

SECTION 1: INTRODUCTION

The Community Design Element of the General Plan establishes policies to shape the City's overall form and appearance. The standards and guidelines contained in this Element are intended to improve the functional and aesthetic quality of the built environment for City residents and businesses.

The process of designing our community is a continuous one, with each development decision contributing to the City's urban form and quality of life. To successfully achieve good community design requires involvement of both public and private development interests, and presents aesthetic, economic, political, and administrative challenges. The policies must accommodate design features unique to each individual project, while maintaining a consistent standard of design and construction quality throughout the City. They must be applied equitably to each project, but they should not unduly limit opportunities for affordable business and housing development. They must be clearly stated and simple to apply, while avoiding rigid dictums in favor of flexibility.

Despite the difficulties inherent in drafting and implementing community design policies, however, the benefits to the City of doing so outweigh the obstacles. If they are carefully crafted and applied equitably, such standards can help create a desirable community where people want to live, work and recreate a community attractive to businesses, where property values consistent with a high standard of living are established and maintained.

It should be emphasized at the outset that the intent of the Community Design Element is not to establish uniform architectural standards for any land use category within the City of Palmdale. Rather, the element is intended to establish guidelines for developers, staff, and decision makers to use in evaluating whether development projects meet the design goals of the City for functional, efficient, and attractive development.

This element is organized into four sections, in keeping with the format established for the other elements of the Palmdale General Plan. Section 2 of the element contains a discussion of issues and opportunities for Palmdale with respect to community design on a city-wide basis as well as for specific use types. Section 3 contains goals, objectives, and policies for the City to follow in making land use decisions, and Section 4 contains implementation measures.

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The Community Design Element is an optional element of the City's General Plan, as authorized by Section 65303 of the California Government Code. Policies within the Community Design Element may relate to land use, circulation, environmental resources, housing, or other issues which are addressed throughout the General Plan; the element is consistent with the other General Plan elements, and should be used in conjunction with them in formulating future land use decisions affecting the City.

A total of six public workshops and hearings were held to take input on the Community Design Element between September 15, 1994 and December 14, 1994. The Element was adopted by the City Council on December 14, 1994, by adoption of Resolution 94-142, which also contained a finding that the Element was determined to be consistent with the Environmental Impact Report prepared for the General Plan which was certified by the City Council on January 25, 1993.

SECTION 2: ISSUES AND OPPORTUNITIES

Although the design of a development project is often considered to be only an aesthetic concern, the implications of design decisions often have more far-reaching impacts on a community. Effective design can maximize use of a site and decrease construction costs, provide convenience to users and ensure compatibility with adjacent uses, and protect natural resources while allowing managed growth to occur. More importantly, the cumulative impacts of design decisions applied over time will influence whether a city develops as a attractive, functional, thriving community, or whether it presents a sterile, blighted or neglected appearance to potential business investors and residents.

Community design issues affecting planning decisions may be grouped into two categories: design issues affecting the overall form, character and identity of the city; and issues relating to a specific land use type, such as commercial, residential or industrial uses. This section of the Community Design Element provides background information and identifies issues and opportunities for these two types of design issues, as they affect planning decisions in the City of Palmdale.

A. Community-Wide Design Issues

1. General Design Principles

When people think of memorable cities where they have lived or visited, they may recall the public places where people gathered, the community life on the streets, the variety of architecture, the things to do, the places to go, or just the "atmosphere." Great cities and towns have a "sense of place" that is distinctive and memorable. These communities are attractive to businesses and investors as well as residents, because of the value placed on quality of life.

Urban planners have long tried to define the characteristics that contribute to the creation of a place where people want to be. Numerous studies to identify what qualities draw people into certain urban places have reached similar conclusions. People seem to like places that are orderly and understandable, rather than confusing; where building placement and massing creates a sense of unity and balance at a human scale; where links exist between places, providing connections rather than dead ends; where diversity of architecture, uses and activities creates interest rather than monotony; where people feel comfortable, protected from the elements, and provided with places to sit and talk; where they feel safe, with various access points and other people nearby, rather than isolated; where building materials and construction feel authentic, substantial and timeless, rather than cheap, trendy or false; where people can conduct business, or simply enjoy the place and meet other people, without major

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inconvenience, time or effort. In short, people like places that are well-designed. The experience of many other cities has demonstrated that an attractive, functional and well-designed urban environment will draw a mix of users and create a synergy contributing to a successful community that flourishes both economically and socially.

General design principles for guiding Palmdale's development in a positive manner are contained in Goal CD 1 and the accompanying objectives and policies (see Section 3). The most important of these is Objective CD 1.1, which requires that the relationship of each development project to its setting be considered. In his 1993 book Rebuilding, Daniel Solomon writes that "buildings alone don't matter; it is only the ensemble of streets, lots and buildings, and the way they fit together, that comprise the basis of town making." The building blocks of structures, sites, streets, neighborhoods and districts must be considered in design decisions, rather than focusing on the architectural treatment of any single building. A site can function well within its neighborhood context, even if it is not architecturally remarkable; conversely, an architectural masterpiece may feel out of place if it does not reflect the scale and character of the surrounding neighborhood. The Community Design Element is intended to provide a basis for evaluating land use decisions at a level between land use map designations and architectural building details, in order to ensure that new development functions well in its environment.

The policies contained under Goal CD 1 should be considered in each development decision, for residential, commercial or industrial uses, for capital improvements by the City, and in all geographic areas of the City. If applied equitably and consistently, these principles will assure that new development contributes to rather than detracts from Palmdale's community character.

2. Citywide Design Opportunities for Palmdale

Gertrude Stein once wrote of a California city that when you arrive there, there's no "there" there. Features within a city which make it unique and identifiable as a separate community must be created and enhanced, in order to avoid eliciting a similar reaction from visitors and residents.

Palmdale's natural setting offers many opportunities to create a sense of place. Its foothill location affords views of the Antelope Valley, the Tehachapi and San Gabriel Mountains, and desert buttes and playas. Its topography offers rolling hillsides, steep slopes, and flatland. Its vegetation includes juniper/joshua woodlands, remnant orchards and riparian habitat, while its clean air and wide vistas offer a sense of space and openness. In addition to its natural advantages, Palmdale has enjoyed a unique history, evolving from an Indian gathering place to agricultural center to aerospace pioneer. Palmdale can capitalize on these attributes to enhance its community identity.

Design opportunities which can be developed for the Palmdale community as a whole include streetscapes, entry points, views toward and from hillside areas, significant focal points, landscaping and signage, and treatment of the freeway corridor. Together, these elements can combine to influence the image of the city presented to people visiting Palmdale. These design features can be used to differentiate Palmdale from other suburban communities in southern California, and create a distinctive identity for the City.

Goal CD 2 and the accompanying objectives and policies are intended to provide a basis for creation of community-wide design elements which will contribute to Palmdale's sense of place.

B. Design Considerations for Specific Land Use Types

1. Residential

Rural Residential Development

The Palmdale community contains several residential areas which are characterized by large lots, agricultural accessory uses such as horses and farm animals, and rural standards for streets and other public improvements. The predominant lot size in some of these areas is one acre, while others consist of 2 1/2 acre or larger parcels. In general, rural residential neighborhoods are located in the southern portion of the planning area (south of Pearblossom Highway along the foothills), and the northwestern portion of the planning area (between 20th and 50th Streets West, extending between Avenues M and P). Although the majority of these lots are not within the City's incorporated boundaries at this time, they are within the adopted sphere of influence and the City is required to plan for them. The land use map designates these areas for low density residential uses, in order to preserve their rural character. The Community Design Element addresses rural residential development by establishing design standards appropriate for these areas.

Rural residential development in the Palmdale planning area occurred under standards established by Los Angeles County in its A-1 (Light Agriculture) Zone. Those rural residential areas which are now within the City of Palmdale were substantially developed prior to annexation; other rural areas are still under the County's jurisdiction. Over the past several years, many discussions have occurred between representatives of the City and homeowners associations in these areas regarding the residents' desire to maintain a rural lifestyle. In 1990, the City adopted Memoranda of Understanding with two separate property owners organizations representing unincorporated rural residential areas, under which the City agreed to respect existing development patterns

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and standards in these areas, to limit encroachment of incompatible urban uses, and to establish rural development standards for the areas if they are annexed to the City.

In 1994 the City revised its A-1 (Light Agricultural) zone based upon input from and coordination with representatives of the Southside Homeowners Association and other rural neighborhoods. Uses and regulatory standards outlined in the revised zone reflect existing development patterns in rural residential areas.

With respect to design guidelines, one issue of concern in rural areas is the desire to create and maintain a spacious, open setting for each lot. This can be done through standards for lot dimensions and setbacks, so as to discourage development which appears to be dense at the street frontage but meets minimum area standards through long, narrow lot configurations. Another issue is defining roadway design standards appropriate for rural areas; these streets are not intended for large traffic volumes and high speeds, and can therefore be narrower than other city streets. Residents have also asked that street lighting standards be modified to allow less illumination, preserving views of nighttime skies. In addition, because of the equestrian uses prevalent in these areas, access from lots to feeder, collector and regional trail systems should be considered in subdivision design. Goal CD 3 and the accompanying objectives and policies further define the City's commitment to preserve the unique character of rural lifestyles within the planning area.

Suburban Residential Development

The suburban development pattern is characterized by single family detached dwelling units constructed by a tract builder on land which was previously subdivided, at densities ranging from three to six units per acre. Approximately seventy-six percent of the dwelling units in Palmdale fit this description and are located in suburban neighborhoods.

Various types of suburban residential development found in Palmdale are indicative of forces which affected housing trends nationally. From older tracts developed in the post-war housing boom of the 1950's to golf course subdivisions and planned unit developments, Palmdale's single family housing stock reflects development patterns shaped by federal regulations, financing and marketing considerations, and building industry practices.

The older subdivisions in the central part of town exhibit characteristics called for in the guidelines issued by the Federal Housing Administration in the 1930's and 1940's. The grid street patterns use narrower rights of way than is now required, with sidewalks separated from the curb by a landscaped strip. Small subdivisions are enclosed by block walls, and are self-contained with dead-end streets that don't connect to adjacent

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neighborhoods. Although these neighborhoods contain the City's older housing stock, they provide affordable units in a relatively low-density neighborhood. Many of these areas provide a pleasant living environment through the presence of mature street trees, front doors near the street, landscaped parkways and proximity to community services.

From a community design perspective, there are two major challenges to the City in preserving and enhancing these areas. The first is a lack of adequate infrastructure, or adequate capacity in existing infrastructure, to support the density of development. This issue has been dealt with in some areas through formation of assessment districts to finance street and other public improvements, and is further discussed in the Public Services Element. The second major challenge is maintaining these properties in a safe, attractive condition. Many of these units have become rental properties, with some entire blocks purchased by out-of-town investors. Property maintenance conditions have become a major concern in some areas. In 1994, the City adopted a Property Maintenance Ordinance (No. 1028) to assist staff in obtaining compliance with City codes. Other General Plan policies have also addressed the need to upgrade and rehabilitate older housing throughout the City (see the Land Use and Housing Elements).

During the mid-1980's Palmdale was swept up in a housing boom resulting in a rate of population growth unmatched in California. Since the beginning of 1985, over 250 tentative maps creating over 26,000 lots have been approved, and over 18,200 residential lots have been recorded. Expanses of land stretching the fourteen miles from 70th Street West to 70th Street East were converted to roof-tops. Construction activity in the single family residential market sector accelerated rapidly, beginning in 1985 and peaking in 1990, after which it declined due to a national recession and other factors slowing the California economy.

Subdivision design during these years was influenced by financial, economic and marketing concerns. Financial investors in the housing market sought to protect their investment by isolating subdivisions from potentially detrimental surrounding neighborhood environments. Marketing and real estate promoters targeted certain market sectors for each subdivision--first-time buyer, move-up or executive--thereby creating a relatively homogeneous neighborhood within each tract. Traffic engineering standards were adopted which increased street widths and curve radii, eliminated planted parkway strips, and isolated neighborhoods from arterial streets in order to increase arterial travel speeds and capacity.

The marketing trend towards golf course subdivisions and Planned Unit Developments was also evident in Palmdale. A golf course subdivision was created in 1972 (Country Club Estates), and the Rancho Vista planned development promoted home sales on the

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basis of a future golf course, parks and other amenities. In 1992 the City approved two additional planned developments in the southwest portion of the planning area (the City Ranch and Ritter Ranch Specific Plans), both of which contain clearly defined programs of public improvements and amenities which are to be constructed as development occurs.

With the rapid pace of development activity in the late 1980's, community design issues took a lower priority than the City's desire to facilitate economic development. After the economy slowed down, however, City officials took a closer look at the uncoordinated development patterns resulting from this growth cycle, and several concerns became evident. In some subdivisions, streets did not connect to the adjacent subdivision. Streets started and stopped in a disjointed fashion, blocking through-access between neighborhoods. Houses were cut off from adjacent homes, schools and parks by block walls. Some streets were lined with block walls for miles, creating streetscapes dominated by concrete and masonry, unrelieved by shade trees or views of open spaces. Public safety vehicles patrolling neighborhoods had limited visibility of residential streets, and emergency vehicles had trouble finding street addresses in confusing mazes of cul-de-sacs. Within neighborhoods, residents began complaining to City officials that traffic sped through their streets, endangering their children.

Based on these concerns, the City reviewed its subdivision development procedures, and determined that a need existed to establish design guidelines. An initial set of Subdivision Design Guidelines was accepted for use by the City Council on February 9, 1992. Some of these guidelines, relating to circulation and infrastructure issues, were expanded and incorporated into the Circulation and Public Services Elements of the General Plan in January, 1993. Other guidelines were determined to be appropriate for inclusion in the Community Design Element. These guidelines have been expanded and are contained under Goal CD 4 in Section 3.

Collectively, the subdivision design guidelines are intended to promote development of neighborhoods within the City of Palmdale which are cohesive, functional, and create a sense of community. Emphasis is given to promoting interaction within and between neighborhoods, and providing links between community facilities and the neighborhoods they serve. To accomplish this goal, planning and design must extend beyond the boundaries of an individual subdivision. The focus should be on geographic areas that encompass an entire neighborhood, rather than on limiting the scope of design and review to individual tract boundaries. Neighborhood planning areas are typically defined by arterials, railroad rights-of-way, drainage courses, topographic features, and other similar barriers which function as neighborhood boundaries. If the guidelines are properly implemented, there will be an economy and efficiency of infrastructure construction and maintenance, a logical integration of circulation routes for both

vehicles and pedestrians, the creation of lot patterns that enhance livability; and a heightened sense of neighborhood.

It is important to recognize the limitations of public agency involvement in the housing development process. With the exception of publicly assisted affordable housing projects, cities are not in the development business; they do not finance, design, construct or market subdivisions. The City's authority is limited to establishment of policies which will clearly communicate to developers and builders what type of neighborhoods the City wants, and the approval authority (through the discretionary review and entitlement process) to gain certain design considerations. Equally important, however, is the concept that public and private development interests can work together to create livable neighborhoods which retain their value and provide for community life. This cooperative approach to subdivision design should be a common goal.

Multiple Family Residential Development

In 1994, eighteen percent of the dwelling units in Palmdale were multiple family attached units. With the exception of a few projects, the bulk of the multi-family units in the City were built prior to 1986. The trend towards construction of single family detached instead of multi-family units in Palmdale over the last ten years appears to be due to a faster absorption rate for detached units and the availability of financing. Changes in the tax laws affecting rental properties in 1986 may also have had an effect on the rate of construction in this sector of the housing market.

Because Palmdale has not processed many proposals for apartment or condominium units over the last five years, serious concerns over design issues on new multi-family complexes have not been raised. The City has, however, been faced with safety problems in older apartment complexes--primarily relating to crime prevention--which are caused by certain design characteristics. Based upon the City's recent experiences with law enforcement and community-based policing in predominantly multi-family residential areas, it has become apparent that in the future certain requirements should be made at the design review stage for new multi-family development projects to ensure residents' long-term health, safety and welfare.

Major issues of concern are visibility of publicly-accessible areas, to increase safety and discourage vandalism; adequate lighting for public safety; provision of amenities and places for children, seniors and other residents to recreate; availability of parking and trash enclosures within a reasonable distance of each dwelling unit; adequate secondary or emergency access from each development; and provision for maintenance of site amenities, landscaping and buildings. Another concern is how these areas can integrate into the surrounding neighborhoods, in order to encourage

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interaction between residents and adjacent uses. Site designs which provide barriers around the perimeter of multi-family developments, such as unbroken rows of carports, parking areas and solid fencing, do not encourage community interaction. While fencing and gates may be needed in some areas to provide security, consideration should be given to creating neighborhoods rather than a series of self-contained enclaves.

The factors identified above are addressed in Goal CD 5 and the accompanying objectives and policies in Section 2 of this Element, which are included to ensure that multiple family housing meets the City's community design goals.

Approximately six percent of the City's housing stock is provided by mobilehomes and manufactured dwelling units, which are primarily located within mobilehome parks. As with multiple family units, most of the mobilehome parks within the City were developed prior to the mid-1980's. Many were developed under conditional use permits granted by Los Angeles County, and later annexed to the City. As a result, the City has had limited experience with applying design standards to new parks. However, many of the design guidelines for single family and multiple family neighborhoods contained within Goals CD 4 and CD 5 of Section 3 are applicable to manufactured home developments. The concepts of connectivity, recreational amenities, diversity of design, landscaping, convenient access, pedestrian and transit connections, and creation of neighborhoods should be applied to any new manufactured housing development. Therefore, a policy has been included requiring that manufactured home subdivisions and parks comply with applicable residential design standards contained in this element.

Senior housing projects merit special attention with respect to the unique living needs of aging people. Visits by staff members to senior housing projects in other cities, and conversations with administrators and residents in these projects, have contributed to a better understanding of what these needs are. One of the components of senior housing to consider from a design standpoint is the aging of the senior population within the complex. While residents in a senior project may enter the units in a relatively active and healthy condition (in their sixties or early seventies), those people may stay until they reach very advanced ages; during that time, their needs and abilities change.

Staff asked administrators of three senior projects how they would design the buildings differently if they were given the opportunity to start over, based upon what they had learned over time by observing residents' needs. We were told that residents do not use outdoor balconies much, and would prefer larger living rooms than balconies if given a choice. Seniors enjoy work spaces for light carpentry and gardening; workshops with power tools and greenhouses were heavily used. All residents need more storage. Door closers are needed for each unit, but must be light enough for the most frail elderly residents to open. Frost-free, free-standing (not built-in) refrigerators

are recommended, as are microwave ovens. Handrails and adequate lighting are needed in hallways, and hallways should be broken up visually to avoid confusion. Benches along long hallways are helpful, as are plants and pictures to provide visual landmarks. Low thresholds should be used on doorways, to avoid tripping and improve wheelchair accessibility. Utilities are recommended to be included in the monthly rent, but separate metering should be provided for more equitable division of utility expenses. Parking ratios are recommended to be less than for standard multi-family development; many jurisdictions use a ratio of one space per three dwelling units. It was recommended that about ten percent of the units be fitted for wheelchair accessibility, including bathroom and kitchen fixtures and lowered countertops. An alternative would be to make all units wheelchair adaptable. It was suggested that front entryways and common areas be designed with a homelike atmosphere, avoiding a hotel-like or institutional look. Open space areas were most successful when they received sun in all seasons, with shade trees provided and movable seating so conversation groups could form.

These are among the design concepts which should be considered in reviewing senior residential projects. Policies directing that the special housing needs of seniors be considered in the design of any new senior project are contained under Objective CD 5.6.

2. Commercial and Industrial Development

With the exception of older structures located within the downtown core of Palmdale, most of the commercial development in Palmdale has been constructed within the last ten years. The regional mall, auto center, power center (including Home Depot and Walmart), Marketplace (including Target and Best Buy) and K-Mart have all opened since 1989, within and adjacent to the Palmdale Trade and Commerce Center. Numerous smaller-scale projects have also been constructed to serve neighborhood commercial needs throughout the City, including four market-drug centers along Avenue S, one on Rancho Vista Boulevard, and several along Palmdale Boulevard. The rapid increase in new retail construction over the last decade reflects a concerted effort by the City of Palmdale to capture sales tax revenues generated by the burgeoning Antelope Valley population. As a result of its recent development, Palmdale's commercial sites are generally structurally sound, adequately parked and lighted, landscaped, and exhibit unified design themes within each center.

Architecturally, many of the newer commercial buildings are designed with mediterranean motifs, including beige or earth-tone stucco coatings, red tile roofing and colored tile accents. In and around the regional mall, peaked roof lines and tower treatments are recurring features. An attempt has been made in the Palmdale Trade

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And Commerce Center Specific Plan area to maintain unity in design through use of these elements.

The commercial corridor along Palmdale Boulevard, extending from 10th Street West to 35th Street East, shows less uniformity of design, primarily due to the lack of an underlying specific plan and the uncoordinated nature of individual development efforts. Portions of this corridor are mediterranean or Spanish style, while others are of a more eclectic nature. Interspersed with newer centers are older buildings, especially in the downtown "core" area of the City. Specific design standards for development around the Sierra Highway/Palmdale Boulevard intersection and surrounding vicinity will be addressed in the Downtown Revitalization Plan.

The majority of Palmdale's industrial uses are located on or near Air Force Plant 42. Most of the buildings owned or leased by government contractors in this area are not accessible to the general public, due to security measures. Although the massive size of the structures needed for aircraft assembly makes them visible from long distances, individual design features of these buildings and sites have not traditionally been a major concern for the City because they are set apart from areas frequented by the general public.

Scattered industrial development has also occurred along highly visible corridors such as Sierra Highway, Sixth Street East, 10th Street West, and along Avenues M, N, P and Q. Newer buildings in these areas have been developed in a business park setting by speculative builders for lease to a variety of industrial and office users. Older industrial uses include lumber and truss yards, contractors yards, machine and carpentry shops, equipment and storage yards, and vehicle services. As with the commercial development in the City, newer industrial structures are generally of good quality and materials and have adequate circulation, parking, lighting and landscaping. Some of the older uses could improve in design, but may remain as nonconforming uses until the land is reutilized.

A major design issue for commercial/industrial development in Palmdale is the need to consider multiple modes of transportation in site planning for these areas. While this issue is a matter of convenience for site users, it is also mandated under State and Federal clean air regulations requiring reduction of vehicle trips. Many of the existing commercial/industrial sites within the City seem to give automobile-related features primary emphasis, while offering little in the way of pedestrian pathways, shaded walkways and seating areas, or bicycle access and parking areas. In addition, public transit stops have not been provided with turnouts, benches or shade in many locations, and convenient pedestrian access from bus stops to building entrances have rarely been provided.

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Another visible sign of the predominance of the automobile in site planning is the large expanses of parking lots located adjacent to the street. Most large commercial tenants require that parking be provided within a specified radius to their front door; consequently, site plans typically set buildings to the rear of the site and (with the exception of some out-parcels) place parking along the street frontage. The resulting streetscape is not inviting to pedestrian window-shoppers, and discourages access by any other than vehicular users. If a pedestrian does enter the site, there are no clearly delineated walkways offered and foot traffic must compete with automobiles for use of travel ways, or wend a path between parked cars.

In some commercial areas where a pedestrian-oriented shopping environment is desired, this development pattern must be reversed; buildings should be placed at the edge of pavement in order to provide interest and immediate access by pedestrians, while parking should be located behind the buildings or on the periphery of the district. This development technique will be required in the Downtown Revitalization Plan in order to create a active shopping district in the Civic Center area, and may be appropriate in other locations as well. Where appropriate, building setbacks should be flexible to accommodate the need for pedestrian-oriented commercial uses. Policies encouraging pedestrian and other modes of transportation within commercial/industrial areas are contained in Section 3 under Goals 6 and 10. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Another design issue for commercial/industrial development is the need for integration of each site into its surrounding area, with respect to circulation inter-connectivity, building placement, consistency of design features, and landscaping. If individual site plans within a shopping district are properly designed, it should be possible for a customer to park a vehicle and walk to several places of business without having to drive from one to the other. In addition, vehicles should be able to access various parts of a commercial development without exiting onto a public street.

Each portion of a development plan should consider adjacent structures and their uses. For example, one building should not place its loading dock and trash compactor adjacent to another building's front door. If one site user has created a pleasant outdoor seating area for food service, another user should not erect an adjacent structure which permanently shades this area with a large and foreboding block wall. Each site and building design should fit into its context, in order to present a unified image to the street and a convenient, pleasant environment for users. Policies requiring integration of site designs are also contained in Section 3, Goals 6 and 10. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

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3. Mixed Use Development

Traditional zoning practices have separated different uses, rather than allowing them to co-exist on the same site. Increasingly, however, cities are recognizing the benefits of allowing mixed use development. By mixing uses, businesses can provide commercial goods and services in close proximity to the residents they serve, and benefit from the ready customer base living in the immediate area. Mixed uses can provide employment opportunities within walking distance of residential neighborhoods, reduce the area devoted to vehicle parking, limit travel times, vehicle trips and traffic congestion, and minimize air emissions. Providing opportunities for people to live and work in the same location can cut overhead costs for beginning entrepreneurs and artisans, and provide for more stable family situations for working parents with young children. In addition, mixed-use neighborhoods have the potential to create an interesting and exciting social fabric within a community. For these reasons, Palmdale has included mixed use designations within the General Plan and Zoning Ordinance to allow and encourage mixed use development.

Goal CD 7 addresses desirable design features for mixed use areas. As with other sections of the Element, emphasis is given to interconnectivity of uses by all travel modes, and integration of uses to maximize benefits and minimize adverse impacts.

4. Public Facilities

The Community Design Element addresses each type of land use with great detail in terms of layout, function and appearance. It is the City's intent that these same design considerations be applied to land within the public realm, including rights-of-way, public buildings and open spaces. Goal CD 8 outlines specific policies the City will adopt for various public projects and capital improvements, in order to ensure that the community character which the City is attempting to achieve will be found in both private and public places. Design guidelines for streetscapes, drainage facilities and public buildings are contained in Section 2 under Goal CD 9.

C. Conclusion

To achieve the design goals outlined in Section 3 will require a unified effort by the staff of each City department involved in development decisions, as well as the Planning Commission and City Council. Various implementation measures are outlined in Section 4 of this Element. A primary tool in this effort will be the City's updated Zoning Ordinance, which contains specific requirements designed to ensure compliance with the community design goals. The Downtown Revitalization Plan will expand on design criteria appropriate for a pedestrian-oriented commercial core combining specialty retail, entertainment, office and civic uses. The City's engineering design standards will be

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modified to recognize the special design needs of rural areas, and enforcement will be used to enhance property maintenance where needed. These are all City-sponsored measures which can be taken to implement this Element.

Section 4 also outlines measures which should be taken to involve the private sector in community design objectives. Specifically, coordination with private businesses to upgrade older facades and landscaping and to enhance new development could be addressed through business incentive programs, including low interest loans or other means. In addition, presentation of the City's design goals in clearly stated, illustrated handouts should be made available so that designers can incorporate these features into their development plans.

The City will also actively investigate and pursue available funding sources for landscaping, utility undergrounding, city beautification and other programs targeting community improvement, as well as committing certain City funds to these measures when feasible.

With cooperation on these implementation measures and adherence to the goals and policies contained in this Element, the City of Palmdale will demonstrate its commitment to creation of a well-designed and livable community.

SECTION 3: GOALS, OBJECTIVES AND POLICIES

GOAL CD 1: Create and maintain a well-designed built environment for the City of Palmdale, which contributes to the community's economic vitality and enhances the quality of life for its residents.

Objective CD 1.1: Consider the relationship of each development project to its setting.

Policy CD 1.1.1: Each project should reflect and be integrated with the character and design of the surrounding area, with respect to such design elements as size, shape, massing, setbacks, orientation, architecture, colors and landscaping.

Policy CD 1.1.2: The relationship of building to site to street for each development project should be appropriate for the type and intensity of development, and compatible with adjacent properties.

Policy CD 1.1.3: Site design should be integrated with infrastructure systems of the surrounding area, including street patterns, trails and open space, drainage and utility systems.

Policy CD 1.1.4: The relationship of a development project to its setting shall be considered for varying times and conditions, including daytime and nighttime hours, changing seasons, and anticipated changes in development conditions over the life of the project, to ensure compatibility of development over time.

Objective CD 1.2: New development should contribute to the community character through distinctive design and quality workmanship.

Policy CD 1.2.1: Development projects should project an identifiable character in keeping with the community, through the following means:

1. Use of unique architectural or site design features appropriate for Palmdale, a desert city;
2. Use of recognizable design elements from the surrounding neighborhood or vicinity which create continuity of design for the area;
3. Orientation to a focal point on site or within the vicinity;
4. Avoidance of the use of corporate architecture prototypes where such designs conflict with established neighborhood character.

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Policy CD 1.2.2: Development projects should maintain and enhance long-term value for the community through quality of design, workmanship and materials, and use of classic styles and colors which will not become quickly out-dated. In this context, the term "value" may include social, economic, environmental, aesthetic, or other long-term benefit.

Objective CD 1.3: The history of Palmdale should be reflected in the community's design.

Policy CD 1.3.1: Promote use of design elements which reflect the various periods of history and settlement in Palmdale.

Policy CD 1.3.2: Historic architectural themes and elements appropriate to Palmdale should be incorporated into buildings, building components and public spaces, where appropriate.

Policy CD 1.3.3: Community design should reflect the community's roots, rather than simulating historic periods or events which did not occur in the Antelope Valley.

Policy CD 1.3.4: Landscape design should ensure that the local stock of native trees and vegetation is replenished.

Objective CD 1.4: Community design should create an environment which is easy to understand and convenient for users.

Policy CD 1.4.1: Site designs should function well for site users, including both pedestrian and vehicular traffic, as well as bypassing traffic.

Policy CD 1.4.2: Site design should create a sense of order by orienting buildings and site features based on the geometry of adjacent streets and other significant site features; in general, buildings should be parallel to the street(s) they face.

Policy CD 1.4.3: Project designs should avoid confusing, complex elements which create disorientation for users.

Policy CD 1.4.4: Site entry points and accessways should be emphasized to guide people to their destinations.

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Policy CD 1.4.5: Pedestrian walkways should be provided to connect uses within and adjacent to each development.

Policy CD 1.4.6: Site design shall comply with handicapped access requirements and provide a convenient circulation system for people with disabilities.

Objective CD 1.5: Functional public spaces should be created within development projects.

Policy CD 1.5.1: The relationship between buildings and spaces within a development project should be evaluated to ensure that space is usable and not devoid of purpose; space should be organized to create a setting which is functional and supportive to the needs of pedestrians and/or vehicles, and dead spaces should be avoided.

Policy CD 1.5.2: Open public spaces should be easily accessible, permit circulation connectivity throughout the site, and foster interaction of site users.

Policy CD 1.5.3: Pedestrian spaces at a human scale should be provided where appropriate and furnished with comfortable seating (movable if appropriate), shade and wind protection, and landscape or architectural features. In this context, human scale means a distance at which faces are distinguishable from one side of the open space to the other.

Objective CD 1.6: Development should be designed to encourage and facilitate interaction of people and neighborhoods, rather than to create barriers between them.

Policy CD 1.6.1: Development designs should create places for people to gather and interact.

Policy CD 1.6.2: Use of barriers within and between developments should be avoided in favor of interconnected access points where appropriate.

Policy CD 1.6.3: Designs shall incorporate pathways between and among uses or neighborhoods to the extent feasible.

Objective CD 1.7: Site designs should provide for the comfort and safety of users.

Policy CD 1.7.1: Architectural and landscape elements should be used to create places that are comfortable, safe and functional.

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Policy CD 1.7.2: Site design should recognize the extremes inherent in Palmdale's desert environment, including heat, cold, and wind, and incorporate techniques to control or mitigate these factors.

Policy CD 1.7.3: Promote use of construction and design features for sound attenuation, where needed to reduce noise impacts to acceptable levels as specified in Policy N1.2.3 in the Noise Element.

Objective CD 1.8: The built environment should provide a visually interesting and stimulating setting by using varied physical forms and details which contribute to Palmdale's sense of place.

Policy CD 1.8.1: Site and building designs should incorporate a blend of various forms, materials, colors and architectural details which are appropriate for Palmdale's setting, history, form and community.

Policy CD 1.8.2: Use of diverse design techniques should achieve a balance; too much variety in architectural treatment may appear confusing or over-ornamented, while too little variety may result in a sterile or regimented appearance.

Policy CD 1.8.3: Design elements should be incorporated into the architecture of the building, rather than added onto the building's facade as trim.

Policy CD 1.8.4: Architectural treatment should be included on all sides of buildings, rather than on the front or street side only, except as otherwise permitted in industrial areas. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 1.8.5: Changes of building forms and spaces created between buildings should be used to create a sense of interest in the site design.

Policy CD 1.8.6: Variety and contrast of elements should be used to enhance visual interest in development projects.

Policy CD 1.8.7: Development projects should be visually interesting and attractive for both site users and observers from adjacent streets and properties.

Objective CD 1.9 *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.):* Create an attractive environment for living, working and shopping, through adequate screening of equipment, utilities, loading and trash collection areas.

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Policy CD 1.9.1: In single family residential development, utility lines should be placed underground and utility boxes should be placed in inconspicuous locations and screened from adjacent rights-of-way with landscaping. Any roof-mounted equipment must be screened from the public right-of-way. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 1.9.2: In multiple family residential development, utility undergrounding and screening shall be provided in accordance with Policy CD 1.9.1. In addition, trash enclosures shall be provided to screen refuse collection areas, and should be designed to integrate with the site design, using the same materials and architectural details. Enclosure design should include a gated opening used for trash collection, which should be provided with metal gates fastened to pipes embedded in concrete. In addition, a pedestrian access opening should be provided. Trash enclosures should be placed behind the main buildings and screened by landscaping, where appropriate. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 1.9.3: In commercial retail and office developments and public/institutional uses compatible with residential and commercial zones, Policies CD1.9.1 and CD1.9.2 shall apply, except that pedestrian access to trash enclosures may not be needed. Where trash enclosures are highly visible, as from an adjacent elevated roadway, a lattice-type roof treatment may be required to screen views of the enclosure. In addition, the following screening and undergrounding requirements apply to these areas: *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

1. Loading areas and facilities should be located behind the main structure, so as to be screened from public view by building placement. For buildings abutting the freeway, loading areas should be located on the side of the building away from oncoming traffic on adjacent travel lanes. Loading areas should be screened by the building's architecture or by use of screen walls which are architecturally integrated with the main structure. Landscaping should be provided where appropriate to soften the height and mass of screen walls.
2. All roof-mounted equipment should be screened from view from public streets and properties in the vicinity. Screening for roof-mounted equipment shall be integrated into the building design, such as with parapet walls or roofline treatment, rather than added as a separate device which is not part of the structure and appears to be an afterthought. Where equipment cannot be screened on the roof, use of ground-mounted equipment is strongly encouraged.

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3. Utility devices such as backflow preventers, irrigation equipment and utility boxes should be screened; such screening should be shown on the landscape or site plans and may include walls, landscaping or other approved methods.
4. Any outdoor storage permitted by the zone district shall be fully screened from public view. These areas should be placed behind buildings, where possible, to screen them from public rights-of-way.
5. All equipment attached to buildings, such as drainage spouts, roof access ladders and utility meters, should be screened, camouflaged or placed inside the building.

Policy CD 1.9.4: In industrial development and public/institutional uses compatible with industrial zones, areas used for outdoor storage, loading, equipment, trash collection and recycling should be screened from arterial streets, freeways and less-intensive land use districts, and Policies CD 1.9.1 through CD 1.9.3 (inclusive) shall apply in these visible locations. Within interior portions of industrial areas, flexibility should be used by the reviewing authority to ensure that screening requirements will reasonably mitigate impacts to adjacent industrial properties and local or collector streets, while considering the special operational requirements of industrial users. Additionally, the reviewing authority should consider the City Council's policy to encourage industrial job creation, and may waive or reduce screening requirements where no adverse impacts would occur from such action. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Objective CD 1.10: All developments should relate to human scale.

Policy CD 1.10.1: Design elements should be used near the ground to provide visual reference points for distance and height which can be easily seen from the street or sidewalk. These elements may include windows, doors, changes in color or material, decorative hardware, awnings, porches, or other similar features.

Policy CD 1.10.2: Promote use of architectural elements on long or tall building facades, in order to avoid long or tall blank walls which appear monolithic and uninviting.

Policy CD 1.10.3: Promote the use of smaller, interconnected open space areas, which are more effective in encouraging outdoor use than large expanses of space in which people feel less secure.

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Policy CD 1.10.4: Where high block walls are required for sound attenuation or other buffering purpose, require that the visual impact of the wall height be minimized through use of stepped landscape planters or other similar measures.

GOAL CD 2: Enhance a "sense of place" within Palmdale by emphasizing the City's environmental setting, natural amenities, and human resources.

Objective CD 2.1: Create a major focal point for community and civic activities which is centrally located, and minor focal points located within neighborhoods throughout the City, which are easily accessible, attractive, and which promote community interaction.

Policy CD 2.1.1: Through adoption and implementation of a Downtown Revitalization Plan, develop the downtown area into a major civic center providing multiple services and activities which create a focal point for the community in a pedestrian-oriented environment.

Policy CD 2.1.2: Utilize existing and planned facilities throughout the City to create neighborhood focal points, including parks, schools, community centers, a proposed college site, historic sites, or other similar features.

Policy CD 2.1.3: Create public spaces which can be used for multiple purposes, in order to encourage social interaction within neighborhoods and districts.

Objective 2.2: Integrate the built environment with the natural environment.

Policy CD 2.2.1: Require drought tolerant vegetation and water conserving irrigation systems within landscaping themes for new development.

Policy CD 2.2.2: Allow use of hardscape along with plant materials in landscaping designs as a water conservation measure.

Policy CD 2.2.3: Promote incorporation of Joshua trees and other native vegetation within landscape areas where appropriate.

Policy CD 2.2.4: Building and site designs should be sensitive to the desert environment with respect to building placement and orientation; window size, placement and design; use of landscape and architectural elements offering protection from heat and wind; and use of solar heating and cooling techniques. Passive solar design techniques should be used in building architecture, including south-facing windows, recessed windows, avoidance of large west-

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facing windows, and provision of sufficient building overhangs to shade interiors from hot summer sun.

Policy CD 2.2.5: Landscape design should improve the environment within and adjacent to new developments by reducing heat, glare and noise, and by promoting ground water recharge, retardation of storm water runoff, and improvement of air quality.

Policy CD 2.2.6: Design of new developments should provide buffering and screening between natural and built environments, where appropriate.

Policy CD 2.2.7: Landscape and grading plans for new development should limit removal of viable mature trees, and provide for replacement of a sufficient number of trees to safeguard the ecological and aesthetic environment.

Policy CD 2.2.8: Site grading should match slopes and topographic features of the adjacent area, avoiding abrupt or unnatural changes of grade.

Objective CD 2.3: Emphasize and preserve the natural amenities and cultural features within Palmdale which contribute to the community's identity.

Policy CD 2.3.1: Ensure that the hillsides bordering the south side are maintained as a distinctive scenic backdrop for the City, through implementation of hillside management and grading policies contained in the General Plan and applicable ordinances.

Policy CD 2.3.2: Identify and preserve unique cultural and historic buildings and features in order to enhance community character.

Policy CD 2.3.3: Protect and enhance significant vistas and panoramas within the City of surrounding mountains, open space areas, and special landmarks, including but not limited to the following:

1. Views of Lake Palmdale, Una Lake and Barrel Springs;
2. Views of the valley floor from hillside areas, including hillside roadways;
3. Views from scenic corridors, as identified in the Environmental Resources Element.

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Policy CD 2.3.4: Protect views of scenic areas from existing development, and enhance views for new development wherever feasible, through the following means:

1. Require open view fencing (such as wrought iron with pilasters) instead of solid masonry walls where subdivision perimeter walls abut scenic roadways, to the extent feasible;
2. Ensure that new structures within subdivisions do not obscure significant scenic views from uphill development, to the extent feasible;
3. Prohibit new billboards along designated scenic roadways;
4. Ensure that new development in locations which are highly visible from hillside areas and/or scenic roadways maintains a high quality of design and construction.
5. Promote the use of view fencing in hillside residential areas to protect good views for all residences, to the extent feasible.

Objective CD 2.4: Create a sense of arrival to Palmdale at major entrance points to the City, and enhance major focal points at designated locations throughout the City to create a unified sense of place.

Policy CD 2.4.1: Identify major entry points to the community which may be enhanced to create distinctive "gateways" to the City, which may include but not be limited to the following areas:

1. Four Points (generally located at the intersection of Pearblossom Highway and Ft. Tejon Rd);
2. Sierra Highway at Avenue M; major arterial crossings (Avenue M, Avenue S, Pearblossom Highway);
3. 10th Street West and Avenue M;
4. Avenue N and 50th Street West;
5. The intersection of Pearblossom Highway, 25th Street East and Barrel Springs Road.

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Policy CD 2.4.2: Identify major intersections in Palmdale which are or will be significant focal points for the City or district in which they are located, including but not limited to the following:

1. Sierra Highway and Palmdale Boulevard;
2. S. R. 14 at major interchanges (Avenue S, Palmdale Boulevard, Avenue P/10th Street West, Avenue M, and future P-8 freeway alignment/offramp system);

Policy CD 2.4.3: Utilize design features to promote a sense of identity for Palmdale at major gateways and focal points, including but not limited to the following:

1. Distinctive and identifiable welcome or identification signs for the City;
2. Thematic landscape treatment, including both hardscape and plant materials;
3. Creation of view corridors through landscaping and site design on adjacent properties;
4. Lighting;
5. Streetscape or interchange design features, including medians, parkways, cloverleaf areas and landscape easements;
6. Enhanced paving.

Objective CD 2.5: Recognize and encourage diversity of lifestyles in the community design for Palmdale.

Policy CD 2.5.1: Establish appropriate design standards for urban, suburban and rural lifestyles.

Policy CD 2.5.2: Recognize neighborhoods having a distinctive character, and encourage them to develop their own identity through use of appropriate design standards.

GOAL CD 3: Recognize and maintain the rural character of large-lot residential development within the planning area, through establishment of rural development standards appropriate for these areas.

Objective CD 3.1: Establish street design and construction standards appropriate for rural residential areas where the predominant lot size is one acre (net) or larger.

Policy CD 3.1.1: Adopt and apply Rural Improvement Standards to public improvements in rural areas.

Policy CD 3.1.2: Coordinate street design with adopted trail plans in conformance with the Park, Recreation and Trail Element of the General Plan.

Policy CD 3.1.3: Work with Los Angeles County to establish street lighting standards for rural areas to preserve views of night-time skies and minimize glare, while maintaining public safety.

Policy CD 3.1.4: Promote use of wall and fence design and materials appropriate for rural areas, such as split rail, wood, "wood-grained" precast concrete, or pvc rail fencing.

Objective CD 3.2: Maintain an open, spacious development pattern in rural areas.

Policy CD 3.2.1: Adopt standards for setbacks, lot width and depth, and building separations appropriate for rural residential and accessory animal uses.

Policy CD 3.2.2: Where lower density residential development faces higher densities across a street, lot widths and frontages on both sides of the street should be compatible to the extent feasible; wider lot widths on the smaller lots may be required to maintain continuity along the street frontage.

Policy CD 3.2.3: Houses should be plotted on lots so as to maintain a reasonable opportunity for the keeping of horses and other animals, unless codes, covenants and restrictions prohibit the keeping of large animals on the lot.

Objective CD 3.3: Ensure that rural residential homes have access to local, collector and regional trail systems.

Policy CD 3.3.1: Trail connections from residential subdivisions to local, feeder and regional trails should be provided in order to connect discontinuous trails and provide access to recreation facilities.

Policy CD 3.3.2: Where appropriate, rural residential lots should provide easements for trails at the rear or side of the lot.

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GOAL CD 4: Promote safe, functional, attractive single family residential neighborhoods, integrated with the surrounding community, and easily accessible by multiple transportation modes.

Objective CD 4.1: Subdivision design should ensure a functional and safe living environment for residents on each lot created.

Policy CD 4.1.1: To provide adequate buffering from arterial streets and more intensive uses, lots which back onto these streets or uses shall have increased lot depths and rear setbacks.

Policy CD 4.1.2: Corner lots shall be wider than interior lots.

Policy CD 4.1.3: Subdivision design shall avoid the following lot types, to the extent feasible: long flag lots; double frontage lots on interior streets; lots which side onto the rear of other lots; lots which share common property lines with several other lots; and key lots.

Policy CD 4.1.4: Flag lots shall be used only where it can be demonstrated that their use will minimize grading or provide some other benefit to the project, and that the resulting lot configuration is not detrimental to the property owner or the surrounding neighborhood.

Policy CD 4.1.5: Where curvilinear street alignments are used on residential streets, resulting lot sizes and frontages shall be generally uniform.

Policy CD 4.1.6: Any fencing, retaining walls, slopes, landscaping and other features shall be located in a manner which provides adequate driver sight distance at intersections and driveways.

Policy CD 4.1.7: To provide buffering from adjacent non-residential uses, such as commercial or institutional uses, lots abutting these uses shall have increased building setbacks and yard areas.

Policy CD 4.1.8: Subdivision design which creates the need for perimeter walls adjacent to local streets onto which houses face shall be strongly discouraged.

Policy CD 4.1.9: Property lines should be located at the top of rear and interior side yard manufactured slopes so as to provide for ease of maintenance.

Policy CD 4.1.10: Rear yards containing manufactured slopes shall be designed to avoid adverse impacts on residents, through the following means:

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1. Rear yards shall be of adequate depth to provide usable yard area and adequate room for accessory structures, exclusive of slope area.
2. Grading, plotting and architectural means to limit rear yard slope heights shall be encouraged.

Policy CD 4.1.11: Subdivision design shall minimize land use conflicts with adjacent uses through placement of streets, parkways, open spaces, greenbelts, landscaping and trails, rather than through creation of tall perimeter walls.

Policy CD 4.1.12: Residential lots should be designed to accommodate parking of recreational vehicles on the owner's property, screened from public view.

Policy CD 4.1.13: Residential driveways shall be located as far as practical from street intersections.

Policy CD 4.1.14: In order to ensure that the residential quality of development desired by the City is maintained, require that any proposal to establish single family detached housing on lots less than seven thousand (7000) square feet in area shall be reviewed by the City Council.

Objective CD 4.2: In residential subdivisions, promote diversity within the context of an overall design theme, to provide a visually attractive neighborhood which relates well with its surroundings.

Policy CD 4.2.1: Architectural treatment to all sides of structure(s) should be considered in the design for each lot.

Policy CD 4.2.2: Architectural design features and materials used on the sides and rear of a house should be similar and conform to those used on the front facade, in order to maintain integrity of design and materials throughout the structure.

Policy CD 4.2.3: Architecture should be compatible with the character of the surrounding neighborhood, considering building style, form, height, size, color, material and roofline.

Policy CD 4.2.4: Rooflines should be compatible with other roofs along the street; larger buildings should have more varied roof massing and/or variation in heights.

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Policy CD 4.2.5: Rear elevations of units backing up to perimeter streets should have varied roof designs to provide a pleasant and varied streetscape.

Policy CD 4.2.6: Exterior building designs of houses within a neighborhood should achieve a consistent level of quality.

Policy CD 4.2.7: Architectural styles should be compatible within a subdivision and within the larger neighborhood.

Policy CD 4.2.8: Earth-tone colors should be used for primary structures; more vibrant colors should be limited to accents, and trendy colors which may become quickly outdated should be avoided.

Policy CD 4.2.9: Variation in roof colors should be provided within a subdivision and within a larger neighborhood context, in a manner which is compatible with the district.

Policy CD 4.2.10: One story massing should be encouraged on corner side yards.

Policy CD 4.2.11: Shadow patterns created by architectural elements such as overhangs, reveals and recesses should be used to contribute character to the buildings and aid in climate control.

Policy CD 4.2.12: Identical or similar elevation schemes should not be used on adjacent lots, or on lots facing each other across a street; variety should be present along the street frontage.

Policy CD 4.2.13: Front building setbacks should be varied between all dwellings within a block to provide visual relief. Greater variation of setback should be provided on larger lots (1/2 acre or greater).

Policy CD 4.2.14: Neighborhoods should be designed to ensure that garages do not dominate the residential streetscape through use of design techniques, including but not limited to the following:

1. A variety of garage treatments should be used, such as side entry, detached and semi-detached, or rear entry.
2. Some elevations in the neighborhood should set the garage at least five feet behind the setback for the dwelling unit.

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3. Elevations should provide architectural emphasis for the front door through use of porches or other details, and should visually downplay the garage door as an architectural feature.

Policy CD 4.2.15: Houses should be oriented to focus on good views.

Policy CD 4.2.16: Subdivision design should maximize opportunities for passive solar heating and cooling, by use of the following measures:

1. Giving living areas of structure maximum exposure to sunlight;
2. Maximizing use of south-facing windows;
3. Use of recessed windows;
4. Avoidance of large west-facing windows;
5. Use of eaves and overhangs;
6. Planting of deciduous trees along the south and west-facing elevations, to provide shade in the summer and heat in the winter.

Policy CD 4.2.17: Promote the use of street trees and front yard landscaping to create a pleasant neighborhood environment, by providing shade, wind breaks, visual interest and a buffer between residences and streets, through the following means:

1. On residential subdivisions having a lot size of one half acre or less, require that the developer or builder install front yard landscaping.
2. Require the developer to install street trees in all single family neighborhoods.

Policy CD 4.2.18: Any reduction in required street or sidewalk improvements as permitted by Policy C1.3.1.g in the Circulation Element shall result in additional yard area for adjacent residences or other amenity for the neighborhood.

Objective CD 4.3: Arterial and collector streets serving residential neighborhoods should contain varied streetscapes and views.

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Policy CD 4.3.1: Require that adequate landscaping be provided on all arterial streets between back of sidewalk and any perimeter wall to ensure buffering of adjacent residential uses and create an attractive streetscape.

Policy CD 4.3.2: Subdivision design should avoid street and lot patterns which necessitate creation of long, unbroken perimeter walls lining arterial and collector streets, through the following means:

1. Subdivision design shall alleviate the need to construct perimeter walls of excessive height for noise attenuation through use of alternate sound attenuation techniques, including increased building setbacks, combinations of walls and landscaped berms, or other approved methods.
2. Side-on cul-de-sacs should be used adjacent to arterial streets to provide pedestrian access and view corridors between the subdivision and the arterial.
3. Where fencing is used adjacent to a side-on cul-de-sac, open fencing such as wrought-iron with decorative pilasters should be used to provide view corridors. Decorative open fencing should be used adjacent to subdivisions instead of block walls wherever practicable.
4. Variation should be provided in the width of landscape easements and/or landscape setbacks, to reduce the effect of an otherwise long, unbroken streetscape.
5. Variations and undulations in plant massing should be used to create a sense of interest along the street.
6. Meandering sidewalks may be used in combination with landscaping to provide interest in the streetscape, provided that design of meanders is irregular and uses both vertical and horizontal elements to achieve a natural look.

Policy CD 4.3.3: Walls adjacent to major thoroughfares should be decorative and have varied setbacks to increase visual interest. Wall design and materials should use similar thematic elements within a neighborhood or district, to create a more unified streetscape.

Policy CD 4.3.4: Landscaping adjacent to perimeter walls should be designed to discourage graffiti, through the following measures:

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1. Utilize vine-like plantings to physically cover perimeter walls.
2. Utilize large shrub massing and evergreen trees wherever possible to screen perimeter walls.
3. Utilize plant material in planters adjacent to perimeter walls that discourage access to the walls, such as plants with stickers or thorns; plants that are dense and therefore difficult to travel through; or plants that are sticky or prickly, that provide an unpleasant experience and are not intended for pedestrian traffic.

Objective CD 4.4: Fences and walls within residential areas should contribute to the neighborhood identity and enhance community design.

Policy CD 4.4.1: Fencing and retaining walls on corner side yards should be of decorative materials and construction.

Policy CD 4.4.2: Wood fencing exposed to public view shall be treated with stain, paint or seal.

Policy CD 4.4.3: Retaining walls exposed to public view shall be of decorative masonry construction. Where these walls are of substantial height, crib walls with landscaping may be required, subject to approval of the City Engineer. Plant material selection and planting should encourage the covering of the crib wall, either through vine-like plant material or large evergreen trees and shrubs that provide screening in front of the crib wall.

Policy CD 4.4.4: Fencing along residential property lines may be wrought iron to maintain views, where appropriate.

Objective CD 4.5: Residential neighborhoods shall be integrated with interconnected networks linking parks, schools, services and other neighborhoods.

Policy CD 4.5.1: Subdivision design shall provide connectivity within and between neighborhoods, rather than creating isolation through street design and perimeter walls.

Policy CD 4.5.2: Reasonable crossing paths shall be provided through residential neighborhoods.

Policy CD 4.5.3: Pedestrian access via side-on or back-to-back cul-de-sacs is encouraged to facilitate circulation between neighborhoods.

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Policy CD 4.5.4: New development should consider existing travel routes through the property, and incorporate alternative routes where feasible to provide necessary connections to community facilities.

Policy CD 4.5.5: Developments adjacent to regional trails shall provide a means of public access from residential lots to the trail system.

Policy CD 4.5.6: Development shall facilitate convenient access to parks, playgrounds and schools.

Policy CD 4.5.7: Pedestrian accessways shall be designed with good visibility from adjacent properties and/or rights of way, to provide for safety of users.

Policy CD 4.5.8: Maintenance of any pedestrian accessways outside of the public right-of-way shall be provided for as approved by the City.

GOAL CD 5: Multiple family housing shall provide a safe and pleasant living environment for residents and shall be integrated with surrounding neighborhoods so as to enhance the sense of community, through implementation of the following objectives and policies. (Exceptions may be granted for smaller projects of six or less units, or where these measures can be shown to be inappropriate).

Objective CD 5.1: Site designs for multiple family developments shall relate to surrounding properties with respect to building locations, orientation, massing and setbacks.

Policy CD 5.1.1: The street frontage created by multi-family projects shall function effectively with existing development in the vicinity, through the following means:

1. Setbacks should be consistent with those used on adjacent properties.
2. Height and massing shall be compatible with adjacent development; for example, if the project faces single-story residential development, massing adjacent to the street should be single-story.
3. Landscape type and placement should be compatible with that currently in use on the street.
4. Building orientations can be skewed to create a variety of view orientations on site and create visual interest on the streetscape.

Policy CD 5.1.2: Where parking areas are placed adjacent to a perimeter street, vehicles should be screened to a height of at least three feet by means of landscaping, low profile walls, or a lowering in grade of the parking area relative to the street.

Policy CD 5.1.3: Connections shall be made to trails, parks, schools and other community facilities to the extent feasible.

Objective CD 5.2: Multiple family projects shall create a safe environment for residents.

Policy CD 5.2.1: Common open space areas shall be placed so as to be visible from building entrances, windows of adjacent residences, and public streets to the extent feasible, in order to increase visibility for safety purposes.

Policy CD 5.2.2: Long, unbroken parking drives or large, undivided parking lots are discouraged in favor of dispersed parking courts placed near the units they serve. Parking spaces should be visible from and conveniently located near the units which use them, but should not be placed so that headlights shine into windows.

Policy CD 5.2.3: Parking areas, pedestrian walkways, and common areas shall be illuminated by lighting fixtures of a pedestrian scale at a level adequate to ensure safety of users. Where stairs or changes in grade occur, these areas shall be directly lighted.

Policy CD 5.2.4: Trash enclosures shall be conveniently located throughout the development, and shall be constructed with a walk-in entrance as well as solid metal gates for ease of use by all residents.

Objective CD 5.3: Create a safe and convenient circulation system for vehicular, pedestrian and bicycle traffic in multi-family projects.

Policy CD 5.3.1: Consideration shall be given to sharing access with other adjacent developments, where feasible.

Policy CD 5.3.2: Pedestrian circulation pathways shall be safe and efficient, and shall not route pedestrians through parking areas, across vehicular travel paths, or through landscape planters to reach destination points.

Policy CD 5.3.3: Pedestrian routes to transit stops shall be provided.

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Policy CD 5.3.4: A minimum of two means of ingress and egress shall be provided.

Policy CD 5.3.5: The overall circulation system shall be logical and understandable for the user, avoiding circuitous or confusing travel paths and dead ends.

Policy CD 5.3.6: Project driveway entrances shall be enhanced with paving and landscaping to emphasize the entryway; building entrances shall be enhanced with landscaping, lighting and architectural treatment for ease of identification.

Policy CD 5.3.7: For gated communities, adequate stacking room and parking stalls shall be provided outside of the gates, so as to eliminate any queuing or parking of visiting vehicles on public streets. Internal stacking should not interfere with internal circulation.

Objective CD 5.4: Design of multiple family developments should enrich the lives of residents by providing a variety of activities, places to meet and talk, visual interest in the surroundings, and screening of unsightly uses.

Policy CD 5.4.1: Dwelling units shall be oriented to focus on good views.

Policy CD 5.4.2: Where feasible, significant trees, areas of vegetation or other natural features shall be preserved within the site design.

Policy CD 5.4.3: Drive aisles shall be treated like an internal streetscape, with curvilinear alignments and parkway trees and landscaping.

Policy CD 5.4.4: Adequate open space shall be provided in usable locations and configurations to provide appropriate recreation facilities for residents, including but not limited to tot lots, picnic areas, play courts and large lawn areas. Adequate seating shall be provided in these areas in a configuration conducive to conversations.

Policy CD 5.4.5: Private open spaces provided for individual units shall be contiguous to the units they serve and screened from public view. Patios provided with trellises that are planted with deciduous vines that provide shade in the summer and sun in the winter shall be encouraged.

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Policy CD 5.4.6: Common use areas shall be located for residents' safety and convenience; for example, laundry areas should be located near children's play areas, to provide for visibility by caretakers.

Policy CD 5.4.7: Architectural treatment of buildings shall use variation in roof lines, massing, height, relief and wall planes to break up the building bulk and create visual interest. Architectural treatments shall be included on all sides of structures.

Objective CD 5.5: Ensure that manufactured housing communities meet the City's residential design goals.

Policy CD 5.5.1: Require that the applicable residential design goals, objectives and policies be addressed in the design of manufactured home parks and subdivisions, in addition to the following design criteria:

1. Utilize greenbelts/walkways to separate rows of mobilehomes, provide pedestrian access, and maintain aesthetically pleasing open space areas;
2. Provide recreational amenities that are conveniently located and accessible via pedestrian pathways, with facilities for all age groups utilizing the park;
3. Create unit privacy and individuality by use of varied unit footprints;
4. Provide functional and accessible common open space;
5. Provide functional and defined private yard space to each mobilehome unit;
6. Utilize curvilinear streets, short street segments, cul-de-sacs, or a combination thereof as opposed to long, narrow alley-like drives;
7. Incorporate landscape islands and street trees on private interior streets and drives;
8. Vary garage and unit setbacks;
9. Provide guest parking, distributed throughout the project;
10. Screen recreational vehicle storage and buffer those areas from adjacent residential uses;

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11. Provide at least two means of public access to mobilehome communities;
12. Provide sidewalks on at least one side of private drives and streets, and ensure that the internal pedestrian walkway system connects logically to off-site walkways to provide convenient access to schools, parks, and commercial areas;
13. Provide an enclosed garage to each unit, with an adequate setback to allow tandem parking in front of the garage;
14. Provide trash enclosure areas, properly screened, throughout the park within a reasonable distance from each unit;
15. For gated communities, provide adequate guest parking and stacking room at project entrances;
16. Provide adequate setbacks between the park and adjacent residential designations, with adequate screening through a combination of landscaping, walls, berms, trails, or other means.

Policy CD 5.5.2: Ensure that adequate provision is made for ongoing maintenance of manufactured home parks.

Objective CD 5.6: Adopt standards for senior housing projects to provide for a living environment which meets people's needs in these communities over time.

Policy CD 5.6.1: In addition to the design policies contained in this Element, consider the special needs of senior residents in the design of housing projects which are built specifically for them.

Policy CD 5.6.2: Ensure that the design of senior housing projects provides appropriate features to accommodate the needs of residents as they may change over time during their residency at the project.

GOAL CD 6: Commercial development in the City of Palmdale should enhance the community's economic vitality by providing a high quality environment for shopping and working. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Objective CD 6.1: Site planning for retail and office commercial development shall be integrated with adjacent properties and provide for optimum use of the site (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Policy CD 6.1.1: Street setbacks on adjacent properties should be considered in the site design, so that the street functions well as a whole.

Policy CD 6.1.2: Building and parking layout should be varied to avoid a "strip-commercial" appearance, in which buildings are plotted in a straight row with parking along the entire street frontage; building placement should be varied to avoid parking areas which dominate the streetscape.

Policy CD 6.1.3: Where a commercial site adjoins residential development, site design should provide a transition of use and scale; increased setbacks, one-story massing at the interface area, and dense landscaping are preferred techniques. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.1.4: Building and parking placement should create pedestrian spaces such as plazas; outdoor spaces should have clearly defined shapes reflective of careful planning, rather than appearing to be left-over areas between structures.

Policy CD 6.1.5: Freestanding structures should be oriented with their major entry toward the street where access is provided; the major facade should be parallel to the street.

Objective CD 6.2: Achieve effective access and circulation for all commercial site users, and minimize traffic impacts to adjacent properties, through site design. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.2.1: Development patterns which route traffic to or from commercial destinations through residential neighborhoods on local or collector streets shall not be allowed. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.2.2: The location and design of structures, parking areas, access points and on-site circulation routes should facilitate effective circulation for pedestrians, passenger vehicles, and service vehicles; conflict points between these users should be avoided.

Policy CD 6.2.3: Except as otherwise approved, a minimum of two means of ingress and egress shall be provided to each site.

Policy CD 6.2.4: Access points should be aligned with existing driveways, intersections, and median openings, where appropriate.

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Policy CD 6.2.5: Textured pavement should be provided to emphasize project entrances.

Policy CD 6.2.6: Access points shall conform to the City's policies for access controls. Consideration should be given to sharing access between adjoining properties, in order to limit curb cuts and provide greater efficiency of on-site circulation, where appropriate.

Policy CD 6.2.7: Adequate vehicle stacking shall be provided at project entrances and exits, and for all drive-through facilities.

Policy CD 6.2.8: On-site pedestrian walkways should be clearly delineated with special pavement, landscaping and lighting. Each development shall contain at least one clearly designated route for pedestrians connecting the street, the parking area, and the main entrance(s).

Policy CD 6.2.9: Pedestrian walkways and seating areas should be visible from structures or public rights of way to the greatest degree possible, to provide surveillance of these areas by other users for safety purposes.

Policy CD 6.2.10: Pedestrian walkways should provide logical links to the public sidewalk, crosswalks, transit facilities, and to adjacent properties if appropriate.

Policy CD 6.2.11: For pedestrian walkways, a raised walkway is preferred, with crosswalks delineated by pavers or decorative concrete; pedestrian scale lighting, trees and landscaping, arcades, awnings or other shading devices shall be provided adjacent to the walkway where appropriate.

Policy CD 6.2.12: Where bus shelters are provided adjacent to or within a development, they should be located near accessways or activity centers rather than in isolated locations; bus shelter design shall be similar to and compatible with the main structure(s) and site design, using similar architectural features and materials. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Objective CD 6.3: Ensure that building placement, orientation and design create an attractive business environment in commercial areas. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.3.1: Ensure that building orientation and arrangement on the site is compatible with adjacent uses and development, through the following measures:

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1. Building orientation should respect the orientation of surrounding streets and buildings. In general, buildings should be parallel to the streets they face.
2. Building height, bulk and area should provide an orderly transition of scale with respect to adjacent lots. Stair-stepping may be used to break up the mass of large buildings. Medium- and high-rise buildings should be made less imposing by physically stepping them back from the street level.
3. Buildings should be designed to fit the context of their surroundings with respect to architectural style, massing, proportion, and other characteristics.
4. Buildings adjacent to historic structures should be sensitive to, but not necessarily mimic, historic architectural styles.
5. Building entrances should be easily identifiable and accessible from sidewalks, parking lots and public transit facilities.

Policy CD 6.3.2: Ensure that architectural design in commercial areas provides visual interest, creates an attractive environment for shopping and business, and maintains a high quality character of development over time, through the following measures: *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

1. Architectural treatment shall be provided on all sides of structures, and rear elevations should be designed to be visually attractive. Articulation shall be provided to the building plane, and vertical variation of the roof line shall be provided.
2. Building articulation should be provided to create a sense of human scale at ground level; expanses of blank wall, devoid of articulation or embellishment, should be avoided.
3. The roof should be varied through the use of vertical separations, varying the roof structure, parapet line or ridge line. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*
4. Storefront designs for shopping centers should complement the architectural style, and provide visual interest and variation. Suggested design elements include providing offsets or bays; using a strong base material; variation of storefront treatment; multi-pane windows; detail at

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window and door openings; overhangs and awnings; shutters; and other similar features that engage the eye.

5. Architectural focal points should be provided to create strong entry statements and provide a sense of place; towers, domes, massing, color, trellises, fountains, plazas, public art or other similar means are encouraged for this purpose.
6. Architectural styles should reflect a classic or timeless quality, rather than using trendy designs that will become quickly dated. Building designs should not solely reflect corporate identity, or function as advertising devices, but should conform to and enhance the surrounding district. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.3.3: Building orientation, materials, and entrances in commercial areas should consider seasonal high winds and other climatic conditions, through the following measures: *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

1. Service areas and roll-up doors should be oriented away from the windward side of buildings.
2. Outdoor pedestrian or employee seating areas should be protected from wind and provided with shade, especially between the hours of 11:00 a.m. to 2:00 p.m.
3. Buildings should minimize western exposure and use architectural features for shade, where appropriate.
4. Building placement should avoid creating wind tunnels.
5. Building exposures subject to solar intensity should minimize use of glass.
6. Landscaping and architectural relief should be used to reduce heat gain.
7. Buildings should be designed for energy efficiency.

Policy CD 6.3.4: Ensure that building materials and colors are compatible with adjacent uses, and enhance the business districts of Palmdale in both the short and long term, through the following measures:

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1. Building colors and materials should be considered in the context of the surrounding area, to create a sense of unity in the district.
2. Colors and materials that are typical of and compatible with the desert environment should be used to help reduce heat and glare, in keeping with Palmdale's natural setting; large expanses of bright white should be avoided to reduce glare, and entire buildings of bright or pastel colors are discouraged.
3. Exterior surfaces should have a reflectivity of 20 percent or less.
4. Accent colors may be used for architectural details; however, too many bright colors which overpower the building design should be avoided.
5. Use of corrugated or prefabricated metal buildings in commercial areas is discouraged. Any metal buildings shall comply with the applicable design criteria contained in this Element. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Objective CD 6.4: Parking lot design and orientation should function well for site users and present an attractive appearance to enhance the business environment.

Policy CD 6.4.1: Consideration should be given to the types of users desired and providing sufficient parking for future users, rather than trying to maximize building floor area.

Policy CD 6.4.2: Surface parking lots should be designed to minimize the impacts of large paved areas on adjacent properties and rights of way, and to provide for ease of use, through the following measures:

1. Parking should be evenly distributed throughout the site, in a manner which matches anticipated parking demands.
2. Parking areas should be screened from public view with mounding, landscaping, low walls, grade differentials, building orientation, or a combination of these techniques. Automobiles should not be visible from the right-of-way below the average height of the headlights (three feet).
3. Joint use of parking areas should be encouraged, to reduce impervious surface area.

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4. Parking should be designed for safety and ease of use, in conformance with applicable standards.

Policy CD 6.4.3: Parking lot landscape design should provide shading for parked vehicles and screening to break up and soften the appearance of large expanses of hard paved surfaces.

Policy CD 6.4.4: Parking structures shall be designed to be convenient, safe and efficient, through the following measures:

1. Adequate lighting shall be provided within and adjacent to structures to provide for public safety while avoiding glare onto adjacent properties.
2. Adequate staging areas for vehicle queuing shall be provided within the parking structure; no vehicle stacking shall be permitted on public streets.
3. Visibility shall be provided at pedestrian crossings at entrance and exit points, to minimize conflicts between vehicles and pedestrians.
4. Where a parking structure is located adjacent to public streets and sidewalks, street-level space should be occupied by pedestrian oriented retail uses, arcades, or other similar uses to create interest and activity at the street.
5. Building form, materials, scale and colors shall be compatible with other structures and uses in the vicinity.
6. Landscaping should be provided on each level through features such as window boxes or planter boxes.
7. Pedestrian facilities within the parking structure (such as stairways, walkways and elevators) shall be located to ensure clear visibility of pedestrians from vehicles, and to avoid pedestrians crossing vehicle circulation aisles.

Objective CD 6.5: Pedestrian elements and open space areas within commercial projects shall be designed to meet the needs of site users and enhance the development. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.5.1: Open space and pedestrian oriented areas within commercial development shall be accessible and provide for comfort of users, through the

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following measures: *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

1. Open space areas shall be designed to human scale; a series of smaller areas with features encouraging interaction and activity is preferable to large, expansive spaces where people feel less secure.
2. Any building additions or alterations proposed within a development should not eliminate existing pedestrian amenities or walkways without providing alternatives within the site plan.
3. Open spaces shall be provided with attractive features, comfortable seating areas, shading, and easy access, where appropriate. Comfortable, attractive street furniture and fixtures should be provided, including seats and tables, trash receptacles, information kiosks, drinking fountains, lighting, and other similar features, where appropriate.
4. Walkways should be provided with overhangs or canopies to provide shade.
5. If water features are used for a landscaping focal point, they shall be designed and sited for maximum impact and minimum water consumption. Such water features shall be sited to include consideration of high winds experienced in the Antelope Valley and should be predominantly used only in small spaces having an intimate scale. Non-water consuming features are preferred due to the desert climate.
6. If public art is used for a focal point, it should be integrated into the overall project design.

Objective CD 6.6: Lighting, walls and fences, and street furniture within commercial development should be designed to integrate with the project and the surrounding area. *(General Plan Amendment 97-2 adopted by City Council June 11, 1997.)*

Policy CD 6.6.1: The design and location of lighting fixtures should ensure public safety and minimize adverse impacts, through the following measures:

1. Lighting should be located to provide illumination for the security and safety of on-site areas such as parking, loading, shipping, walkways, and work areas; in addition, all building entrances should be well lighted.

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2. The design of light fixtures and their structural supports should be architecturally compatible with and of similar character to the development within the site and in the context area.
3. Lighting fixtures should be shielded to confine light spread within the site boundaries. Security lighting should be adequate but not overly bright so as to cause off-site glare.
4. Lighting which provides attractive views of the site and buildings at night is encouraged.

Policy CD 6.6.2: The design of walls, fences, hardscape, and street furniture should be integrated with the overall architectural design for the project, and should consider the following:

1. If not required for a specific screening or security purpose, walls should not be used in commercial areas. Where required for screening or security, walls should be kept as low as possible in height.
2. When security fencing is required, it should be a combination of solid walls with pilasters and decorative view fencing, or short solid wall segments interspersed with view fencing such as wrought iron.
3. Where a commercial or office project abuts residential uses, buffering should include adequate setbacks, landscaping and change of grade instead of solid walls to the extent feasible. Solid walls should be avoided where they would obstruct scenic views from adjacent residential development. (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*)

Objective CD 6.7: Signs should be designed as an integral part of the architecture for commercial/industrial development, in order to create a unique image for each project while contributing to the overall character of the area.

Policy CD 6.7.1: Sign location and design should be integrated into the building architecture and site layout. Individual signs on a building facade should reinforce the character of the building and the effect of sign placement on adjacent parcels should be considered.

Policy CD 6.7.2: Sign design, construction and installation should allow for a sign to be replaced, removed or modified without structural damage to the building. Individual letters should be used, rather than canister type signs.

Policy CD 6.7.3: Signs should serve primarily as business identification, rather than as a form of advertisement.

Policy CD 6.7.4: Sign colors and materials should be compatible with and complement the building architecture.

Policy CD 6.7.5: Sign size and dimensions should be proportional to the scale of the building and the surface to which they are affixed; the sign area should be visually balanced with the building mass and height, rather than designed to meet the maximum standards.

Policy CD 6.7.6: Where multiple tenants share a development, a consistent or uniform sign program should be used to provide a coordinated project theme of uniform design elements, including color, lettering style, and placement.

Policy CD 6.7.7: Signs should be located for maximum readability; simple messages, layout and color schemes make signs easier to read. Colors should be selected for good visibility during both daytime and nighttime hours.

GOAL CD 7: Establish design guidelines for mixed use projects in which commercial retail, office and residential uses coexist, to ensure that such developments are attractive and functional while minimizing conflicts between uses of different intensity.

Objective CD 7.1: Ensure that uses within mixed-use developments interact with and support each other, so that each component of the project derives benefit from the other.

Policy CD 7.1.1: Where housing is proposed within a mixed use project, residential units shall be conveniently located with respect to services and amenities within the project.

Policy CD 7.1.2: Where commercial or office uses are proposed within a mixed use project, such uses should be compatible with and provide services for residents of the project.

Policy CD 7.1.3: Design of mixed use projects should provide for attractive transitions between uses, rather than abrupt barriers or separations. Transition areas may be horizontal or vertical on the site.

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Policy CD 7.1.4: Residential and commercial uses within mixed use projects should each have an identifiable design character; however, certain design elements should be carried throughout the project to create a sense of unity.

Policy CD 7.1.5: Where possible, common use facilities should be shared by different users throughout the project; joint use of parking, recreational facilities and open space amenities is encouraged.

Policy CD 7.1.6: Mixed-use projects should strongly emphasize creation of a high-activity pedestrian-oriented environment during both daytime and nighttime hours.

Policy CD 7.1.7: Within mixed-use projects, commercial uses should be located closer to the street, in order to provide better visibility and access and to buffer residential uses from the street. Residential uses should be located in the interior of the lot, to provide for design of quiet residential open space and amenities away from the commercial areas and arterial streets.

Policy CD 7.1.8: Loading, service areas and trash enclosures for commercial uses shall be fully screened and separated from residential uses.

Objective CD 7.2: Access to and within mixed use developments should provide for safety and convenience of users, and minimize impacts on adjacent roadways.

Policy CD 7.2.1: Mixed use projects should be located adjacent to an arterial street, to provide for good access to the commercial portions of the project.

Policy CD 7.2.2: Separate vehicular access shall be provided from the street to the commercial and residential components of the project; however, vehicular connections between the residential and commercial portions of the project should be provided where appropriate. Residential areas may have gated access.

Policy CD 7.2.3: Access between the residential and commercial portions of the project should be provided for pedestrians and bicycles, with bicycle parking areas and pedestrian amenities conveniently located throughout the project.

Policy CD 7.2.4: Pedestrian walkways connecting residential and commercial portions of the project should be clearly delineated, safely lighted, provided with shade by landscaping or architectural means, and at least six (6) feet in width, except that where building walls abut the walkway on both sides the minimum width shall be twenty (20) feet.

Policy CD 7.2.5: Pedestrian and bicycle access between the commercial portion of the project and adjacent off-site residential neighborhoods shall be provided in the site design.

Objective CD 7.3: Ensure that the intensity of use within both residential and commercial portions of a mixed-use project is appropriate within the context of the project, the surrounding neighborhood, and the community.

Policy CD 7.3.1: Except as permitted by the General Plan land use map designation, a mixed use residential project shall provide a minimum net lot area of 2500 square feet per dwelling unit; for purposes of calculating maximum density, only the portions of the project area to be used for residential uses, parking and amenities may be used.

Policy CD 7.3.2: The nature of commercial uses permitted within a mixed use development shall complement the residential portion of the project, so as to form a community or neighborhood environment. Commercial uses which draw primarily from a market area outside of the project, or which are of an intensity not appropriate adjacent to residential uses, shall be strongly discouraged.

Policy CD 7.3.3: Design and development standards for all uses within a mixed-use development shall conform to applicable policies and standards within the General Plan and City ordinances.

Objective CD 7.4: Ensure that mixed use development maintains a high quality of design.

Policy CD 7.4.1: Facades of non-residential buildings that face residential uses or pedestrian walkways shall be broken with architectural elements designed to provide variety and visual interest. Additionally, facades of non-residential uses that face pedestrian walkways shall contain a minimum of thirty percent openings (including windows or glass doors) in order to provide for visual interest and safety of pedestrians.

Policy CD 7.4.2: At least one pedestrian-oriented amenity area shall be provided within each mixed-use project, which may include outdoor seating for restaurants, courtyards, parks, playgrounds, and similar uses. Such open areas shall conform to the following standards:

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1. The open space area shall be located adjacent to main accessways connecting the residential and commercial uses, and adjacent to the most active commercial uses.
2. The minimum dimension of any open space area shall be not less than twenty feet.
3. The open space area shall be bounded on at least one side by buildings which contain commercial uses characterized by high volumes of activity on the ground floor.
4. Pedestrian seating shall be provided and may include benches, planters, stairs, restaurant or cafe seating.
5. The open space shall be a minimum fifty percent shaded by a combination of trees, trellises, awnings, and similar elements.

GOAL CD 8: Use landscaping to reinforce community identity, to create a pleasant environment, to control erosion and promote natural percolation of storm water, to provide protection from wind and hot summer sun, and to integrate new development into the surrounding district.

Objective CD 8.1: Landscape design shall consider prevalent and successful landscape themes in the surrounding area, through the following measures:

Policy CD 8.1.1: Plant materials should be of similar size, height and density as in the surrounding area.

Policy CD 8.1.2: Where appropriate, street trees may be the same species for the length of a street or throughout an entire area, to achieve a continuity of form.

Objective CD 8.2: Choice and placement of plant materials should reflect the context of the site.

Policy CD 8.2.1: Plants should be used to emphasize project and building entries; contrast with or reinforce building lines; soften hard lines, blank wall and pavement expanses; define outdoor spaces and delineate pathways; frame attractive views; and screen unattractive views and features.

Policy CD 8.2.2: Project entries and building entrances should be provided with special landscaping treatment, such as use of more intense planting, accent trees, raised planters and enhanced paving.

Policy CD 8.2.3: Plants should be selected for their year-round interest, as well as their form, texture and shape; simple plant palettes are preferred over complex schemes.

Policy CD 8.2.4: Size and spacing of landscape material should be consistent with the project size and relate well to the streetscape and adjacent properties.

Policy CD 8.2.5: Plant materials should be suitable for the desert environment and drought resistant, and should be grouped according to their watering needs.

Policy CD 8.2.6: At least fifty percent of the landscaped area should be covered with living groundcover, to minimize heat gain and reflective light; however, turf use should be minimized in favor of more drought resistant living groundcovers. Non-turf groundcover areas should be distributed in clusters, rather than uniformly, to be more in keeping with the natural desert environment.

Policy CD 8.2.7: The planting plan should call for mixed maturity of plant materials throughout the site.

Policy CD 8.2.8: The plant palette should consider safety and comfort of pedestrians. Plants that drop fruit, pods, bark, nuts or branches should be avoided, and trees with sharp edges such as joshuas should be avoided in pedestrian areas.

Policy CD 8.2.9: A mix of evergreen and deciduous trees should be used along the streetscape for year-round interest. Evergreen trees should be used to block winter winds, screen unsightly features, and decrease heat loss.

Policy CD 8.2.10: Deciduous trees should be used on southern and western exposures for summer shade and winter sun.

Policy CD 8.2.11: Landscape design shall be coordinated with placement of site utilities, including but not limited to overhead lines, transformers, meter boxes, backflow devices, and similar equipment, in order to prevent obstruction of utilities while providing adequate screening.

Policy CD 8.2.12: Landscaping shall be maintained so as not to obstruct walkways; at least seven (7) feet of clear area shall be maintained underneath a tree canopy.

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Objective CD 8.3: Hardscape may be included in the overall landscape design, based on the following criteria:

Policy CD 8.3.1: Use of unshaded pavement should be moderate, to alleviate heat gain.

Policy CD 8.3.2: Pavement materials should minimize reflected heat and glare, through selection of materials, colors and textures.

Policy CD 8.3.3: Where practicable, pavement materials which permit water infiltration should be used.

Policy CD 8.3.4: In pedestrian traffic areas, pavement should be stable, firm, skid resistant, and without irregular surfaces.

Objective CD 8.4: Landscape design shall be sensitive to the desert environment as well as unique aspects of the site with respect to phasing of development, location, and other site features.

Policy CD 8.4.1: Irrigation systems shall be designed to minimize maintenance and water consumption.

Policy CD 8.4.2: For phased development, interim landscaping shall provide for control of dust and weeds on the undeveloped portion of the site, and provision shall be made for ongoing maintenance.

Policy CD 8.4.3: An effort should be made to minimize removal of mature natural vegetation where possible, where such vegetation is of significant size, beauty and value. Mature trees can be used as a focal point in the overall landscape plan. Where these trees are preserved, they shall be protected in place with no variation in the finish grade and no impervious materials under the drip line of the protected tree.

Policy CD 8.4.4: Landscaping shall be provided for erosion control where appropriate, as required in the City's Engineering Design Standards.

Policy CD 8.4.5: Areas preserved for drainage retention or detention shall be landscaped to integrate with the overall landscape design.

Policy CD 8.4.6: Trees shall be provided adjacent to building walls to minimize the visual expanse of large, unbroken walls, especially adjacent to "big box" commercial and industrial buildings. Trees shall be planted at a maximum of

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thirty (30) feet on center and be located no closer than six (6) feet and no farther than ten (10) feet from the building walls, through use of tree wells or planters.

Policy CD 8.4.7: Where development is proposed at street intersections, a landscape focal point or visual landmark at the corner is recommended.

Policy CD 8.4.8: The location of plant materials should not obscure signs as the plants mature.

GOAL CD 9: Incorporate a high quality of design into planning for public buildings, capital improvement projects, rights-of-way, drainage facilities, open spaces, and other land uses owned or initiated by the City of Palmdale, to contribute to a cohesive sense of place, enhance the overall quality of development in the City, and perpetuate the image which the City wishes to create.

Objective CD 9.1: Streetscape designs shall enhance and unify the community, define different districts, and be sensitive to the desert environment.

Policy CD 9.1.1: Streetscape designs shall reflect the character of existing adjacent and contiguous streetscapes. Street trees can achieve this desired effect while retaining options and creativity on the ground plane. Any desired transition from an existing street tree to a different street tree shall be provided in a manner which does not create an abrupt change.

Policy CD 9.1.2: Streetscape designs shall create a sense of place, order and direction for visitors arriving in the City or traveling from one district to another, through the following means:

1. Changes in landscaping at important locations throughout the City;
2. Use of enhanced streetscapes at important locations such as project entries or major intersections. Utilize enhanced plant materials, enhanced paving and site furniture, such as signs, flags, bollards, boulders or similar features, to denote important areas.

Policy CD 9.1.3: Promote ecologically sound landscape practices in streetscape design through the use of drought tolerant and native landscape material, the use of water efficient irrigation systems, and consideration of environmental factors that influence the landscaping.

Policy CD 9.1.4: Utilize medians in the streetscape design wherever possible to reduce the scale of the street and to buffer traffic from opposite directions.

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Berming within medians is encouraged to further provide screening between traffic lanes. Utilize non-living ground cover wherever possible to reduce nuisance water overspray and run-off onto the street.

Policy CD 9.1.5: Use streetscape design to break up the long and wide expanses of pavement, by meandering or stepping the landscaping; providing variations in vertical height through berming or raised planter beds; meandering of concrete mow strips or low walls; and variation in the height of the landscaping through selection of appropriate plant material.

Policy CD 9.1.6: Streetscape ground cover shall consist of a minimum sixty percent (60%) of living ground cover. Non-living ground cover selection shall consider the location and proximity to school bus stops and other areas frequented by children, so as to reduce use of rocks as projectiles. Non-living ground covers should promote low maintenance.

Policy CD 9.1.7: Streetscape design shall promote the protection of views and vistas through mature landscaping that frames and promotes views, without creating visual obstructions.

Policy CD 9.1.8: Provide for the comfort and safety of pedestrians along arterial streets, by promoting separation of the sidewalk from the curb by a landscaped parkway strip at least five (5) feet in width which contains street trees.

Policy CD 9.1.9: Enhance the streetscapes on major thoroughfares throughout the City, including but not limited to Palmdale Boulevard and Avenue S, by providing landscaping, undergrounding utilities, and completing street improvements where necessary. Where opportunities for wider landscaped setbacks exist due to utility easements or seismic setbacks, ensure that these areas are designed and maintained to enhance the streetscape.

Policy CD 9.1.10: Consider the use of distinctive light poles and street furniture on selected major thoroughfares, to enhance the sense of identity.

Policy CD 9.1.11: Explore all available means to install attractive bus stop shelters along major streets throughout the City, where appropriate.

Objective CD 9.2: Ensure that drainage facilities are designed and landscaped to provide an attractive appearance from adjacent residences and the street, while maintaining their effectiveness in controlling stormwater runoff.

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Policy CD 9.2.1: Detention basin design should encourage and promote natural percolation of stormwater runoff and nuisance water.

Policy CD 9.2.2: Detention basins shall be designed to blend in with adjacent land uses wherever possible, through the following measures:

1. Right-of-way parkways adjacent to detention basins shall be permanently landscaped, incorporating adjacent streetscape themes. Landscaping shall be provided between the back of sidewalk and the detention basin fencing.
2. Detention basins shall be surrounded with block walls where the basin abuts private property. Such walls shall match the project boundary walls and shall be of decorative materials and design.
3. Where the frontage of the basin is along the street right-of-way, tubular steel fencing (in combination with masonry pilasters, if desired) shall be used, to allow visibility into the basin for safety purposes.
4. The interior of the basin shall be landscaped to provide for erosion control only, in order to protect the basin's primary function of collecting and percolating stormwater runoff. No permanent irrigation system shall be allowed on the interior of the basin.

Policy CD 9.2.3: The City shall explore methods to enhance the appearance of existing highly-visible detention basins adjacent to arterial streets and highways.

Objective CD 9.3: Create and maintain places for civic and social events which are in the public realm, in order to foster civic pride and enhance a sense of community.

Policy CD 9.3.1: Within the Civic Center area, create one or more public plazas or open spaces which can accommodate civic ceremonies, street fairs, market nights, concerts, outdoor seating and eating areas, and similar outdoor events.

Policy CD 9.3.2: Enhance and develop additional parkland throughout the City with facilities to accommodate public events.

Objective CD 9.4: Clearly demonstrate the quality of development desired in Palmdale, through education and example.

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Policy CD 9.4.1: Ensure that all public buildings and capital facilities constructed by the City meet the applicable design guidelines contained in this Element and other City ordinances and standards.

Policy CD 9.4.2: Use xeriscape planting designs and irrigation techniques on City projects in order to demonstrate the City's desired landscape theme.

Policy CD 9.4.3: Provide information to developers on desired design guidelines and standards.

Objective CD 9.5: Address unmaintained properties, graffiti, litter, abandoned signs and other forms of blight which detracts from Palmdale's appearance and lifestyle.

Policy CD 9.5.1: Require compliance with City requirements for property maintenance and zoning, and provide for enforcement as needed.

Policy CD 9.5.2: Seek innovative ways to involve members of the community in programs to keep the City clean and free from blight.

GOAL CD 10 (*General Plan Amendment 97-2 adopted by City Council June 11, 1997.*): Facilitate creation and expansion of industrial uses within the City to accommodate manufacturing, distribution, and complementary office and support uses in order to expand the City's employment and economic base and improve the jobs/housing balance, while ensuring that such areas are compatible with adjacent uses and minimizing adverse impacts on more restrictive use districts.

Objective CD 10.1: In reviewing site design of projects within industrially-designated areas, consideration should be given to the **location and setting** of the project with respect to site visibility, adjacent uses and designations, abutting roadways, and other similar factors, to ensure that development requirements are appropriate for the vicinity and the intended use.

Policy CD 10.1.1: During the design review process, consideration should be given to whether a project is altering or infilling development within an area containing existing structures, or whether it is a new development in a largely vacant area, and appropriate standards should be required in each case, as follows:

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1. For new industrial projects within existing developed industrial districts, consideration should be given to allowing development standards which complement the surrounding district, including but not limited to setbacks, type and amount of landscaping, utility connections, building styles and materials, fencing and screening, in order to achieve a cohesive development pattern within the district while ensuring that new projects achieve an acceptable level of quality in design, materials and workmanship.
2. New industrial projects within largely vacant or emergent development areas should adhere to the City's current requirements for setbacks, screening, landscaping, building design, and other similar design standards, as outlined in this section of the Element and as required in the Zoning Ordinance, or applicable specific plan, except where deviation is permitted through approval of an exception or variance.

Policy CD 10.1.2: The reviewing authority should consider whether a site is visible or will be visible to the general public from existing or planned arterial roadways, freeways or adjacent, less-intensive commercial or residential use districts, and design standards should be required as deemed appropriate to ensure compatibility between uses and an aesthetically pleasing appearance of industrial areas to the community at large, as follows:

1. The portion of any industrial development which is visible to the general public from an arterial roadway, expressway or freeway should be made visually attractive through use of landscaping, equipment screening, building design, site layout and other similar design considerations.
2. The portion of any industrial development which faces or is visible from property used or designated for less intensive land uses, such as commercial, office or residential, should present a visually attractive appearance to the adjacent use which is similar in scale or which provides sufficient buffering to avoid adverse impacts on the less intensive use district.
3. Structures or features within industrial areas which are visible from long distances due to height, mass, variation in grade or other similar factors should be designed to blend in with adjacent development or the surrounding landscape, through use of appropriate materials and colors.
4. Industrial developments which are located within mixed use designations of regional shopping and entertainment areas, such as the Palmdale

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Trade and Commerce Center, should conform to the development standards established for those districts.

Policy CD 10.1.3: For those portions of industrial sites which are not visible to the general public because they are screened by building placement or due to their location in the interior of an area designated for industrial development, and which are not adjacent to arterial roadways and freeways, flexibility should be allowed in terms of design and development standards in order to reduce site development costs and meet operational requirements of industrial users, as follows:

1. Parking, loading and storage areas, and roof- or ground-mounted equipment which are not visible to the general public from arterial roadways or adjacent, less intensive land use districts may have reduced landscaping and screening standards, as determined appropriate by the reviewing authority.
2. Portions of industrial buildings not visible to the general public from arterial roadways or adjacent, less intensive land use districts may have reduced architectural treatment, as determined appropriate by the reviewing authority.

Policy 10.1.4: Ensure that the development review process allows for flexibility in applying conditions of approval and design requirements on industrial projects in order to allow compatibility with existing development patterns to reflect the site's location and visibility.

Objective CD 10.2: Industrial sites should be designed to ensure a functional, safe and visually pleasing environment for those who work in or pass through the area, through use of effective **site planning**.

Policy CD 10.2.1: Building placement should be designed so as to create usable open space where appropriate in industrial parks, rather than unusable remnant areas.

Policy CD 10.2.2: Wind direction should be considered in siting buildings, entrances, loading, storage areas. Building placement should avoid creation of wind tunnels, and protect employees and customers from strong prevailing westerly winds to the extent practicable.

Policy CD 10.2.3: Site and building designs should emphasize easily identifiable and accessible entrance ways. Building entrances can be emphasized by use of

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architectural and landscape features. Site entrances can be emphasized by paving and landscape treatments, where appropriate. Textured paving may not be appropriate in all portions of industrial areas, but colored concrete may be used at main customer entrances.

Policy CD 10.2.4: Site design should minimize circulation conflicts between visitors, employees, passenger vehicles, deliveries, trucks, pedestrians and bicyclists.

Policy CD 10.2.5: Site design should present an attractive view to the public by placing building entries, office areas and windows fronting onto the street. Loading and large parking areas should generally be located to the side and rear of buildings; if these areas are visible from public streets they should be landscaped and/or screened appropriately.

Policy CD 10.2.6: Building setbacks should be proportionate to the scale of the structure in relation to adjacent development. Larger, taller buildings may need to provide greater setbacks. Variable building setbacks should be used to avoid long, monotonous building facades and to create diversity.

Policy CD 10.2.7: Location of structures and activity areas on the site should consider adjacent, less intensive uses. Loading aisles and docks should be located away from residential or other less intensive adjacent uses.

Objective CD 10.3: Design and placement of buildings in industrial designations should combine functionality with aesthetic considerations so as to present an attractive appearance to public rights of way and non-industrial areas, while serving the specialized needs of the industrial user.

Policy CD 10.3.1: Throughout the development review process, **flexibility** should be used by the reviewing authority to ensure that views of industrial sites from adjacent arterial roadways, freeways or less-intensive use districts are attractive and compatible, while allowing portions of the site out of public view to use less stringent design standards where needed for operational or economic reasons.

Policy CD 10.3.2: Industrial developments should establish a uniform and cohesive **design theme** which is carried through all portions of the project, including architecture, materials, landscaping, lighting and other site characteristics. Multi-building projects, including accessory structures, should use a consistent architectural style. Design themes should consider the following criteria:

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1. Preferred architectural styles for industrial uses include contemporary, international, high tech designs, and other styles that demonstrate an appropriate “fit” with their surrounding environment.
2. Design features should be architectural components of the structures. Ornamentation and design features that appear to be applied to the building as an afterthought are discouraged.
3. Architecture and design should convey permanence, substance, timelessness and restraint. Design themes which are radical, trendy, dated or which draw unnecessary attention are discouraged.
4. The designs of buildings and site plans should be compatible with surrounding land use and architecture, and should recognize the climate and physical setting of Palmdale. Building orientation should include consideration of wind protection for site activities, and materials should minimize glare from the desert sun. Height and bulk of buildings should not adversely block views and solar access of other buildings and properties.

Policy CD 10.3.3: Site layout for industrial uses should promote effective functional use of the site, and compatibility with adjacent uses, and should reinforce the design theme in portions visible from public arterials, freeways and less intensive use districts, through the following measures:

1. There should be a logical transition of building bulk and massing between industrial buildings and less intensive land use districts, freeways and arterial rights of way. Buildings with height and/or mass substantially greater than adjacent development may require greater setbacks for an adequate transition.
2. For infill projects within predominantly developed areas, the reviewing authority may approve a reduction in required building setbacks, where appropriate, based upon the setback distance of adjacent developed properties.
3. The orientation of surrounding streets and buildings should be considered with respect to building placement; in general, buildings should be parallel to the streets they face, with the main building entrance identifiable from the street.

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4. The office portion of industrial buildings should be the architectural focus, and should appear as an office use with respect to the architectural detail, the use of glass or other enhanced materials.
5. Gateways to the site and buildings should be emphasized in the design to clearly delineate arrival areas. Site entry drives should be enhanced with landscaping, lighting and may use directional signage or enhanced paving for emphasis. Building entries are encouraged to face streets and pedestrian walkways. Primary building entries should be highlighted through use of architectural elements such as towers, overhangs, recesses and/or roof forms, in addition to landscape planters, lighting, enhanced paving, trellises or other features. The entry feature treatment should be an integral part of the building design.
6. Facades visible from arterial streets, freeways and less intensive use districts should be visually enhanced through use of architectural treatment, materials, colors, landscaping and other features compatible with the design theme.

Policy CD 10.3.4: The visual impact of the large **building mass** typical of industrial sites should be reduced through features designed to create human scale and interest, where visible from arterial streets, freeways and less intensive use districts by avoiding a single, dominant building mass, and by variations in massing which include changes to height and horizontal plane.

Policy CD 10.3.5: Where visible to the general public from arterial streets, freeways or less intensive use districts, building **walls** on industrial sites should be treated to provide visual interest and avoid the appearance of long blank walls, in addition to the massing breaks described above. However, in designing and reviewing wall planes in building elevation, restraint should be used in the number of finish materials, in order to achieve unity and harmony within the project design. Wall design may incorporate, but not be limited to, an appropriate combination of the following features:

1. Changes in texture, materials and/or color;
2. Revealed pilasters;
3. Changes in plane;
4. Vertical variation of the roof line;
5. Lattices, trellises, trees or equivalent landscape features;
6. Tall structures should be given a horizontal appearance through use of horizontal bands or shadow lines to minimize verticality;
7. Use of openings and recesses which create shadow patterns;

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8. Use of vertical and horizontal seams;
9. Placement of windows and doors, which should relate to the scale of the elevation on which they appear. Recessed openings help to provide depth and contrast.
10. Use of overhangs, projections, balconies or arcades.

Policy CD 10.3.6: Roof design and materials should complement the architectural design theme while reflecting the internal organization of the building. Where the roof is visible from arterial streets, freeways or less intensive land use districts, the following criteria shall apply:

1. The parapet line or the top of the structure should not run in a continuous line or plane with no variation; offsets are preferred to provide visual interest, where appropriate.
2. Roof materials and design should appear as an integral component of the building.
3. Roofing materials should be durable and attractive. Concrete tile and standing seam metal roofs are encouraged. The following roof materials are discouraged:
 - a. Large expanse of highly reflective or shiny surfaces;
 - b. Corrugated metal (excluding standing seam metal/roofs);
 - c. Wood shakes or shingles;
4. Nearly vertical roof lines such as A-frames are discouraged.

Policy CD 10.3.7: Building facades having a recognizable top and base are encouraged. **Top and base treatments** should contribute to overall building form and design, and should be considered in design review with respect to the following criteria for building facades facing arterial streets, freeways or less intensive use districts.

1. The base of the building may be emphasized through use of texture (including tile or masonry); color (including darker colored materials); and/or enriched landscaping. Special materials are encouraged at major entries, especially facing arterial streets, where appropriate.
2. The top of the building may be enhanced through the use of treatments including, but not limited to, cornice treatments, roof overhangs, textured materials or differently colored materials.

3. Use of colored painted stripes as a base or top treatment is discouraged. Where used, the base or top treatment should be a component of the architecture or materials of the building.

Policy CD 10.3.8: The use of high quality **building materials** is encouraged, particularly in structures visible from arterial streets, freeways and less intensive land use districts. In evaluating materials, the following criteria should be considered:

1. Recommended materials should be high quality, durable and attractive, and may include, but not be limited to, masonry, concrete, textured block, brick, granite, marble, glass, painted metal elements, and similar materials which have a substantial and long-lasting appearance. Non-architectural or untreated metal siding as a primary building material is discouraged; metal may be used if it is of high quality and complements the building appearance. Use of plain concrete block is discouraged unless enhanced through design, texture, reveals or other methods of decorative design.
2. Changes of building materials should not occur at exterior corners, to avoid an appearance of a veneer applied to the front elevation only. Material changes should wrap around corners or may occur on corners interior to the site.
3. Where metal buildings are used, they shall be architecturally designed to be compatible with surrounding land use and architecture.
4. The use of one dominant material is encouraged. To provide visual interest, a second material or treatment may be used to enhance entryways, building base and top, vertical elements or other features as appropriate.
5. Building materials should be low maintenance and resistant to graffiti and damage from vehicles, especially near loading areas.

Policy CD 10.3.9: Colors should complement Palmdale's desert environment and be compatible with adjacent development. Colors within a multi-building industrial project should be coordinated throughout, including accessory buildings and structures, on all elevations. In evaluating color selection the following criteria should be considered:

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1. The use of subdued or neutral natural colors, extracted from the desert environment, is encouraged. Bright whites should be avoided due to reflected glare. The use of primary colors for the main color palette is discouraged. Bright or intense colors may be used as accents.
2. Use of colors within the overall design theme should consider simple and uniform patterns. Variation in hues should be minimized.
3. Accent colors can be used to establish corporate identity, if needed. Accent colors are also appropriate for glazing and aluminum, around entrance doors and windows, for trellises, gates, structural supports, roofs, canopies, sheet metal trim, or in signage.

Policy CD 10.3.10: Signs in industrial developments should conform to the guidelines in Objective CD 6.7.

Objective CD 10.4: Ensure that development in industrial designations is provided with adequate access, including on and off-site circulation for both vehicular and non-vehicular traffic.

Policy CD 10.4.1: Shipping and loading areas, parking areas, truck access drives, vehicle access drives, and pedestrian and handicapped access routes, should be located and designed to minimize conflict points between these users.

Policy CD 10.4.2: The number of ingress and egress points should be appropriate to the size and location of the development. Shared access between adjacent developments is encouraged where feasible.

Policy CD 10.4.3: Development patterns should not route traffic to or from industrial areas through residential districts on local or collector streets.

Policy CD 10.4.4: Access points should be aligned with existing or planned driveways, intersections and median openings, where appropriate.

Policy CD 10.4.5: Adequate vehicle stacking area, clear of major cross aisles or vehicle restricting gates, should be provided at primary project entrances.

Policy CD 10.4.6: The site design should ensure adequate turning geometrics, maneuvering area and staging area for delivery/shipping vehicles, based upon the operational characteristics of the site user.

Policy CD 10.4.7: Each industrial development should contain at least one delineated pedestrian/handicap access route providing logical connections between the primary building entrance, parking area and the public sidewalk and any transit facilities accessible from the site.

Policy CD 10.4.8: Pedestrian sidewalks should be provided within industrial areas along arterial roadways. Sidewalks may not be required along local industrial streets, except as necessary to comply with state or federal handicap access requirements, and as necessary to support a logical pedestrian route connecting to an existing nearby sidewalk, as determined by the reviewing authority.

Policy CD 10.4.9: Provisions for bikeways should be made in the site design, in accordance with the City's adopted bikeway plan.

Objective CD 10.5: Parking in industrial areas should be provided to meet the needs of both site visitors and employees, while minimizing excessive paving and maintaining an attractive appearance to the general public.

Policy CD 10.5.1: Parking areas intended for use by customers or the general public should be located adjacent to the main building entrance with landscaping, lighting and screening provided in accordance with criteria established for general business uses.

Policy CD 10.5.2: Parking areas intended for use primarily by employees may be located at the side and rear of the lot and, if not visible from arterial streets, freeways or less intensive land use districts, requirements for landscaping and screening may be reduced by the reviewing authority. These lots should be near employee entrances with safe, lighted walkways provided, and may be fenced or gated.

Policy CD 10.5.3: Where appropriate, joint use of parking facilities may be permitted to reduce overall space requirements among compatible users.

Policy CD 10.5.4: Employers who operate carpools and vanpools should allocate preferential parking spaces to these vehicles, closer to building entrances.

Policy CD 10.5.5: In large-scale developments containing hundreds of parking spaces, parking areas should be "compartmentalized" into 300 to 500 car units, to facilitate traffic flow and space assignments as well as for the aesthetic value

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of breaking up large expanses of paving. Landscaping should be used to emphasize parking unit boundaries.

Objective CD 10.6: Enhance the appearance of industrial areas by requiring **screening** of mechanical equipment, refuse storage areas, outdoor storage, loading, parking and utilities, where appropriate.

Policy CD 10.6.1: Require appropriate screening of equipment, storage, parking, loading and utilities for industrial development which is visible to the general public from arterial streets, freeways and less intensive land use districts, in accordance with Objective CD 1.9 and accompanying policies. Allow reduction, deferral or waiver of screening requirements in non-visible areas, where no adverse impacts would result from this action.

Policy CD 10.6.2: Allow flexibility in the design and placement of service areas for shipping, receiving, staging, storage and refuse handling, to meet the specialized needs of industrial operations.

Objective CD 10.7: Industrial sites should be user-friendly for employees and visitors, incorporating design features to accommodate a variety of convenient and needed facilities as **site amenities**.

Policy CD 10.7.1: Facilities to accommodate employee lunch and work breaks should be considered in the site design and building layout. Where practical, outdoor seating should be considered in conjunction with these facilities, in a location with wind protection and adequate sun and shade.

Policy CD 10.7.2: Large-scale employers should consider incorporating facilities for child care into industrial developments, where appropriate. Outdoor play areas should be provided in conjunction with these facilities. A floor area ratio bonus will be given for this use.

Policy CD 10.7.3: Facilities for employee fitness and wellness programs should be considered in industrial projects, which may include but are not limited to par exercise courses, training equipment rooms, gyms, or other similar facilities. A floor area ratio bonus will be given for this use.

Policy CD 10.7.4: Creation of outdoor seating areas, plazas and courtyards should be considered when establishing building footprints, particularly in industrial parks. These areas should be designed with wind protection, sun and shade; should be accessible and viewable from adjacent buildings; should be

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furnished with pedestrian-scale features such as benches, planters, paving and lighting; and should be designed around a focal point.

Policy CD 10.7.5: Creation of entry plazas near the main building or park entry is encouraged, to provide visual interest and facilitate user orientation. If a drop-off zone is located in this area, seating should be provided. Focal points appropriate in these areas may include flagpoles, public art, water features, or special landscape features.

Policy CD 10.7.6: Clearly-identifiable paved walkways should be provided in all portions of industrial sites where pedestrians are likely to travel. Walkways should be a minimum of four feet in width (excluding vehicle overhangs) and shall meet all applicable access requirements for the disabled. At a minimum, all building entries should connect with public sidewalks. Where walkways cross drive aisles, special paving should be used. Walkway system should avoid conflict points with parking and loading, vehicular ingress and egress to the site.

Policy CD 10.7.7: Facilities to accommodate alternate travel modes are encouraged. Transit facilities, including bus turnouts, benches, and/or shelters may be required, and should integrate with the overall site design. Convenient and secure bicycle parking areas will be required.

Policy CD 10.7.8: Street furniture, including but not limited to kiosks, benches, planters, bollards, litter receptacles and bike racks, should be conveniently located and coordinated with the overall site design in terms of materials, colors and style, where appropriate.

Policy CD 10.7.9: All pedestrian areas shall be highly visible and well lit.

Objective CD 10.8: Landscaping of industrial properties should create a pleasant environment for site visitors and employees and provide adequate buffering for adjacent properties, while minimizing water usage and maintenance expense.

Policy CD 10.8.1: Landscaping should be used to create a visual theme and enhance the architectural design; create pedestrian scale features for walkways, plazas, entries and courtyards; separate pedestrians from vehicle routes; break up large expanses of wall; create shade in parking areas, seating areas and walkways; provide passive cooling of structures; and to screen service areas. Landscaping should be designed as an integral part of the overall site plan design. Consideration should be given to wind protection of buildings and site activities by the buffer planting of wind tolerant trees and shrubs.

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Policy CD 10.8.2: Within predominantly developed areas, street setback landscaping should be consistent in depth, density and types of plant material with adjacent development properties, to the extent practical, as determined by the reviewing authority.

Policy CD 10.8.3: Berming, landscaping, low walls or a combination of these techniques should be employed to screen loading, storage, trash collection, and service areas, where visible from arterial rights-of-way, freeways or less intensive land use districts.

Policy CD 10.8.4: Commercial or office projects within industrially designated areas and those portions of industrial projects or business parks containing office or retail support uses which cater to the general public should be adequately landscaped to provide shade for parked vehicles at landscape maturity.

Policy CD 10.8.5: Landscaped areas located between industrially designated properties and property used or designated for less intensive land uses, such as commercial, office or residential, should be designed with sufficient depth and density of material to create an adequate transitional buffer; trees and shrubs utilized in these areas should be tall enough to be visible above the height of the perimeter wall and when mature should adequately screen industrial buildings.

Policy CD 10.8.6: Use of hardscape or other xeriscape techniques should be encouraged where appropriate within industrial projects to conserve water and reduce maintenance costs.

Policy CD 10.8.7: Shade trees should be incorporated into the design of outdoor employee break areas and employee day care play areas, when provided.

Policy CD 10.8.8: Reduced landscaping may be appropriate within parking areas which do not serve the general public, and are not visible from a freeway, arterial roadway, or less intensive land use district, as determined by the reviewing authority, provided that shade trees are provided at an adequate ratio to provide passive cooling of vehicles and pavement.

Policy CD 10.8.9: Due to the mass, height and bulk of many industrial buildings, landscape material should be of an appropriate scale with respect to adjacent buildings at maturity. Trees should be planted in areas of public view adjacent to structures. Tree clusters may be used to satisfy specific design objectives.

Objective CD 10.9: Walls, fences and lighting within industrial areas should be designed to meet the security and functional needs of individual businesses while integrating the site with the surrounding area.

Policy CD 10.9.1: The design and location of lighting fixtures should be appropriate to the surrounding area and logically related to operations of individual industrial users in the following ways:

1. Adequate lighting should be provided for parking areas, loading/shipping areas and building entrances as needed to ensure site security and public safety.
2. Lighting fixtures within areas abutting property used or designated for less intensive land uses, such as commercial, office or residential, or visible from a freeway or arterial roadway, should be architecturally compatible with the building and surrounding area.
3. Lighting fixtures should be designed to confine light spread within the site boundaries; security lighting should be adequate but not overly bright so as to cause significant off-site glare.
4. Ensure that site lighting of industrially designated projects does not create a nuisance for automobile traffic or adjacent land uses through the use of appropriate lighting analysis, where deemed necessary.
5. Indirect illumination of buildings and landscaping is encouraged to create a positive night-time image.

Policy CD 10.9.2: The design, materials and location of walls and fences should be appropriate to the surrounding area and logically related to operations of individual industrial users as follows:

1. Except where needed for screening or security, use of walls and fences should be kept to a minimum, and their height should be kept as low as possible.
2. Fencing materials utilized in an area abutting property used or designated for less intensive land uses, such as commercial, office or residential, or areas visible from a freeway, expressway or arterial roadway should be constructed of decorative materials such as textured concrete or masonry, stucco, wrought iron, or a combination of wrought iron with masonry pilasters, and should be integrated with the building design or consistent

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with any established wall theme in the area. Where needed for security, within areas not abutting property used or designated for less intensive land uses and not visible from a freeway, expressway or arterial roadway, other fence materials may be allowed.

3. Decorative walls or fences in combination with landscaping should be employed in transition areas between industrial uses and less intensive land use districts; wall height should be sufficient to provide a reasonable transition and protection of non-industrial land uses.

SECTION 4: IMPLEMENTATION MEASURES

The City will undertake the following implementation measures in order to achieve the goals, objectives and policies outlined in the Community Design Element.

A. Zoning Ordinance

The City will update its Zoning Ordinance to incorporate development standards which implement the design guidelines contained in this Element. Adoption of the updated Zoning Ordinance is expected in 1995.

B. Downtown Revitalization Plan

The City will adopt a specific plan aimed at revitalizing the downtown core area of Palmdale. As part of this plan, specific measures for creation of public open spaces for civic events will be adopted and implemented, and special design standards for pedestrian-oriented retail uses will be included. Adoption of the Downtown Revitalization Plan is expected in 1995.

C. Engineering Design Standards

The City will revise its Engineering Design Standards to provide flexibility in street improvement design in order to accommodate rural design standards and variation in residential streetscapes, where appropriate.

D. Development Review Process

The City's Development Advisory Board will evaluate new development proposals and capital improvement projects pursuant to its established development review process, to ensure compliance with the design policies contained in this Element through site plans and conditions of approval.

E. Evaluation and Monitoring of Design Guidelines

The Planning Department will periodically review and monitor the effectiveness of the design policies and guidelines contained in the Community Design Element, and will propose modifications as needed to ensure that the guidelines meet City design goals.

F. Informational Materials

The Planning Department will prepare public information materials explaining and summarizing design requirements for various development projects, and will make

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these materials available to developers and the general public at the department's counter and at Development Advisory Board meetings.

G. Incentives

The City will evaluate and promote the use of various incentive programs where appropriate to encourage developers to incorporate outstanding design features within their projects in conformance with the guidelines contained in this Element.

H. Coordination with the Private Sector

The City will coordinate with private businesses to pursue joint efforts to maintain, beautify, and improve properties within the City, which may include financial assistance through loan programs.

I. Funding

The City will explore and actively pursue all available funding sources for urban forestry programs, urban beautification programs, utility undergrounding programs, and other similar programs which make funds available for upgrading the appearance and livability of cities.

In addition, the City will provide funding as deemed appropriate by the City Council in the Capital Improvement Plan and annual budgets for City beautification programs, including but not limited to landscaping of major thoroughfares, City identification signage at major entry points, amenities at public buildings, and other similar measures.

J. Maintenance and Enforcement

The City will continue an active program to enforce private property maintenance, clean up illegal dumping and abandoned signs, control graffiti, and address blighted areas. In addition, the City will seek innovative ways to involve citizens in efforts to maintain and improve the appearance of the community.

K. Coordination with Other Agencies

The City will coordinate with Los Angeles County to allow flexibility in street lighting standards for rural and low-density suburban areas, where appropriate.