

PARKWAY VILLAGE SPECIFIC PLAN

Public Review Draft

September 2025

Prepared for: City of Lancaster

Prepared by: T&B Planning



PUBLIC REVIEW DRAFT

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SPECIFIC PLAN

September 2025

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1.0 INTRODUCTION

1.1 PURPOSE AND AUTHORITY

The Parkway Village Specific Plan provides land use direction, implementation requirements, and design guidance for the development of an approximately 434.7-acre site located along 10th Street West and Sierra Highway between Avenue L and Avenue K in the City of Lancaster. The Parkway Village Specific Plan serves as a regulatory framework to guide the future development of the Parkway Village site into a master-planned community that contains residential neighborhoods; parks and other recreational amenities; a school site; and medical, office, and commercial uses. The Parkway Village Specific Plan sets forth standards and guidelines to regulate development by establishing permitted uses, property development standards, and general development criteria.

California Government Code Section 65450 establishes the authority for cities to adopt specific plans either by resolution or ordinance. The City of Lancaster adopts the Parkway Village Specific Plan by ordinance after public hearings before the Planning Commission and City Council. New development and physical improvements within the 434.7-acre site subsequently approved by the city via applications for development plans, site plans, subdivision plans, conditional use permits, and building plans, must be consistent with the Parkway Village Specific Plan.

California law requires that a specific plan be consistent with the general plan of the adopting locality. The Parkway Village Specific Plan is consistent with the applicable goals and policies of the City of Lancaster General Plan. The Land Use and Planning section of the Specific Plan's Environmental Impact Report (EIR) contains the General Plan Consistency Analysis.

Pursuant to the California Environmental Quality Act (CEQA), a Program Environmental Impact Report (EIR) was prepared for the Parkway Village Specific Plan's implementation. The EIR (SCH No. 2024020979) identifies potential environmental effects of the Parkway Village Specific Plan's implementation and sets forth feasible mitigation measures to reduce significant impacts. The City of Lancaster is the lead agency under CEQA and is required to certify the Parkway Village Specific Plan EIR, prior to approving the Specific Plan. Public Resources Code Section 21081.6 also requires the City of Lancaster to adopt a mitigation monitoring and reporting program (MMRP) to ensure that any applicable mitigation measures are implemented. The city is required to confirm that the mitigation measures are implemented in accordance with the adopted MMRP.

1.2 PROJECT OVERVIEW

Situated at the southern gateway of the city, the 434.7-acre Parkway Village Specific Plan site is a substantive component of Lancaster's future growth and development. Designed to enhance the quality of life for residents, the Parkway Village Specific Plan provides for a variety of residential housing types, including single-family detached homes, single-family detached cluster residences, artist live/work spaces, and attached multi-family dwellings. The variety of residential housing types provides opportunity for a range of household sizes and income levels to locate in the community and in the City of Lancaster. The Parkway Village Specific Plan takes a "People First" approach by incorporating place-making principles to create a pedestrian-friendly development and promote social interaction among residents, visitors, and employees. The community is designed with a unifying landscape theme, including a system of paseos and amenity spaces throughout the Specific Plan area that maximizes access to the outdoors and connects the entire development to opportunities for recreation and leisure.

The mix of residential, commercial, office, medical, parks, and recreational opportunities provided by the Parkway Village Specific Plan is organized and connected by the land's natural character. The Specific Plan area provides a human experience with design concepts that positively respond to its residents' physical, social and emotional well being.

The Parkway Village Specific Plan includes the following:

- 4,246 residential units;
- 130 hotel rooms in one or more hotels;
- 150,000 square feet of commercial uses in areas designated Mixed-Use Town Center;
- 415,000 square feet of office, medical office, assisted/supportive living, and uses supportive of office including restaurants, financial institutions, professional services, etc., in areas designated Mixed Use - Office. Planning Area 44 of the Mixed Use - Office area may include a transit hub to supplement the nearby Owen Memorial Park Transfer Station;
- 185,000 square feet of commercial uses including indoor technical schools, fitness centers and gymnasiums in areas designated Mixed Use - Workshop;
- 8.7 acres for school uses;
- 30.2 acres for parks of varying sizes;
- A 200-bed hospital and up to 500,000 square feet of medical-related uses including skilled nursing and assisted living supporting Kaiser Permanente's needs.

1.3 SPECIFIC PLAN ORGANIZATION

The Parkway Village Specific Plan is organized into the following chapters:

Chapter 1 - Introduction: Describes the overview and purpose of the Parkway Village Specific Plan

Chapter 2 - Vision: Highlights the inspiration and direction taken from a high-level review of community needs conducted by CSA Partners Ltd. and additional input from stakeholders, residents, and affected agencies.

Chapter 3 - Existing Setting: Describes the Parkway Village Specific Plan site, including the location and setting, access, existing conditions of the site and surrounding development, General Plan and zoning designations, existing environmental conditions and topography, and infrastructure and utilities.

Chapter 4 - Plan Elements: Establishes the vision for the Parkway Village Specific Plan and provides information about the land uses and circulation.

Chapter 5 - Design Guidelines: Provides guidelines for the site planning and the physical character of implementing development within the Parkway Village Specific Plan. These guidelines are included to address architectural design, landscaping, fencing, lighting, and signage.

Chapter 6 - Development Regulations: Establishes the land use and development standards that apply to development within the Parkway Village Specific Plan site, such as permitted uses, lot sizes, setbacks, and parking requirements. This Chapter serves as the zoning regulation for the Parkway Village Specific Plan site.

Chapter 7 - Administration & Implementation: Presents the policies and procedures for the city's review and approval of implementing projects within the Parkway Village Specific Plan. This Chapter also describes the methods and procedures for interpreting and amending the Specific Plan as necessary. A summary of maintenance responsibilities for development within the Specific Plan is also provided.

2.0 VISION

2.1 VISION

Since the adoption of Amargosa Creek Specific Plan in 2007, the City of Lancaster's needs for the area have changed to encompass a desire for a pedestrian friendly, walkable community with a sense of place. With the help of the residents, stakeholders, agencies, and technical professionals, the city underwent a reimagining for this large underutilized area in the center of Lancaster. The Parkway Village Specific Plan aims to develop a vibrant community featuring diverse neighborhoods with a blend of residential, recreational, commercial, educational, and medical facilities. This plan seeks to incorporate place-making principles to create a pedestrian-friendly development by taking a "People First" approach and promote social interaction among residents, visitors, and employees. This plan promotes a distinctive and practical approach to development by outlining a set of realistic and attainable goals, all designed to create a high-quality living environment.



Previously approved Amargosa Creek Specific Plan rendering.

2.2 REGULATORY CONTEXT

In August 2007, the city approved the Amargosa Creek Specific Plan and certified the associated Program Environmental Impact Report (EIR). The Amargosa Creek Specific Plan area consists of 152 acres and is located at the northeast corner of 10th Street West and Avenue L. The Amargosa Creek Specific Plan included the planned development of retail and office uses, a hotel, and a medical facility within two major districts: the Commercial District and the Medical District.

The Parkway Village Specific Plan was designed to encourage thoughtful and comprehensive development in a central area of the city which has been largely underutilized. The State of California is under a housing crisis and has determined that there is not enough housing being built, with fewer people becoming homeowners. Locally, the city has worked with stakeholders to identify the need for housing options which are particularly attractive for young families and individuals, especially those employed by the area's thriving aerospace industry. With companies like Boeing, Lockheed Martin, and Northrop Grumman operating in the Antelope Valley and the city's proximity to Edwards Airforce Base, there is an underserved population of aspiring homeowners. The Parkway Village Specific Plan would create diverse residential opportunities, amenities, education, entertainment, and retail to serve this target market and the community as a whole.

The City of Lancaster obtained a Local Early Action Planning (LEAP) grant through the California Housing and Community Development Department, in order to assist with funding this essential project. In 2019, the City of Lancaster initiated the creation and adoption of the Parkway Village Specific Plan. The Specific Plan is planned to provide employment districts along with residential districts to provide a balanced job to housing ratio within the central portion of the city, in line with the needs of major regional employers.



Amargosa Creek Specific Plan Concepts.

2.3 INSPIRATION

In envisioning the Parkway Village Specific Plan Area, the city called upon CSA Partners Limited, an architecture and urban design firm based out of Chicago, Illinois and Mumbai, India, led by principal and founder, Cyrus Subawalla. Subawalla's team has previous experience in Lancaster as they were the principal designer of the Hindu Temple Antelope Valley. The 30,000 square-foot Hindu temple complex married traditional Indian temple design with modern elements and completed construction in 2019. CSA Partners is renowned for their urban design endeavors which aim at fundamentally restoring the value of neighborhoods impacting changes in social, educational, economic, and public safety parameters through the medium of design.

CSA Partners conducted a macro-level review of the existing site conditions of 434.7-acre Parkway Village Specific Plan area. The initial assessment noted the "monotony of the grid," which results in disjointed parcels, inward looking surrounding parcels, lack of connectivity, and large paved areas. CSA Partners began envisioning concepts for the Parkway Village Specific Plan. The four main concepts which serve as inspiration include: Integration, Connectivity, Aesthetic Diversity, and Urban Wall.



Hindu Temple Antelope Valley.



Integration – “Pedestrian-Oriented, People-First”: Site integration is the notion that the urban fabric should first and foremost accommodate for people, not cars. Site design should be pedestrian-focused, where humans can migrate unencumbered by the automobile. Parking shall be in small clusters; preferably covered and not large open black tops that foster the “heat island effect” and “urban pedestrian isolation/segregation”. People dwell in places not cars. It is important to reclaim streets and parking lots.



Connectivity – “Create an Urban Network”: Green “connurbs” foster pedestrian migration. Lush vegetation form vistas and green buffers which reduce solar radiation. Wide pedestrian tendrils or parkways are the new highways for people. A central aspect of Connectivity is an interactive median, where individuals drive the dynamic and visitors engage with it. A well-designed median becomes a pedestrian avenue that engenders strong first impressions resulting in lasting impressions. The median should be connected to parks and other key destinations. Bike paths enhance this experience.



Aesthetic Diversity – “A Plethora of Styles”: Establishing a diversity of form and aesthetics with a clear comprehension of the larger urban goals and values posited within Parkway Village would provide clear direction and design criteria while providing for innovative design and variations in architecture. Mandating visual and typological variety in design would challenge architects and designers and encourage innovation. Diverse building aesthetics with mixed-use options builds a neighborhood identity, one with a plethora of styles. Interconnected courtyards provide for places of repose through form. By disjoining clear paths, it creates mystery and arrival on every block and corner. It is invigorating to mix it up. There is order in the seeming chaos.



Urban Wall - “Through Mixed Use”: Mixed use buildings along the edges of the parkway corridor form the “urban wall.” The urban wall allows for flexible planning of various residential types, such as duplexes or townhouses. The addition of ground-level retail would engage the street. Utilizing connectors to interior buildings would provide a variety of outdoor opportunities for gathering, while remaining aesthetically linked to the buildings. Flexible planning may also incorporate live/work as incremental organic growth occurs.

With CSA Partner’s inspiration as a launching point, city staff assembled a team of architectural, urban design, and environmental champions comprised of Aspen, Floor Associates, KTGy, and T&B Planning to formulate the plan.



2.4 INSIGHT AND LISTENING

The public outreach and participatory process builds upon the original efforts associated with the Amargosa Specific Plan from 2005. This effort included stakeholder interviews and feedback, community-wide workshops and presentations, and city leadership briefings and study sessions.

Since the inception of Parkway Village, city staff has regularly met with stakeholders and city leadership to obtain feedback and provide status updates. Most notably, staff consulted the plans prepared by the California High-Speed Rail Authority, held meetings with numerous city department heads, met with representatives of Kaiser Permanente, and Greater Antelope Valley Association of REALTORS (GAVAR), and incorporated feedback obtained from local aerospace leadership.

Additionally, an Environmental Impact Report Scoping Meeting was held at City Hall on March 14, 2024, with more than 20 members of the public in attendance. Several residents of the Sierra Retirement Village, among others, brought comments related to aesthetics and view impacts, traffic impacts and the impact of the High-Speed Rail, and clarification that approval of this plan would not cause the removal of existing uses along Sierra Highway. These comments have been incorporated into the plan.



Stakeholder meetings, Amargosa Creek Specific Plan.



2.5 PROJECT OBJECTIVES

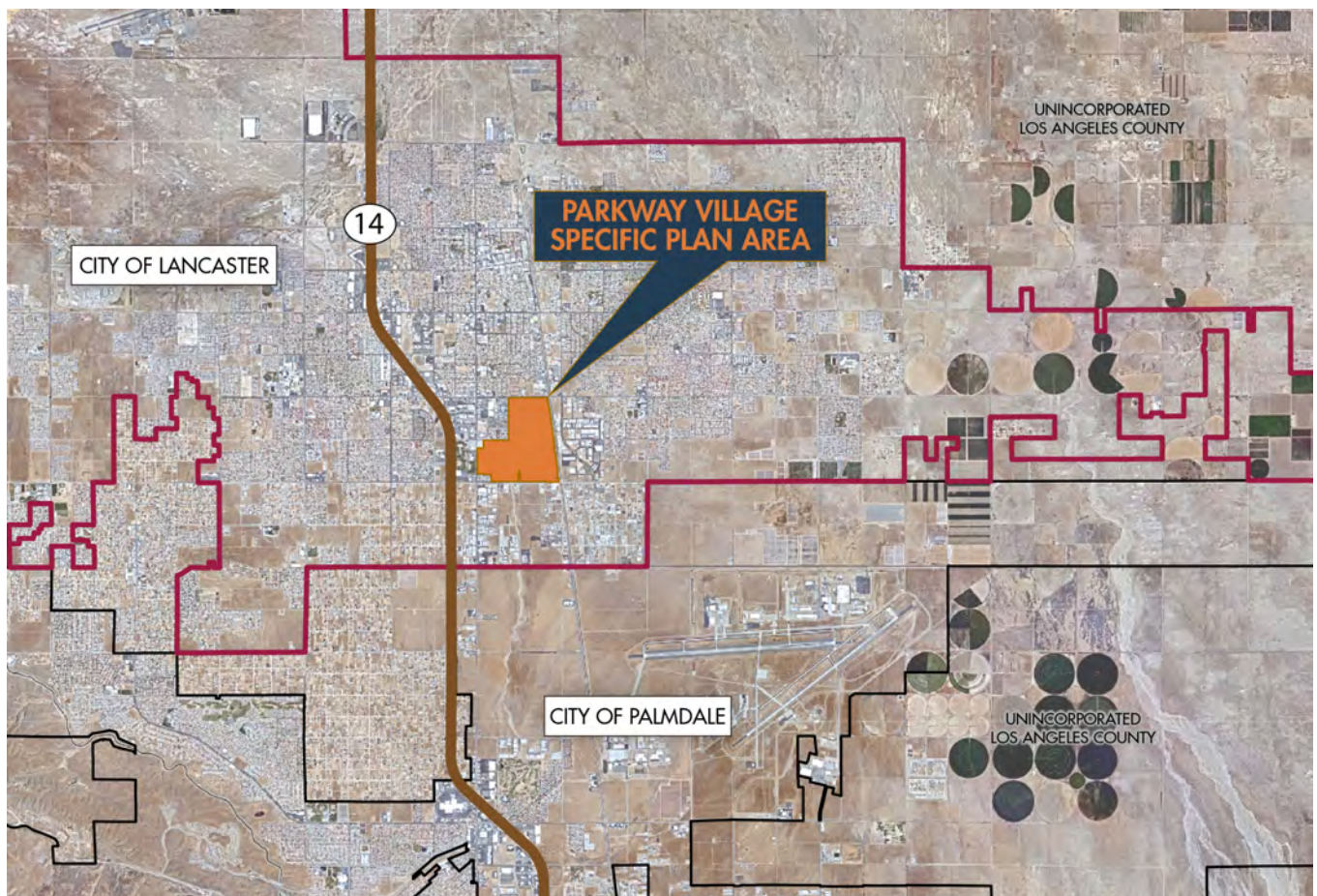
The Parkway Village Specific Plan synthesizes the overall vision, inspiration from CSA Partners, and the voices of the community to establish practical, tangible, implementable project objectives. These objectives are identified below:

- Provide a range of residential, commercial, recreational, office, and medical uses within an underutilized area in the central portion of the City of Lancaster;
- Provide a variety of housing types and styles, including those not typically found in the City of Lancaster, ranging from conventional single-family homes and detached cluster homes to townhomes and apartments;
- Provide business and employment opportunities to promote a strong and diversified economy;
- Incorporate a variety of parks, paseos, parkways, trails, and open space features that meet the recreational needs of community residents;
- Use the existing Amargosa Creek channel as open space connections for pedestrian and non-motorized mobility and storm flow conveyance;
- Accommodate the expansion of medical-related and health and wellness uses on property under the current ownership of Kaiser Permanente; and
- Establish a distinctive community character through place-making elements.

3.0 EXISTING SETTING

3.1 REGIONAL CONTEXT

The Parkway Village Specific Plan area is located in the southern central portion of the City of Lancaster in Los Angeles County. The Antelope Valley Freeway (State Route 14) is located approximately 0.6 miles west of the Specific Plan area and provides regional access to the Specific Plan site. See **Exhibit 3-1, Regional Location Map**.



⊕ N.T.S.

Exhibit 3-1, Regional Location Map

3.2 LOCAL CONTEXT

As shown in **Exhibit 3-2, Local Vicinity Map**, the Parkway Village Specific Plan area is bound by Avenue K to the north, Sierra Highway to the east, Avenue L to the south, and 10th Street West to the west. Local access to the Parkway Village Specific Plan area is available from Sierra Highway, Avenue K, Avenue K-8, Avenue L, and 10th Street West. Land uses immediately surrounding the Specific Plan area (2024) are identified below:

- South: A two-story apartment complex (Montecito Apartments) and a low-density mix of commercial uses, industrial uses, and undeveloped, vacant land.
- North: Along Avenue K are low and moderate density residential uses and a mix of retail and restaurant uses. Along Avenue K-8 are two-story garden apartment complexes and a HW Hunter car dealer.
- West: Along 10th Street West is Sgt. Steven Owen Memorial Park, commercial development, the Owen Memorial Park Bus Transfer Center, and a park & ride lot. A gas station is located along the western site boundary to the south of Avenue K-8. Apartment homes are located along the western site boundary between Avenue K-8 and Avenue K.
- East: Along Sierra Highway is a mix of light industrial, and business park uses, the Union Pacific Railroad, and undeveloped, vacant land.

3.3 SITE DESCRIPTION

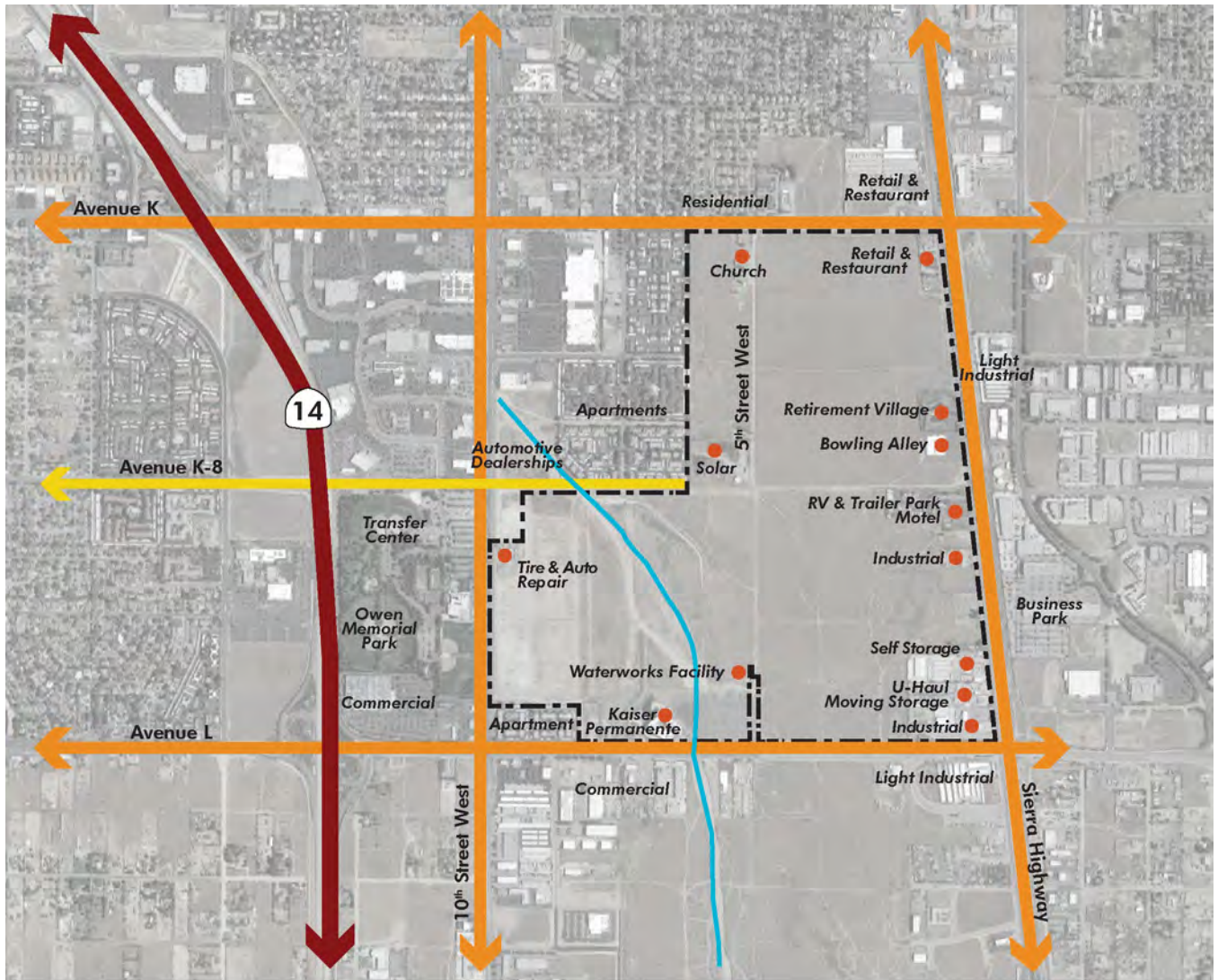
At the time this Specific Plan was prepared (2024), the Parkway Village Specific Plan site is relatively flat and largely vacant, with elevations gradually increasing from the northwestern corner to the southeastern corner of the site. As shown in **Exhibit 3-2, Local Vicinity Map**, existing developments within the Specific Plan area are the Kaiser Permanente Medical Offices and various commercial and storage uses located along the southern site boundary; a church located at the southwestern corner of 5th Street West and Avenue K along the northern site boundary; a mix of retail and restaurant uses, a retirement village, a bowling alley, an RV & trailer park, and a motel located along the eastern site boundary; and an auto repair shop and solar farm along the western site boundary. A 1.3-acre parcel along the 5th Street West right-of-way is owned by Los Angeles County and contains a small waterworks facility. Amargosa Creek is a dry wash confined within earthen banks that flows from roughly the southern portion of the site toward the northwestern corner. All existing development within the Specific Plan area is expected to remain, and will not be demolished or removed as part of the adoption of this Specific Plan.

3.4 ACCESS

3.4.1 VEHICULAR ACCESS

Regional access is provided via State Route 14, approximately 0.6 miles west of the Specific Plan area. Avenue L and Avenue K provide important east-west connections to both State Route 14 and Sierra Highway. 10th Street West along the western boundary provides a north-south link to downtown Lancaster.

- Avenue K is an east-west oriented roadway that abuts the Specific Plan area on the north side and consists of five through lanes (three westbound and two eastbound lanes). The City of Lancaster General Plan designates Avenue K as a Major Arterial.



Legend

-  Highway
-  Major Arterial
-  Secondary Road
-  Amargosa Creek
-  On Site Existing Land Uses
-  Parkway Village Specific Plan Area

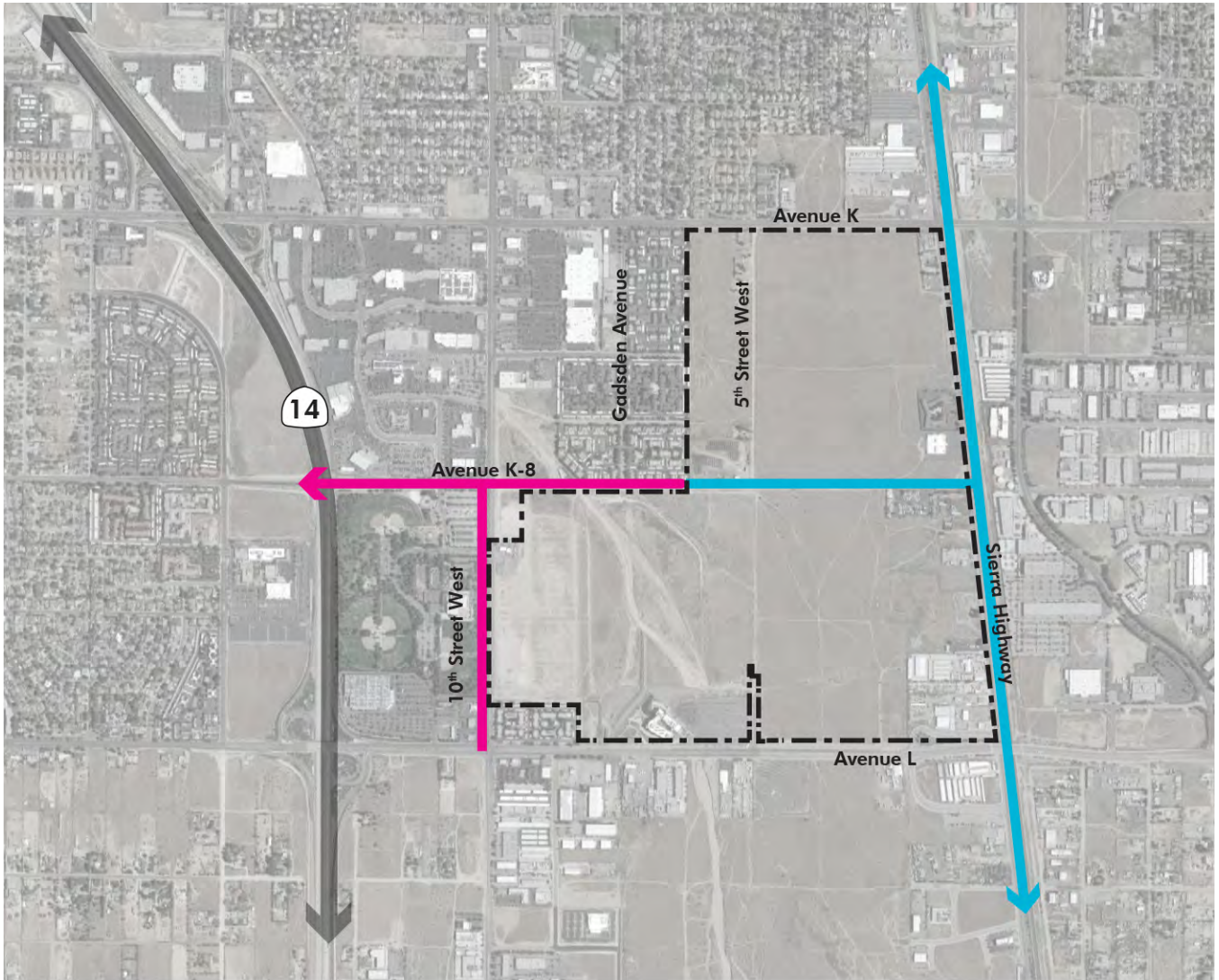
- Avenue K-8 is an east-west oriented roadway that provides access to the central portion of the Specific Plan area from the west and consists of two through lanes (one westbound and one eastbound lane). Vehicular access for Avenue K-8 terminates at the western boundary of the Specific Plan area and a bike trail is provided within the Specific Plan to provide bike and pedestrian access to Sierra Highway. The City of Lancaster General Plan designates Avenue K-8 as a Secondary Arterial.
- Avenue L is an east-west oriented roadway that abuts the Specific Plan area on the south side and consists of five through lanes (two westbound and three eastbound lanes). The City of Lancaster General Plan designates Avenue L as a Major Arterial.
- 10th Street West is a north-south oriented roadway that abuts the Specific Plan area on the west side and consists of six through lanes (three northbound and three southbound lanes) from Avenue K to Avenue K-8, and four through lanes from Avenue K-8 to Avenue L. The City of Lancaster General Plan designates 10th Street West as a Major Arterial.
- Sierra Highway is a north-south oriented roadway that abuts the Specific Plan area on the east side and consists of four through lanes (two northbound and two southbound lanes). Sierra Highway may be realigned through the Specific Plan area if the California High Speed Rail is implemented. The City of Lancaster General Plan designates Sierra Highway as a Major Arterial.

3.4.2 SIERRA HIGHWAY TRANSPORTATION CORRIDOR

In the event that the California High Speed Rail is implemented in the City of Lancaster, the railways and associated infrastructures will be placed within the existing Sierra Highway right-of-way, and Sierra Highway may be realigned through the Specific Plan area. The Parkway Village Specific Plan designates areas within its boundary as the Sierra Highway Transportation Corridor (SHTC). The SHTC will provide a buffer at the eastern portion of the Specific Plan area for the residential uses near the high speed rail alignment and will also allocate area within the central portion of the Specific Plan area for the future Sierra Highway realignment. Any existing development within the SHTC is expected to remain and will not be demolished or removed as part of the adoption of the Specific Plan. Further discussion of the SHTC is provided in **Chapter 4, Plan Elements**, of this Specific Plan.

3.4.3 BIKEWAY

As shown in **Exhibit 3-3, Existing Bikeway Map**, bikeway access to the Parkway Village Specific Plan area is provided via Avenue K-8, 10th Street West and Sierra Highway. A Class I bike path, a separate right-of-way for bicycles and other users, is provided from the current eastern terminus of Avenue K-8 to Sierra Highway, and in each direction of Sierra Highway. A Class II bike lane, a restricted right-of-way for bicycles, most often designated by a painted line and signs on the road, is provided in each direction of 10th Street West between Avenue K-8 and West Avenue L. A Class II bike lane is also provided in each direction of Avenue K-8.



Legend

- Class I - Bike Path
(A separate right-of-way for bicycles and other users.)
- Class II - Bike Lane
(A restricted right-of-way for bicycles, most often designated by a painted line and signs on the road.)
- Parkway Village Specific Plan Area

3.4.4 PUBLIC TRANSPORTATION

The Owen Memorial Park Bus Transfer Station is located west of the Parkway Village Specific Plan area and serves as the transit hub for southern Lancaster. Local transit services in the City of Lancaster and the project area are provided by Antelope Valley Transit Authority (AVTA), and regional services are provided by Kern Transit. As shown in **Exhibit 3-4, Transit Map**, the Owen Memorial Park Bus Transfer Station provides AVTA linkages to other locations in the city and the Metrolink station through the following routes (as of 2024):

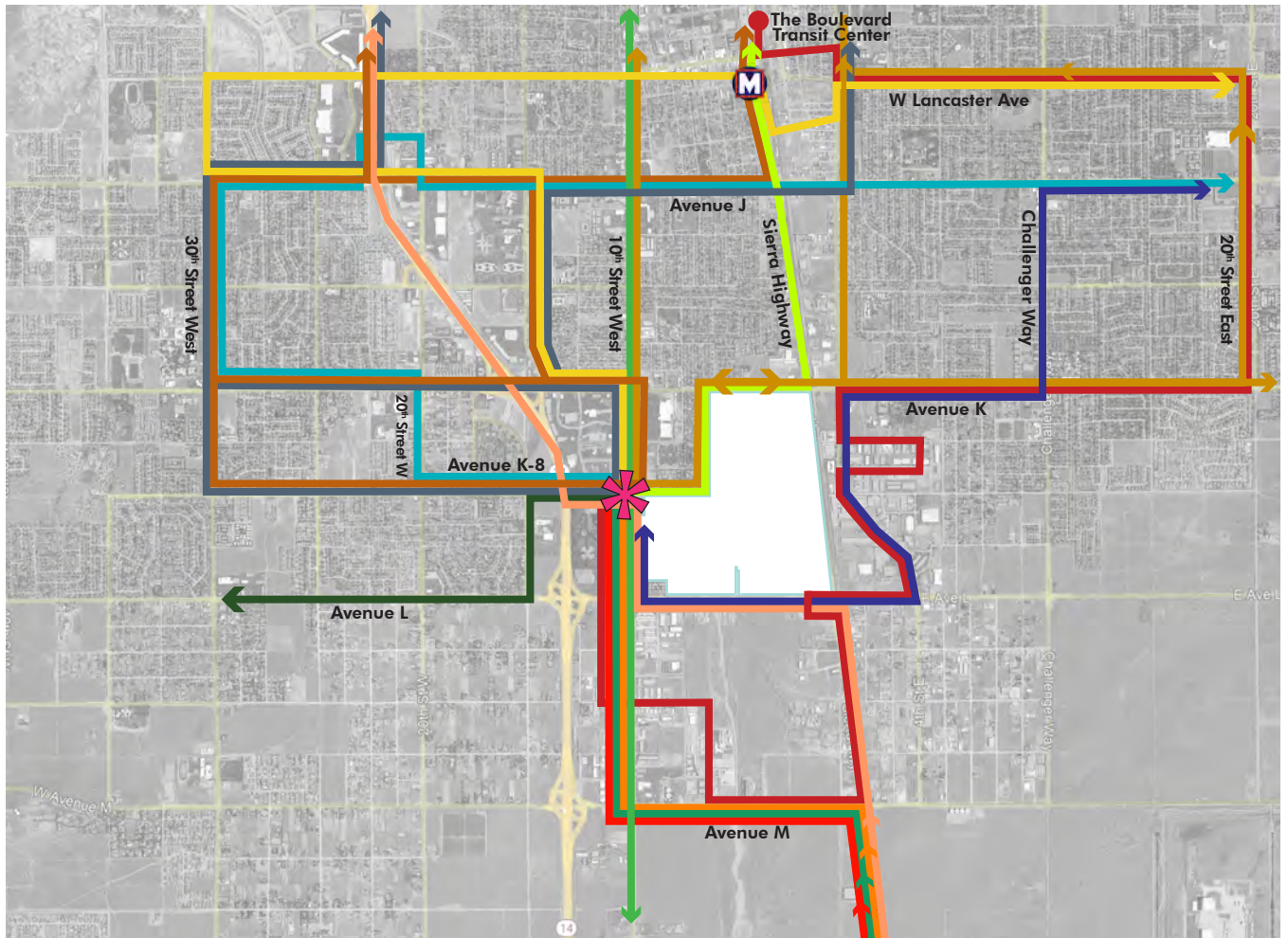
AVTA Lines

- #1 - Service connecting the Boulevard Transit Center and the Palmdale South Valley Transit Center;
- #4 - Service connecting the Boulevard Transit Center and Owen Memorial Park;
- #5 - Service connecting Quartz Hill and Owen Memorial Park;
- #9 - Service connecting Owen Memorial Park and Quartz Hill via Avenue H;
- #11 - Service connecting Owen Memorial Park and Avenue J & 20th Street East via Avenue I;
- #12 - Service connecting Owen Memorial Park and Avenue J & 20th Street East via Avenue J;
- #50 - Service connecting Owen Memorial Park and Lake Los Angeles;
- #94 - Supplemental route connecting Owen Memorial Park and Antelope Valley High School/Eastside High School;
- #748 - Service connecting Owen Memorial Park and the Mojave Air & Space Port.
- #785 - Commuter Service Line servicing to Downtown Los Angeles, connecting Owen Memorial Park and Union Station;
- #786 - Commuter Service Line servicing to Century City/West Los Angeles, connecting Owen Memorial Park and the West Los Angeles Veterans Affairs Medical Center; and
- #787 - Commuter Service Line servicing to West San Fernando, connecting Owen Memorial Park and the Tarzana neighborhood.

Kern Transit Lines

- #100 - Kern Transit service connecting Bakersfield, Keene, Tehachapi, Rosamond, and Lancaster; and
- #250 - Kern Transit service connecting Lancaster, Rosamond, Mojave, and California City.

Metrolink provides passenger rail service to the City of Lancaster, with the closest station located at the Lancaster Station on Sierra Highway, approximately 1.6 miles north of the Parkway Village Specific Plan area.



Legend



Owen Memorial Park/
Lancaster Transfer Center



Lancaster Station



Parkway Village
Specific Plan Area



Route 1



Route 4



Route 5



Route 9



Route 11



Route 12



Route 50



Route 94



Route 748



Route 785



Route 786



Route 787



Kern #100



Kern #250

3.5 ENVIRONMENTAL SETTING

The Parkway Village Specific Plan area is located in the south-central portion of the City of Lancaster, which is in the Antelope Valley region of northern Los Angeles County. The Antelope Valley is a high-elevation desert at the western tip of the Mojave Desert, with the San Gabriel Mountains bordering the valley to the south and the Tehachapi Mountains forming the border to the north. The Antelope Valley is primarily an illuviated desert plane containing bedrock hills and low mountains. The area ranges from 2,300 to 3,500 feet above sea level and is cut by numerous small, mostly dry creeks and washes that drain in an easterly direction toward several dry lakebeds. The western portion of the valley is characterized by relatively flat-lying topography and valley fill deposits.

The Antelope Valley is located within the juncture of different ecological regions including the Northern Great Basin, Transverse and Coast Ranges; West Mojave and Sonoran deserts; Tehachapi and Sierra Nevada Mountains; and Great Central Valley. It supports a variety of native and introduced plants and wildlife with the area having been subject to repeated disturbance from prior land uses such as farming, grazing, mining, infrastructure construction and urban development.

3.6 INFRASTRUCTURE

The Parkway Village Specific Plan area is in the service areas of Los Angeles County Waterworks District 40 and Los Angeles County Sanitation District 14. Wastewater from development in the Specific Plan area would be treated at the Lancaster Water Reclamation Plant (LWRP). **Exhibit 3-5, Existing Infrastructure**, illustrates the existing infrastructure systems serving the Parkway Village Specific Plan area.

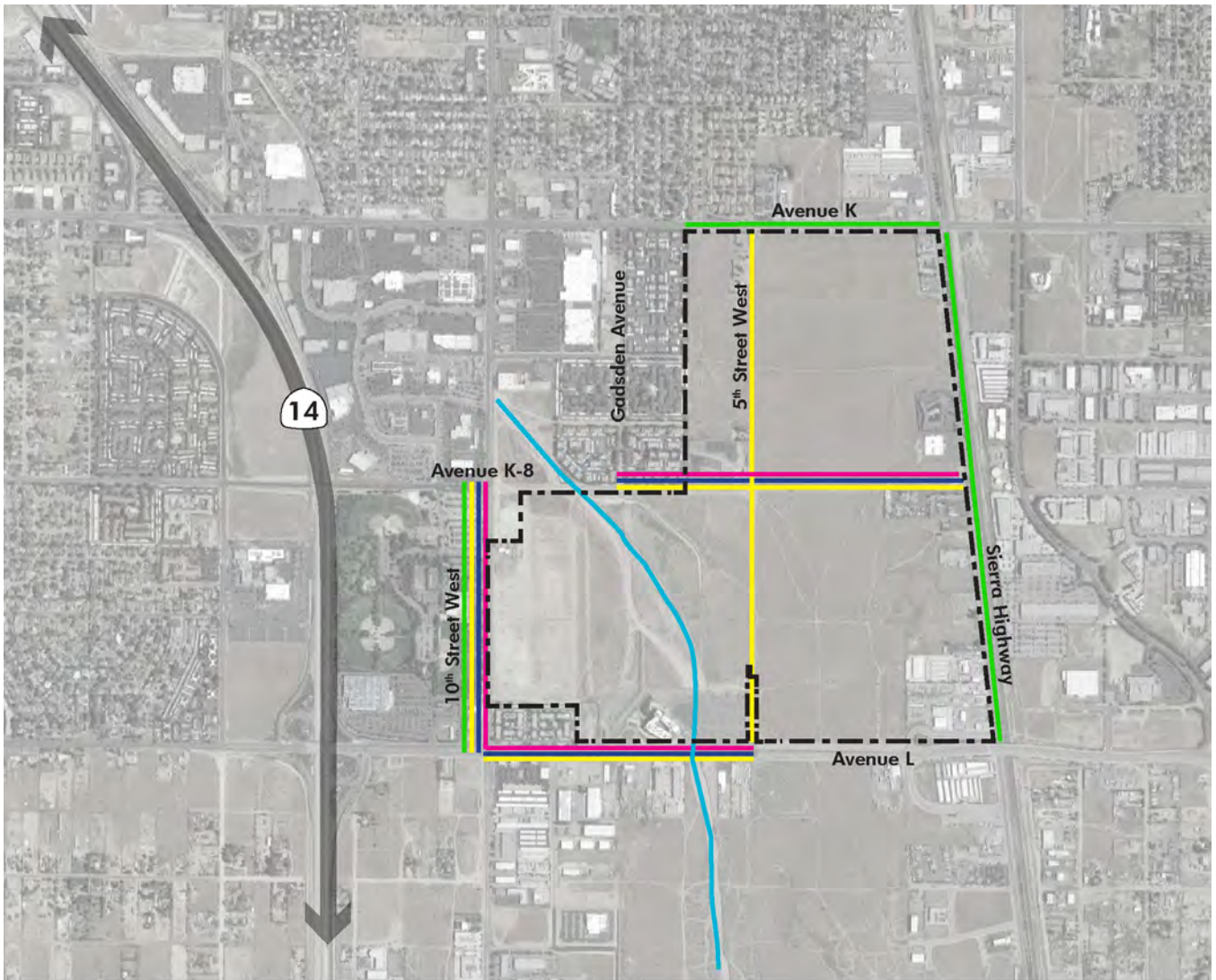
3.6.1 STORM DRAINAGE

Amargosa Creek is a relatively isolated stream system that flows through the site from southeast to northeast with earthen banks. It originates in the San Andreas Rift Valley and flows east towards the City of Palmdale, then turns north, terminating in Rosamond Dry Lake (Edwards AFB). In some locations, manufactured channels and detention basins have altered the natural course of the creek. South of the Specific Plan area, the creek is an earthen channel. North of the site, the creek is enclosed in a reinforced concrete box. Existing storm drain facilities consist of inlets, curb, and gutter that carry storm flows in public streets that abut the site.

3.6.2 UTILITIES

Wet and dry utilities systems are available in the area to service the Parkway Village Specific Plan site. These include but are not limited to the following:

- A. A 12-inch water main is contained in the future alignment of Avenue K-8. A 10-inch sanitary sewer collector and a natural gas line are contained in the future alignment of Avenue K-8 terminating from the north roughly at the centerline of Gadsden Avenue.
- B. A 12-inch water main is contained within the future alignment of 5th Street West.
- C. Water, sewer and natural gas lines are contained in Avenue L between 5th Street West and 10th Street West.
- D. Water, sewer, electric, and natural gas lines are contained in 10th Street West.
- E. Electric lines are located along Avenue K and Sierra Highway.



Legend

- Water
- Sewer
- Gas
- Electric
- Amargosa Creek

 Parkway Village
Specific Plan Area

3.7 POLICY CONTEXT

3.7.1 CITY OF LANCASTER GENERAL PLAN

Existing land use designations for the Parkway Village Specific Plan site and surrounding properties are depicted in **Exhibit 3-6, Existing Land Use Designations**. The Parkway Village Specific Plan site is designated Specific Plan (SP) and Mixed Use (MU). As for the surrounding land uses:

- A. On the east are designated MU and Specific Plan.
- B. On the south are designated LI and MR2-Multi-Residential (15.1 to 30 dwelling units per acre).
- C. On the north are designated Commercial (C), Urban Residential (2.1 to 6.5 dwelling units per acre) (UR), and MR1-Multi-Residential (6.6 to 15.0 dwelling units per acre).
- D. On the west are designated Open Space, C, and MR2.

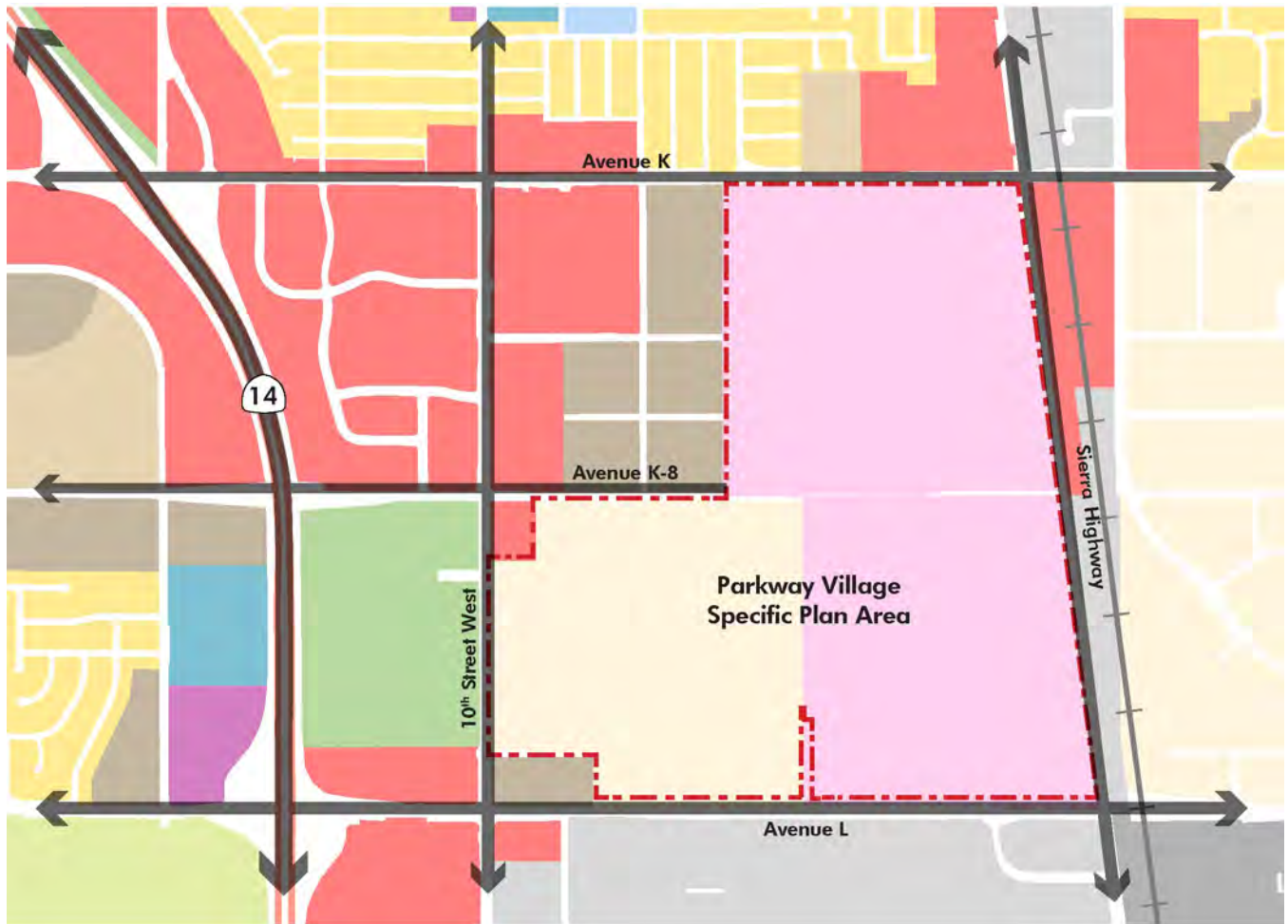
An Amendment to the City of Lancaster's General Plan Land Use Map is required to change the site's land use to "Parkway Village Specific Plan" as shown in **Exhibit 3-7, Proposed Land Use Designations**.

3.7.2 CITY OF LANCASTER ZONING

As shown in **Exhibit 3-8, Existing Zoning**, the Parkway Village Specific Plan site is zoned Amargosa Creek Specific Plan (SP), Mixed Use Employment (MU-E) and Mixed Use Neighborhood (MU-N). Zoning of the surrounding areas is provided below:

- A. On the east are designated Commercial Planned Development (CPD), Light Industrial (LI) and SP.
- B. On the south are designated High Density Residential of 15.1-30 Units/Acre (HDR) and LI.
- C. On the north are designated CPD, Commercial (C), Moderate Density Residential of 7.1 to 15 dwelling units per acre (MDR) and Single Family Residential on 7,000 Square Foot Lots (R-7000).
- D. On the west are designated HDR, SP, and Park (PK).

A Zone Change is required concurrent with the approval of this Specific Plan to amend the city's Zoning Map to change the site's zoning designation to "Specific Plan No. 24-001" as shown in **Exhibit 3-9, Proposed Zoning Designations**.



Legend

CITY LIMITS

PARKWAY VILLAGE
SPECIFIC PLAN AREA

SPECIFIC PLAN

UR = URBAN RESIDENTIAL
(2.1 - 6.5 DU/AC)

MR1 = MULTI-RESIDENTIAL
(6.6 - 15.0 DU/AC)

MR2 = MULTI-RESIDENTIAL
(15.1 - 30.0 DU/AC)

MU = MIXED USE

C = COMMERCIAL

OP = OFFICE/PROFESSIONAL

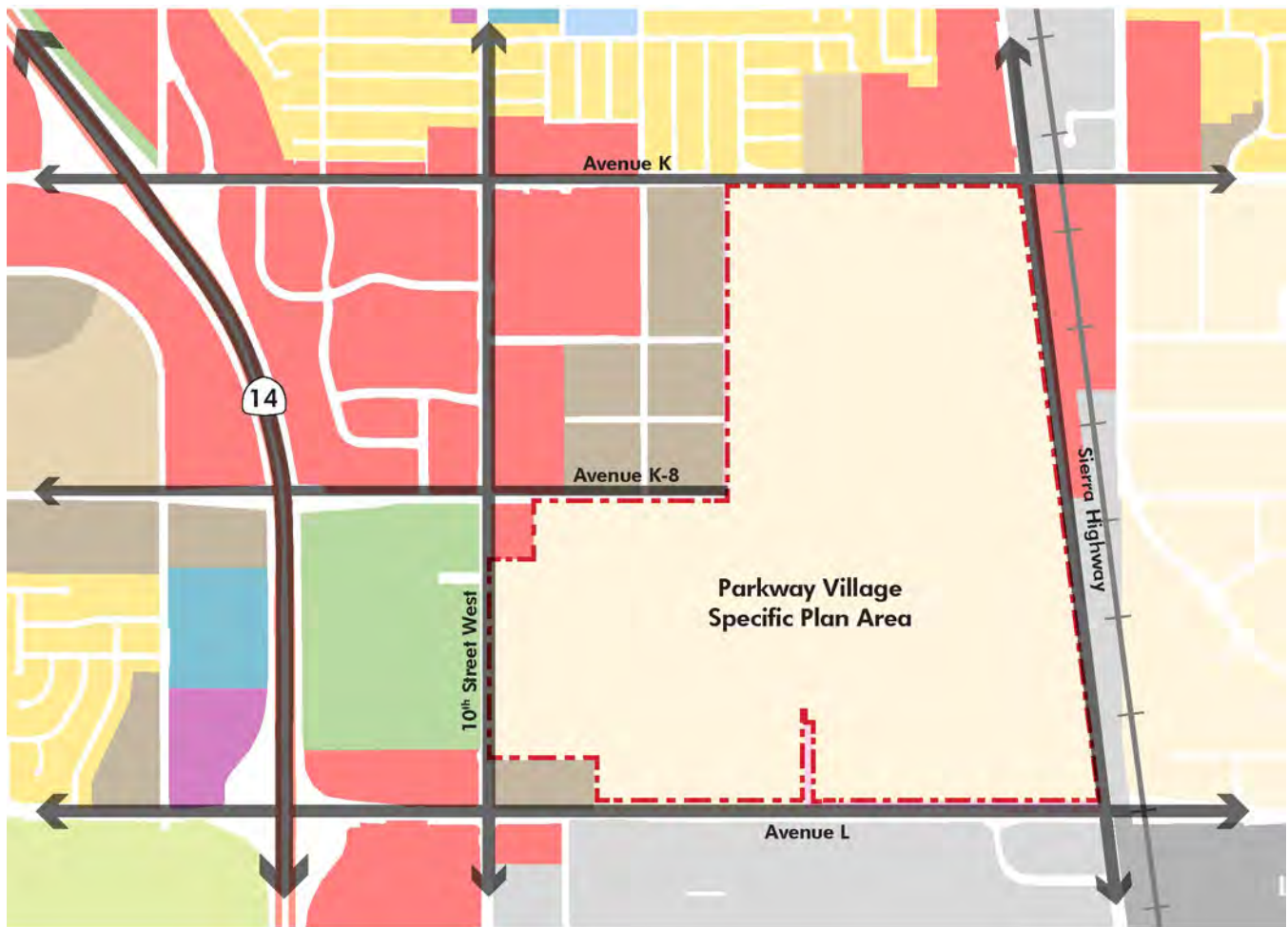
LI = LIGHT INDUSTRIAL

HI = HEAVY INDUSTRIAL

H = HEALTH CARE

P = PUBLIC USE
P = PUBLIC
S = SCHOOL

O = OPEN SPACE
CE = CEMETERY
O = OPEN SPACE
PK = PARK



Legend

CITY LIMITS

PARKWAY VILLAGE
SPECIFIC PLAN AREA

SPECIFIC PLAN

UR = URBAN RESIDENTIAL
(2.1 - 6.5 DU/AC)

MR1 = MULTI-RESIDENTIAL
(6.6 - 15.0 DU/AC)

MR2 = MULTI-RESIDENTIAL
(15.1 - 30.0 DU/AC)

MU = MIXED USE

C = COMMERCIAL

OP = OFFICE/PROFESSIONAL

LI = LIGHT INDUSTRIAL

HI = HEAVY INDUSTRIAL

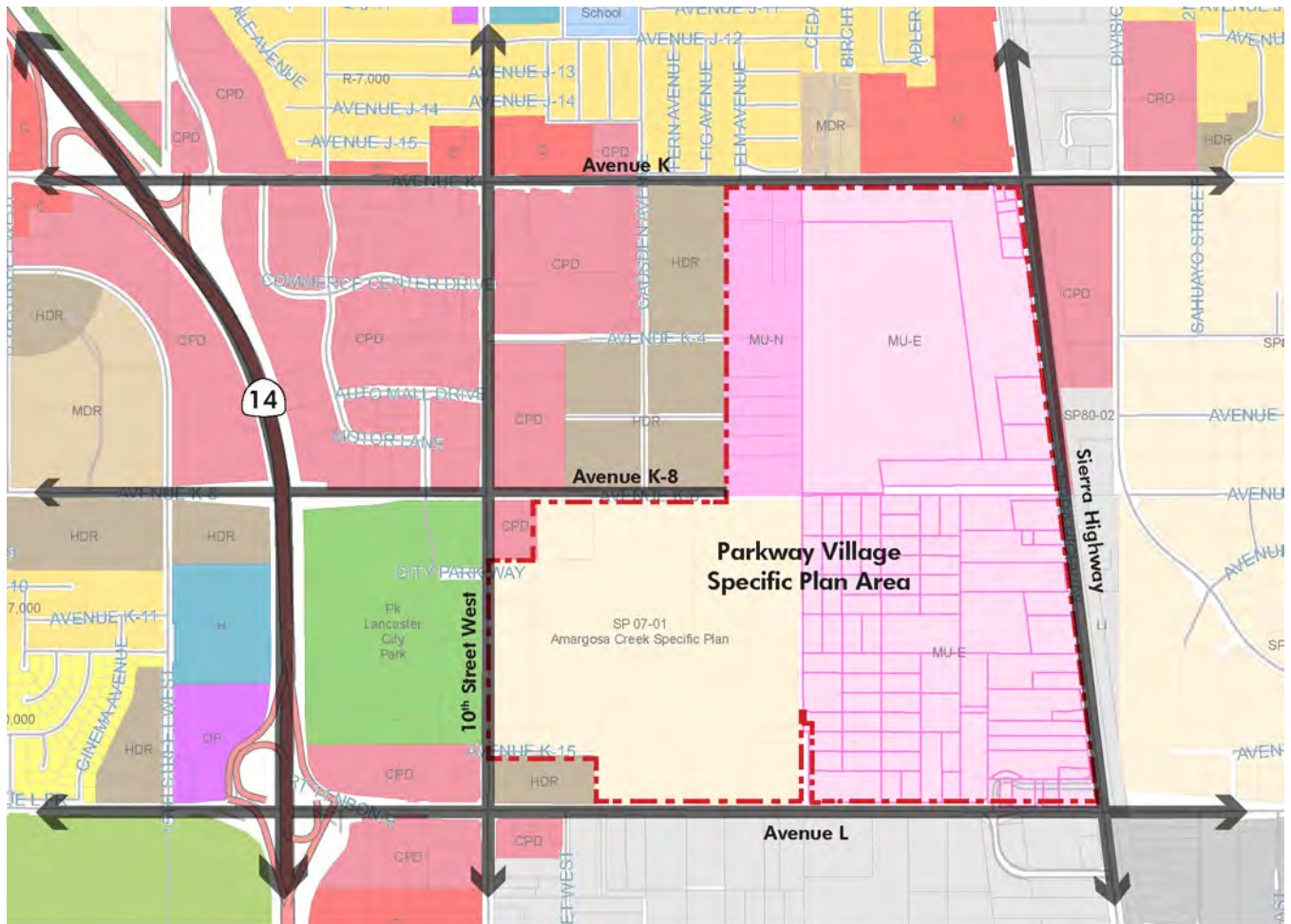
H = HEALTH CARE

P = PUBLIC USE
P = PUBLIC
S = SCHOOL

O = OPEN SPACE
CE = CEMETERY
O = OPEN SPACE
PK = PARK

Exhibit 3-7, Proposed Land Use Designations

N.T.S.

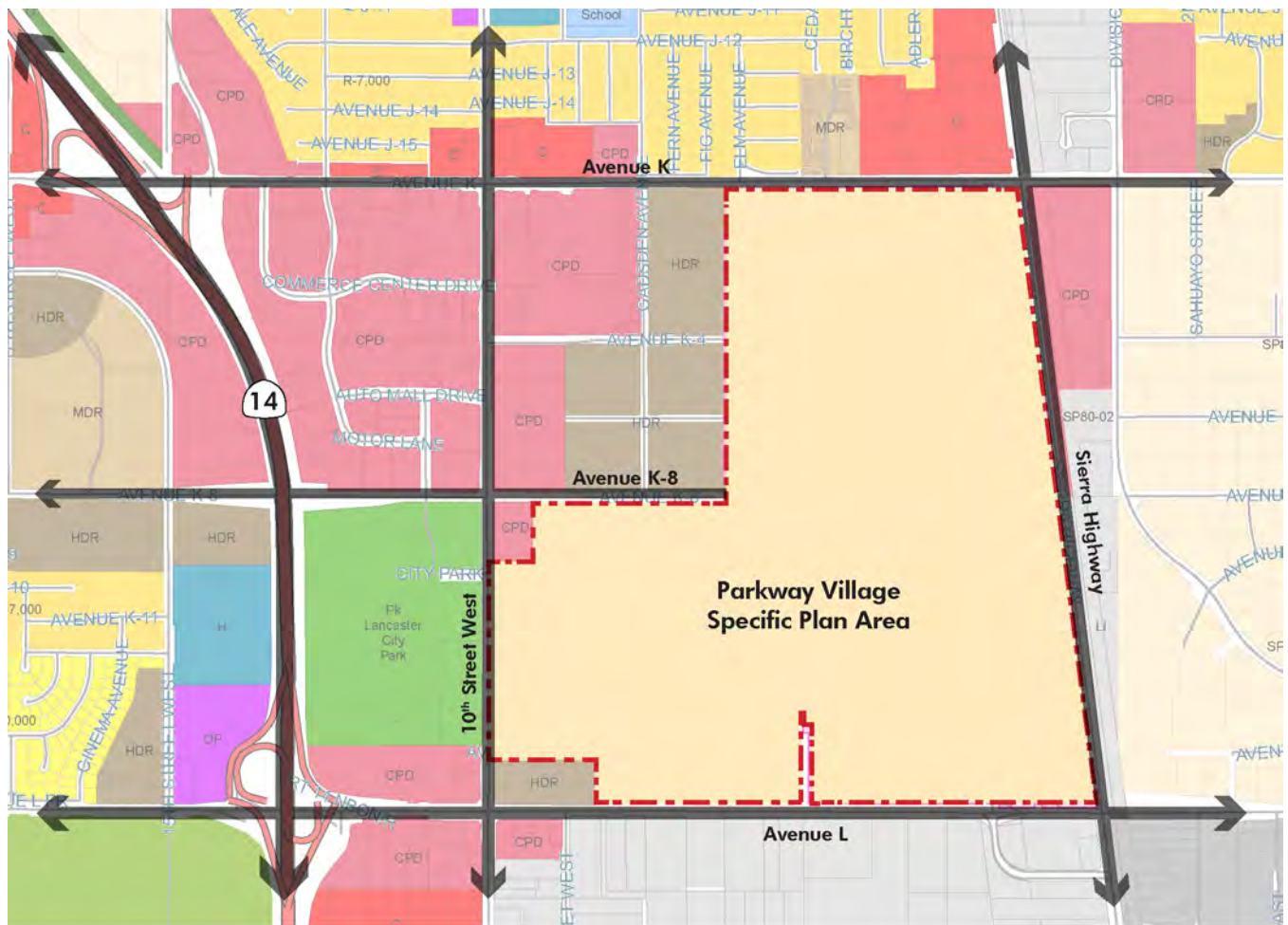


Legend

- CITY LIMITS
- PARKWAY VILLAGE SPECIFIC PLAN AREA

ZONING DESIGNATION

- | | |
|---|--|
| <ul style="list-style-type: none"> RR-2.5 RURAL RESIDENTIAL OF 1 UNIT/2.5 ACRES R-7000 SINGLE FAMILY RESIDENTIAL ON 7,000 SQUARE FOOT LOTS HDR HIGH DENSITY RESIDENTIAL OF 15.1-30 UNITS/ACRE MDR MODERATE DENSITY RESIDENTIAL OF 6.6-15 UNITS/ACRE C COMMERCIAL CPD COMMERCIAL PLANNED DEVELOPMENT OP OFFICE PROFESSIONAL | <ul style="list-style-type: none"> MU-E MIXED USE EMPLOYMENT MU-N MIXED USE NEIGHBORHOOD HI HEAVY INDUSTRIAL LI LIGHT INDUSTRIAL H HEALTH CARE S SCHOOL SP SPECIFIC PLAN PK PARK |
|---|--|



Legend

- CITY LIMITS
- PARKWAY VILLAGE SPECIFIC PLAN AREA

ZONING DESIGNATION

 RR-2.5	RURAL RESIDENTIAL OF 1 UNIT/2.5 ACRES	 MU-E	MIXED USE EMPLOYMENT
 R-7000	SINGLE FAMILY RESIDENTIAL ON 7,000 SQUARE FOOT LOTS	 MU-N	MIXED USE NEIGHBORHOOD
 HDR	HIGH DENSITY RESIDENTIAL OF 15.1-30 UNITS/ACRE	 HI	HEAVY INDUSTRIAL
 MDR	MODERATE DENSITY RESIDENTIAL OF 6.6-15 UNITS/ACRE	 LI	LIGHT INDUSTRIAL
 C	COMMERCIAL	 H	HEALTH CARE
 CPD	COMMERCIAL PLANNED DEVELOPMENT	 S	SCHOOL
 OP	OFFICE PROFESSIONAL	 SP	SPECIFIC PLAN
		 PK	PARK

Exhibit 3-9, Proposed Zoning Designations

N.T.S.

4.0: PLAN ELEMENTS

4.1 LAND USE VISION

This Chapter discusses the various plan elements of the Parkway Village Specific Plan, including land use and circulation. These plan elements work with the other chapters of this Specific Plan to establish the development framework for Parkway Village. The plan elements are described in further detail below.

As outlined in **Chapter 2, Vision**, the Parkway Village Specific Plan takes direction and inspiration from high-level reviews conducted by CSA Partners Ltd. as consultant to the city. The land use plan resulting from this review is depicted in **Exhibit 4-1, Visioning Land Use Plan**. In order to align with stakeholder needs, transportation/zoning best practices and city objectives, and to ensure the efficient provision of development standards, the Visioning Land Use Plan has been adapted into the following districts and zones as depicted in **Exhibit 4-2, District Framework Plan**, and **Exhibit 4-3, Implementation Land Use Plan**.

4.2 DISTRICT FRAMEWORK PLAN

The Parkway Village Specific Plan introduces a new master-planned community in the City of Lancaster. It offers a harmonious blend of residential, mixed-use, commercial, office, medical use, education, skill development, and recreational opportunities, all thoughtfully organized and interconnected to align with the land's natural character. The Specific Plan area encompasses five unique districts, each characterized by specific physical features and functionalities, as depicted in **Exhibit 4-2, District Framework Plan**.

Town Center (TC) District is strategically positioned along 10th Street West, Avenue K-8, and Avenue L, encompassing various land uses as outlined below. At the heart of the district is a commercial/residential mixed-use development and a centralized plaza and sports park that serve as vibrant living and gathering spaces, designed to cultivate a strong sense of community engagement. These focal points provide opportunities for social interaction, community events, and recreational activities, nurturing a vibrant and inclusive atmosphere. The Town Center District integrates a walkable network of streets and pathways, fostering a pedestrian-friendly environment for residents and visitors alike. Residents and visitors can enjoy this network, encouraging an active and healthy lifestyle while immersing themselves in a fully landscaped environment. In addition, the Town Center District includes a designated area for a potential new medical technology campus, showcasing a forward-thinking approach to healthcare and innovation within the community. This development has the potential to attract cutting-edge medical advancements and contribute to the local economy.



The following list identifies the zoning designations within the Town Center District:

- Town Center (TC): Planning Areas 1-6
- Residential: Planning Areas 7-10
- Medical: Planning Area O
- Parks: Planning Areas A-E
- School: Planning Area F

Business (B) District is intersected by the Sierra Highway Transportation Corridor (SHTC) along Avenue L and incorporates Planning Areas 15, 42, 43, and N. The Business (B) District integrates diverse healthcare services, comprehensive office facilities, and supportive living arrangements. Designed to focus on accessibility and transit convenience, it also nurtures economic vitality with small businesses and professional health and business services. This dynamic district promotes community well-being, offering residents, employees, and visitors a holistic environment.

Workshop (W) District is intersected by the SHTC. Both Planning Areas 25 and 26 are located along Avenue K. The Workshop (W) District is designed to blend different types of businesses and services, fostering a dynamic setting where individuals can explore a diverse range of shopping experiences.

Residential District recognizes the importance of catering to its population's varying needs and preferences, ensuring diverse housing options for its residents. The Parkway Village Specific Plan takes pride in incorporating green spaces and parks throughout the community. These green areas not only enhance the Specific Plan's aesthetic appeal but also provide opportunities for outdoor recreation, promoting a healthier and more active lifestyle.

The following list identifies the zoning designations within the Residential District:

- Suburban (S): Planning Areas 19-20, 22, 28-30, 34, and 35
- Neighborhood (N): Planning Areas 11-14, 17-18, 24, 27, and 36-39
- Urban (U): Planning Areas 16, 40, and 41
- Corridor (C): Planning Areas 21, 23, 31, and 32
- Parks: Planning Areas G, H, I, J, K, L, and M

Sierra Highway Transportation Corridor (SHTC): A portion of the SHTC is positioned adjacent to the existing Sierra Highway, acting as a buffer to minimize any potential disruptions to residents' quality of life should the California High Speed Rail be implemented. Any existing development within the SHTC is expected to remain and will not be demolished or removed as part of the adoption of this Specific Plan. Existing development will be considered as legal nonconforming uses, and any modification is subject to Article VII - Nonconforming Uses and Structures of the Lancaster Municipal Code (LMC). This area is planned to serve as public open space, offering residents and visitors a tranquil environment for relaxation and recreation. Another section of the SHTC intersects with the Residential District. In the event that the California High Speed Rail is implemented, roadways within this portion of the SHTC can be improved to accommodate for the additional car movement redirected from Sierra Highway within the Specific Plan area if deemed necessary.

TOWN CENTER DISTRICT

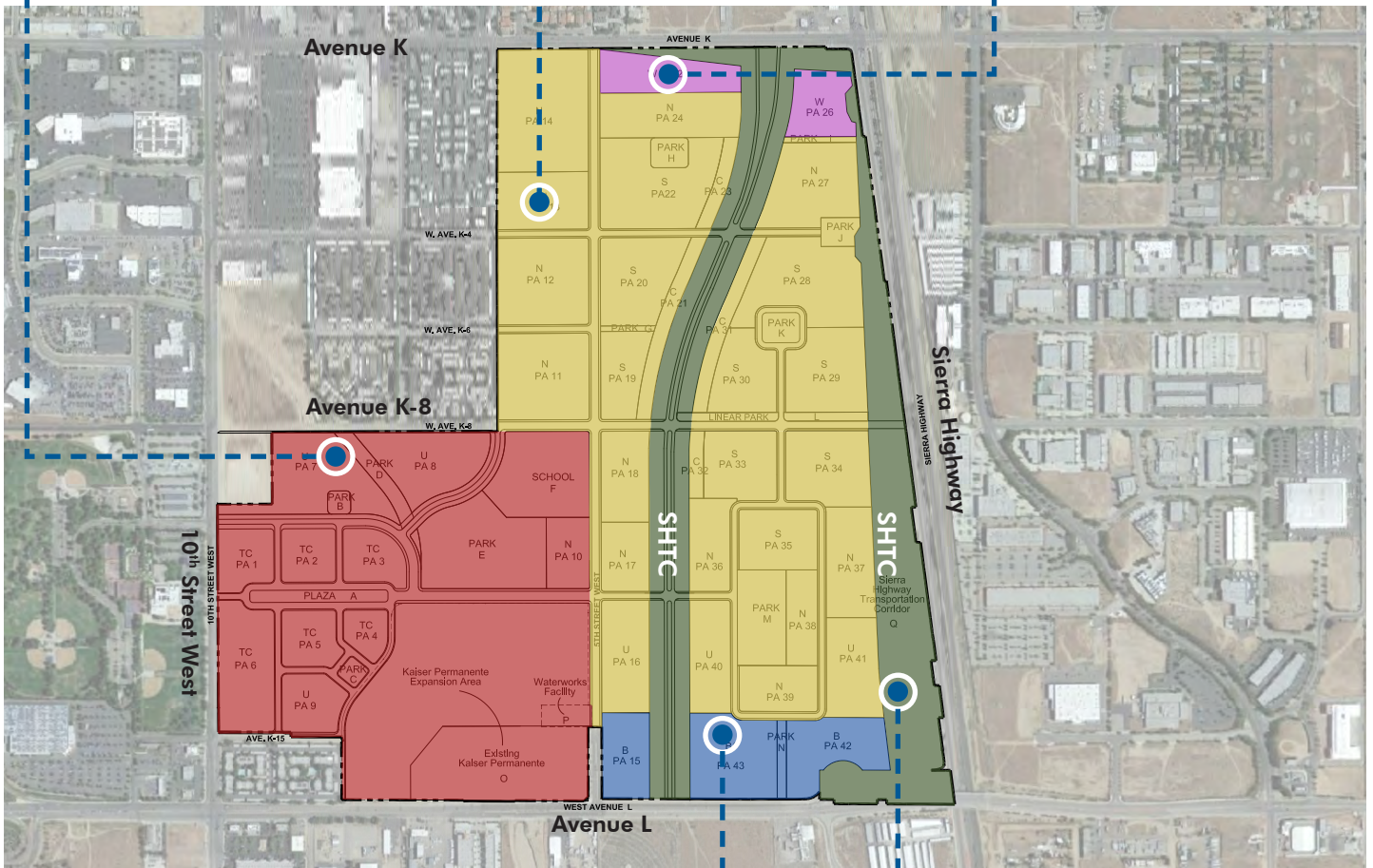
- Centralizing a plaza and community park to foster a strong sense of community engagement.
- Incorporating walkable network of streets and open space.
- Creating a potential location for a new medical technology campus.
- Cultivating a lively urban living environment.

RESIDENTIAL DISTRICT

- Ensuring a diverse range of housing options.
- Incorporating green spaces and parks throughout the community.
- Providing inviting communal spaces.

WORKSHOP DISTRICT

- Creating a vibrant environment where people can work and shop.
- Supporting local economies by fostering a diverse range of enterprises.



BUSINESS DISTRICT

- Creating a community with excellent access to transportation networks.
- Providing an environment that supports overall well-being by integrating medical facilities with assisted/supportive living arrangements.

SHTC*

- Establishing a buffer zone to minimize the effects of the neighboring railroad.
- Providing outdoor open space for recreational activities, relaxation, and social interaction.
- Creating a future opportunity for Sierra Highway realignment.

*SHTC: Sierra Highway Transportation Corridor

EXHIBIT 4-2, DISTRICT FRAMEWORK PLAN

4.3 LAND USE PLAN

The Parkway Village Land Use Plan is organized into planning areas (PAs). A planning area is a geographic area in which a land use is identified and required development standards are uniform. Each planning area is assigned a land use, such as Residential, Town Center, Business, Workshop, Medical, School, and Parks, and Plaza. Throughout the Parkway Village Specific Plan's planning areas, amenity elements are expected to be thoughtfully incorporated above and beyond the PAs intended primarily for parks and plaza. Existing legal uses will remain and can continue operation under this Specific Plan; however, all legal but nonconforming uses are subject to Article VII - Nonconforming Uses and Structures of the LMC.

The location and types of land uses within the Parkway Village Specific Plan area are depicted in **Exhibit 4-3, Implementation Land Use Plan. Table 4-1, Land Use Summary**, provides a comprehensive overview of each land use category, including acreage, density range, maximum dwelling units, and maximum building space square footage. Furthermore, **Table 4-2, Statistical Summary by Planning Area**, describes specific details for each planning area within the Parkway Village Specific Plan. Detailed descriptions of the Specific Plan land use categories are found in the following sections, while **Section 4.4, Circulation Plan**, provides a discussion of the master-planned roadways.

Land Use Category	Gross Area¹ (AC)	Density Range (DU/AC)	Maximum Dwelling Units (DU)	Maximum Building Square Footages (SQFT)
Suburban (S)	79.2	6.0-8.0	487	N/A
Neighborhood (N)	60.6	8.1-15.0	1,190	N/A
Urban (U)	36.4	15.1-40.0	1,456	N/A
Residential Subtotal	176.2	17.8	3,133	N/A
Town Center ² (TC)	23.5	15.1-30.0	705	150,000
Business (B)	18.9	N/A	N/A	415,000
Workshop (W)	9.7	6.0-8.0	79	185,000
Corridor (C)	8.6	15.1-30.0	329 ⁴	N/A ⁵
Mixed-Use Subtotal	60.7	18.3	1,113	750,000
Medical (MED)³	48.1		N/A	650,000
School	8.7		N/A	
Parks and Plaza	27.8		N/A	
Existing LA County Waterworks Facility	1.2		N/A	
SHTC	71.8		N/A	
Circulation/Parkways	40.2		N/A	
SPECIFIC PLAN TOTAL	434.7	9.8	4,246	1,400,000

Notes:

1. Planning area acreages are approximate and will be verified during final engineering of implementing development projects.
2. Town Center allows for a total of 130 hotel rooms.
3. Medical allows for up to a 200 bed hospital and up to 500,000 square feet of medical-related uses.
4. Maximum dwelling units within the Corridor land use designation can exceed the proposed density range at the discretion of the Director of Community Development.
5. Building square footage within the Corridor land use designation could be acquired via a Building Square Footage transfer, refer to Section 7.1.6C of this Specific Plan for additional information.

**TABLE 4-2
STATISTICAL SUMMARY BY PLANNING AREA⁴**

Planning Area (PA)	Land Use Category	Gross Area (AC) ¹	Density Range (DU/AC)	Maximum Dwelling Units (DU)
1	Town Center ²	3.6	15.1-30.0	108
2	Town Center ²	3.2	15.1-30.0	96
3	Town Center ²	3.4	15.1-30.0	102
4	Town Center ²	2.1	15.1-30.0	63
5	Town Center ²	3.4	15.1-30.0	102
6	Town Center ²	7.8	15.1-30.0	234
7	Urban	8.7	15.1-40.0	348
8	Urban	7.2	15.1-40.0	288
9	Urban	3.7	15.1-40.0	148
10	Neighborhood	3.4	8.1-15.0	51
11	Neighborhood	8.7	8.1-15.0	131
12	Neighborhood	8.7	8.1-15.0	131
13	Neighborhood	5.8	8.1-15.0	87
14	Neighborhood	12.2	8.1-15.0	183
15	Business	4.5	N/A	N/A
16	Urban	5.9	15.1-40.0	236
17	Neighborhood	3.6	8.1-15.0	54
18	Neighborhood	4.8	8.1-15.0	72
19	Suburban	4.2	6.0-8.0	34
20	Suburban	7.0	6.0-8.0	56
21	Corridor	3.0	15.1-30.0	115 ⁵
22	Suburban	10.0	6.0-8.0	80
23	Corridor	1.5	15.1-30.0	57 ⁵
24	Neighborhood	6.9	8.1-15.0	104
25	Workshop	5.4	6.0-8.0	44
26	Workshop	4.3	6.0-8.0	35
27	Neighborhood	7.8	8.1-15.0	117
28	Suburban	9.7	6.0-8.0	78
29	Suburban	7.0	6.0-8.0	56
30	Suburban	5.2	6.0-8.0	42
31	Corridor	3.0	15.1-30.0	115 ⁵
32	Corridor	1.1	15.1-30.0	42 ⁵
33	Suburban	5.5	6.0-8.0	44
34	Suburban	6.8	6.0-8.0	55
35	Suburban	5.2	6.0-8.0	42
36	Neighborhood	4.2	8.1-15.0	63
37	Neighborhood	5.8	8.1-15.0	87
38	Neighborhood	3.3	8.1-15.0	50
39	Neighborhood	4.0	8.1-15.0	60

**TABLE 4-2
STATISTICAL SUMMARY BY PLANNING AREA⁴**

Planning Area (PA)	Land Use Category	Gross Area (AC) ¹	Density Range (DU/AC)	Maximum Dwelling Units (DU)
40	Urban	5.1	15.1-40.0	204
41	Urban	5.8	15.1-40.0	232
42	Business	6.5	N/A	N/A
43	Business	7.9	N/A	N/A
A	Mixed Use Plaza	1.8		
B	Park	0.6		
C	Park	0.6		
D	Park	1.8		
E	Park	11.0		
F	School	8.7		
G	Park	0.3		
H	Park	1.2		
I	Park	0.5		
J	Park	1.1		
K	Park	1.2		
L	Park	1.8		
M	Park	5.1		
N	Park	0.8		
O	Existing Kaiser Permanente and Expansion Area	48.1		
P	Los Angeles County Waterworks Facility	1.2		
Q	SHTC	71.8		
	Circulation and Parkways	40.2		
Total		434.7	9.8	4,246

Notes:

1. Planning area acreages are approximate and will be verified during final engineering of implementing development projects.
2. Mixed-Use Town Center allows for a total of 130 hotel rooms.
3. Medical allows for up to a 200 bed hospital and up to 500,000 square feet of medical-related uses.
4. In the event that additional public transportation support is needed to serve the Specific Plan area and its surroundings, portions of Planning Areas 7 and 8 (or equivalent area) may be used as a transit hub, at the discretion of the Director of Community Development or his/her designee.
5. Maximum dwelling units within the Corridor land use designation may exceed the proposed density range, refer to Section 7.1.6.B of this Specific Plan.

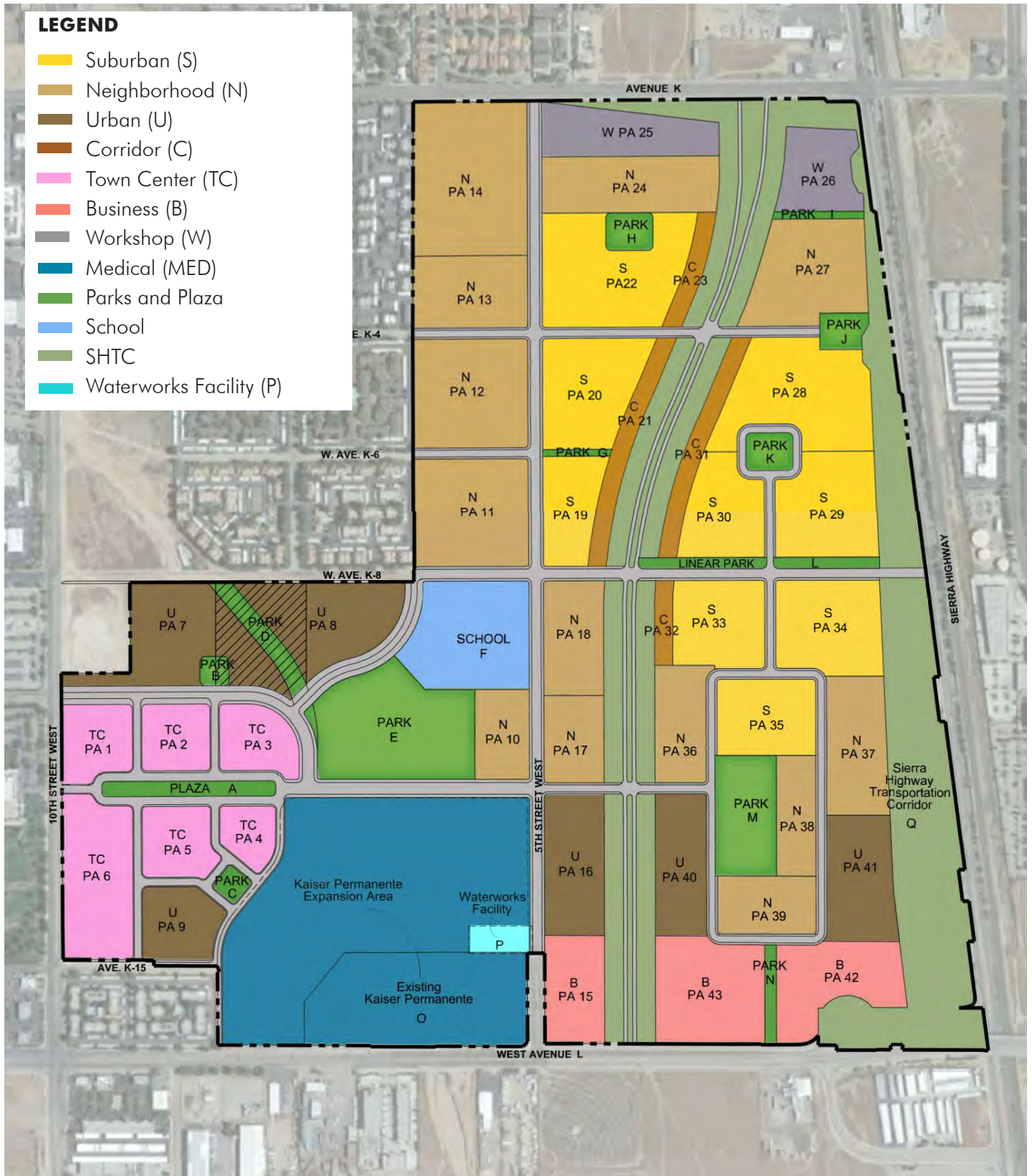


EXHIBIT 4-3, IMPLEMENTATION LAND USE PLAN

4.3.1 RESIDENTIAL USES

The Parkway Village Specific Plan provides for a maximum of 4,246 residential dwelling units within the 218.0 acres permitted for residential uses, resulting in a gross target density of 19.5 dwelling units per acre. The Land Use Plan includes three residential categories as described below. This Specific Plan envisions variation in product types within the residential categories to promote diversity and create dynamic neighborhoods. The permitted residential product types are discussed in **Chapter 6.0, Development Regulations**, of this Specific Plan.

Suburban (6.0-8.0 du/ac)

(Planning Areas 19-20, 22, 28-30, and 33-35)

The Suburban (S) category includes a maximum of 487 dwelling units on approximately 79.2 acres at a maximum density of 8.0 dwelling units per acre. The S category provides for development of detached and attached single-family dwellings.

Neighborhood (8.1-15.0 du/ac)

(Planning Areas 10-14, 17-18, 24, 27, and 36-39)

The Neighborhood (N) land use category includes a maximum of 1,190 dwelling units on approximately 60.6 acres at a maximum density of 15.0 dwelling units per acre. The N category provides for development of detached and attached single-family and multi-family homes, townhouses, condominiums, and duplexes.

Urban (15.1-40.0 du/ac)

(Planning Areas 7-9, 16, 40, and 41)

The Urban (U) land use category includes a maximum of 1,456 dwelling units on approximately 36.4 acres at a maximum density of 40.0 dwelling units per acre. The U category provides for development of attached multi-family homes such as townhouses, condominiums, and apartments.

4.3.2 MIXED USES

The Land Use Plan encompasses four mixed-use categories, allowing a maximum of 1,113 dwelling units across the 60.7-acre planning areas and a maximum of 750,000 square feet of non-residential building development. Each mixed-use category serves distinct purposes as described below.

Town Center (15.1-30.0 du/ac)

(Planning Areas 1-6)

The Town Center (TC) land use category includes a maximum of 70 dwelling units on approximately 23.5 acres at a maximum density of 30.0 dwelling units per acre. The TC category provides for development of townhouses, condominiums, apartments and duplexes. Additionally, it allows up to 150,000 square feet of commercial development and 130 hotel rooms. The TC planning areas are located in the center of the Town Center District, along 10th Street West.

Business

(Planning Areas 15, 42, and 43)

The 18.9-acre Business (B) land use category includes up to 415,000 square feet of office, medical office, assisted/supportive living and other sub-medical uses. Uses may also include uses supportive of office space, including, but not limited to, small restaurants, financial institutions, office supply retail, and professional services. The B planning areas are located along Avenue L.

Workshop (6.0-8.0 du/ac)

(Planning Areas 25 and 26)

The Workshop (W) land use category includes a maximum of 79 dwelling units on approximately 9.7 acres at a maximum density of 8.0 dwelling units per acre. The W category provides for development of detached and attached single-family dwellings, and up to 185,000 square feet of commercial space, including indoor technical schools, fitness centers, and gymnasiums. Planning Areas 25 and 26 are located along Avenue K, and Planning Area 26 includes the existing commercial buildings near Sierra Highway.

Corridor (15.1-30.0 du/ac)

(Planning Areas 21, 23, 31, and 32)

Located along the realigned Sierra Highway, the Corridor (C) land use category includes a maximum of 329 dwelling units on approximately 8.6 acres. The C land use category serves as an “urban wall”, allowing for flexibility and transitional growth in the area which separates the realigned Sierra Highway from lower-density residential uses. This category provides for the development of townhouses, condominiums, apartments, duplexes, etc. Additionally, it allows for transitional retail uses and live/work opportunities.

The density range within the C category is currently identified as 15.1-30.0 du/ac; however, this allocation may change with the application of Section 7.1.6 of this Specific Plan.

4.3.3 MEDICAL USES

(Planning Area O)

Planning Area O is planned for medical uses and is located to the north of Avenue L. Within Planning Area O, approximately 13.8 acres of the Specific Plan is the existing Kaiser Permanente building. This planning area provides for the development of active mix of medical offices, labs, or research institutions.

4.3.4 PARKS AND PLAZA

(Planning Areas A-E, G-N)

Approximately 27.8 acres of the Specific Plan area are designated for Parks and Plaza uses. Several types of park areas are planned: Open-Air Plaza in Planning Area A, Community Park in Planning Area E, Neighborhood Parks in Planning Areas B, C, H, J, K, and M, and Linear Parks in Planning Areas D, G, I, L, and N. The parks areas and plaza are described in detail in **Chapter 5, Design Guidelines**.

4.3.5 SCHOOL

(Planning Area F)

Planning Area F is planned for an 8.7-acre school site. Planning Area F is located at the northeast corner of the Town Center District, at the southwest corner of Avenue K-8 and 5th Street West. The site provides for the development of public, charter, private, or nursing schools. Should Planning Area F not be developed as a school facility, related institutional uses such as libraries, museums, and other public-serving uses shall be allowed.

4.3.6 SIERRA HIGHWAY TRANSPORTATION CORRIDOR

(Planning Area Q)

Planning Area Q is designated for a 71.8-acre Sierra Highway Transportation Corridor (SHTC). A portion of Planning Area Q is west of the existing Sierra Highway, and another section of Planning Area Q bifurcates the Residential District. The SHTC acts as a buffer to mitigate potential disturbances to residents from the California High Speed Rail or the existing Sierra Highway and offers a prospective site for the realignment of Sierra Highway. Planning Area Q may contain trails, roadway, open space, and enhanced drought tolerance landscape. In the event that the High Speed Rail is not implemented and Sierra Highway is not realigned, the eastern portion of the SHTC shall remain as open space use. Existing development within the SHTC is expected to remain and will not be demolished or removed as part of the adoption of this Specific Plan.

4.3.7 EXISTING FACILITIES

Approximately 1.2 acres of the Specific Plan area is an existing Los Angeles County Waterworks Facility, designated as Planning Area P. Planning Area P is located north of the existing Kaiser Permanente building, west of 5th Street West. Additional existing buildings include the approximately 4.1-acre Church situated at the northern edge of the Specific Plan Area, adjacent to Avenue K and within Planning Area 14, and the approximately 1.2-acre Commercial lots situated at the northeastern corner of the Specific Plan area, located at the southwest corner of Avenue K and the existing Sierra Highway and within Planning Area 26. All existing legal uses within this area will remain and could continue operation under this plan, subject to all applicable requirements.

4.4 CIRCULATION PLAN

The Parkway Village Specific Plan Circulation and Access Plan is designed to provide direct, safe, and convenient access for residents, employees, and visitors to and from the Specific Plan area. Components of the Specific Plan's Circulation and Access Plan are discussed in the following pages.

4.4.1 VEHICULAR VISION

Two of the four guiding principles for the Parkway Village Specific Plan, "Integration" and "Connectivity", are accomplished through the Circulation Plan. With the implementation measures provided by this section, the plan prioritizes multi-modal, "People First" development and fosters pedestrian migration. These principles are demonstrated in conceptual street sections depicted in Figures 4-5 to 4-12, which have been expanded to a robust Street Hierarchy Plan depicted in Figure 4-3.



4.4.2 VEHICULAR CIRCULATION

Under existing conditions, the Specific Plan area is bounded by Avenue K to the north, Sierra Highway to the east, Avenue L to the south, and 10th Street West to the west. In addition, 5th Street West, Gadsden Avenue, Avenue K-4, Avenue K-6, Avenue K-8, and Avenue K-15 also provide direct access to the Specific Plan area.

As shown in **Exhibit 4-4, Street Hierarchy Plan**, interior access within the Specific Plan area is planned to include the future Sierra Highway, General Collectors, Urban Collector with parking on both sides, Urban Collector with no parking, Local Streets, Plaza Streets, and Mixed-Use Streets. The ultimate alignment of the interior streets is to be determined and designed in conjunction with the final design of implementing projects. Final intersection designs, intersection spacing, intersection right-of-way, and traffic controls must conform to all applicable city standards to the satisfaction of the city engineer.

A. Future Sierra Highway

Sierra Highway is a regional corridor that connects Lancaster with surrounding communities and provides direct access to the Specific Plan area from the east. Future Sierra Highway will be designed as proposed in this Specific Plan; however, in the event that the California High Speed Rail is implemented, Sierra Highway will need to be expanded to accommodate the additional vehicular traffic through the Specific Plan area. Should the Sierra Highway realignment take place, the intersection of Avenue K and Sierra Highway will shift approximately 600 feet to the west of its current location and travel in a north/south alignment through the Specific Plan area.

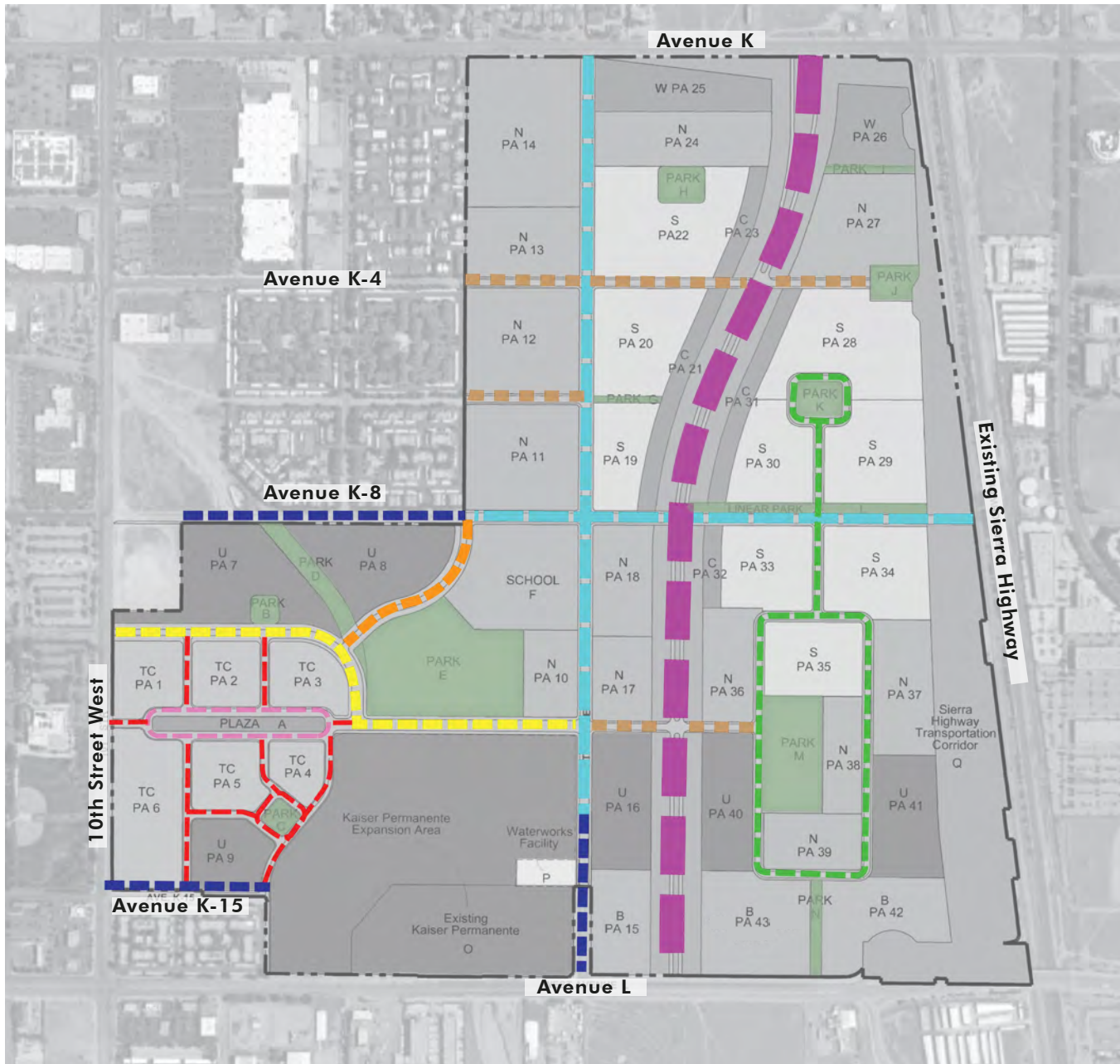
As shown in **Exhibit 4-5, Future Sierra Highway**, the Future Sierra Highway will provide a 100-foot-wide right-of-way (ROW) and includes the following features:

FUTURE SIERRA HIGHWAY
A 30-foot-wide landscaped median and turn lanes at major intersections;
Two 10-foot-wide drive lanes on each side of the street; and
A 15-foot-wide landscape buffer on each side of the street;

In addition to the 100-foot-wide ROW, the Future Sierra Highway also provides 180 feet of landscaped buffer, making the total width of the Future Sierra Highway corridor 280 feet. The 180-foot-wide landscaping buffer is designed to include the following features:

FUTURE SIERRA HIGHWAY
30-foot-wide minimum landscape setback on each side of the street;
14-foot-wide mixed use meandering path with an 8-foot-wide sidewalk on each side of the street; and
Additional landscaped setback to create additional buffer between Future Sierra Highway and the Residential planning areas.

Future Sierra Highway improvements shall comply with all applicable City of Lancaster requirements. Final connection locations with intersecting streets will be determined in conjunction with the final design of implementing development projects.



LEGEND

COLOR

STREET TYPE

CURB TO CURB (EXISTING/PROPOSED)
RIGHT OF WAY (EXISTING/PROPOSED)

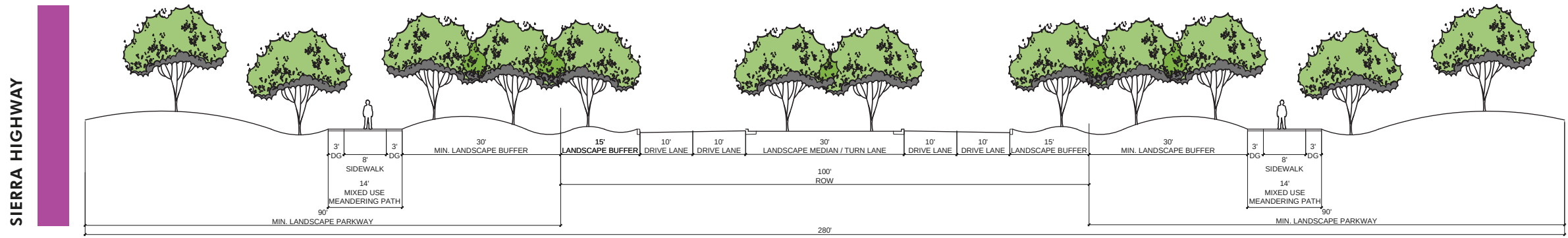
		FUTURE SIERRA HIGHWAY CTC (-/70') ROW (-/100')		URBAN COLLECTOR (W/ NO PARKING) CTC (-/34') ROW (-/100')
		GENERAL COLLECTOR CTC (64'-68'/46') ROW (92'/80')		LOCAL STREET CTC (-/36') ROW (-/60')
		MINOR COLLECTOR CTC (40'/46') ROW (64'/80')		MIXED USE CTC (-/21'-39') ROW (-/52')
		CITY OF LANCASTER STANDARD STREET SECTION CTC (City Standard) ROW (City Standard)		PLAZA STREET CTC (-/46') ROW (-/56')
		URBAN COLLECTOR (W/ PARKING) CTC (40'/34'-52') ROW (64'/100')		

EXHIBIT 4-4, STREET HIERARCHY PLAN

N.T.S.



PLAN VIEW



LEGEND

- ① Flexible landscape parkway
- ② Meandering 8' mixed use path; concrete sidewalk w/ decomposed granite border

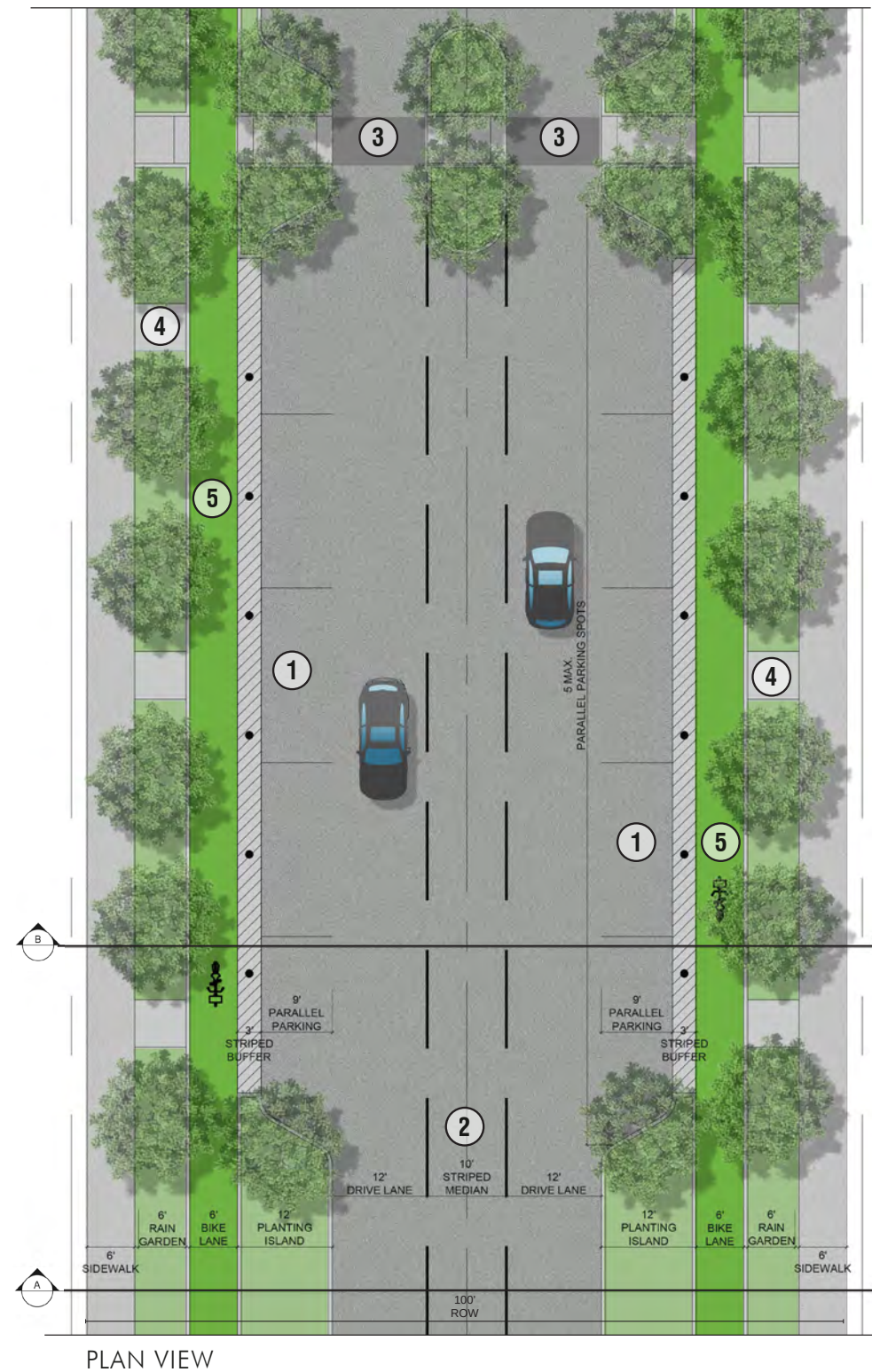


B. Urban Collector - Variation A

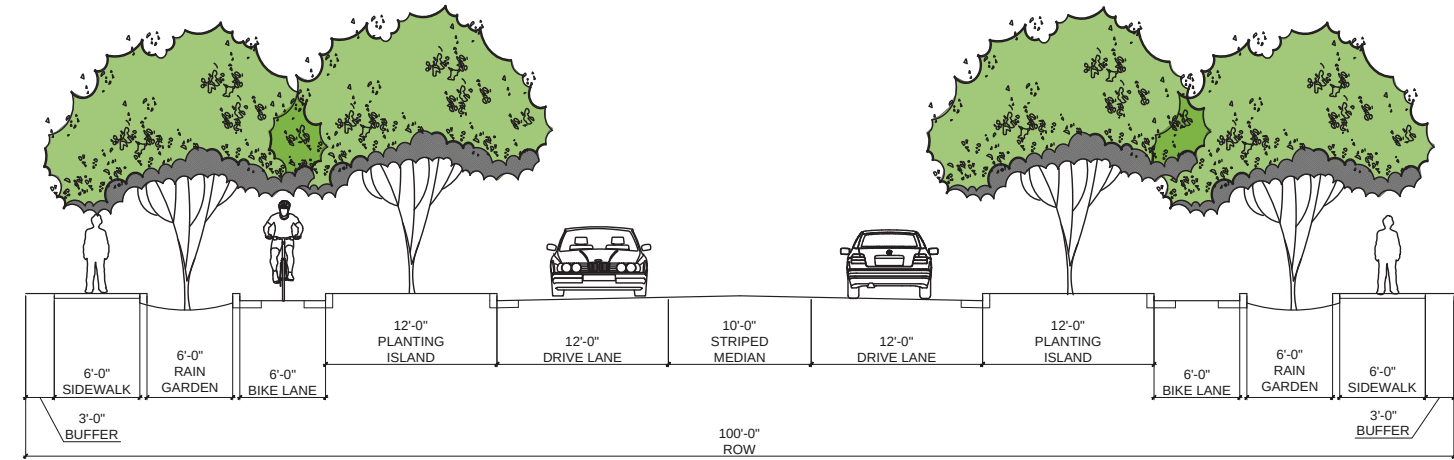
Variation A of the Urban Collectors are located primarily within the southwestern section of the Specific Plan area near the Town Center planning areas, Medical planning area, and Parks B, E, and D. Variation A of the Urban Collectors provides for pedestrian crossing opportunities as well as rainwater harvesting (bioswale) and sidewalk connections within the ROW. Opportunities for on-street parallel parking also are provided. As shown in **Exhibit 4-6, Urban Collector – Variation A**, the Variation A of the Urban Collectors will provide a 100-foot-wide ROW and include either one of the following configurations, with Section A occurring where there is a planting island adjacent to the drive lane and Section B occurring where there is parallel parking adjacent to the drive lane.

SECTION A	SECTION B
• A 10-foot-wide striped median;	• A 10-foot-wide striped median with turn lane;
• One 12-foot-wide drive lane on each side of the street;	• One 12-foot-wide drive lane on each side of the street;
• 12-foot-wide planting island on each side of the street;	• 9-foot-wide parallel parking on each side of the street; • 3-foot-wide striped buffer with bollards or landscape buffer to protect bicyclists on each side of the street;
• 6-foot-wide bike lane on each side of the street;	• 6-foot-wide bike lane on each side of the street
• 6-foot-wide rain garden on each side of the street;	• 6-foot-wide rain garden each side of the street;
• 6-foot-wide sidewalk on each side of the street; and	• 6-foot-wide sidewalk on each side of the street; and
• 3-foot-wide landscaped buffer on each side of the street.	• 3-foot-wide landscaped buffer on each side of the street.

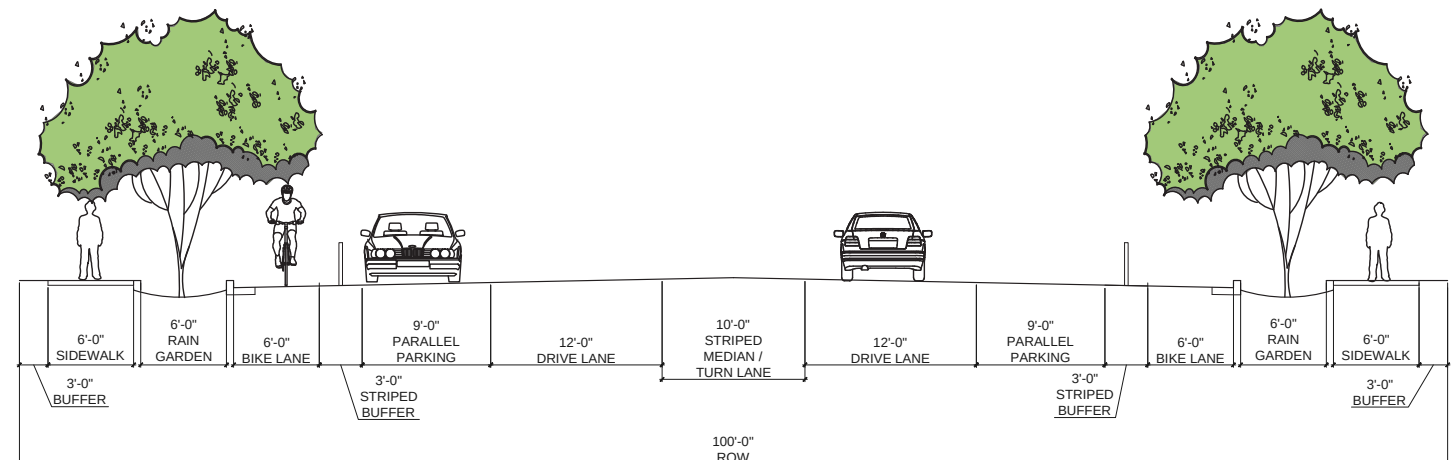
Variation A of the Urban Collectors (including Section A and Section B described above) shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.



URBAN COLLECTOR W/ ISLANDS



URBAN COLLECTOR W/ PARKING



LEGEND

- ① (5) Parallel parking spots maximum between landscape islands
- ② Turning lane
- ③ Pedestrian crossing opportunity with landscape buffer
- ④ Rainwater harvesting (bioswale) and sidewalk connection opportunity
- ⑤ Bike lane separated by bollards or landscape buffer

C. Urban Collector - Variation B

Variation B of the Urban Collector is located within the western central portion of the Specific Plan area near the Urban planning area (PA 8), Park D and E, and the proposed school. Variation B of the Urban Collector does not include on street parking because it is situated near the proposed school. Furthermore, the ROW provides opportunity for rainwater harvesting (bioswale) and sidewalk connections. As shown in **Exhibit 4-7, Urban Collector – Variation B**, the Variation B of the Urban Collector will provide a 100-foot-wide ROW and include the following features:

URBAN COLLECTOR - VARIATION B
• A 10-foot-wide striped median and turn lane; • One 12-foot-wide drive lane on each side of the street; • 12-foot-wide landscaped buffer on each side of the street; • 6-foot-wide bike lane on each side of the street; and • A 15-foot-wide area on each side of the street containing a 6-foot-wide rain garden and 6-foot-wide sidewalk.

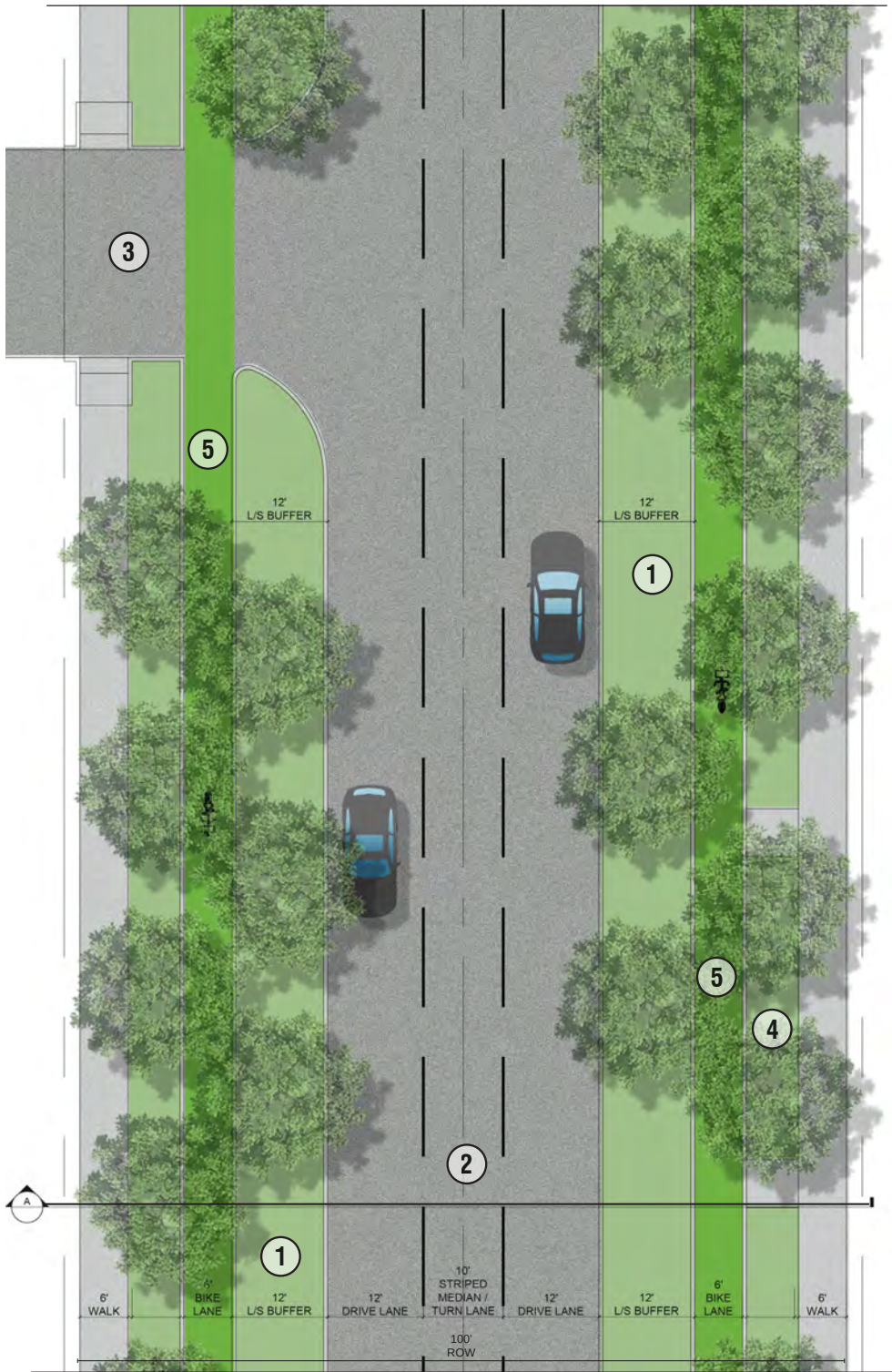
Variation B of the Urban Collector shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.

D. General Collectors

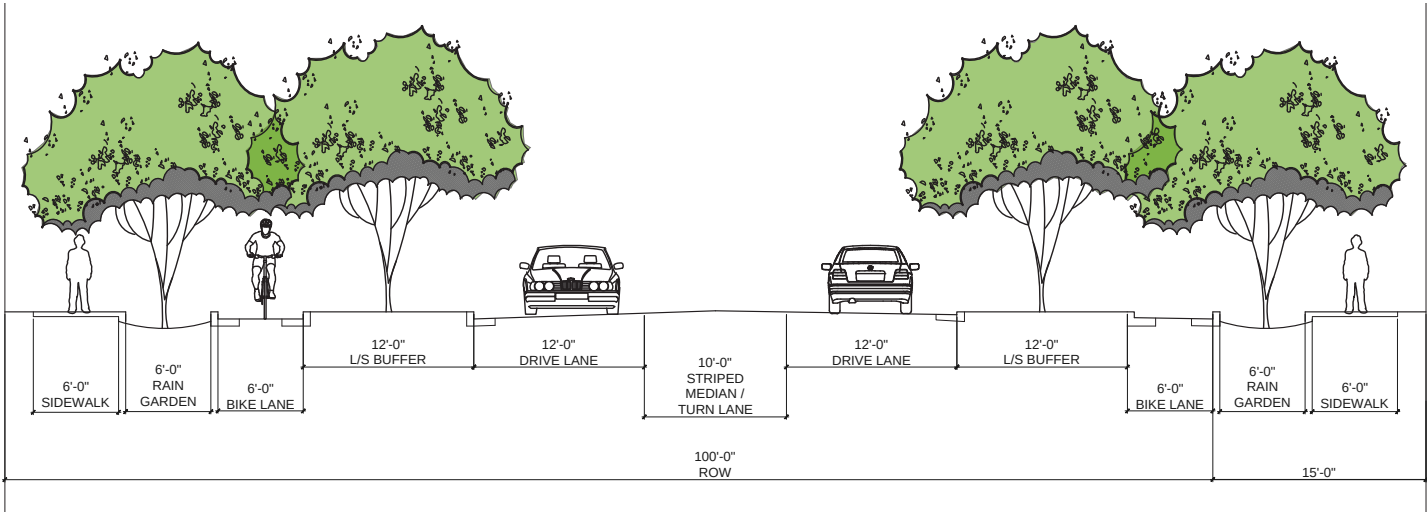
General Collectors provide the primary connections within the Specific Plan area between the residential neighborhoods, Corridor, and the Town Center area. The General Collectors are designed to be an extension of the existing Avenue K-8 and 5th Street West into the Specific Plan area. Furthermore, if the High Speed Rail is implemented, Avenue K-8 will terminate at the eastern boundary of the Specific Plan. As shown in **Exhibit 4-8, General Collectors**, the General Collector streets will provide an 80-foot-wide ROW and include the following features:

GENERAL COLLECTORS
• A 14-foot-wide striped median and turn lane; • One 10-foot-wide drive lane on each side of the street; • 3-foot-wide striped buffer with either concrete header, "armadillo" headers, or small bollards to protect bicyclists on each side of the street; • 6-foot-wide bike lane on each side of the street; and • 14-foot-wide landscaped streetscape including an 8-foot-wide meandering sidewalk on each side of the street.

Beyond the 80-foot-wide ROW, a 10-foot-wide landscaped setback will occur in a public easement outside of the ROW on each side of the street, making the total width, including the additional landscaping, 100 feet wide. The setback easement is intended to provide additional tree shading for pedestrians and further separation and additional screening to the residential planning areas. General Collectors shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.



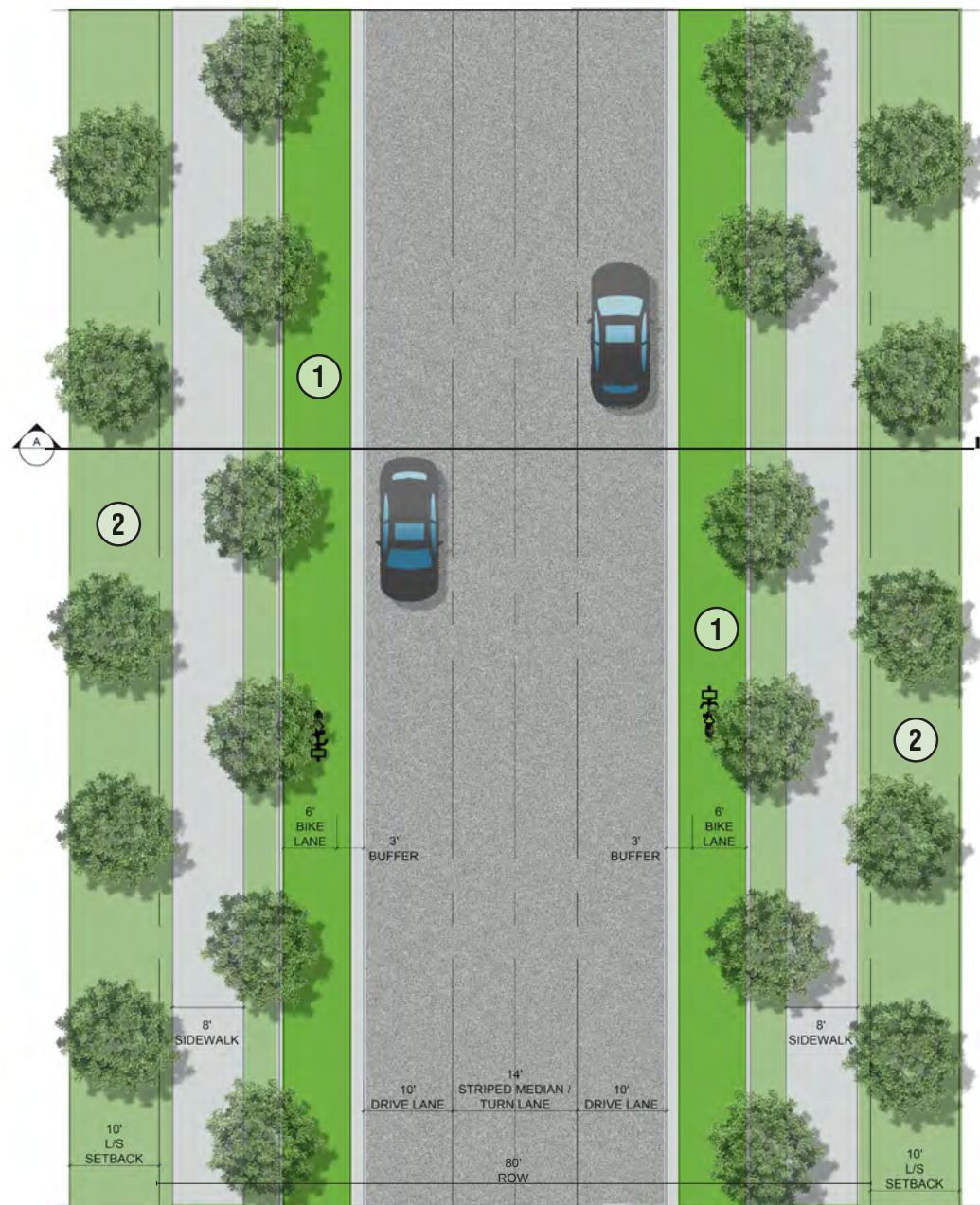
URBAN COLLECTOR (NO PARKING)



LEGEND

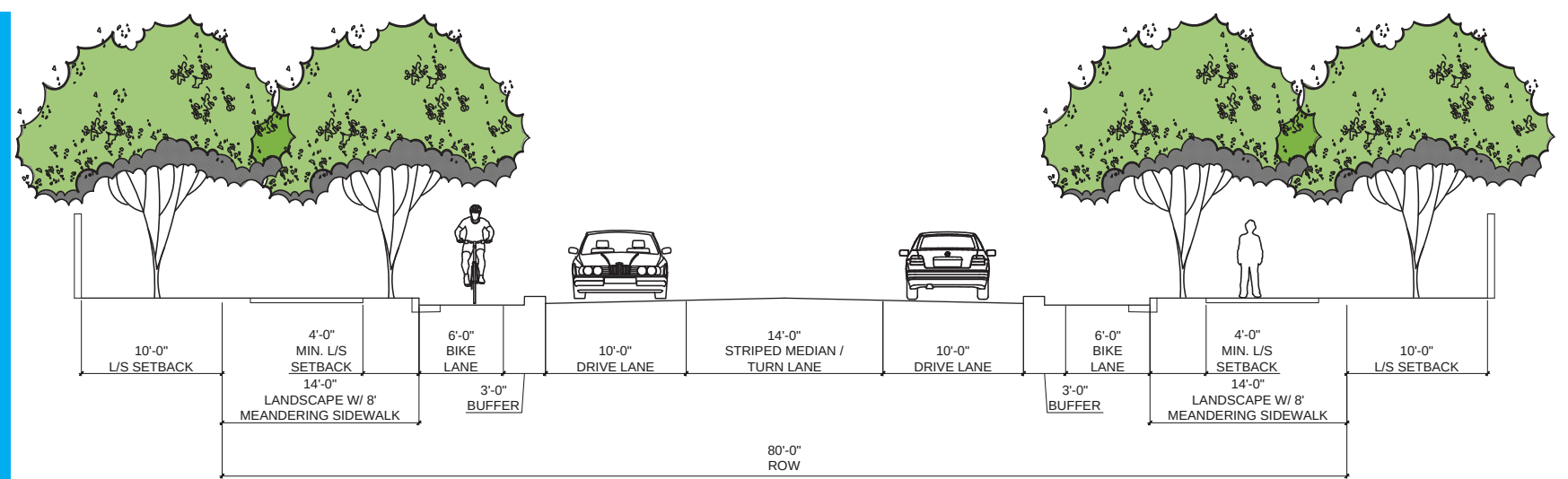
- ① Landscape buffer
- ② Turning lane
- ③ Driveway turn in
- ④ Rainwater harvesting (bioswale) and sidewalk connection opportunity
- ⑤ Bike lane separated by bollards or landscape buffer





PLAN VIEW

GENERAL COLLECTOR



SECTION A

LEGEND

- ① 6' Bike lane separated by 3' buffer
(See below for other options)
- ② Public easement landscape setback



Bike separation option A
(18" Concrete header)



Bike separation option B
("Armadillo" headers)



Bike separation option C
(Small bollards)



E. Minor Collectors

Minor Collectors provide connections between the residential planning areas within the Parkway Village Specific Plan area, and are planned to be an extension of Avenue K-4, Avenue K-6, and a connection between Park E and M. As shown in **Exhibit 4-9, Minor Collectors**, the Minor Collector Streets will provide a 60-foot-wide ROW and include the following features:

MINOR COLLECTORS
- One 10-foot-wide drive lane on each side of the street; 2-foot-wide bike lane buffer on each side of the street; 7-foot-wide bike lane on each side of the street; and 11-foot-wide buffer that will include landscaped buffer and a portion of a meandering sidewalk on each side of the street.

In addition to the 60-foot-wide ROW, an additional 10-foot-wide setback will occur in a public easement beyond the ROW that will contain the remaining portions of the meandering sidewalk and additional landscaped setback, making the total width, inclusive of the setback, 80 feet wide. The additional 10-foot-wide setback easement will provide additional space for the meandering sidewalk and also provide additional opportunity for landscaping. Minor Collectors and the additional setback easement within the Parkway Village Specific Plan are intended to be privately maintained.

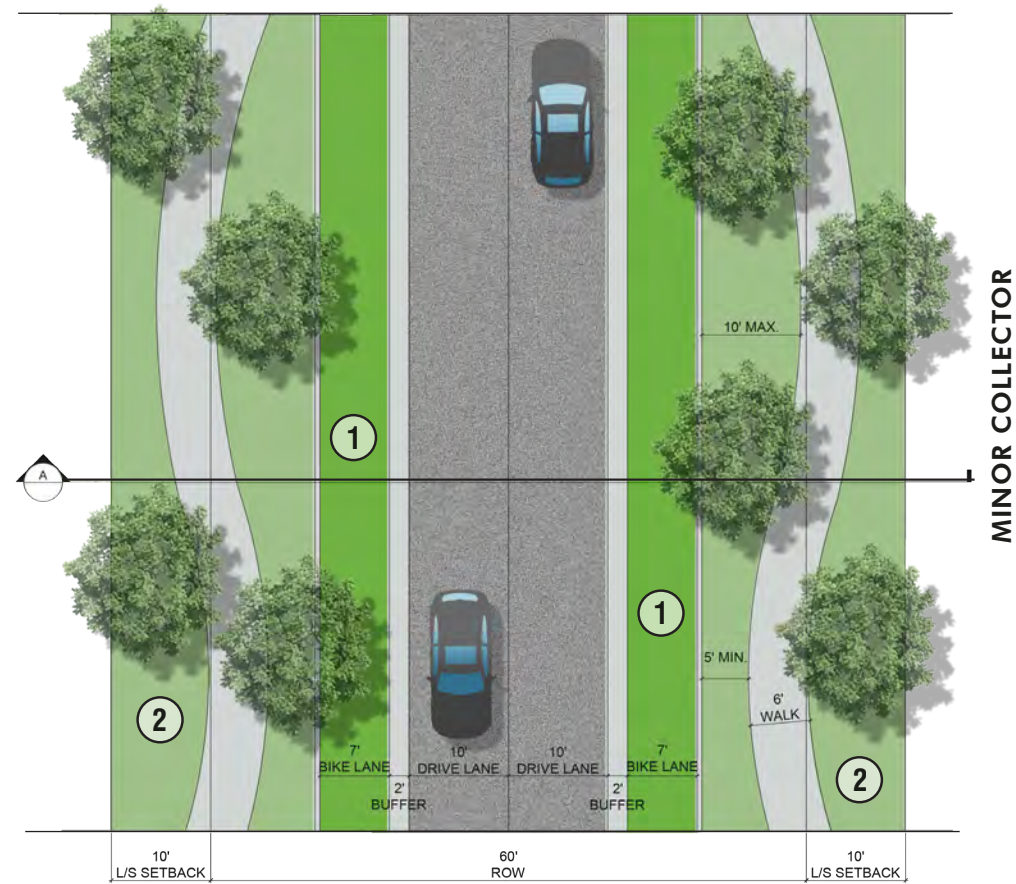
Minor Collectors shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.

F. Local Streets

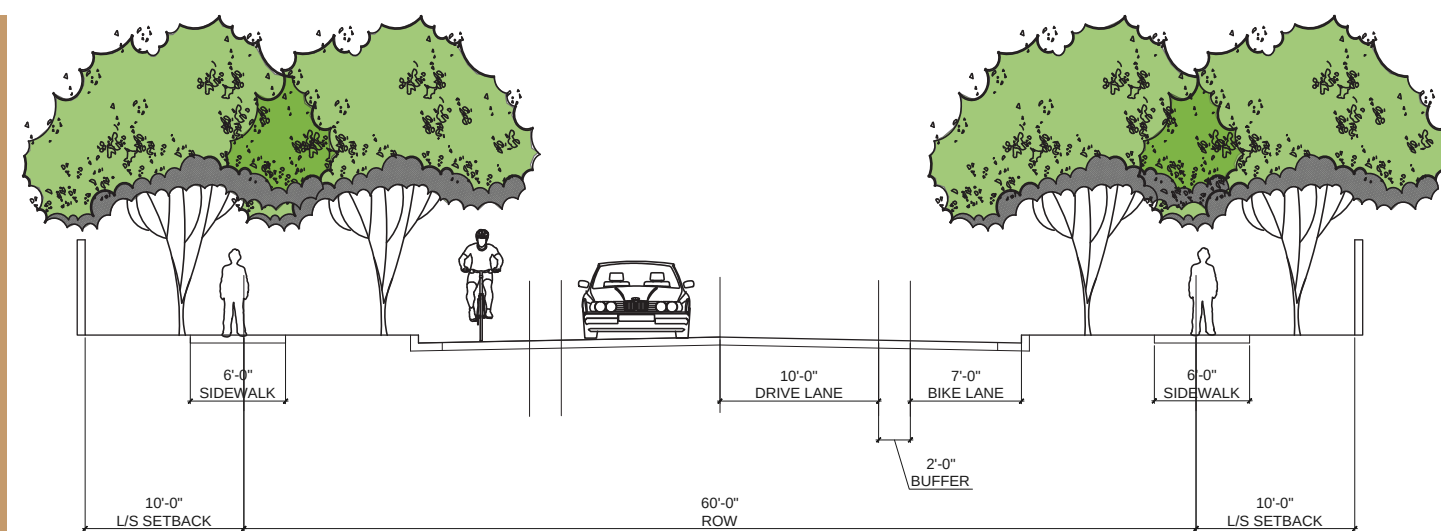
Local Streets provide access between residential neighborhoods within the Specific Plan area. The local streets are located primarily on the east side of the Specific Plan area, connecting the Suburban planning areas, Neighborhood planning areas, Urban planning areas, and the Business planning areas. As shown in **Exhibit 4-10, Local Streets**, the Local Streets are designed to provide a 60-foot-wide ROW and include the following features:

LOCAL STREETS
- One 18-foot-wide drive lane on each side of the street; 5-foot-wide curb adjacent sidewalk on each side of the street; and 7-foot-wide landscaped buffer on each side of the street.

Local Streets are intended to be privately maintained. Local Streets shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.



PLAN VIEW

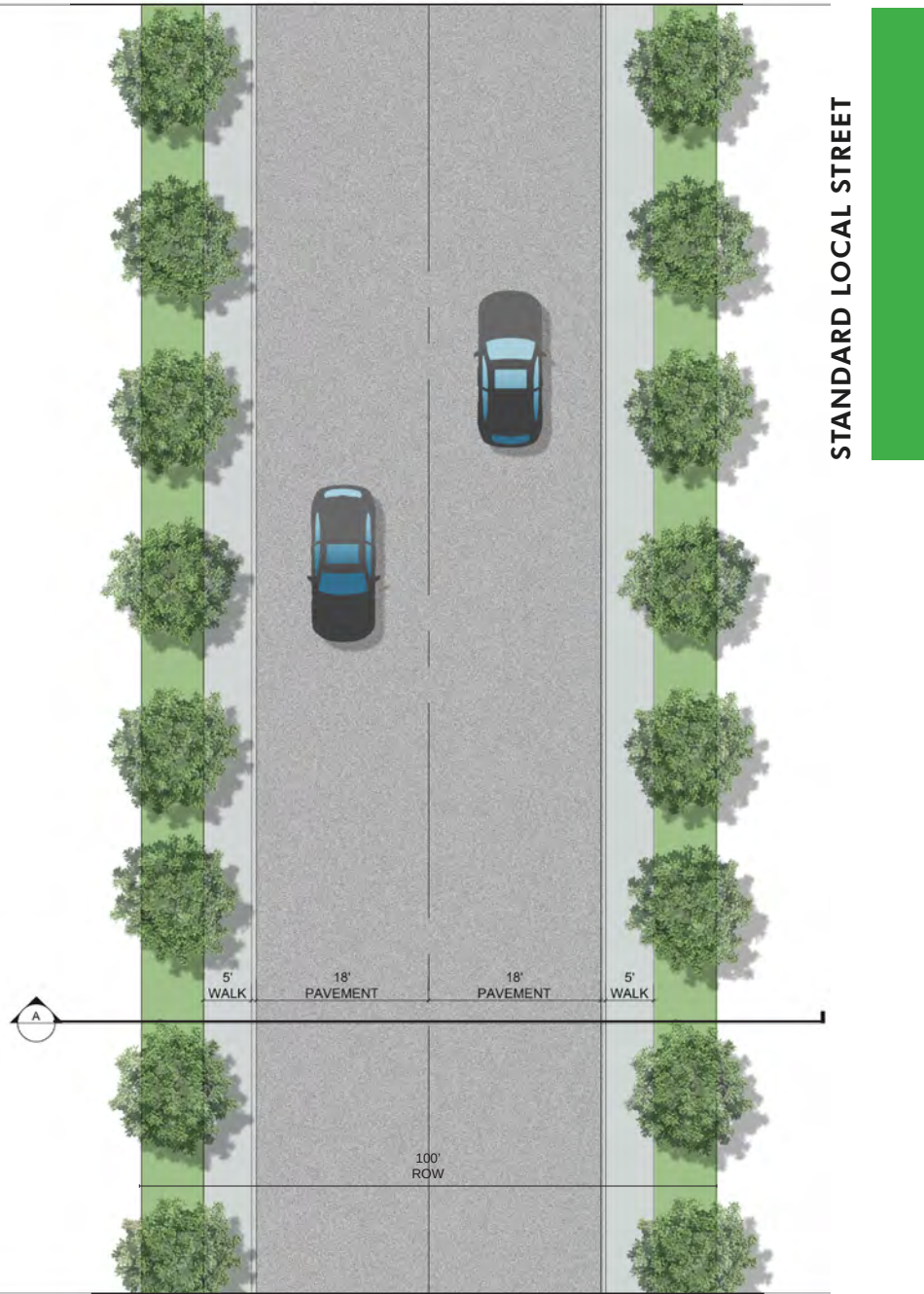


SECTION A

LEGEND

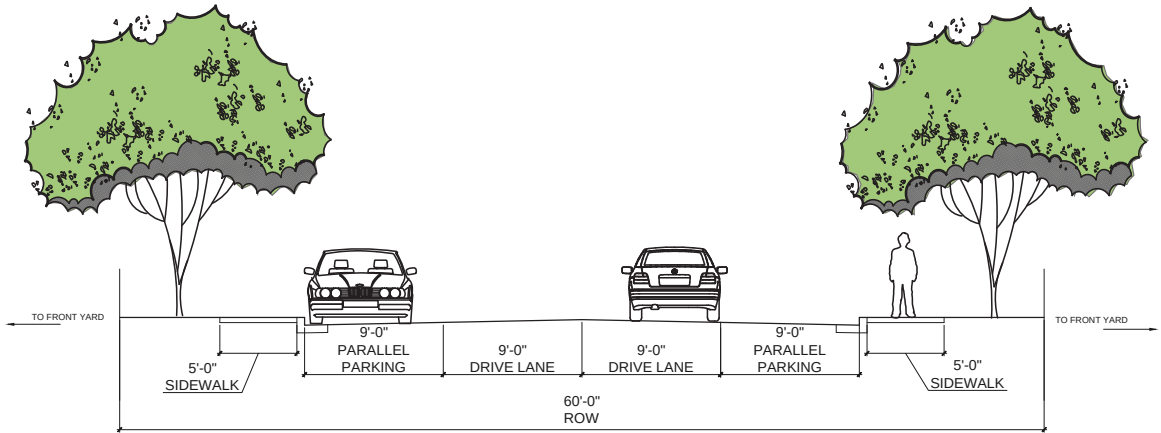
- ① 7' Bike lane separated by 2' buffer
(See below for other options)
- ② Public easement landscape setback



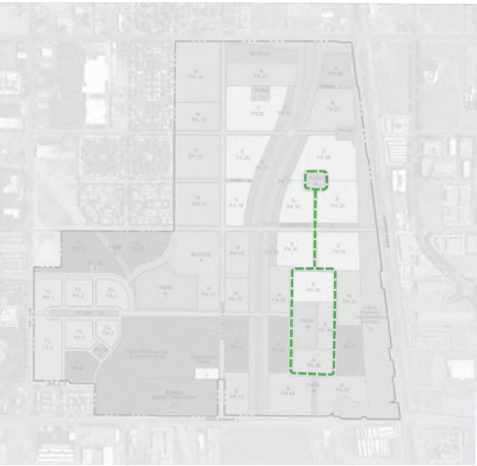


PLAN VIEW

STANDARD LOCAL STREET



SECTION A



G. Plaza Street

Plaza Street is a one-way loop road that provides circulation access around Plaza A of the Specific Plan area. Access to the Plaza Street will be from both the eastern and the western portion of the Plaza. As shown in **Exhibit 4-11, Plaza**, a 68-foot-wide plaza is designed, around which Plaza Street will provide a 64-foot-wide ROW and include the following features:

PLAZA STREET
• One 12-foot-wide one-way drive lane; • 21-foot-wide angled parking on both sides of the one-way drive lane; and • 10-foot-wide flexible landscape buffer.

In addition to the 64-foot-wide ROW, an additional 10-foot-wide building setback that can provide for additional pedestrian circulation will occur beyond the ROW, making the total width 76 feet.

Plaza Street shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.

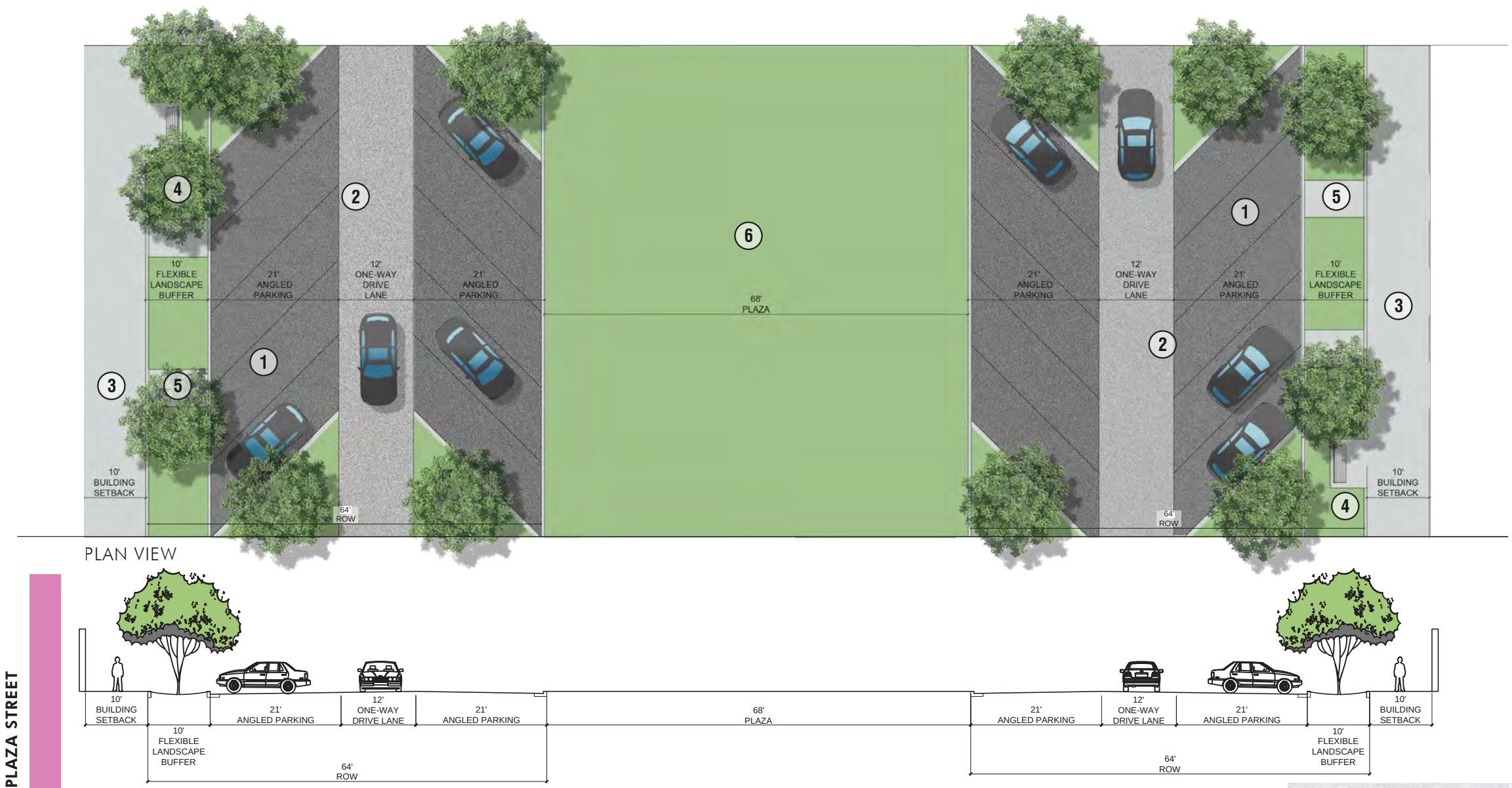
H. Mixed Use Streets

Mixed-Use Streets provide access between the Mixed-Used planning areas within the southwestern portion of the Specific Plan area. The Mixed-Use Streets also provide opportunities for rainwater harvesting (bioswale) and sidewalk connections. As shown in **Exhibit 4-12, Mixed-Use Streets**, the Mixed-Use Streets will provide a 52-foot-wide ROW and include either one of the following configurations, with Section A occurring where there is parallel parking adjacent to the drive lane and Section B occurring where there would be no parallel parking.

SECTION A	SECTION B
• One 11-foot-wide drive lane on each side of the street; • 9-foot-wide parallel parking spots on each side of the street; and • 6-foot-wide flexible landscape area on each side of the street.	• One 11-foot-wide drive lane on each side of the street; and • 15-foot-wide flexible landscape area on each side of the street.

In addition to the 52-foot-wide ROW, an additional 10-foot-wide building setback will occur beyond the ROW on each side of the street that can provide opportunities for additional pedestrian circulation and building canopies, making the total width a total of 72 feet.

Mixed-Use Streets shall comply with all applicable City of Lancaster requirements. Final driveway connection locations shall be determined in conjunction with the final design of implementing development projects.

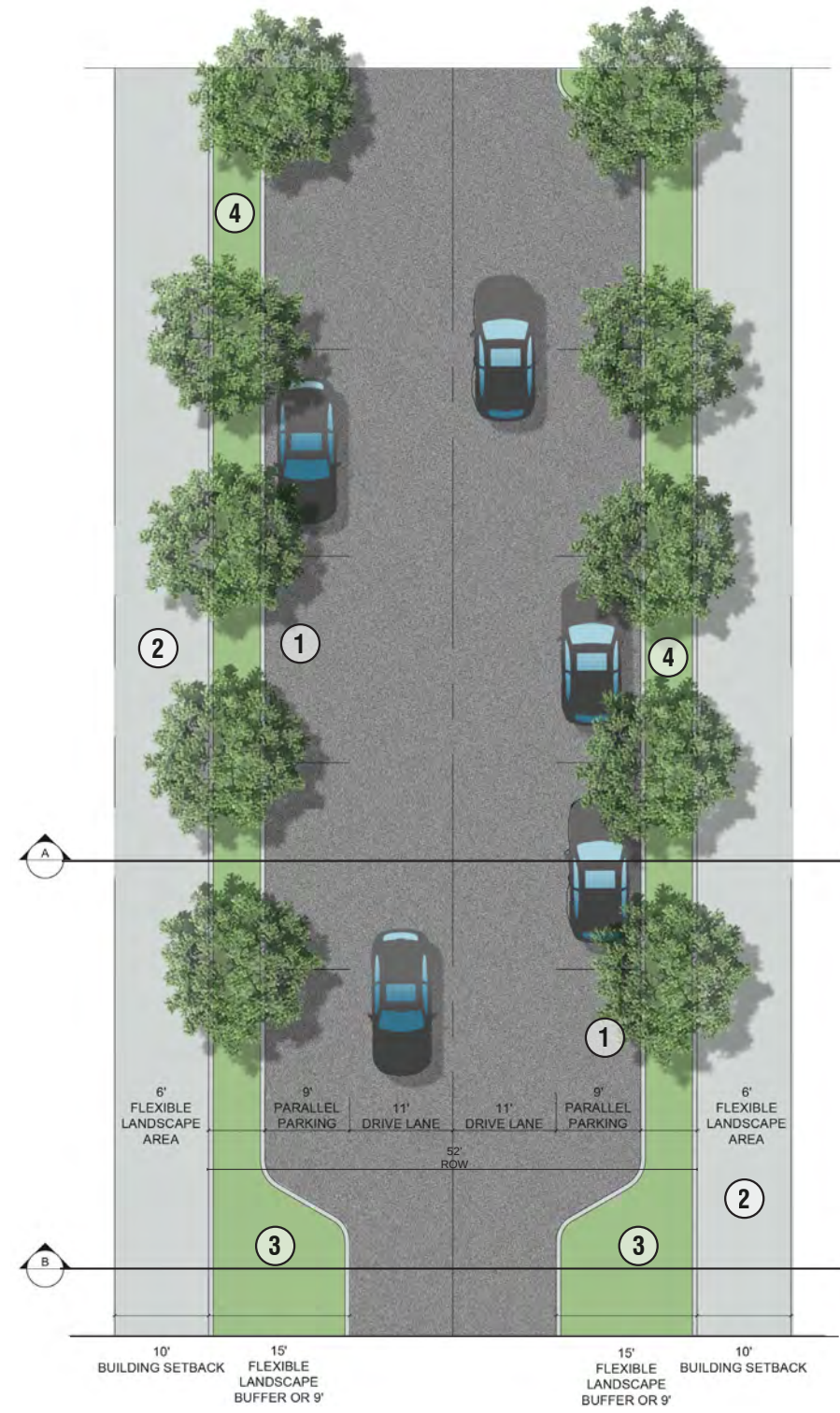


LEGEND

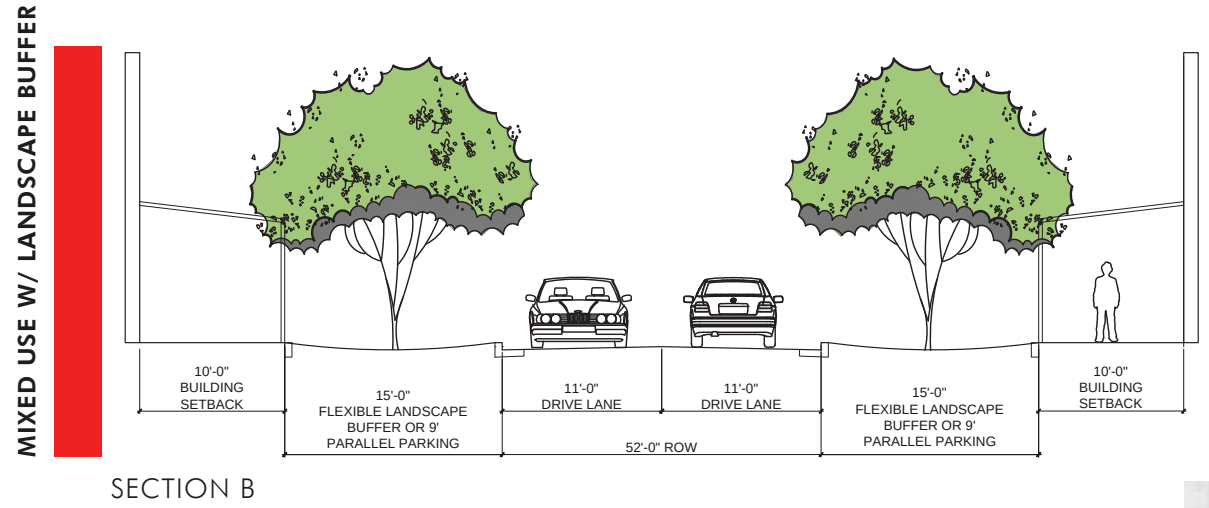
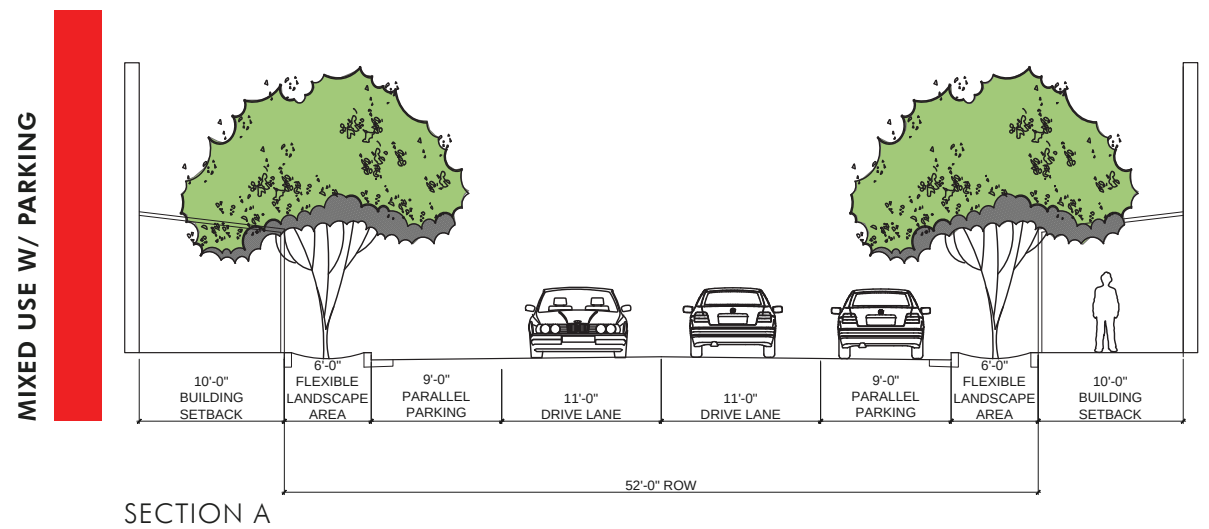
- ① 45 Degree angled parking stalls
- ② One-way driving lane
- ③ 10' Additional building setback (Additional pedestrian circulation)
- ④ Flexible landscape buffer (Opportunities for lights, seating, step outs)
- ⑤ Rainwater harvesting (bioswale) and sidewalk connection opportunity
- ⑥ Plaza



ktgy FLOOR
associates



PLAN VIEW



LEGEND

- ① (5) Parallel parking spots max. between landscape islands
- ② 10' Additional building setback (Additional pedestrian circulation, building canopies, etc)
- ③ Flexible landscape buffer (Opportunities for lights, seating, step outs)
- ④ Rainwater harvesting (bioswale) and sidewalk connection opportunity



I. Private Drive Aisles

Private drive aisles connect individual planning areas to the roadways described above. Within each planning area, private drive aisles provide vehicular access for automobiles to parking and loading areas serving residential units and non-residential uses. Private drive aisles are not depicted on **Exhibit 4-4, Street Hierarchy Plan**, because their locations, alignments, and widths will be determined in conjunction with the approval of design plans for implementing development projects. Private drive aisles shall be privately maintained.

4.4.3 NON-VEHICULAR CIRCULATION

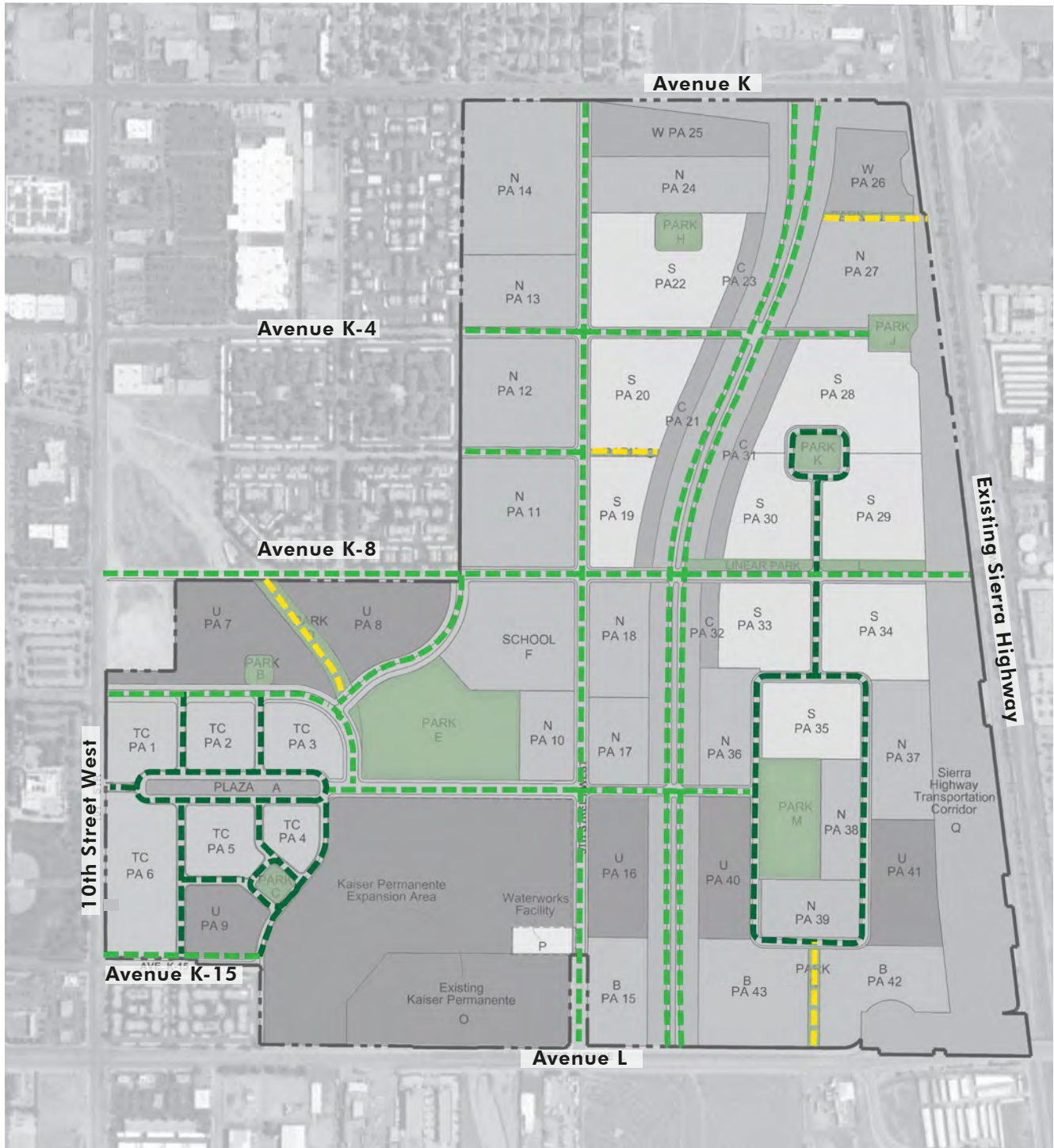
The Parkway Village Specific Plan encourages access and circulation by residents, employees, and visitors via non-motorized means. Pedestrian circulation is encouraged within the Specific Plan area through a network of sidewalks. Wherever feasible, continuous unsloped sidewalks shall be maintained across driveway areas. Additionally, organic, non-linear paseos shall be provided between proposed residential development and the nearest park or recreational facility.

Bicycling is encouraged through a system of bike lanes. As illustrated in **Exhibit 4-13, Non-Vehicular Circulation**, the Parkway Village Specific Plan provides for sidewalks along all public streets. Bike lanes are provided in streets with Collector classifications and higher. Shared pedestrian and bicycle paths will occur within the parks. Class I, II, III, and IV bike facilities can be provided within the Specific Plan, which are defined below:

- Class I - Bike Paths, commonly referred to as shared-use or multiuse trails, are fully separated bike facilities, exclusively for the use of bike and pedestrians. There is some interaction with vehicles which is limited to trail crossing with the roadway.
- Class II - Bike lanes, are a portion of the roadway that is striped for one-way bike travel. Buffered bike lanes also fall into this category; this is when a bike lane is accompanied by a painted striped buffer between the bike lane and parking or travel lane.
- Class III - Bike Routes that are shared facilities with pedestrian or motor vehicle traffic. The primary purpose is to provide a connection to other bicycle facilities (typically Class II), or designate preferred bike routes. Bike routes are indicated by bike route signs and shared roadway markings along the route.
- Class IV - Separated bikeways, sometimes referred to as protected bike lanes or cycletracks, provides a bikeway for the exclusive use by bicycles. What differentiates this from a Class I or a Class II is that it cannot be used by pedestrians or vehicles and it must include a horizontal and/or vertical separation. These horizontal and vertical separators can include: flexible posts, on-street parking, grade separation, railing or planters.

In addition to the sidewalks and bike lanes provided within the Specific Plan area, public transport by the Antelope Valley Transit Authority (AVTA) and Kern Transit is provided near the Specific Plan boundary. As shown in **Exhibit 3-4, Transit Map**, local access within the Antelope Valley is provided by AVTA and bus stops are provided along Avenue K, 10th Street West, Avenue L, and the Owen Memorial Park Transfer Station. Regional access is provided by Kern Transit at the Owen Memorial Park Transfer Station. The Owen Memorial Park Transfer Station is immediately west of the Specific Plan area and provides commuters access to Bakersfield and California City.

At the discretion of the Director of Community Development or their designee, Planning Area 43 can provide an additional transit center for commuters supplementing the nearby Owen Memorial Park Transfer Station. In addition to bus stops and passenger loading areas, the transit center within Planning Area 43 can provide ticketing kiosks, bicycle storage/parking area, and an operator building for staff and drivers.



LEGEND

- Shared multi-use path w/ Class I bike routes
- Class II bike lanes or Class IV bike lanes
- Pedestrian + Class III bike routes w/ Sharrows

ktgy **FLOOR**
associates

EXHIBIT 4-13, NON-VEHICULAR CIRCULATION

N.T.S. 

5.0: DESIGN GUIDELINES

5.1 PURPOSE AND INTENT

The Parkway Village Specific Plan applies the guiding principle of “Aesthetic Diversity” by providing for a variety of architectural styles and encouraging innovation, while maintaining a cohesive and identifiable neighborhood identity. This Chapter contains the community, architectural and landscape design guidelines for the Parkway Village Specific Plan. Adherence to these guidelines will ensure that the Specific Plan area develops as a quality master-planned community with consistent design elements. These guidelines are intended to provide general direction for planners, builders, architects, landscape architects, engineers, and other design professionals on implementing the vision and community design framework for the Parkway Village Specific Plan.

The objectives of these design guidelines are as follows:

- Create dense, compact development patterns that support a diverse mix of land uses, define public spaces, and encourage pedestrian activity.
- Provide well-designed, attractive, sustainable buildings that establish a high-quality, distinctive character.
- Activate streets in the community core by including design elements that complement ground-level retail, dining and entertainment uses, outdoor public spaces, and pedestrian-friendly streetscape amenities.
- Encourage the construction of mixed-use and commercial buildings, thoughtfully integrated with other land uses such as residential, medical, and recreation.
- Encourage open-air spaces such as parks and plazas that are pedestrian-friendly and act as focal points for surrounding development, and provide centralized and well-connected gathering spaces through a “People First” approach.
- Embrace sustainable design practices, including but not limited to energy-conserving buildings, low-water-use landscaping, and community design elements that promote walking and biking over driving.

5.2 COMMUNITY DESIGN OVERVIEW

Parkway Village is a visionary master-planned community comprised of several interconnected districts designed to seamlessly blend with each other and harmoniously integrate into the surrounding area. The community and residential neighborhood entrances feature captivating thematic landscape treatments, distinctive architectural features, and unique lighting arrangements that serve as notable landmarks. These elements contribute to each neighborhood's overall charm and identity, creating a sense of place and enhancing the community's aesthetics.

A strategically planned Town Center District is located along 10th Street West. Its prime location offers convenient access to nearby amenities such as various commercial retail nodes, a city park, and the Owen Memorial Park Transfer Center. The Town Center District has a unique and distinctive design concept to create a vibrant focal point where people can live, shop, dine, work, and engage in recreational activities. To foster a sense of community and interaction, the Town Center District incorporates carefully designed parks, plazas, and courtyards throughout the area. These spaces serve as gathering spots where residents and visitors can pause, socialize, and enjoy their surroundings. The emphasis on creating inviting public areas promotes a lively and interconnected community.

The Town Center District also features a centralized plaza and community park, serving as an ideal venue for hosting special events that bring the community together. Activities such as art and craft fairs, farmers markets, festivals, and other agri-commercial and community-based events can be organized in these spaces, fostering a strong sense of community engagement.

The Business District is located along the prominent Avenue L, positioning itself as a hub for connectivity and enhanced mobility within the city. This district provides a variety of office and commercial uses, offering retail and employment opportunities to residents and visitors. This strategic placement not only facilitates efficient mobility but also creates a dynamic urban environment that fosters a vibrant community and supports sustainable transportation options. The Business District also has the potential to provide an additional transit-hub for the City of Lancaster to provide local and regional access.

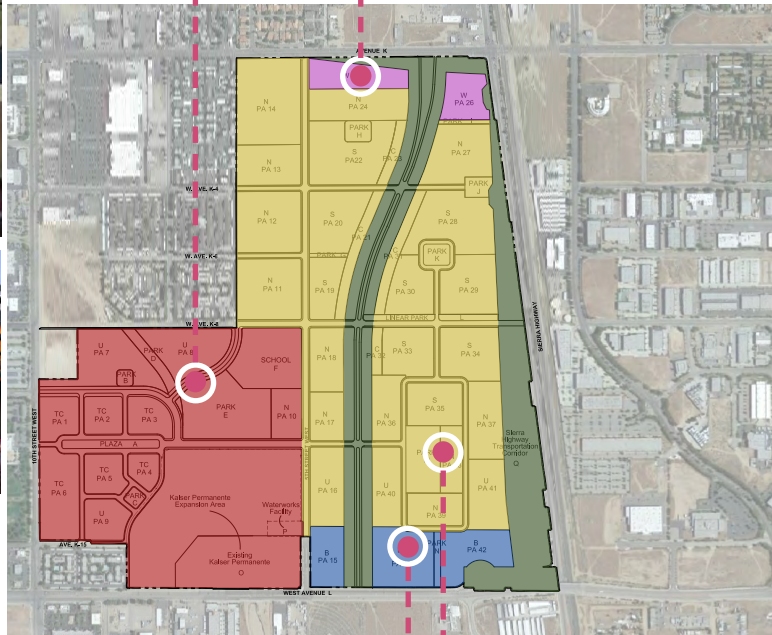
This Workshop District promotes a cohesive blend of residential and commercial spaces, distinguished by prominent "destination features" and communal gathering spots. Commercial elements are strategically positioned along Avenue K, aiming to enhance the local streetscape with vertical, multi-story structures constructed closer to the front property line.

The Residential District provides diverse housing options while incorporating green spaces. The diverse housing options ensure suitable homes for individuals and families with varying needs and budgets. Parks and green spaces serve as communal spaces for recreational activities, relaxation, and social interaction. Additionally, the Residential District provides an "Urban Wall" along the realigned Sierra Highway to further separate the major roadway and the lower density residential planning areas.



WORKSHOP DISTRICT

TOWN CENTER DISTRICT



RESIDENTIAL DISTRICT

BUSINESS DISTRICT



For illustrative purposes only: representative images for each district.

5.3 ARCHITECTURAL DESIGN GUIDELINES

The Parkway Village architectural guidelines serve as a framework for achieving innovative, high-quality design within the community, expressing the desired character of future development. In designing homes within the Parkway Village Specific Plan area, compatibility with the overall community's character is emphasized through the selection of complementary architectural styles. Careful attention is paid to floor plans, roof forms, building materials, and colors to ensure the highest quality neighborhood appeal and a positive contribution to the overall character of the surrounding community.

To establish a diversity of form and aesthetic, while maintaining a unified visual theme within Parkway Village, the architectural guidelines provide clear direction and design criteria while providing for innovative design and variations in residential architecture. The included sketches and graphic representations are intended for conceptual purposes only, serving as general visual aids in understanding the Design Guidelines' primary intent and potential implementation. By adhering to these guidelines, Parkway Village can maintain a cohesive and high-quality aesthetic that enhances the overall character of the community.

The criteria listed herein contain both guidelines and standards. Guidelines describe provisions that the Specific Plan encourages architects and developers to satisfy and are indicated by the word "should". Standards describe provisions that Specific Plan requires architects and developers to satisfy and are indicated by the words "shall" or "must". All development within Parkway Village shall be required to comply with the city's Objective Design Standards (ODS) outlined in Section 17.41 of the Lancaster Municipal Code. Where the Parkway Village Specific Plan and the ODS conflicts, the provisions provided in this Specific Plan shall prevail.

5.3.1 MIXED-USE ARCHITECTURAL DESIGN GUIDELINES

The mixed-use area includes the Town Center, Business, Workshop and Corridor planning areas and include the areas intended as dynamic activity hubs where residents can live, work, shop, dine, and gather. Situated along major transportation corridors, businesses in these planning areas ensure convenient access for vehicles, bicycles, and pedestrians. The mixed-use planning areas will create a welcoming environment by incorporating aesthetically pleasing pedestrian walkways and landscaping areas. To maintain consistency with the architectural identity of the City of Lancaster, these planning areas follow a theme that blends traditional and contemporary styles. This approach ensures that the mixed-use planning areas harmonize with the existing architectural fabric of the city



For illustrative purposes only: mixed-use developments.



For illustrative purposes only: various architectural styles.

while fostering a vibrant and engaging atmosphere for visitors and residents of the Specific Plan area. If residential uses are proposed within the mixed-use planning areas, refer to the design guidelines provided in Section 4.3.2 of this Specific Plan. A set of general architectural design guidelines to ensure cohesive and harmonious development throughout the district is provided below:

Site Planning

- a. Buildings should orient toward a street or a central spine, designated as a vehicle-free zone, or designed to accommodate both pedestrians and motor vehicles. In cases where vehicles are allowed, it is important to incorporate thoughtful design features that clearly delineate pedestrian pathways. These features include variations in paving materials or elevations, well-defined walkways enhanced with landscaping elements, or the inclusion of overhead structures. By employing such design strategies, the movement of pedestrians can be effectively guided and separated from vehicular traffic, ensuring a safe and pleasant experience for all.
- b. Building fronts should position directly on the property line or aligned with a build-to line with a zero front setback, except where recesses are provided for entryways or widened sidewalks for outdoor dining, displays, and other similar purposes. This approach encourages an engaging and pedestrian-friendly streetscape, with buildings seamlessly integrated into the urban fabric while also allowing for designated areas that enhance the vibrancy and functionality of the mixed-use planning areas.
- c. Mixed-use buildings shall be a minimum of three stories tall. This entails combining retail spaces on the ground floor with offices or residential units situated above. This arrangement should divide the building's façade into two distinct parts: the upper façade and the storefront.
- d. The design of mixed-use buildings shall align with the surrounding architectural context, taking inspiration from the local character, materials, and scale. Strive for a harmonious blend between the new development and the existing built environment, while pursuing aesthetic diversity.
- e. Adaptable spaces should accommodate a variety of uses, allowing for a mix of residential, commercial, and community functions within the same building.

- f. Buildings should integrate residential, commercial, and potentially office spaces within the development to encourage a walkable, live-work-play environment.
- g. Taller and higher density buildings shall be placed near major roads, to maximize land use efficiency and create a vibrant urban core.
- h. Organic, non-linear paseos shall be provided between residential development and the nearest park or recreational facility wherever feasible.
- i. Building heights and densities shall gradually transition from the core of the development towards adjacent neighborhoods to ensure compatibility and integration with the surrounding neighborhoods.
- j. Parking strategies should prioritize shared parking, reduce surface parking, and encourage the use of public transit or alternative transportation options.
- k. Where more than 50 surface parking spaces are provided on a site, parking areas shall be divided into a series of smaller, connected lots of no more than 50 spaces each through the use of landscaping and/or building placement.

Building Placement and Orientation

- a. Storefront level shall provide open views to enhance the pedestrian experience by connecting visually with the interior retail space. Upper-level windows should maintain building aesthetics while prioritizing occupant privacy.
- b. Primary entrances into retail buildings shall be clearly marked and provide a sense of welcome and convenient access into the building interior.
- c. Retail and restaurant buildings shall include façades parallel to the street with covered pedestrian arcades. Limited displays of outdoor merchandise may be permitted at the discretion of the Director of Community Development, so long as pedestrian paths of travel remain clear, and so long as such displays are determined to enhance neighborhood character.



For illustrative purposes only: pedestrian friendly environment.

- d. Corner buildings shall be designed as anchor buildings, which are generally larger in scale and massing compared to the surrounding structures. Corner buildings shall feature more ornamentation and serve as prominent focal points within the area. Additionally, anchor buildings typically have primary and secondary façades that are designed to relate to the streets on which they are located.
- e. Service, loading, and storage areas shall be placed away from the streets and activity area. When service areas are not able to be located away from streets or activity areas, screening elements such as walls, fences, architectural treatments, landscaping, or similar screening elements shall be incorporated.
- f. The design of open spaces within a development shall encourage community interaction and serve as gathering points for residents and visitors.
- g. Buildings constructed closer to the front property line shall establish a strong street presence and promote a lively, urban atmosphere.
- h. Development shall be easily accessible from major roads, with pedestrian-friendly connections and clear wayfinding signages.

Building Mass and Scale

- a. Scale and massing of buildings shall be proportionate to the surrounding context and create a balanced urban environment. Where proposed buildings exceed neighboring structures by two stories or more, applicants shall provide transitional elements on the nearest building façade
- b. Building massing or other architectural features shall provide a unique building profile that reinforces the theme of the major gateways.
- c. Sub-volumes shall be articulated to provide transition to adjacent structures that are smaller in scale.



For illustrative purposes only: colors and materials, and different roof forms.

Roofs

- d. Roof forms shall vary in form and character. Sculptural roof forms are encouraged, and flat roof forms should incorporate detailed cornices or parapets.
- e. Roofs shall complement the composition of the building, and sustainable roof elements are highly encouraged.
- f. Rooftop equipment shall be screened such that the equipment is not visible from ground level views from public streets.

Building Articulation

- a. Buildings should create a sense of place and identity by incorporating unique architectural elements that serve as landmarks or focal points within the development.
- b. Buildings are encouraged to include architectural features such as bell towers, finials, decorative lighting elements, canopies, or similar statements in areas of high visibility.
- c. Buildings along local streetscape shall be designed with vertical elements, such as multi-storied structures that engage with the street and create an active, pedestrian-friendly environment.
- d. Buildings shall use façade articulation, including setbacks, balconies, and varied building materials, to break up building mass and create visual interest. Proposed architecture shall avoid large monotonous façades.
- e. A variety of materials, textures, and colors shall be used to create visual diversity and interest. Balance the use of glass, masonry, wood, or other appropriate materials to achieve a cohesive yet visually engaging façade.

Materials and Colors

- a. All visible and weather exposed surfaces on the building exterior shall use attractive, durable, and weather resistant materials.
- b. Discourage the use of reflective, opaque, or highly-tinted glass within the commercial elements of the building.



For illustrative purposes only: mixed use architectural styles and articulation for commercial and medical buildings.

- c. Mixed-use buildings shall encourage a diverse architectural palette that complements the local context and adds visual interest to the development. All development types shall prioritize the use of desert tones supplemented by minimal complimentary accent colors. Reflective materials shall be discouraged in areas subject to sun exposure.

5.3.2 RESIDENTIAL ARCHITECTURAL DESIGN GUIDELINES

This section outlines essential architectural and site design elements that should be taken into account in all residential planning areas within the Parkway Village Specific Plan area. These guidelines ensures high-quality neighborhood design that aligns with the surrounding environment's character, promote flexibility in design, and aims to maintain consistent quality throughout the residential areas.

Streetscape Diversity

Achieving visual diversity and interest in the streetscape requires careful consideration and balance in planning floor plans, elevation styles, and color/material schemes.

- a. Specific criteria for the detached residential developments have been established for the plotting of homes, as outlined below:
 - » Each builder development area shall consist of a minimum of three floor plans.
 - » Each builder development area shall consist of a minimum of four elevations.
 - » No more than two buildings in a row shall feature the same elevation style.
 - » Adjacent or facing buildings that have the same floor plan shall have different elevation styles.



For illustrative purposes only: multi-family residential building forms, massing and articulation.

- b. Specific criteria for the attached residential development have been established for the plotting of buildings, as outlined below:
 - » Each builder development area shall consist of at least two different building plans and at least two different unit/floor plans within each building, with optional corner elements to provide additional visual interest. Builder development area is defined as the subject area of an individual tentative map, site plan review, or other entitlement requested by a given development.

Building Siting and Orientation

- a. In general, buildings shall be located and oriented to define public streets and primary open space areas, as appropriate to the product type.
- b. Front entries shall face the streets, courtyards, paseos, or open spaces.
- c. Units shall be sited and designed so that each building has roof exposure to the south or east, or a portion of the roof is flat for potential rooftop solar panels installation.
- d. Cul-de-sac shall be designed to provide pedestrian and bicycle through-access via a paseo or similar feature at the end of the cul-de-sac connecting to adjacent streets or publicly accessible open space. This standard does not apply to cul-de-sacs where connectivity is precluded by existing development or other features.

Corner Lot Buildings

- a. For single-family detached homes on corner lots, wider side setbacks shall be required from the adjacent public rights-of-way compared to interior side setbacks. This additional setback area accommodates landscaping and/or single-story architectural features like porches and courtyards.
- b. Buildings on corner lots shall be designed for a two-sided corner exposure to address the increased public visibility by allowing for architectural enhancements on the side elevation facing the street.



For illustrative purposes only: single family building siting and orientation.



For illustrative purposes only: residential colors and materials.

- c. Corner lot buildings shall feature enhanced elevations that provide a similar level of detail on the street side as the front elevation. Enhancements may include:
 - » Wrap-around porches or courtyards
 - » Principal window treatments
 - » Roof plane breaks
 - » Accent colors, materials and detailing
 - » Garage access from the side street for conventional single-family homes

Building Form, Massing and Articulation

- a. Building massing (three-dimensional form of a building, referring to the perception of the general shape and form, and size) along the street shall be varied to create a quality streetscene.
- b. To reflect a variety of forms and create massing breaks, residential buildings shall use horizontal and vertical offsets, such as interconnection and lapping of building forms and heights.
- c. Plane offsets, cantilevered upper floors, and varied roof forms shall be included to avoid large expanses of flat, monotonous walls and roofs in alleys and motorcourts.
- d. To add interest to building façades, building articulations such as roof overhangs, balconies, and projections shall be used in the design of building frontages.
- e. The scale of attached residential buildings shall be broken into smaller elements through varied building massing and forms, such as varying setbacks on building elements/façades, varying roof lines and directions, incorporating single-story elements or open balconies that provide negative space at prominent corners, and utilizing shed roof forms and trellis elements.
- f. To prevent long expanses of blank walls, walls shall be articulated at least every 20 feet horizontally on each floor. Articulation shall mean a change in material, massing break of at least one foot (1'), or inclusion of a window, projecting porch, balcony (recessed or projecting), or other decorative element (e.g. decorative attic vent).

Colors and Materials

- a. Building materials and colors shall be appropriate to the overall neighborhood design theme and relate to the selected architectural style. Frequent changes in materials shall be avoided.
- b. Variety in texture and color shall be provided to allow for diversified expressions of individuality on building elevations, while maintaining visual cohesiveness throughout the community.
- c. Changes in color or material on buildings shall only occur at inside corners or wrapped to appropriate termination points where they provide a finished appearance from the street.
- d. Color and materials shall wrap columns and posts in their entirety.
- e. Exposed gutters and downspouts must be colored to match or complement the surface to which they are attached.
- f. Colors shall be neutral tones or muted colors complementary to the chosen architectural style and compatible with the character of surrounding development. Reserve bright or dark colors for trim or accents only.

Roofs

- a. Roof forms, pitches and materials shall be consistent with the architectural style of the building. Consider roof forms in relationship to the building mass to improve massing relief along public streets and on other publicly visible elevations.
- b. Varied roof forms, offsets and materials consistent with the architectural style of the building are required to create variation in the skyline and diversity in the streetscene.
- c. Flat roofs with parapets or decorative cornices are permitted where appropriate to the architectural style of the building.

Mechanical Equipment

- a. All exposed air conditioning/heating equipment, soft water tanks, and pool and spa equipment shall be hidden from view in vaults, wells, enclosures, behind walls/fences or screened by landscape. Enclosures shall be constructed similarly and finished to match the building or material to which they are attached.

Trash Enclosures

- a. Areas provided for trash, green waste, and recycling bins shall be concealed from public view.
- b. Where trash, green waste, and recycling material collection facilities are shared by several units/buildings, the collection facilities shall be screened by architectural enclosures. The screening enclosure materials and colors shall be similar or complementary to the exterior materials and colors used on the adjacent principal buildings.

5.3.3 ARCHITECTURAL STYLES

Parkway Village embraces a blend of architectural styles that reflect its rich history and diverse cultural influence in the City of Lancaster. A description of each architectural style and key design features are included in the following section. The descriptions are intended to serve as design inspiration and are not indicative of the actual product types or building elements of proposed projects.

Architecture styles allowed within the Parkway Village Specific Plan area includes the following:

- A. California Ranch
- B. Craftsman
- C. Mid-Century Modern
- D. Mission Revival
- E. Spanish/French Country Farmhouse

A. California Ranch

California Ranch is loosely based upon early Spanish California architecture with influences based upon the horizontal Prairie Style. California Ranch typically contains one and two story volumes with hip and gable roofs.



California Ranch Style Design Elements	
Form	- Simple, asymmetrical building masses
Roof	- Hip or gable roofs - Moderate to Broad overhangs or eaves
Walls	- Stucco
Windows	- Rectangular or square window shapes - Simple window trim
Details	- Large areas for glass, sheltered porches, and greenhouse rooms - Exposed beam ends with columns to create strong shadow patterns - Horizontal and vertical boards as accents
Colors	- White, light tan, or beige as primary color - Blue, red, and green as accent colors - Warm and cool colors that complement the primary color as roof color

B. Craftsman

A style popular during the early 20th century, Craftsman homes showcase natural materials, detailed craftsmanship, and a connection to the surrounding environment. Features include front porches, exposed beams, and intricate woodwork.



Craftsman Style Design Elements

Form	- Simple boxed massing with vertical and horizontal breaks
Roof	- Gable or shed roofs - Moderate to Broad overhangs or eaves
Walls	- Stucco - Stone and brick base accents
Windows	- Rectangular or square window shapes - Windows with inserts on elevations with prominent visibility
Details	- Window header and sills - Roofed front porch with simple wood-like posts
Colors	- Soft to light earthy color as primary color - Deep red, bright blues and greens as accent colors - Grays and browns as roof colors

C. Mid-Century Modern

Reflecting the post-World War II era, the Mid-Century Modern style emphasizes simplicity, clean lines, and integration with nature. This style incorporates a range of materials, including steel, concrete, stone, stucco, and glass. Flat or low-pitched roofs, large windows, and open floor plans are common features.



Mid-Century Style Design Elements	
Form	- Simple building masses with emphasis on straight lines
Roof	- Flat or low pitch roof - Wide eaves to provide shade
Walls	- Concrete, wood, or stucco
Windows	- Rectangular window shapes - Simple window trim - Floor-to-ceiling windows at front elevation
Details	- Use of exposed brick, steel, and stone veneer as accent materials - Minimal decorative detail to enhance building elevation
Colors	- White or light tan as primary color - Pastel palettes such as mint green and baby blue as accent colors

D. Mission Revival

The Spanish Colonial Revival Style uses decorative details borrowed from historic Spanish architecture which was a popular architecture style in Southern California during the early 20th century. Spanish Colonial Revival style incorporates an identifiable feature window on the front elevation and arches throughout the residential building.



Spanish Colonial Revival Style Design Elements	
Form	- Asymmetrical, simple building masses
Roof	- Simple gable or hip roof - "S"-shape concrete tiles
Walls	- Stucco
Windows	- Rectangular or square window shapes - Simple window trim - Recessed entry or feature window on front elevation
Details	- Arch elements in front elevation - Decorative metal railings or grilles - Decorative tiles
Colors	- White, pale tones of yellow, or light tan as primary color - Tones of blue and red as accent colors

E. Spanish/French Country Farmhouse

The Monterey style combines the New England Colonial house with an Adobe brick exterior with a defining feature of a prominent upper-story balcony. Roofs are usually tiled or shingled and the finish is generally smooth stucco, occasionally with wood siding, stone, or brick as an accent.



Monterey Style Design Elements	
Form	- Simple, rectilinear plan form - Symmetrical
Roof	- Gable or shed roofs - Moderate to wide overhangs or eaves
Walls	- Stucco
Windows	- Rectangular vertically proportioned windows
Details	- Wood or wood-like balcony with square post and simple railing - Use of shutters as accent on primary elevations
Colors	- White, off-white, or light earth tones as primary color - Dark contrasting color as accent color - Red and brown tones as roof colors

5.4 STREETSCAPES

Streetscape landscaping is intended to provide a sense of place and an overall theme to the Specific Plan area. Within the Parkway Village Specific Plan area, streetscapes are planted with a combination of trees, shrubs, and masses of groundcovers to create a visually appealing view for pedestrians and motorists. The landscaping plant palette visually links the abutting roadways to the Specific Plan area and reflects the overall landscape design theme. The conceptual streetscape treatments within the Specific Plan area are presented in the following sections.

Sierra Highway

As shown in **Exhibit 4-5, Future Sierra Highway**, Sierra Highway will provide a landscaped median that breaks the pavement sections and provides added space for shade trees and landscaping on both sides of the street which provides opportunity to incorporate localized rainwater harvesting where feasible. Beyond the Sierra Highway right-of-way (ROW), an additional landscape buffer is provided to further separate the residential planning areas with Future Sierra Highway. The additional landscape buffer also provides an 8-foot-wide meandering mixed-use path for pedestrians and bicyclists. The landscape buffer area beyond the Sierra Highway ROW will provide rainwater harvesting opportunities and landscape berms to create a separated linear parkway system on both sides of the street.

Urban Collectors

Urban Collectors are designed specifically for the Parkway Village Specific Plan and provide a wide ROW to accommodate separated vehicular, bicycle, and pedestrian transportation corridors. As shown in **Exhibit 4-6, Urban Collector – Variation A**, Variation A provides opportunities for localized rainwater harvesting, increased landscaping, and room to accommodate large shade trees in the parkway while also accommodating on-street parallel parking in strategic locations in the 100-foot-wide ROW. Midblock pedestrian crossings may be provided where conditions allow for such crossings.

As shown in **Exhibit 4-7, Urban Collector - Variation B**, Variation B is designed to maintain the same 100-foot-wide ROW width as Variation A and provide streetscape landscaping for a shaded park-like environment for vehicular, bicycle, and pedestrian modes of transportation. Variation B of the Urban Collector does not include on-street parking as it is situated near the proposed school and high-density housing where on street parking is not desirable.

General Collectors

As shown in **Exhibit 4-8, General Collectors**, General Collectors will provide a landscape buffer on both sides of the street. The landscape buffer will include trees and groundcovers to provide shading opportunities to both pedestrians and bicyclists. To provide additional protection for bicyclists, the General Collectors will provide a physical demarcation of the bike lane which can include concrete headers, “armadillo” headers, or bollards. Beyond the General Collector ROW, an additional landscape buffer is provided to further separate the residential planning areas from the General Collector roads.

Minor Collectors

Minor Collectors within the Specific Plan area will provide for a curb-separate sidewalk as shown in **Exhibit 4-9, Minor Collectors**. The landscaped area within the ROW allows for trees and groundcover. Beyond the ROW is a 10-foot-wide landscaped setback, which provides additional separation from the residential planning areas to the Minor Collectors. A sidewalk is proposed on both sides of Minor Collectors, and the sidewalks will meander inside the public ROW and outside of the public ROW within the landscaped setback area.

Local Streets

As shown in **Exhibit 4-10, Local Streets**, landscaping will be provided on both sides of the street. The landscaped area will include decorative trees and groundcover that will complement the overall landscaping theme of the residential planning areas.

Plaza Street

The Plaza Street along with Plaza A is designed to create a center to the urban experience within Parkway Village. As shown in **Exhibit 4-11, Plaza**, 10-foot-wide landscape islands are provided at a minimum of every five (5) parking spaces to provide space for one large shade tree and shrubs within the 21-foot-wide angle parking spaces. Beyond the angle parking spaces, the 10-foot-wide flexible landscape buffer will provide localized rainwater harvesting opportunities, benches, parking meters, signage, lighting, and shade trees. This space is intended to serve as the buffer between the parking spaces and pedestrian circulation along with provide a zone for the other utilitarian services to occur.

In addition to the 64-foot-wide ROW, an additional 10-foot-wide building setback is provided parallel and adjacent to the ROW. This setback is intended to accommodate pedestrian circulation adjacent to the fronts of the mixed-use buildings. It is envisioned that the building store fronts face towards the ROW, creating a downtown urban/architecture forward walkable neighborhood. Shade canopies and trellises are encouraged within the 10-foot-wide setback to provide added shade and comfort to the pedestrian experience. Benches, lighting, landscape, planters, parking meters, trash receptacles, and other street furniture are encouraged within the 10-foot-wide landscape buffer within the ROW.

Mixed-Use Streets

Similar to the Plaza Street, Mixed-Use Streets are designed to encourage a downtown urban/architecture forward walkable environment within the Parkway Village Specific Plan area. The fronts of the building architecture are encouraged to face towards the street with overhead canopies and trellises over the pedestrian circulation to provide shade and comfort to the sidewalks. As shown in **Exhibit 4-12, Mixed-Use Streets**, Section A will provide a flexible landscape buffer where localized rainwater harvesting, benches, parking meters, signage, lighting, and shade trees are located. This space is intended to serve as the buffer between the parking spaces and pedestrian circulation along with a zone for the other utilitarian services. Section B will provide a 15-foot-wide flexible landscape buffer for localized rainwater harvesting, benches, parking meters, signage, lighting, and shade trees. This space is intended to serve as the buffer between the parking spaces and pedestrian circulation along with providing a zone for other utilitarian services.

5.5 LANDSCAPE DESIGN GUIDELINES

The landscape design guidelines for the Parkway Village Specific Plan area establish landscape principles and standards that apply to all planning areas within this Specific Plan. The intent is to ensure that plant materials, monuments and entries, streetscapes, and other features are compatible with the overall design theme and that all implementing development projects are united under a common landscape design. The landscape design provided shall establish an identity for the Specific Plan area that is contemporary, visually appealing, and contextually sensitive to the surrounding area.

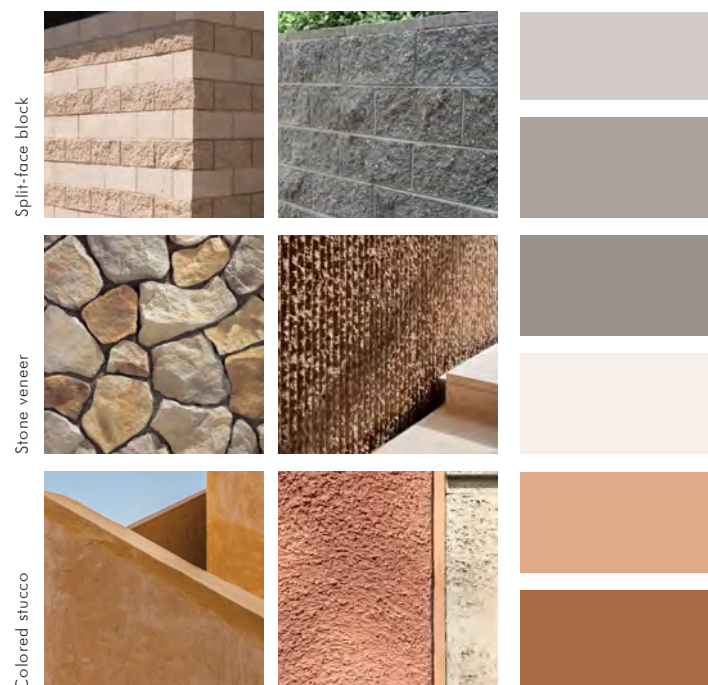
The design guidelines provided herein are not intended to establish a set of rigid landscape requirements. These guidelines will occasionally need to have flexibility to meet certain parcel-specific or user-identity requirements. As such, these guidelines are intended to be flexible, and are subject to modification over time. Any deviations from these landscape guidelines are to be in keeping with the core elements of the overall theme described in this Chapter to ensure a cohesive and unified landscape concept.

5.5.1 LANDSCAPE DESIGN THEME

The Parkway Village Specific Plan will incorporate the Blended Mojave Desert concept within the fencing, walls, signs, monuments, and other landscaping features within the Specific Plan area. The Blended Mojave Desert concept draws inspiration from the naturalized colors and material of the surrounding Mojave Desert and is identified through the following features:

- Brown, tan, and warmer tone colors to blend the Specific Plan area into the desert;
- Curvilinear forms to create more opportunity for exploration and relate to the natural Mojave Desert forms; and
- Use of native Mojave Desert plant materials to create a stronger connection to the surrounding environment.

Provided below are examples of materials that may be incorporated within the Blended Mojave Desert concept along with its color palette.



5.5.2 WALLS AND FENCES

Walls and fences introduced in this section emphasize the Blended Mojave Desert character as described in **Section 5.5.1, Landscape Design Theme**. Walls and fences should use materials such as painted steel, stone veneer, colored stucco, and textured Concrete Masonry Unit (CMU) blocks to help create repeatable, iconic elements to give the Parkway Village Specific Plan area a distinct character within the City of Lancaster. Materials such as wood, faux wood, and plastics shall not be permitted for use. In addition, chain-link fencing is prohibited within the Specific Plan area.

Primary Theme Walls

Primary theme walls are expected to be placed in visible locations where separation and privacy are desired, such as along planning area perimeters and adjacent to roads with a collector or higher classification, otherwise restricted by the City of Lancaster zoning code and/or development standards provided in **Chapter 6, Development Regulations**. Primary theme wall materials shall be consistent to the elevations provided in **Exhibit 5-1, Conceptual Primary Theme Wall Design**. Maximum heights of the Primary theme walls can vary in each location but shall be a minimum of 6 feet in height. Primary decorative columns shall be located at all exterior corners of property lines and any changes in directions of property lines greater than 45 degrees. Intermediate columns as illustrated within the exhibit shall be located at every internal parcel line and/or at a maximum of 150 feet between primary decorative columns.

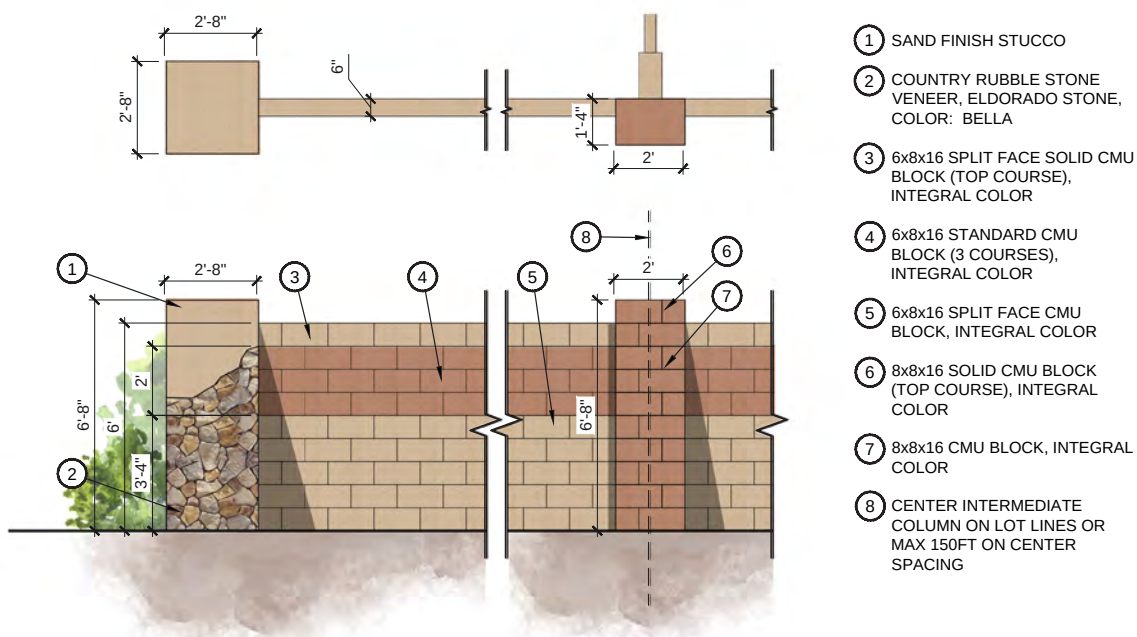


EXHIBIT 5-1, CONCEPTUAL PRIMARY THEME WALL DESIGN

ktgy **FLOOR**
associates

Secondary Theme Walls

Secondary theme walls are expected to be placed adjacent to internal local roadways, open spaces narrower than 30 feet, and along public facing side yards of residential lots. Maximum heights of the Secondary theme walls can vary in each location but shall be a minimum of 6 feet in height. Corner columns shall be included at all ends of walls, corners of public facing property lines, and/or changes in property lines greater than 45 degrees. Intermediate columns are required at all property lines and/or at the center of a maximum of 150 feet between corner columns. Colors and materials shall be consistent with the elevations provided in **Exhibit 5-2, Conceptual Secondary Theme Wall Design**.

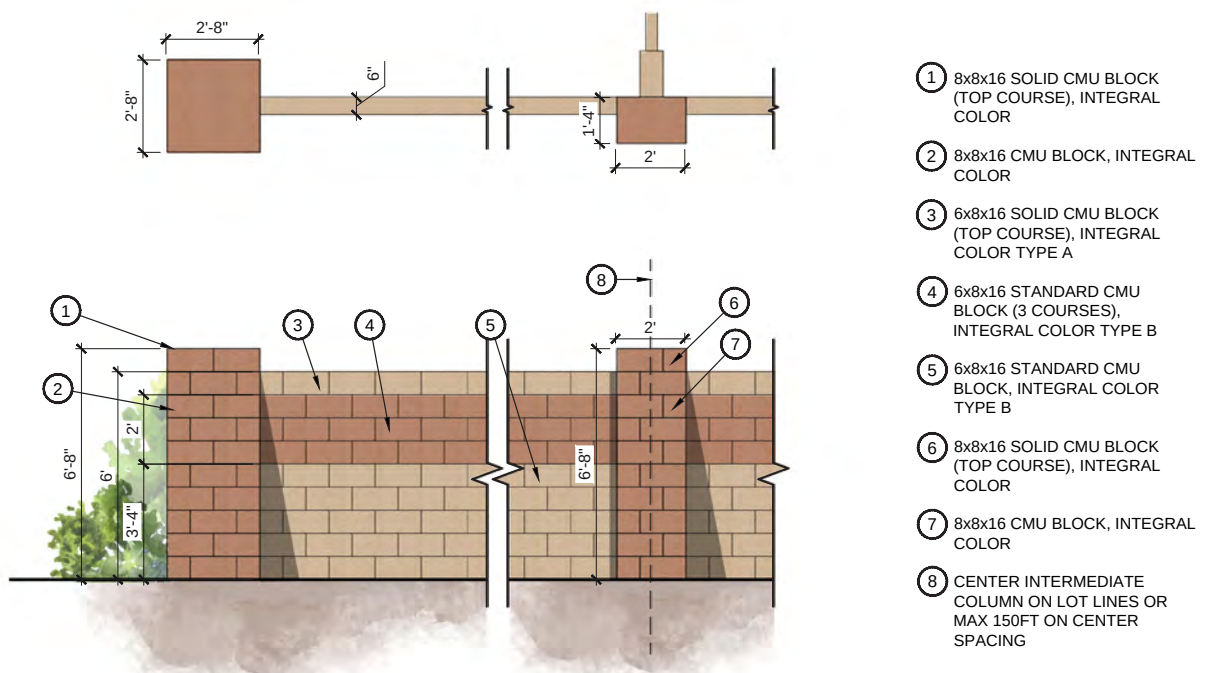


EXHIBIT 5-2, CONCEPTUAL SECONDARY THEME WALL DESIGN

ktgy **FLOR**
associates

Partial View Walls

Partial view walls are expected to be provided along all public facing property lines adjacent to any landscape or open space greater than 30 feet in width. Partial view walls are designed to increase security within adjacent open spaces and landscape areas by increasing transparency and visibility into those spaces. The partial view walls shall consist of 2 feet of view fencing over 4 feet of solid wall, consistent with the elevations provided in **Exhibit 5-3, Conceptual Partial View Wall Design**. Primary columns shall be included at all ends of walls, corners of public facing property lines, and/or changes in property lines greater than 45 degrees. Intermediate columns shall be located at all interior property lines and/or locations where a wall intersect with another partial view wall. Partial view walls should not be placed along public-facing side yards of residential lots where a solid wall would be more appropriate to screen utilities and provide privacy for the residence.

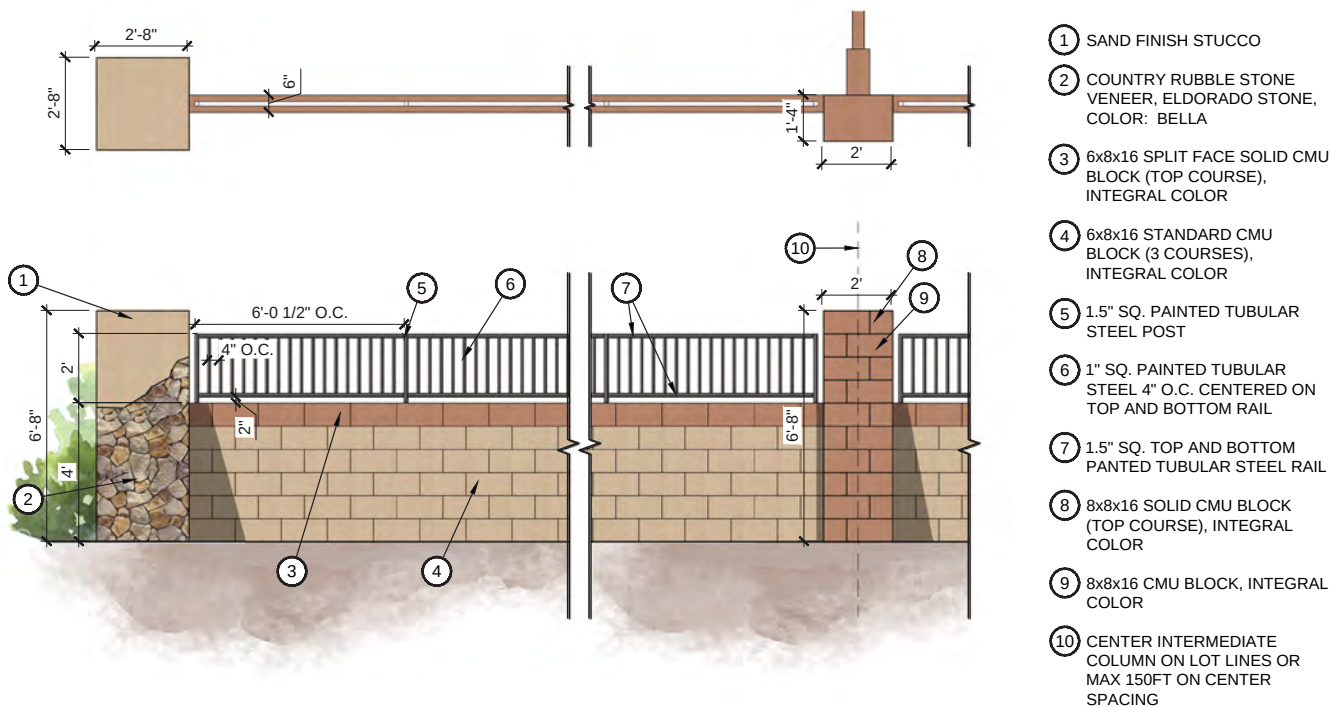


EXHIBIT 5-3, CONCEPTUAL PARTIAL VIEW WALL DESIGN

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associates

Accent Walls

Accent walls include, but are not limited to, parking lot screen walls, low separation walls, park or open space walls, and walls incorporated into neighborhood identity signage. These walls must be architecturally integrated with the materials of the other themed walls as discussed in the previous sections. Refer to **Exhibit 5-4, Conceptual Accent Wall Design**, for examples and materials that are required. Locations for accent walls and their heights will be determined by each individual developer but must meet the minimum development standards provided in **Chapter 6, Development Regulations**, of this Specific Plan. While locations may vary, the heights of these walls are expected to be relatively consistent throughout the Specific Plan area.

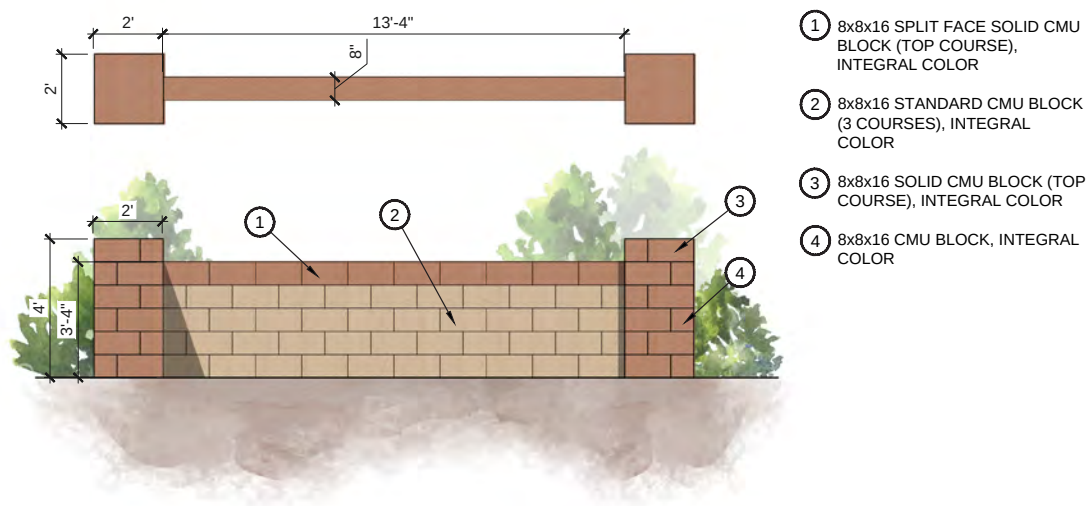


EXHIBIT 5-4, CONCEPTUAL ACCENT WALL DESIGN

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5.5.3 ENTRIES AND MONUMENTS

Entry monuments and signs create the first impression upon entry into a district, and as such are expected to maintain visual consistency throughout the Specific Plan area to provide visual cohesion for Parkway Village. The Parkway Village Specific Plan aims to create a hierarchy of signage and provide cues to visitors and residents that they are in a distinct place within the City of Lancaster. The colors and materials will emphasize the overall theme of the Blended Mojave Desert while providing flexibility for some individuality within.

The entry monument concepts described and illustrated on the following pages have been designed to provide a prominent reminder of the quality and distinctiveness of development within the Specific Plan area and to complement and reinforce its general architectural and landscape theme. Implemented entry monuments should be flexible to meet the needs and desires of the developer and may differ slightly from the concepts presented herein; however, all entry and corner treatments within the Specific Plan area shall be consistent in theme and character. **Exhibit 5-5, Conceptual Monument Locations**, provides locations of the primary entry monuments, secondary entry monuments, and pedestrian plaza monuments within the Parkway Village Specific Plan area.

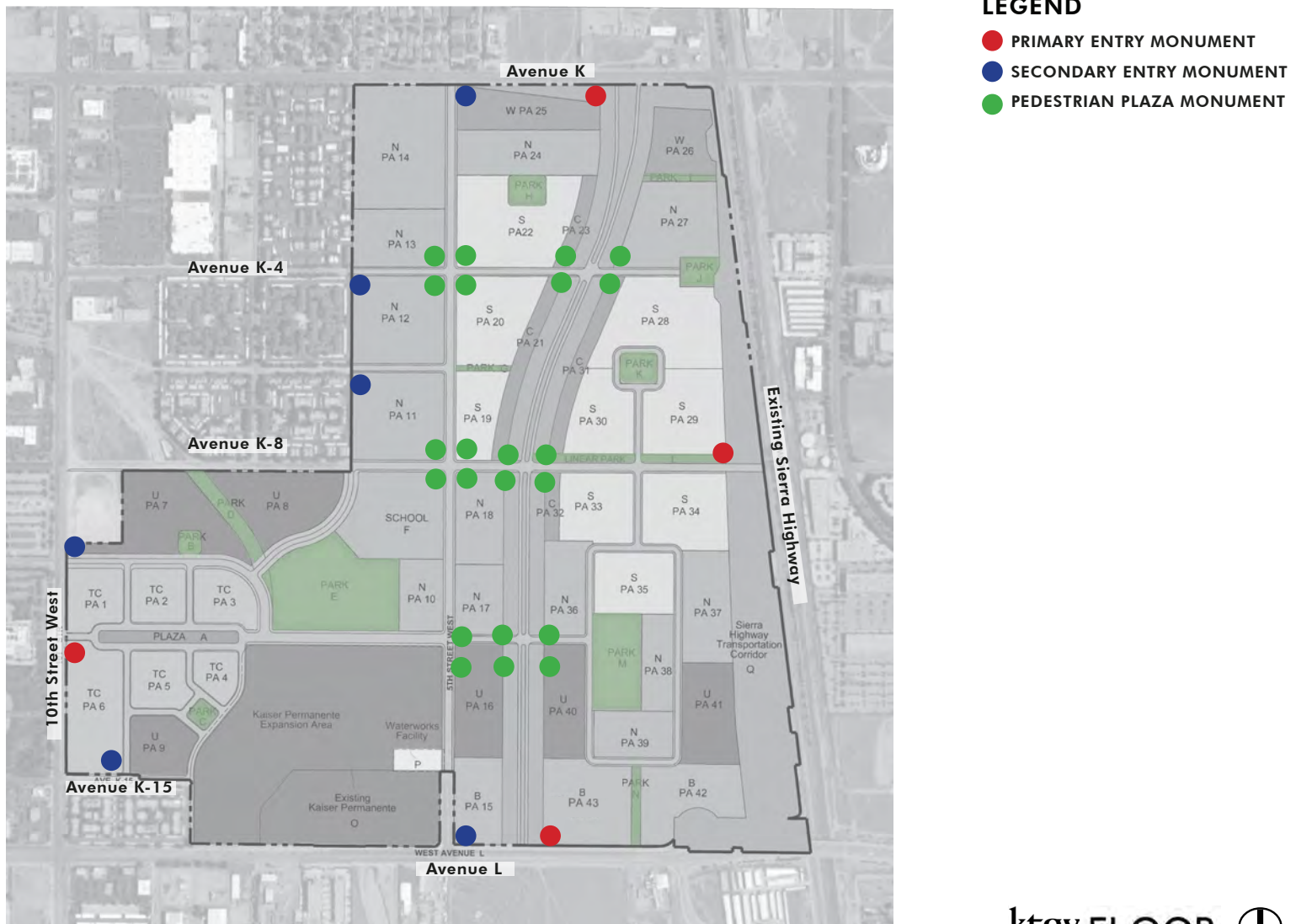


EXHIBIT 5-5, CONCEPTUAL MONUMENT LOCATIONS

Primary Monument

Primary monuments are located at the four key entrances of the Specific Plan area and sit prominently on a landscape berm, as shown in **Exhibit 5-5, Conceptual Monument Locations**. As shown in **Exhibit 5-6, Conceptual Primary Monument Design**, the primary monument is made up of a series of walls with a logo column out front. Mimicking the movement of the Mohave Desert landscape, the walls will vary in height in an organized manner. The walls will include three types of regional iconic materials on each wall to emphasize the overall character of Parkway Village. The logo column provides a repeatable element and icon that can be used throughout the community distinguishing the Parkway Village Specific Plan area from other districts within the City of Lancaster. The signage is envisioned to be backlit, which creates a halo around each letter, elegantly drawing attention to the name and enables it to be viewed from a distance.

The landscape around the monument is intended to create a gradient of visual experiences. Larger groupings of Mohave Desert specific plant materials draw attention to the entry itself. Moving away from the monument structure, the landscape breaks apart to closely mimic the natural landscape patterns of the surrounding desert. The introduction of landscape boulders breaks the organized pattern at the sign, as well as mimics another element of the desert. Evergreen, regionally adapted trees are used to provide a strong backdrop to the sign.

As shown in **Exhibit 5-7, Conceptual Primary Monument Plan View**, the monument structure is only required on one side of the street; the opposite side of the street would include low accent walls and mirror the landscape design to create a welcoming visual. Decorative pavement is introduced in the street to finish off the iconic entry into Parkway Village.

Secondary Monument

At each of the other entries into the Parkway Village Specific Plan area, a smaller version of the primary monument shall be located on one side of roadway. Secondary monuments shall have a similar backdrop wall, logo column, and backdrop trees as those of the primary monuments. **Exhibit 5-8, Conceptual Secondary Monument Design**, illustrates the scale and materials to be used for each of the secondary monuments.

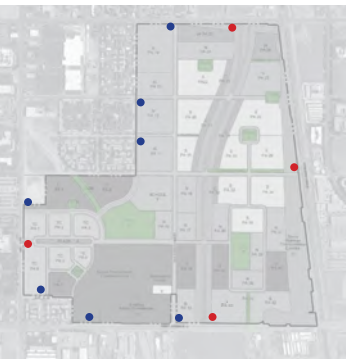
Corner Plaza

Pedestrian corner plazas are located at key intersections within the Specific Plan area. As shown in **Exhibit 5-9, Conceptual Pedestrian Plaza Monument Plan View**, a 3 feet by 3 feet cast-in-place concrete monument with a sandblasted Parkway Village Specific Plan logo is placed at the center of the corner plaza to provide a repeatable element within the interior. Specimen trees used at the monuments are introduced to emphasize the character of the district. The decorative paving shall match the paving at the primary monuments, providing a starting point to the pedestrian crossings within. Decorative paving is encouraged at the pedestrian crosswalks to enhance the pedestrian experience while visually calling them out to vehicular traffic.

Neighborhood/Project Monuments

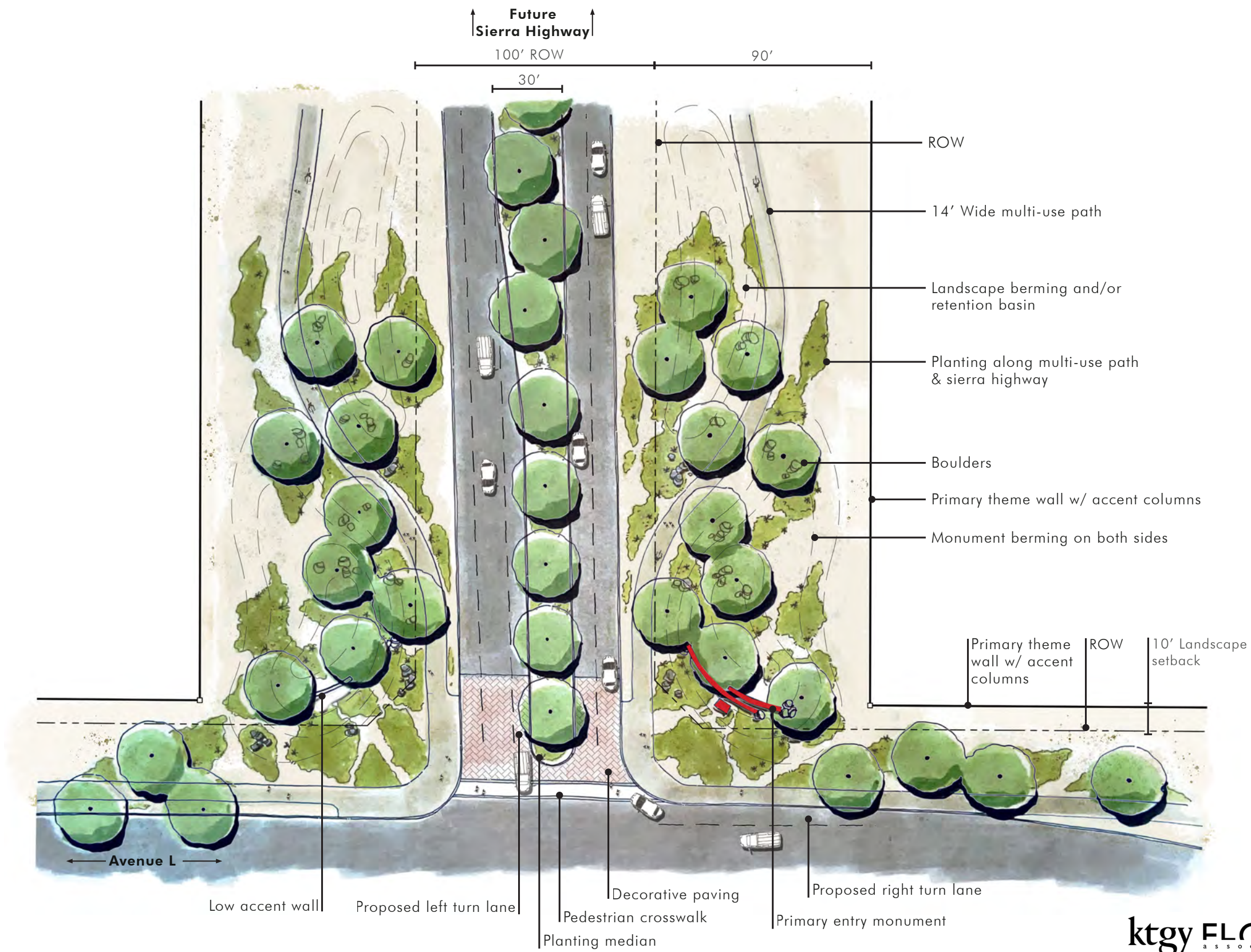
Neighborhood/Project monuments are encouraged at the entry into each development and/or neighborhood within. The monuments shall be located on one side of the street and utilize the same materialization as the primary and secondary signage. Neighborhood/Project monuments allow for more flexibility and individualism within the Parkway Village Specific Plan area to reflect the different developments within the Specific Plan area.

PRIMARY MONUMENT



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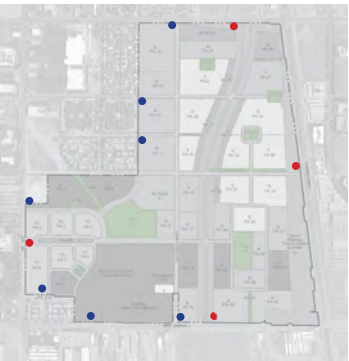
EXHIBIT 5-6, CONCEPTUAL PRIMARY MONUMENT DESIGN



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EXHIBIT 5-7, CONCEPTUAL PRIMARY MONUMENT PLAN VIEW

SECONDARY MONUMENT



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EXHIBIT 5-8, CONCEPTUAL SECONDARY MONUMENT DESIGN

PEDESTRIAN PLAZA MONUMENT

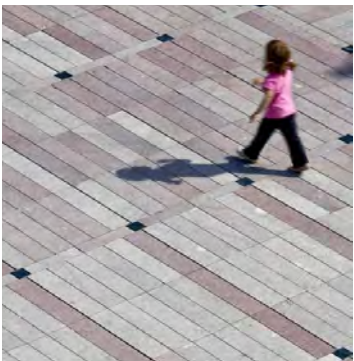
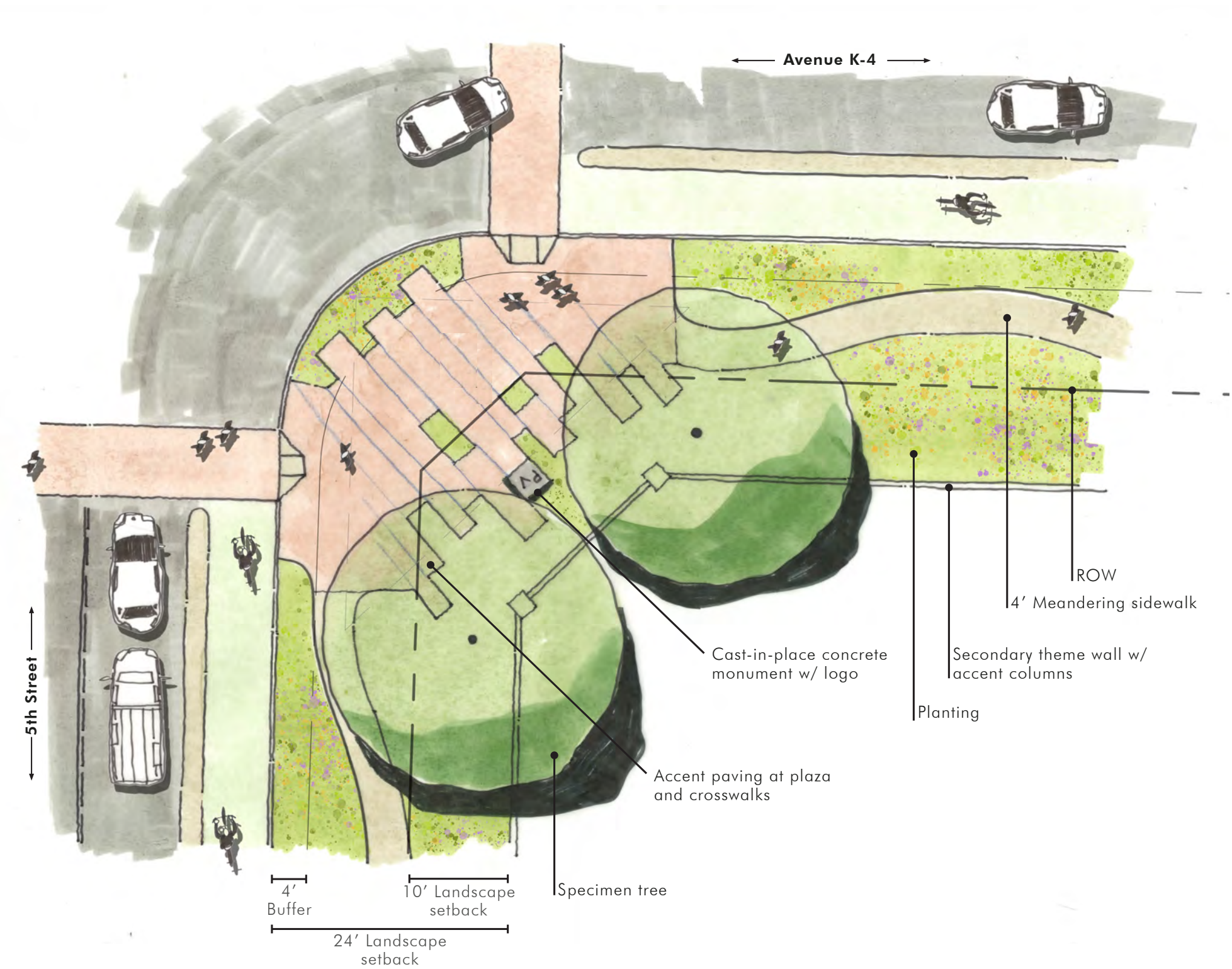


EXHIBIT 5-9, CONCEPTUAL PEDESTRIAN PLAZA MONUMENT PLAN VIEW

5.5.4 PARKS AND PLAZA

The parks and plaza within the Parkway Village Specific Plan area will provide public outdoor space for both residents and visitors. As shown in **Exhibit 5-10, Overall Parks and Plaza Plan**, the Parkway Village Specific Plan will provide one Community Park (Park E), six Neighborhood Parks (Parks B, C, H, J, K, and M), four Linear/Trail System Parks (Parks G, I, L, and N), and one Plaza (Plaza A). Design guidelines for the parks are described in the sections below.

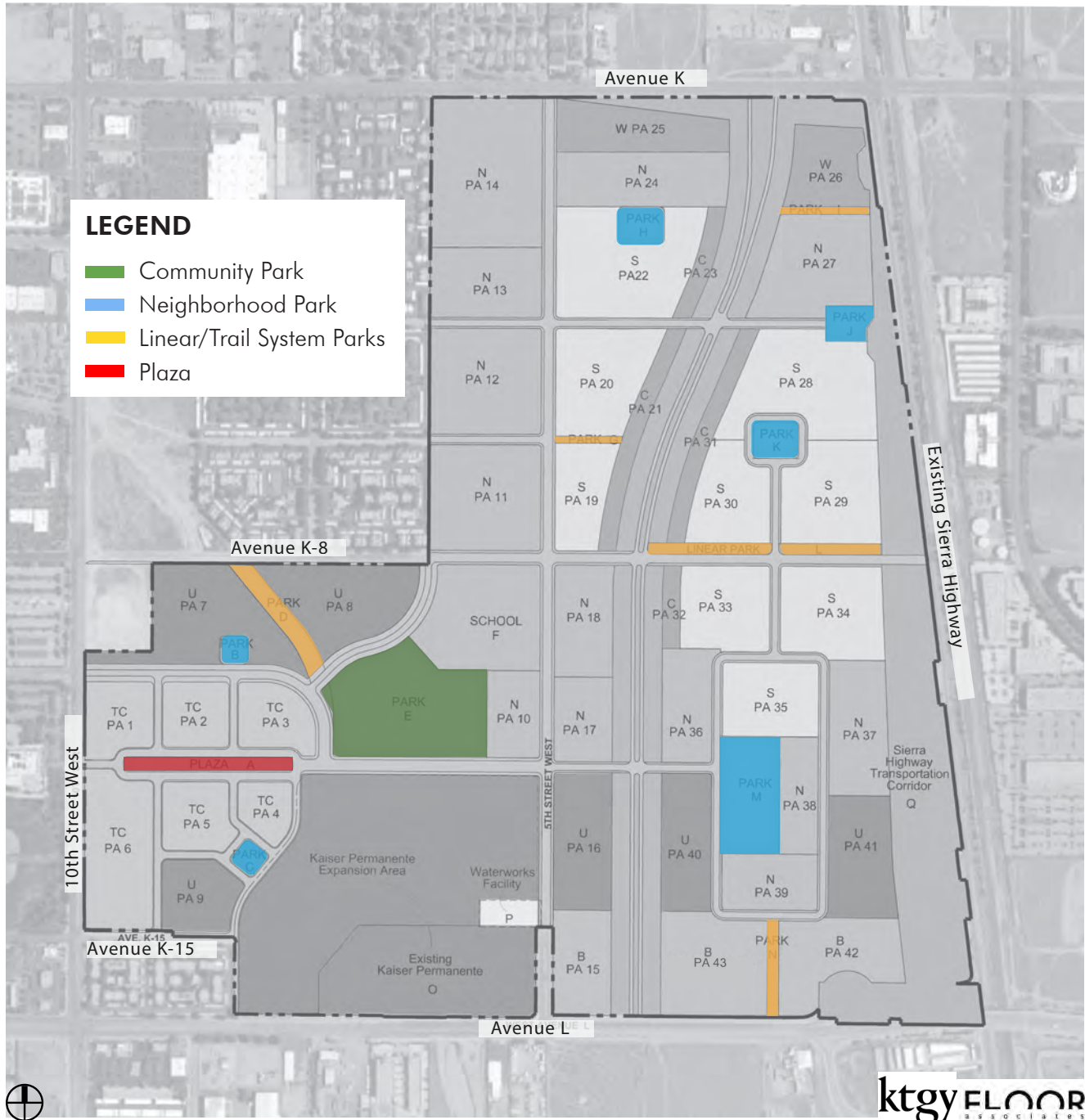


EXHIBIT 5-10, OVERALL PARK AND PLAZA PLAN

Each park is designed to be connected through a series of trails both on-street and off-street. The goal of the trails is to encourage outdoor activities and provide the ability for residents and visitors to explore the various open space opportunities throughout the Specific Plan area.

Understanding that the Specific Plan area will be developed over time and by a number of developers, the open space guidelines provided are intended to allow for each of these spaces to evolve with the needs of the community at that time. Creating a baseline of elements allows for consistency, while encouraging developers to provide variety within the community. Parks and plaza design shall meet the City of Lancaster development guidelines and codes, but developers are encouraged to provide a unique experience within their parcel.

A Property Owners Association (POA) shall be established for the funding, construction, and ongoing maintenance of shared parks, open space, paseos, landscaping, streets, and other amenities identified in **Table 7-1, Finance and Maintenance Plan**. Prior to the issuance of the first building permit within the Parkway Village area, or at such time determined by the Director of Community Development, the POA shall establish cost estimates for all anticipated improvements. Prior to occupancy of each Planning Area, its developer shall be required to pay into the POA a fair share cost for design, construction, and ongoing maintenance of all shared amenities.

Community Park

The Community Park is located within the Town Center District of the Parkway Village Specific Plan, and will provide recreational opportunities, green space, and community gathering spaces to the residents and visitors of the Specific Plan area and surrounding communities, as shown in **Exhibit 5-11, Conceptual Community Park Design**. The Community Park should act as the central piece of the Parkway Village Specific Plan area and should instill a sense of place and pride within the community. A combination of active and passive recreation should be utilized to create a diverse and inclusive outdoor space for the residents within the City of Lancaster. The Community Park should be able to accommodate large gatherings, team sports and community events. Community events in this park may include farmers markets, live entertainment, educational classes, etc. The Community Park shall also act as the predominant access and meeting point for multiple trail systems throughout the Specific Plan area. Any linear parks that are connected and/or lead into to the Community Park shall have these access points.

The Community Park shall be privately owned and maintained by the developers or a property owners association and shall be completed concurrently with or before development of the first abutting planning area. To provide flexibility on the types of amenities provided within the Community Park, developers shall provide all the required amenities and a minimum of five (5) items from the encouraged amenities, as shown in **Table 5-1, Community Park Amenities**. Final design and amenities shall be reviewed and approved by the Director of Community Development or their designee.

If public recreation facilities are proposed adjacent to the community park, both shall be designed to allow for interconnectivity and complimentary programming.



Table 5-1 Community Park Amenities	
Required Amenities	Encouraged Amenities
Vehicular Parking	Outdoor Amphitheater
Restroom Facilities	Skate Park
Trail Connections & Trail	Dog Park
Playground	Splash Pad
Community Picnic Area	Volleyball Courts
Engineered Shade Structure	Fire Feature
Unprogrammed Activity Lawn	Food Truck Parking
Grill/Cooking Area	Community Garden
Bike Racks/Lockers	Outdoor Game Area
	Basketball Courts
	Tennis Courts
	Community Building/Facilities

Neighborhood Park

Similar to the Community Park, neighborhood parks are intended to provide recreational space, green space, and community gathering spaces. Neighborhood parks are dispersed throughout the Specific Plan area and are intended to be placed within a 15-minute radius walk from each other. As shown in **Exhibit 5-12, Conceptual Neighborhood Park Design**, the neighborhood park offers similar public amenities but on a smaller scale and will serve the surrounding residential planning areas. Neighborhood parks must not be placed behind homes or adjacent to any residential perimeter walls and shall not be fenced in to a point where pedestrian access is limited. Low or accent walls are encouraged in parts of the parks where vehicular traffic may pose a danger to pedestrians or visitors of the park. These walls may also be used as a means of separating pedestrian and vehicular traffic.

The neighborhood parks shall be privately owned and maintained by the developers or property owners association and shall be completed concurrently with or before development of the first abutting planning area. To provide flexibility on the types of amenities provided within the neighborhood parks, developers shall provide all the required amenities and a minimum of two (2) items from the encouraged amenities, as shown in **Table 5-2, Neighborhood Park Amenities**. Final design and amenities shall be reviewed and approved by the Director of Community Development or their designee.

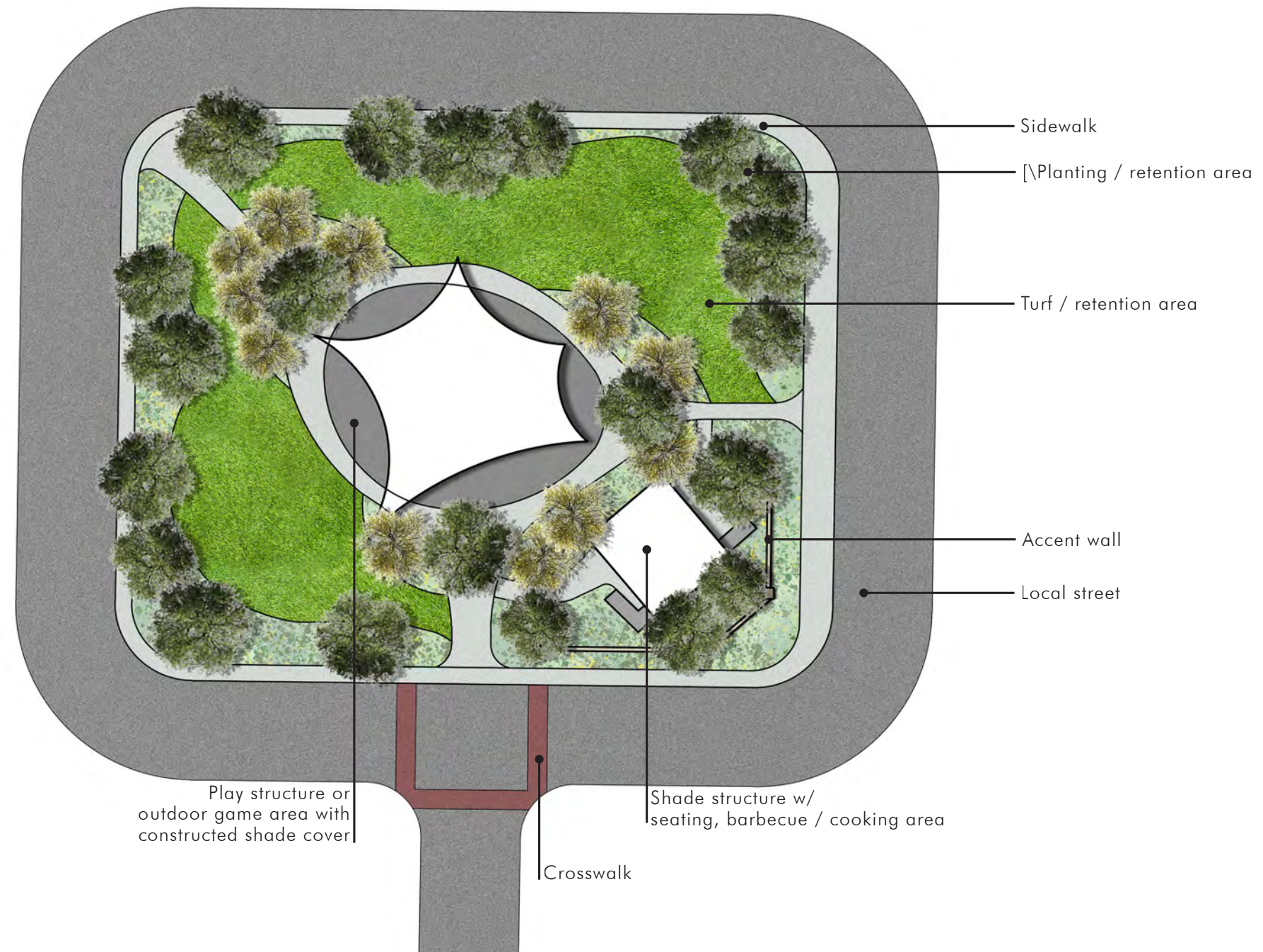


**Table 5-2
Neighborhood Park Amenities**

Required Amenities	Encouraged Amenities
Engineered Shade Structure	Grill/Cooking Area
Unprogrammed Activity Lawn	Half-Court Basketball Courts
Play Structure/Playground	Volleyball Courts
Bike Racks/Lockers	Dog Park
	Food Truck Parking
	Fire Feature
	Community Garden
	Outdoor Game Area

Linear/Trail System Parks

The linear/trail system parks are scattered throughout the Specific Plan area and shall provide trail systems for multiple modes of transportation, excluding cars. A combination of paved and non-paved trails and sidewalks should be utilized to encourage walking, running, biking and other modes of pedestrian-based transportation. Paths should be planned at a minimum of 10 feet wide. Materials used for these trails may include, but are not limited to concrete and pavers. The design and direction of these trails are dependent on the size and width of each respective linear park and shall relate to the surrounding landscapes. The trail systems must include abundant shade through use of plant materials, engineered shade structures, or a combination of both.

In order to encourage safety, all walls that are parallel to the linear parks are required to have a view fence portion. Consistent lighting shall also be required along the trail systems to promote safety to pedestrians and users of the trail. The spacing of these light fixtures must be roughly 2.5 to 3 times the height of the fixture. Closer placement of shorter fixtures is encouraged to further promote safety. The use of upright light poles should be discouraged, as they emit light vertically and do not effectively cast illumination unto walkways and pedestrians.

Fixed seating is required along the linear park systems. Seating opportunities should be placed in areas of interest or in intervals along the trail. Extra amenities may be added within the linear parks, including but not limited to moveable seating for gathering and eating and fixed exercise stations. Final design shall be reviewed and approved by the Director of Community Development or their designee.

Plaza

The Plaza is located within the central portion of the Town Center District and is a focal point of the Parkway Village Specific Plan area. The circulation of this space is encouraged to be a flexible space that allows for gathering and pedestrian movements. Amenities for gathering can include community eating areas, moveable tables, and chairs and lounge seating. A mix of moveable and fixed furniture is encouraged to allow for the plaza space to remain dynamic. Community games such as ping-pong, chess, and cornhole can be incorporated as semi-permanent or permanent fixtures within the Plaza and aid in drawing residents towards the central hub of the Parkway Village Specific Plan area.

The Plaza allows for interesting and unique hardscape patterns, colors, and textures to bring attention to the area. Plantings should focus on protecting users of the space from the roadway and vehicular movements. The

use of pots or cast-in-place planters can be utilized to create a physical buffer and further define the edges of the Plaza. Shade structures and trees are recommended to protect users from environmental elements and allow for the plaza to be used year-round. Public art pieces are also encouraged within this space. Final design shall be reviewed and approved by the Director of Community Development or their designee.

Parks and Plaza Design Guidelines

- a. Where feasible, provide shading via shade trees or shade structures in public gathering areas to provide a pleasant climate.
- b. Shade structures shall be made from durable materials that are resistant to high winds and fluctuating day and night temperatures.
- c. Plant trees near pedestrian and bicycle paths to provide shade and comfort.
- d. Placement of active and passive spaces should allow for the simultaneous occurrence of diverse activities and diverse user groups participating in both planned activities and free play.
- e. Locate restroom buildings within a 150-foot radius of recreation fields and a 100-foot radius of children play areas.
- f. Arrange activity areas to encourage casual interaction among users by introducing transitional areas for lounging and providing visual access from one area into another.
- g. Locate parking facilities near major park site features to assist the park user, who may be carrying equipment and/or coolers to their destination.
- h. Landscape designs must be sensitive and appropriate for the site to minimize disruption to existing plant habitats. Use climate appropriate drought tolerant plants to support the design intent. Planting designs should incorporate biodiversity and water conservation.
- i. Provide well-placed signage and wayfinding points in linear parks to ensure that pedestrians can safely move through the parks.
- j. Provide sufficient bike racks and/or lockers to encourage multimodal access. Bike racks should be selected for ease of use, and angled “staple” or stylized racks are encouraged.

5.5.5 SIERRA HIGHWAY TRANSPORTATION CORRIDOR (SHTC)

The Sierra Highway Transportation Corridor (SHTC) is located along the eastern portion of the Specific Plan area and acts as a buffer to the existing Sierra Highway and the potential California High Speed Rail. The SHTC shall provide multi-purpose trails that can accommodate both pedestrians and bicyclists. All SHTC land use designations shall adhere to the following guidelines:

- a. Where feasible, provide shading via shade trees or shade structures in public gathering areas to provide a pleasant climate.
- b. Shade structures shall be made from durable materials that are resistant to high winds and fluctuating day and night temperatures.

- c. Plant trees near pedestrian and bicycle paths to provide shade and comfort.
- d. Landscape designs must be sensitive and appropriate for the site to minimize disruption to existing plant habitats. Use climate appropriate drought tolerant plants to support the design intent. Planting designs should incorporate biodiversity and water conservation.

5.5.6 PUBLIC ART

Public art can improve the general welfare of the residents, employees, and visitors of the Parkway Village Specific Plan. Public art can enhance the overall business and housing environment by creating a more visually desirable setting within the Specific Plan area. The Parkway Village Specific Plan will promote the goals established in the City of Lancaster's Parks, Recreation, Open Space and Cultural Master Plan which include celebrating and honoring the City of Lancaster's heritage and history and supporting the community's ability to participate in the arts as both audience members and artists.

Public art shall be placed in areas that can provide maximum visibility for public viewing, which includes the Community Park, neighborhood parks, Plaza, SHTC, the school, corner plazas, building setbacks, and side walls of buildings within the Specific Plan area. Final location and content of public art shall be reviewed and approved by the Director of Community Development and the Director of Parks, Arts, Recreation & Community Services (PARCS) or their designee and shall comply with all applicable provisions of the Public Arts Master Plan.

Public Art Design Guidelines

- a. Encourage the participation of experienced local artists and artisans as part of the design team.
- b. Use art to highlight special locations, including but not limited to, gateways, intersections, and public gathering areas.
- c. Allow for a broad range of expression and media within the Specific Plan area which includes, but is not limited to, the following:
 - » Standalone sculptures, statues, and structures;
 - » Integrated façades such as mosaics and digital lighting;
 - » Murals;
 - » Building-mounted sculptures; and
 - » Temporary installations such as performance art.
- d. Design all permanent pieces with durable materials with consideration to structural and surface integrity.
- e. Permanent pieces shall include protection against vandalism, weathering, and should avoid excessive maintenance and repairs.

5.5.7 OUTDOOR LIGHTING

Outdoor lighting within the Parkway Village Specific Plan area is an essential architectural component that provides aesthetic appeal and enhances safe pedestrian and vehicular circulation. All lighting on private property shall adhere to the following guidelines:

- a. All lighting fixtures used in the Specific Plan should be from the same family of fixtures with respect to design, materials, fixture color, and light color. Use of LED lighting is encouraged.
- b. The design of light fixtures shall complement the architectural style of the proposed building.
- c. Light fixtures should use durable materials, and be recessed, or otherwise designed to reduce the problems associated with damage and replacement fixtures.
- d. Electrical meter pedestals and light switch/controls should be located in areas with minimum public visibility or be screened with appropriate materials.
- e. Where possible, low-mounted fixtures (ground or bollard height) should be used along walkways and sidewalks to reinforce the pedestrian scale.
- f. Lighting locations should be chosen for maximum visual enhancement and safety, highlight important features, and provide lighting where pedestrians need it most.
- g. Lighting standards shall adhere to Section 17.08.140 of the City of Lancaster Municipal Code.

5.5.8 IRRIGATION

The following general irrigation concepts shall be considered in the design and installation of irrigation systems within the Parkway Village Specific Plan area:

- a. Rain gardens identified along the public ROWs as discussed in **Chapter 4, Plan Elements**, and within parks are encouraged to be included as a landscape feature.
- b. Locate rain gardens in areas where they can maximize the capture of rainwater from downspout/roof gutter and other hardscape surfaces.
- c. Rain gardens shall include plant materials that are native to the desert climate or adaptable wet/drought tolerant ornamental plants.

5.5.9 PLANT PALETTE

The plant palette for the Parkway Village Specific Plan shall be water-efficient while also providing an attractive and inviting aesthetic using shrubs and groundcovers, ornamental grass and succulents, and evergreen and deciduous trees – including flowering varieties – that are commonly used throughout Southern California. Plant materials provided within the Specific Plan area shall be consistent with the City of Lancaster Plant List, which includes water-efficient species native to Southern California or naturalized to the Southern California climate.

6.0: DEVELOPMENT REGULATIONS

6.1 PURPOSE AND INTENT

This Chapter sets forth the development regulations and standards for uses allowed in the Parkway Village Specific Plan area. The development regulations and standards establish and classify the land uses and regulate the type, height, and bulk of buildings and structures. These regulations and standards are established to promote public health, safety and welfare, and safeguard the appearance and quality of development. They are also intended to provide social, physical and economic advantages resulting from comprehensive and orderly planned use of land resources.

The regulations set forth in this Chapter apply to all development plans or agreements, parcel maps, tract maps, site plans, and other actions requiring administrative or discretionary approval to implement the Parkway Village Specific Plan. Any development standards, conditions, or situations not specifically addressed herein shall be subject to the applicable requirements of the Lancaster Municipal Code (LMC). Whenever the development standards herein differ from those in the LMC, the provisions of this Specific Plan shall take precedence.

6.2 PERMITTED AND CONDITIONALLY PERMITTED USES

The Parkway Village Specific Plan area may be developed, divided, and/or used for those activities listed in **Table 6-1, Permitted Uses Table**. Table 6-1 lists the permitted uses, conditionally permitted uses, and the uses that require Director's review for each land use designation established by this Specific Plan. A land use not listed in Table 6-1 is a prohibited use unless otherwise allowed by applicable interpretations and determinations established by the LMC or by the Director of Community Development or his/her designee.

The symbols shown in Table 6-1 have the following meanings:

- "P" means the land use is permitted by right, subject to the development standards applicable to that land use designation.
- "D" means the land use requires the approval of a Director's Review in accordance with the LMC.
- "M" means the land use is permitted through the approval of a Minor Use Permit in accordance with the LMC.
- "C" means the land use is conditionally permitted, subject to the approval of a Conditional Use Permit in accordance with the LMC.

LEGEND

- Suburban (S)
- Neighborhood (N)
- Urban (U)
- Corridor (C)
- Town Center (TC)
- Business (B)
- Workshop (W)
- Medical (MED)
- Parks and Plaza
- School
- SHTC
- Waterworks Facility (P)

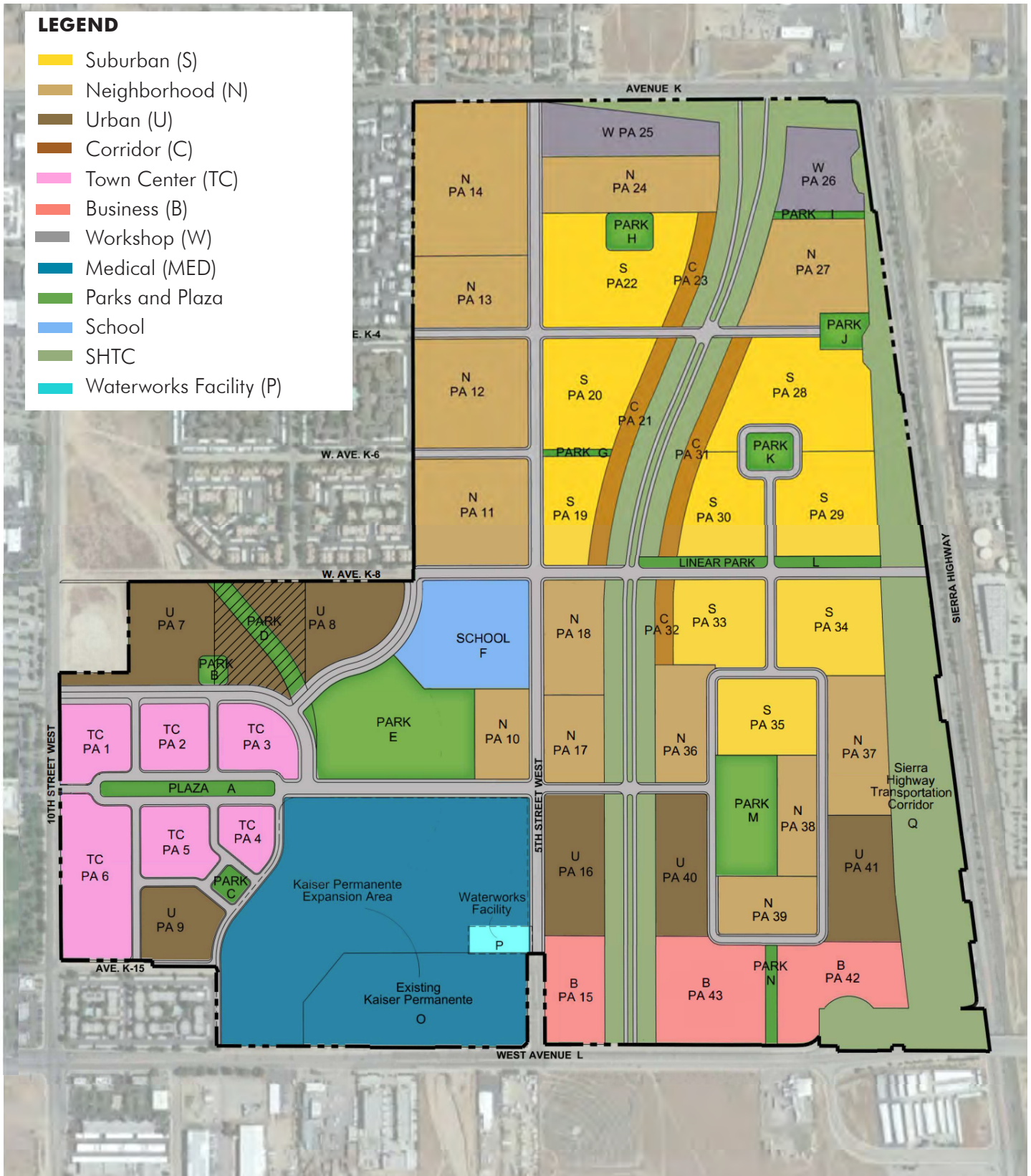


**TABLE 6-1
PERMITTED USES TABLE**

USE	TOWN CENTER (TC) (PAs 1-6)	BUSINESS (B) (PAs 15, 42, and 43)	WORKSHOP (W) (PAs 25 and 26)	CORRIDOR (C) (PAs 21, 23, 31, and 32)	MEDICAL (MED) (PA O)	URBAN (U) (PAs 7-9, 16, 40 and 41)	NEIGHBOR- HOOD (N) (PAs 10-14, 17, 18, 24, 27, and 36- 39)	SUBURBAN (S) (PAs 19, 20, 22, 28-30 and 33-35)
Retail/Service								
Animal daycare, grooming, and clinic	D	X	D	D	X	X	X	X
Artisan studios and galleries	P	P	P	P	X	X	X	X
Automotive sales, showrooms, and accessory services*	D	D	D	D	X	X	X	X
Bank/credit union	P	P	P	P	X	X	X	X
Bar/nightclub/dance club	C	X	C	C	X	X	X	X
Boutique vintage shop 3,000 SF and under**	D	X	D	D	X	X	X	X
Day care center, commercial	X	D	D	X	D	D	D	D
Entertainment (theater, live music, karaoke, comedy, etc.)	M	X	D	M	X	X	X	X
Health club	D	D	D	D	C	X	X	X
Medical sales	X	P	X	X	X	X	X	X
Music/dance/instructional school	D	D	D	D	X	X	X	X
Neighborhood market***	P	P	P	P	X	C	C	C
Personal services	P	P	P	P	X	X	X	X
Restaurants/café/bakery/deli ¹	P	P	P	P	X	D ²	D ²	D ²
Retail store	P	P	X	P	X	X	X	X

**TABLE 6-1
PERMITTED USES TABLE**

USE	TOWN CENTER (TC) (PAs 1-6)	BUSINESS (B) (PAs 15, 42, and 43)	WORKSHOP (W) (PAs 25 and 26)	CORRIDOR (C) (PAs 21, 23, 31, and 32)	MEDICAL (MED) (PA O)	URBAN (U) (PAs 7-9, 16, 40 and 41)	NEIGHBOR- HOOD (N) (PAs 10-14, 17, 18, 24, 27, and 36- 39)	SUBURBAN (S) (PAs 19, 20, 22, 28-30 and 33-35)
Tattoo/body piercing	D	X	D	D	X	X	X	X
Wine tasting, beer garden, and microbrewery (beer and wine only)	M	X	M	M	X	X	X	X
Office/Professional								
Conference/meeting room space	M	P	P	M	X	X	X	X
Government office	P	P	P	P	X	X	X	X
Professional office	M	P	P	M	X	X	X	X
Lodging								
Hotel/motel (Up to 130 rooms overall) ³	P	X	X	P	X	X	X	X
Community Uses								
Charter School: Limited to elementary, middle, high-school and colleges and associated uses and activities including day care facilities and dormitories as appurtenant uses to public schools. ⁴	X	C	C	X	X	C	C	C
Church/religious institution	C	C	C	C	C	C	C	C
Community garden	X	X	X	X	X	D	D	D
Museum/cultural center	P	P	P	P	X	C	C	C
Parks, playground, and community centers	D	X	D	D	X	P	P	P
Post office	P	P	P	P	X	X	X	X

**TABLE 6-1
PERMITTED USES TABLE**

USE	TOWN CENTER (TC) (PAs 1-6)	BUSINESS (B) (PAs 15, 42, and 43)	WORKSHOP (W) (PAs 25 and 26)	CORRIDOR (C) (PAs 21, 23, 31, and 32)	MEDICAL (MED) (PA O)	URBAN (U) (PAs 7-9, 16, 40 and 41)	NEIGHBOR- HOOD (N) (PAs 10-14, 17, 18, 24, 27, and 36- 39)	SUBURBAN (S) (PAs 19, 20, 22, 28-30 and 33-35)
Private/Public School: Limited to elementary, middle, high-school and colleges and associated uses and activities including day care facilities and dormitories as accessory uses. ⁴	X	C	C	X	X	C	C	C
Recreational Facility/Aquatic Center meeting the following criteria: - Owned/Operated by Public Agency - Less than 20 acres - Encompassing up to five PAs	P	X	X	X	X	X	X	X
Residential								
Condominium/apartment	P	X	P	P	X	P	P	X
Detached single-family unit	X	X	X	X	X	X	P	P
Duplex	P	X	P	P	X	P	P	P
Live/work units ⁵	D	X	D	D	X	M	M	X
Townhomes	P	X	P	P	X	P	P	P

**TABLE 6-1
PERMITTED USES TABLE**

USE	TOWN CENTER (TC) (PAs 1-6)	BUSINESS (B) (PAs 15, 42, and 43)	WORKSHOP (W) (PAs 25 and 26)	CORRIDOR (C) (PAs 21, 23, 31, and 32)	MEDICAL (MED) (PA O)	URBAN (U) (PAs 7-9, 16, 40 and 41)	NEIGHBOR- HOOD (N) (PAs 10-14, 17, 18, 24, 27, and 36- 39)	SUBURBAN (S) (PAs 19, 20, 22, 28-30 and 33-35)
Medical and Health Care								
Ancillary Uses commonly associated with hospital and medical office facilities, including retail, office, and other commercial uses that provide needed services to employees, patients and visitors. These may include but are not limited to child day care, pharmacy, gift shop, restaurant (excluding alcohol sales), cafe, etc.	X	X	X	X	P	X	X	X
Central utility plant servicing the proposed medical campus	X	X	X	X	P	X	X	X
Hospital	X	X	X	X	P	X	X	X
Hospital/medical administration and support services	X	X	X	X	P	X	X	X
Medical/dental office/medical tattoo	M	P	X	M	P	X	X	X
Temporary/Accessory/Other Uses								
Fairs, farmers markets	D	D	D	D	D	X	X	X
Outdoor sales and promotional activities	D	D	D	D	X	X	X	X
Temporary tract sales offices/model homes and temporary parking compounds for contractors' equipment	X	X	X	X	X	D	D	D
Transit hub ⁶	P	P	P	P	P	P	P	P

**TABLE 6-1
PERMITTED USES TABLE**

USE	TOWN CENTER (TC) (PAs 1-6)	BUSINESS (B) (PAs 15, 42, and 43)	WORKSHOP (W) (PAs 25 and 26)	CORRIDOR (C) (PAs 21, 23, 31, and 32)	MEDICAL (MED) (PA O)	URBAN (U) (PAs 7-9, 16, 40 and 41)	NEIGHBOR- HOOD (N) (PAs 10-14, 17, 18, 24, 27, and 36- 39)	SUBURBAN (S) (PAs 19, 20, 22, 28-30 and 33-35)
<i>Automotive/Industrial Uses</i>								
Automotive Repair and Used Car Sales	X	X	X	X	X	X	X	X
Car Washes	X	X	X	X	X	X	X	X
Gas Stations	X	X	C	X	X	X	X	X
Light Industrial	X	X	X	X	X	X	X	X
Pawn Shops and Donation Facilities	X	X	X	X	X	X	X	X
Recycling Facilities	X	X	X	X	X	X	X	X
Self-Storage	X	X	X	X	X	X	X	X

1. Accessory alcohol sales shall require review and approval in accordance with the LMC.

2. Review and approval by the Director of Community Development is required when the proposed use adjoins a commercial use or a commercial zone. A CUP is required when the proposed use does not adjoin a commercial use or a commercial zone.

3. Up to 130 hotel rooms are permitted in the Specific Plan area, in one or more hotels.

4. If school uses are proposed within the U, N, and S land use designations, the proposed school shall not be a trade and/or vocational school.

5. Work portions are subject to the development standards and design guideline listed in the Specific Plan of the nearest commercial-oriented zone - TC, B, W, or C.

6. Development of a transit hub is permitted on portions of Planning Areas 7 and 8 (or equivalent area) at the discretion of the Director of Community Development.

*A dealership selling primarily new vehicles in association with a major car manufacturer, with automotive services permitted only as an accessory use.

**A retail store that sells specialty items such as: antiques, curios, gifts and souvenirs, and collectibles. This use classification may also include fashion boutiques that sell a mix of new and used items, including consignment items. This use is similar to a thrift shop in buying, selling, trading pre-owned or used items secondhand merchandise; however, shall not include a merchandise donation facility, such as drop-off bins or areas. The maximum tenant space allowed is 3,000 SF. Shops over 3,000 SF are not permitted.

***A retail establishment up to 5,000 SF utilized for the sale of prepackaged food products, household items, and soft drinks. Alcohol sales shall be limited to 5% maximum square footage of the sales floor area for sale and display of alcohol. The sale of spirits shall be subject to a CUP and distance requirements.

6.3 PARKING STANDARDS

Except as provided for in state law, for all uses and developments, the developer, property owner, or authorized agent shall determine the number of parking spaces sufficient for the proposed use in order to adequately facilitate operations, and shall provide justification acceptable to the Director of Community Development and/or the Planning Commission to support the determination.

6.4 SIGN STANDARDS

Signage within the Parkway Village Specific Plan area serves a variety of purposes. Signs are utilized to identify Parkway Village and its building occupants and ensure the efficient circulation of vehicle traffic within the site by identifying vehicular entry points and directing vehicles to their destination within the Specific Plan area. Additionally, signage can enhance the pedestrian experience through the design of wayfinding components: directories, directional language, and destination identifiers. Clear, concise, and easy-to-understand signage that is visually appealing is important for positive resident, visitor, and employee experiences within the Specific Plan area.

All proposed commercial and mixed-use developments intended for occupancy by more than two tenants shall be required to complete and obtain approval of a Sign Program. All other proposed signs shall adhere to applicable sign standards provided in the LMC.

6.5 PLANNING AREA DEVELOPMENT STANDARDS

This section establishes dimensional standards for development in each planning area. Adherence to the standards will help to ensure that the community builds out as intended and that structures are placed and sized in ways that enhance the quality and character of the Parkway Village Specific Plan area. The standards contained herein replace the dimensional standards for development contained in the City of Lancaster Municipal Code. If a city Municipal Code standard is not replaced or specifically excluded by reference in this section of the Specific Plan, the city's Municipal Code provisions remain applicable.

A height increase of up to 12 feet may be permitted beyond the limits identified below in order to allow for unoccupied architectural enhancements, at the discretion of the Director of Community Development. Furthermore, residential accessory structures and Accessory Dwelling Units (ADUs) shall be subject to applicable provisions of the Lancaster Municipal Code.

6.5.1 SUBURBAN (PLANNING AREAS 19-20, 22, 28-30, AND 33-35)

1. DESCRIPTION

The Suburban (S) planning areas are primarily located in the eastern portion of the Specific Plan area. The S planning areas includes a maximum of 487 dwelling units on approximately 79.2 acres at a maximum density of 8.0 dwelling units per acre.

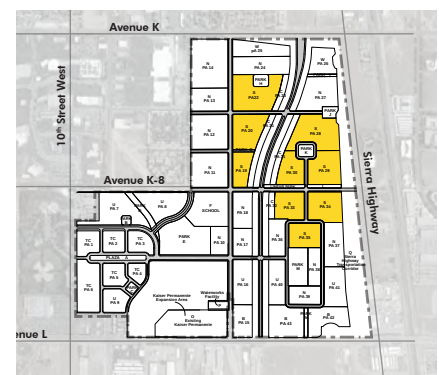
2. DEVELOPMENT STANDARDS

Refer to **Table 6-2, Suburban (S) Development Standards**, for standards that apply in all S planning areas. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-2 SUBURBAN (S) DEVELOPMENT STANDARDS	
	RESIDENTIAL
Lot Specifications	
Minimum lot size	3,000 SF
Minimum lot width	50 feet
Maximum lot coverage	60%
Maximum building height*	35 feet
Minimum landscape requirement ¹	15%
Setbacks	
Minimum front setback	10 feet
Minimum side setback	5 feet
Minimum rear setback	15 feet
Minimum corner lot side setback	10 feet

¹Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.2 NEIGHBORHOOD (PLANNING AREAS 10-14, 17, 18, 24, 27, AND 36-39)

1. DESCRIPTION

The Neighborhood (N) planning areas are primarily located in the northern and southeastern portion of the Specific Plan area. The N planning areas includes a maximum of 1,190 dwelling units on approximately 60.6 acres at a maximum density of 15.0 dwelling units per acre.

2. DEVELOPMENT STANDARDS

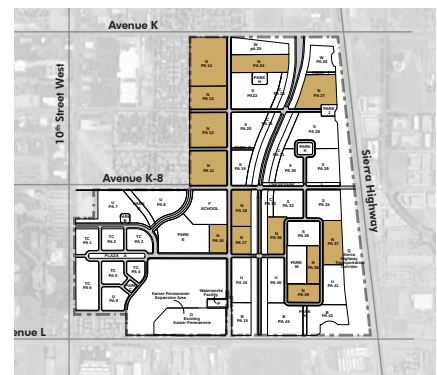
Refer to **Table 6-3, Neighborhood (N) Development Standards**, for standards that apply in all N planning areas. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-3 NEIGHBORHOOD (N) DEVELOPMENT STANDARDS	
	RESIDENTIAL
Lot Specifications	
Minimum lot size	3,000 SF
Minimum lot width	50 feet
Maximum lot coverage	None
Maximum building height ¹	50 feet
Minimum landscape requirement ²	15%
Minimum open space requirement	8%
Setbacks	
Minimum front setback	8 feet
Minimum side setback	5 feet
Minimum rear setback	15 feet
Minimum corner lot side setback	10 feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.3 URBAN (PLANNING AREAS 7-9, 16, 40, AND 41)

1. DESCRIPTION

The Urban (U) planning areas are primarily located in the southern portion of the Specific Plan area. The U planning areas includes a maximum of 1,456 dwelling units on approximately 36.4 acres at a maximum density of 40.0 dwelling units per acre.

2. DEVELOPMENT STANDARDS

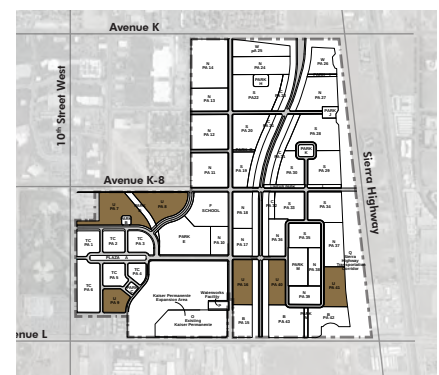
Refer to **Table 6-4, Urban (U) Development Standards**, for standards that apply in all U planning areas. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-4 URBAN (U) DEVELOPMENT STANDARDS	
	RESIDENTIAL
Lot Specifications	
Minimum lot size	2,500 SF
Minimum lot width	45 feet
Maximum lot coverage	None
Maximum building height ^{*1}	50 feet
Minimum landscape requirement ²	15%
Minimum open space requirement	8%
Setbacks	
Minimum front setback	5 feet
Minimum side setback	5 feet
Minimum rear setback	10 feet
Minimum corner lot side setback	10 feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.4 TOWN CENTER (PLANNING AREAS 1-6)

1. DESCRIPTION

The Town Center (TC) planning areas are primarily located in the southwest portion of Specific Plan area. The TC planning area allows for up to 150,000 SF of non-residential uses which includes a 130-keys hotel. The TC designation allows for 1,113 multi-family homes on 60.7 acres at a maximum density of 30 du/ac.

2. DEVELOPMENT STANDARDS

Refer to **Table 6-5, Town Center (TC) Development Standards**, for standards that apply in TC land uses. As shown in **Table 6-1, Permitted Uses**, TC land uses allow for both non-residential and residential uses, therefore Table 6-5 provides development standards for all use types. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-5 TOWN CENTER (TC) DEVELOPMENT STANDARDS	
	TOWN CENTER ⁴
Lot Specifications	
Minimum lot size	6,000 SF
Minimum lot width	60 feet
Maximum floor area ratio (FAR)	None
Maximum building height ^{*1}	50 feet
Minimum landscape requirement ^{2,3}	15%
Setbacks	
Minimum front setback	0 feet
Minimum side setback	0 feet
Minimum rear setback	5 feet
Minimum corner lot setback	5 feet

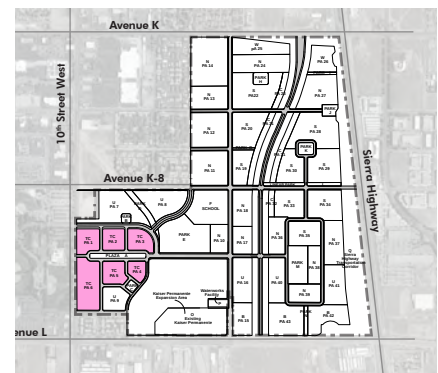
¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

³At the discretion of the Director of Community Development, the minimum landscaping requirements may be reduced in exchange for the provision of enhanced architectural elements.

⁴Residential uses may not occupy the majority of the first floor of a given development, and may not front the Plaza.

*See Section 6.5.



6.5.5 BUSINESS (PLANNING AREAS 15, 42, AND 43)

1. DESCRIPTION

The Business (B) planning areas are primarily located in the southeastern portion of the Specific Plan area, north of Avenue L. The B planning areas will be a transit-focused area that will allow for office, medical office, and assisted/supportive living uses to support the nearby Medical planning areas. In addition, small restaurants, financial institutions, and professional uses are also permitted within the B planning areas.

2. DEVELOPMENT STANDARDS

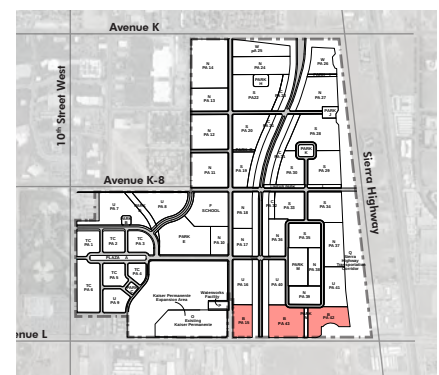
Refer to **Table 6-6, Business (B) Development Standards**, for standards that apply in the B land uses. For provisions for which this Specific Plan is silent, the LMC shall apply.

TABLE 6-6 BUSINESS (B) DEVELOPMENT STANDARDS	
	BUSINESS
Lot Specifications	
Minimum lot size	10,000 SF
Minimum lot width	80 feet
Maximum floor area ratio (FAR)	1.0
Maximum building height ^{*1}	50 feet
Minimum landscape requirement ²	12%
Setbacks	
Minimum front setback	10 feet
Minimum side setback	10 feet
Minimum rear setback	10 feet
Minimum corner lot setback	15 feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.6 WORKSHOP (PLANNING AREAS 25 AND 26)

1. DESCRIPTION

The Workshop (W) planning areas are generally located in the northeastern portion of the Specific Plan area, south of Avenue K. The W land use will allow for commercial uses, indoor technical schools, fitness centers and gymnasiums. Additionally, the W land use also allows for 79 multi-family and single-family homes on 9.7 acres at a maximum density of 8 du/ac.

2. DEVELOPMENT STANDARDS

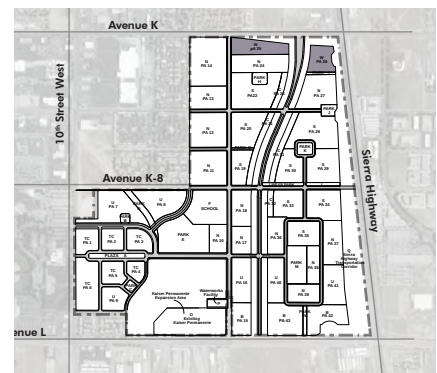
Refer to **Table 6-7, Workshop (W) Development Standards**, for standards that apply in W land uses. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-7 WORKSHOP (W) DEVELOPMENT STANDARDS	
	WORKSHOP
Lot Specifications	
Minimum lot size	10,000 SF
Minimum lot width	80 feet
Maximum floor area ratio (FAR)	1.0
Maximum building height ¹	50 feet
Minimum landscape requirement ²	12%
Setbacks	
Minimum front setback	10 feet
Minimum side setback	10 feet
Minimum rear setback	10 feet
Minimum corner lot setback	15 feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.7 CORRIDOR (PLANNING AREAS 21, 23, 31, AND 32)

1. DESCRIPTION

The Corridor (C) planning areas are primarily located in the central portion of Specific Plan area, along the realigned Sierra Highway. The C land use designation allows for 329 multi-family homes on 8.6 acres at a maximum density of 30 du/ac. The density range within the C zone is currently identified as 15.1-30.0 du/ac, however, this allocation may change in association with the provisions provided in Section 7.1.6 of this Specific Plan.

2. DEVELOPMENT STANDARDS

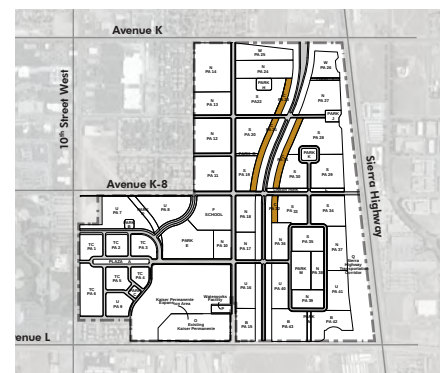
Refer to **Table 6-5, Corridor (C) Development Standards**, for standards that apply in TC land uses. As shown in **Table 6-1, Permitted Uses**, C land uses allow for both non-residential and residential uses, therefore Table 6-5 provides development standards for all use types. Residential accessory structures shall be subject to LMC 17.08.160. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-8 CORRIDOR (C) DEVELOPMENT STANDARDS	
	CORRIDOR
Lot Specifications	
Minimum lot size	6,000 SF
Minimum lot width	60 feet
Maximum floor area ratio (FAR)	None
Maximum building height ¹	50 feet
Minimum landscape requirement ²	15%
Setbacks	
Minimum front setback	0 feet
Minimum side setback	0 feet
Minimum rear setback	5 feet
Minimum corner lot setback	5 feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



6.5.8 MEDICAL (PLANNING AREA O)

1. DESCRIPTION

The Medical (MED) planning area is located in the southern section of the Parkway Village Specific Plan area and is approximately 48.1 acres in size. The MED land uses allow Kaiser Permanente to expand their medical operations to provide for additional hospital rooms and facilities for research.

2. DEVELOPMENT STANDARDS

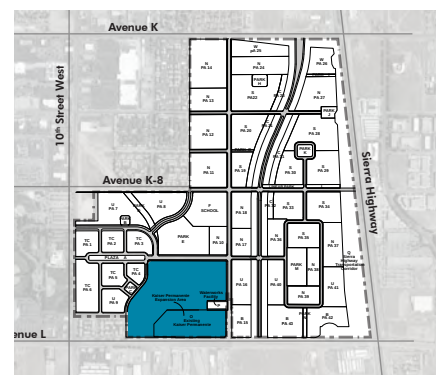
Refer to **Table 6-9, Medical (MED) Development Standards**, for standards that apply in the MED land uses. For provisions which this Specific Plan is silent, the LMC shall apply.

TABLE 6-9 MEDICAL (MED) DEVELOPMENT STANDARDS	
	MEDICAL
Lot Specifications	
Minimum lot size	40,000 SF
Minimum lot width	100 Feet
Maximum lot floor area ratio (FAR)	None
Maximum building height ^{*1}	50 Feet
Minimum landscape requirement ²	15%
Setbacks	
Minimum front setback	20 Feet
Minimum side setback	50 Feet
Minimum rear setback	50 Feet

¹Building height can exceed 50 feet through a Conditional Use Permit.

²Landscape design shall be consistent throughout a project site. A combination of landscape materials should be arranged in a harmonious manner as an integral part of project design to enhance building design, public view, and interior spaces and provide buffers and transitions as needed. Unrelated and random choice or placement of plant materials shall be avoided; however, variety may be employed to intensify distinction between spaces or to strengthen a sense of place or movement, or to promote energy and water conservation and mitigate erosion.

*See Section 6.5.



7.0 ADMINISTRATION & IMPLEMENTATION

7.1 ADMINISTRATION

7.1.1 RESPONSIBILITY

The City of Lancaster's Community Development Department, its Director or their designee shall be responsible for administering the Parkway Village Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable State and federal laws, the City of Lancaster General Plan, and the City of Lancaster Municipal Code.

7.1.2 APPLICABILITY

All development in the Parkway Village Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan and the accompanying Mitigation Monitoring and Reporting Program (MMRP). The Specific Plan shall supersede the relevant provisions of the Lancaster Municipal Code and General Plan, as they currently exist or may be amended in the future. Any development regulation and construction requirement not addressed in the Specific Plan shall be subject to the city's adopted codes and regulations, including Objective Design Standards.

7.1.3 ENFORCEMENT

The Parkway Village Specific Plan serves as the implementation tool for the Lancaster General Plan and zoning for the Specific Plan area. The city shall enforce the provisions of the Specific Plan in the same manner that the city enforces the provisions of the Lancaster General Plan and Municipal Code.

7.1.4 INTERPRETATION

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, the Director of Community Development or their designee shall ascertain all pertinent facts concerning such ambiguity and make a determination as to the meaning and intent of any disputed item, taking into consideration the purpose and intent of the Specific Plan. The Director of Community Development may elect to forward an item requiring interpretation to the Planning Commission for determination, subject to appeal to the City Council. Said determination shall be deemed final.

7.1.5 SEVERABILITY

If any portion of this Specific Plan and its regulations is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

7.1.6 MODIFICATIONS TO THE SPECIFIC PLAN

It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project design may be necessary during the implementation phase of the Specific Plan in response to changes in market forces, architecture styles, building materials, alternative energy strategies, technology, etc. All modifications to the Specific Plan shall occur in accordance with the one of the procedures and its associated application, described in this Section.

Modifications to the Specific Plan may occur through two distinct procedures: “Substantial Conformance” and a “Specific Plan Amendment.” To qualify for consideration as Substantial Conformance, the proposed modifications must be found, by the Director of Community Development, to be a non-substantial modification of a diagram or text of the Specific Plan that does not change the basic design or improvements required and is consistent with the original resolution adopting the Specific Plan, the conditions of approval, and vision and objectives described in **Chapter 2, Vision**, of this Specific Plan.

A. SUBSTANTIAL CONFORMANCE

Substantial Conformance shall be processed in the event that the City of Lancaster Director of Community Development determines that the proposed modifications to the Specific Plan text, graphics, and/or project design do not change the character or intent of the development as described in the Specific Plan, and therefore do not require a Specific Plan Amendment. Substantial Conformance shall constitute the following:

1. Modifications to this Specific Plan text and graphics that do not substantially change the intent of the Specific Plan.
2. Expansions or reductions of the net acreage covered by a given Planning Area within the Specific Plan by no more than 15% of that stated within this Specific Plan.
3. Transfer of dwelling units of 15% or less within the same land use designation provided that the shift in dwelling unit allocation does not exceed the maximum allowable dwelling units (4,246) provided in Table 4-2 of this Specific Plan. In no case shall unused residential units be transferred into planning areas designated as Park or Plaza.
4. Transfer of non-residential development square footage of 15% or less within the mixed-use land use designations (Town Center, Business, Workshop, and Corridor) provided that the shift in square footage does not exceed the maximum allowable development square footage of 750,000 SF, as provided in Table 4-2 of this Specific Plan.
5. Modifications of design criteria such as paving treatments, architectural details, landscape treatments, fencing, lighting, and entry treatments.
6. Modifications to public or private roadway ROW design, when such modifications are approved by the city engineer.

7. Modifications to landscape, wall material, wall alignment, and streetscape which are determined by the Director of Community Development to be consistent with the Design Guidelines contained in this Specific Plan.
8. Modifications to Architectural Design Guidelines, such as variation of materials within the particular architectural style and variations in colors.
9. Modifications to architecture, plotting, and building size that have been previously reviewed and approved through the design review process.
10. Modifications, deletions, and additions to the list of permitted and conditional uses.
11. Modifications of a similar nature to those listed above, which are deemed minor by the Director of Community Development, because they are consistent with the goals and intent of this Specific Plan and in conformance with the Lancaster General Plan.
12. Other similar actions as determined by the Director of Community Development or his/her designee.

B. DENSITY TRANSFER (MINOR USE PERMIT)

The maximum number of residential dwelling units for the entire Specific Plan shall not exceed 4,246 units. However, an individual developer can acquire a higher density for a given planning area beyond their standard allotment through the following options, with approval of a Minor Use Permit (MUP). This provision functions separately from state housing laws and affordability factors:

1. Build a park in a non-adjacent planning area or beyond what is required by the Parkway Village Specific Plan.
2. Provide additional private amenities in the proposed community beyond what is required by the Parkway Village Specific Plan and the LMC.
3. Complete additional public improvements including but not limited to streets, street-oriented landscaping, and walking and biking infrastructures.

Additional units available for re-assignment may include excess units from developments within the Specific Plan area that entitled and recorded fewer residential units than the maximum permitted dwelling unit count provided in **Table 4-2, Statistical Summary by Planning Area**, and excess residential units allocated over the Corridor land use designation. Reallocation of residential units shall be approved by the Director of Community Development or their designee.

C. DEVELOPMENT SQUARE FOOTAGE TRANSFER (MINOR USE PERMIT)

The maximum non-residential building square footage within the mixed-use land use designations (Town Center, Business, Workshop, and Corridor) within the Specific Plan area shall not exceed 750,000 SF. As shown in **Table 4-2, Statistical Summary by Planning Area**, the Corridor land use designation does not have a maximum building square footage listed. Individual developers can acquire building square footage for the Corridor planning areas by transferring square footage available from the other mixed-use land use designations. Excess

square footage may come from entitled developments within the mixed use land use designation that were built with less square footage than allocated in **Table 4-2, Statistical Summary by Planning Area**. Reallocation of building square footage shall be approved by the Director of Community Development or their designee, through the approval of a Minor Use Permit (MUP).

D. SPECIFIC PLAN AMENDMENT

Major modifications that do not meet the criteria for Substantial Conformance described in Section 6.1.6.A herein shall require a formal amendment to the adopted Specific Plan. Major modifications shall constitute the following:

1. Modifications to a given planning area boundary exceeding 15% of the planning area acreage identified in **Table 4-2, Statistical Summary by Planning Area**.
2. Amendments to the Specific Plan that would result in an amendment to the Lancaster General Plan.
3. Changes to land uses or densities that exceed the total maximum dwelling units permitted by this Specific Plan.
4. Any changes to the proposed development that would result in substantial changes or potentially significant impacts not considered by the certified Environmental Impact Report (EIR).

Amendments to the Specific Plan may be requested in accordance with the terms and conditions imposed during the original approval. Specific Plan Amendments shall be processed in the same manner as the initial Specific Plan adoption, requiring review by the Planning Commission and action by the City Council. In addition, Specific Plan Amendments shall be subject to city review for consistency with the scope of the EIR and subject to the provisions of California Environmental Quality Act (CEQA). An amendment to the Specific Plan shall not require a concurrent General Plan Amendment unless it is determined by the Director of Community Development that the proposed amendment would substantively affect the Lancaster General Plan goals or policies.

7.2 IMPLEMENTATION

7.2.1 SPECIFIC PLAN ADOPTION

The Parkway Village Specific Plan has been prepared, processed and approved in a manner consistent with California Government Section 65451, and shall be adopted by Ordinance in accordance with the City of Lancaster's established policy. This Specific Plan has been developed as both a regulatory document and land use policy. **Chapter 6, Development Regulations**, is structured in a format consistent with the City of Lancaster General Plan and Municipal Code, incorporating general provisions, permitted uses, development standards, project approval procedures and other zoning related provisions. The remaining chapters of the Parkway Village Specific Plan are oriented to land use policies, and include background and project information, planning policies, design guidelines, conceptual plans and infrastructure proposals. Unless expressly stated, the Parkway Village Specific Plan development regulations and standards shall supersede the relevant provisions of the city's Municipal Code until the sunset of the Specific Plan (25 years from date of adoption of this Specific Plan). The Sunset date may be deemed null if the Specific Plan has been amended or extended in the interim.

7.2.2 CEQA COMPLIANCE PROCESS

A Program EIR was prepared for Parkway Village Specific Plan in accordance with CEQA and the implementing State CEQA Guidelines. The EIR evaluated potential environmental impacts associated with development in the Specific Plan area, including the necessary off-site infrastructure improvements. The EIR included a Mitigation Monitoring and Reporting Program (MMRP) to ensure that development in the Specific Plan area complied with all applicable environmental mitigation and permit requirements. The City Council is required, by CEQA, to certify the EIR prior to approval of the Parkway Village Specific Plan. Projects that are consistent with the development density established by the Parkway Village Specific Plan for which an EIR was certified shall not require additional environmental review.

7.2.3 IMPLEMENTING ACTIONS

The Parkway Village Specific Plan shall be implemented through the processing and approval of subdivision maps, site plan reviews, conditional use permits, and other entitlements as applicable. The implementation process, as described below, provides the mechanism for reviewing proposed development within the Specific Plan area and ensuring development consistency with the Specific Plan.

All development within Parkway Village shall be subject to the implementation procedures herein. Whenever the Development Regulations contained in Chapter 6 differ from those contained in the City of Lancaster's Municipal Code, the provisions of this Specific Plan shall take precedence. For items on which the Specific Plan is silent, the City of Lancaster Municipal Code shall be the required standard. Any development standard, condition, or situation not specifically addressed in this Specific Plan shall be subject to the applicable requirements of the City of Lancaster.

7.2.4 FINANCIAL MECHANISMS

Various methods are available to finance the required public and common area improvements for the Specific Plan. The following is a summary of potential methods that could be used to finance the improvements planned within the Specific Plan area.

- A. **Developer Funding** - It is reasonable for developers, builders, and property owners to provide all or most of the funding for certain onsite and offsite facilities and improvements that are directly associated with phases of development to secure development rights. Onsite local streets, utility connections to existing service lines, and drainage facilities are examples of facilities and improvements typically required to run concurrent with development and are often funded by the developers, builders, or the property owners.
- B. **Special Assessment Districts** - A Special Assessment District is a benefit district that requires approval by the property owners to encompass a defined geographic area. Property owners within the defined geographic area agree to pay an additional assessment to fund specific improvements within that district. The city or other agencies may form Special Assessment Districts under one of several statutory acts to construct public improvements such as streets, storm drains, sidewalks, streetlight, sewer facilities, and other similar capital facilities. Specific Assessment Districts can also issue bonds to finance the improvements listed in this section and levy a special assessment to pay debt service on those bonds.

- C. Landscape and Lighting Maintenance District (LLMD) - A Landscape and Lighting Maintenance District (LLMD) may be used for maintenance and servicing of landscape and lighting through annual assessments on properties within the Specific Plan boundaries. LLMDs can also provide maintenance of appurtenant features, including curbs, gutters, walls, sidewalks or pavings, and irrigation or drainage facilities.
- D. Community Facilities Districts (CFD) - The Mello-Roos Community Facilities Act of 1982 allows the creation of special districts authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition and must be approved by a 2/3 majority vote. Developments within the Specific Plan area will be required to annex into the existing CFD, which funds the provision of public services. Project developers may also elect to pursue the creation of a private CFD in order to fund improvements within the Specific Plan area, or a similar mechanism at the discretion of the Director of Community Development and Director of Finance.

7.2.5 MAINTENANCE RESPONSIBILITY

The public and private improvements to be constructed within the Specific Plan area shall be maintained through a combination of public and private entities as described in **Table 7-1, Finance and Maintenance Plan**. Table 7-1 provides a list of maintenance entity options that may fund and/or maintain facilities within the Specific Plan. A Property Owners Association (POA) shall be established for the maintenance of common area landscape improvements and private roadways within areas of the Specific Plan. For areas in public ownership, municipal maintenance districts may fund the maintenance of these areas.

TABLE 7-1 FINANCE AND MAINTENANCE PLAN			
Facility	Responsible for Construction	Responsible for Financing	Responsible for Ongoing Maintenance and Repairs
Public Roadways			
• Curb-to-Curb Improvements	Master Developer or Individual Project Developer	Developer Fee Credits or Developer	City of Lancaster
• Parkways within Public Right-of-Way (ROW)/LLMD	Master Developer or Individual Project Developer	Developer Fee Credits or Developer	City of Lancaster
Private Roadways			
• Curb-to-Curb Improvements	Master Developer or Individual Project Developer	Developer	Property Owners Association and/or Private CFD/LLMD
• Parkways within Public Right-of-Way (ROW)/LLMD	Master Developer or Individual Project Developer	Developer	Property Owners Association and/or Private CFD/LLMD
• Sidewalk and Landscape in Public Easements outside of Public ROW/LLMD	Master Developer or Builder	Developer	Property Owners Association and/or Private CFD/LLMD

**TABLE 7-1
FINANCE AND MAINTENANCE PLAN**

Facility	Responsible for Construction	Responsible for Financing	Responsible for Ongoing Maintenance and Repairs
Off-Street Parking Areas	Master Developer or Builder	Developer or Builder	Property Owner or Occupant
Traffic Control Signs - in the Public ROW/LLMD	Master Developer or Individual Project Developer	Developer	City of Lancaster
Traffic Control Signs - not in the Public ROW/LLMD	Master Developer or Individual Project Developer	Developer	Property Owners Association
Streetlights - in the Public ROW	Master Developer or Individual Project Developer	Developer	Private CFD/LLMD
Streetlights - not in the Public ROW	Master Developer or Individual Project Developer	Developer or Builder	Private CFD/LLMD
Public Water, Sewer, and Storm Drain Improvements within Public ROW (excluding laterals)	Master Developer and Utility Provider	Developer	City of Lancaster
Landscaping and Irrigation	Master Developer or Builder	Developer or Builder	Property Owners Association and/or Property Owner and/or Occupant
Parks and Plaza	Master Developer or Individual Project Developer	Developer	Property Owners Association
Walls and Fences	Master Developer or Individual Project Developer	Developer	Property Owners Association and/or Property Owner and/or Occupant
Corner and Entry Monument	Master Developer or Individual Project Developer	Developer	Property Owners Association
Tenant Signage	Builder	Builder	Property Owners Association and/or Property Owner and/or Occupant
Off-Street Lighting	Master Developer or Builder	Developer or Builder	Property Owners Association and/or Property Owner and/or Occupant

**TABLE 7-1
FINANCE AND MAINTENANCE PLAN**

Facility	Responsible for Construction	Responsible for Financing	Responsible for Ongoing Maintenance and Repairs
Offsite Stormwater Drainage/ Water Quality Facilities - within the Public ROW/LLMD	Master Developer and Utility Provider	Developer	Private CFD/LLMD
Onsite Stormwater Drainage/ Water Quality Facilities (Swales, Basins, Biotreatment Filers, etc.)	Master Developer or Individual Project Developer	Developer	Property Owners Association
Sierra Highway Transportation Corridor (SHTC)	Master Developer or Individual Project Developer	Developer	City of Lancaster

