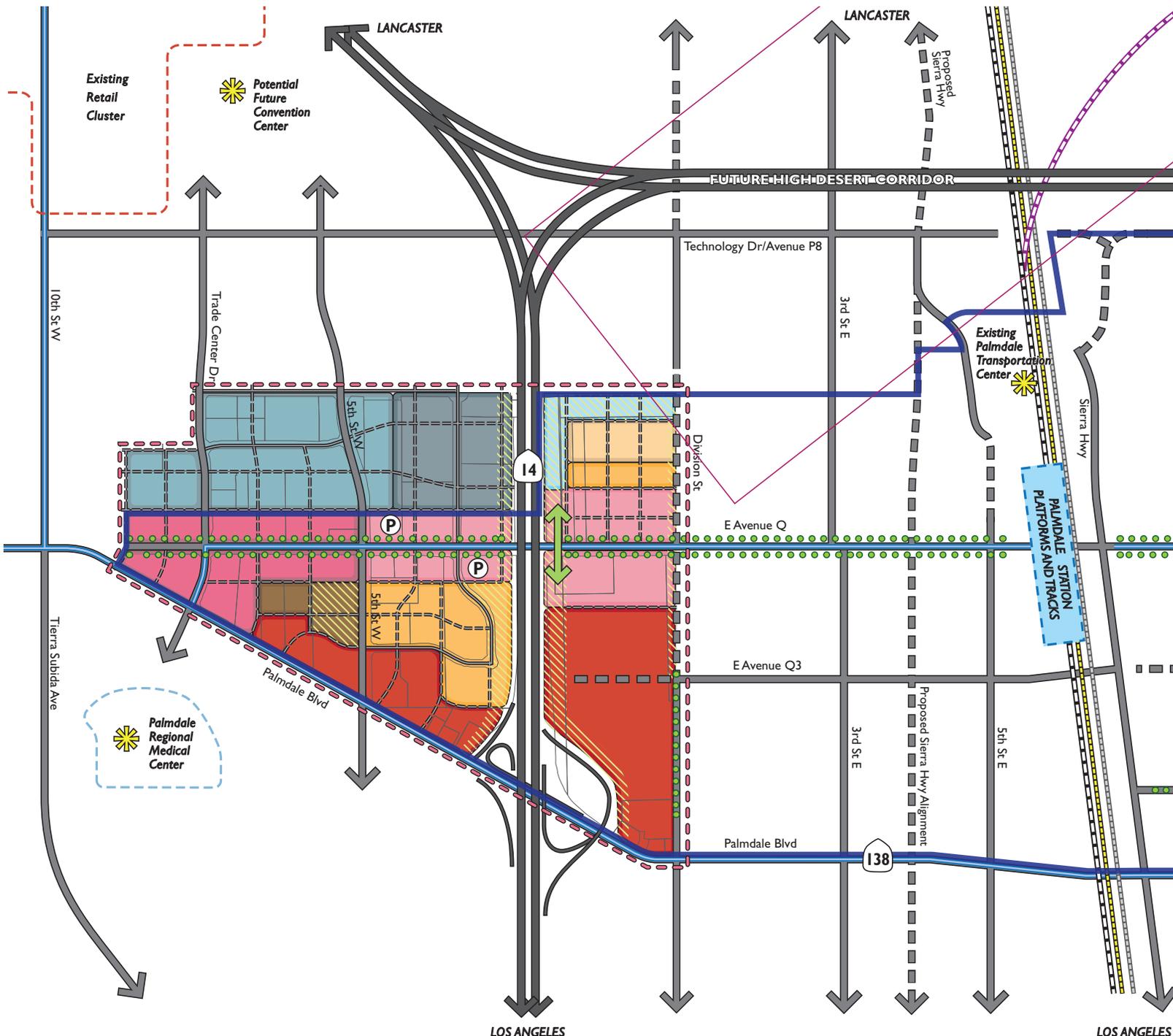
Currently undeveloped land between SR-14 and Division Street would become a new neighborhood with a mix of housing types, with a large commercial area located to the south. This area is the gateway between the Avenue Q and TOD Overlay Zone study areas, and is included in both plans.

Figure 3-1: Avenue Q Character Districts



- 1. Transit Village District
- 2. Mixed Use Entertainment District
- 3. East of State Route 14
- 4. New Neighborhoods South of Avenue Q
- 5. Palmdale Boulevard
- 6. Business Mix and Auto Center

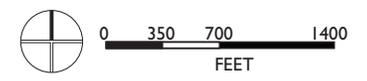
**Figure 3-2:
Avenue Q Land Use Plan**



- Transit Village Mixed Use (TVMX) (40 - 80 du/ac; FAR: 1.0 - 3.5*)
- Transit Corridor Mixed Use (TCMX) (18 - 40 du/ac; FAR: 0.6 - 2.0*)
- High Density Residential (HDR) (30 - 60 du/ac)
- Medium-High Density Residential (MHDR) (16 - 30 du/ac)
- Medium Density Residential (MDR) (6 - 16 du/ac)
- Commercial (C) (FAR: Max. 1.0)
- Business Mix (BM) (FAR: Max. 1.0)
- Auto Center (AC) (FAR: Max. 1.0)
- Public Facility (PF) (FAR: Max. 1.0)
- 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
- Landmark
- P Potential Parking Garage
- Green Connection
- New or Enhanced Pedestrian/Bike Connection
- Air Installations Compatible Use Zones: Accident Potential Zone II
- Study Area



New Neighborhoods South of Avenue Q (Area 4)

Transit-oriented residential development would take shape south of Avenue Q. Development would include 4- to 5-story condominiums and apartments in close proximity to the Transit Village, and courtyard apartments and townhouse developments in the neighborhood interior. A new neighborhood park is envisioned.

Palmdale Boulevard (Area 5)

Palmdale Boulevard would continue to provide opportunities for retail commercial, hotel and office development along Palmdale's primary corridor. Palmdale Boulevard would become a boulevard with good access not only for vehicles but for transit and pedestrians. Commercial development would be designed to address the street and enhance the image of Palmdale.

Business Mix and Auto Center (Area 6)

The area north of Avenue Q and west of SR-14 would have a mix of offices, light industrial development, and a unified auto dealership center, as planned under current specific plans. The area would have excellent roadway circulation system and streetscape improvements, as well as landscaping and outdoor amenities.

3.2 Land Use Structure

LAND USE CLASSIFICATIONS

The Avenue Q 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, and 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.

Mixed Use

Transit Village Mixed Use (TVMX)

40 – 80 du/ac; FAR: 1.0 – 3.5

The Transit Village Mixed Use designation is applied around a new nucleus at Avenue Q and Trade Center Drive. It provides for mixed-use buildings of up to 5 stories. Non-residential development, including offices and retail, would have FAR of between 1.0 and 3.5. Where residential is included, development would be at a minimum density of 40 and a maximum of 80 units per acre. 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 buildings with an FAR of up to 4.0, to encourage more office development, 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 Avenue Q between 5th Street West and Division Street. It is intended for mixed-use, transit-oriented development with a high level of pedestrian activity. Active uses would be required on the ground level in future development between 5th Street West and SR-14. Apartments and condominiums would be developed on upper floors. This designation anticipates development in 4-story podium-style buildings, with active ground floor uses. 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 to 2.0. Bonus standards would allow buildings up to 5 stories, residential density up to 60 units per acre, and FAR up to 2.5, where specified public amenities such as public plazas, streetscape and pedestrian enhancements are provided.



Photo 3-2:
Ground-floor retail with residential units above makes for an active, vibrant community within easy walking distance of transit.

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 Avenue Q Transit Village and a future neighborhood park.

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 largely applied to an area south of Avenue Q between 5th Street West and SR-14 where a new transit-oriented residential neighborhood could develop. The neighborhood would be buffered from the freeway by a broad open space corridor. In addition, this designation is also applied to the new neighborhood between SR-14 and Division Street.

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 future neighborhood between SR-14 and Division Street.



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



Photo 3-4: Medium Density Residential areas feature a range of housing options, including duplexes, townhouses and courtyard apartments.

Commercial, Office, and Industrial

Commercial (C)

Maximum FAR: 1.0

This designation is intended for retail, service commercial and hotel uses along Palmdale Boulevard and the southeast portion of the Study Area. 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 in the portion of the PTCCSP area west of the Auto Center and north of Avenue Q. 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. Buildings may rise up to 3 stories or 45 feet, with a maximum FAR of 1.0.

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



Auto Center (AC)

Maximum FAR: 1.0

The Auto Center designation is intended to support a retail automotive sales and leasing center than can accommodate auto dealerships. Supportive commercial uses for employees are permitted. Building intensity and building heights are governed by the building and site guidelines in the AVACSP.

Public

Public Facility (PF)

Maximum FAR: 1.0

Within the Study Area, this designation is used for land that accommodates a drainage basin along SR-14 and the northern edge of the Study Area. Future public or community uses may also be developed within other land use designation areas.



Photo 3-6:
A potential future park could be combined with a public recreation center and include fields for various recreational facilities.

Open Space and Recreation (OSR)

The Avenue Q Land Use Plan does not include any land designated as Open Space and Recreation. However, a network of potential future parks, public spaces, community gardens, and preserved open spaces is shown conceptually on the Avenue Q Land Use Plan and described in the Urban Design, Street and Streetscape Recommendations report. These future parks, 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 between residential and industrial areas.

OVERLAY ZONE

TOD Overlay Zone

The TOD Overlay Zone is proposed to extend from the area to the east that is the focus of the Palmdale TOD Overlay Zone Land Use Framework Plan. It would cover all of the Avenue Q Feasibility Study Area except for the Auto Center and the land that would continue to be planned for a mix of business uses following the PTCCSP. 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 is shown on Figure 3-2. (This is different from the TOD Study Area, which is the subject of a separate but related planning effort.)

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. New mixed use General Plan and zoning districts are also proposed to facilitate transit-oriented development.

COMPARISON TO SURROUNDING AREAS

While the Avenue Q Land Use Plan introduces higher density and intensity designations into the area, the placement of these designations is sensitive to the existing context of surrounding areas. The northern portion of the Study Area along Auto Center Drive allows office and auto center uses, which are consistent with existing zoning to the north and west. The southern edge along Palmdale Boulevard continues to be a largely commercial corridor, with the potential for more office uses in the new mixed use district directly across from the Palmdale Regional Medical Center. New land uses on the east side of SR-14 blend seamlessly with the complementary Land Use Plan for the TOD Overlay Zone Project.

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. Taller buildings would be concentrated along the Avenue Q transit corridor and, in particular, within the Avenue Q Transit Village, where buildings of up to 60 feet could be developed 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 Avenue Q Feasibility Study Area. 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.

All districts facilitating multifamily residential development would include requirements for usable outdoor area. 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.



Photo 3-7: Taller buildings will be concentrated along the Avenue Q transit corridor to promote the highest density closest to transit.

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>
Mixed Use					
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 4.0 FAR <i>(No residential density bonus awarded for Avenue Q Transit Village Mixed Use district, to encourage medical office development)</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: Up to 60 du/ac and 2.5 FAR	4 stories, 45 ft. (50 ft. with ground-floor commercial) With bonus: Up to 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
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

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>
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
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 intensity office and light industrial development	Max. FAR: 1.0	3 stories, 45 ft.	Surface parking with screening and landscaping	NA
Auto Center (AC)	Low intensity auto sales	Max. FAR: 1.0	Per AVACSP	Surface parking with screening and landscaping	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

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/residential density/maximum height. The maximum points attainable exceeds 100, so an applicant may be able to obtain the maximum bonusable FAR/bonusable 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 Conditional Use 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.

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 Avenue Q 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 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 <i>Note: state-mandated density bonus for affordable housing applies separately.</i>	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% Area Median Income, or AMI) • 15 pts for projects with 10% for lower income households (less than 80% AMI) and 10% moderate income households (80-100% AMI) • 1 pt for each additional % of units for lower income households (less than 80% AMI), up to 20% total
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 (such as improvements to a streetscape) 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 daycares.
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	
	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Commercial (C)	Auto Center (AC)	Business Mix (BM)	Public Facility (PF)	Open Space & Recreation (OSR)
Residential Uses										
Single-Family Dwelling, Detached	-	-	-	-	L(1)	-	-	-	-	-
Single-Family Dwelling, Attached	-	-	-	L(1)	P	-	-	-	-	-
Multiple-Family Residential	L	P	P	P	P	-	-	-	-	-
Public and Semi-Public Uses										
College and Trade Schools, Public or Private	C	C	-	-	-	P	-	P	C	-
Community Center	P	P	C	C	C	P	-	C	P	C
Cultural Institutions	C	C	C	C	C	P	-	C	P	C
Day Care Centers	P	P	C	C	C	P	-	C	L(2)	L(2)
Government Offices	C	C	-	-	-	C	-	P	C	-
Parks and Recreation Facilities, Public	P	P	P	P	P	P	P	P	P	P
Schools, Public or Private	-	-	-	-	C	-	-	C	P	-
Transportation Passenger Terminals	P	P	-	-	-	C	-	C	C	-
Utilities, Minor	P	P	P	P	P	P	P	P	P	-
Commercial Uses										-
Animal Sales and Services	C	C	-	-	-	C	-	-	-	-

TABLE 3-3: USE REGULATIONS										
Use Classifications	Mixed Use		Residential			Commercial, Office, Industrial			Public	
	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Commercial (C)	Auto Center (AC)	Business Mix (BM)	Public Facility (PF)	Open Space & Recreation (OSR)
Automobile/Vehicle Sales and Service	-	-	-	-	-	P	P	C	-	-
Banks and Financial Institutions	P	P	-	-	-	P	C	P	-	-
With Drive-Through Facilities	-	-	-	-	-	C	-	C	-	-
Eating and Drinking Establishments										
Bars/Clubs/Lounges	C	C	-	-	-	C	C	-	-	-
Coffee Shops/Cafes	P	P	-	-	-	P	C	P	L(2)	L(2)
Restaurants, Full-Service	P	P	-	-	-	P	C	P	-	-
Restaurants, Limited Service	P	P	-	-	-	P	C	P	-	-
With Drive-Through Facilities	-	-	-	-	-	P	C	P	-	-
With Outdoor Seating Areas	C	C	-	-	-	P	C	P	-	-
Food and Beverage Sales										
Convenience Market	C	C	L(3)	L(3)	-	C	C	C	-	-
General Market	P	P	-	-	-	P	C	P	-	-
Live-Work Units	P	P	-	-	-	-	-	-	-	-

TABLE 3-3: USE REGULATIONS

Use Classifications	Mixed Use		Residential			Commercial, Office, Industrial			Public	
	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Commercial (C)	Auto Center (AC)	Business Mix (BM)	Public Facility (PF)	Open Space & Recreation (OSR)
Hotels and Motels	P	P	C	C	C	P	-	P	-	-
Offices										
General	L (4)	L (4)	-	-	-	P	-	P	-	-
Medical and Dental	L (4)	L (4)	-	-	-	P	-	P	-	-
Walk-in Clientele	P	P	-	-	-	P	-	P	-	-
Parking, Commercial	C	C	-	-	-	-	C	-	-	-
Personal Services	P	P	-	-	-	P	-	P	-	-
Retail Sales										
General	P	P	-	-	-	P	C	P	-	-
Large-Format	-	-	-	-	-	C	-	C	-	-
Industrial and Service Commercial Uses										
Manufacturing, Processing, Assembly, Packaging, Treatment and Fabrication	-	-	-	-	-	-	-	L (5)	-	-
Wholesale Trade	-	-	-	-	-	-	-	P	-	-
Retail Trade (goods used primarily by businesses)	-	-	-	-	-	P	-	P	-	-
Services	-	-	-	-	-	-	-	-	-	-
Construction or Contracting	-	-	-	-	-	-	-	-	-	-

TABLE 3-3: USE REGULATIONS										
Use Classifications	Mixed Use		Residential			Commercial, Office, Industrial			Public	
	Transit Village (TVMX)	Transit Corridor (TCMX)	High Density (HDR)	Medium High Density (MHDR)	Medium Density (MDR)	Commercial (C)	Auto Center (AC)	Business Mix (BM)	Public Facility (PF)	Open Space & Recreation (OSR)
Transportation, Freight and Storage	-	-	-	-	-	-	P	-	-	-
Personal or Business Services	-	-	-	-	-	-	-	P	-	-
Automotive Services	-	-	-	-	-	C	P	C	-	-
Repair and Maintenance Services	-	-	-	-	-	-	C	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.
5. Light manufacturing is permitted. Heavy manufacturing (e.g., involving mining, refining, ammunition, explosives, etc.) is prohibited.

Source: Dyett & Bhatia, 2015.

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 and Trade Center Drive. 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. It would establish a special set of allowed and conditionally allowed uses along Avenue Q between SR-14 and 5th Street West. Preferred uses include movie theaters, performance venues, and restaurants and bars.



Photo 3-8: Requiring at least 50 percent ground floor active uses along select streets creates a pedestrian friendly environment, while still allowing development flexibility.



Photo 3-9: Entertainment uses, including theatres, performance venues, restaurants and bars, facilitate an active, vibrant street life.

3.4 Land Use Summary

Table 3-4 shows the land use breakdown of the Land Use Plan within the Study Area.

Anticipating future growth and housing demand in Palmdale, residentially designated development (including residential and residential mixed use) would constitute approximately 43 percent of the Study Area. Commercial development, both auto- and transit- oriented, would continue to be the dominant land use, taking up roughly 54 percent of the land.

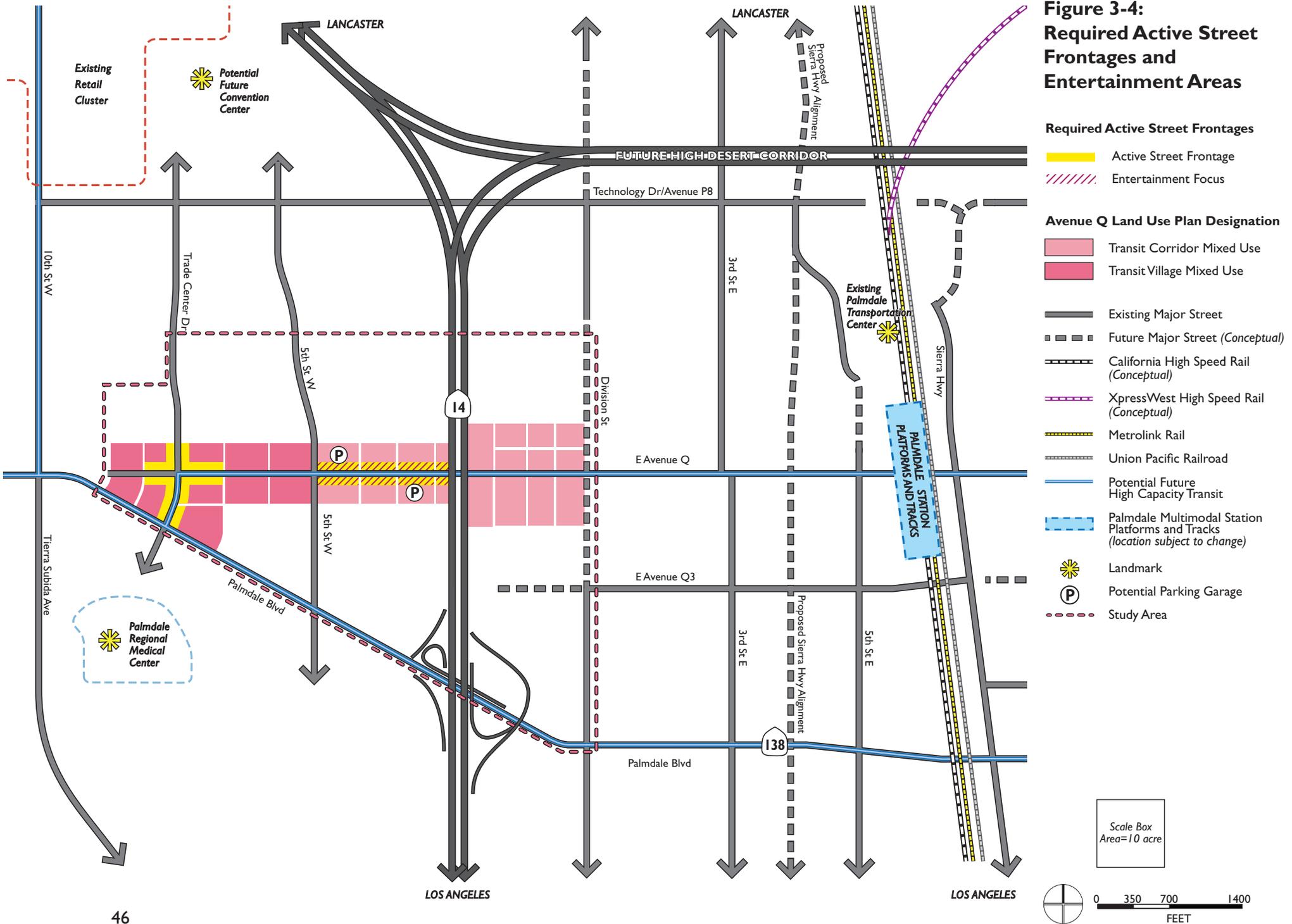
LAND USE CHANGE BY SPECIFIC PLAN

The entirety of Avenue Q Feasibility Study Area is covered by two Specific Plans: the Palmdale Trade and Commerce Center Specific Plan and the Antelope Valley Auto Center Specific Plan. Table B-1 in Appendix B shows a detailed breakdown of land use change from Specific Plans to the Avenue Q Land Use Framework Plan. Previously with no residential designation in either Specific Plan, the Study Area now would have over 100 acres of residential and residential mixed use land. The PTCCSP Planned Development (PD) zone, established for auto-oriented retail, hospitality, and entertainment uses, would now also include medium-high to high density residential and mixed uses. The AVACSP would largely retain its original land use, while contributing its Avenue Q facing land to entertainment-oriented commercial developments.

TABLE 3-4: LAND USE SUMMARY		
	Acreage	Percent of Study Area
Overlay Zones		
TOD Overlay Zone	182	73%
Land Use Designations		
Mixed Use		
Transit Neighborhood Mixed Use (TVMX)	24	10%
Transit Corridor Mixed Use (TCMX)	36	14%
Residential		
High Density Residential (HDR)	9	4%
Medium-High Density Residential (MHDR)	30	12%
Medium Density Residential (MDR)	8	3%
Commercial, Office and Industrial		
Commercial (C)	63	27%
Business Mix (BM)	44	18%
Auto Center (AC)	22	9%
Public		
Public Facility (PF)	8	3%
Totals	44	100%
Note: 1. Does not include right-of-way for future streets.		

Source: Dyett & Bhatia, 2015

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



PROJECTED DEVELOPMENT

The Avenue Q Land Use Framework Plan would allow up to approximately 1,022 residential units in the Study Area. It will also allow up to 1.3 million square feet of commercial uses, including 867,000 new square feet and preservation of 478,000 existing square feet. Land use assumptions used in projecting future development and a 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 Avenue Q Land Use Framework. Policies are organized by how they support the desired overall land use 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 a new TOD Overlay Zone. 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, the first implementing policy as LU-I-1, and so on.

OVERALL VISION AND LAND USE PATTERN

Guiding Policies

- LU-G-1 **Multimodal Transportation Corridor.** Plan Avenue Q as a multi-modal transportation corridor linking major destinations and employment areas with the future Palmdale Multimodal Station.
- LU-G-2 **Transit-Oriented Development.** Foster Transit-Oriented Development (TOD) and supportive public improvements along and around Avenue Q that 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, AVACSP and PTCCSP.
- LU-G-3 **Complete Community.** Foster a complete community that is attractive to young professionals, families with children, and others to stimulate economic development.
- LU-G-4 **Engaged Community.** Provide a positive vision for Palmdale, and continue to engage business owners, property owners and other stakeholders in planning for future development.
- LU-G-5 **Robust Bike and Pedestrian Network.** Allow for a well connected pedestrian and bicycle network with safe and pleasant routes for walkers and cyclists of all ages to easily move about the Study Area.
- LU-G-6 **Provide Adequate Infrastructure.** Provide adequate infrastructure to support future development. This could include upgrades to potable water conveyance facilities, the sewage system, stormwater management facilities, and power and/or gas infrastructure.



Photo 3-10: A mix of residential, commercial, office and public uses in close proximity to transit creates a lively, active corridor.

Implementing Policies

General Plan Revisions

- LU-I-1 **Mixed Use Land Use Designations.** Create new General Plan designations to support mixed-use development along the future Avenue Q transit corridor. Two new districts are proposed: Transit Village Mixed Use and Transit Corridor Mixed Use.
- LU-I-2 **Update General Plan Land Use Map.** Land throughout the Study Area should be redesignated to be consistent with the Avenue Q Land Use Plan (Figure 3-2.) Correspondence between proposed Avenue Q 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).

Specific Plan Revisions

- LU-I-4 **Remove Land from the Avenue Q Feasibility Study from Palmdale Trade and Commerce Center Specific Plan.** The Avenue Q Land Use Framework envisions land along the Avenue Q corridor and between Avenue Q and Palmdale Boulevard as developing with new mixed-use districts and transit-oriented neighborhoods. 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.
- LU-I-5 **Remove Land between SR-14, Division Street, Palmdale Boulevard, and Avenue P-12 from Palmdale Trade and Commerce Center Specific Plan.** The Avenue Q Land Use Framework envisions land between SR-14 and Division Street as developing with a new transit-oriented neighborhood near Avenue Q. 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-6 **New Mixed Use Designations and Zoning Districts.** Create new General Plan and zoning districts to support mixed-use development along the future Avenue Q transit corridor. Two new districts are

proposed: Transit Village Mixed Use and Transit Corridor Mixed Use. Development standards for these zones are summarized in Table 3-1.

LU-I-7 **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 is summarized in Table 3-1.

LU-I-8 **Rezone Land to Match Avenue Q 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-9 **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.

New Streets, Parks and Public Spaces

LU-I-10 **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-11 **Green Connections.** Give priority to enhancing streetscapes along “Green Connections” designated on the Avenue Q 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.

LU-I-12 **Plazas, Parks and Open Spaces.** Require land dedication and the collection of facilities financing fees to create a network of neighborhood parks, linear parks, plazas and open spaces, generally following the pattern shown on the Avenue Q Land Use Plan (Figure 3-2) and the policies provided in the Urban Design, Street, and Streetscape Standards Plan. In particular:

- Provide an ample neighborhood park in the vicinity of Avenue Q and 5th Street West;
- Create linear parkways in new transit-oriented residential neighborhoods north of Avenue Q;
- Create a connective system of open spaces buffer areas along the freeway, and incorporate natural landscaping and trails;
- Design the land within the future interchange at SR-14 and Palmdale Boulevard to serve as an attractive gateway to Palmdale.

TRANSIT CORRIDOR AND TRANSIT VILLAGE

Guiding Policies

LU-G-7 **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, climate appropriate landscaping, and pedestrian amenities, providing a link between the future Multimodal Station and regional destinations.

Photo 3-11:
Pedestrian oriented streets and public spaces complement higher residential density.



LU-G-8 **Transit Village.** Facilitate the development of a lively transit village that features four- to five-story residential and office buildings with ground-floor commercial uses, as well as new streets, enhanced streetscapes, and parks.

LU-G-9 **Entertainment District.** Foster a vibrant entertainment district along Avenue Q, featuring

restaurants, entertainment venues, nightlife, and other attractions that are lacking in Palmdale today.

LU-G-10 **Medical Office Uses.** Restrict medical offices and residential uses from occurring in the same mixed use building to protect patient privacy and reduce the likelihood of incompatibility issues. Facilitate the development of mixed use buildings with retail on the ground floor and offices above as an appropriate setting for medical office uses.

LU-G-11 **Convenient and Consolidated Parking.** Provide well-lit parking options within a short walk of new restaurants, bars, shops and entertainment venues. Promote the use of structured garages, underground parking and surface lots located behind buildings, so as not to detract from a pedestrian-oriented streetscape. Where appropriate, permit shared parking for adjacent uses with different operating hours.

Implementing Policies

General Plan Revisions

LU-I-13 **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 along Avenue Q.

LU-I-14 **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.

Specific Plan Revisions

LU-I-15 **Modify Antelope Valley Auto Center Specific Plan to Allow Entertainment-Focused Mixed Use.** Revise the AVACSP to facilitate the development of a mixed-use entertainment district along Avenue Q directly adjacent to the auto mall. The Auto Center should continue to have visibility along Avenue Q, with prominent entry and signage elements. Auto-themed entertainment uses may be promoted for the Avenue Q frontage, and other entertainment uses may be allowed. Residential uses may also be permitted above the ground floor in the Transit Corridor Mixed Use district located along Avenue Q.

Zoning Revisions

LU-I-16 **Performance Bonuses.** As part of the 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.

LU-I-17 **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 facing any street or transit station 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.

LU-I-18 **Entertainment Use Emphasis.** Establish priority for entertainment uses along Avenue Q between 5th Street West and SR-14, as shown on Figure 3-4. Along this segment of Avenue Q, entertainment uses including restaurants, theaters, cinemas, performance venues, microbreweries and bars, dessert and ice cream shops, and businesses with late operating hours would be permitted as-of-right. Other commercial uses would require a discretionary permit.



Photo 3-12: Retail, restaurant and entertainment uses create a lively, pedestrian-friendly atmosphere.

TOD Overlay Zone Standards

Building Massing and Form

- LU-I-19 **Setbacks and Street Frontage.** In both mixed-use districts, at least 75 percent of street-facing facades of new buildings and building additions must be located at within 8 feet of the front lot line, or 16 feet where outdoor seating or sales are provided. Portions of buildings that are set back further than ten feet should feature publicly-accessible plazas or courtyard entrances.
- LU-I-20 **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-21 **Increase Heights for Ground-Floor Active Uses.** In the Transit Corridor Mixed Use Zone, 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. Residential-only buildings shall be no higher than 5 stories or 55 feet using base district provisions.
- LU-I-22 **Building Articulation.** In both mixed use zones, 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.
- Limit building length to 150 feet along street frontages.

LU-I-23 **Transitions to Adjoining Residential Districts.** In both 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-24 **Full-Block Zoning Transitions.** Where a site in a Transit Village Mixed Use or Transit Corridor Mixed Use district 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.

Street Frontages

- LU-I-25 **Orientation of Main Building Entrance.** In both 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-26 **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-27 **Ground-Floor Residential Uses.** In both 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.
- LU-I-28 **Improvement of Street-Facing Setbacks.** Where a front or street-facing side setback is provided, it must be landscaped and/or hard surfaced for use by pedestrians. If hard surfaced, the setback area on each lot must contain at least two pedestrian amenities, such as benches, drinking fountains, and/or other design elements (public art, planters, and kiosks). Residential buildings are exempt from this requirement.

- LU-I-29 **On-Site Public Plazas.** In both mixed-use zones, outdoor plazas shall be provided within any site with a total of 50,000 square feet or more of floor area devoted to active commercial uses including retail, restaurants, or personal services.
- **Minimum Area.** Public space shall be provided at a rate of five square feet per 1,000 square feet of floor area.
 - **Location.** Such public space shall be visible from a public street, or from on-site areas normally frequented by customers, and shall be accessible during business hours.
 - **Amenities.** On-site public plaza space shall include benches or other seating, and the ground surface shall be landscaped or surfaced with high-quality paving materials. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, drinking fountains, water features, public art, or performance areas. The placement of shade-bearing elements and seating shall maximize shading for summer mid-day and afternoon hours.

Photo 3-13:

Trees and other shade structures make public plazas appealing on warm days.



LU-I-30 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 both mixed use zones within the TOD Overlay Zone.

LU-I-31 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-32 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-33 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-34 Parking (Maximum) Limit. The number of parking spaces for non-residential uses shall not exceed 120 percent of the required parking spaces.

LU-I-35 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-36 Driveways and Curb Cuts. Generally, on lots less than 100 feet in width, driveways and curb cuts should be limited to one per frontage. On wider lots, driveways should 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-37 **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-38 **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-39 **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-40 **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-41 **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 TRANSIT-ORIENTED RESIDENTIAL NEIGHBORHOODS, PARKS, AND PUBLIC FACILITIES

Guiding Policies

LU-G-12 **Walkable, Transit-Oriented Residential Neighborhoods.** Develop new walkable, transit-oriented residential neighborhoods, including 4- and 5-story condominiums and apartments, courtyard apartments, and townhouses. These new neighborhoods would take shape south of Avenue Q to the west of SR-14 and north of Avenue Q between SR-14 and Division Street.

New transit-oriented neighborhoods in the Avenue Q Study Area should emphasize high-amenity, high-density living.

LU-G-13 **Parks and Community Gathering Spaces.** Incorporate parks and community gathering spaces to improve the area's appearance and create recreational, social, and educational opportunities.

Implementing Policies

General Plan Revisions

LU-I-42 **Noise Sensitive Uses.** Revise General Plan Policy N1.2.3 in the Noise Element to allow for higher density development in close proximity to the Avenue Q transit corridor 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-43 **Accessory Uses.** 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-44 **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-45 **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).

LU-I-46 **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.

LU-I-47 **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-48 **Usable Open Space.** In Medium, Medium-High, and High Density Residential areas, all multifamily developments should provide 15 to 20 percent 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-49 **Required Open Space Buffers.** New development of residential uses or community uses such as recreational parks and schools must be adequately buffered from industrial uses and freeways. A 100-foot buffer must be created between any new residential or community use and any area designated for Industrial use. A 500-foot buffer must be created between any new residential or community use and an existing or planned freeway.

Open space buffers must be generously landscaped with climate-appropriate vegetation.



Photo 3-14:
Open space corridors create a buffer between the freeway and residential uses.

PALMDALE BOULEVARD

Guiding Policies

- LU-G-14 **New Commercial Development.** Facilitate development of new shopping centers, offices, hotels, and related uses at locations with high visibility and access along Palmdale Boulevard. Future commercial development along the corridor should contribute to a positive image for the city, and provide a full range of convenient shopping and services for new area residents.
- LU-G-15 **Medical Office Uses.** Facilitate development that incorporates medical office uses along Palmdale Boulevard to take advantage of proximity to the Palmdale Regional Medical Center.

Implementing Policies

Zoning Revisions

- LU-I-50 **Design of Commercial Development.** New shopping centers developed on sites designated Commercial on the Avenue Q Land Use Plan must include building facades that directly address the street and sidewalk, and must preserve and create pedestrian connections to adjacent sites.

AUTO CENTER AND INDUSTRIAL AREA

Guiding Policies

- LU-G-16 **Trade and Commerce Uses.** Continue to provide for development of light industrial, office, research and development, and similar uses in the area north of Avenue Q between the Antelope Valley Auto Center and Trade Center Drive, following the guidance of the Palmdale Trade and Commerce Center Specific Plan.
- LU-G-17 **Auto Center Development.** Continue to provide for development of automobile dealerships following the guidance of the Antelope Valley Auto Center Specific Plan.

Implementing Policies

None required.

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Appendix A Correspondence between Avenue Q Land Use Framework & Existing Plan and Zoning Districts

TABLE A-1: CORRESPONDENCE BETWEEN TOD LAND USE FRAMEWORK AND EXISTING PLAN AND ZONING DISTRICTS					
TOD Land Use Framework Plan	General Plan	Antelope Valley Auto Center SP	Palmdale Trade & Commerce Center SP	Zoning Ordinance	Notes
Mixed Use					
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 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 Max FAR: 2.0 4 stories, 45 ft. (50 ft. with ground-floor commercial) With bonus: up to 60 du/ac, 2.5	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

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>Antelope Valley Auto Center SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
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	NA	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	NA	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.		NA	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 heights within proximity of lower density districts.
Medium Density Residential Min. 6 du/ac Max. 16 du/ac 3 stories, 35 ft.	Medium Residential 6.1 to 10 du/ac	NA	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.

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>Antelope Valley Auto Center SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
					Map changes required.
	Multi-Family Residential 10.1 to 16 du/ac	NA	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.
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.
	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.	Palmdale Trade and Commerce Center Specific Plan	NA	Mixed Use NA 45 ft.	Office Commercial (C-2) 1.0 FAR 3 stories, 45	No change to GP or SP designation needed. Map changes required.

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>Antelope Valley Auto Center SP</i>	<i>Palmdale Trade & Commerce Center SP</i>	<i>Zoning Ordinance</i>	<i>Notes</i>
	1.0 FAR			ft.	
Auto Center (AC) Max. 1.0 FAR	Antelope Valley Auto Center Specific Plan <i>See Plan for details.</i>	<i>See Plan for details.</i>	NA	NA	No change to GP or SP designation needed. Map changes required.
Public					
Public Facility (PF) Max. 1.0 FAR 3 stories, 45 ft.	Public Facility	NA	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 Change from Specific Plans

TABLE B-1: LAND USE CHANGE FROM SPECIFIC PLANS							
Specific Plan Land Use Designations	Antelope Valley Auto Center Specific Plan	Palmdale Trade and Commerce Center Specific Plan				Total Acreage	
	Auto Center	Mixed Use (MU)	Mixed Use (MU) - AICUZ	Planned Development (PD)	Public Facilities (PF)		
Mixed Use							59.2
Transit Village Mixed Use		9.2		14.5			23.6
Transit Corridor Mixed Use	4.5	10.9		15.3	4.9		35.6
Residential							47.3
High Density Residential				8.9			8.9
Medium-High Density Residential		7.6		20.4	1.8		29.9
Medium Density Residential		3.9	3.0	0.0	1.6		8.5
Commercial, Office and Industrial							133.4
Commercial				60.2	7.4		67.6
Business Mix	1.3	42.7					44.0
Auto Center	21.8						21.8
Public							8.0
Public Facility		2.0	3.0		3.0		8.0
Total Acreage		76.3	5.9	119.3	18.7		
	27.5	220.3					247.8

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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										
Transit Village Mixed Use	23.6	16.4	40 - 80	60	0.85	50%	67%	281	0	281
Transit Corridor Mixed Use	35.6	35.6	18 - 40	30	0.60	75%	67%	322	0	322
Residential										
High Density Residential	8.9	8.9	30 - 60	45	0.30	--	67%	79	0	79
Medium-High Density Residential	29.9	29.9	16 - 30	25	0.59	--	67%	297	0	297
Medium Density Residential	8.5	8.5	6 - 16	12	0.62	--	67%	42	0	42
Commercial, Office and Industrial										
Commercial	62.7	50.8	--	--	--	--	--	0	0	0
Business Mix	44.0	27.2	--	--	--	--	--	0	0	0
Auto Center	21.8	13.4	--	--	--	--	--	0	0	0
Public										
Public Facility	8.0	8.0	--	--	--	--	--	0	0	0
Total	242.9	210.8						1,022	0	1,022
Overlay										
Potential Future Open Space and Recreation	43.5	--								
<p>Note:</p> <ol style="list-style-type: none"> Account for future ROW and future overlay districts (Open Space and Recreation, Public Facility) Account for realistic use split within the mixed use districts. Account for owner properties 										

TABLE C-2: PROJECTED DEVELOPMENT – NON-RESIDENTIAL

<i>Land Use Plan Designations (Base Land Use)</i>	<i>Total Land (ac)</i>	<i>Opportunity Sites (ac)</i>	<i>Allowable Non- Residential FAR Range</i>	<i>Assumed Non- Residential FAR</i>	<i>Net to Gross Ratio¹</i>	<i>Assumed Non- residential Split in Mixed Use Zones²</i>	<i>Flex Factor³</i>	<i>Potential Future Floor Area (Net) (sq ft)⁴</i>	<i>Existing Floor Area (sq ft)⁴</i>	<i>Total Future Floor Area (sq ft)⁴</i>
Mixed Use										
Transit Village Mixed Use	23.6	16.4	1.0 - 3.5	0.5	0.85	50%	67%	73,000	29,000	73,000
Transit Corridor Mixed Use	35.6	35.6	0.6 - 2.0	0.5	0.60	25%	67%	78,000	0	78,000
Residential										
High Density Residential	8.9	8.9	1.0 - 3.5	0.5	0.85	--	--	0	0	0
Medium-High Density Residential	29.9	29.9	0.6 - 2.0	0.5	0.60	--	--	0	0	0
Medium Density Residential	8.5	8.5	1.0 - 3.5	0.5	0.85	--	--	0	0	0
Commercial, Office and Industrial										
Commercial	62.7	50.8	Max. 1.0	0.35	0.67	--	67%	341,000	204,000	204,000
Business Mix	44.0	27.2	Max. 1.0	0.35	0.85	--	67%	227,000	253,000	253,000
Industrial	21.8	13.4	Max. 1.0	0.4	0.76	--	67%	104,000	36,000	36,000
Public										
Public Facility	8.0	8.0	Max. 1.0	0.3	0.00	--	67%	--	--	0
Total	242.9	210.8						823,000	522,000	522,000
Overlay										
Potential Future Open Space and Recreation	44.4	--								
Note:										
1. Account for future ROW and future overlay districts (Open Space and Recreation, Public Facility)										
2. Account for realistic use split within the mixed use districts.										
3. Account for owner properties										
4. Rounded to the nearest 1,000										

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Appendix D Acronyms and Abbreviations

AICUZ	Air Installation Compatible Use Zone	TOD	Transit-Oriented Development
AMI	Area Median Income	VMT	Vehicle Miles Travelled
APZ	Accident Potential Zone		
AVACSP	Antelope Valley Auto Center Specific Plan		
Du/ac	Dwelling units per acre		
FAR	Floor Area Ratio		
GP	General Plan		
LEED	Leadership in Energy & Environmental Design		
PD	Planned Development		
PTC	Palmdale Transportation Center		
PTCCSP	Palmdale Trade and Commerce Center Specific Plan		
PTVSP	Palmdale Transit Village Specific Plan		
SR	State Route		

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