



Where Should We Go Where In The Future?
¿Dónde se debe ubicar que en el futuro?

Use the stickers provided to identify what should go where in the future.
Utilice los adhesivos que se proporcionan para identificar dónde se debe ubicar que en el futuro.



Chapter 5

Land Use and Community Design

This Element provides a long-term vision, goals, and policies for Palmdale over the next 20 to 30 years. The overall focus is on how to accommodate change and growth in the city, while preserving and enhancing the features and attributes that make it such a desirable place to live. The future of Palmdale is dependent on the mix of residential, commercial, employment, and industrial uses which provide the foundation for a fiscally healthy community; as well as the design and quality of buildings, streets, and public spaces, which make Palmdale an attractive and highly livable place for its residents.

Statutory Requirements

This Element has been prepared to meet State General Plan law (Government Code Section 65302(a)) which requires that a city's General Plan include:

“ . . . a land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, and open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, public buildings and grounds, solid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.”

This required land use element has the broadest scope of all the required elements of a general plan, regulating how land in the city is to be used in the future. Topics covered include land use designations, goals and policies that address preservation and enhancement of existing neighborhoods, development of new neighborhoods with varied housing opportunities, and new areas for employment, shopping, and mixed-use development.

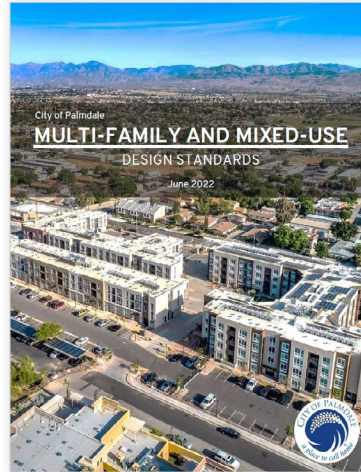
In addition to addressing statutory requirements for land use, this Element addresses community design, introducing community character and built environment as critical components of Palmdale's urban form. While not required by statute, community design is one of the fundamental components of this General Plan, since understanding the built environment and its characteristics – the location and design of our homes, stores, parks, offices, and the way that we interact with these various places in the public realm – is vital to strengthening quality of life. Setting the appropriate design parameters for future change and redevelopment is critical to realizing the community's vision.



Relevant Plans & Documents

Multi-Family and Mixed-Use Design Standards (2022)

Palmdale’s Multi-Family and Mixed-Use Design Standards present guidelines for a wide range of housing opportunities that will help facilitate housing for people of all ages, incomes, and backgrounds while enhancing Palmdale’s high desert setting.



 **Multi-Family and Mixed-Use Design Standards**

East Avenue Q Complete Streets Project (2022)

The Palmdale East Avenue Q Complete Streets Project is a multimodal corridor study that provides transportation and land use recommendations for a 1.4-mile segment of East Avenue Q from Sierra Highway to 20th Street East. Recommendations are aligned with the City’s General Plan Update and are geared toward improving walking and biking conditions for people of all ages and abilities, as well as improving the comfort and safety of active transportation in high desert weather.



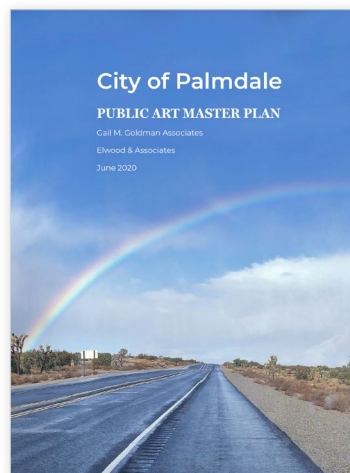
 **East Avenue Q Complete Streets Project**

Palmdale Freeway and Roadway Landscape Design Guidelines (2021)

The document ensures that the design and appearance of City’s major landscape plantings, hardscape materials, signage and artwork are cohesive throughout the city and related to the local geography, unique features of the Mojave Desert, and the City’s cultural history and future.

Public Art Master Plan (2020)

Finalized in 2020, the Palmdale Public Art Master Plan sets forth a vision and key goals to expand artwork on City property and within the public realm throughout Palmdale. The Plan includes a summary of key recommendations and a strategic approach to funding, managing, and reviewing local public art projects that will celebrate Palmdale’s identity, expand economic opportunities, and encourage multidisciplinary collaboration.



 **Palmdale Public Art Master Plan**

Antelope Valley Area Plan (2015)

This area plan covers nearly all of the unincorporated lands in Los Angeles County, north of the City of Los Angeles itself. It is a vision for developing the Antelope Valley, specifying countywide goals to the region, and aligning the planning process. Primary objectives include preserving rural character, reducing greenhouse gases, managing growth, developing multimodal circulation networks, conservation of open spaces and other ecological resources, developing away from natural hazards, and enhancing public services.

Avenue S Corridor Plan (2010)

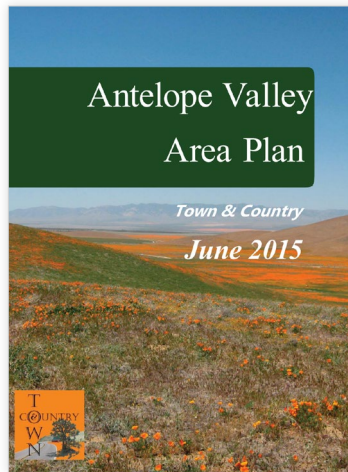
The Avenue S Corridor Plan was prepared to respond to its prominent location as a gateway to the city, the presence of high volumes of traffic, and the historical significance of the route taken by the first settlers of Palmdale. The Plan’s objectives are to create a cohesive neighborhood with orderly development, provide for adequate circulation and infrastructure, protect the public from seismic and other hazards, and enhance the streetscape through landscaping and design standards.

Downtown Revitalization Plan (1995-2005)

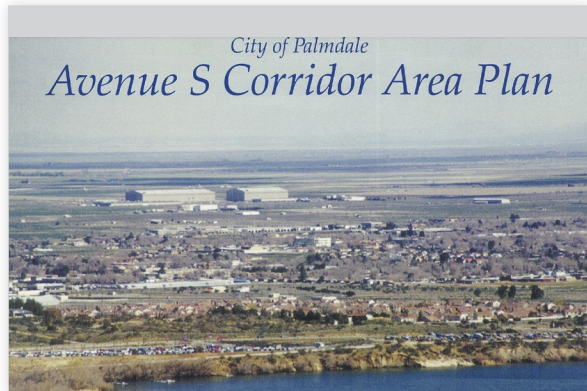
Begun in 1995, the Revitalization Plan outlines challenges in planning, circulation, parking, rehabilitation and upgrading of buildings and their facades, public safety, preserving historic buildings, and attracting the proper mix of business to make downtown a desirable place for residents and visitors to patronize. The Plan supported the overall economic health of the City but has been absorbed into updated zoning and this Chapter’s goals and policies.

Specific Plans

Seven adopted Specific Plans are currently guiding the future development of many thousands of acres within Palmdale, including the Palmdale Transit Area Specific Plan. Several of these Plans have been essentially completed (and thus dissolved), some are in preliminary stages, and others have seen virtually no development. Currently active Specific Plans are further described in the following section and in Table 5.2 and mapped in Figure 5.1.




 **Antelope Valley Area Plan**



 **Avenue S Corridor Plan**

SPECIFIC PLANS / OTHER PLANS

 Specific Plans	Sign Programs	Other Plans and Studies
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Specific Plans

- [Antelope Valley Auto Center \(PDF\)](#)
- [Antelope Valley Business Park \(PDF\)](#)
- [City Ranch \(Anaverde\) \(PDF\)](#)
- [Foothill Ranch \(College Park\) \(PDF\)](#)
- [Hillside Residential \(PDF\)](#)
- [Joshua Hills \(PDF\)](#)
- [Lockheed Plant 10 \(PDF\)](#)

 **Specific Plans**

Context

Existing Land Use

The City of Palmdale is situated in northern Los Angeles County, in the Antelope Valley region of Southern California, nestled against the San Gabriel Mountains. It is roughly 60 miles (or just over one hour) driving distance from downtown Los Angeles. This proximity has attracted many families looking for affordable ownership housing within commute distance of major employment centers in Los Angeles.

The Planning Area for this 2045 General Plan Update includes the land within the City Limits, the Sphere of Influence (SOI), and several unincorporated Los Angeles County ‘islands.’ Originally a modest community concentrated around the confluence of Sierra Highway, Palmdale Boulevard, and the railroad, the City has expanded dramatically through multiple annexations, presently stretching over 21 miles from east to west and 10 miles from north to south. Today the Planning Area measures 106,634 acres total (166.6 square miles). Approximately two-thirds of the Planning Area is undeveloped (62% vacant and 5% natural/conservation).

Table 5.1

Land Use in the Planning Area

Use Type	Acres	Area %	Acres	Area %	Acres	Area %
	Planning Area		City Limits		SOI/County	
RESIDENTIAL						
Single-Family Attached	201	0.2%	112	0.2%	89	0.2%
Single-Family Detached	13,133	12.3%	8135	12.7%	4998	11.7%
Mobile Home	649	0.6%	286	0.4%	363	0.8%
Multifamily	332	0.3%	319	0.5%	13	0.0%
COMMERCIAL						
Accommodation	36	0.0%	35	0.1%	1	0.0%
Retail/Commercial/Mixed-Use	1,158	1.1%	1070	1.6%	87	0.2%
Office	543	0.5%	506	0.8%	37	0.1%
INDUSTRIAL/AGRICULTURE/EXTRACTION						
Extraction	1,234	1.2%	1234	1.9%	0	0%
Agriculture	4,898	4.6%	1539	2.4%	3359	7.9%
Wholesale/Warehousing	183	0.2%	165	0.3%	19	0.0%
Industrial	6,043	5.7%	5925	9.3%	117	0.3%
PUBLIC/INSTITUTIONAL						
Civic Facilities	765	0.7%	216	0.3%	548	1.3%
Private Institutions	182	0.2%	144	0.2%	37	0.1%
Public Education	628	0.6%	540	0.8%	88	0.2%

Use Type	Acres	Area %	Acres	Area %	Acres	Area %
	Planning Area		City Limits		SOI/County	
PARKS AND OPEN SPACE						
Natural/Conservation	5,208	4.8%	4739	7.4%	469	1.1%
Flood Drainage/Golf Course	440	0.4%	357	0.6%	83	0.2%
Parks and Recreation	369	0.3%	369	0.3%	0	0.0%
INFRASTRUCTURE						
Utilities/Transportation	3,666	3.1%	1753	2.8%	1909	4.4%
OTHER						
Unknown / Vacant	66,587	62.4%	36409	57.0%	30178	70.6%
Water	381	0.4%	3	0.0%	378	0.9%
TOTAL	106,636	100%	63859	100.0%	42773	100.0%

Source: City of Palmdale GIS Data, L.A. County Assessor's Data 2019



Single Family Home in Palmdale

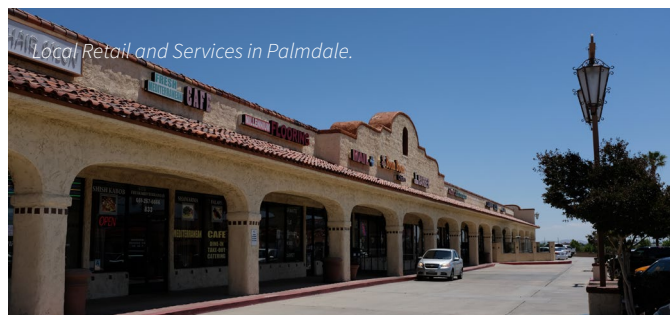
Residential Uses

Residential uses occupy just under 1/7th of the Planning Area (13.4%, or 14,315 acres), with the vast majority of this being single-family detached housing, which represents 98% of the total number of residential parcels. Residential uses are mostly clustered in a wide band traversing the city from upper northwest down to the south and east. Historically, residential land uses were concentrated in the core area bounded by East Avenue Q, East Avenue S, 47th Street East, and SR-14 (Antelope Valley Freeway). This area continues to contain the highest diversity of residential development types, including apartments, townhomes, mobile home parks, and medium-lot single family detached homes. Since the 1980s, residential development grew outward from the core, migrating eastward, southward, and northwestward. Today, the most common zoning is R-1-7,000 which results in residential parcels that measure 7,000 square feet arranged in generally curvilinear street patterns at an average density of one to five units per acre.

There are 10 mobile home parks currently within the Planning Area, occupying 650 acres and accounting for an estimated 1,350 units. Most of these are located along the eastern extent of East Avenue R.

Commercial Uses

Commercial, office, and other retail uses account for a limited amount of the land in the City at approximately 1.5% percent of land area. Commercial uses are generally concentrated along Palmdale Boulevard, Rancho Vista Boulevard, and in other isolated clusters. Most commercial uses in the city are retail and services, office/medical office, and auto sales/services. The oldest commercial activity is developed along Palmdale Boulevard and Sierra Highway and is defined by more community and local-serving businesses. Subsequent residential growth generated a need for more shopping areas, which led to the establishment of centers at 47th Street East and Avenue S, 25th Street East and Avenue S, 5th Street West and Palmdale Boulevard, 47th Street East and Avenue R, and others. Most of these are 10 to 20 acres in size, characterized by large surface parking lots. The most significant single commercial area is the 127-acre Antelope Valley (AV) Mall, located at 10th Street West and Rancho Vista Boulevard. The AV Mall contains over 1.5 million square feet of enclosed commercial mall space, plus additional outbuildings.



Local Retail and Services in Palmdale.

Industrial, Extraction and Agricultural Uses

Intensive job-producing uses such as industrial, extraction, and manufacturing account for 11.6% of the total Planning Area, due largely in part to Plant 42, which covers nearly 5,000 acres by itself. Palmdale's largest industries in terms of both land and jobs are manufacturing, defense, and aerospace. Industrial, extraction, and agriculture uses occupy over 12,000 acres within the Planning Area. Another major use in the city is mineral extraction, with half a dozen sand and gravel mining operations present along the Little Rock Wash. There are also concrete and asphalt batching operations nearby. Agricultural uses are present to the east of Plant 42, sprawling across the County Island owned by Los Angeles World Airports, covering just under 5,000 acres. Other large-format employment uses are found west and south of Plant 42.

Public/Institutional Uses

Civic and governmental uses, public facilities such as schools and libraries, and private institutions such as places of worship and private clubs account for about 1.5% of the Planning Area, or almost 300 total parcels. These public-serving and institutional uses are focused in the heart of the city and distributed throughout the residential neighborhoods, with over 50 places of worship, one hospital, over 40 public schools, a dozen private schools, and more than a hundred governmental facilities (such as libraries, maintenance yards, City offices, fire/sheriff stations, flood control facilities, landfill, and other similar uses). The City of Palmdale has 19 community parks totaling around 360 acres, fewer than the City's target parks ratio of 5 acres per 1,000 residents.

Development History

In August 1962, the township of Palmdale officially became the City of Palmdale with the incorporation of 1,300 acres of land around the present-day civic center. By 1965 the new City had annexed 20 square miles of land and industry was thriving. Many investors purchased large quantities of land, including the 17,750 acres purchased by the Los Angeles Airports Division. The 1980s and 1990s were the decades that really started to define Palmdale's transformation. Newly constructed affordable, single-family housing caused a dramatic spike in the population. The city, like its northern neighbor Lancaster, became a bedroom community for those employed in Los Angeles. In 1980, Palmdale's population was 12,227. By 1990, it had grown to 68,842. In 1991, the Palmdale Auto Mall and the Antelope Valley Mall opened. In the 1990s, the City of Palmdale annexed the Ritter Ranch and City Ranch areas, but in 1997 the Ritter Ranch developer filed for a Chapter 11 Bankruptcy.

As of the 2020 census, the population was 169,450, the sixth most populous in Los Angeles County. Palmdale is one of the largest cities in the United States that is not currently served by either an Interstate Freeway or a U.S. Highway. A lot of families moved to the City of Palmdale from Los Angeles in the 1990s, and this growth had consequences as crime worsened notably. In response, the multifamily zoning code explicitly discouraged middle density housing (to discourage lower-income residents), in lieu of large single-family dwellings. Now many of these big homes with 4 to 6-bedrooms are shared group homes.

The recession of the late 2000's caused the housing bubble to burst and several of these fast-moving, residentially focused Specific Plan projects were abandoned. Currently, some of these entitled projects are picking up steam again. Today, abundant undeveloped land and relatively inexpensive housing have made the Antelope Valley one of the fastest-growing areas in Southern California.

In the past decades, a voter-approved tax has funded major park and recreation expansions, including the Palmdale Amphitheater, two new pools, other recreation buildings, and DryTown Water Park. Downtown revitalization efforts included hundreds of new senior housing units, a new senior center, and expanded open space. A third high school was established in 2003, Pete Knight High School. A Los Angeles County sheriff station opened in July 2006, the largest in Los Angeles County. Two additional fire stations have been built, one to the east of SR-14 and one on the west side of town.

Further growth is anticipated as a multimodal rail station for the California High-Speed Rail and the Brightline West high-speed rail service to Las Vegas is planned in the heart of the City of Palmdale. Additionally, employment at Plant 42 is expected to expand in the coming decades, further adding demand for housing and services.

The city has had varying degrees of success with the predicted development patterns as stated in the 1993 General Plan:

1. Considerable numbers of entry-level single-family housing units were built east of 47th Street during the past two decades. However, many vacant parcels remain, and most of these new subdivisions were not built with a coherent or connected pattern, resulting in walled-off neighborhoods at great distance from retail and services.
2. The Barrel Springs area was mostly developed with single-family subdivisions, though the area south of Pearblossom Hwy remains rural residential. Five hundred acres were entitled under the Foothill Ranch Specific Plan but remains unbuilt at present.
3. After a delay of many years, the Avenue S extension/ bridge has been completed. Infrastructure provision by private developers in this area has been inconsistent.
4. Approximately 1,500 units have been developed under the City Ranch Specific Plan, in addition to an elementary school and two parks. Another 1,400 acres is unbuilt, with only several hundred acres entitled.
5. The City has annexed small portions of unincorporated Los Angeles County land, primarily because of the City Ranch and Foothill Ranch Specific Plans, and a small area around Avenue P-8 and 10th Street East. Yet 0.6 square miles of unincorporated County Islands remain (in addition to 25.6 square miles of LAWA owned property).
6. Infill has been a challenge, as most of the new development has 'leap-frogged' outwards.



Palmdale Single Family Residential Neighborhood



Barrel Springs Elementary School

“County Islands” (SB 244)

The General Plan land use element is required to:

- 1) identify unincorporated disadvantaged communities; a ‘disadvantaged community’ is defined as a place that meets the following criteria: 1) contains 10 or more dwelling units in close proximity to one another; 2) is either within a city SOI, is an island within a city boundary, or is geographically isolated and has existed for more than 50 years; and 3) has a median household income that is 80 percent or less than the statewide median household income.
- 2) analyze the water, wastewater, stormwater, and fire protection infrastructure needs; and,
- 3) identify funding alternatives for extension of these services.

The City of Palmdale contains three potential County Islands; each is discussed below, and relevant SB 244 requirements are reviewed:

Los Angeles World Airports Property

This massive County Island measures a total of 16,381 acres. Located east of Plant 42, the land is owned by Los Angeles World Airports (LAWA), originally intended as an airport expansion.

- Not a disadvantaged community; contains 0 dwelling units

Desert View Highlands

This County Island contains 768 parcels, 225 parcel acres, and 273 total acres. It is a recognized census-designated place, with an estimated population of 2,514 as of 2017.

- Not a disadvantaged community; median household income is \$72,776 (94% of Statewide median of \$77,358)

Telstar Mobile Home Park

This miniature island contains just two parcels and 2.3 acres and is home to 30 mobile home units.

- Qualifies as a disadvantaged community; median household income is 41% of Statewide median
- No service deficiencies:
 - Water: Palmdale Water District
 - Wastewater: Los Angeles County owned and operated sewer
 - Stormwater: Los Angeles County Flood Control District
 - Fire: Los Angeles County Fire Department

Area bounded by East Avenue Q/Sierra Highway/10th Street East/ East Avenue P-8

This small island contains 148 parcels and 118 total acres, with a mix of residential, light industrial, and vacant parcels.

- Qualifies as a disadvantaged community; median household income is 71% of Statewide median
- Infrastructure is fully provisioned – no further action required.
 - Water: Palmdale Water District
 - Wastewater: LACSD District 20
 - Stormwater: Los Angeles County Flood Control District
 - Fire: Los Angeles County Fire Department

Community Design

Community design refers to what somebody sees and experiences when spending time on Palmdale’s streets, or in its commercial districts and public spaces. Community design is impacted by a number of factors, including landscaping and greenery; public art; the location, scale, and architectural character of homes, stores, parks, offices, and other spaces; and how easily one can travel between destinations. Quality community design can enhance one’s quality of life. Beautiful, well-designed, pedestrian-scale buildings, streets, and public spaces can increase one’s civic pride, improve community safety, strengthen connections to local arts and culture, and make Palmdale a more attractive place to live, visit, and work.

Community design is impacted by the character and age of buildings, as well as their interaction with the surrounding environment. Key components of quality building design include using sustainable, long-lasting building materials, orienting buildings toward streets to create inviting spaces, and designing buildings to reflect local history. The General Plan seeks to facilitate building design that creates walkable and inviting spaces, such as locating parking behind buildings, allowing for outdoor plazas, and dining, and locating building frontages near the sidewalk edge, where appropriate.

Accessibility, connectivity, and the quality of the pedestrian environment are important characteristics of community design. Walkable neighborhoods with sidewalks and street trees often enjoy economic benefits, including higher property values, increased private investment, and tourism. Residents in walkable neighborhoods typically engage in more physical activity than residents in neighborhoods with low walkability, which leads to improved public health outcomes. The General Plan seeks to improve pedestrian connections throughout the community, as well as bicycle and public transit connections, to ensure Palmdale is an accessible, connected community for all.



Existing Specific Plans

About one-quarter of the land within the City limits is designated “Specific Plan” by the General Plan, (about 15% of the land within the Planning Area overall). The following table describes the size and development program of each of the seven active Specific Plans. Four Specific Plans are being rescinded as a part of this General Plan; two that are fully built out, Joshua Hills Specific Plan and Hillside Residential Specific Plan; and two others that are not fully built out, Palmdale Trade and Commerce Center Specific Plan and Foothill Ranch Specific Plan. In addition, the Palmdale Business Park Center Specific Plan is no longer considered economically viable. A new specific plan is being proposed in its place, though it will not cover the entire Palmdale Business Park Center area.

Of all the entitled Specific Plan growth, roughly 8,000 units and 2.5 million square feet have been built. Much of the entitled growth from Specific Plans has not been constructed - over 12,500 units and 9 million square feet of non-residential remain unbuilt.

Table 5.2

Current Specific Plans

Plan Name	Description
Antelope Valley Business Park	120 acres of industrial, business park, and commercial uses.
Antelope Valley Auto Center	78 acres of regional auto sales and leasing centers.
Anaverde Nuevo (formerly known as City Ranch)	1,985 acres of residential (5,200 units), commercial (42 acres), recreational/park, conserved natural open space, and community uses.
Lockheed Plant 10	674 acres allowing a total of 2,180,000 square feet of industrial, manufacturing, warehouse, and office uses
Palmdale Transit Area Specific Plan	Mix of single/multifamily residential (2,000 dwelling units), neighborhood commercial, office, and park.
Ritter Ranch	Over 10,000 acres with 7,200 units (842 multifamily), 73 acres commercial, 95 acres parks, school/public facilities, open space.
Rancho Vista	1,379 acres of residential, commercial, and recreational uses.

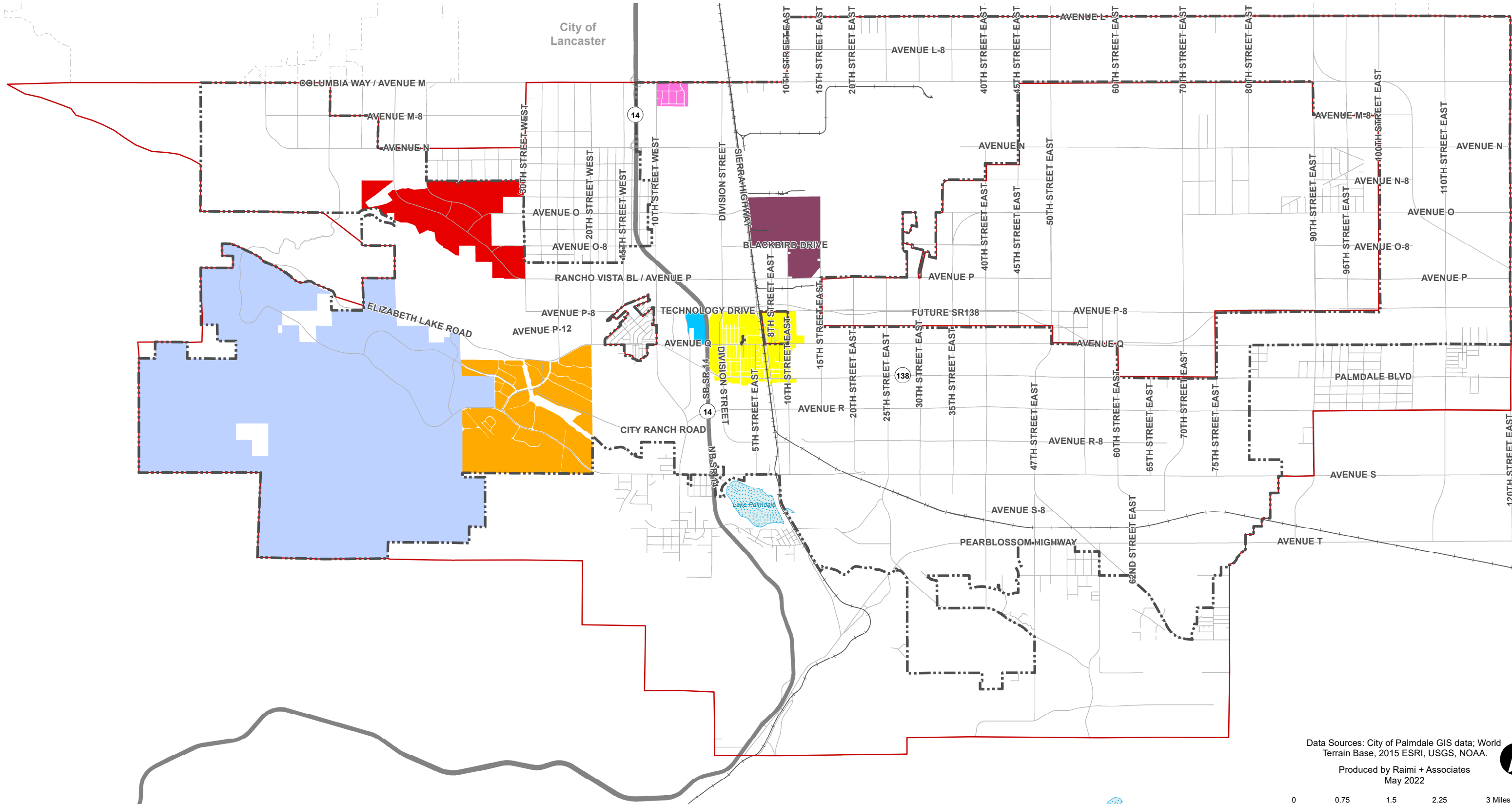




Figure 5.1
Specific Plans

- | | | |
|------------------------|--|---|
| City Boundary | Antelope Valley Auto Center Specific Plan (SP-16) | Ritter Ranch Specific Plan (SP-3) |
| Sphere of Influence | Antelope Valley Business Park Specific Plan (SP-9) | Palmdale Transit Area Specific Plan (PTASP) |
| Major Highway/Arterial | Anaverde Nuevo Specific Plan (SP-2) | |
| Railroad | Lockheed Specific Plan (SP-11) | |
| Waterbody/Aqueduct | Rancho Vista Specific Plan | |

Data Sources: City of Palmdale GIS data; World Terrain Base, 2015 ESRI, USGS, NOAA.
Produced by Raimi + Associates
May 2022


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Key Issues and Opportunities



Transit-oriented opportunities.

Palmdale is experiencing a unique point in its history; several long-range major transportation improvements including the multimodal transit station are planned, which will make travel to Palmdale faster and more efficient. This provides the opportunity for new jobs, housing, and regular visitors to Palmdale. The City has begun leveraging these improvements through the planned development of downtown Palmdale. These improvements coupled with the City's proximity to both the Los Angeles basin and the High Desert provide tremendous opportunities for an infusion into the local economy.



Educational Opportunities

Another challenge is the mismatch between available jobs and residents, leading to a daily exodus down to the Los Angeles basin for work. Palmdale today does not have a four-year college. Higher education opportunities are provided by Antelope Valley College Palmdale Center campus, as well as several extension centers for private higher education and vocational institutions.

Growth and the vast scale of the city

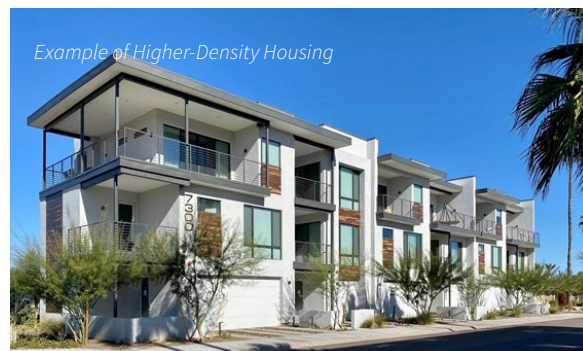
Large swaths of the city do not have existing infrastructure leading to development constraints. Isolated suburban communities and topography have led to a discontinuous circulation pattern that creates

challenges for pedestrians and non-motorized forms of travel. The scattered pattern of development creates difficulties for the City in terms of efficient provision of municipal services, parks, and capital facilities. This dispersed pattern also makes it more challenging to create a sense of community cohesion, and the viability of commercial retail uses is affected by the presence of large vacant tracts of land and a lack of compact residential neighborhoods.



Neighborhood centers and gathering places

Palmdale has a tremendous opportunity to improve its neighborhoods by expanding or diversifying existing commercial centers so that they are cohesive, functional, and create a sense of community. The City will encourage and facilitate the evolution of its commercial areas toward greater pedestrian-oriented shopping environments. In these areas, there are opportunities to provide greater interest and immediate access by pedestrians, while parking can be minimized visually and physically. These gathering places could also be better integrated into their surroundings.



Housing options

Single-family housing is abundant, but other housing types are lacking due to limiting development regulations. Over 80 percent of existing residential units in the city are single-family.

Where We Want to Be in the Future

Land Use Desired Outcomes and Targets

The following desired outcomes and metrics were identified to help the City of Palmdale track progress toward creating a place that builds on its best qualities and continues to improve and grow over time. This follows the Plan’s Vision and Guiding Principles.

OUTCOME: Attract more jobs to promote Palmdale as a complete city.

KPI:

- Jobs/housing balance.

TARGET:

- **Reach a 1 to 1 balance. The GPU 2045 projections call for 22,000 new homes and 26,750 new jobs to move the city closer to a 1 to 1 ratio.**

OUTCOME: Continue to expand Palmdale’s aerospace industry to attract skilled employment and achieve the associated fiscal benefits.

KPI:

- Square footage of airport/military industrial uses.

TARGET:

- **Continued expansion of aerospace industrial and supportive industrial uses (per the 2045 Growth Projections)**

OUTCOME: Attract new types of economic activity to buttress Palmdale against a downturn in any particular industry or sector.

KPI:

- Diversity of employment use.

TARGET:

- **Increased diversity in the types of jobs and employers.**

OUTCOME: Leverage the predicted strong market demand for medical office, remote work, educational space, aerospace support, start-up space, etc.

KPI:

- Square footage of office uses.

TARGET:

- **Substantial growth of office uses, especially medical offices (per the 2045 Growth Projections).**

OUTCOME: To diversify the City’s housing stock, provide more housing options, and specifically address the previous gap in allowed housing densities (between 16.1 and 30 dwelling units per acre), which functionally limit development of rental housing/apartments.

KPI:

- Increase the number of multifamily housing units.

TARGET:

- **Increasing multifamily housing units as a share of all residential development by 2045.**

OUTCOME: Take advantage of new transit investments by locating enough new residential units at moderate densities in and around the area, and to generate vibrancy and a sense of place.

KPI:

- New housing units in the Palmdale Transit Area Specific Plan.

TARGET:

- **Achieve the residential growth projections for the PTASP by 2045.**

OUTCOME: Establish new and strengthen existing Village Centers at the heart of 20-minute neighborhoods to increase availability of daily services, provide convenient multimodal access to amenities and offer the potential to reduce Vehicle Miles Traveled.

Rationale:

- Walkability/proximity to services in Village Centers. A Complete Neighborhood is one where residents can reach community amenities (e.g., grocery stores and retail), public facilities (e.g., parks and community centers) and services (e.g., health care and childcare) within a 20-minute walk

TARGET:

- **Increase the number of existing homes that are located in a “20-minute neighborhood.”**

Growth Projections

Growth projections refer to the amount of development likely to have occurred by the end of the General Plan horizon in 2045. Growth projections account for both the existing development that will remain as well as new development expected to occur between the date of General Plan adoption (2022) and 2045. These growth projections are based on an understanding of historic, current, and projected demographic and economic conditions in the city. Actual growth of the city through the year 2045 will be dependent on a variety of factors, including economic and demographic trends, developer interest, and potential hazards.

New development between now and 2045 will be consistent with regulations in the updated Zoning Ordinance, which shall follow adoption of Palmdale 2045 to ensure consistency between both regulatory documents. In addition, many of the future land uses in the city are already determined by the various Specific Plans that are in place.

How Does Our Plan Get Us There?

The Land Use and Design Element establishes the citywide pattern, scale, and character of residential, office, industrial, retail and services, recreation, public, and all other land uses throughout the City of Palmdale through the 2045 General Plan horizon. It anticipates and aims to preserve and grow a range of housing types for different income levels throughout the city, to ensure that all residents, present and future, have opportunities to live in Palmdale. The Land Use and Design Element simultaneously supports existing commercial and industrial land uses and provides opportunities for new industries in a manner that is compatible with city character and minimizes impacts on residents. Finally, the Land Use and Design Element provides guidance to create a pedestrian-friendly public realm – including sidewalks, streets, and other public spaces – that simultaneously beautify the community and help improve pedestrian, bicycle, and transit connectivity throughout the city. The strategies below articulate how this Plan will achieve desired land use outcomes.

Table 5.3

2045 Growth Projections

	Housing Units	Households	Population	Jobs
2022	47,358	46,150	167,398	46,008
2045	69,360	66,500	219,298	72,724
Increase	+22,003	+20,350	+51,900	+26,716



A Complete City with Complete Neighborhoods

The key concept underlying future land use and development in Palmdale is the achievement of a “Complete City” with a series of “Complete Neighborhoods” within. A Complete City contains a mix of places and connected uses that support and foster community, economic sustainability, and healthy living at all stages of life.

The critical components of a complete neighborhood are housing options, convenient access to amenities, access to parks and recreation, and a mix of transportation options. Any new major developments should be designed as neighborhoods containing an appropriate mix of all these uses, and existing neighborhoods should be retrofitted with these uses and options as redevelopment occurs over time.

A Complete City is formed by combining these basic elements:

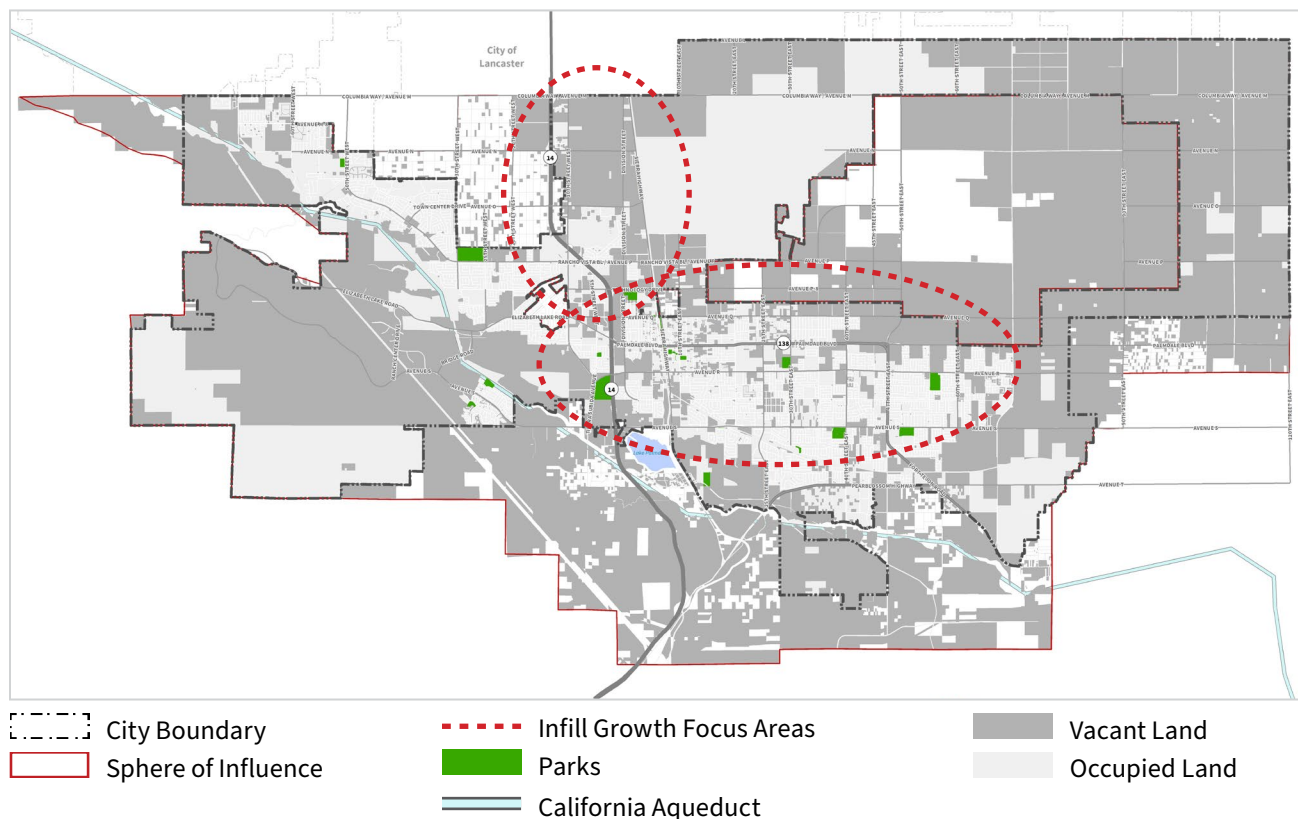
- Complete neighborhoods with diverse housing options at various price points
- Village Centers that provide everyday amenities and services and at frequent intervals
- Vibrant Downtown and entertainment district(s)
- Access to quality local jobs
- Access to affordable healthy food and health services
- Artistic, spiritual, and cultural amenities
- Quality public/private education options
- Access and connections to recreation/parks
- Affordable and reliable public transportation choices and access to adequate parking
- Multimodal streets that allow for safe and comfortable walking, biking, and driving

Example of a Complete Neighborhood



Figure 5.2

Areas to Focus Investment and Infill Growth



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Focused Land Use and Design Strategies

In addition to the central concept articulated on the following page, this Plan articulates several other key strategies to help balance future growth and development with the preservation and enhancement of the City’s best existing features:

Strategic, long-term land use vision

This Plan sets forth an overall intentional and proactive vision for where to grow and how, based on a long dialogue with the community. This vision includes purposefully expanding the supply of housing types affordable to different income levels and household compositions that promote a high quality of life for all residents by introducing several new middle-density residential land use designations.

Focusing development in areas with existing infrastructure

Due to the rapid pace of development and annexations in the past, certain areas of the city lack adequate infrastructure. Therefore, this Plan strives to attract infill development over leapfrog or sprawl development. Building inward will help strengthen existing gathering places and reduce the distance needed to travel for work or shopping. Forming assessment districts to finance public improvements may be appropriate for commercial/ industrial developments in areas lacking utilities.



Creating many centers of activity (“Village Centers”)

This General Plan supports active, mixed-use neighborhood places of gathering and community identity (which are characterized as Village Centers in this Plan) and promotes walkable mixed-use corridors and centers that serve adjacent residential areas. New development must prioritize interaction within and between neighborhoods and provide additional links between community facilities and the neighborhoods they serve. Existing neighborhood access to the retail, services, schools, and employment that support the daily life of residents will be enhanced. To accomplish this goal of cohesive and functional neighborhoods, planning and design will extend beyond the boundaries of each individual subdivision. Changes to the zoning code will help enable mixed-use infill and redevelopment of underutilized properties.



Improving connectivity and focusing on access for all modes of transportation.

In many subdivisions, streets start and stop in a disjointed fashion, blocking through-access between neighborhoods. Houses are cut off from adjacent neighborhoods, adjacent subdivisions, schools, and parks by block walls. Public safety vehicles have limited visibility of residential streets. In response, this plan establishes a hierarchy of where/how particular modes should be prioritized. Not every street will serve every mode; but every mode should have a way of making connections. Many suburban neighborhoods may benefit from design features to reduce speeding and improve connections to a local park. Finally, the Plan identifies capital improvement projects that support the vision of walkable mixed-use environments, improving mobility within neighborhoods and access to open spaces and institutions.



Supporting amenities on both sides of State Route-14.

The lack of particular services, amenities, or businesses across the city is a concern that must be addressed. This General Plan supports creating Village Centers in neighborhoods across the city, as well as additional amenities (parks, medical districts, etc.). Residents, employees, and visitors will enjoy quality amenities and have convenient access to services, jobs, civic facilities, and transit throughout Palmdale.

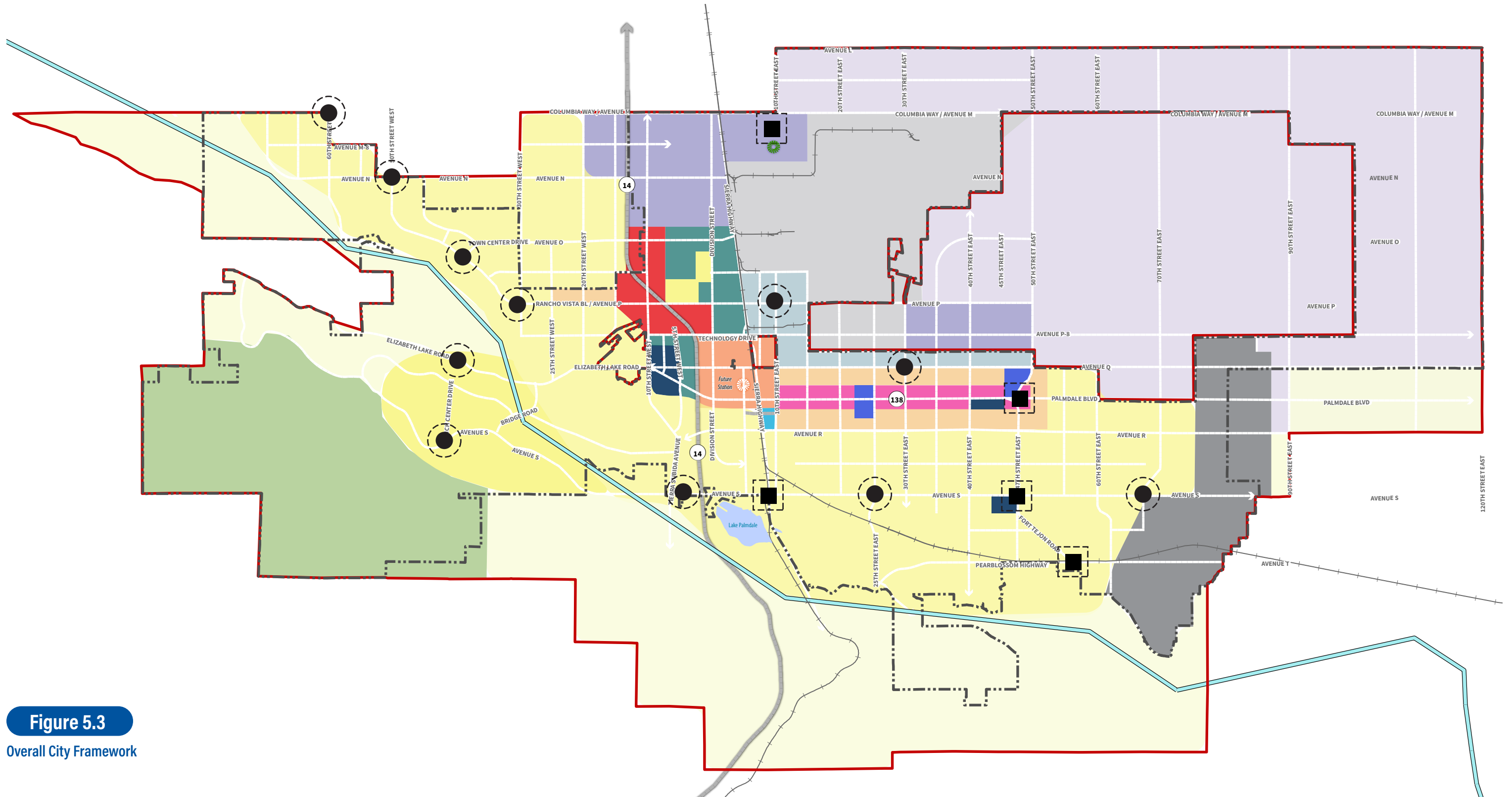



























Figure 5.3

Overall City Framework

-  City Boundary
-  Sphere of Influence
-  California Aqueduct
-  Major Highway/Arterial
-  Railroad
-  Transportation Station
-  Proposed Airport Terminal
-  Future Neighborhoods
-  Existing Neighborhoods
-  Mid Town District
-  Mixed-Use Corridor
-  Downtown
-  Mall District
-  Education District
-  Medical District
-  Civic District
-  Transitional District
-  Mixed Business District
-  Plant 42
-  Future Employment
-  Employment District
-  Resource Extraction Area
-  Open Space
-  Multi-Use Node
-  Village Center

Desired City Structure and Development Pattern

City Framework

Neighborhoods, districts, and corridors are the fundamental components of all cities. Mapping these components of a city help to provide an understanding of how people live, shop, work, play, and get around in their communities.

Neighborhoods are the basic building block of great cities. At their core, neighborhoods are the places where we live and are typically mostly residential. A neighborhood should mix a variety of residential types within a walkable network of green streets and parks, well-connected to parks, schools, and neighborhood centers to serve daily shopping needs.

Districts are areas of the city that are functionally specialized with supportive uses without being rigorously regulated to a single use, such as a shopping center. One of the best examples of a district are downtowns in which retail specialization has occurred in concert with supporting residential, office, and institutional uses. Districts play an important role in a city since they are typically the primary retail and entertainment areas and provide jobs and economic development opportunities.

Corridors are both the separators of neighborhoods and districts and the viaducts by which people move throughout town. Corridors take many shapes and forms and, as a primary component of the public realm, also serve different transportation and placemaking purposes. In some cases, such as Palmdale Boulevard, corridors have more permeable edges and are readily accessed from the adjacent neighborhoods and districts. In cases where corridors have very high connectivity to surrounding areas, corridors function as “to” places in which people gather and congregate, which is the vision for the East Avenue Q corridor, as a prototypical Main Street. In other cases, such as along the edges of the newer master planned communities or with conventional arterials, corridors have limited connectivity to the adjacent areas and serve primarily to move cars. In these limited-access cases, corridors serve primarily as “through” places and a great emphasis is put on efficient automobile operations.

These components of cities can be further defined to convey the type of place or use as is shown in Figure 5.3, Overall City Framework. The design of districts, neighborhoods, and corridors can actively shape the creation of a town with great accessibility and connectivity.

The City of Palmdale is organized around a long central corridor with a vision for future transit-oriented development anchoring the Downtown, a series of major commercial nodes distributed across town, Village Centers, and one dominant industrial employment district that is buffered from sensitive uses by light industrial employment areas.

The major physical elements of the City’s structure are as follows:

- A centrally located historic Downtown with entertainment uses, a civic center, and public parks.
- An emerging midrise mixed-use residential and employment district near the high-speed rail station.
- A healthy mix of large and small commercial and (eventually) mixed-use developments stretching along the Palmdale Boulevard corridor, with greater activity at key nodes.
- Moderate and mixed-density housing (such as low-rise walkups, townhouses, and courtyard apartments) focused near transit in the Downtown, and on both sides of Palmdale Boulevard.
- Two Education Districts meant to foster a mix of educational type-uses in a campus-like setting, building off the Palmdale Antelope Valley College campus and Palmdale High School.
- Three Health and Wellness Districts (one existing and two new) designed to attract hospital / medical office / medical research uses in tandem with supporting retail and housing or lodging.
- Gradually evolving regional Antelope Valley Mall, and an emerging regional commercial area around the intersection of Palmdale Boulevard and 47th Street East.
- Band of light industrial, film-related, or similar transitional employment uses around Plant 42 that buffer the military uses from residential neighborhoods.
- Over a dozen “Village Centers” and Multi-Use Nodes dispersed in various locations across the city with a mix of neighborhood retail or commercial uses along with residential uses.

Land Use Designations

Land use designations indicate the intended use of each parcel of land in the city. They are developed to provide both a vision of the organization of uses in the city and a flexible structure to allow for changes in economic conditions and community vision. The General Plan includes 27 land use designations, described below, mapped in Figure 5.5, and summarized in Table 5.4.

The uses allowed and standards for development intensity (dwelling units per acre for residential development and floor area ratio for nonresidential development) are specified for each designation. Permitted residential density could be less than the stated minimum on a case-by-case basis if certain findings are made as outlined in the zoning code.

Designations Overview

There are several broad categories of land use designations. Residential designations define the predominantly residential areas of the city and range from single family homes to multifamily housing. Nonresidential designations provide locations for retail, office, and industrial uses. Mixed use designations provide areas for a range of residential or commercial uses in a vertical or horizontal pattern. Public designations identify a range of public facilities such as schools, parks, and City and publicly owned uses. Finally, special designations include unique districts that serve a particular objective or that fall under the direction of an adopted Specific Plan.

Residential

There are nine residential designations that cover the range of housing types expected in Palmdale. Two designations specifically address the “missing middle” density ranges in the city (housing types that include townhomes, 2-3 story walkups, courtyard style multiple-family residential buildings, etc.).

Commercial and Industrial

Seven commercial, employment and industrial designations allow a range of commercial and industrial uses at a variety of scales. The Neighborhood Commercial and Regional Commercial designations support commercial uses at the neighborhood and regional scale, respectively. The Visitor Commercial designation supports retail, entertainment, and hotels to serve the needs of visitors and highway traffic. The Employment Flex designation covers job-producing uses including offices, medical, research and development and light industrial uses. The Mineral Resource Extraction designation is limited to specific areas where heavy mining activities occur.

Mixed-Use Designations

Three mixed-use designations allow for a mix of commercial and residential uses, integrated either in a building (vertical mixed-use) or on the same parcel (horizontal mixed-use). These mixed-use designations cover a range of densities.

Public Designations

Five designations cover parks, schools, public/government facilities, utility facilities, the aqueduct, and open space/natural uses.

Special Areas

- **Medical Flex Designation:** This designation allows uses that are supportive of health and wellness of the Palmdale community. Allowed uses include medical facilities and offices, supportive research and development uses, and ancillary retail/services.
- **Educational Flex Designation:** This designation is intended to support development of educational uses including higher education, vocational training, and satellite campuses. Supportive retail, office and limited housing is also allowed.
- **Specific Plan Designation:** This designation covers the existing adopted Specific Plans in the City. Each Specific Plan document provides more detail about allowed uses, densities, and other development regulations.

Relationship with the Zoning Ordinance

These land use designations are compatible with the Zoning Ordinance. While the guidance in General Plan land use designations is broad, the zoning districts include specific allowances, prohibitions of uses (including conditional uses), and dimensional requirements, such as building setbacks, parking standards, and building heights. Land use designations and zoning districts must be compatible but need not be the same. Where the documents differ, the General Plan takes precedence. Note that the maximum density of any land use designation may be in accordance with the density bonus provisions of the California Government Code.

Figure 5.4

Understanding Density and Floor Area Ratio

Understanding Density

State law requires that General Plan land use designations provide a measurement of the maximum development intensity allowed within each designation. The three generally accepted metrics are dwelling units per acre, floor area ratio, and persons per square mile.

Dwelling Units per Acre- DU/AC

The term density is used for residential uses and refers to the population and development capacity of residential land. Density within the General Plan is described in terms of dwelling units per net acre of land (du/ac), exclusive of existing and proposed streets and rights-of-way.

Floor Area Ratio- FAR

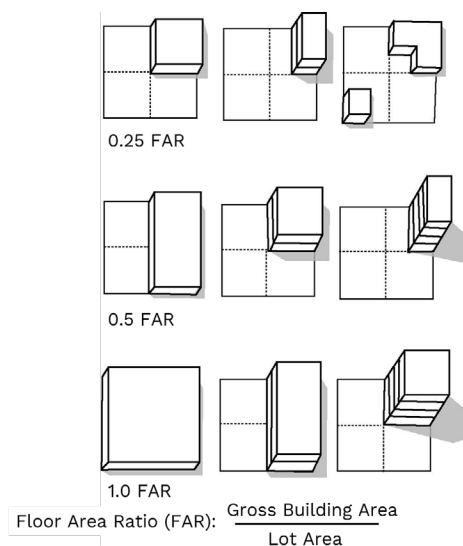
Development intensity, which applies to nonresidential and mixed uses, refers to the extent of development on a parcel of land or lot. Floor area ratio is used in the General Plan as a measure of non-residential or mixed-use development intensity.

Floor area ratio (FAR) expresses the intensity of use on the lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total land area of that lot. For example, a 20,000 square foot building on a 40,000 square foot lot yields a FAR of 0.5. A 0.5 FAR describes a single-story building that covers half of the lot, a two-story building covering approximately one-quarter of the lot, or a four-story building covering one-eighth of the lot.

These FAR calculations and gross floor area do not consider the square footage of any parking facilities (including but not limited to parking structures, surface parking, or underground parking) or other structures not designed for human occupation. Additionally, "Lot," as used here, may encompass multiple legal parcels which are planned as a cohesive development (e.g. mixed-use with townhomes and commercial development which may require subdivisions into separate legal parcels for financing and separate ownership).

Population per Square Mile- Persons/sq mi

A simplistic estimate of the number of total inhabitants in a square mile of a given land use designation, derived from known averages of building type occupancies. These provisions are intended to be descriptive and not inflexible limits.



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Table 5.4

Land Use Designation	Description and Uses Allowed	Density/Intensity
RESIDENTIAL		
Equestrian Residential (ER)	Rural single-family dwellings with parcels at least 2.5 acres or larger. Animal keeping allowed.	Up to 0.4 units per acre
Low Density Residential (LDR)	Detached single-family dwellings. Appropriate as a transition between rural and suburban areas.	Up to 1 unit per acre
Single Family Residential 1 (SFR1)	Detached single-family dwellings in a semi-rural environment. Animal keeping allowed.	Up to 2 units per acre
Single Family Residential 2 (SFR2)	Single-family dwellings located generally between the valley floor and steeper hillside areas.	Up to 4.4 units per acre
Single Family Residential 3 (SFR3)	Detached single-family dwellings on standard 7,000 square foot minimum lot size are typical.	Up to 6 units per acre
Residential Neighborhood 1 (RN1)	Intended for a low-density mix of attached and detached residential dwelling units.	Up to 10 units per acre
Residential Neighborhood 2 (RN2)	Intended for grouped housing such as townhouses, condominiums, apartments with on-site recreation and open space.	10 to 20 units per acre
Residential Neighborhood 3 (RN3)	Intended for “missing middle” or middle-density housing such as walkups, garden apartments, and rowhouses.	20 to 30 units per acre
Residential Neighborhood 4 (RN4)	Intended as a high-intensity, walkable neighborhood with a variety of types of housing, predominantly multifamily.	30 to 50 units per acre
MIXED-USE		
Mixed-Use 1 (MU1)	Intended to create a low-intensity concentration of commercial businesses and civic amenities mixed with single and multifamily housing.	Up to 20 du/acre Max Commercial FAR: 0.35
Mixed-Use 2 (MU2)	Intended to create a low/medium-intensity concentration of commercial businesses and civic amenities mixed with multifamily housing.	20 to 30 du/acre Max Commercial FAR: 2.0
Mixed-Use 3 (MU3)	Intended to create a medium-intensity concentration of businesses and amenities mixed with multifamily housing along major corridors.	30 to 50 du/acre Max Commercial FAR: 3.0
NON-RESIDENTIAL		
Regional Commercial (RC)	Accommodates retail and service uses attracting consumers from a regional market area, and film uses within the LA County secondary zone.	Up to 1.0 FAR (up to 30 du/acre at A.V. Mall)*
Neighborhood Commercial (NC)	Convenience-type retail and services designed to serve daily needs of the immediate neighborhood.	Up to 0.5 FAR
Visitor Commercial (VC)	Intended to accommodate a diverse mix of businesses that primarily serve visitors or that provide niche/specialty goods and services.	Up to 1.5 (2.0 for lodging)
Aerospace Industrial (AI)	Intended to support the current and future operations of USAF Plant 42 and the proposed Palmdale Regional Airport.	Up to 0.5 FAR
Industrial (IND)	Permits a variety of industrial uses, including manufacturing and assembly of products and goods, warehousing, distribution, and similar uses.	Up to 0.5 FAR
Employment Flex (EMPFX)	Transition zone intended to permit mixed development of lighter industrial uses and more intensive service, retail, and commercial uses.	Up to 1.0 FAR
Health and Wellness (HW)	Intended to accommodate a medical-oriented campus, supported by appropriate commercial and lodging uses.	30 to 50 du/acre Up to 2.0 FAR
Educational Flex (EDFX)	Intended to primarily attract a mix of educational type uses like trade schools, public and private higher education facilities, and satellite campuses	10 to 30 du/acre Maximum FAR: 2.0
Mineral Resource Extraction (MRE)	Permits extraction and processing of mineral resources, including sand, gravel, and granite.	Up to 0.25 FAR
SPECIAL/PUBLIC		
Open Space (OS)	Reserved land for both natural and active open space uses.	Up to 0.01
Public Facilities (PF) • Civic (C) • School (S) • Park (P) • Utilities (U)	Land utilized for various types of public facilities, including schools, parks, libraries, hospitals, public safety and governmental facilities, sewer and water treatment plants, aqueduct, and landfills.	Up to 1.0 FAR
Specific Plans (SP)	For areas with adopted specific plans.	Varies

Public and quasi-public uses may also be located within other land use designations as established by the underlying zoning.

See pages 107–137 for detailed design and character guidance for all land use designations.

* Up to 30 du/ac also applies to the property south of Palmdale Boulevard between SR-14 and Division Street with a comprehensive development plan.

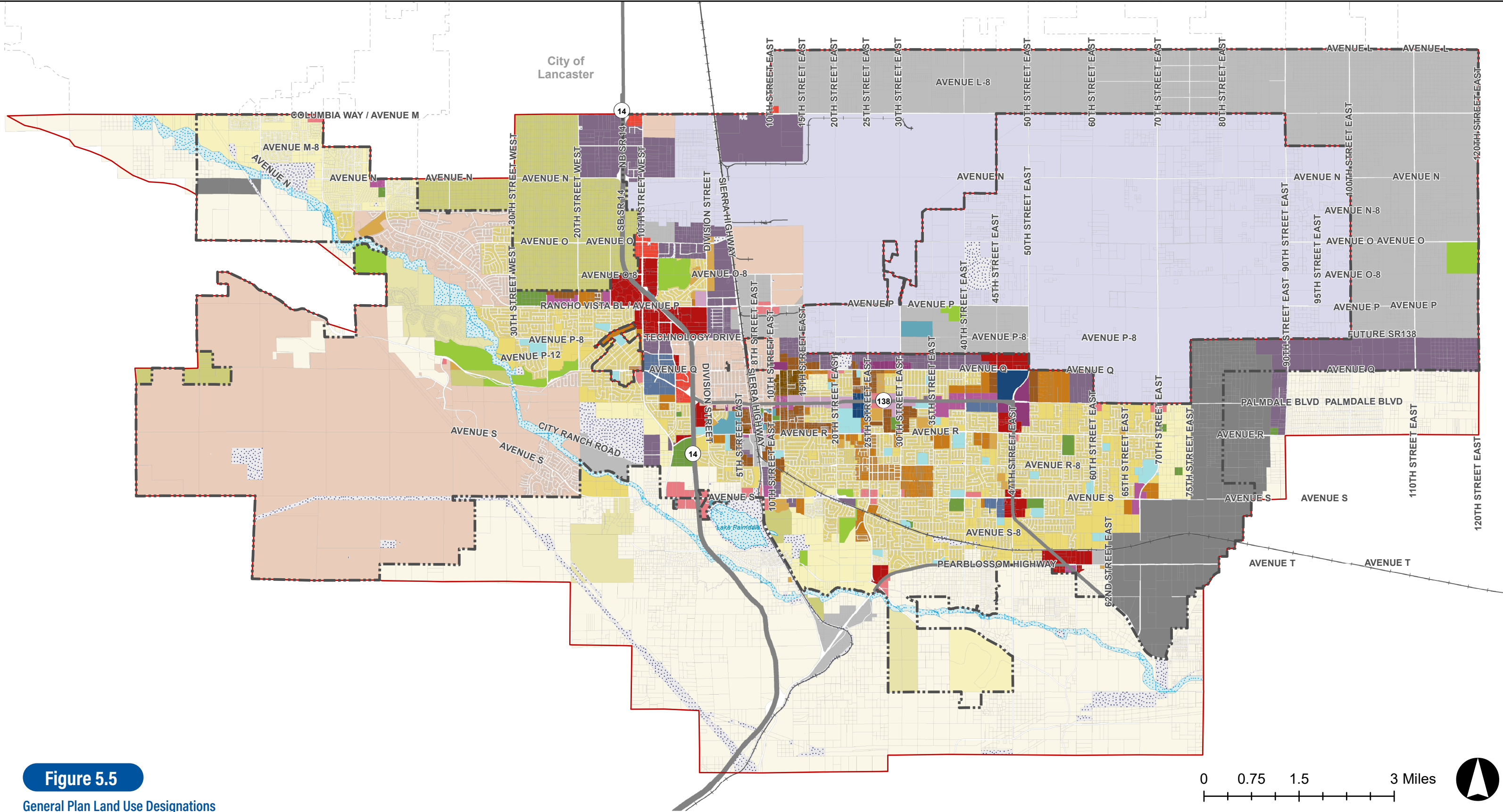
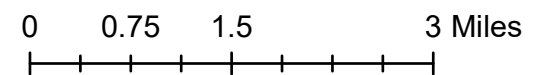


Figure 5.5

General Plan Land Use Designations

- | | | | |
|-----------------------------|----------------------------|-----------------------------|------------------------|
| Equestrian Residential | Residential Neighborhood 3 | Visitor Commercial | Specific Plan |
| Low Density Residential | Residential Neighborhood 4 | Regional Commercial | Open Space |
| Single Family Residential 1 | Mixed Use 1 | Health and Wellness | Public Facility-Park |
| Single Family Residential 2 | Mixed Use 2 | Educational Flex | Public Facility-School |
| Single Family Residential 3 | Mixed Use 3 | Industrial | Public Facility-Civic |
| Residential Neighborhood 1 | Employment Flex | Aerospace Industrial | Utilities |
| Residential Neighborhood 2 | Neighborhood Commercial | Mineral Resource Extraction | |

- City Boundary
- Sphere of Influence
- Major Highway/Arterial
- Railroad
- Water Body/Aqueduct



Data Sources: City of Palmdale GIS data;
World Terrain Base, 2015 ESRI,
USGS, NOAA.

Adopted by the City Council
9/21/2022

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Goals and Policies

The following section includes goals and policies for the Land Use and Design Element. Goals and policies are followed by implementation actions. Land use-related policies are also woven throughout the General Plan, including in the Circulation and Mobility, Public Facilities, Services, and Infrastructure, and Equitable and Healthy Communities chapters, among others.

CITYWIDE FRAMEWORK

Goal LUD-1

Complete Neighborhoods where residents can reach daily amenities, local retail, services, parks, and public facilities within a short 20-minute walk.

LUD-1.1 Balanced Land Uses.

Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses within long-established Palmdale neighborhoods and new growth areas.

LUD-1.2 New Complete

Neighborhoods. Facilitate the construction of new mixed-use neighborhoods that are well connected to services, transit, amenities, public buildings, and parks and recreational facilities.

LUD-1.3 Access to Amenities.

Strive to create development patterns such that the majority of residents are within twenty minutes or less walking distance of a variety of neighborhood-serving uses in Village Centers, such as parks, grocery stores, restaurants, places of worship, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.

LUD-1.4 Specific Plan Facilities.

Ensure Specific Plans are implemented with timely construction of supportive commercial uses and parks to support new residential uses.

LUD-1.5 Multimodal Connectivity.

Promote walking to services, biking and transit use by requiring a high level of connectivity for pedestrians, bicycles, and vehicles in major developments (except where existing development or natural features prohibit connectivity). Seek to improve walk, bike, and transit travel within existing complete neighborhoods.

LUD-1.6 Walkable Blocks. Create communities that address the needs of multiple age groups and physical abilities through short, walkable block lengths. Use grid-like or a modified grid street networks in newly developed areas (except where topography necessitates another street network layout).

Goal LUD-2

A City that supports and encourages new growth in the developed urban core.

LUD-2.1 Focused Growth. Direct future growth to areas closer to the center of town, which can accommodate development based upon topography, environmental factors, and availability of existing infrastructure.

LUD-2.2 Preferred Development Patterns. In considering requests to amend the Land Use Map, encourage proposals for development in those areas which are functionally connected to developed portions of the city, have available infrastructure, and do not have significant topographic or jurisdictional barriers, or other similar constraints.

LUD-2.3 Discouraged Development Patterns. In considering requests to amend the Land Use Map, discourage proposals for development in those areas which are functionally separated from developed portions of the city by lack of infrastructure, expanses of vacant land, significant topographic or jurisdictional barriers, or other similar constraints.

Goal LUD-3

A City with high-quality services and facilities in all neighborhoods.

LUD-3.1 Planned Future Uses. Develop multiple educational districts, multiple medical districts, a new passenger airport, a new high-speed rail facility, and abundant new parks and trails.

LUD-3.2 Accessible Mix of Commercial Uses. Strive to provide goods and services within a short walking distance (twenty minutes or less) of all residents through mixed-use Village Centers and Neighborhood/Regional Commercial uses. Establish neighborhood services by requiring new Village Centers when developing Specific Plan areas.

LUD-3.3 Services and Amenities for Families. Promote opportunities for new childcare and pre-Kindergarten facilities in Village Centers and encourage these supporting uses through the Educational Flex designation.

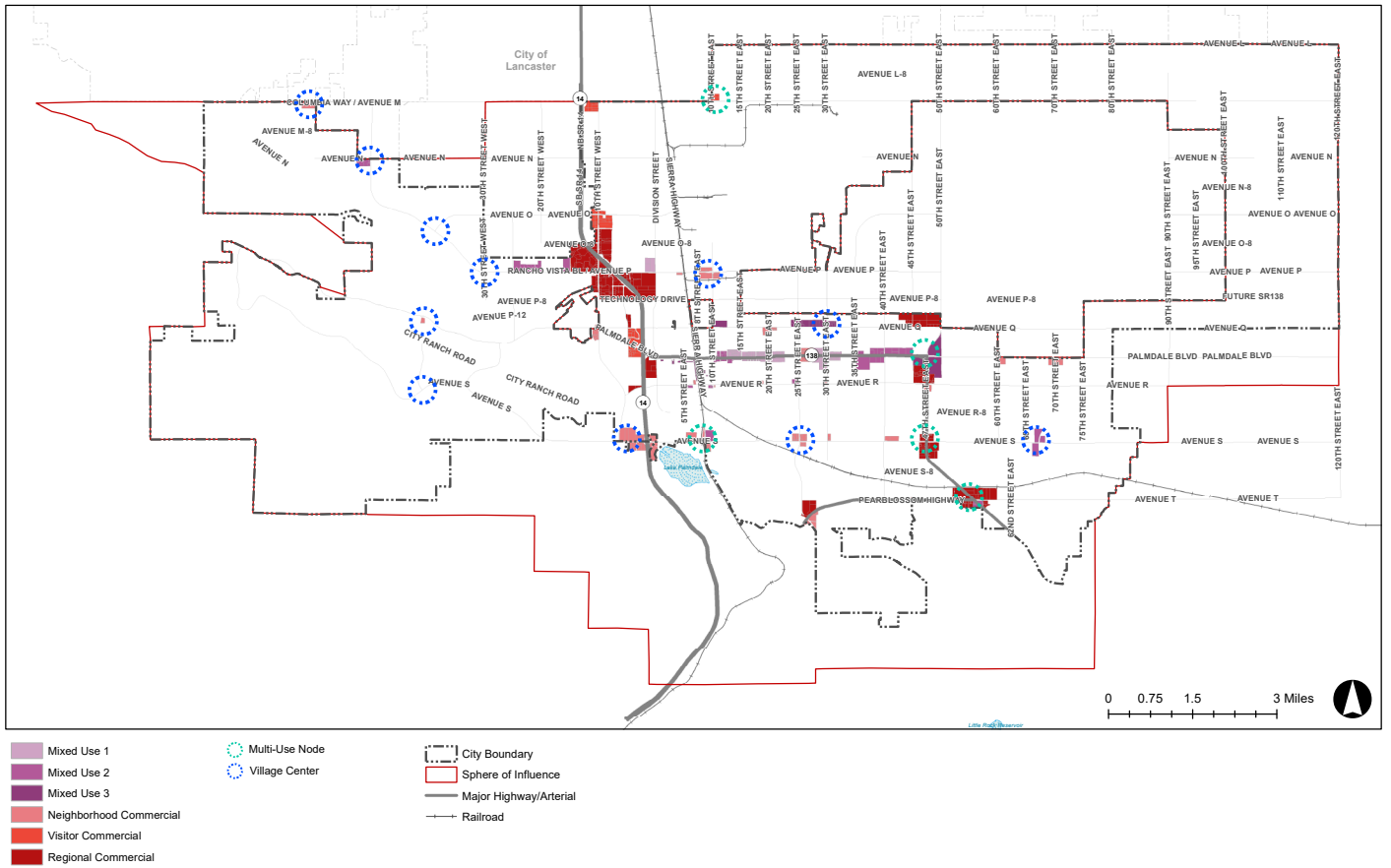
LUD-3.4 Expansion of Public Facilities. Maintain and expand public facilities and services to better support the community, including schools, libraries, utilities, and recreational spaces.

LUD-3.5 Infrastructure Capacity and Service. Ensure that there will be adequate water and wastewater system capacity to meet projected demand by continuing to oversee the development of adequate and dependable public services and facilities to support both existing and future development.

LUD-3.6 Infrastructure Funding and Programs. Continue to implement comprehensive water and wastewater management programs and ensure that future developments pay their fair share for any infrastructure improvements demand necessary.

Figure 5.6

Commercial and Mixed-Use Areas within Village Centers



DESIGN AND CHARACTER

Goal LUD-4

High-quality architecture and site design in the renovation and construction of all buildings.

LUD-4.1 Quality Construction. Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.

LUD-4.2 Massing Techniques. Use building organization and massing to derive scale and articulation rather than surface ornamentation.

LUD-4.3 Long-Lasting Building Materials. Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic as the materials they simulate.

LUD-4.4 Façade Increments. Articulate residential building façades with smaller-scale increments than office and industrial building façades.

LUD-4.5 Attractive Building Entrances. Use visual and physical design cues within the design of a building and within building entries to emphasize the building entrance and connections to public spaces and public pathways/networks.

LUD-4.6 Urban Design in the Core. Require four-sided architecture - all facades of a building are designed with quality, care, and visual interest - in the urban core (primarily RN3, RN4 and MU3). Encourage four-sided architecture in other areas.

LUD-4.7 Iconic Architecture. Allow iconic and memorable building designs, particularly on larger non-residential properties.

LUD-4.8 Environmental Design. Design sites and buildings adjacent to natural areas with transparent design elements. Employ bird-safe design near habitat areas or migratory routes.

LUD-4.9 Public Streetscapes. Create pedestrian-oriented streetscapes by establishing unified street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages in all new development.

Goal LUD-5

All new major development in the city is designed to support high-quality neighborhoods.

LUD-5.1 New Complete Neighborhoods. Require new development to provide multiple amenities, a beautiful public realm, and be consistent with the City’s vision for complete neighborhoods.

LUD-5.2 Walkability of New Neighborhoods. Require all new neighborhoods to be pedestrian friendly by including features, such as short blocks, wide sidewalks, shaded streets, buildings that define and are oriented to streets or public spaces, traffic-calming features, convenient pedestrian street crossings, and safe streets designed for pedestrians, cyclists, and vehicles.

LUD-5.3 Public Services in New Neighborhoods. Require new developments to be designed for and provided with adequate public services and infrastructure. Require that these public facilities and services be provided concurrently with development to ensure a high quality of life for residents.

LUD-5.4 Access to Retail/Services. Strive for a high level of connectivity of residents to neighborhood services through site design, open space linkages, and bicycle facilities. Plan for 90 percent of residents (except for in rural residential designations) to be within a twenty minute walking distance of retail and neighborhood services.

LUD-5.5 Trail Networks. Provide new trails systems that connect to the regional system.

LUD-5.6 Character of New Housing. Provide a diversity of architectural styles; avoid entire blocks or neighborhoods with identical housing styles.

LUD-5.7 Natural Topography. To the greatest extent feasible, preserve natural topographic features during the planning and development process. Utilize physical advantages of the site to minimize visual impacts.

LUD-5.8 Transfer of Development. Require clustered single family and multifamily development in less constrained areas, transferring density from areas constrained by seismic, drainage, rights-of-way, or other conditions based on technical studies.

Goal LUD-6

Pedestrian-oriented, human-scale and well-landscaped streets and civic spaces.

LUD-6.1 Diversity of Housing Styles. Strongly encourage new subdivisions and master planned projects to include a diversity of housing types and architecture styles, where possible.

LUD-6.2 Primary Entries. Require new homes to provide a primary entryway and windows facing the street.

LUD-6.3 Integrated Pedestrian Circulation. For construction of new small-scale housing and minor subdivision projects, design site plans that provide amenities and integrated networks for walking and bicycling.

LUD-6.4 Recreational Spaces. Improve existing parks and public spaces throughout the city to provide beautiful, comfortable, and inviting gathering spaces.

LUD-6.5 Amenities and Gathering Spaces. Encourage new development to incorporate public plazas, seating, drinking fountains, and gathering places, especially in prominent locations and areas of pedestrian activity.

LUD-6.6 Ongoing Maintenance. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

Goal LUD-7

Neighborhoods and streets that are safe and welcoming.

LUD-7.1 Safety Programs. Promote Business and Neighborhood Watch programs, in addition to collaborations between residents and law enforcement, to help maintain a clean and safe environment.

LUD-7.2 Crime Prevention. Use Crime Prevention through Environmental Design strategies (CPTED) in new and existing development to improve public safety, including the following:

- Active public space
- Building design to promote “eyes on the street”
- Clear delineation between private and public space
- Natural access control between public and private space
- Maintenance of public places
- Removal or repair of vandalism or broken property

LUD-7.3 Partnerships. Encourage regional partnerships that support the coordination of public safety awareness and crime prevention.

LUD-7.4 Lighting Improvements. Improve lighting and nighttime security across all City neighborhoods to prevent crime and increase safety.

LUD-7.5 Graffiti Removal. Encourage the creation of a graffiti prevention team to remove graffiti from public property (including parks, street signs, sidewalks, etc.) or property adjacent to public rights-of-way.

LUD-7.6. Illegal Dumping. Support systematic removal of unsightly trash/debris and prevention of future illegal dumping. Consider increasing surveillance of known dumping sites, lowering disposal fees at Waste Management sites and raising fines for illegal dumping, and encouraging/facilitating more recycling locally.

Goal LUD-8

A place that encourages and supports its local arts and community culture.

LUD-8.1 Arts and Cultural Programming. Expand arts and cultural programming in public spaces, building off the existing Public Art Master Plan.

LUD-8.2 Arts and Gathering Spaces. Encourage new development, especially along Palmdale Boulevard and Avenue Q to incorporate public art in public plazas, seating, and gathering spaces along or near these corridors.

LUD-8.3 Art Priorities. Prioritize art funds from CIP projects to major public gathering spaces, such as parks, public plazas, and along major corridors such as East Avenue Q and Palmdale Boulevard.

LUD-8.4 Art Spaces. Actively encourage affordable arts spaces through use classifications in the zoning code and streamlined permitting in the Light Industrial and Employment Flex zones.

Key Districts and Centers

The City of Palmdale is comprised of numerous key sub-areas/districts, including:

- Village Centers + Multi-Use Nodes
- Downtown/PTASP District
- Palmdale Boulevard Corridor
- Medical Centers/Districts
- Education Districts
- Air Force Plant 42
- Antelope Valley Mall

Relevant design guidelines, goals, and policies for each area are described below.

Village Centers and Multi-Use Nodes

An activity center is a place with easy, convenient access to everyday amenities (e.g., grocery stores, restaurants, coffee shops, hair salons, banks, healthcare, pharmacy), that is focused on community meeting spaces and parks/plazas and is well served by a mix of transportation options (walk, bike, bus, bike share).

Palmdale features two main types of activity centers: Village Centers, which are intended to offer a mix of residential uses and daily goods and services within residential neighborhoods in a mixed-use setting, and Multi-Use Nodes. As illustrated in Figure 5.7, Village Centers allow for the creation of “complete neighborhoods” where residents can access the commercial and public uses through multiple modes of travel and are connected to the larger pedestrian and bicycle network, publicly accessible plazas or courtyards. These smaller centers consist of a variety of land use designations including Mixed-Use 1 (MU1), Mixed-Use 2 (MU2), and Neighborhood Commercial (NC). Village Centers are identified at locations:

- Columbia Way (Avenue M) and 60th Street West
- R. Lee Emery (Avenue N) and 50th Street West
- Rancho Vista Boulevard and Town Center Drive
- Rancho Vista Boulevard and 30th Street West
- Ranch Center Drive and Elizabeth Lake Road
- Avenue S and Tierra Subida Ave
- Avenue P and 10th Street East
- Avenue Q and 30th Street East
- Avenue S and 25th Street East
- Avenue S and 70th Street East
- Avenue S and Ranch Center Drive



Multi-Use Nodes are made up primarily of commercial uses at higher intensities than the Village Centers and offer a mix of uses that attract patrons from across the City and the region, and serve varying needs based on location. Multi-Use Nodes are implemented through a variety of land use designations including Mixed-Use 2 (MU2), Mixed-Use 3 (MU3), Regional Commercial (RC), Neighborhood Commercial (NC), and Visitor Commercial (VC) and are found at the following five locations:

- Avenue M and Challenger Way
- Sierra Highway and Avenue S
- Palmdale Boulevard and 47th Street East
- Avenue S and 47th Street East
- Fort Tejon Road and Pearblossom Highway

Goal LUD-9

Thriving, active Village Centers and Multi-Use Centers at regular intervals outside of the city core.

LUD-9.1 Activity Centers. Support a network of vibrant Village Centers that are mixed-use activity centers located throughout the City’s residential areas to create 20-minute neighborhoods, implemented through new mixed-use land use designations, which provide a mix of residential uses and daily goods/ services.

LUD-9.2 Distinct Character. Encourage design strategies that enhance a unique identity for each of the Village Centers.

LUD-9.3 Gathering Places. Require the introduction of new public gathering places in Village Centers such as publicly accessible plazas or courtyards.

LUD-9.4 Contextual Transitions. Ensure that developments create appropriate transitions to existing residential neighborhoods by placing two-to-three story residential over ground floor retail/ services toward arterial streets and lower scaled housing abutting existing residences.

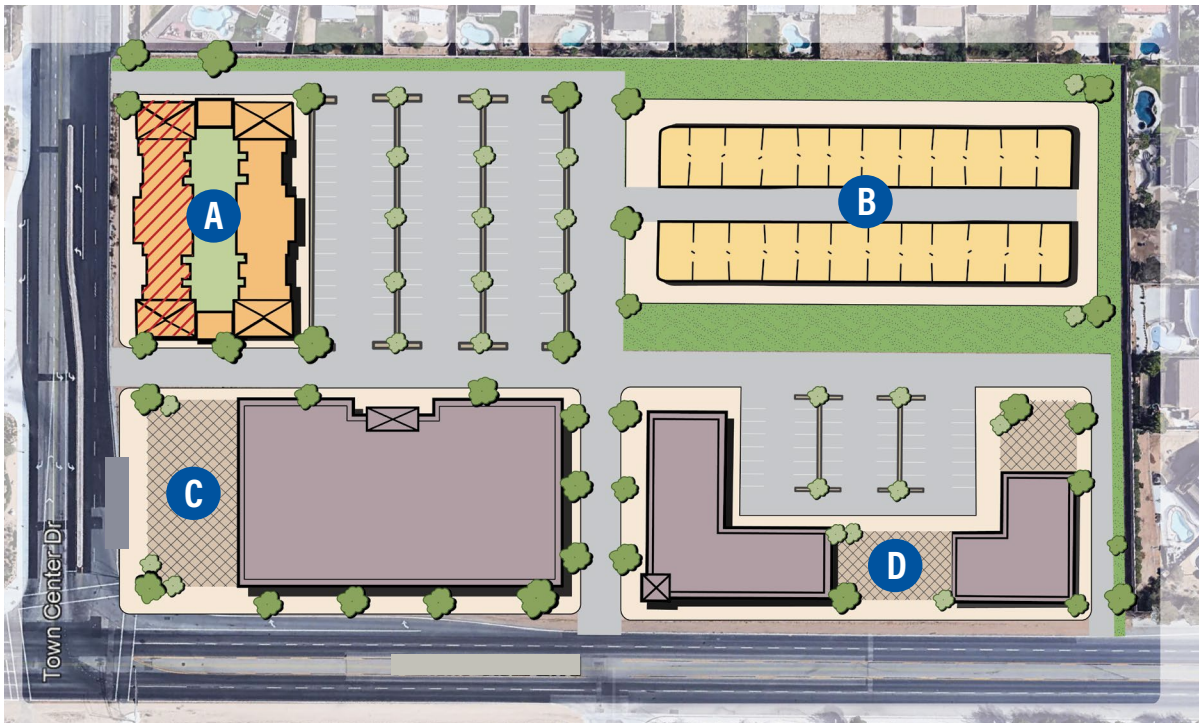
LUD-9.5 Mobility Connections. Seek to improve walk, bike, and transit access to Village Centers by connecting to the larger/regional pedestrian and bicycle networks.



Examples of a “Village Center;” low-scale gathering places with ground-floor businesses, frequent entrances, and pedestrian amenities

Figure 5.7

Illustrative Example of Village Center Development



Downtown/PTASP District

The Palmdale Multimodal High-Speed Rail Station will be a key piece of infrastructure that will help to create a cohesive community. The area around the future station is governed by the Palmdale Transit Area Specific Plan (PTASP). The overarching goal for the PTASP is the creation of a new transit-oriented district around the future Palmdale Station that will function as a gateway to the Downtown core, be integrated with the rest of the City's fabric, and catalyze future growth. The goals for the PTASP are aligned with the Citywide vision of enhancing the quality of life for the community.

Goal LUD-10

Growth of a transit-oriented community near high-speed rail that combines high-quality mixed-use development, a Downtown 'feel', office employment, affordable housing, and improved mobility.

LUD-10.1 Mix of Destinations.

Develop mixed-use retail, residential and office buildings in the vicinity of the future multimodal high speed rail station to establish the area as a regional and local destination.

LUD-10.2 Places for the Community.

Develop community gathering spaces including plazas and neighborhood parks near the future multimodal transit station, in order to evolve the relocated Palmdale Transportation Center into an attractive and unique transit gateway.

LUD-10.3 Transit-Supportive Densities.

Support minimum development densities/intensities in the PTASP area to promote sufficient development that allows active placemaking.

LUD-10.4 Station Access. Enhance transit and pedestrian linkages to surrounding areas to create a multi-modal transit and pedestrian-oriented center.

LUD-10.5 Avenue Q Revitalization.

Reinforce Avenue Q with development patterns that create a "Main Street" environment. Design the buildings facing Avenue Q (and to a lesser extent 6th Street East and 3rd Street East) to reflect the vision for a new "Main Street" – active uses, street-oriented entrances, tall floor-to-ceiling heights, reduced setbacks (unless adjacent to a plaza or park).

LUD-10.6 Pedestrian-Oriented Design.

Implement urban design guidelines and features that encourage pedestrian activity and reduce automobile use.

LUD-10.7 Local Employers within PTASP.

Continue to provide assistance to support small locally owned businesses and develop a mechanism to support building upkeep and maintenance, signage, and façade improvements for businesses in the PTASP area.

Palmdale Boulevard Corridor

Most of the commercial development in Palmdale occurred in the 90s and early 2000s along the City’s namesake corridor. Both large and smaller-scale projects have been constructed to serve regional and neighborhood commercial needs along Palmdale Boulevard. These rapidly built commercial developments with abundant surface parking offer opportunities for low-scale residential infill and retail renovations over time.

Goal LUD-11

An activated and attractive Palmdale Boulevard.

LUD-11.1 Street Ownership

Reclamation. Consider pursuing a long-term take-over of the public right-of-way (ROW) from Caltrans.

LUD-11.2 Critical Place-making

Intersections. Strengthen and enliven existing portions of the corridor as pedestrian-oriented community anchors with a mix of civic, commercial, and residential uses, particularly at the intersections with 10th, 20th, and 25th Streets.

LUD-11.3 New Nodes.

Create new places for recreation and gathering along Palmdale Boulevard by supporting new nodes of neighborhood-serving mixed-use activity at 40th and 47th Streets East.

LUD-11.4 Corridor Mixed-Use.

Revitalize and activate existing commercial shopping centers along the corridor by allowing residential uses in the Mixed-Use 1 and Mixed-Use 2 designations, and by adopting development standards that promote reduced setbacks, stronger pedestrian orientation, high transparency, and architectural detail, and “park-once” behavior.

LUD-11.5 Urban Canopy.

Require new development or major additions to existing development to provide street trees at regular intervals (average spacing of no less than 40 feet, not counting driveways) along the property frontage facing Palmdale Boulevard and cross-streets (if on a corner).

LUD-11.6 No Truck Route.

Develop an alternative route for trucks to use in place of Palmdale Boulevard between East 50th Street and SR-14, in order to eventually remove the truck route designation currently in place, which would eliminate heavy thru truck traffic along the Boulevard.

LUD-11.7 Palmdale Boulevard Design Guidelines. Design for active, park-once mixed-use and shopping environments by encouraging adherence to the following guidance:

- Locate attached middle-density housing near existing residential uses and seek to integrate it into this context.
- Buildings should be placed at the edge of the primary sidewalk in order to provide interest and immediate access by pedestrians.
- Parking should be located behind the buildings.
- Where appropriate, building setbacks should be flexible to accommodate the need for pedestrian-oriented commercial uses.
- Facades should be activated with frequent building entrances for residential and commercial spaces.
- Mid-block paseos should be added where feasible to provide pedestrian connections from sidewalks along the edge or exterior of a site to parking within the interior of the block

Figure 5.8

Example Mixed-Use Redevelopment of Commercial Uses Fronting Palmdale Boulevard



Health and Wellness District

Palmdale currently features a key regional medical facility that serves residents and others in the Antelope Valley, and market assessments identified health care and related services/research as a key economic opportunity for the city moving forward. Therefore, this General Plan explicitly demarcates certain areas preferentially for hospital and health-oriented uses. Found in three distinct locations across the city as shown in Figure 5.9, the Medical Flex designation supports a mix of public and private medical, health, and wellness uses in a mix with smaller amounts of lodging, offices, and retail.

Goal LUD-12

A total of three Health and Wellness-oriented Districts.

LUD-12.1 Flexible Medical-Oriented Vision. Allow and encourage a mix of public and private medical, health, and wellness uses including emergency medical facilities, medical supportive offices, healthcare clinics and pharmacies, and ancillary retail and services.

LUD-12.2 Regional Hospital. Support the expansion of the existing Palmdale Regional Medical Center (Palmdale Boulevard and 10th Street West) through City investments/improvements and regulatory changes.

LUD-12.3 New Districts. Facilitate the creation of two new health and wellness districts:

- Along Palmdale Boulevard and 40th/45th Streets East
- Adjacent to Kaiser Permanente (East Avenue S and 45th Street East)

LUD-12.4 Health and Wellness District Guidelines. Enable creation of comprehensive medical districts by encouraging adherence to the following guidance:

- Buildings should be located near or at the sidewalk to shape the district's edges and streetscapes.
- Developments must include open space areas for congregating and socializing, ideally framed by buildings with storefronts or lobbies.

- Joining several blocks together as a campus environment with pedestrian-only spaces and pathways connecting buildings to one another and to surrounding streets is encouraged.
- Buildings should be arranged to form a street wall when surrounding internal parking, with liner uses/buildings that activate the edges of the district. The pedestrian experience should still be supported in the interior of larger blocks.
- Building entrances should always be accessed directly from the sidewalk, via shopfronts or forecourts/lobbies.

Figure 5.9

Areas designated as Health and Wellness District

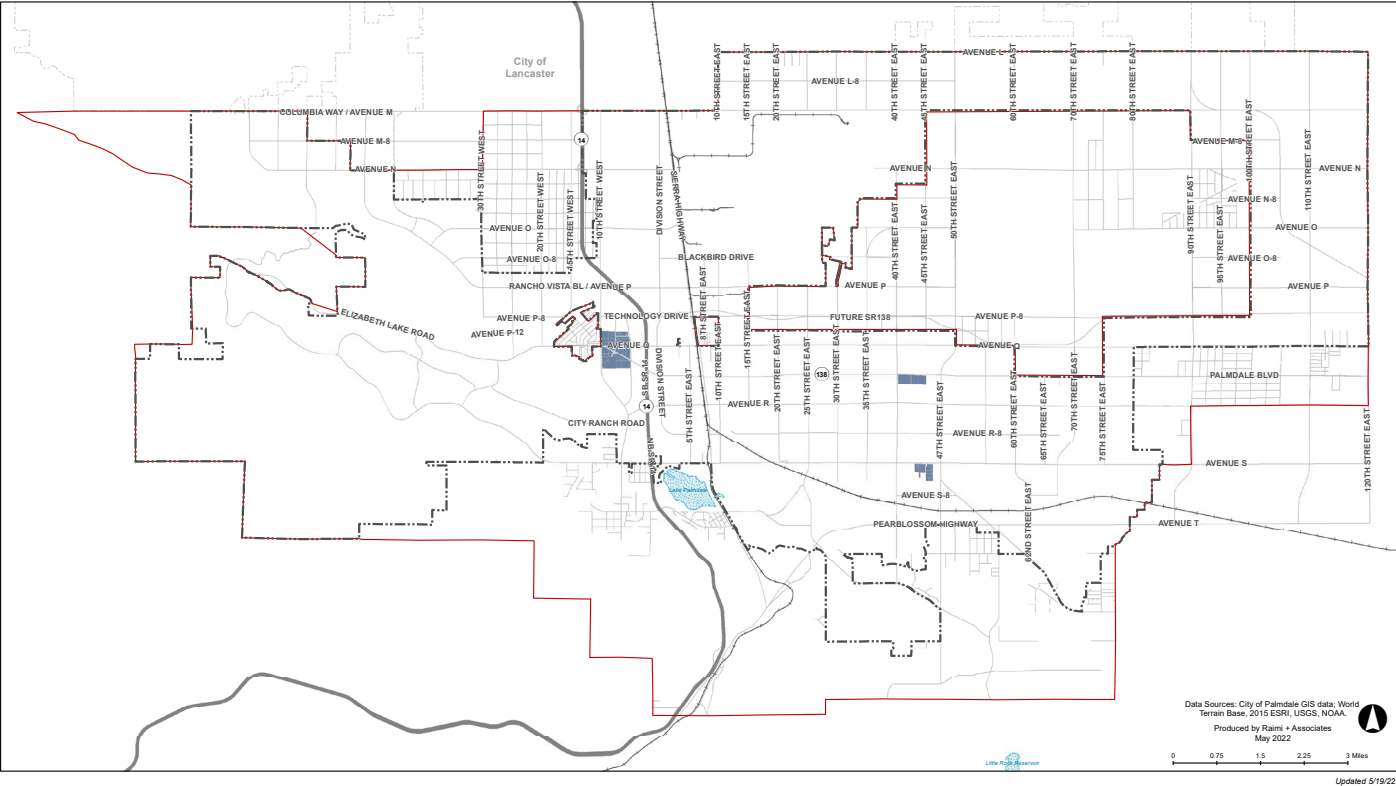


Figure 5.10

Illustrative Example of Health and Wellness District Development

Palmdale Boulevard & 10th Street West



Mix of uses including medical, office, R&D/laboratory, retail and housing.



Public gathering spaces and plazas.



New medical research facility to support Palmdale Regional Medical Center.



Outdoor gathering space.

Education Districts

The city has an opportunity to strengthen its educational sector by designating key locations as preferred destinations for higher-education facilities along with uses that complement this primary objective. Palmdale desires to build upon existing major educational facilities as well as attract a significant new private facility. Additional two- and four-year secondary institutions would promote youth and offer greater job opportunities locally. In addition, an area for potential jobs growth in the city is around schools, academies, and universities. To that end, the Education District designation supports a mix of education uses such as trade schools, public and private higher education facilities, and satellite campuses, along with supportive retail, office, and housing in a campus-like setting. There are two education districts identified, one near the The Antelope Valley College Palmdale Center and Palmdale High School, the other near Palmdale Boulevard and 47th Street.

Goal LUD-13

Emergence of new education-focused districts along Palmdale Boulevard.

LUD-13.1 Educational Focus. Attract a mix of educational uses like trade schools, public and private higher education facilities, and satellite campuses in the Educational Flex land use designation.

LUD-13.2 Appropriate Secondary Uses. Allow and encourage supportive retail, offices, and housing. This may include student or teacher housing, group housing, administrative or research offices, restaurants/cafes, boutiques, banks, personal services, and similar uses.

LUD-13.3 New Institution. Seek to attract a new major higher education institution (such as a nursing school or technical/vocational academy).

LUD-13.4 Locations. Encourage the formation of two education districts:

- Near Antelope Valley College Palmdale Center and Palmdale High School (Palmdale Boulevard and 25th Street East); and,
- In the vacant area on the northwest corner of Palmdale Boulevard and 47th Street East

LUD-13.5 District Design. Develop an attractive campus-like setting, prioritizing pedestrian and bicycle mobility and providing public open spaces at regular intervals.

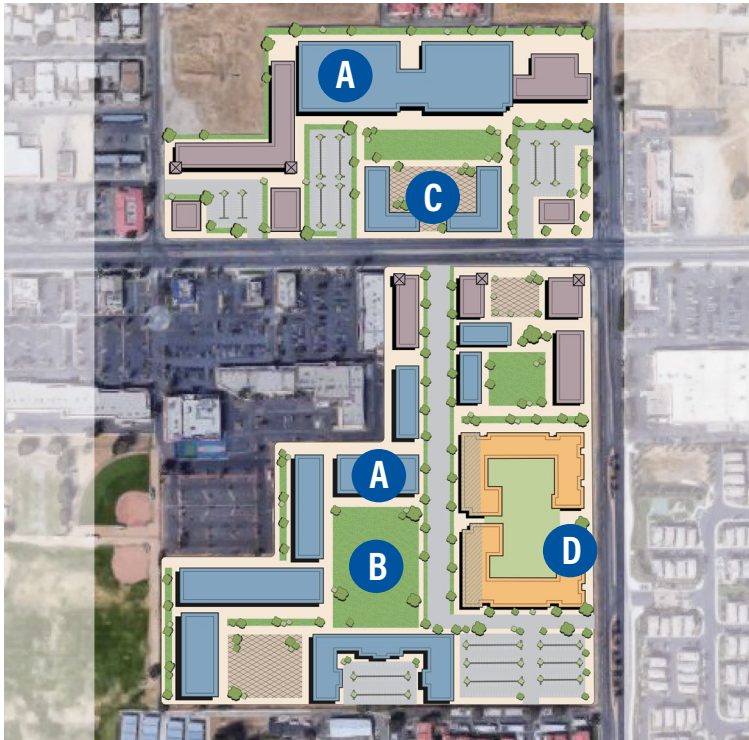
LUD-13.6 Educational District Design Guidelines. Enable the creation of uniquely walkable and active educational centers by encouraging adherence to the following guidance:

- Prioritize how educational and supportive uses integrate with the surrounding neighborhood.
- Education Districts should be anchored with major academic institutions to create vibrant, mixed-use destinations.
- The district should be configured in an urban format of walkable blocks, attractive streetscapes, and buildings close the sidewalk edge, though there may be a row of surface parking and landscaping between the buildings and the sidewalk.
- District streets should be connected to neighborhood streets to provide convenient access for nearby residents as well as motorists dropping off students.
- Parks and athletic facilities should be accessible and usable by the public.

Figure 5.11

Illustrative Example of Educational Flex District Development

Palmdale Boulevard & 25th Street East



Mix of educational uses in a campus environment.



Outdoor collaboration space and flexible plaza space.



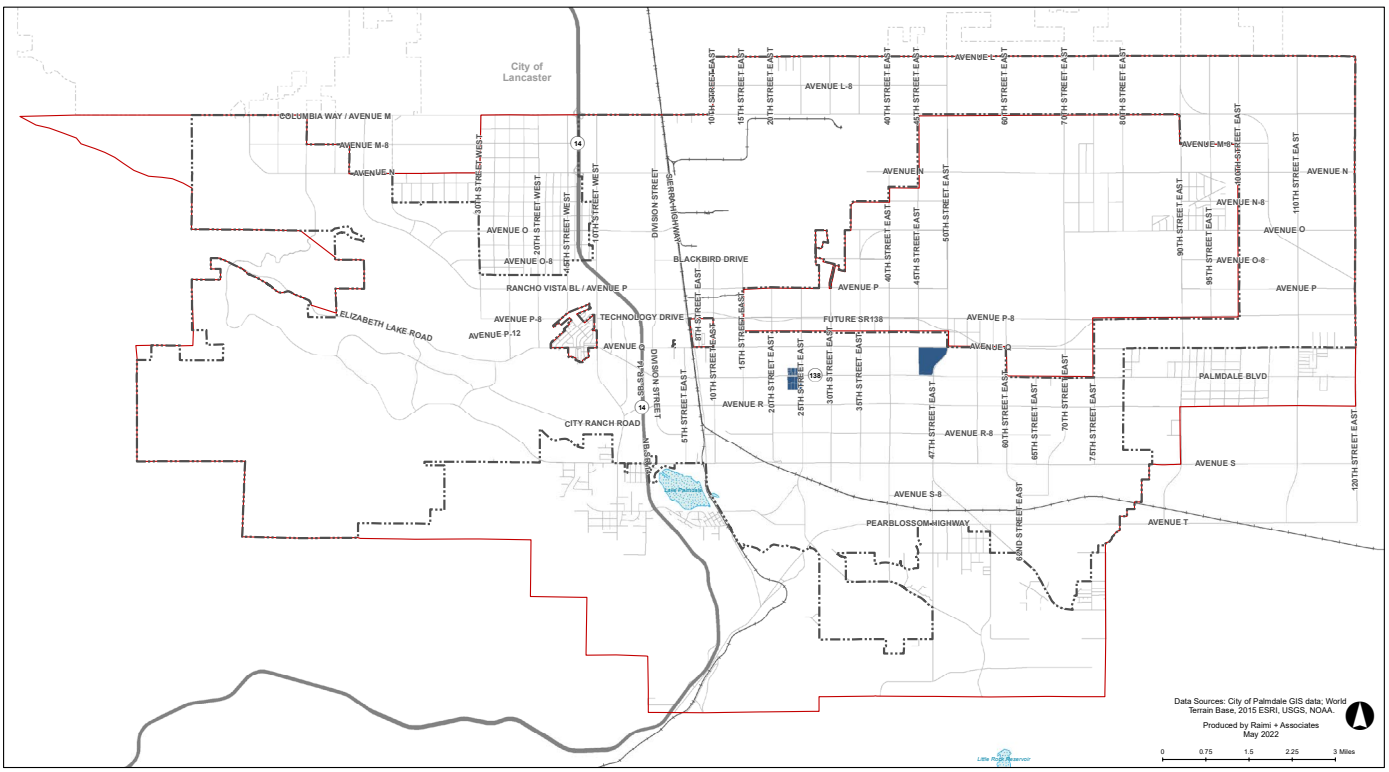
Public plazas or gathering spaces.



Podium residential with educational or office uses on the ground floor.

Figure 5.12

Areas designated as Educational Flex



USAF Plant 42 (Aerospace)

Palmdale is home to U.S. Air Force Plant 42, one of the premier aeronautical development and production installation in the nation. Plant 42 is used primarily as a production flight test installation by the United States Air Force (USAF). Edwards Air Force Base (EAFB), located approximately 30 miles north of Plant 42, is a supporting unit to the Supported Command, Air Force Life Cycle Management Center, Wright-Patterson AFB, Ohio, to provide operating support to the Common Area portion of Air Force Plant 42. The presence of these military installations offers benefits for the City by providing high-tech jobs and community investment opportunities. However, it is important to monitor for potential land use conflicts that could have negative impacts on military readiness activities, community safety, and economic development. See *Military Compatibility Element for additional detail and policies*.

Goal LUD-14

Facilitate employment growth through expanded operations onsite and by preserving the buffer between Air Force Plant 42 and the rest of the city.

LUD-14.1 Safeguarding Plant Operations. Support continued growth of Plant 42 operations in the Aerospace Industrial land use district. Maintain sufficient land to accommodate a wide variety of industrial uses to meet military and community needs.

LUD-14.2 Adjacent Use Compatibility. Continue to buffer this area from adjacent, non-compatible residential and commercial uses.

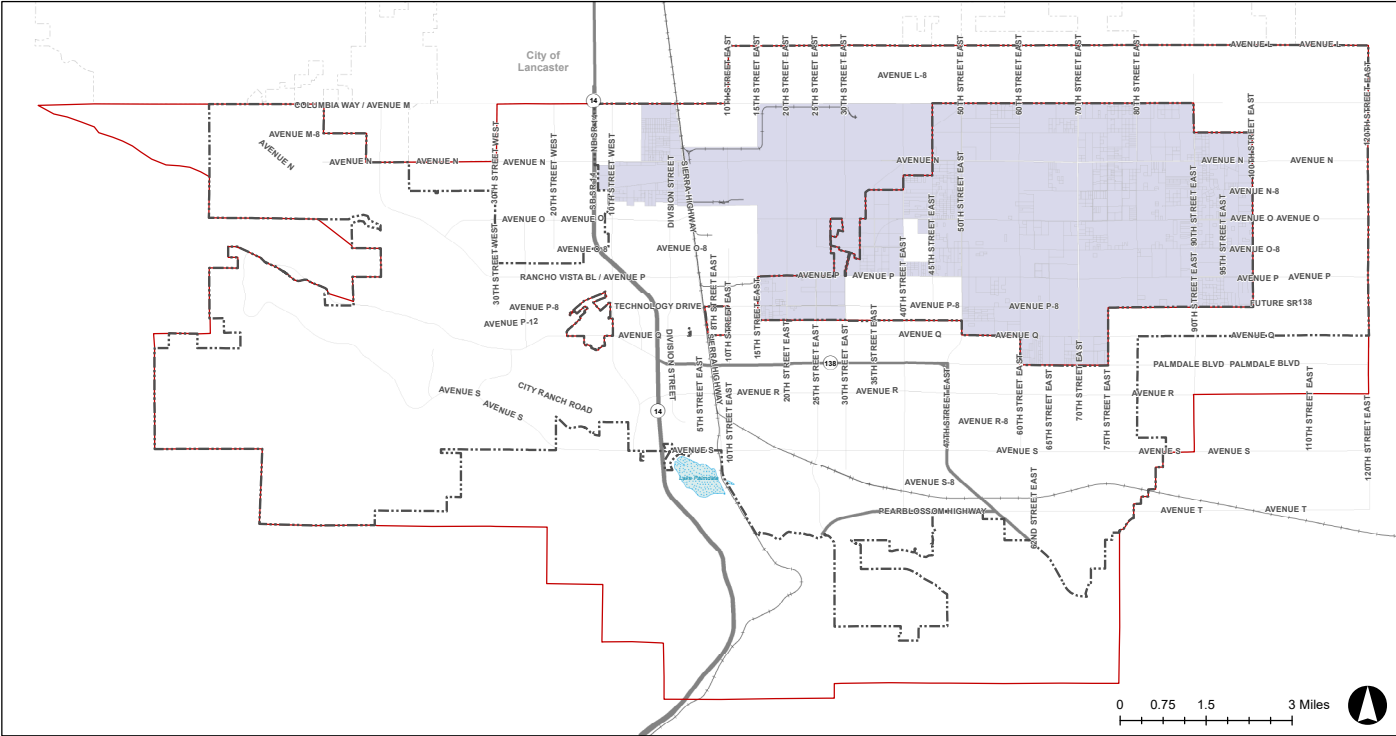
LUD-14.3 Limited Non-Industrial Uses. Prevent non-industrial uses from locating in the Aerospace Industrial area (aside from uses that directly support Plant 42 or airport operations).

LUD-14.4 Accident Prevention. Avoid residential uses greater than one dwelling unit per acre in the Accident Prevention Zones (APZs).

LUD-14.5 Circulation and Access. Maintain vehicular infrastructure and improve circulation to accommodate the unique demands of aerospace workplaces.

Figure 5.13

Areas designated as Aerospace Industrial



- Aerospace Industrial
- City Boundary
- Sphere of Influence
- Major Highway/Arterial
- + Railroad

Antelope Valley Mall

The Antelope Valley Mall was opened in 1990, built in an era of more abundant and less expensive land, and less traffic congestion. At over 1.5 million square feet in size, it was and still remains the primary regional mall in the valley. However, the concept of retrofitting single-use (retail) malls has been gaining traction in recent years. Larger malls at certain points in their lifespans will likely diversify uses to include more full-service dining, grocery and other daily retail, entertainment uses, or residential apartments. This evolution into a place of more mixed-use character will also support enhanced pedestrian friendliness, more compact buildings, and attractive public spaces serving residents, workers, and visitors.

Goal LUD-15

Allow for Antelope Valley Mall to gradually evolve from a single-use center into a mixed-use community gathering place.

LUD-15.1 Destination Land

Uses. Allow a diverse range of retail, dining, and entertainment establishments of any size that help create a destination for Antelope Valley residents and visitors.

LUD-15.2 Residential Land Uses.

Allow a broad range of low to medium-density residential at the Antelope Valley Mall as a part of a comprehensive development plan prepared for the mall property. Proposed residential uses on this site are subject to the following standards:

- Any proposal to introduce housing in the Mall site must be accompanied by a comprehensive development plan that provides details on phasing, connectivity, mobility, wayfinding, and other key programmatic and urban design components.
- Avoid locating new residential uses within 500 feet of SR-14 right-of-way.

LUD-15.3 Coordinated Evolution.

Work with the Mall operator and property owners to effectuate long-term redevelopment of existing retail into new, higher-density developments such as multistory retail or mixed-use retail with office or residential above. Actively solicit new employment uses, with a focus on office, medical, film, and related uses.

LUD-15.4 Regional Mall

Design Guidelines. Guide the redevelopment of big-box retail into more urban, mixed-use formats by encouraging adherence to the following guidance:

- Arrange mixed-use buildings, liner-type buildings, and other active frontages to form an occasional street wall when surrounding an internal parking lot or structure.
- Ensure active frontages and pedestrian-oriented design for any redevelopment of commercial uses at the mall, to eliminate unsightly blank walls and facades.
- Setbacks to internal streets should be less than setbacks to external/arterial streets.
- Major internal drives should include sidewalks on both sides, detailed and landscaped as small streets.
- Building entrances should be accessed directly from the sidewalk, and sidewalks in front of major shops should be as wide as possible. Awnings should be utilized to provide shade for pedestrians.

Employment Areas

The City has made significant strides in increasing and diversifying its local employment base since its early days as an exclusively residential community. Growth in employment is strongly desired to balance out the jobs/housing ratio, and to offer economic advancement to residents of Palmdale. These areas are identified below in Figure 5.14. The City currently hosts a broad range of job-producing activities, and the goals and policies in this section seek to continue to support these activities while minimizing incompatibilities and allowing for new, innovative job types and professions to flourish.

Goal LUD-16

Increased job opportunities in Palmdale through expanded flex, light industrial, production/distribution/repair (PDR), and creative/flex land uses.

LUD-16.1 Healthy Balance of Jobs.

Strive for a ratio of at least 1 job per employed resident (which effectively means growing jobs faster than housing during the Plan timeframe).

LUD-16.2 Employment Diversity.

Support a diverse mix of light industrial, information, film, makerspace, boutique food/wine/beer processing, local food, and technology uses to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Mixed-Use and Employment designations.

LUD-16.3 Flexible Designation.

Diversify the City's economic base by expanding the number of facilities on land designated as Employment Flex to accommodate film, technology, food/light manufacturing, and service tenants.

LUD-16.4 Makerspaces. Encourage collaborative workspaces with tools for the design, prototyping, and creation of manufactured products for sale.

LUD-16.5 Home Businesses.

Support home businesses that meet City planning and permitting requirements and create jobs and opportunities for entrepreneurship.

LUD-16.6 Increased Employment.

Recruit employment uses between Avenue Q and Avenue P/Rancho Vista Boulevard.

LUD-16.7 Industrial Incentives.

Promote establishment of incentives for new light industrial development in Palmdale including the use of local, state, and federal programs.

LUD-16.8 Emerging Technology.

Support new technologies that may increase business opportunities in the city, such as autonomous vehicles.

Goal LUD-17

Facilitation of industrial areas that support and buffer Plant 42 while maintaining compatibility with adjacent non-industrial uses.

LUD-17.1 Retention of Businesses.

Minimize land use compatibility conflicts that discourage attraction and retention of production, distribution, and service and repair businesses in areas zoned for industrial use.

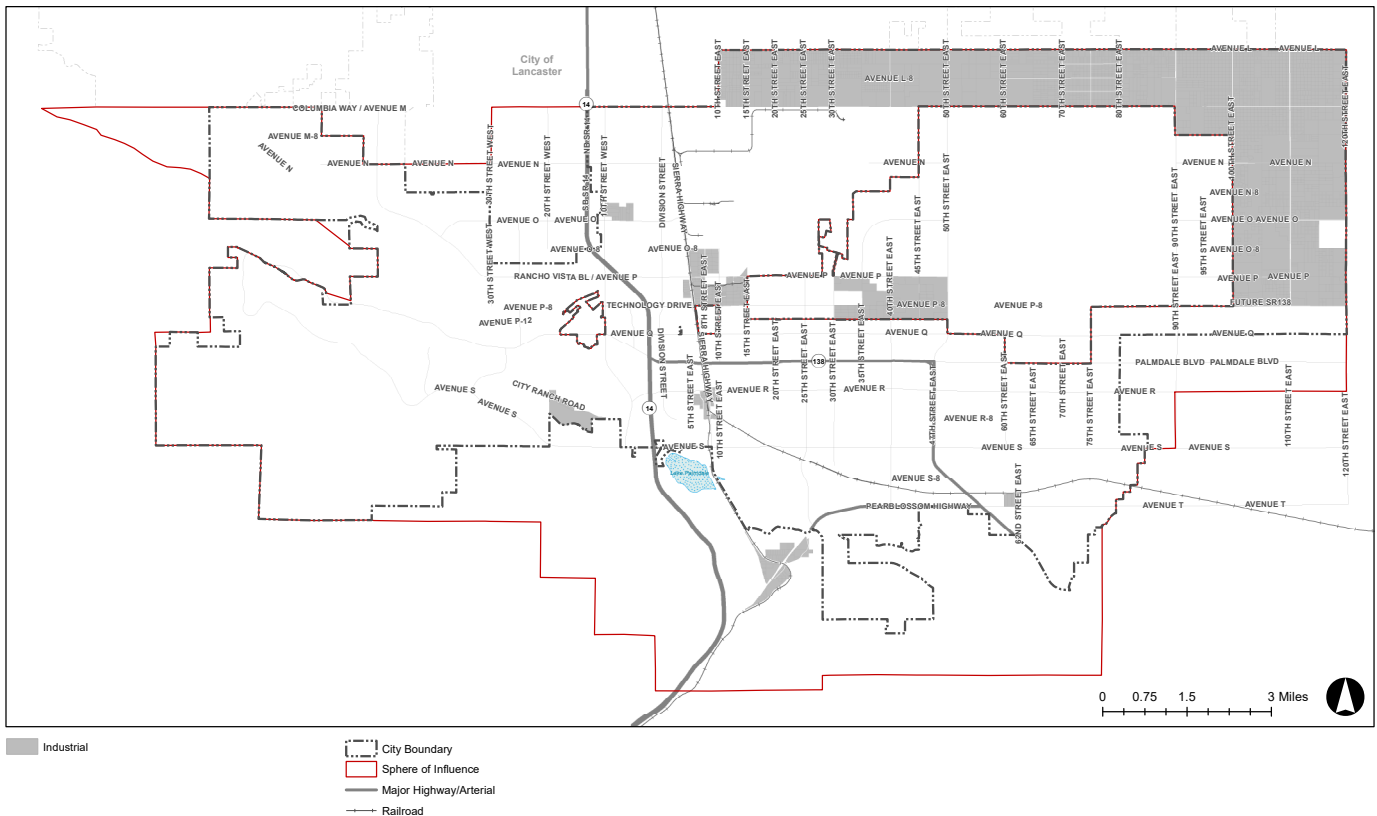
LUD-17.2 Infrastructure Master Planning.

Encourage master planning and infrastructure funding districts within industrial areas to ensure adequate and comprehensive provision of infrastructure and efficient, attractive designs, through cohesive planning of larger development projects.

LUD-17.3 Industrial Development Standards.

Adopt development standards for industrial uses near residential uses, to ensure compatibility and aesthetically pleasing views from adjacent rights of way, including but not limited to standards for screening of outdoor storage, locations of loading and refuse disposal areas, height, bulk, impervious surface area, architectural enhancement, landscaping, and other measures as deemed appropriate.

Figure 5.14 Areas designated as Industrial



Goal LUD-18

Attraction and stimulation of new employment uses through flexible land use regulations and supportive policies/actions.

LUD-18.1 Flexible Standards.

Establish flexible development standards in the Employment Flex designation that allow industrial uses to make building improvements and change with market conditions. Incentivize growth of office and commercial spaces suitable and affordable for local businesses through development requirements.

LUD-18.2 Middle-Income Employment.

Expand a core area of light industrial and service uses that provide middle-income jobs for Palmdale residents.

LUD-18.3 Residential Adjacencies.

Buffer heavy industrial uses and light industrial uses, such as general services, light manufacturing, and storage uses from residential neighborhoods.

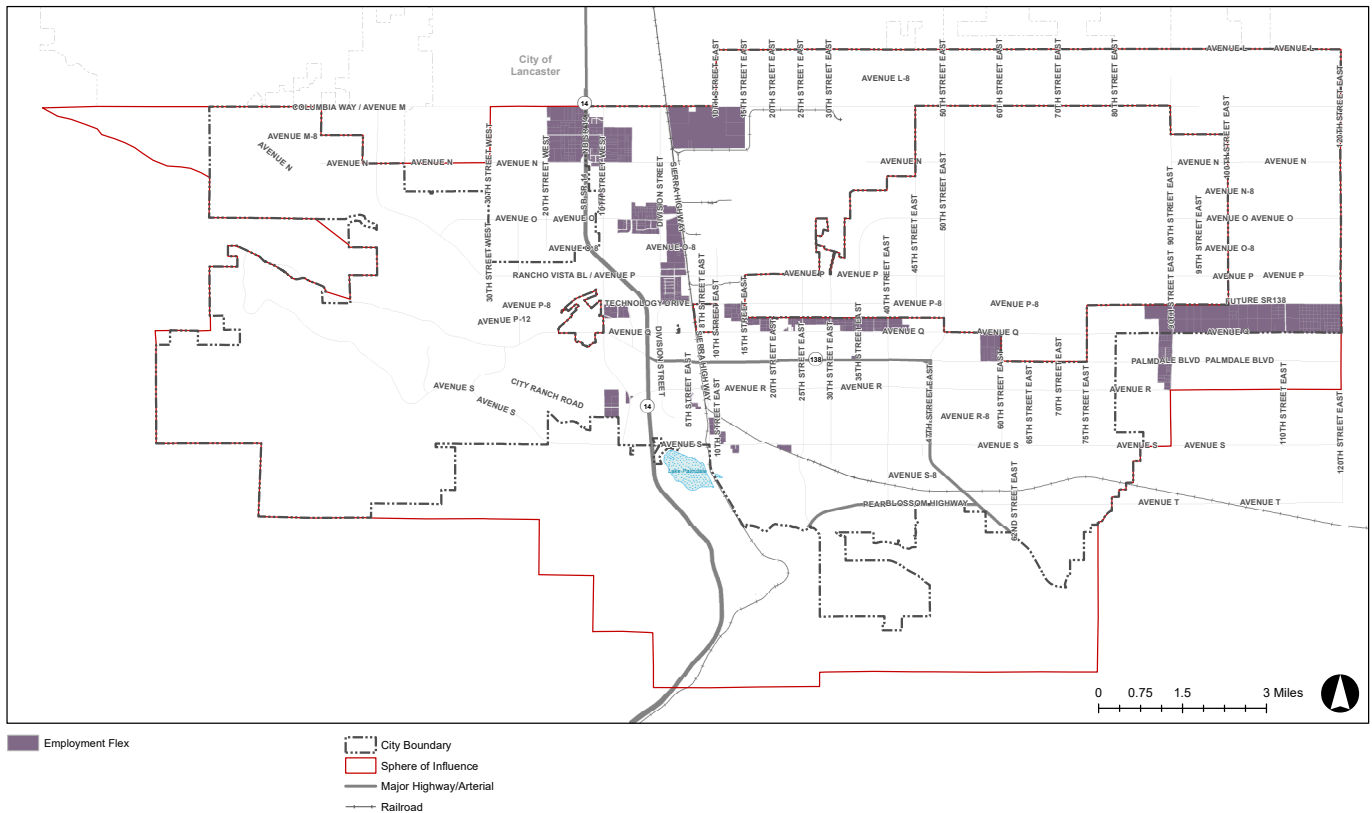
LUD-18.4 Parking Requirements.

Adjust zoning and parking requirements as necessary to ensure reinvestment can occur in buildings while maintaining industrial uses.

LUD-18.5 Parcel Aggregation.

Encourage lot assembly to allow businesses to grow and expand.

Figure 5.15 Areas designated as Employment Flex



Goal LUD-19

Mineral resource extraction constrained to its present location while maintaining compatibility with neighboring uses.

LUD-19.1 On-Site Processing. The use of imported raw materials should be avoided and only materials available on-site should be processed.

LUD-19.2 Focused Land Use District. Ancillary uses should be only those typically associated with extraction and/or processing of on-site materials, including uses such as paver and precast concrete facilities.

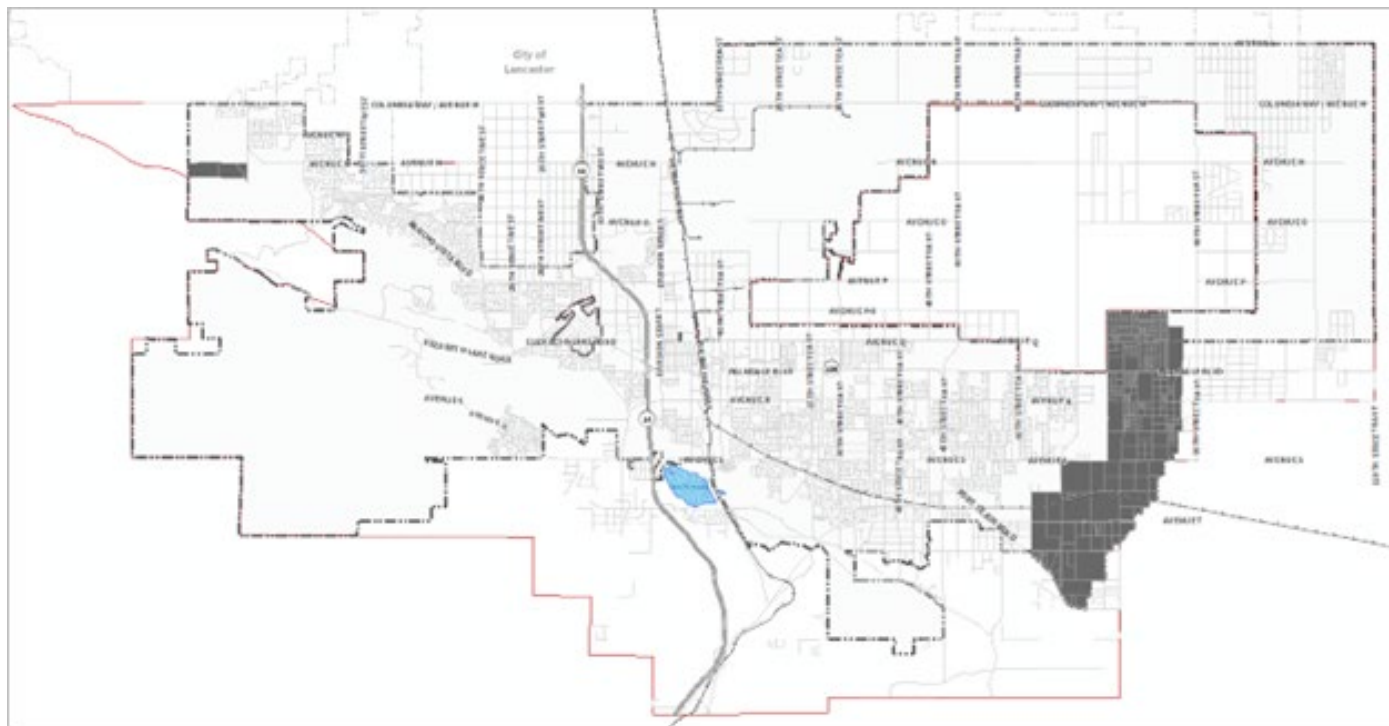
LUD-19.3 Nuisance Control. Ensure that measures to control noise, dust and erosion/sedimentation are applied to on-going mining activities.

LUD-19.4 Screening. To the extent feasible, require screening of equipment, stockpiles, or waste piles from public view.

LUD-19.5 Mining Site Access. Evaluate truck access to and from the site in order to reduce impacts generated by truck traffic, such as road deterioration, noise, and safety concerns, which affect nearby residents.

LUD-19.6 Reclamation Fund. Establish a use-based mechanism for mining operators to begin contributing to a reclamation fund annually to be used after operations cease.

Figure 5.16 Areas designated as Mineral Resource Extraction



New Residential Neighborhoods

The City of Palmdale stretches across thousands of acres, and significant portions of the undeveloped areas are covered by adopted Specific Plans. Therefore, it is critical to ensure that as new neighborhoods and master planned communities are developed, the desired approaches to placemaking, community design, and mobility are followed. These include policies for creating regular Village Centers or other activity centers, strong connections to parks and open space, and implementation of public facilities in a timely manner.

Goal LUD-20

Modified and existing Specific Plans strive to relate to and integrate with adjacent existing and future land uses.

LUD-20.1 Revised Specific Plans.

When modifications to an adopted Specific Plan are proposed, require the plans to adhere to the following:

- Provide connections to regional trails and natural open spaces for all residential units.
- Create protections for western Joshua trees and other critical desert species.
- Review compliance with the City's Hillside Ordinance for viewshed protection.

LUD-20.2 New Village Centers.

Ensure the creation of new Village Centers organized around a central focal point such as a park, school, civic building, or neighborhood retail as development occurs in Specific Plan areas, including:

- Anaverde Nuevo Specific Plan
- Ritter Ranch Specific Plan
- Rancho Vista Specific Plan

LUD-20.3 Planned Developments.

Encourage the creation of new Village Centers in Planned Development (PD) areas, including Quail Valley PD, Joshua Ranch PD, Aero PD, and The Strata PD.

Goal LUD-21

New Specific Plans are implemented through development of new neighborhoods that are connected, sustainable, diverse, and clustered.

LUD-21.1 Timing of Community/Retail Uses. Require development of commercial uses and amenities during key phases of buildout of residential portions of a Specific Plan.

LUD-21.2 Clustered Development.

Require rural neighborhoods and clustered development in steeper and topographically constrained areas and use these development types to preserve significant natural amenities.

LUD-21.3 Respecting Natural Ridges. Avoid grading or siting of dwelling units on the north facing side of Ritter Ridge or other major ridgelines.

LUD-21.4 Greenbelt Concept. Strive to create an undeveloped or natural greenbelt around the city comprised of natural areas, parks, open space, and agricultural/utility lands.

EXISTING NEIGHBORHOOD IMPROVEMENTS

Goal LUD-22

Neighborhoods with a range of housing opportunities that allow people of all ages, abilities, socio-economic status, and family size to live in Palmdale.

LUD-22.1 Mixed-Density Residential. Promote residential infill development, where appropriate, as indicated by the mixed-density Residential Neighborhood land use designations (RN1, RN2, RN3, RN4).

LUD-22.2 Infill Priority. Maximize opportunities for residential development through infill and redevelopment of vacant parcels by facilitating parcel aggregation and streamlining permit processing for infill applications.

LUD-22.3 Distributed Higher Density. Permit a range of residential densities and housing types throughout the city rather than concentrating higher densities in limited areas.

LUD-22.4 Transit-Oriented Density. Direct the location of senior and multifamily housing to areas accessible to public transportation, supportive commercial uses, and community facilities.

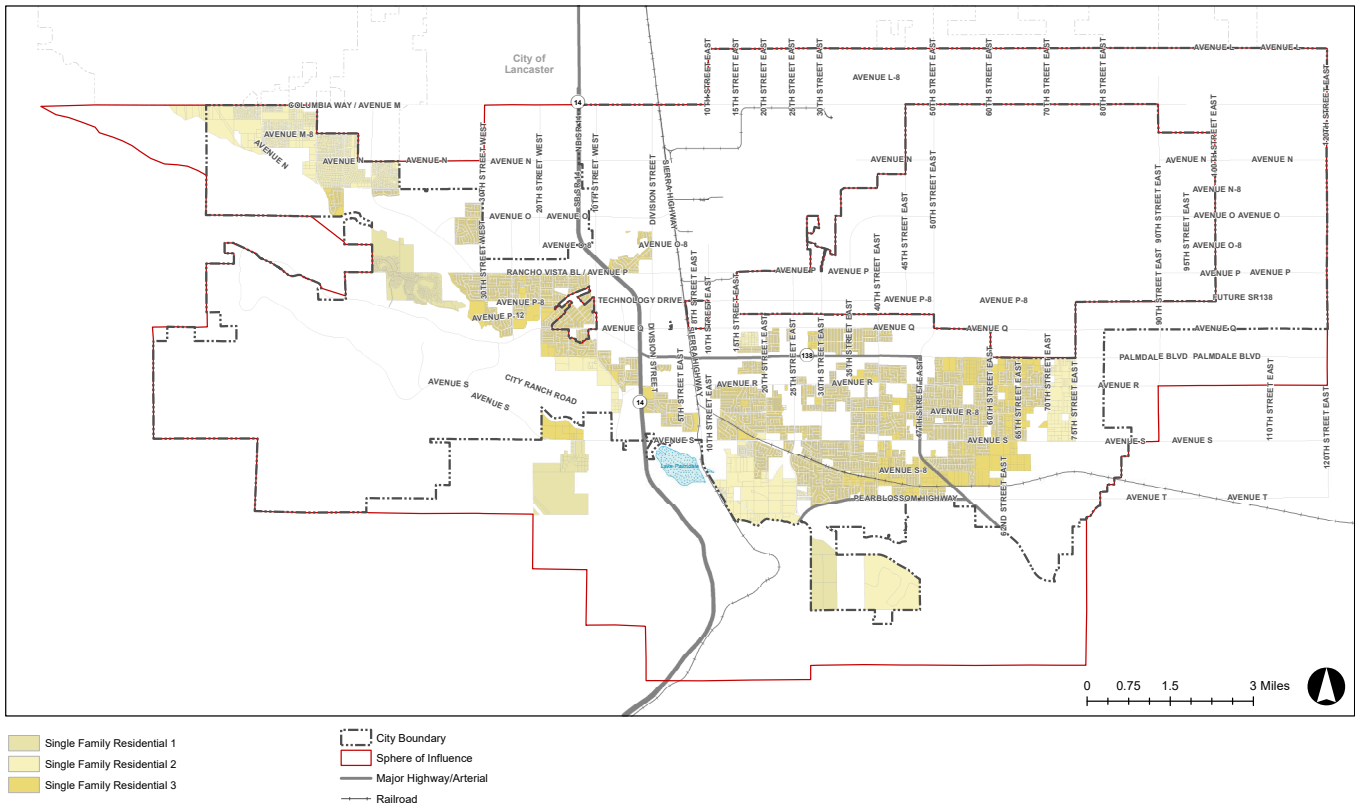
LUD-22.5 Varying Housing Types. Encourage and allow a variety of housing types developed at a range of densities to serve varying household types, including, but not limited to, single-family attached and detached, accessory dwelling units, multifamily apartments, townhomes, duplexes, triplexes, quadplexes, and condominiums.

LUD-22.6 Special Needs Housing. Facilitate housing for special needs groups, including the developmentally disabled, and non-traditional family groups by allowing a diverse range of housing configurations that are Americans with Disabilities Act (ADA) compliant and flexible.

LUD-22.7 Senior Housing. Promote development of housing types that support multi-generational households, senior housing, and opportunities for seniors to age in place.

Figure 5.17

Areas Designated as Single-Family Residential and Neighborhood Residential



Goal LUD-23

Improve walkability and connectivity in existing neighborhoods, through increased permeability and access through large blocks.

LUD-23.1 Connections to Existing Neighborhoods. Provide pedestrian/bicycle connections to trails and open space where appropriate and indicated in past planning efforts.

LUD-23.2 Multimodal Streets. According to the General Plan street hierarchy, require key boulevards and neighborhood connectors to be (re)designed, constructed, and operated as multimodal streets, not wide, high-speed streets.

LUD-23.3 Connectivity Enhancements. Introduce new public trail systems that connect to the regional system through Capital Improvement Projects, private development projects and city/regional parks improvements.

LUD-23.4 Quarter-Mile Radius. Work toward a goal of having 90 percent of residents living within twenty minutes walking distance of a dedicated park, school, or multi-use trail.

Goal LUD-24

Maintain the character of rural areas.

LUD-24.1 Appropriate Densities.

Avoid designating land for higher density uses where prevailing existing development patterns are rural residential with lot sizes of one acre or more.

LUD-24.2 Commercial

Developments. Permit neighborhood commercial development within rural areas to serve the needs of these areas, provided that such projects include safe, logical, and functional access from the adjacent neighborhoods for pedestrian and equestrian users.

LUD-24.3 Septic Requirements.

Enforce Los Angeles County standards and requirements regarding septic systems.

LUD-24.4 Avenue S and SR-14.

Require that development near the intersection of Avenue S and SR-14 is complementary to Lake Palmdale, surrounding hillside, and mountain views by minimizing building heights and viewshed impacts; and is consistent with sound water quality management practices by providing a minimum 100-foot setback from the historical high-water mark of Lake Palmdale and meeting other relevant environmental standards.

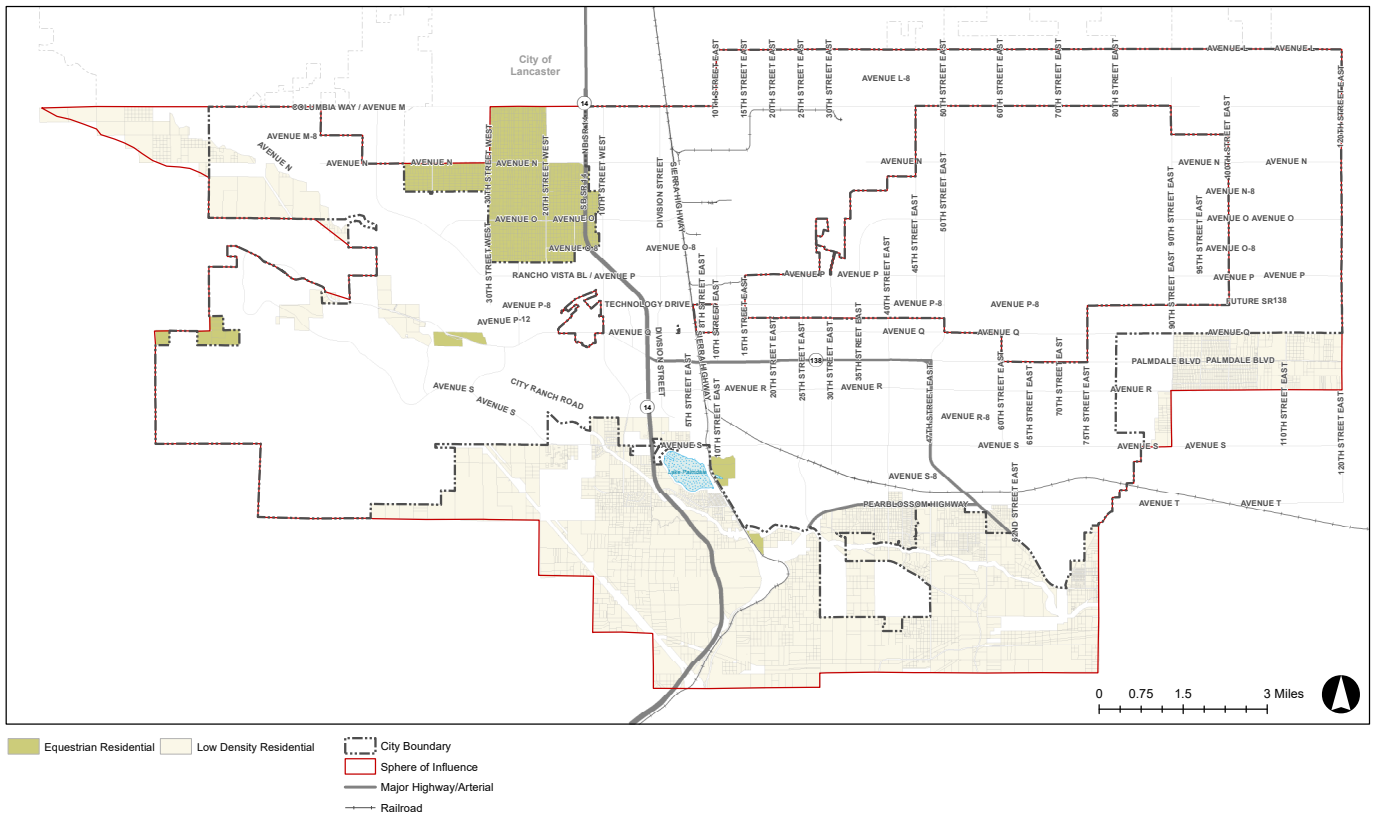
LUD-24.5 Landfill Buffer. Provide a 1,000-foot buffer between Antelope Valley Landfill operations and residential developments.

LUD-24.6 Potential Annexation.

Consider annexation as a last resort option and only as a logical extension of the City boundaries as neighboring properties are annexed and adjacent properties are developed. Before initiating annexation, evaluate the fiscal, infrastructural and land use impacts of proposed annexations to the City, as well as the desires of inhabitants within the areas to be annexed.

Figure 5.18

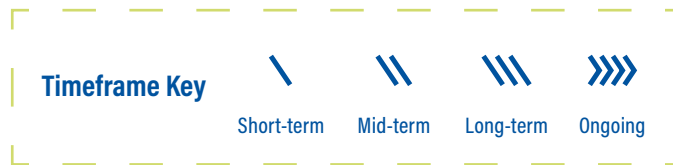
Areas designated as Rural/Equestrian Residential and Low Density Residential









Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan’s land use vision and policies. Programs are consistent with this chapter’s goals and policies.

The table provides a description of each Implementation Action and lists the correlating policies. Each action also identifies a timeframe for implementation with Short-term representing a 1–3-year timeframe, Medium-term is 4-7 years, Long-term is 8+ years and Ongoing represents an action that the City should continue. Additionally, the table includes the City department that should function as the lead for implementing the actions.



Corresponding Goals	Description	Timeframe	Responsible Department
All Goals	Zoning Code Updates. Complete a comprehensive update to the citywide zoning code.	IN PROCESS	Economic and Community Development
LUD-22, 23	Dissolved Specific Plans. Council will formally dissolve five Specific Plans that are being eliminated through updated GPLU designations (Joshua Hills, Hillside Residential, Palmdale Trade and Commerce Center, Foothill Ranch, and Palmdale Business Park).	Short-term	Economic and Community Development
LUD-20, 23, 24	Updated Subdivision Design Guidelines. Review and update as needed regulations applicable to subdivision projects, including connectivity standards, sidewalk standards, green infrastructure standards, etc., as needed.	Mid-term	Economic and Community Development and Public Works
LUD-1, 2, 5, 10	Infill Incentives. Develop incentives for development that is close to existing residents and municipal services/utilities.	Mid-term	Economic and Community Development and Public Works

Corresponding Goals	Description	Timeframe	Responsible Department
LUD-2, 4	Development Fact Sheets. Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions (such as ADUs or other new regulations).		Economic and Community Development
LUD-1, 5	Identify/Fund Green Zones. Seek support and funding from regional agencies (e.g. SCAG) to accelerate development in identified infill zones. See SJVCOG program ‘Green Means Go.’		Economic and Community Development
LUD-1, 3, 5, 10	Key Corridor Infrastructure. Pursue funding for sewer, water, drainage, streets, and other infrastructure upgrades to support higher density development especially along key commercial/mixed-use corridors.		Public Works
LUD-2, 21	Greenfield Plan Checklist. Prepare a checklist that new development in non-infill areas must conduct, including an evacuation analysis and fire prevention standards.		Economic and Community Development
LUD-6, 9, 10	Avenue Q. Redesign Avenue Q to create a “Main Street” and to complement the adjacent high-speed rail station.		Economic and Community Development
LUD-6, 10	Active Ground Floors. Enforce active frontage requirements for any new or renovated public-facing building facades in the PTASP. Consider similar requirements for other avenues/corridors to improve eyes on the street and ground-floor interest.		All Departments
LUD-2, 3, 5	Future Area Plans. Identify future corridors or districts that require area/specific planning efforts.		Economic and Community Development

Corresponding Goals	Description	Timeframe	Responsible Department
LUD-8	Assess Public Art Fund Implementation. Review on an annual basis the funds collected, and public art produced through the Public Art Fund program. Assess the outcomes and make recommendations for changes to City Council as necessary and update the five-year Public Art Work Plan when relevant.		Economic and Community Development, Parks and Recreation, and Public Art Commission
LUD-4, 5, 6, 7	Placemaking Program. Implement recommended street improvements including sidewalk widening, street trees, street furniture and lighting installations in Downtown and along Palmdale Boulevard.		Economic and Community Development and Public Works
LUD-22, 23, 24	Light Pollution Guidelines. Adopt guidelines for outdoor lighting located in proximity to wildlife and natural areas in order to minimize light pollution.		Economic and Community Development
LUD-20, 23	Trail Signage Program. Undertake a comprehensive project to provide wayfinding/signage leading from neighborhood streets, commercial centers, and community parks to wilderness areas and mountain/hillside trails.		Parks and Recreation
LUD-1, 2, 3	Core Service Areas. Prioritize capital spending in neighborhoods that promote active transportation, mixed-use support improvements to core service areas.		Economic and Community Development
All Goals	General Plan Review. Review the General Plan on a five-year cycle, including a review of individual elements and community programs.		Economic and Community Development
All Goals	Development Fees. Continuously update citywide development impact fees for infrastructure, affordable housing, other community benefits, and long-range planning, as economic conditions dictate.		All City Departments
LUD-3, 24	Rural Mobility Improvements. Improve the condition of unpaved streets in rural areas.		Public Works

Detailed Land Use Designations

Rural Single Family Residential (LDR, ER)

Both the Low Density Residential and Equestrian designations allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the two lowest density single family residential designations include:

Character



Building Character

Buildings are set back from the road on all sides. Homes in these designations have large yards, with notable setbacks, ample landscaping, and predominantly natural ground cover. Development is characterized by a naturalistic, landscaped setting. Clustering to preserve significant natural landforms is allowed though may not be desirable in areas already developed with a regular/grid street network.

Public Realm

- Light pollution should be kept to a minimum.
- Fencing standards apply when visible from the public ROW. Landscaping/ green screening is strongly encouraged in addition to or in lieu of fences.
- Few public parks are currently located in these areas. Existing parks in the vicinity should be connected to the surrounding parts of the community through multi-use trails and greenways.
- Sidewalk and curb and gutter improvements are generally required for new development (unless the remainder of the street/block is already developed but unpaved). Streets and lighting of a more rural character may be appropriate to some projects.

Connectivity

“Blocks” defined by paved public roads through this environment are large, up to one mile in length, though they are usually transected by other roads regularly at every quarter- or eighth-mile (these are typically unpaved). Some dead-end roads may be warranted to preserve natural features, but where possible, a more connected and grid-like street pattern is preferred.

Parking

Parking occurs in driveways, side yards, or garages that are set back considerably from the street.

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the Low Density Residential and Equestrian Residential designations in Palmdale.

Equestrian Residential (ER)



Description and Intended Physical Character

This place type is intended for detached single-family dwellings in a suburban/semi-rural environment, at approximately 2 dwelling units per acre. The SFR-1 designation is appropriate to outlying valley areas where large lot subdivisions are desired. Parcel sizes are around 20,000 square feet. These areas are mostly along the edges of developed suburban residential areas, often in lower hillside areas where inclines are present but topography is lacking significant slope constraints.

Key Features

Primary Land Uses

- Single-Family Residential
- Equestrian and animal-keeping activities per Zoning Code

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.
- Equestrian and animal keeping, as a conditional use per Zoning Code

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 2 du/ac
- FAR: n/a

Appropriate Building Types

- Ranch-style, detached houses

Low Density Residential (LDR)



Description and Intended Physical Character

This place type is intended for mixed rural/suburban single-family residential uses, at 1 dwelling unit per acre. The Low Density Residential designation is appropriate for hillside areas and as a transition between rural and suburban areas and in keeping with the County of Los Angeles land use designations within the Sphere of Influence. Parcel sizes are commonly 1 acre (or larger), and unpaved roads may be occasionally present. These areas are mostly outside of the City Limits (but within the Sphere of Influence) and are intended to serve as the edge of the urbanized city.



Key Features

Primary Land Uses

- Single-Family Residential
- Equestrian and animal-keeping activities per Zoning Code

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, day care centers, and agricultural uses, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 1 du/ac
- FAR: n/a

Appropriate Building Types

- Rural ranch housing
- Large lot detached houses

Single Family Residential (SFR1, SFR2, SFR3)

The three Single Family Residential designations allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the three Single Family Residential designations include:

Character



Building Character

Buildings are set back at regular, consistent distances from the street. Properties have small to large yards (depending on lot size) with predominantly xeriscape ground cover. Clustering to preserve significant natural landforms (or steep slopes) is allowed and encouraged. The main residential entrance should be located within the front façade and accessed directly from the street.

Public Realm

- Sidewalks (minimum of six feet) should be provided on both sides of the street.
- Residential streets should encourage slow, safe driving speeds, with traffic calming elements, bicycle lanes and/or curbside parking, as per the Neighborhood Street classification outlined within the Mobility Element.
- Street trees and streetlights should be provided at semi-frequent intervals (though light pollution should be minimized).
- Landscaping/green screening is strongly encouraged in addition to or in lieu of fences, though fencing standards apply when visible from the public right-of-way.
- Existing parks in the vicinity should be connected to the surrounding parts of the community through multi-use trails and greenways.
- New developments should provide neighborhood or community parks, per requirements outlined in the Parks and Recreation Element. Residences should be connected to existing parks, nearby natural areas, and recreational trails through multi-use greenways.

Connectivity

The street network should be reasonably well connected with block lengths varying between 400 and 800 feet in most cases. Larger blocks or dead-end streets may be permitted where natural elements such as waterways, hills, or sensitive habitats warrant compromise. Emphasis is on pedestrian and bicycle circulation with appropriate traffic calming features. Where feasible, dead-end roads and cul-de-sacs should be connected via bicycle/pedestrian pathways.

Parking

In addition to garages and driveways, parking is also allowed within interior side yards of larger properties.

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the Single-Family Residential designations in Palmdale.

Single-Family Residential 1 (SFR1)



Description and Intended Physical Character

This place type is intended for detached single-family dwellings in a suburban/semi-rural environment, at approximately 2 dwelling units per acre. The SFR-1 designation is appropriate to outlying valley areas where large lot subdivisions are desired. Parcel sizes are around 20,000 square feet. These areas are mostly along the edges of developed suburban residential areas, often in lower hillside areas where inclines are present but topography is lacking significant slope constraints.

Key Features

Primary Land Uses

- Single-family residential
- Parks and recreation

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.
- Equestrian and animal keeping, as a conditional use per Zoning Code

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 2 du/ac
- FAR: n/a

Appropriate Building Types

- Ranch-style, detached houses



Single-Family Residential 2 (SFR2)



Description and Intended Physical Character

This place type is intended for detached single-family dwellings in a suburban environment, at up to 4.4 dwelling units per acre. The SFR-2 designation is intended for the areas between the valley floor and steeper hillside areas (having less than 10 percent slope). Parcel sizes range from 10,000 to 15,000 square feet. These areas are mostly along the edges of developed suburban residential areas.

Key Features

Primary Land Uses

- Single-family residential
- Parks and recreation

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.
- Equestrian and animal keeping, as a conditional use per Zoning Code

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 4.4 du/ac
- FAR: n/a

Appropriate Building Types

- Detached houses



Single-Family Residential 3 (SFR3)



Description and Intended Physical Character

This place type is intended for detached single-family subdivisions containing the City’s standard 7,000 square foot minimum lot size (approximately 6 dwelling units per acre). The SFR-3 designation is appropriate in areas with minimal topography, and these places serve as a lower intensity, family-living environment but are still well connected to surrounding neighborhoods and retail areas. These areas constitute most of the City’s developed residential neighborhoods.

Key Features

Primary Land Uses

- Single-family residential
- Parks and recreation

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 6 du/ac
- FAR: n/a

Appropriate Building Types

- Ranch-style, detached houses

Residential Neighborhood (RN1, RN2, RN3, RN4)

The four Residential Neighborhood designations have many similarities. They allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the four Residential Neighborhood designations include:

Character



Building Character

Single-family residential buildings should be set back at regular distances from the street, while multifamily residential buildings should be located at or near the front property line. Attached properties tend to have small lots, with small individual or larger shared/common yards, and a mix of landscaping and hardscape. The main entrance to the building should be located within the front façade, accessed directly from the street. High-quality private frontages, such as porches, dooryards, and forecourts create a comfortable living environment for neighborhood residents.

Public Realm

- Sidewalks and curb and gutter improvements are required on both sides of the street. Residential streets should encourage slow, safe driving speeds, with traffic calming elements, bicycle lanes and/or curbside parking, as per the Neighborhood Street classification outlined within the Mobility Element.
- Street trees and streetlights should be provided at frequent intervals.
- Sidewalks (minimum of six feet) should be on both sides of the street in all areas.
- Mini parks and neighborhood parks should be integrated into new neighborhoods, within a twenty-minute walk distance of at least 90 percent of the dwelling units. When possible, these areas should be connected to nearby natural areas and recreational trails through multi-use greenways.

Connectivity

- The street network should be well connected with block lengths varying between 250 and 500 feet in most cases. Residential streets should be as narrow as practical to encourage slow, safe driving speeds, with curb adjacent parking on both sides.
- Within neighborhoods, automobiles are balanced with safety of walking and bicycling residents. Dead-end roads or cul-de-sacs are generally not permitted (unless necessitated by natural barriers or with city approval). Pedestrian and bicycles must be permitted to pass-through any vehicular dead ends.

Parking

Parking is curb adjacent, in garages integrated into front facades, at the rear of the building accessed through a driveway or preferably in alley-loaded garages. When possible, individual garages face alleys and secondary streets rather than primary streets.

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the Residential Neighborhood designations in Palmdale.

Residential Neighborhood 1 (RN1)



Description and Intended Physical Character

This place type is intended for a low-density mix of attached and detached residential dwelling units allowing up to 10 dwelling units per acre. The RN1 designation is appropriate in residential areas within a short distance of employment and retail areas. Parcel sizes are approximately 4,500 square feet for detached single-family units with a minimum parcel size of 10,000 square feet for attached single-family or multifamily developments, unless otherwise specified in a planned development project that contains a variety of lot sizes, housing types, and public amenities. The RN1 designation is reserved for areas which are or will be served by adequate infrastructure and services needed to support this level of development.

Key Features

Primary Land Uses

- Single-family residential (attached and detached)
- Rowhouses
- Multifamily residential
- Manufactured housing (as permitted by zoning)

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 35 feet

Allowed Density and Intensity

- Up to 10 du/ac
- FAR: n/a

Appropriate Building Types

- Small lot detached houses
- Duplexes and low-rise attached houses
- Multiplexes (triplex/fourplex)
- Mobile home/manufactured housing (as permitted by zoning)

Residential Neighborhood 2 (RN2)



Description and Intended Physical Character

This place type is intended for grouped housing such as small-lot single-family residential, townhouses, condominiums, apartments with on-site recreation and open space with established minimum densities. The RN2 designation is appropriate in existing residential neighborhood areas or planned developments within a short distance of Village Centers. The RN2 designation is reserved for areas which are or will be served by adequate infrastructure and services needed to support this level of development.

Key Features

Primary Land Uses

- Single-family residential (detached and attached)
- Multifamily residential
- Manufactured housing (as permitted by zoning)

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 40 feet

Allowed Density and Intensity

- 10 (minimum) to 20 du/ac (maximum)

Appropriate Building Types

- Small lot detached houses
- Duplexes and multiplexes (triplex/fourplex)
- Rowhouses
- Courtyard apartments and low-rise walkups
- Mobile home/manufactured housing (as permitted by zoning)

Residential Neighborhood 3 (RN3)



Description and Intended Physical Character

This place type is intended for “missing middle” or middle-density housing such as walkups, garden apartments, and rowhouses up to 30 dwelling units per acre. The RN3 designation is appropriate in existing residential neighborhoods or planned developments within a short distance of Village Centers. The RN3 designation is reserved for areas which are or will be served by adequate infrastructure and services needed to support this level of development. These neighborhoods provide a transition in scale and intensity between lower-intensity residential neighborhoods and more dense neighborhoods or mixed-use areas.

Key Features

Primary Land Uses

- Attached single-family residential
- Multifamily residential

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 50 feet

Allowed Density and Intensity

- 20 (minimum) to 30 (maximum) du/ac
- FAR: n/a

Appropriate Building Types

- Multiplexes (triplex/fourplex)
- Rowhouses
- Garden and courtyard housing
- Low-rise walkups

Residential Neighborhood 4 (RN4)



Description and Intended Physical Character

This place type is intended as a high-intensity, walkable neighborhood with multifamily residential uses up to 50 dwelling units per acre. RN4 areas are near commercial, civic and recreational uses in Downtown Palmdale, near Avenue Q, and the future multimodal transit station. These areas are compact and therefore allow a larger number of residents to live near one another, within easy walking distance of parks, schools, shops, transit, and employment. These neighborhoods also act as a buffer between lower-intensity residential neighborhoods and intense mixed-use areas.



Key Features

Primary Land Uses

- Multifamily residential

Secondary Land Uses

- Community assembly uses such as places of worship, schools, and public facilities, which are determined to be compatible with and oriented toward serving the needs of these neighborhoods.

Allowed Height

- 60 feet

Allowed Density and Intensity

- 30 (minimum) to 50 (maximum) du/ac
- FAR: n/a

Appropriate Building Types

- Garden and courtyard apartments
- Rowhouses
- Mid-rise apartments

Mixed-Use (MU1, MU2, MU3)

The three mixed-use designations allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the three mixed-use designations include:

Character



Building Character

Buildings are located at or near the front property line, set back at a minimal distance from the street (except publicly accessible open spaces). Side and rear setbacks are minimal with increased setbacks from single family residential designations. Properties have common yards and a mix of landscaping and hardscape. Block faces have primarily continuous frontage. Buildings should face public streets (either the primary roadway or new internal streets) with attractive and transparent shopfronts designed to display merchandise, dining rooms, patios, and signage to passers-by. Building entrances are direct from the sidewalk, via shopfronts, arcades, galleries and forecourts for shops and restaurants, and via stoops, dooryards, or porches for residences.

Public Realm

- Internal streets should be designed for both pedestrians and vehicles with comfortable sidewalks and vehicle lanes. Sidewalks (recommended 15 feet wide, including landscaping) are required in all Mixed-Use areas.
- Facades should be activated with frequent building entrances for residential lobbies and ground-floor commercial spaces.
- Street trees, streetlights, seating, and other amenities should be provided at frequent intervals.
- Open spaces take the form of plazas and greens, and/or greenway connections to nearby parks.

Connectivity

- Blocks are subdivided into smaller human-scaled blocks around 250 to 400 feet long by internal streets that include sidewalks on at least one side. In existing commercial centers, blocks may be larger, up to 800 feet long, but any redevelopment should seek to decrease overall block sizes.
- Mid-block paseos are recommended in both new and existing developments to provide pedestrian connections from the streets to parking facilities within the blocks.

Parking

New buildings with parking fronting the primary street are not allowed. Parking is provided to the rear or sides of buildings, or in some cases, no parking is required (if provided through a shared garage or on-street). Vehicles should access parking by alleys or driveways on side streets.

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the mixed-use designations in Palmdale.

Mixed-Use 1 (MU1)



Description and Intended Physical Character

MU1 is intended to create a low-intensity concentration of commercial businesses and civic amenities mixed with single and multifamily housing. This place type is located along Palmdale Boulevard between 10th Street East and 35th Street East and is intended to foster a pedestrian friendly environment in a walkable, Main Street format. This character encourages people to shop, dine, and socialize in downtown Palmdale. The pedestrian environment in this area should be attractive and visually interesting to encourage visitors to explore and circulate in and around the retail venues. Ground floors are primarily retail and service-oriented to provide a comfortable, walkable environment for shoppers and diners. This designation permits both horizontal and vertical mixed-use developments. This designation also carries forward the intent of the City's Downtown Revitalization Plan.

Key Features

Primary Land Uses

- Single-family residential (attached)
- Multifamily residential
- Retail/services
- Professional/medical office

Secondary Land Uses

- Civic uses
- Community assembly

Allowed Height

- 45 feet

Allowed Density and Intensity

- Up to 20 du/ac
- Maximum Commercial FAR: 0.35

Appropriate Building Types

- Rowhouses
- Low-rise walkups
- Stand-alone commercial
- Block-form low-rise mixed-use buildings

Mixed-Use 2 (MU2)



Description and Intended Physical Character

This place type is focused on key nodes of moderate mixed-use activity along the City’s major corridors, primarily Palmdale Boulevard, Avenue R, Avenue S, and Rancho Vista Boulevard. The built environment is composed of horizontal and vertical mixed-use developments at low/medium-intensities. MU2 encompasses many existing commercial centers that are envisioned to evolve into concentrations of commercial businesses and civic amenities mixed with multifamily housing located within convenient walking or biking distance of nearby neighborhoods. The ground floor in this place type is primarily retail, medical office, and service-oriented to provide a comfortable, walkable environment. Gathering places such as small parks and shaded plazas activate the public realm in this place type.

Key Features

Primary Land Uses

- Single-family residential (attached)
- Multifamily residential
- Retail/services
- Bars/restaurants
- Professional/medical offices

Secondary Land Uses

- Civic uses
- Community assembly

Allowed Height

- 55 feet

Allowed Density and Intensity

- 20 (minimum) to 30 (maximum) du/ac
- Maximum Commercial FAR: 2.0

Appropriate Building Types

- Rowhouses
- Multiplex (triplex/fourplex)
- Garden/courtyard apartments, low-rise walkups
- Stand-alone commercial
- Block-form low-rise mixed-use buildings

Mixed-Use 3 (MU3)



Description and Intended Physical Character

Outside of the Palmdale Transit Area Specific Plan area, this is the densest place type. This place type is intended to create a high-intensity concentration of commercial businesses and civic amenities mixed with multifamily housing along major corridors and/or near major transit. MU3 areas provide employment, shopping, and living in a horizontal or vertical mixed-use format. Ground floors are primarily office, light research and development, and retail with housing above or behind. This place type provides a space where residents can meet and greet one another while enjoying the life of their town. This designation permits both horizontal and vertical mixed-use developments. This place type is located at key nodes including near the future Education District on Palmdale Boulevard and 47th Street East, along East Avenue Q, and Rancho Vista Boulevard.

Key Features

Primary Land Uses

- Multifamily residential
- Retail/services
- Bars/restaurants
- Professional/medical offices

Secondary Land Uses

- Research and development
- Civic uses
- Community assembly

Allowed Height

- 65 feet

Allowed Density and Intensity

- 30 (minimum) to 50 (maximum) du/ac
- Maximum Commercial FAR: 3.0

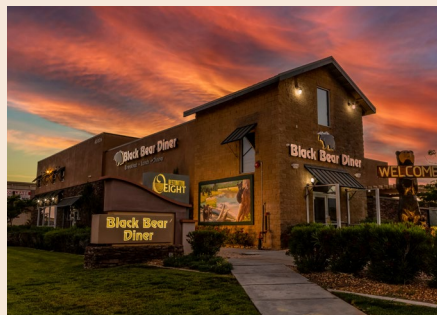
Appropriate Building Types

- Rowhouses
- Low-rise walkups
- Stand-alone commercial
- Block-form low-rise mixed-use buildings

Commercial (RC, NC, VC)

The three commercial land use designations allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the three commercial designations include:

Character



Look and Feel

Depending on context, retail is either in a walkable, neighborhood-serving format, or a more regional, auto-oriented retail format. Buildings are set back varied distances from the street. Buildings may also have minimal side setbacks. Site design should be sensitive to adjacent residential uses; side and rear setbacks may be minimal when adjacent to other commercial/industrial uses but should be larger when adjacent to residential uses. Buildings should be arranged to form a reasonable street wall when surrounding an internal parking lot. Buildings should face public streets (the primary roadway and/or new internal streets) with attractive and transparent shopfronts designed to display merchandise, dining rooms, patios, and signage to passers-by. Building entrances are direct from the sidewalk, via shopfronts, arcades, galleries, and forecourts. Buildings define their frontages with lobbies or active spaces and offer awnings that provide shade for pedestrians.

Public Realm

- New internal streets should be designed for pedestrians and vehicles with very wide sidewalks on both sides of internal streets and along internal building frontages and vehicle lanes that are 10 feet wide in most cases.
- Streets along major roadways may be wider but should be designed to be comfortable and safe for pedestrians and cyclists while also accommodating the needs of vehicles.
- Street trees, street lights, seating, and other amenities should be provided along sidewalks and building fronts.
- Open spaces take the form of plazas/greens and should be flanked by active ground floor retail or restaurant uses.

Connectivity

- Block length will depend on context and type of commercial center. Regional Commercial and Visitor Commercial blocks may be large (1600' long) but the site design of regional centers should consider pedestrian needs and provide safe, comfortable internal circulation for non-auto users.
- Neighborhood Commercial blocks may be moderately large (800' long) but any longer blocks should be subdivided by sidewalks, pathways, greenways, or mid-block paseos to provide pedestrian connections from the street to parking facilities and businesses within.

Parking

Parking occurs in surface lots, structures, or to the side of buildings where possible, and is screened from public view. Vehicular access is provided to parking lots via private streets.

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the commercial designations in Palmdale.

Regional Commercial (RC)



Description and Intended Physical Character

This place type is intended to accommodate commercial/retail and service uses attracting consumers from a regional market area. RC areas provide access to long-term goods and services (in contrast to convenience goods) such as big box retail and regional mall. The uses allowed in this designation will provide a unique amenity to all residents of Palmdale and an important revenue source for the city. Areas with the RC designation are situated near SR-14 and Rancho Vista Boulevard, at Pearblossom Highway and Fort Tejon, at Avenue Q and 50th Street East, and others. RC developments typically occupy many acres, although individual businesses may be on smaller parcels.

Key Features

Primary Land Uses

- Regional retail/services
- Entertainment
- Food retail/bars
- Professional/medical offices

Secondary Land Uses

- Lodging
- Film production/studio (permitted only within secondary L.A. County zone)
- Small/light distribution, “last mile” services
- Multifamily residential (permitted only on the Antelope Valley Mall site and the property south of Palmdale Boulevard between SR-14 and Division Street with a comprehensive development plan)

Allowed Height

- 55 feet (85 feet for hotels/lodging)

Allowed Density and Intensity

- FAR: up to 1.0
- Du/ac: up to 30 (permitted only on the Antelope Valley Mall site and the property south of Palmdale Boulevard between SR-14 and Division Street with a comprehensive development plan)

Appropriate Building Types

- Standalone commercial
- Big box retail
- Block-form low-rise buildings

Neighborhood Commercial (NC)



Description and Intended Physical Character

This place type is intended to foster convenience-type retail, neighborhood offices and service activities that serve the daily needs of the immediate neighborhood. NC areas are located in Village Centers, near residential neighborhoods to serve the short-term needs of residents. Neighborhood Commercial development is occasionally found on small corner parcels (a few acres) but more often in slightly larger configurations (five to ten acres in size). This designation includes supermarkets, restaurants, apparel stores, small hardware stores, banks, offices, and similar uses. This designation also provides gathering places for the residents of surrounding neighborhoods and are ideal locations for local transit stops (such as bus stations, carsharing pods, or park and ride lots).

Key Features

Primary Land Uses

- Neighborhood-serving retail/ services/office
- Entertainment

Secondary Land Uses

- Civic uses
- Minor auto service uses
- Community assembly

Allowed Height

- 35 feet

Allowed Density and Intensity

- FAR: up to 0.5
- Du/ac: n/a

Appropriate Building Types

- Standalone commercial
- Attached low-rise commercial buildings in walkable 'main street' format
- Block form low-rise buildings

Visitor Commercial (VC)



Description and Intended Physical Character

This place type is intended to accommodate a diverse mix of businesses that primarily serve visitors to Palmdale or that provide niche/specialty goods and services. Typical VC uses include hotels, long-term stay hotels, convenience retail, professional and medical offices, service uses, brewpubs, microbreweries and wineries with incidental food services, and similar uses that are aimed largely at commuting workers and other highway traffic. Uses may be more intense than in NC or RC areas.

Key Features

Primary Land Uses

- Lodging
- Food retail/entertainment
- Regional-serving retail
- Brewpub/microbrewery/winery with incidental food service

Secondary Land Uses

- Neighborhood-serving retail/services
- Commercial uses
- Professional/medical offices
- Film production/studio

Allowed Height

- 65 feet (85 feet for hotels/lodging)

Allowed Density and Intensity

- Du/ac: n/a
- FAR: up to 1.5 (2.0 for hotels/lodging)

Appropriate Building Types

- Stand-alone commercial
- Big box retail
- Block form low-rise buildings
- Midrise and high-rise hotel block buildings

Health and Wellness (HW)

Character



Building Character

Buildings are located near or at the sidewalk to shape the streetscapes and to frame public open space. Several blocks should be designed as a campus environment with pedestrian-only spaces and pathways connecting buildings to one another and to surrounding streets. Generally, the Medical Flex designation is expressed as individual or block form buildings that are configured in a semi-urban office environment with modest setbacks. Buildings should be arranged to form a reasonable street wall when surrounding an internal parking lot or structure, with liner uses/buildings that activate the edges of the district. There may be large parking lots within internal blocks, but the pedestrian experience should still be supported in the interior of a larger block. Building entrances are direct from the sidewalk, via shopfronts or forecourts. Buildings define their frontages with lobbies or transparent, active spaces.

Public Realm

- Major internal drives should include sidewalks (minimum of eight feet including landscaping) on both sides, detailed as small streets.
- Streets/sidewalks should be connected to primary building entrances for lodging and commercial spaces.
- Street trees, street lights, seating, and other amenities should be provided along sidewalks and building fronts.
- Open spaces take the form of mini-parks, linear greenways, or plazas/greens.

Connectivity

Medical Flex blocks may be large (1200' long) but the internal site design should consider pedestrian needs and provide safe, comfortable internal circulation for non-auto users. These larger blocks should be subdivided by sidewalks, pathways, greenways, or mid-block paseos to provide pedestrian connections from the streets to parking facilities and businesses within the blocks. Streets flanking the blocks and the drives that transect them should connect to neighborhood streets to provide convenient access for nearby residents as well as motorists. Connecting residential streets (for vehicles) to other types of development should be avoided. This tends to increase vehicle trips in front of houses and increases citizens concerns for safety.

Parking

Parking occurs in surface lots or structures, where possible screened from public view.

Health and Wellness (HW)



Description and Intended Physical Character

This place type is intended to accommodate a medical-oriented campus with a focus on medical/hospital uses, supported by appropriate commercial and lodging uses and open space areas for congregating and socializing. The envisioned mix of uses is a large hospital or medical office as the anchor, enlivened by part-time residents and access to a limited set of daily goods and services. The Health and Wellness designation is applied to the Palmdale Regional Medical Center environs, around the Kaiser Permanente facility on Avenue S, and a future medical district on Palmdale Boulevard and 40th Street.



Key Features

Primary Land Uses

- Hospital
- Medical/professional offices
- Assisted living/congregate care

Secondary Land Uses

- Supportive retail/services
- Educational uses
- Food retail
- Lodging
- Workforce housing
- Senior housing

Allowed Height

- 85 feet

Allowed Density and Intensity

- FAR: up to 2.0
- Du/ac: 30 to 50

Appropriate Building Types

- Standalone commercial
- Low-rise and high-rise medical buildings
- Block form mixed-use buildings

Educational Flex (EDFX)

Character



Building Character

Buildings should support the vision for a campus-like setting, providing regular public open spaces in between, and orient active facades toward public areas and pathways. Buildings are configured in an urban format of walkable blocks, attractive streetscapes, and buildings close the sidewalk edge (it may be advised to hold a corner or a key portion of a street frontages while setting back significantly on other sides/frontages). There may be a row of surface parking and landscaping between the buildings and the sidewalk, typical of office or business parks. Rear setbacks depend on adjacent uses and context but may not need to be overly large. Buildings should be arranged to form a reasonable street wall when surrounding an internal parking lot or structure. Building entrances are direct from the sidewalk. Buildings define their frontages with lobbies or active spaces and offer awnings that provide shade for pedestrians.

Public Realm

- New internal streets should be designed for pedestrians and vehicles with comfortable sidewalks and vehicle lanes that are 10 feet wide in most cases.
- To attract a large educational institution to this designation, it may be appropriate for several blocks to be joined together as a campus environment with pedestrian-only paths that connect to the streets of the surrounding development and adjacent neighborhoods.
- Street trees, street lights, seating, and other amenities should be provided along sidewalks and building fronts.
- Open spaces take the form of fields, community parks, and plazas/greens.

Connectivity

Blocks should be about 400 to 600 feet in length. Internal pedestrian and bicycle mobility (and transit access) should be prioritized equally to automobile access. Mid-block paseos are recommended to provide pedestrian connections from the streets to parking facilities within the blocks. Conversion to slow or shared streets within campuses is strongly encouraged. Major district streets should connect to nearby neighborhood streets to provide convenient access for residents as well as motorists.

Parking

Parking occurs in surface lots or structures. Parking may be used as a buffer between high-traffic arterials and educational buildings.

Educational Flex (EDFX)



Description and Intended Physical Character

This place type is intended to primarily attract a mix of educational type uses like trade schools, public and private higher education facilities, and satellite campuses, while permitting supporting uses such as services and housing. This designation is targeted in two key locations along Palmdale Boulevard, with a vision of major academic institutions anchoring vibrant, walkable, mixed-use destinations, creating an attractive campus setting.

Key Features

Primary Land Uses

- Education-related uses

Secondary Land Uses

- Supportive Retail/Services
- Support Offices
- Multifamily Residential (conditional)

Allowed Height

- 75 feet

Allowed Density and Intensity

- FAR: up to 2.0
- Du/ac: up to 30

Appropriate Building Types

- Block form low-rise educational and mixed-use buildings
- Rowhouses
- Garden/courtyard apartments and low-rise walkups

Industrial and Employment (AI, IND, EMPFX)

The three industrial land use designations allow for the same character (look and feel) for the public realm, building character, connectivity, and parking. The features that apply to the three industrial designations include:

Character



Buildings may be set back from the street with appropriate landscaping to provide an attractive visual buffer (front setbacks may vary). Buildings may have minimal side setbacks. Rear setbacks depend upon adjacent uses and context, and buffering should be provided for any intense industrial use.

Aerospace Industrial building character and placement is subordinate to the function of aerospace research and development. Comfortable and direct pedestrian access should be provided between parking lots and primary building entrances. Amenities for employees such as gathering spaces, outdoor plazas, or patios, should be provided. While in some areas, particularly in order to attract a large employer, it may be appropriate for several blocks to be joined together as a campus environment with pedestrian-only spaces and pathways connecting buildings to one another and to surrounding streets.

Public Realm

- Major internal drives should include sidewalks (minimum of eight feet including landscaping) on at least one side.
- Street widths may vary, with some wider streets to accommodate truck traffic and high traffic volumes, where applicable.
- Open spaces take the form of linear greenways, or plazas.
- Within multi-building complexes or campuses – whether designed for large users or as a multi-tenant industrial development – the major drives should be designed as narrow streets, defined by rows of “street trees” to project the image of high-quality business addresses. .

Connectivity

Industrial areas are often characterized by larger blocks, at a scale that would not be appropriate for commercial and residential uses. Blocks – as defined by public streets – may be exceptionally large, up to 1,600 feet long to accommodate the large buildings, truck loading and outdoor storage functions required for such industrial districts. Pedestrian paseos are recommended to help facilitate walking and biking to work when appropriate. Any future development of the Regional Airport should be designed with regular access to/from a major City street.

Parking

Parking occurs in surface lots or structures. Where possible, employee parking lots should also be located beside or behind buildings rather than in front. To support large office uses, some blocks may be devoted entirely to parking. Loading areas should be screened from view from public rights-of-way

Other Characteristics

Detailed on the following pages are descriptions, intended physical character, and key features that are distinct for the industrial designations in Palmdale.

Aerospace Industrial (AI)



Description and Intended Physical Character

This place type is intended to support the current and future operations of USAF Plant 42. It permits public and private airfields and support facilities, aerospace-related industries, transportation-related industries, and commercial facilities necessary to serve military/commercial air traffic. The AI designation areas allows many uses (such as intensive manufacturing, production, repair, and distribution) that are not suitable adjacent to other sensitive uses. This area is not intended for low-employment uses such as warehousing and logistics - the aerospace-oriented uses allowed in this designation comprise a unique and valuable source of employment for the City and therefore certain standards (such as Airport Protection Zones) apply to adjacent development to ensure that the viability of the aerospace industry is maintained – see Military Compatibility Element for additional details.

Key Features

Primary Land Uses

- Aerospace-related heavy manufacturing/processing and research and development
- Airfields and airports

Secondary Land Uses

- Light/Medium Industrial/PDR
- Supportive retail/services/office

Allowed Height

- 75 feet

Allowed Density and Intensity

- FAR: up to 0.5
- Du/ac: n/a

Appropriate Building Types

- Any building necessary to support aerospace operations

Industrial (IND)



Description and Intended Physical Character

This place type is intended to permit a variety of industrial uses that provide employment and services for residents and businesses. Within this designation, while a range of industrial intensities and uses are permitted, some may not be suitable adjacent to other sensitive uses or housing (such as heavy manufacturing or production), and others may be located adjacent without any issue (such as distribution, storage, research and development), etc.). In general, this designation is oriented toward lower intensity industrial operations with a mix of uses and building scales that are compatible with the surrounding area. Where possible, more intense industrial uses should be physically separated from residential areas by natural or manufactured barriers.

Key Features

Primary Land Uses

- Medium and heavy intensity industrial activities (as allowed per Zoning)
- Light industrial
- Production, distribution and repair uses
- Film production/sound stage studio

Secondary Land Uses

- Research and development
- Ancillary commercial
- Auto service
- Flex/makerspace
- Self-storage (all types)

Allowed Height

- 50 feet

Allowed Density and Intensity

- FAR: up to 0.5
- Du/ac: n/a

Appropriate Building Types

- Standalone commercial/industrial
- Low-rise industrial/flex
- Block form warehouse/studio buildings

Employment Flex (EMPFX)



Description and Intended Physical Character

This place type is intended to permit mixed-use development of lighter industrial uses and more intensive service, retail, and commercial uses. It is a transition zone that allows a mix of businesses that provide a wide variety of employment-generating activity, including office, industrial and light manufacturing, research and development, and supportive commercial. EMPFX areas are typically situated close to major arterials or freeways. The uses allowed in this designation will support job generation, focusing on fabrication, research, distribution, and similar operations conducted primarily indoors.

Key Features

Primary Land Uses

- Research and development
- Flex/makerspace
- Light industrial
- Professional/medical offices
- Film production/sound stage studio

Secondary Land Uses

- Production, Distribution and Repair uses
- Supportive Retail/Services
- Auto Service
- Breweries/distilleries/wineries
- Self-storage (indoor only)

Allowed Height

- 50 feet

Allowed Density and Intensity

- Du/ac: n/a
- FAR: up to 1.0

Appropriate Building Types

- Standalone industrial warehouses
- Block form low-rise buildings

Public and Special Uses (MRE, PF, OS, UT, SP)

Character



Special and public land uses include fewer building, character, public realm and parking features as compared to other land use designation categories. In many cases these uses have few buildings, little to no public access or are regulated by other planning documents (i.e., Specific Plan). In many instances, these features are considered on a case by case basis.

Building Character

N/A

Public Realm

N/A

Connectivity

N/A

Parking

N/A



Other Characteristics
The following sections include descriptions and intended physical character for land uses that are specialized and or public.

Mineral Resource Extraction (MRE)



Description and Intended Physical Character

This place type is intended to permit extraction and processing of mineral resources, including sand, gravel, and decomposed granite. This designation is limited to areas designated by the State Division of Mines and Geology as Mineral Resource Zone 2 areas, or where significant mineral resources occur and the extraction of which is determined to be beneficial. Operations within this place type are subject to all applicable policies, ordinances, and laws regulating traffic impacts, air and water quality, and land use compatibility.

Key Features

Primary Land Uses

- Mineral Extraction and Processing
- Concrete Batching

Secondary Land Uses

- Ancillary uses allowed on the site should be only those uses normally associated with extraction and/or processing of on-site materials.

Allowed Height

- 100 feet

Allowed Density and Intensity

- Du/ac: n/a
- FAR: up to 0.25

Appropriate Building Types

- Low-rise industrial buildings

Public Facility (PF-Parks, PF-School, PF-Civic)



Description

This designation includes the City’s public and private schools, higher learning and other institutional uses, parks, recreation uses, amphitheaters, community centers, and other similar uses.

Key Features

Primary Land Uses

- Public or private schools
- Civic building or offices including community centers
- Public or private parks
- Recreation buildings including public pools

Secondary Land Uses

- n/a

Allowed Density and Intensity

- 1.0 FAR

Open Space (OS)



Description

This designation includes the City’s public and private open space and golf courses and support structures.

Key Features

Primary Land Uses

- Open space
- Golf courses
- Cemeteries

Secondary Land Uses

- n/a

Allowed Density and Intensity

- 0.01 FAR

Utilities (UT)



Description

This place type is intended to permit above ground utilities and utility rights-of-way. Utilities may include electrical substations, transmission lines, water storage tanks, and supportive buildings and structures.

Key Features

Primary Land Uses

- Utility station
- Utility rights-of-way

Secondary Land Uses

- Supportive structures
- Utility administration buildings

Specific Plan (SP)



Description

This designation applies to areas that have existing adopted Specific Plans. Each Specific Plan regulates the intended physical character, key features, and look and feel within those areas. These plans also indicate allowed density and intensity, height, and building types. Reference the applicable Specific Plan for more details.