Notice of Determination

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

County Clerk
County of Los Angeles
Environmental Filings
12400 E. Imperial Hwy., Rm. 2001
Norwalk, CA 90650

From: Planning Department
City of Lancaster
44933 North Fern Avenue
Lancaster, CA 93534

ORIGINAL FILED
SEP 0 2008

LOS ANGELES COUNTY CLERK
(Date received for filing)

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Downtown Specific Plan

Project Title
200707114
Brigitte Ligons
(661) 723-6100

State Clearinghouse Number
Lead Agency
Contact Person

Area Code/Telephone/Extension

Project Location - General: City of Lancaster, County of Los Angeles, State of California

Project Location – Specific: The Downtown Lancaster Specific Plan (DLSP) area encompasses approximately 140 acres in the “Downtown,” which is located within the City’s central urban core. The central urban core is generally located between the Antelope Valley Freeway and 30th Street East and between Avenue H and Avenue K. The Downtown area is generally bounded by Kettering Street on the north, the Union Pacific Railroad line on the east, Milling Street and Newgrove Street on the south and 10th Street West on the west.

Project Description: The DLSP provides area-specific land use regulations and development guidelines for seven districts within the Downtown. Development of the DLSP would allow for a mix of land uses including retail, office, residential and civic uses within the seven districts. The DLSP would retain existing uses within the DLSP area. The DLSP would allow a maximum of 924,848 square feet (s.f.) of retail service uses, 973,956 s.f. of office/civic/public spaces and 3,525 dwelling units (single- and multiple-family) in the Downtown.

The Circulation Plan in the Downtown provides a “Main Street” environment along Lancaster Boulevard, designed to incorporate traffic calming measures to reduce traffic speeds, enhance pedestrian safety, and promote walkability of the area. As part of the Circulation Plan, the City is considering incorporation of a traffic circle at the intersection of 10th Street West and Lancaster Boulevard. The proposed roadway network would involve a variety of cross-sections to provide opportunities for linkages to the proposed park to the north and the Metrolink station to the east. Traffic calming measures are proposed to slow traffic, reduce traffic noise, and improve pedestrian safety. Traffic-calming methods include corner bump-outs, parallel, and perpendicular parking areas and enhanced intersection paving areas. Additionally, the DLSP acknowledges the potential for Lancaster Boulevard to be narrowed from four lanes to a two-lane Main Street between 10th Street West and Sierra Highway.

This is to advise that the City of Lancaster (i.e. Lead Agency) has approved the above-described project on September 9, 2008 and has made the following determinations regarding the above-described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA.

605-6.1
Revised 2/11/94
Notice of Determination

3. Mitigation measures were made a condition of the approval of the project.
4. A Statement of Overriding Considerations was adopted for this project.
5. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Environmental Impact Report with comments and responses and record of project approval is available to the General Public at Lancaster City Hall, Planning Department, 44933 North Fern Avenue, Lancaster, California.

Brigitte Ligons

Assistant Planner
Title

September 9, 2008
Date
ORDINANCE NO. 906

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LANCASTER, CALIFORNIA, ADOPTING
THE DOWNTOWN LANCASTER SPECIFIC PLAN (SP
08-01)

WHEREAS, the City of Lancaster is considering the adoption of a specific plan as contained in Exhibit “A” of this Ordinance, which is on file in the City Clerk Department, pursuant to Section 65450 et. seq. of the Government Code of the State of California; and

WHEREAS, notice of intention to consider the specific plan for the subject property was given as required in Section 65867 of the Government Code of the State of California; and

WHEREAS, a public hearing was held before the Lancaster Planning Commission on August 18, 2008, at which time the Planning Commission recommended approval of the specific plan with modifications; and

WHEREAS, a public hearing was held before the City Council on September 9, 2008, regarding the proposed specific plan; and

WHEREAS, the City Council hereby finds that the proposed specific plan may have effects on the environment, and incorporates by reference all environmental findings as included in Exhibit “A” of Resolution No. 08-80; and

WHEREAS the City Council hereby makes the following findings in support of Specific Plan No. 08-01:

1. The proposed Downtown Lancaster Specific Plan (SP 08-01) is consistent with the General Plan land use designation of SP for the subject property, and with identified goals, objectives, and policies of the adopted General Plan as identified within City Council Resolution No. 08-80.

2. Modified conditions, including the opportunity to allow for development of the downtown area as a mixed use district containing retail, dining, office space, residential, and public uses in accordance with community goals as expressed in the public outreach effort for preparation of the Downtown Lancaster Specific Plan, warrant a revision in the zoning plan as it pertains to the area under consideration.

3. A need for the Downtown Lancaster Specific Plan exists to establish the necessary development standards and guidelines for the development of a mixed use area within downtown Lancaster.

4. The particular property under consideration is a proper location for adoption of this specific plan, because it will allow for development that is compatible with and will enhance the City’s historic center.
5. Adoption of the Downtown Lancaster Specific Plan at such a location will be in the interest of public health, safety, and general welfare and in conformity with good zoning practices, because it allows for development in a way that is sensitive to and consistent with the community's long-term goals for the downtown area; now, therefore,

THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The City Council hereby adopts by reference all environmental findings contained in Exhibit "A" of Resolution No. 08-80, which is on file in the City Clerk Department.

Section 2. The City Council hereby approves the Downtown Lancaster Specific Plan (SP 08-01) as contained in Exhibit "A" of this Ordinance, which is on file in the City Clerk Department, incorporating all modifications as described on the cover sheet of Exhibit "A" of Resolution No. 08-80, which is on file in the City Clerk Department.

Section 3. That the City Clerk shall certify to the passage of this Ordinance and will see that it is published and posted in the manner required by law.

I, Geri K. Bryan, CMC, City Clerk of the City of Lancaster, do hereby certify that the foregoing ordinance was regularly introduced and placed upon its first reading on the 9th day of September, 2008, and placed upon its second reading and adoption at a regular meeting of the City Council on the 23rd day of September, 2008, by the following vote:

AYES: Council Members: Marquez, Sileo, Vice Mayor Smith, Mayor Parris

NOES: None

ABSTAIN: None

ABSENT: Council Member: Mann

ATTEST:

GERI K. BRYAN, CMC
City Clerk
City of Lancaster

APPROVED:

R. REX PARRIS
Mayor
City of Lancaster
STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
CITY OF LANCASTER  

CERTIFICATION OF ORDINANCE  
CITY COUNCIL  

I, Shirley Mahoney, Assistant City Clerk of the City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Ordinance No. 906, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this 12th day of November, 2008.

(seal)

[Signature] Shirley Mahoney
ACKNOWLEDGEMENTS

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Ed Sileo, Vice Mayor
Jim Jeffra
Ronald D. Smith
Andrew D. Visokey

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Final – September 2008
THANKS TO THE FOLLOWING COMMUNITY MEMBERS AND OTHERS WHO PARTICIPATED IN THE DOWNTOWN PLANNING PROCESS:

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CHAPTER 1 - EXECUTIVE SUMMARY AND GUIDE TO THE SPECIFIC PLAN

This Executive Summary and Guide to the Downtown Lancaster Specific Plan provides straightforward guidance for optimizing the use of this plan to achieve and sustain vitality in the Downtown. The summary and step-by-step framework are intended to help readers obtain the information they are seeking in a user-friendly and efficient manner.

1.1 WHAT IS THE LANCASTER DOWNTOWN SPECIFIC PLAN?

The Downtown Lancaster Specific Plan is a community-based revitalization plan. The Specific Plan process was initiated by the City of Lancaster and included numerous opportunities for community involvement in order to develop a plan that is truly community-based. The goals of the Specific Plan are multi-fold and include the following:

- Revitalize & improve the Downtown as a place of historic, cultural, social, economic and civic vitality
- Create a Destination Place with a mix of commercial, retail, dining, entertainment, residential, and transit uses
- Create a pedestrian-friendly environment
- Create tools to implement community goals for Downtown

The Specific Plan aims to revitalize the Downtown Lancaster economy and sense of place through:

- A clearly stated vision for the future;
- Design concepts and illustrations depicting the desired future;
- Appropriate design guidelines and regulations;
- Strategies to encourage desired redevelopment and business; and
- An implementation program identifying action steps, organizations, and resources.
Chapter 1

1.2 What Is Included in the Downtown Lancaster Specific Plan?

The Downtown Lancaster Specific Plan includes tools needed to revitalize Downtown including: a regulating code with design guidelines and standards, a vision plan, infrastructure studies, implementation steps, and information about the planning process for Downtown Lancaster. The Specific Plan is intended to foster a pedestrian-friendly mixed-use environment, consistent with the goals listed above.

The Downtown Lancaster Specific Plan is consistent with the Main Street Four Point Approach and includes information on each of the four key points to successful Downtowns: Economics, Physical Design, Promotion, and Organization.

1.3 How is the Specific Plan Organized?

The Downtown Lancaster Specific Plan is organized into six chapters as follows:

Chapter 1: Executive Summary – This chapter provides a brief introduction to the Specific Plan, explaining what the Downtown Lancaster Specific Plan is, what it includes, and tips on how to use it.

Chapter 2: Introduction – This chapter presents the purpose and intent, a historical context, Specific Plan authority and requirements, statement of CEQA compliance, and other pertinent information.

Chapter 3: Vision – This chapter details the community-based planning process for the Specific Plan in which many residents, property owners, and business owners were involved. The chapter presents the resulting community vision for Downtown, including community values, a vision statement, and an illustrative plan identifying key aspects of the vision. This section is provided for guidance and ideas only and is not intended to serve as Specific Plan policy or literal statement of what will occur.
Chapter 4: Development Plan – This chapter discusses the existing project area, surrounding land uses, and infrastructure present at the time of preparation of this Specific Plan. It also provides the specific land use, circulation, parking, and infrastructure plans for the future development and redevelopment of Downtown under the Specific Plan.

Chapter 5: Regulating Plan – This chapter defines land use districts, the permitted land uses, site development standards, parking requirements, sign regulations, landscaping requirements, and design guidelines for Downtown Lancaster through text, graphics, and photographs.

Chapter 6: Administration and Implementation – This chapter specifies the procedures for amending, administering, and enforcing the Specific Plan, development review procedures, public improvement costs (to an order of magnitude), and financing mechanisms.

Appendices – The appendices provide background material related to the Specific Plan update process, including technical studies, General Plan consistency discussion, and notes from the community involvement process.

1.4 HOW DO I USE THE DOWNTOWN LANCASTER SPECIFIC PLAN?

The Downtown Lancaster Specific Plan is designed to meet the needs of many users, including property owners, merchants, architects, designers, building contractors, City staff, residents, investors, developers, and other interested organizations and persons in the community. Each of these interests has a vital role to play in the future of Downtown Lancaster.

To most effectively use the Downtown Lancaster Specific Plan, the following basic process is recommended:

**Step 1:**
Read Chapter 2 for the overall purpose and intent of the Specific Plan and review Chapter 3 to more fully understand the community’s illustrative vision for the future of Downtown Lancaster. If you are an interested resident, contact the Community Development Department or the Chamber of Commerce to see how you can get involved in the implementation of the vision through committees, volunteering, and participating in planned events.

**Step 2:**
If you are interested in improving a specific site or developing a new building within the Downtown, review Chapters 5 and 6, which provide development regulations and architectural design guidance. You may also need to review other City of Lancaster ordinances and policy documents for additional requirements.

**Step 3:**
If you are interested in starting a new business or expanding/enhancing an existing business in the Downtown, review Chapters 5 and 6, which contain key objectives related to desired types of business and business development, as well as permitted land uses. Also, consult with the Chamber of Commerce and the City of Lancaster for additional requirements and assistance.

**Step 4:**
After completing Steps 1 through 3, schedule a meeting with the City of Lancaster to review your ideas, determine processes and requirements, identify other agencies you need to contact, and discuss potential issues, solutions, and approaches.
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CHAPTER 2 - INTRODUCTION

2.1 BACKGROUND

The City of Lancaster initiated a comprehensive planning process for Downtown Lancaster in August 2005, in an effort to revitalize Downtown and create a corridor that is a place of historic, cultural, social, economic, and civic vitality for the Lancaster community, as well as the Antelope Valley. The Downtown Lancaster Specific Plan provides policy, regulatory, and design guidance for both public and private land that implements the community’s vision for the future of Downtown.

This chapter provides background for the Specific Plan, along with its purpose, the planning process that was employed, statutory authority, consistency with the General Plan, and compliance with the California Environmental Quality Act (CEQA).

HISTORICAL PERSPECTIVE

The City of Lancaster is located in Los Angeles County along State Route 14, 70 miles northeast of Los Angeles. This high desert city is located in the Antelope Valley of the Mojave Desert and bordered by the Tehachapi Mountains to the north and the San Gabriel Mountains to the south. Incorporated in 1977, the City contains a population of almost 140,000 in its 94 square miles.

Lancaster grew from a railroad town in the late 1800s into a center for commerce for the Antelope Valley by the mid 1900s, due first to the agricultural industry in the early 1900s and then the aerospace industry of the 1950s on.

The existing architecture is representative of the time periods of major development in the Downtown, ranging from the late 1800s to today. Most commercial buildings date from the early to mid 1900s and are in Traditional Commercial and Art Deco styles. Many of the public buildings date from the 1980s to today and are mostly in a modern style or are an interpretation of an older style. The majority of the buildings are one-story, with a few two-story buildings. The roof forms vary based on the architectural style; however, most in the Downtown have flat or parapet roofs. The exterior building materials mostly include brick and concrete with a stucco finish. Natural colors dominate along Lancaster Boulevard.
Figure 2-1: Location of Downtown Lancaster Specific Plan Project Area

The Downtown Lancaster Specific Plan Project Area encompasses much of the original settlement along the railroad (see Figure 2-1). It is bounded by 10th Street West to the west, Sierra Highway to the east, Kettering Street to the north, Milling Street to the southwest and Newgrove to the southeast.

General Plan land use and zoning within Downtown Lancaster consists mainly of commercial uses with some public and residential uses. Downtown is surrounded by predominantly residential uses to the north and south, and commercial uses along 10th Street West and Sierra Highway (see Figures 2.2 and 2.3).
Figure 2-2: Existing General Plan Land Uses

Figure 2-3: Existing Zoning Land Uses
Existing land uses in Downtown Lancaster include a mixture of civic, cultural, commercial, and office (see Figure 2-4). Some building uses generate higher volumes of foot traffic and pedestrian activity. Approximately one-half of the building facades along Lancaster Boulevard have storefront windows, which are an integral component for an active pedestrian environment.
Understanding the relationship between the built and unbuilt dimensions of Downtown helps identify opportunities for the development of new buildings, public spaces, and other uses. In Figure 2-5, it is evident (by the white spaces between the building footprints) that ample vacant areas exist for new development. At the same time, the many continuous buildings along Lancaster Boulevard and adjacent streets provide opportunities to enhance pedestrian activity.
Circulation in Lancaster is based on a grid street system. Downtown is centered along Lancaster Boulevard, and the main arterial streets used to access Downtown are 10th Street West and Sierra Highway. Many more local streets and alleys make up the Downtown grid (see Figure 2-6). The types of circulation include pedestrian, vehicular, bus, and train. A Metrolink regional transit stop is located within a 10 minute walk of Downtown. Parking options in Downtown include both private and public parking lots as well as 2-hour on-street parking along most streets.
Pedestrians encounter different environments on Lancaster Boulevard, the arterials of 10th Street West and Sierra Highway, and local streets. Typical existing street cross-sections show the variety of building setbacks, sidewalk widths, on-street parking, and number of lanes in Downtown (see Figures 2-7 through 2-9).

The streetscape along Lancaster Boulevard contains many amenities including trash receptacles, benches, light fixtures, banners, street trees, patterned sidewalks, business signs, aerospace interpretive monuments and other forms of public art.
2.2 Purpose of the Specific Plan

The purpose of the Downtown Lancaster Specific Plan is: (1) to guide change in an appropriate manner compatible with the existing character and, (2) to encourage quality development that is compatible with the surrounding area and the community. The Specific Plan provides a framework for quality planning, and establishes development standards and design criteria.

2.3 Planning Process

The Downtown Lancaster Specific Plan planning process contributes to a policy and regulatory document grounded in community participation and input. A number of opportunities for community input were offered to residents, business and property owners, and other interested parties (described in more detail in Chapter 3). The planning process for the Downtown Specific Plan included three distinct phases, as described below:

**Phase 1: Understanding Downtown Lancaster (January 2006 to April 2006)**

This phase included a review of existing documents and information, background and data research, site reconnaissance, and visual observations. This initial phase of the planning process allowed the design team to build a baseline understanding of Downtown Lancaster and surrounding neighborhoods.

**Phase 2: Developing the Vision for Downtown Lancaster (May 2006 to October 2006)**

This next phase of the planning process entailed the creation of community-based preliminary visions, concepts, plans, and strategies for Downtown Lancaster based upon an intensive Downtown Immersion process. The objective of this phase was to arrive at a single vision for Downtown Lancaster that has an optimal level of support from the community and provides the requisite framework for preparing the Specific Plan.

**Phase 3: Completing and Implementing the Downtown Lancaster Specific Plan (November 2006 to December 2007)**

During this phase, a complete draft of the Downtown Specific Plan, a Downtown Vision Poster, and a Program Environmental Impact Report (EIR) were prepared, reviewed, and accepted by the community, Planning Commission, and City Council. This final phase in the planning process is where all the efforts of the community became truly evident.

2.4 Statutory Authority

The Downtown Lancaster Specific Plan is a regulatory plan constituting policies, a development program, and a regulating plan that has been adopted by ordinance. The Specific Plan also includes a vision plan, design guidelines, and implementation plan that has been adopted by resolution – these sections are intended to provide guidance. Decision makers may condition properties to adhere to the guidelines in order to meet project specific findings. The Downtown Lancaster Specific Plan is established through the authority granted to the City of Lancaster by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (specific plans).
As set forth in the Government Code, Section 65451, a Specific Plan must contain the following information:

- A description of the general distribution, location, and extent of the uses of land within the area covered by the Plan.
- The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, and other essential facilities proposed to be located within the area covered by the Specific Plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the above information.
- A statement of the relationship of the Specific Plan to the General Plan.

The Downtown Lancaster Specific Plan is a regulatory plan constituting the development concept, land use regulations, and development standards for the project area that will be adopted by ordinance. Development plans or agreements, tract or parcel maps, precise development plans, and any action requiring ministerial or discretionary approval within the boundaries of the Specific Plan shall be consistent with the Specific Plan as adopted by the City Council.

### 2.5 Consistency with the Lancaster General Plan

California law requires that a Specific Plan be consistent with the General Plan of the adopting locality. To this end, existing General Plan goals and policies were reviewed to ensure consistency between the Downtown Specific Plan and the Lancaster General Plan. The Lancaster General Plan provides a supportive foundation for the Specific Plan and reinforces the goals and policies for the Downtown area, as evidenced by the highlighted General Plan goals and policies in Appendix A. A thorough analysis of consistency with the Lancaster General Plan was conducted as part of the planning process. The analysis concluded that the policies contained within the Downtown Specific Plan are consistent with the General Plan and no General Plan Amendments are required.

### 2.6 California Environmental Quality Act Compliance

The Downtown Lancaster Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of Lancaster prepared an Initial Study, including an Environmental Checklist. The City determined that the Specific Plan could result in environmental impacts, and therefore required environmental analysis. Because the potential impacts resulting from the Specific Plan were determined to be potentially significant in the Initial Study, an Environmental Impact Report (EIR) was prepared and is available under a separate cover. As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the City prior to the approval of the Specific Plan.
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CHAPTER 3 - A COMMUNITY-BASED VISION FOR DOWNTOWN

3.1 INTRODUCTION

The Downtown Lancaster Specific Plan is a community-based plan, developed with extensive input by Lancaster residents, policy makers, business owners, property owners and other interested members of the public. The Downtown Lancaster planning process offered community members many opportunities to get involved and stay involved every step of the way.

Community members participated in walking tours, community workshops, and a design charrette focused on the future of Downtown. The Downtown Lancaster Vision Plan represents dynamic and flexible concepts developed through this community-based process. The illustrated concepts are intended to represent an ideal rather than a literal direction for the Downtown.

3.2 VISION STATEMENT

The Vision Statement for Downtown Lancaster was created by community members, serving as a Vision Statement Team during the May 2006 design charrette. (See Section 3.3) Using ideas gathered from fellow community members, including visions written on Post-It Notes during the 1st community workshop, the Vision Statement Team crafted the following Vision Statement.

Downtown Lancaster is...

“The cultural, dining, specialty retail, entertainment, civic hub of the Antelope Valley; an authentic place for people to gather.”

“Architecturally pleasing, environmentally sound, pedestrian friendly mixed use area achieved through attractive storefronts, plentiful landscaping, meandering streets and sidewalks.”

“You are able to live, work and play in downtown Lancaster. Downtown offers a variety of housing options for all people within easy access of most necessary services. We offer numerous opportunities for meaningful employment in government, finance and retail. Downtown Lancaster provides many cultural and entertainment activities through our fine and performing arts centers, public art, street fairs, farmers market, street performers, and a variety of family oriented activities. Lancaster has ample parking and is easily accessible to all of Lancaster and the Antelope Valley.”
3.3 Community-Based Planning Process

The planning process offered an array of different community involvement opportunities, allowing community members to participate in a variety of ways. Activities included community workshops, Downtown walks, and a design charrette, as described below. The result is a Downtown Vision and Specific Plan that are rooted in local community values, ideas, and priorities.

Downtown Immersion

From May 18-20, 2006, the entire Lancaster community – residents, business owners, property owners, and civic leaders – were invited to participate in an intense 3-day period of community involvement, known as Downtown Immersion. During these 3-days, the project team organized 9 events – ranging from focused meetings to walking tours to a hands-on design charrette – to allow a variety of ways for the community to get involved in the process. As part of these events, a youth activity was organized to allow local youth to share their own visions. Throughout the course of the 3 days, approximately 150 people were involved in one aspect or another.

Downtown Immersion Activities

Thursday, May 18

Downtown Walk
Merchants, property owners, neighborhood residents, and all interested community members were invited to walk through Downtown with the project team. During the walking tour, participants pointed out areas of concern and suggested ideas for improvement. Particular attention was given to unique features of Downtown public spaces, pedestrian patterns, circulation, parking, neighborhood interfaces, and architectural styles. Participants were given walking tour maps to take notes as they saw fit, and each walking tour group was given disposable cameras to share – with a camera marked “likes” and a camera marked “dislikes” – in order to photograph those buildings and Downtown areas that they liked and wanted to see remain and those areas they did not like and would like to see improved. Following the walk, the photographs were developed and displayed on large poster boards at subsequent community workshops during the Downtown Immersion for walk participants and others to see what their fellow community members liked and did not like in the Downtown. Approximately 30 people participated in the Downtown Walk.
Community Workshop: Understanding Downtown Lancaster
This initial community workshop provided an overview of the project and identified opportunities to get involved. Participants also took part in a number of interactive exercises to identify the many assets and opportunities of Downtown. Approximately 30 people attended this workshop.

Downtown Flashlight Walk
Participants were also invited to join the project team and LA County Sheriffs on an evening walk through the Downtown. By walking during the evening, participants were able to identify unique issues and ideas that affect the Downtown during nighttime, such as areas with poor lighting. This walk helped the project team to create a plan that works throughout the day and evening. Approximately 25 people joined the project team on this walk.

Friday, May 19

Kick-Off Meeting with Business and Property Owners
To meet and talk with local business owners, a breakfast meeting was held. Business and property owners had the chance to discuss their ideas, issues, and expectations for the Downtown Specific Plan with the project team. Approximately 40 local business and property owners attended this meeting.

Civic Leaders Lunch Reception
In order to understand the ideas and concerns of local civic leaders, a lunch reception was held. This meeting offered an opportunity to discuss project expectations, as well as to identify potential issues and ideas. Approximately 20 local civic leaders attended.

Community Workshop: Main Street 101 and Virtual Tour of Downtowns
This workshop included a presentation on Main Street 101 – The Four Point Approach to Downtown Revitalization: Organization, Economic Restructuring, Promotion, and Design, as well as a fun virtual tour of downtowns and business districts. The virtual tour featured images of five other downtowns/retail areas – Claremont, Monrovia, Fullerton, Montrose, and Ventura – and included an interactive exercise to rate the appropriateness of types of development from these areas for Downtown Lancaster. Approximately 35 people took part in this workshop.
Saturdays, May 20

Downtown Design Charrette
Following a brief presentation of the information gathered during the previous 2 days, this hands-on design workshop provided participants the chance to work in small groups to “design” the future of Downtown and develop specific project ideas. Using maps, markers, and a variety of other design tools, community members developed various land use and design alternatives for Downtown. Project team members and local designers were also on hand to help graphically articulate the community’s ideas. Approximately 60 people participated in this design charrette.

Youth Visioning Activity
As part of the design charrette, local youth were invited to participate in a fun visioning activity to share their visions for the future of Downtown. In addition to an initial visioning brainstorming session about things they wanted to see and did not want to see in their Downtown, local youth also used photographs of existing areas within Downtown Lancaster to draw over with trace paper and “redesign”. A final exercise for the youth included “mapping” out the areas in the Downtown where they would like to see their visions located. Approximately 10 local youth participated in this fun event.

Open House
Following the design workshop, the concepts and designs created during the design charrette and youth activity participants were on display for community members – those who were able to participate in the design charrette and those who weren’t – to see. Community members viewed these initial concepts and shared ideas with members of the project team. Approximately 10 community members attended the open house.

Downtown Specific Plan Information Centers
Posters and project brochures were available in City Hall, the Chamber of Commerce, and many Downtown storefront windows to display information about the project and opportunities for community participation. These locations allowed community members to stop by and view information related to the project at their leisure.
**Downtown Specific Plan Project Website**

A new website was created specifically for the Downtown Lancaster Specific Plan to provide 24-hour access to project information. The website ([www.celebratedowntownlancaster.info](http://www.celebratedowntownlancaster.info)) included information about the planning process, opportunities for involvement, a map of the project area, products and presentations related to the project, and a form for submitting comments related to Downtown.

**Comment Cards**

Comment cards were utilized to collect ideas, thoughts, and suggestions for the future of Downtown. These cards were included in a mailed brochure that was sent to Lancaster addresses. Questions asked community members to identify assets, challenges, and visions for the future of Downtown Lancaster. These comment cards were also distributed at community workshops and other events during Downtown Immersion. Feedback received from these idea cards was included in the overall community involvement ideas that formed the basis for the vision plan and development of the Specific Plan. Approximately 400 comment cards were completed and returned.

**Community Confirmation**

On July 20, 2006, the draft Vision Plan and materials that were used to articulate the future of Downtown Lancaster were taken back to the community for review, input, and feedback. Three venues for community confirmation of the draft materials were used: a breakfast meeting with local elected and appointed officials, a City staff meeting, and a community open house.

**Local Elected and Appointed Official Breakfast Meeting**

At this breakfast meeting, Lancaster’s elected and appointed officials and other civic leaders were given an opportunity to view and discuss the draft Vision Plan for Downtown. At this meeting, members of the project team provided an overview of the Vision Plan, noted comments, addressed questions and concerns, and received support for moving forward with the Specific Plan. Approximately 20 people participated in this meeting.

**City Staff Meeting**

A mid-day meeting with City staff allowed the project team to review the draft Vision Plan in detail with staff and address any questions or concerns on locations or details of the draft vision. Approximately 20 City staff members, representing several City departments, participated in this meeting.

**Community Open House**

The community open house included a presentation on the draft Vision Plan, along with other exhibits, and opportunities for community members to provide comments. These comments served as the basis for the next phase of the planning process, including the development of the Downtown Specific Plan document. Community members generally expressed agreement with key aspects of the draft Vision Plan. Approximately 30 people participated in the July open house.

Reviewing the Draft Vision Poster
Additional community workshops were held in May and June of 2007. The May 2, 2007 workshop included an introduction of the Form-Based Code to LOTS and the City. The workshop included a presentation on the final vision for Downtown, as well as a chance to review draft concepts of the Downtown Specific Plan. A presentation of the Specific Plan components and interactive exercises allowed community members to provide their comments, which formed the basis for the final revisions of the Downtown Specific Plan document. More than 30 people participated in these workshops.

3.4 Key Community Priorities and Goals

Throughout the community participation opportunities, residents, property owners, merchants and others expressed values related to Downtown Lancaster. These community-defined values provide the guiding principles through which the Specific Plan was prepared. Implementation steps for key priorities and goals can be found in the implementation matrix in Chapter 6.

Sense of Community
Participants in the community process placed importance on the sense of community in Lancaster and the small town feel of Downtown.

History and Heritage
The rich and varied history is seen as one of the area’s greatest resources, and is both respected and highly valued by residents and merchants.

Arts and Culture
Community members feel strongly that the Lancaster Performing Arts Center and the library are assets of Downtown. Galleries, museums, and public art also enjoy support.

Public Institutions
Government institutions such as the post office, Sheriff’s station, City Hall, and fire station are valued as Downtown assets.

Services, Shopping and Restaurants
Residents appreciate and patronize the services, retail and dining opportunities provided by Downtown businesses. They value having small and locally owned businesses in Lancaster.

Landscaping and Public Spaces
Community members value landscaping and public spaces in the Downtown and admire the lighted trees currently in Downtown.
3.5 A Vision for the Future of Downtown Lancaster

The Vision Plan was developed based on community input. The Vision Plan depicts what the Lancaster community would like to see in the Downtown in the future. These are the ideas – the ideals – that the community has expressed; these are, however, only ideas and not a literal plan for how development will occur in the Downtown. The Vision Plan, along with the Vision Statement (see Section 3.2), serves as the foundation for the remainder of the Specific Plan, including the Regulating Code.

District Framework

During Downtown Immersion, community members expressed the desire to see their Downtown serve many needs and purposes. These included maintaining commerce and banking activities, expanding opportunities for retail and dining, building on the presence of arts and entertainment, and allowing for mixed use and housing opportunities. Utilizing the design concepts that emerged from the design charrette, the following District Framework emerged that represents the desired uses and character areas for the Downtown. This District Framework guided the development of the more detailed Vision Plan that follows the District Framework, as well as the Regulating Code (Chapter 5). See Figure 3-1 for district boundaries.

Gateway District
The Gateway District serves as a primary gateway to Downtown Lancaster from the west, with a potential roundabout at 10th Street West and Lancaster Boulevard. The District contains a mix of existing and new buildings ranging from one to four stories in height with primarily office and retail uses.

Commerce District
The Commerce District is envisioned as a mix of new and existing office buildings with heights ranging from one to five stories. Buildings built along Lancaster Boulevard would be built to the sidewalk to reinforce the street as a pedestrian-friendly area. Parking would be provided both on the streets and in parking lots located behind buildings. Desired uses in the Commerce District focus on banks, other financial services, professional offices, and supporting retail and residential uses.

Boulevard District
The Boulevard District is the core of Downtown Lancaster, providing a variety of entertainment, retail, service, and residential uses within existing and new buildings that range from one to five stories in height. Along Lancaster Boulevard, the buildings are built to the sidewalk to reinforce the street as a pedestrian friendly area. With the LPAC as the anchor to this district, the area would be enhanced with new buildings, a public parking structure, public plazas, and an outdoor amphitheater near the LPAC. Parking would be provided on the streets and to the rear of the buildings in surface lots and/or parking structures.

Cedar Avenue Arts District
The Cedar Avenue Arts District is envisioned as a system of paseos and public spaces winding through a mix of existing and new buildings. The district would include a community theater, arts classes, retail and offices, and a complimentary mix of artist live/work lofts, studios, and artisan manufacturing buildings ranging in height from one to five stories.
Transit District
The Transit District serves as a primary gateway to Downtown from the east. In an effort to connect the Downtown with the MetroLink station, a number of enhanced crosswalks and pedestrian paseos, as well as higher density development with mixed-use commercial and residential structures are envisioned. Building heights would range from one to five stories, with parking provided on the streets as well as in parking structures and surface lots behind the buildings.

Civic Village District
The Civic Village District is a mix of existing civic/public and residential uses at a village scale. The District is envisioned to have enhanced public plazas, parks, and new residential uses. Building heights would range from one to five stories in this district with parking provided on the streets and in surface lots located behind the buildings. A new parking structure is also envisioned near the library.

Neighborhood Office District
The Neighborhood Office District is largely composed of detached homes and small offices that provide an opportunity to convert single-family homes to commercial uses or a higher density residential building. This district will provide a transition between the downtown core and the neighborhood to the south. Building heights would be mostly one to three stories and parking would be provided on streets and in private lots and driveways to the side or rear of buildings.
**Vision Plan**

The Vision Plan identifies twenty key sites noted for redevelopment, enhancement, or expansion. These key areas are listed as follows; the number before each described improvement corresponds to a numbered located on the Vision Plan (see Figure 3-2).

1. Improved intersection with potential roundabout incorporating gateway monument or landscaping (see Fig. 3-3)
2. Street-fronting buildings accommodating parking in rear with improved pedestrian access
3. Potential City Hall expansion and public plaza opportunity
4. North side angled parking and south side parallel parking for 2 blocks between Genoa Avenue and Fern Avenue and 1 block between Beech Avenue and Sierra Highway
5. Gateway arch to the Boulevard District (see Fig 3-4)
6. Meandering Boulevard with alternating angled and parallel parking between Fern Avenue and Beech Avenue
7. Improved public space, including outdoor amphitheater east of LPAC and enhanced paving on Fig Avenue to function as convertible space during events (see Fig. 3-5)
8. Parking structure with arts-based retail on ground floor
9. Neighborhood park
10. Mixed use building with ground floor retail, parking structure, and townhomes lining Milling Street
11. Enhanced rear building facades and pedestrian access from improved surface parking lots
12. Public plaza with clock tower and fountains
13. Enhanced paving along Elm Avenue to provide a pedestrian connection to the park and to function as convertible space during events (see Fig. 3-6)
14. Central meandering stream and public plaza surrounded by retail, residential, and a parking structure
15. Public parking structure and new residential housing
16. Paseos and alley enhancements among live/work units and art-oriented commercial uses, creating pedestrian linkages through the Cedar Avenue Arts District and to other districts (see Fig. 3-7)
17. Sculpture garden and community theater
18. Transit-oriented development along Sierra Highway including commercial/residential mixed use with new parking structure and enhanced intersection at Milling Street
19. Gateway arch to Lancaster Boulevard from Sierra Highway
20. Enhanced public plaza with pop-up fountain jets
CHAPTER 4 - DEVELOPMENT PROGRAM

4.1 INTRODUCTION

This chapter provides an overview of the preferred development plan and infrastructure needed to support the Specific Plan. It begins by summarizing the preferred development plan, which provides the basis for assumptions made in the infrastructure assessments. An overview of Downtown traffic, parking, water, sewer, and storm drain infrastructure studies is also provided, while the complete studies are located within the Appendices.

4.2 DOWNTOWN OVERVIEW

The Specific Plan provides for a pedestrian-friendly Downtown with a mix of commercial, office, residential and public land uses. The Vision Plan (Chapter 3) identifies opportunities for redevelopment, enhancement, and expansion for key sites, supporting and complementing the land uses that are desired for Downtown. As described in the Chapter 3 – Community Based Vision for Downtown, a total of seven districts are identified and discussed in detail within Chapter 5 – Regulating Code. The Downtown Specific Plan area will provide for the opportunity to develop a maximum total of 924,848 square feet of retail service uses, 973,956 square feet of office/civic/public spaces, and 3,525 dwelling units from single family to apartment lofts. Refer to Table 4.1, Development Plan Buildout Summary.

Table 4-I: Development Plan Buildout Summary

<table>
<thead>
<tr>
<th>District</th>
<th>Retail/Service</th>
<th>Office/Civic/Public</th>
<th>Residential (du’s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Avenue Arts</td>
<td>115,606 sf.</td>
<td>73,047 sf.</td>
<td>176</td>
</tr>
<tr>
<td>Civic Village</td>
<td>115,606 sf.</td>
<td>292,187 sf.</td>
<td>970</td>
</tr>
<tr>
<td>Commerce</td>
<td>138,727 sf.</td>
<td>170,442 sf.</td>
<td>441</td>
</tr>
<tr>
<td>Gateway</td>
<td>69,364 sf.</td>
<td>48,698 sf.</td>
<td>264</td>
</tr>
<tr>
<td>Neighborhood Office</td>
<td>23,121 sf.</td>
<td>73,047 sf.</td>
<td>264</td>
</tr>
<tr>
<td>Boulevard</td>
<td>254,333 sf.</td>
<td>146,093 sf.</td>
<td>599</td>
</tr>
<tr>
<td>Transit</td>
<td>208,091 sf.</td>
<td>170,442 sf.</td>
<td>811</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>924,848 sf.</strong></td>
<td><strong>973,956 sf.</strong></td>
<td><strong>3,525 du’s</strong></td>
</tr>
</tbody>
</table>

*Assumes 2030 buildout with 25% adjustment for future condition, includes existing development plus future.

Note: The Residential numbers within the districts are estimated and should not be used to regulate/limit development.

Through the Regulating Code, the Specific Plan establishes a new, flexible approach to regulating Downtown land use. The Regulating Code focuses attention on the form, placement, and appropriate use of buildings. Its design standards and guidelines promote an attractive and pedestrian oriented environment, and maximum building heights are provided.
4.3 Community Facilities

The Downtown Lancaster Specific Plan provides the opportunity to develop a variety of public facilities to enhance the Downtown area and provide a centralized community meeting place. Some of the public facilities envisioned within the general vicinity of the “Main Street” are potential enhanced plaza areas adjacent to the LPAC and library, in addition to convertible streets.

4.4 Downtown Circulation Plan

As a component of this project, comprehensive traffic assessment was conducted to identify existing conditions and to forecast future conditions. Refer to Appendix B, Traffic Impact, for a detailed discussion.

Existing Circulation

Circulation in the Downtown area is based on a grid street system. Downtown is centered along Lancaster Boulevard, and the main arterial streets used to access Downtown are 10th Street West and Sierra Highway. Many local streets and alleys make up the Downtown grid. Existing circulation facilities in the Specific Plan area are described below.

10th Street West is five-lane divided roadway (three lanes north, two lanes south) with a continuous left-turn lane in the vicinity of Lancaster Boulevard, trending in a north-south direction. On-street parking is prohibited on 10th Street West in the downtown Specific Plan area.

11th Street West is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on 11th Street West.

Beech Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Beech Avenue.

Cedar Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Cedar Avenue.

Date Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Date Avenue.

Elm Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Elm Avenue.

Fig Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Fig Avenue. Fig Avenue is discontinuous in the downtown Specific Plan area, terminating on the north at Lancaster Boulevard before resuming north of Kettering Street.

Fern Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Fern Avenue.

Gadsden Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Gadsden Avenue. Gadsden Avenue is discontinuous in the downtown Specific Plan area, terminating on the north at Kildare Street.
Genoa Avenue is a two-lane undivided roadway, trending in a north-south direction. On-street parking is permitted on Genoa Avenue. Genoa Avenue terminates on the north at Lancaster Boulevard.

Kettering Street is a two-lane undivided roadway, trending in an east-west direction. On-street parking is permitted on Kettering Street. Kettering terminates on the west at Fern Avenue and to the east at Beech Avenue.

Kildare Street is a two-lane undivided roadway, trending in an east-west direction. On-street parking is permitted on Kildare Street between 10th Street West and Gadsden Avenue and prohibited between Gadsden Avenue and Fern Avenue.

Lancaster Boulevard is a four-lane divided roadway, with a continuous left-turn lane, trending in an east-west direction. On-street parking is permitted on Lancaster Boulevard.

Milling Street is a two-lane undivided roadway trending in an east-west direction. On-street parking is permitted on Milling Street. Milling Street terminates on the west at Genoa Avenue and to the east at Sierra Highway.

Newgrove Street is a two-lane undivided roadway trending in an east-west direction. On-street parking is permitted on Newgrove Street. Newgrove Street terminates on the east at Sierra Highway.

Sierra Highway is five-lane divided roadway (three lanes northwest, two lanes southeast) with a continuous left-turn lane in the downtown Specific Plan study area. Sierra Highway trends in a northwest-southeast direction parallel to the Union Pacific Railroad. On-street parking is prohibited on Sierra Highway in the Specific Plan study area with the exception of the westerly side of Sierra Highway between Milling Street and Newgrove Street.

Currently, the street network is operating at an acceptable Level of Service (LOS) during the a.m. and p.m. peak hour according to City of Lancaster performance criteria.

Circulation Plan

The Specific Plan’s Circulation Plan in the Downtown provides a “Main Street” environment along Lancaster Boulevard, designed to incorporate traffic calming measures to reduce traffic speeds, enhance pedestrian safety, and promote walkability of the area. In addition, many of the streets adjacent to the “Main Street” are designed with pedestrians in mind and to enhance alternative connections. As part of the Circulation Plan, the City is exploring the possibility of incorporating a traffic circle at the intersection of 10th Street and Lancaster Boulevard.

The roadway network includes a variety of cross-sections to address a more pedestrian-friendly environment and enhances opportunities for linkages to the proposed park to the north and the Metro Link station to the east. Refer to Chapter 5.6, Design Regulations and Guidelines, T. Streets, for detailed cross-sections. Traffic calming measures are proposed within the Circulation Plan that will slow traffic, reduce traffic noise, and improve pedestrian safety, and so contribute to safe and walkable streets. Traffic-calming methods have been incorporated in the Main Street, including corner bump-outs, parallel and perpendicular parking areas, and enhanced intersection paving areas.

For the purpose of this Specific Plan, the Downtown Lancaster Specific Plan Traffic Impact Analysis provides forecasts for traffic impacts under two scenarios: proposed project build-out with Lancaster Boulevard narrowed to two lane Main Street between 10th Street West and Sierra Highway, and with
Chapter 4

Lancaster Boulevard retaining four lanes. As briefly discussed below, by implementing the suggested improvements, the narrowing of Lancaster Boulevard to two lanes is feasible, with the additional improvement of 10th Street West and Lancaster Boulevard.

Two-Lane Lancaster Boulevard Scenario

With the addition of project-generated trips, the following four study intersections are forecast to operate at a deficient Level of Service (LOS E or worse) according to City of Lancaster performance criteria for forecast existing plus project with two-lane Lancaster Boulevard conditions:

- 10th Street West/Lancaster Boulevard (p.m. peak hour only);
- Genoa Avenue/Lancaster Boulevard (p.m. peak hour only);
- Fig Avenue/Lancaster Boulevard (p.m. peak hour only); and
- Sierra Highway/Milling Street (both a.m. and p.m. peak hours).

The incorporation of the following recommended improvements for forecast existing plus project with two-lane Lancaster Boulevard conditions include:

- 10th Street West/Lancaster Boulevard – Modify the westbound Lancaster Boulevard approach from one left-turn lane, one through lane and one right-turn lane to consist of two left-turn lanes, one through lane and one right-turn lane. It is worth noting this improvement reinstates the four-lane approach matching existing conditions with a restripe to provide dual left-turn lanes. Also, an alternate improvement under consideration by City Staff includes construction of a roundabout at the 10th Street West/Lancaster Boulevard intersection which is being analyzed by Roundabouts and Traffic Engineering.
- Genoa Avenue/Lancaster Boulevard – Restrict northbound left-turn movement from Genoa Avenue to westbound Lancaster Boulevard. Implementation of the northbound left-turn restriction at the Genoa Avenue/Lancaster Boulevard intersection is forecast to divert some traffic on Genoa Avenue to Gadsden Avenue.
- Fig Avenue/Lancaster Boulevard – Restrict northbound left-turn movement from Fig Avenue to westbound Lancaster Boulevard. Implementation of the northbound left-turn restriction at the Fig Avenue/Lancaster Boulevard intersection is forecast to divert some traffic on Fig Avenue to Elm Avenue and Fern Avenue.
- Sierra Highway/Milling Street – Signalize intersection.

The proposed project two-lane Main Street with the incorporation of the above improvements would not result in significant adjustments to the adjacent study intersections for forecast existing plus project with two-lane Lancaster Boulevard conditions.

Four-Lane Lancaster Boulevard Scenario

Under the four-lane scenario with the addition of project-generated trips, the following three study intersections are forecast to operate at a deficient LOS (LOS E or worse) according to City of Lancaster performance criteria for forecast existing plus project with four-lane Lancaster Boulevard conditions:

- Genoa Avenue/Lancaster Boulevard (p.m. peak hour only);
- Fig Avenue/Lancaster Boulevard (p.m. peak hour only); and
- Sierra Highway/Milling Street (both a.m. and p.m. peak hours).
The following improvements are recommended under the forecasted existing plus project with four-lane Lancaster Boulevard conditions:

- **Genoa Avenue/Lancaster Boulevard** – Restrict northbound left-turn movement from Genoa Avenue to westbound Lancaster Boulevard. Implementation of the northbound left-turn restriction at the Genoa Avenue/Lancaster Boulevard intersection is forecast to divert some traffic on Genoa Avenue to Gadsden Avenue.
- **Fig Avenue/Lancaster Boulevard** – Restrict northbound left-turn movement from Fig Avenue to westbound Lancaster Boulevard. Implementation of the northbound left-turn restriction at the Fig Avenue/Lancaster Boulevard intersection is forecast to divert some traffic on Fig Avenue to Elm Avenue and Fern Avenue.
- **Sierra Highway/Milling Street** – Signalize intersection.

### 4.5 Downtown Parking Plan

As a component of this project, comprehensive parking assessment was conducted to identify existing conditions and to forecast future conditions. Refer to Appendix C, Parking Analysis, for a detailed discussion.

**Existing Public Parking Supply / Utilization**

**Existing Public Parking Supply**

Existing parking within the Downtown area is provided through a combination of on-street parking and parking lot areas both in front of the buildings along Lancaster Boulevard and behind (see Appendix C). A physical survey was conducted to evaluate the current supply of public parking in the Specific Plan area, with on-street parking capacity defined as the segment length divided by typical parking stall length of twenty feet. The survey conducted identified a total of 2,049 off-street parking spaces and 730 on-street parking spaces for a total of 2,779 parking spaces located within the Specific Plan area.

**Existing Public Parking Utilization**

Based on existing public parking capacity and parked vehicles using public parking capacity, existing public parking utilization was calculated by dividing the number of parked vehicles (demand) by the available number of public parking spaces (capacity). A total of two out of 33 off-street public parking zones and four out of 55 on-street public parking zones were parked at 100 percent capacity at some point during the day. During the peak hour of parking utilization, occurring between 11 a.m. and 12 p.m., parking in the Downtown area was 38 percent utilized. Based on the Downtown area’s 2,779 parking space parking supply, the current excess parking supply is approximately 1,700 parking spaces for existing conditions.

**Project Parking**

The Specific Plan area would include a variety of parking opportunities through incorporation of various design solutions from providing on-site commercial and residential parking opportunities from tuck under to structured parking facilities, in addition to parallel and perpendicular parking along the Main Street (see Chapter 3, Figure 3-2, Vision Poster, and Chapter 5, Regulating Code). As shown within Table 4-2, based on the parking requirements per proposed use type, a total of 4,911 parking spaces would be needed, while Table 4-3, provides the parking for existing plus buildout of the proposed Specific Plan area.

In addition to parking required in each district for proposed land uses, existing off-street parking spaces displaced by the proposed project will need to be replaced in accordance with Specific Plan parking...
requirements. For example, if development were to occur on a portion of the Lancaster Public Library parking lot, the new development would be required to provide parking for both the proposed land use, and the displaced Library parking in accordance with the parking requirements in the Specific Plan.

### Table 4-2:
**Forecast Specific Plan Project Parking Demand**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Net Land Use Increase</th>
<th>Downtown Lancaster Specific Plan Parking Code Requirement</th>
<th>Parking Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial (Office/Civic)</td>
<td>333,937 square feet</td>
<td>2.2 spaces/1,000 square feet</td>
<td>736</td>
</tr>
<tr>
<td>Shopping Center (Retail &amp; Service)</td>
<td>448,970 square feet</td>
<td>2.0 spaces/1,000 square feet</td>
<td>901</td>
</tr>
<tr>
<td>Residential</td>
<td>3,274 dwelling units</td>
<td>1.0 resident spaces/dwelling unit</td>
<td>3,274</td>
</tr>
<tr>
<td><strong>Total Parking Required</strong></td>
<td></td>
<td></td>
<td><strong>4,911</strong></td>
</tr>
</tbody>
</table>

Note: 1 = Parking code identified is proposed as part of the Downtown Lancaster Specific Plan.

### Table 4-3:
**Forecast Parking Demand of Proposed Project by District**

<table>
<thead>
<tr>
<th>Downtown Lancaster Specific Plan District</th>
<th>Civic/Office Project Component Parking Demand</th>
<th>Commercial Project Component Parking Demand</th>
<th>Residential Project Component Parking Demand</th>
<th>Total Additional Parking Spaces Required to Satisfy City Code¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cedar Avenue Arts</td>
<td>61</td>
<td>88</td>
<td>175</td>
<td>324</td>
</tr>
<tr>
<td>Civic Village</td>
<td>-3</td>
<td>215</td>
<td>758</td>
<td>970</td>
</tr>
<tr>
<td>Commerce</td>
<td>308</td>
<td>92</td>
<td>441</td>
<td>841</td>
</tr>
<tr>
<td>Gateway</td>
<td>42</td>
<td>55</td>
<td>262</td>
<td>359</td>
</tr>
<tr>
<td>Neighborhood Office</td>
<td>-41</td>
<td>-1</td>
<td>227</td>
<td>185</td>
</tr>
<tr>
<td>Boulevard</td>
<td>56</td>
<td>192</td>
<td>599</td>
<td>847</td>
</tr>
<tr>
<td>Transit</td>
<td>313</td>
<td>260</td>
<td>811</td>
<td>1,384</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>736</strong></td>
<td><strong>901</strong></td>
<td><strong>3,274</strong></td>
<td><strong>4,911</strong></td>
</tr>
</tbody>
</table>

Note: 1 = Parking code identified is proposed as part of the Downtown Lancaster Specific Plan.

### 4.6 Downtown Water System Plan

This section describes the water system improvements anticipated to meet the demands of the Development Plan. As this Specific Plan is a policy-level plan, note that the timing of all infrastructure improvements identified in this discussion represents the ultimate buildout conditions of the Specific Plan area. Refer to Appendix D, Water & Wastewater Report.
**Existing Domestic Water System**

Domestic water service to the Specific Plan area is provided by the Los Angeles County Department of Public Works (LADPW) – Waterworks Division. LADPW Waterworks Division 40 operates and maintains the public water distribution system, meeting domestic demands and providing fire protection to this area of Lancaster. The usage factors were provided in the form of maximum day demand factors, and thereby represent the highest daily (driest summer day) demand for the year. Following are the maximum day demand factors used as the basis for demand calculation:

- Residential (Single Family) – 1,500 gallons per day/dwelling unit
- Residential (Multi-Family) – 1,000 gallons per day/dwelling unit
- Light Commercial/Retail – 4,000 gallons per day/acre
- Institutional/Public Facilities – 4,000 gallons per day/acre

Using the water peaking factors of the Los Angeles County Department of Public Works, average demand is estimated to be half the maximum day demand, and peak hour demand is estimated to be twice the maximum day demand. Based on existing land use data, existing average day demand is estimated to be 220,634 gallons per day and the existing maximum average day demand is estimated to be 441,268 gallons per day.

**Future Domestic Water System**

Using the proposed land uses for the Specific Plan area and LADPW factors described above, the levels of day demand at ultimate build-out are estimated to be:

- Average Day Demand = 1.30 million gallons per day
- Maximum Day Demand = 2.59 million gallons per day
- Peak Hour = 3,600 gallons per minute

Currently, the existing water system serving the Specific Plan area based on the more stringent Los Angeles County Fire Department fire flow standards is incapable of supplying fire flows, and will need to be upgraded to minimum pipeline areas for transmission of 1,250 gpm (residential) and 5,000 gpm (multi-family, commercial, institutional) flows at less than 15 feet per second.

An increase in water storage is indicated by the need for fire flow protection, which prompts an additional 1.5 million gallons of storage, and by the anticipated increase in day demand. An additional 2.59 million gallons of storage is recommended to support service of maximum-day demand at ultimate build-out.

Based on the anticipated increase in demand, current-day fire flow standards, and the age of existing pipelines, a new looped distribution system will be constructed. Coordination with the LADPW Waterworks Division 40 is recommended to verify transmission capacity and that adequate storage is available or planned to support development.

**4.7 Downtown Wastewater System Plan**

This section provides a comparison between existing demand for wastewater capacity and the demand that is anticipated due to the proposed land uses. Refer to Appendix D, Water & Wastewater Report.
Chapter 4

Existing Wastewater System

Sewer service collection is provided by gravity sewer pipelines owned by the City of Lancaster and maintained by the Los Angeles County Department of Public Works – Consolidated Sewer Maintenance Division. Regional wastewater conveyance is provided by the 10-, 12- and 15-inch trunk sewer pipelines operated and maintained by the County Sanitation Districts of Los Angeles County.

The existing sewer system primarily consists of 8-inch pipelines conveying flows in the northwest direction to the Avenue I and Fern Avenue trunk sewer mains. Most pipelines are aligned in existing right-of-way. However, there are a few pipelines that are either located in alleyways or easements (crossing parcels). As per the County Sanitation Districts of Los Angeles County, the available capacity in the existing pipelines include:

- The 10-inch Fern Avenue Trunk Sewer with a design capacity of 1.1 million gallons per day (mgd) and was last measured (in 2006) to convey a peak flow 0.4 million gallons per day (mgd).
- The 12-inch Avenue I Trunk Sewer with a design capacity of 1.3 mgd, and was last measured (in 2006) to convey a peak flow of 0.6 mgd.

The wastewater system is operating within current capacity levels, based on the above design capacity, existing land use data, and existing average flow estimated to be 160,796 gallons per day/peak flow of 279 gallons per minute.

Future Wastewater System

The future wastewater system at build-out is estimated to be an average day flow of 788,478 gallons per day and peak flow of 3.05 cfs (or 1,369 gallons per minute), which exceeds the available capacity of the existing pipelines. In addition, several pipelines not in existing right-of-way should be re-aligned to allow for planned development.

The proposed backbone wastewater system primarily conveying flow to the Fern Avenue Trunk Sewer, in anticipation of the North Downtown Specific Plan, would reduce the number of pipelines conveying flow northwest to Avenue I. In addition, a 10-inch pipeline will be constructed in Sierra Highway between Lancaster Boulevard and Avenue I. The wastewater flow contributed from the area to the south of the Specific Plan area is not known; the capacity of the proposed wastewater system should be verified before new development takes place there.

It is anticipated that the 10-inch Fern Avenue Trunk Sewer should be upsized to a 15-inch in the Specific Plan area. Up-sizing of the Avenue I Trunk Sewer may be necessary as well, because the flows from the Specific Plan area will be conveyed to it; however, since it serves a large region of the City of Lancaster, the City and the Sanitation District should coordinate to determine the necessary upsizing.

The condition of existing pipelines has not been assessed as part of the Specific Plan process and it is recommended that each maintained pipeline be video inspected, and if necessary relined or replaced.

4.8 Downtown Hydrology and Water Quality Plan

This section evaluates drainage, surface hydrology, and water quality in the Specific Plan area. Based on characteristics of the current drainage system, and the expected increase in impervious surface area, recommendations are offered to ensure that drainage and water quality are addressed. This section describes the water system improvements anticipated to meet the demands of the Development Plan. Refer to Appendix E, Hydrology & Water Quality Report.
**Existing Watershed, Hydrology and Water Quality**

The Specific Plan area drains generally to the north and west toward the intersection of Lancaster Boulevard and West 10th Street. Storm flow conveyance is generally within the existing streets and the existing 42" RCP on Lancaster Boulevard from Fig Avenue to 10th Street West. The capacity of the storm drain could not be obtained from the city. Based on field observations during a rain event, it appears that drainage facilities in Lancaster Boulevard are not adequate to convey storm flows.

Portions of the area are shown in Flood Insurance Rate Maps as being located between the 100-year and 500-year floodplain; based on this classification, there is not a flood hazard present in the area.

**Future Drainage**

The Specific Plan would consist of a combination of new uses, expansion of certain existing uses and rehabilitation of the existing residential areas, resulting in an incremental increase in the amount of impervious area. The drainage paths for the proposed condition will be similar to the existing conditions; the majority of the flows would be contained in the streets.

Based on field observations, the Lancaster Boulevard storm drain system is inadequate to capture storm flows. The hydraulics of the 42” RCP in Lancaster Boulevard requires further verification in order to determine whether the additional 2 cfs of storm flows would result in upgrades to the system. In addition, two facilities proposed in the Revised Master Plan of Drainage are proposed to be installed: the 42” RCP on Fig Avenue and 57” RCP on 10th Street. Additional facilities outside the boundaries of the Specific Plan area currently under study and proposed in the Revised Master Plan of Drainage are also necessary to convey runoff in the near-term.

**Future Storm Water Quality**

The Specific Plan would increase impervious areas, resulting in impacts to storm water quality. The project could affect pollutant loading immediately offsite. The use of Best Management Practices (BMPs) consistent with the City of Lancaster Engineering Design Guidelines including:

- A National Pollution Discharge Elimination System (NPDES) General Permit must be obtained from California State Water Resources Control Board for a site development of 1 acre or greater in area.
- Applicants shall prepare and submit a Notice of Intent (NOI) to comply with the Construction General Permit to the California State Water Resources Control Board.
- All dischargers must prepare, retain at the Construction site, and implement a Storm Water Pollution Prevention Plan (SWPPP). This report shall conform to NPDES permit.
- Clarifiers for all non-residential projects to treat the first flush.

A Water Quality Management Plan should be created to include Non-Structural/Source Control BMPs in order to conform to the City of Lancaster Storm Water Management Plan. Appendix E includes the minimum required mitigation from the Development Planning for Storm Water Management – A Manual for Standard Storm Water Mitigation Plan (SUSMP) within the adjacent Los Angeles Regional Water Quality Basin. It also lists BMPs from the California Storm Water Best Management Practice Handbook - Industrial/Commercial.

The Water Quality Management Plan should be created to include Structural/Treatment BMPs in order to conform to the City of Lancaster Storm Water Management Plan and NPDES permit. Since no treatment BMPs are currently proposed on site, the mitigation for storm water treatment under the NPDES would
require the construction of a combination of the following treatment BMPs to the maximum extent practicable: swales, inlet filtration, and/or water quality basins.

**Construction**

Construction controls are separated from the rest of the water quality management because the measures are temporary and specific to the type of construction. Construction of the proposed redevelopment has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, and sanitary wastes, fuel, and lubricants.

As part of its compliance the NPDES requirements, a Notice of Intent (NOI) would need to be prepared and submitted to the California State Water Resources Control Board providing notification and intent to comply with the State of California general permit. Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) is required for the construction activities onsite. A copy of the SWPPP must be available and implemented at the construction site at all times. The SWPPP outlines the source control and/or treatment control BMPs that would avoid or mitigate runoff pollutants at the construction site to the “maximum extent practicable.”
CHAPTER 5 - REGULATING CODE

5.1 INTRODUCTION AND USER’S GUIDE

INTRODUCTION

This Chapter contains the development specifications, regulations, and design guidelines for all development projects within the Downtown Lancaster Specific Plan Boundary (see Figure 5-1). The development specifications, regulations, and guidelines within this Chapter shall only be pre-empted by a previously adopted local, state, or federal code or ordinance (such as the Building, Plumbing, Electrical, Mechanical Codes, or Zoning Ordinance) when it is absolutely necessary to insure public health, welfare, or safety. Should any conflict arise between the provisions within this Chapter and the City of Lancaster Zoning Ordinance (Title 17 of the Lancaster Municipal Code), the provisions of this Chapter shall apply unless a provision from the Zoning Ordinance is required to ensure public health, welfare, or safety. Interpretation of the standards in this Chapter shall be the responsibility of the City of Lancaster Community Development Department.

If any provisions of this Chapter, or the application thereof to any person or circumstance is held invalid, the remainder of the Chapter, and the application of such provision to other persons or circumstances, shall not be affected thereby.

USER’S GUIDE

The Specific Plan for Downtown Lancaster introduces a new, innovative approach to regulating downtown development. The following steps will help users of the Specific Plan understand the development regulations and design guidelines for Downtown Lancaster.

Step 1: Refer to Section 5.2 (Downtown Districts) and Figure 5-1 (District Map) to determine the district of the proposed project site.

Step 2: Turn to Section 5.3 Downtown Land Uses and Table 5-1 (Land Uses and Permit Requirements) to determine the types of uses that are permitted, permitted with conditions, and prohibited within the applicable District.

Step 3: Turn to Section 5.4 (Building Types and Regulating Plans) and Figure 5-2 (Allowed Building Types) to determine the types of buildings that are allowed in Downtown Lancaster.

Step 4: Refer to the Regulating Plan for the applicable district. Each Regulating Plan contains sub-districts. Determine the sub-district of the project site to identify the types of buildings that are allowed on the property. The regulating plans are provided on the following Figures:

- Figure 5-3: Boulevard District Regulating Plan
- Figure 5-4: Commerce District Regulating Plan
- Figure 5-5: Transit District Regulating Plan
- Figure 5-6: Gateway District Regulating Plan
- Figure 5-7: Neighborhood Office Regulating Plan
- Figure 5-8: Civic Village Regulating Plan
**CHAPTER 5**

- Figure 5-9: Cedar Avenue Arts District

**Step 5:** Review the Development Specifications of the building types permitted within the sub-district (refer to Figures 5-10 through 5-17). The specifications on these Figures deal with site layout, mass and height, façade elements, and location of uses within the building. Based on the specifications, determine which building type is best suited to meet individual project goals and objectives.

**Step 6:** Turn to the Section 5.5 and Figure 5-18 (Maximum Building Heights) to determine the maximum number of floors allowed on the property.

**Step 7:** Turn to Section 5.6, Design Regulations and Guidelines, to review additional design regulations and guidelines that are applicable to your project. The regulations within Section 5.6 supplement the Development Specifications on Figure 5-10 through 5-17. The Design Regulations and Guidelines in Section 5.6 deal with more specific details related to building and site design and are intended to further define the desired image and character of development in Downtown Lancaster.

**Step 8:** Contact the City of Lancaster if you have specific questions related to the Downtown Regulating Code.

**5.2 DOWNTOWN DISTRICTS**

Downtown Lancaster contains several districts:

- Boulevard District
- Commerce District
- Transit District
- Gateway District
- Neighborhood Office
- Civic Village
- Cedar Avenue

The overall vision for each district is described in detail in Section 3.5. The locations of the Districts are illustrated on Figure 5-1. Within each district, there are certain types of uses and buildings that are allowed. To determine the types of uses, refer to Section 5.3. To determine the types of buildings allowed in the districts, refer to Section 5.4.

**5.3 DOWNTOWN LAND USES**

A mix of retail, office, residential, and civic uses are allowed on Downtown properties. For a specific land use to be established in the Downtown Lancaster, it must pass two specific tests as described below:

- Test 1: All land uses within Downtown Districts must be permitted by Table 5-1 (provided on the following page). Table 5-1 identifies uses that are permitted by right within the Downtown, and uses that are permitted subject to the approval of a Conditional Use Permit. Uses that are specifically prohibited uses are also provided.
- Test 2: There are a variety of different building types allowed within Downtown Lancaster (refer to Section 5.4). Some uses may not be appropriate for certain types of buildings. For example, an entertainment use would not be appropriate for a detached house building type. Therefore, for a permitted use to be established, it must also be compatible with the Use Specifications of the specific building on the property. Use Specifications for each allowed building type within Downtown are provided in Section 5.4 on Figures 5-10 through 5-17.
Downtown Lancaster Specific Plan

Figure 5-1: District Map

- Boulevard District
- Cedar Avenue Arts District
- Commerce District
- Civic Village District
- Neighborhood Office District
- Transit District
- Gateway District
<table>
<thead>
<tr>
<th>Uses</th>
<th>Downtown Districts:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>BD</td>
</tr>
<tr>
<td>Retail/Service:</td>
<td></td>
</tr>
<tr>
<td>Retail Store</td>
<td>P*</td>
</tr>
<tr>
<td>Grocery Store/Mart/Neighborhood Market</td>
<td>C</td>
</tr>
<tr>
<td>Personal Services</td>
<td>P</td>
</tr>
<tr>
<td>Restaurants/Cafe/Bakery/Deli</td>
<td>P*</td>
</tr>
<tr>
<td>Bar/Club/Dance Club</td>
<td>C</td>
</tr>
<tr>
<td>Art Gallery</td>
<td>P</td>
</tr>
<tr>
<td>Bank/Credit Union</td>
<td>C</td>
</tr>
<tr>
<td>Automated Teller Machine</td>
<td>P</td>
</tr>
<tr>
<td>Entertainment (theater, live music, karaoke, comedy, etc.)</td>
<td>C</td>
</tr>
<tr>
<td>Active Entertainment (virtual reality, escape rooms, etc.)</td>
<td>D*</td>
</tr>
<tr>
<td>Similar retail/service use to those permitted above</td>
<td>P/C/D</td>
</tr>
<tr>
<td>Office:</td>
<td></td>
</tr>
<tr>
<td>Professional Office</td>
<td>P</td>
</tr>
<tr>
<td>Medical/Dental Office</td>
<td>P</td>
</tr>
<tr>
<td>Similar office use to those permitted above</td>
<td>P/C/D</td>
</tr>
<tr>
<td>Lodging:</td>
<td></td>
</tr>
<tr>
<td>Hotel/Bed and Breakfast Rooms</td>
<td>P</td>
</tr>
<tr>
<td>Conference/Meeting Room Space</td>
<td>P</td>
</tr>
<tr>
<td>Similar lodging use to those permitted above</td>
<td>P</td>
</tr>
<tr>
<td>Public/Semi-Public:</td>
<td></td>
</tr>
<tr>
<td>Government Office</td>
<td>P</td>
</tr>
<tr>
<td>Day Care Center</td>
<td>P</td>
</tr>
<tr>
<td>Church/Religious Institution</td>
<td>C</td>
</tr>
<tr>
<td>Post Office</td>
<td>P</td>
</tr>
<tr>
<td>School</td>
<td>C</td>
</tr>
<tr>
<td>Recreation/Museum/Cultural</td>
<td>P</td>
</tr>
<tr>
<td>Similar public/seni-public use to those permitted above</td>
<td>P/C/D</td>
</tr>
<tr>
<td>Residential:</td>
<td></td>
</tr>
<tr>
<td>Detached Single-Family Unit</td>
<td>--</td>
</tr>
<tr>
<td>Condominium/Apartment/Studio/Loft Units</td>
<td>P</td>
</tr>
<tr>
<td>Assisted living facility</td>
<td>C</td>
</tr>
<tr>
<td>Home occupation/Artist Studio/Home Office</td>
<td>P</td>
</tr>
<tr>
<td>Similar residential use to those permitted above</td>
<td>P/C/D</td>
</tr>
<tr>
<td>Prohibited Uses:</td>
<td></td>
</tr>
<tr>
<td>Outdoor storage on private property</td>
<td>--</td>
</tr>
<tr>
<td>Manufacturing/warehouse/light or heavy industrial</td>
<td>--</td>
</tr>
<tr>
<td>Hospital</td>
<td>--</td>
</tr>
<tr>
<td>Gas/service stations</td>
<td>--</td>
</tr>
<tr>
<td>Adult only/sexually-oriented businesses</td>
<td>--</td>
</tr>
<tr>
<td>Check Cashing for a Fee/Cash Advance/Bail bonds</td>
<td>--</td>
</tr>
<tr>
<td>Pawn Shop</td>
<td>--</td>
</tr>
</tbody>
</table>

Key: P Permitted Use  C Conditional Use Permit Required  D Director's Review Required
* Prohibited Use
P/C/D Permitted if similar to permitted uses in the District or Director's Review required if similar to other uses that require a Director's Review in the District or Conditional Use Permit required if similar to other uses that require a Conditional Use Permit in the District
* See text regarding alcohol sales

BD: Boulevard District  TD: Transit District  NO: Neighborhood Office District
CD: Commerce District  CA: Civic Village District  CA: Cedar Avenue Arts District
CV: Civic Village District
GD: Gateway District
OUTDOOR USES

Outdoor dining, merchandise displays, entertainers, temporary sidewalk/parking lot sales, and pushcart vendors may occur within the public sidewalk and on private outdoor spaces with the approval of an Outdoor Use Permit. The Planning Director has the authority to issue an Outdoor Use Permit if the following findings can be made.

◆ If located on a public sidewalk, the proposed use will maintain a minimum clear sidewalk path of at least five feet.
◆ The proposed use will not interfere with the ability of adjacent businesses, residents, or property owners to enjoy their property.
◆ If located on public property, the applicant has agreed to indemnify the City with an indemnification agreement satisfactory to the City Attorney. The applicant has also agreed to maintain liability insurance in the nature and amount satisfactory to the City Manager and City Attorney in order to protect the City from any potential claims that may arise from activity related to the use of public property. The policy shall name the City as an additional insured.
◆ The proposed use will not, under the circumstances of this particular case, be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.

The Planning Director’s decision to issue or deny an Outdoor Use Permit may be appealed to the Planning Commission.

NON-CONFORMING USES/BUILDINGS

Within Downtown Lancaster, there are uses and buildings that were lawfully established prior to the adoption of this Specific Plan. Many of these uses and buildings would not be allowed under the terms of this Specific Plan. As such, they are defined as non-conforming uses and buildings. Sections 17.32.830 thru 17.32.880 of the City of Lancaster Zoning Ordinance shall regulate non-conforming uses and buildings within Downtown Lancaster.

Commercial facade enhancements or renovations to legal non-conforming buildings shall be allowed if the enhancement or renovation does not enlarge the square footage of the building and the cost of the facade enhancement or renovation does not exceed 50% of the total replacement cost for the entire building or structure (as determined by the current building valuation guide sheet used by the Department of Building and Engineering Services to ascertain plan check and building permit fees). Projects that involve commercial facade enhancement or renovations to legal non-conforming buildings shall not be required to comply with the Development Specifications on Figure 5-10 through 5-17 since the non-conforming building was developed under different zoning regulations and standards. However, commercial facade enhancements or renovations shall be required to comply with the applicable facade Design Standards and Design Guidelines contained in Section 5-6 of this Specific Plan.

ALCOHOL USES

On-site alcohol sales and off-site alcohol sales shall require approval of a Conditional Use Permit or a Director’s Review as provided in Chapter 17.42 of the Lancaster Municipal Code. On-site alcohol sales of beer and wine at a bona-fide restaurant shall require a Director’s review. The separation distance requirements as contained in Chapter 17.42 shall not apply within the Downtown Lancaster Specific Plan.


Temporary Uses

Temporary uses that are allowed in Downtown Lancaster include:

- Storage of building materials used in the construction of a building or building project during the time of construction and 30 days thereafter. All materials shall be stored on the construction site or within approved construction staging areas.
- Temporary office for contractor involved in the construction of a building or building project during the time of construction and 30 days thereafter. The office shall be located on the construction site or within approved construction staging areas.
- Temporary residential sales offices associated with the construction of new condominium units.
- Temporary construction signs subject to the restrictions outlined in Section 17.12.420 of the City of Lancaster Zoning Ordinance.
- Temporary real estate signs subject to the restrictions outlined in Section 17.12.410 of the City of Lancaster Zoning Ordinance.

5.4 Building Types and Regulating Plans

Building Types

A building type refers to a group of buildings that share common characteristics, such as lot placement, mass and scale, and architectural elements. Examples of different building types include skyscrapers, warehouses, detached homes, rowhouses, and commercial block buildings. Within Downtown Lancaster, the following building types are allowed:

- Commercial Block Buildings
- “Main Street” Commercial Block Buildings
- Live-Work Lofts
- Courtyard Buildings
- Rowhouses
- Stacked Flat Buildings
- Detached Houses
- Garage/Accessory Building

Figure 5-2 shows conceptual illustrations of the above building types.
In addition to the above building types, civic and public buildings (such as City Hall, churches, post office, and public recreation centers) are allowed within all of the Downtown Districts subject to approval by the City Council. Civic and public uses are of special public importance to Downtown Lancaster. In order to provide maximum flexibility for the design of civic and public buildings, this Specific Plan does not prescribe specific development specifications or design regulations for such buildings. However, architects and designers of civic and public buildings should strive to design buildings that are compatible with the form and character of buildings allowed by this Specific Plan.

If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with the provisions of this Specific Plan.

**Regulating Plans**

A regulating plan is generally defined as a plan or map that designates how site and building design standards are applied to individual properties. For Downtown Lancaster, there is a regulating plan for each of the Downtown Districts. Each Regulating Plan determines the appropriate locations of the building types that are allowed in Downtown Lancaster. The Regulating Plans are provided on the following Figures:

- Figure 5-3: Boulevard District Regulating Plan
- Figure 5-4: Commerce District Regulating Plan
- Figure 5-5: Transit District Regulating Plan
- Figure 5-6: Gateway District Regulating Plan
- Figure 5-7: Neighborhood Office Regulating Plan
- Figure 5-8: Civic Village Regulating Plan
- Figure 5-9: Cedar Avenue Arts District
**Downtown Lancaster Specific Plan**

**Figure 5-3: Boulevard District Regulating Plan**

**Subdistrict BD-1**
Building Types Allowed:
"Main Street" Commercial Block Buildings

**Subdistrict BD-2:**
Building Types Allowed:
- Courtyard Buildings
- Stacked Flat Buildings
- Live-Work Lofts
- Rowhouses

**Notes:**
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within the Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Downtown Lancaster Specific Plan

**Figure 5-4: Commerce District Regulating Plan**

- **Subdistrict CD-1**
  - Building Types Allowed: Commercial Block Buildings

- **Subdistrict CD-2**
  - Building Types Allowed: Commercial Block Buildings
  - Stacked Flat Buildings
  - Courtyard Buildings
  - Live-Work Lofts

- **Subdistrict CD-3**
  - Building Types Allowed: If developed with the parcels to the north, these properties shall be developed with Commercial Block Buildings. If developed independent of the parcels to the north, these properties may be developed with Detached Houses.

**Notes:**
- The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 6-10 thru 6-17).
- Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Chapter 5

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Downtown Lancaster Specific Plan

Figure 5-5: Transit District Regulating Plan

Subdistrict TD-1
Building Types Allowed:
Commercial Block Buildings
"Main Street" Commercial Block Buildings

Subdistrict TD-2
Building Types Allowed:
Courtyard Buildings
Stacked Flat Buildings
Rowhouses
Live-Work Lofts

Notes:
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Downtown Lancaster Specific Plan

**Figure 5-6: Gateway District Regulating Plan**

**Subdistrict GD-1**

Building Types Allowed:
Commercial Block Buildings

**Notes:**
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Subdistrict NO-1
Building Types Allowed:
- Courtyard Buildings
- Stacked Flat Buildings
- Rowhouses

Subdistrict NO-2
Building Types Allowed:
- Detached Houses
- Rowhouses
- Garage/Accessory Building

Notes:
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Downtown Lancaster Specific Plan

Figure 5-8: Civic Village District Regulating Plan

Subdistrict CV-1
Building Types Allowed:
"Main Street" Commercial Block Buildings
Commercial Block Buildings

Subdistrict CV-2:
Building Types Allowed:
"Main Street" Commercial Block Buildings

Subdistrict CV-3:
Building Types Allowed:
Courtyard Buildings
Stacked Flats Buildings
Live-Work Lofts
Rowhouses

Notes:
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
Figure 5-9: Cedar Avenue Arts District Regulating Plan

Subdistrict CA-1
Building Types Allowed:
"Main Street" Commercial Block Buildings

Subdistrict CA-2:
Building Types Allowed:
Stacked Flat Buildings
Courtyard Buildings
Live-Work Lofts

Notes:
The above building types are only allowed if the minimum lot width and lot depth specifications for the applicable building type are satisfied (refer to the Site Specifications on Figures 5-10 thru 5-17). Multiple lots may be merged to meet the minimum site specifications of the applicable building type.

In addition to the above building types, civic and public buildings are allowed within all Downtown Districts subject to the approval of the Reviewing Agency. If an existing civic or public use within Downtown is relocated, then the existing building may be reused with a permitted or conditionally permitted use. If the property is redeveloped, then the redevelopment project shall be required to comply with this Regulating Plan and other applicable provisions of the Specific Plan.
DEVELOPMENT SPECIFICATIONS FOR BUILDING TYPES

Development specifications (or development standards) are provided for each of the allowed building types on the following Figures:

◆ Figure 5-10: Development Specifications for Commercial Block Building
◆ Figure 5-11: Development Specifications for “Main Street” Commercial Block Building
◆ Figure 5-12: Development Specifications for Live-Work Loft Building
◆ Figure 5-13: Development Specifications for Courtyard Building
◆ Figure 5-14: Development Specifications for Rowhouse Building
◆ Figure 5-15: Development Specifications for Stacked Flat Building
◆ Figure 5-16: Development Specifications for Detached House Building
◆ Figure 5-17: Development Specifications for Garage/Accessory Building

On each of the above Figures, there are development specifications that address site design, building mass and height, facade design, and the allowed uses within the building.

EXCEPTIONS

An exception is a permitted exemption to a development specification or design regulation within this Chapter of the Specific Plan. An exception to a development specification on Figures 5-10 through 5-17 may be granted only if the Reviewing Agency approves the following findings for the exception:

◆ Compliance with a development specification would preclude an effective and attractive design solution that fulfills the desired form, function, and character for Downtown Lancaster as specified in the Downtown Specific Plan.
◆ The granting of an exception will not constitute a grant of special privilege inconsistent with the limitations upon other properties that are subject to the same development standard or design regulation.
◆ The granting of an exception will not be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.
◆ The granting of the exception will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

The Reviewing Agency’s determination may be appealed to the Planning Commission as provided in Chapter 6.
Site Specifications:

A: Sidewalk
B: Build-to-Line (BTL): A building facade shall be built along all property lines (at a 0' setback) that are adjacent to streets. Building entrances, arcades, and upper floor balconies may be recessed into the facade. Up to 50% of the BTL may be setback to ensure a forecourt, plaza, or covered colonnade.
C: Minimum building depth of 20' as measured from the BTL.
D: Building Zone: 100% of this zone shall be occupied by one (or more) building(s).
E: Rear Multi-Functional Zone: Zone may be occupied by building, rear yard, courtyard, parking lot, and/or loading/unloading zones.
F: Setback Zone: A 5' rear setback is required if the rear yard is not adjacent to an alley. No other setbacks are required.

Mass/Height Specifications:

A: First Floor Ceiling Height: 12' to 16'
B: Upper Floor Ceiling Heights: 8' minimum and up to 90% of the height of first floor ceiling.
C: Minimum Number of Floors: 2. To determine the maximum number of floors, refer to Figure 5-18: Maximum Building Heights.
D: At street fronting entrances, the elevation of the ground floor shall be 0' to 24 inches above the adjacent sidewalk.
E: Stairways from the BTL are allowed on the second floor and above.
F: Multi-level basements are allowed.
G: Building Width: 10' minimum and 50' maximum. A single building on a lot wider than 50' is permitted if it is designed to look like multiple buildings. Each individual segment of the building shall have a maximum width of 50'.
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Site Specifications:

A: Sidewalk
B: Build-to-Line (BTL): A building facade shall be built along all property lines (at a 9’ setback) that are adjacent to a street. Storefronts, building entrances, and upper floor balconies may be recessed into the facade. Up to 50% of the BTL may be setbacks to create a forecourt or plaza.
C: Minimum building depth of 20’ as measured from the BTL.
D: Building Zone: 100% of this zone shall be occupied by one (or more) buildings.
E: Rear Multi-Functional Zone: Zone may be occupied by building, rear yard, courtyard, parking lot, and/or loading/unloading zones.
F: Setback Zone: A 9’ rear setback is required if the rear yard is not adjacent to an alley. No other setbacks are required.

Facade Specifications:

Facade Specifications apply to all facades that front a street, plaza, or courtyard:
A: Building Cap or Roof: The top of the facade shall be defined by a cornice, or a roof overhang.
B: Upper Floor Facade
C: Ground Floor Facade
D: A horizontal design element is required to differentiate between the ground floor and upper floors. Examples include a cornice line, awning, balcony, or change in the building material.
E: Upper Floor Window Fenestration: 35% to 60% of each upper floor facade shall be occupied by windows or doors. This specification does not apply to upper floors with dormer windows.
F: First Floor Window Fenestration: 60% to 90% of each first floor facade shall be occupied by transparent windows or doors.
G: Storefront: The ground floor facade shall be designed with one or more structural bays for storefronts. The maximum width of a bay shall be 24’. At least one storefront and building entrance is required for every ground floor business with street frontage.
H: Access to upper floor use shall be provided on a street fronting facade.

Mass/Height Specifications:

A: First Floor Ceiling Height: 14’ to 16’
B: Upper Floor Ceiling Heights: 8’ minimum and up to 80% of the height of first floor ceiling.
C: Minimum Number of Floors: To determine the maximum number of stories, refer to Figure C-12: Maximum Building Heights.
D: At street fronting entrances, the elevation of the ground floor shall be at the grade of the adjacent sidewalk.
E: Stepbacks from the BTL are allowed on the fourth floor and above.
F: Multi-level basements are allowed.
G: Building Width: 10’ minimum and 50’ maximum. A single building on a lot wider than 50’ is permitted if it is designed to look like multiple buildings. Each individual segment of the building shall have a maximum width of 50.

Use Specifications:

A: Upper Floor with Street Frontage: All uses as permitted by Table 5-1 are allowed. Structured parking is allowed.
B: Ground Floor with Street Frontage: All Retail/Service Uses as permitted by Table 5-1 are allowed. Parking is prohibited.
C: Floors without Street Frontage: All uses as permitted by Table 5-1 are allowed. Structured parking is allowed.
D: Accessory Parking and storage for onsite uses are allowed.
E: Minimum Depth of Street Frontage: Uses 20’ as measured from the Build-to-Line.
F: Utility meters, garbage disposal areas, surface parking lots, and loading and unloading facilities shall be located within the basement or to the rear of the building and shall be screened from public view.
G: Outdoor dining is allowed on all floors with the approval of an on-site use permit.
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**Site Specifications:**

- **A:** Sidewalks.
- **B:** Build-outs (see RTI). The front facade shall be built anywhere within 0 to 5' of the front property line.
- **C:** Building entrances and upper floor balconies shall be recessed into the facade.
- **D:** Minimum building depth of 20' as measured from the RTI.
- **E:** Building Zone: 100% of this zone shall be occupied by one or more buildings. The widths of the zone may decrease in circumstances where side driveways or pedestrian walkways are necessary.
- **F:** Rear Yard/Backdoor Zone: Zoning may be occupied by an extension of the main building, a detached building with addition live work, lofts, a common commercial yard, a parking structure, or surface parking. If live-work units are provided in this zone, pedestrian access from the sidewalk to the units shall be provided.

**Facade Specifications:**

Facade Specifications apply to all facades that front a street:

- **A:** Building Cap or Roof. The top of the facade shall be defined by a cap, such as a cornice or a roof.
- **B:** Upper Floor Facade.
- **C:** Ground Floor Facade.
- **D:** Ground Floor and Second Floor Window Proportion: 80% of each ground floor and upper floor facade that fronts a street shall be occupied by window openings. This calculation does not apply to upper floors with decor window.
- **E:** Entry Door: Each ground floor unit shall have an entry door on the front facade of the building.

**Prohibited Facade Elements:**

- **A:** External chimneys and external staircases to upper floors are prohibited on the front facade. Glass-rolling garage doors are allowed.

**Use Specifications:**

- **A:** Floors with Street Frontage: Loft Units and Home Occupancies/Loft Studio/Home Office. Uses as permitted by Table 3-1 are allowed. Parking is prohibited.
- **B:** Floors without Street Frontage: Loft Units and Home Occupancies/Loft Studio/Home Office. Uses as permitted by Table 3-1 are allowed. Parking is allowed.
- **C:** Basement: Parking and storage for onsite uses are allowed.
- **D:** Utility meters, garbage disposal areas, surface parking lots, and loading and unloading facilities shall be located within the building or to the rear or side of the building, and shall be screened from public view.
- **E:** Front setback Zone: Parking is prohibited in the front setback zone.

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**Mass/Height Specifications:**

- **a:** Ceiling Height of Ground Floor Loft Unit: 10' to 24'.
- **b:** Ceiling Heights of Upper Floor Units: 10' to 20'.
- **c:** Minimum Floor Plan: If provided in a loft unit, a basement floor shall be located in the rear of the unit.
- **d:** Minimum Number of Lofts: 2. To determine the maximum number of stories, refer to Exhibit 5.13. A basement floor is considered a floor when calculating maximum building height.
- **e:** Live Work Units: The live work units shall be the ground floor and the first story.
- **f:** Minimum Ceilings: 9' minimum.
- **g:** Minimum Ceilings: 8' minimum and 9' maximum.
- **h:** Ceiling Heights: The ceiling heights shall be no less than 9' minimum.
- **j:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **k:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **l:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **m:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **n:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **o:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **p:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **q:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **r:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **s:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **t:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **u:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **v:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **w:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **x:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **y:** Minimum Ceilings: The minimum ceiling height shall be 9'.
- **z:** Minimum Ceilings: The minimum ceiling height shall be 9'.

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Site Specifications:

Facade Specifications:
Facade Specifications apply to all facades that front a street and/or the on-site courtyard.

A: Building Cap or Roof: The top of the facade shall be defined by a cap, such as a cornice or a roof overhang.
B: Upper Floor Facade
C: Ground Floor Facade
D: Ground Floor and Second Floor Window Fenestration: 15% to 50% of each ground floor and upper floor facade that fronts a street, park, plaza, or on-site courtyard shall be occupied by windows openings. This specification does not apply to upper floors with dormer windows.
E: Courtyard Access: Pedestrian access to the courtyard shall be provided from the street.
F: Entry doors to private units are allowed on facades that front a street or on the on-site courtyard.

Prohibited Facade Elements:
A: External chimneys, external staircases to upper floors, and garage doors are prohibited on the front facade.

Figure 5-13:
Development Specifications for Courtyard Buildings

Description:
A building that is designed to define or enclose a common courtyard. The building may contain a variety of uses. Access to the uses is provided from the courtyard or ground floor lobby. Access to ground floor uses may also occur directly from private entrances along street fronting facades.

Example Photos:

Use Specifications:
A: Upper Floors: All uses as permitted by Table 5-1 are allowed. Parking is prohibited.
B: Ground Floor with Street/Courtyard Frontage: All uses as permitted by Table 5-1 are allowed. Parking is prohibited.
C: Courtyard
D: Ground Floor without Street/Courtyard Frontage: All uses as permitted by Table 5-1 are allowed. Parking is permitted.
E: Basement: Parking and storage for onsite uses are allowed.
F: Utility meters, garbage disposal areas, outdoor parking lots, and loading and unloading facilities shall be located off the side of the building and be screened from public view.
G: Front Yard: Parking is prohibited in the front yard.
H: Outdoor dining is allowed on balconies and courtyards with the approval of an outdoor use permit.

Auditorium Spec:

A: Appropriate combinations of the above roof forms

Mass/Height Specifications:

A: Ceiling Height: 8’ to 12’
B: Minimum Number of Floors: 2. To determine the maximum number of floors, refer to Figure 5-10: Maximum Building Heights.
C: All street fronting entrances, the elevation of the ground floor shall be 0’ to 72’ above the adjacent sidewalk. The ground floor shall be at least 36” above the adjacent sidewalk if it contains residential units.
D: Standard setbacks from the HFL are allowed on the second floor and above.
E: Multi-level basements are allowed.
F: Building Width: 60’ minimum and 115’ maximum.
G: Fences/walls that are located in a setback zone between a building facade and street (excluding retaining walls) shall have a maximum height of 72”. Fence wall posts shall be 4’ to 6’ taller than the fence wall. On corner lots, all sideyard fences/walls adjacent to the side street shall be setback from the sidewalk by at least 5’.

Wing Option: Site Plans:

A: Sidewalk
B: Build-to-Line (HFL): For buildings with a forecourt, the front facade of the building wings that define the forecourt shall be built anywhere within 5’ to 10’ of the front property line. For buildings with a center court, the front facade of the entire building shall be built anywhere within 5’ to 10’ of the front property line. Building entrances, porches, stoops, arcades, and upper floor balconies may be recessed into the facade.
C: Building Wings: Building wings are required to define the forecourt.
D: Courtyard Zone: The minimum dimension of a courtyard zone is 15’ x 20’. Forecourts shall occur on the first floor of the building. Center courts may occur on any floor of the building.
E: Building Zone: 100% of this zone shall be occupied by the building. The width of the zone may decrease in circumstances where side driveways are necessary.
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**Interior Lot: Option A:**
- A: Sidewalk
- B: Building Line (BTL): The front facade of rowhouses that are built along the street shall be anywhere within 8’ to 12’ of the property line adjacent to the street. Building entrances, porches, stairs, and canopy shall be recessed into the facade.
- C: Rowhouse unit with side- or end-unit parking. Parking shall be accessed from the rear alley.
- D: New Alley System: Minimum width of 26’.
- E: Pedestrian access from the sidewalk to the interior units on the site shall be required.
- F: Existing Alley: If the property is not served by an existing alley, then a new alley system shall be provided that connects to the street.
- G: Minimum Lot Width: 60’

**Site Specifications:**
- I: Setback Zone: An 8’ setback is required from all streets. No setbacks are required from alleys. A 5’ setback is required from all other external property lines of the external development site.
- J: Rowhouse Unit (without attached parking)
- K: Rear Yard: The rear yard shall be at least 10’ deep.
- L: Roof Multi-Facade Zone: Roof may be occupied by covered parking spaces or an accessory building/garage. All parking shall be accessed by the rear alley.

**Additional Notes:**
- Option A, the units within the interior of the lot could be configured in an orthogonal (rather than vertical) direction. Options A, B, and C may be combined on an appropriately sized development site.

**Mass/Height Specifications:**
- A: Ceiling Height: 8’ to 12’
- B: Minimum Number of Floors: 2, up to a maximum of 3 floors, refer to Figure 5-18: Maximum Building Heights.
- C: At street fronting entrances, the elevation of the ground floor shall be 36’ to 72’ above the adjacent sidewalk.
- D: Setback from the BTL are optional on the second floor and above.
- E: Basement/Storage: The basement/storage does not count as a floor when calculating maximum building height.
- F: Fences/walls that are located in a setback zone between a building facade and street (excluding retaining walls) shall have a maximum height of 36’. Rear and side yard fences/walls (excluding retaining walls) shall have a maximum height of 72’. Fences/wall posts shall be 4’ to 6’ taller than the fence/wall. On corner lots, all side and fence/walls adjacent to the street side shall be setback from the sidewalk by at least 5’.

**Facade Specifications:**
- Facade Specifications apply to front facades of each rowhouse unit:

**Prohibited Facade Elements:**
- A: External chimneys, exterior staircases to upper floors, and garage doors are prohibited on front facades.

**Use Specifications:**
- A: Ground floor and Upper Floors: Residential Condominium and Apartment Uses as permitted by Table 5-1 are allowed. One residential dwelling per individual rowhouse unit is allowed. Parking is prohibited.
- B: Basement/Garage: Storage and/or parking for the above unit is allowed.
- C: Utility meters and garbage disposal areas shall be located within the basement/garage or to the rear of the building and shall be screened from public view.
- D: Front Yard: Parking is prohibited in the front yard.

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**Figure 5-14:**
**Development Specifications for Rowhouse Buildings**

**Description:**
A building that consists of a series of residential homes, often with a similar width and height, situated side by side and joined by common walls.

**Example Photos:**
- A: A rowhouse with a modern design.
- B: Another rowhouse with a traditional facade.
- C: Yet another rowhouse, showcasing a contemporary aesthetic.

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**Required and Allowed Projecting Facade Element:**
- A: A front porch or stoop is required for all building entrances.
- B: External chimneys may extend up to 2’ from side and rear facades and may extend into the side and rear yard setback zone.
- C: Bay windows may project up to 2’ from any facade and may extend into the setback zone. They are not allowed to project over an alley.
- D: Projecting balconies/decks may extend up to 6’ into the front setback zone.
- E: 8’ minimum clearance.

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**Allowed Roof Forms:**
- A: Hip Roof
- B: Gable Roof
- C: Full Mantel Roof
- D: Dormers
- E: Shed Roof: Only allowed where building setbacks occur.

**Appendix:**
- A: Roof: The roof of each unit facade shall be defined by a roof. A: Roof and upper floor facade.
- B: Ground Floor Facade
- C: Ground Floor and Upper Floor Window Elevation: 15% to 50% of each ground floor and upper floor facade that fronts a street shall be occupied by windows. This specification does not apply to upper floors with dormer windows.
- D: Entry Door: Each unit shall have an entry door on the front facade of the building.

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### Site Specifications:

- **A:** Sidewalk
- **B:** Build-to-Line (BTL): The front facade shall be built anywhere within 7 to 15’ of the front property line.
- **C:** Minimum building depth of 20’ as measured from the BTL.
- **D:** Building Zone: 100% of this zone shall be occupied by the building. The width of the zone may decrease in circumstances where side driveways are necessary.
- **E:** Rear Multi-Functional Zone: Zone may be occupied by an extension of the main building, a garage/accessory building, a rear-side yard, a courtyard, parking lot, and/or loading/unloading zone.
- **F:** setback zone: A 10’ setback is required from all property lines. The setback zone shall be landscaped. Paved parapet wall walkways and site driveways (if necessary) are allowed in the setback zone.

### Facade Specifications:

- **A:** Building Cup or Roof: The top of the facade shall be defined by a cop, such as a cornice or a roof overhang.
- **B:** Upper Floor Facade
- **C:** Ground Floor Facade
- **D:** Ground Floor and Second Floor Window Fenestration: A 15% to 30% of each floor facade and upper floor facade that fronts a street, park, plaza, or on-site courtyard shall be occupied by windows. This specification does not apply to upper floors with dormer windows.
- **E:** Entry Door: One common entrance to the building is required on the front facade of the building. In addition, private entrances to businesses and residential units on the ground floor are also allowed.

### Prohibited Facade Elements:

- External chimneys, external staircases, and garage doors are prohibited on the front facade.

### Use Specifications:

- **A:** Upper Floors: All uses as permitted by Table 5-1 are allowed. Parking is prohibited.
- **B:** Ground Floor with Street: All uses as permitted by Table 5-1 are allowed. Parking is prohibited. Residential units are only allowed on the ground floor if the floor is elevated at least 36” from the sidewalk.
- **C:** Ground Floor without Street Frontage: All uses as permitted by Table 5-1 are allowed. Parking is permitted.
- **D:** Basements: Parking and storage on-site uses are allowed. Utility meters, garbage disposal areas, surface parking lots, and loading and unloading facilities shall be located within the basement or the rear or side of the building, and shall be screened from public view.
- **E:** Front Yard: Parking is prohibited in the front yard.
- **F:** Outdoor dining is allowed on balconies and courtyards with the approval of an outdoor use permit.

### Mass/Height Specifications:

- **A:** Ceiling Height: 8’ to 12’.
- **B:** Minimum Number of Floors: To determine the maximum number of floors, refer to Figure 5-1B: Maximum Building Heights.
- **C:** At street fronting entrances, the elevation of the ground floor shall be 6” to 72” above the adjacent sidewalk. The ground floor shall be at least 36” above the adjacent sidewalk if it contains residential units.
- **D:** Staircases from the BTL are allowed on the second floor and above.
- **E:** Multi-level basements are allowed.
- **F:** Building Width: 40’ minimum and 90’ maximum.
- **G:** Fences/walls that are located in a setback zone between a building facade and a street (excluding retaining walls) shall have a maximum height of 36”. Rear and side-yard fences/walls (excluding retaining walls) shall have a maximum height of 72”. Fence/wall posts shall be 4” to 6” taller than the fence/wall. On corner lots, all side yard fences/walls adjacent to the street shall be setback from the sidewalk by at least 5’.
**Interior Lots:**
- A: Sidewalk
- B: Build-to-Line (BTL): The front facade shall be built anywhere within 15’ to 25’ of the front property line. The building entrance may be recessed into the facade.
- C: Minimum building depth of 20’ as measured from the BTL.
- D: Building Zone: 100% of this zone shall be occupied by the building. The width of the zone may decrease in circumstances where side driveways are necessary.
- E: Rear Multi-Functional Zone: Zone may be occupied by an extension of the main building, a detached garage/ accessory building, or a rear/side yard. At least 50% of the zone shall be occupied by a yard.
- F: Alley

**Site Specifications:**
- G: Setback Zone: A 15’ setback is required from the front property line. A 5’ setback is required from all other property lines. The setback zone shall be landscaped. Paved pedestrian walkways are allowed in the setback zone.
- H: Lot Width: 35’ to 60’. All side yard property lines shall be perpendicular to the street.
- I: Minimum Lot Depth: 100’
- J: Access to parking garages shall be provided by the alley. Where an alley is not present on an interior lot, access to parking garages shall be provided by a one-way driveway located along the side property line. Where an alley is not present on a corner lot, access to parking facilities shall be provided by a driveway from the side street.

**Facade Specifications:**
Facade Specifications apply to all facades that front a street:
- A: Building Cap or Roof: The top of the facade shall be defined by a cap, such as a cornice or a roof overhang.
- B: Upper Floor Facade
- C: Ground Floor Facade
- D: Ground Floor and Second Floor Window Fenestration: 15% to 50% of each ground floor and upper floor facade that fronts a street shall be occupied by windows. This specification does not apply to upper floors with dormer windows.
- E: Entry Door: At least one common entrance to the building is required on the front facade of the building.

**Prohibited Facade Elements:**
- A: External chimneys, external staircases to upper floors, and garage doors are prohibited on the front facade.

**Mass/Height Specifications:**
- A: Ceiling Height: 8’ to 12’
- B: Minimum Number of Floors: 1. To determine the maximum number of floors, refer to Figure S-18: Maximum Building Heights.
- C: At street fronting entrances, the elevation of the ground floor shall be 36’ to 72’ above the adjacent sidewalk.
- D: Stepbacks from the BTL are allowed on the second floor and above.
- E: A basement is allowed.
- F: Building Width: 20’ minimum and 50’ maximum.
- G: Fences/walls that are located in a setback zone between a building facade and street (excluding retaining walls) shall have a maximum height of 36’. Rear and sideyard fences/walls (excluding retaining walls) shall have a maximum height of 72’. Fence/wall posts shall be 4’ to 6’ taller than the fence/wall. On corner lots, all sideyard fences/walls adjacent to the side street shall be setback from the sidewalk by at least 5’.

**Allowed Roof Forms:**
- A: Hip Roof
- B: Gabled Roof
- C: Shed Roof: Only allowed where building stepbacks occur.
- D: Dormers
- E: Appropriate combinations of the above roof forms

**Use Specifications:**
- A: Upper Floors: Residential or Office Uses as permitted by Table 5-1 are allowed. Parking is prohibited.
- B: Ground Floor with Street Frontage: Residential Uses as permitted by Table 5-1 are allowed. Parking is prohibited.
- C: Ground Floor without Street Frontage: All uses as permitted by Table 5-1. Parking is permitted.
- D: Basement: Parking and storage for on-site uses are allowed.
- E: Utility meters, garbage disposal areas, surface parking lots, and loading and unloading facilities shall be located within the basement or to the rear or side of the building, and shall be screened from public view.
- F: Front Yard: Parking is prohibited in the front yard.

**Figure 5-16: Development Specifications for Detached House Building**
Description:
A detached building that is surrounded by a front, side, and rear yard. Detached houses are typically designed as single family dwellings. In Downtown Lancaster, they may be designed for single family and multifamily dwellings and office uses.

**Example Photos:**
- A detached house with a front porch and side yard.

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Final – September 2008
CHAPTER 5

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Site Specifications:

Detached House/Stacked Flat Lots:

- A: Sidewalk
- B: Detached House, Stacked Flat, or Rowhouse Building.
- C: Rear Yard
- D: At least 10’ shall be provided between the detached garage/accessory building and other buildings on the site.
- E: Building Zone: The Detached Garage/Accessory Unit may be located anywhere within this zone. 100% of the zone may be occupied by the building.
- F: Setback Zone: The setbacks of the primary building type on the lot (Detached House, Stacked Flat, or Rowhouse) shall apply to Detached Garages/Accessories Buildings.
- G: The maximum depth of the building zone shall be 30.
- H: Alley

- I: Access to detached garages on Detached House and Stacked Flat lots shall be provided by the alley. Where an alley is not present on an interior lot, access to parking garage shall be provided by a one-way driveway located along the side property line. Where an alley is not present on a corner lot, access to parking facilities shall be provided by a driveway from the side street.
- J: Access to detached garages on Rowhouse lots shall be provided by the rear alley.

Rowhouse Lots:

- A: Sidewalk
- B: Detached House, Stacked Flat, or Rowhouse Building.
- C: Rear Yard
- D: At least 10’ shall be provided between the detached garage/accessory building and other buildings on the site.
- E: Building Zone: The Detached Garage/Accessory Unit may be located anywhere within this zone. 100% of the zone may be occupied by the building.
- F: Setback Zone: The setbacks of the primary building type on the lot (Detached House, Stacked Flat, or Rowhouse) shall apply to Detached Garages/Accessories Buildings.
- G: The maximum depth of the building zone shall be 30.
- H: Alley

- I: Access to detached garages on Detached House and Stacked Flat lots shall be provided by the alley. Where an alley is not present on an interior lot, access to parking garage shall be provided by a one-way driveway located along the side property line. Where an alley is not present on a corner lot, access to parking facilities shall be provided by a driveway from the side street.
- J: Access to detached garages on Rowhouse lots shall be provided by the rear alley.

Mass/Height Specifications:

- A: Ground floor Ceiling Height: 8’ to 12’
- B: Upper Floor Ceiling Height: 8’ to 9’
- C: Minimum Number of Floors: 1
- D: Maximum number of stories: 2
- E: A basement is allowed.
- F: Building Width: The maximum building width shall be determined by the width of the lot minus the side setback requirements.
- G: Dormers
- H: Appropriate combinations of the above roof forms

Facade Specifications:

- A: Building Cap or Roof: The top of the façade shall be defined by a roof.
- B: Upper Floor Façade
- C: Ground Floor Façade
- D: Upper Floor Windows: If the building is served by a rear alley, at least 15% of the rear upper floor façade shall consist of window openings to provide informal surveillance of the street.
- E: Garage Door
- F: Entry Door: Pedestrian access to uses within the building (other than the garage) may be provided directly from the alley and/or from the rear or side yard.
- G: Stairs to upper floor.

Allowed Projecting Facade Element:

- A: A porch or stoop is allowed on any façade. Porches or stoops may extend into the rear yard, but not into the setback zone.
- B: An external chimney may extend up to 2’ from side and rear facades and may extend into the side and rear yard setback zone. They are not allowed to extend over a rear alley.
- C: Bay windows may project up to 2’ from any façade and may extend into the rear yard or the setback zone. They are not allowed to extend over a rear alley.
- D: A projecting balcony/deck may extend 6’ from any façade. Projecting balconies may extend into the rear yard, but not into the setback zone.
- E: External stairway to the upper floors are allowed on any façade. They may not occur in the Setback Zone.
- F: R’s minimum clearance.

Use Specifications:

- A: Upper Floor: Apartments, condominiums, studio and Home occupation/Artist Studio/Home Office Uses as permitted by Table 5-1 are allowed. Parking is prohibited.
- B: Ground Floor: Apartments, condominiums, studio and Home occupation/Artist Studio/Home Office Uses as permitted by Table 5-1 are allowed. Parking is allowed.
- C: Basement: Storage for on-site uses are allowed.
- D: Utility meters and garbage disposal areas shall be located within the garage or to the rear or side of the building, and shall be screened from public view.
5.5 MAXIMUM BUILDING HEIGHTS

In Downtown Lancaster, building heights are measured by the number of floors within the building rather than the total number of feet between the ground and the top of the roof. Figure 5-18 shall be used to determine the maximum number of floors (excluding basements and sub- or partially sub-grade parking levels) allowed on each property within Downtown Lancaster.

Roof gardens, solar collector systems, and appurtenances are allowed on the roofs of buildings within Downtown Lancaster. An elevator shaft and stairwell providing access to a public or private roof garden is also allowed to exceed the maximum number of floors allowed on the property.
Downtown Lancaster Specific Plan

Figure 5-18: Maximum Building Heights

MAXIMUM HEIGHTS:
- Black: Five Floors*
- Gray: Four Floors*
- Light Gray: Three Floors
- White: Two Floors

*Notes
Any portion of a five-floor building that is within 75 horizontal feet of a parcel with a maximum height of three floors shall be stepped down to a height of four floors:

Any portion of a four-floor building that is within 75 horizontal feet of a parcel with a maximum height of two floors shall be stepped down to height of three floors.
5.6 Design Regulations and Guidelines

This section contains design regulations and design guidelines for all new development projects within Downtown Lancaster. In general, development projects must comply with all applicable design regulations, as they define the minimum or baseline standards for urban design. Design guidelines further define the desired character and image of development in Downtown Lancaster. Development projects are not necessarily required to comply with all applicable design guidelines. Their intent is to further describe desired character and image for development within Downtown Lancaster. A development project that does not comply with all of the applicable design guidelines may be approved based on the discretion of the Planning Commission or City Council. Nonetheless, compliance with the design guidelines is encouraged.

Exceptions

An exception is a permitted exemption to a development specification or design regulation within this Chapter of the Specific Plan. An exception to a Design Regulation may be granted only if the Reviewing Agency approves the following findings for the exception:

◆ Compliance with a design regulation would preclude an effective and attractive design solution that fulfills the desired form, function, and character for Downtown Lancaster as specified in the Downtown Specific Plan.
◆ The granting of an exception will not constitute a grant of special privilege inconsistent with the limitations upon other properties that are subject to the same development standard or design regulation.
◆ The granting of an exception will not be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of the proposed use.
◆ The granting of the exception will not be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

The Reviewing Agency’s determination may be appealed to the Planning Commission as provided in Chapter 6.

Organization

The Design Regulations and Design Guidelines are organized as follows:

A. All Building Facades
B. Commercial Block Building Facades
C. “Main Street” Commercial Block Building Facades
D. Live-Work Loft Building Facades
E. Other Building Facades
F. Roofs
G. Awnings and Marquees
H. Balconies
I. Colonnades
J. Bay Windows
K. Front Porches/Stoops
L. Commercial Signs
M. Service Areas
N. Mechanical Equipment
O. Landscaping
P. Fences, Walls, and Gates
Q. Site Lighting
R. Plazas, Pedestrian Walkways, and Courtyards
S. Parking

Throughout this section, Design Regulations are denoted with a solid blue box and “DR.” Design Guidelines are denoted with a white box and a “DG.”
A. ALL BUILDING FACADES

The Design Regulations and Design Guidelines in this section apply to all buildings within Downtown Lancaster.

DESIGN REGULATIONS

DR.A-1 All side and rear facades shall be designed with similar architectural elements, materials, and colors as the front facade. However, the design of side and rear facades may be simpler, more casual, and more utilitarian in nature.

DR.A-2 Additions to buildings shall be designed with a style, materials, colors, and details that are compatible with the existing structure.

DR.A-3 Brick and stone materials that are used on street-fronting facades shall be required to wrap around the corner to apply to at least five linear feet of the side facade. This is required to minimize a veneer appearance and to give the appearance that the materials have a structural function.

DR.A-4 If used, brick and stone veneer shall be mortared to give the appearance that they have a structural function.

Appropriate relationship between front facade (left), side facade (above right) and rear facades (below right).
Bricks shall have a horizontal orientation to give the appearance that they have structural strength. Bricks placed in a diagonal arrangement shall be avoided.

The upper floors of side and rear facades that directly overlook a rear yard on a neighboring lot (a lot with a shared property line) shall be designed with clerestory window openings. This regulation is required to help preserve the privacy of the adjacent rear yard. Regular window openings are allowed on these upper floor facades if the facade is setback from the property line of the adjacent yard by at least 20 horizontal feet and if mature trees, fencing, and landscaping are used to obscure views into the rear yard.

If used, window and door shutters shall have a width that would enclose the entire window or door opening when the shutters are closed.
**Design Guidelines**

**DG.A-1**

Window openings should have a vertical orientation and proportion. If the window opening has a square or horizontal orientation, windows and windowpanes should have a vertical orientation.

![Windows have a vertical orientation and proportion (Encouraged)](image1)

![Windows have a horizontal orientation and proportion (Discouraged)](image2)

**DG.A-2**

Windows should be recessed into the wall surface to help articulate the façade and to create interesting shadow patterns.

**DG.A-3**

Basic and simple window shapes are encouraged.

**DG.A-4**

Windows that open and close should be used to encourage natural ventilation of the building and less dependence on energy to ventilate, heat, and cool the structure.
Limit the number of building materials used on a facade. As a general rule, use no more than two different materials (excluding glass windows) on a single facade.

Materials should be complementary to one another and appropriate for the architectural style or theme of the building.

Changes in material should generally occur when there is a change in the plane of the facade. If possible, the change in material should occur on inside corners of the building. If a change is proposed along the line of a single plane, a pronounced expansion joint should be used to define a clear separation.

Inappropriate building materials that should be discouraged on facades include:

- Plywood
- Hardboard
- Unfinished lumber
- Corrugated fiberglass siding
- Aluminum siding
- Corrugated sheet metal or tin siding
- Textured T-11 siding
The natural colors of brick and stone material should be maintained. These materials should not be painted or glazed.

Muted and soft colors are encouraged. Extensively bold, bright, fluorescent, and neon colors should be avoided. If used, extensively bold, bright, fluorescent, and neon colors should only be used as accent colors on window and door frames, building trim, and details.

Color applications on a façade should generally be limited to one or two main colors and two to three accent colors that compliment the main color(s) of the structure.

Painted building surfaces should have a matte finish. Trim work may have a glossy finish.

Examples of Inappropriate use of color on buildings:

Examples of appropriate use of color on buildings:
B. COMMERCIAL BLOCK BUILDING FACADES

DESIGN REGULATIONS

Street facing building facades, as well as all facades that front a plaza or courtyard shall be articulated to improve the quality of the design. Appropriate methods of articulation include, but are not limited to, the following:

- Changing the direction of the wall or façade.
- Stepping back an upper floor façade
- Increasing the number and/or size of window openings.
- Altering the height of the building or roofline.
- Breaking up large smooth surfaces with expansion joints, expression lines, reveals, or changes in texture and color.
- Dividing large window openings by using smaller window panes.
- Providing projecting trellises or canopies over window openings.
- Adding depth and detail to the cornice or roof parapet.
- Recessing entrances and windows into the façade to create depth and cast shadow patterns.

Examples of appropriately articulated facades:

Examples of poorly articulated facades (TO BE PROHIBITED):
The primary building entrance shall be a prominent feature on the façade and shall be easy to identify. It shall be distinguishable and more prominent than secondary or private entrances to businesses or uses on the first floor. Appropriate methods to distinguish the primary entrance include, but are not limited to, the following:

- Providing a unique building element, such as a tower or change in the roofline, above the primary building entrance.
- Recessing the facade at the primary entrance to create an attractive forecourt.
- Accenting the entrance with unique architectural elements, such as columns, a marquee, projecting trellises, or unique lighting features.

Structured parking is prohibited on portions of the ground floor that front a street, plaza, or courtyard. Structured parking is allowed on portions of upper floors that front streets, plazas, and courtyards, but only if the facade is designed to comply with the following standards:

- The façade shall maintain a horizontal line. Sloping ramps on street fronting facades are prohibited.
- Facades shall be designed with regularly spaced window openings. Metal frames should be used to articulate the openings and to provide vertical orientation within the openings.
- The façades shall be designed with compatible materials, colors, details, architectural elements, and textures as the ground floor façade.

Examples of Inappropriate Parking Structure Facades. These facades clearly read as parking structures, and therefore would be prohibited:
Design Guidelines

DG.B-1
Building facades should be designed with a clear base, such as a projection of the wall surface or the use of a different material or color treatment.

DG.B-2
Highly reflective surfaces and mirror glass should be avoided on facades.

DG.B-3
Building materials should be durable and able to withstand long-term exposure to sun and rain. Materials that require high maintenance are discouraged.

DG.B-4
A combination of traditional and contemporary building materials should be used on commercial block building facades. Appropriate materials include:

- Stone or marble
- Brick (in an unglazed finish)
- Poured in place concrete
- Concrete Block
- Fiber cement
- Ceramic tiles (as an accent material)
- Metal posts, frames, trellises, and canopies
- Aluminum, copper, and steel framed windows and doors

Examples of appropriate use of building materials:
Materials that should be avoided on commercial block building facades include conventional wood siding, wood shingles and wood shakes.

For a facade that fronts a street, plaza, or courtyard, at least 75% of the facade’s width should contain projecting elements that create shade for pedestrians, such as awnings/marquees, arcades trellises, or projecting second floor balconies.

Examples of Projecting Elements that create shade for pedestrians:
C. “Main Street” Commercial Block Building Facades

**Design Regulations**

Front building facades, as well as all facades that front a plaza, or courtyard, shall be designed with:

- Ground floor storefronts that utilize clear transparent glass in order to provide clear views of storefront displays from the street, and/or to allow natural surveillance of the street and adjacent outdoor spaces. Mirror and tinted glass is prohibited.
- Upper floor window openings that have a vertical orientation and proportion. Mirror and tinted glass is prohibited on upper floor facades.
- A clear building base, such as a projection of the wall surface and the use of a different material or color treatment.

*Example of a storefront:*

*Mirror and tinted glass is prohibited on facades:*

*Transparent windows and doors provide clear views of storefront displays and natural surveillance of the street and adjacent public spaces*
Street facing building facades, as well as all facades that front a plaza or courtyard, shall be articulated to improve the quality of the design. Appropriate methods of articulation include, but are not limited to, the following:

- Increasing the number and/or size of window openings.
- Providing stylized windows and doors.
- Creating a defined base for the building.
- Providing three-dimensional expression lines (vertical and horizontal) between the floors of the structure and around storefronts and window openings.
- Adding depth and detail to the cornice or roof parapet.
- Recessing storefronts and windows into the façade to create depth and cast shadow patterns.

Building facades shall be appropriately articulated:

- **Unarticulated**
- Façade articulation is improved by increasing the number and size of window openings:
- Façade articulation is improved by providing a defined building cap or roofline with depth and detail, and by adding stylized windows and doors:
- Façade articulation is improved by providing a building base and three-dimensional horizontal and vertical expression lines.
The ground floor façade shall have more area dedicated to transparent window and door openings than the upper floors.

Structured parking is prohibited on portions of the ground floor that front a street, plaza, or courtyard. Structured parking is allowed on portions of upper floors that front streets, plazas, and courtyards, but only if the façade is designed to comply with the following standards:

- The façade shall maintain a horizontal line. Sloping ramps on street fronting facades are prohibited.
- Facades shall be designed with regularly spaced window openings. Metal frames should be used to articulate the openings and to provide vertical orientation within the openings. 30 to 60% of each facade shall consists of openings.
- The façades shall be designed with compatible materials, colors, details, architectural elements, and textures as the ground floor façade.

Examples of Appropriately Designed Parking Structure Facades:

Examples of Inappropriate Parking Structure Facades. These facades clearly read as parking structures, and therefore would be prohibited.
Elements of traditional “Main Street” storefronts are encouraged. These elements include the recessed entry door(s), display windows, the kickplate or bulkhead, transom windows, and a cornice defining the top of the storefront.

Storefronts should be recessed into the wall plane by at least 6 inches and should be framed by building piers or columns and a cornice or horizontal expression line.
Traditional building materials should be used on “Main Street” Commercial Building Facades. Appropriate materials include:

- Brick (in an unglazed finish and earth tone)
- Rock and Stone
- Poured in place concrete
- Concrete block
- Fiber cement
- Ceramic tiles (as a secondary material)
- Wrought iron (in storefronts)
- Wood, aluminum, copper, steel, and vinyl clad frames for windows and door
- Plaster or stucco
- Painted or stained lap horizontal siding and vertical board and batten wood siding
- Finished and painted wood trim

Examples of appropriate building materials on facades:
For a facade that fronts a street, plaza, or courtyard, at least 75% of the facade's width should contain projecting elements that create shade for pedestrians, such as awnings/marquees, or projecting second floor balconies, and colonnades.

Projecting façade elements are required for shade:

- Balcony
- Awning and Marquee
- Colonnade/Arcade
- Awning
D. **Live-Work Loft Building Facades**

**Design Regulations**

**DR.D-1**

Building facades that front a street shall be designed with:

- Building bays for window and doors.
- A clear building base, such as a projection of the wall surface and the use of a different material or color treatment.
- Transparent window openings that allow views into the lofts.

**DR.D-2**

Street facing building facades shall be articulated to improve the quality of the design. Appropriate methods of articulation include, but are not limited to, the following:

- Providing stylized windows and doors.
- Providing three-dimensional expression lines (vertical and horizontal) between the floors of the structure and window openings.
- Adding depth and detail to the cornice or roof parapet.
- Recessing windows into the façade to create depth and cast shadow patterns.
- Applying projecting elements, such as balconies, canopies and awnings.
- Changing the roofline.

Examples of appropriately designed facades on lofts:
Design Guidelines

DG.D-1 Facades that have a warehouse or industrial style should be avoided.

DG.D-2 Metal balconies are strongly encouraged on facades.

DG.D-3 Appropriate materials that are encouraged on live-work loft building facades include:

- Brick (in an unglazed finish and earth tone)
- Poured in place concrete
- Concrete block
- Fiber cement
- Ceramic tiles (as a secondary material)
- Wood, aluminum, copper, steel, and vinyl clad frames for windows and door
- Plaster or stucco

Examples of appropriate building materials on facades:

DG.D-4 The following materials should be avoided on live-work loft facades:

- Metal Siding
- Wood siding
- Painted or stained lap horizontal siding and vertical board and batten wood siding
E. OTHER BUILDING FACADES

The Design Regulations and Design Guidelines in this section apply to the facades on the following building types:

- Courtyard Buildings
- Stacked Flat Buildings
- Rowhouses
- Detached Houses
- Garages/Accessory Buildings

DESIGN REGULATIONS

Facades that front a street or on-site courtyard shall be articulated to improve the quality of the design. Appropriate methods of articulation include:

- Changing the direction of the wall plane by adding a building wing.
- Increasing the number of window openings on the facade.
- Balancing the window openings on the facade to avoid large blank walls surfaces.
- Using more than one material, texture, or color to break up the mass of the facade.
- Stepping back upper stories.
- Adding projecting facade elements, such as a porch, bay windows, or balconies.
- Utilizing appropriate architectural details.
- Providing overhanging roof eaves that create depth and cast shadows.
- Providing horizontal expression lines to break up large wall surfaces.

The pictures on the following pages illustrate examples of appropriately articulated facades.
Examples of appropriately designed facades on Courtyard Buildings:

Examples of appropriately designed facades on Stacked Flat Buildings:

Examples of appropriately designed facades on Rowhouses:

Examples of appropriately designed facades on Detached Houses:
The facades of detached garages/accessory buildings shall be designed with similar materials, colors, and details as the primary building on the site.

**DESIGN GUIDELINES**

Traditional building materials should be used on facades. Appropriate materials include:

- Brick (in an unglazed finish and earth tone)
- Painted or stained lap horizontal siding and vertical board and batten wood siding
- Poured in place concrete
- Fiber cement
- Finished and painted wood trim
- Wood, aluminum, copper, steel, and vinyl clad wood frames for windows and doors
- Wood doors. Door with window opening are encouraged.
- Plaster or stucco
- Natural stone or river rock (at building bases and columns)

Examples of appropriate building materials on facades:
F. Roofs

Design Regulations

**DR.F-1** Roofing forms, slopes, details, and materials shall be compatible with the overall style and character of the structure.

**DR.F-2** A compatible roof design (in terms of overhangs, pitch, fascia, materials, and eaves) shall be provided on all sides of the structure.

**DR.F-3** All roofs shall be designed with gutters and downspouts to prevent water damage and stains on building facades and to protect pedestrians from dripping water. Gutters shall drain directly into a cistern, landscaped area, or on- or off-site storm drain system.

**DR.F-4** Roof overhangs may extend out from the facade of the building. However, roof overhangs shall not extend over a neighboring parcel or more than three feet over a public sidewalk (unless it covers a balcony that projects more than three feet over the sidewalk).

**DR.F-5** Mechanical equipment on roofs shall be screened from public views from all sidewalks, plazas, courtyards, public spaces, and pedestrian walkways.

Roof-top Equipment shall be screened from public views
DESIGN GUIDELINES

DG.F-1

Roof overhangs should extend at least 16 inches from the façade. Deeper overhangs are encouraged where needed to provide shade on walls and windows.

DG.F-2

Appropriate types of roof materials that are encouraged on buildings include:

- Asphalt shingles
- Slate shingles
- Fiber cement shingles
- Clay or concrete tile roofs
- Composite roofing materials made of recycled natural fiber and recycled plastic
- Tar, gravel, composition, or elastomeric roof materials shall only be allowed on flat roofs that are concealed by a parapet or cornice feature.

DG.F-3

Gutters and downspouts should be painted to match either the trim or body color of the structure.

DG.F-4

Vent pipes that are visible from streets, sidewalks, plazas, courtyards, and pedestrian walkways should be painted to match the color of the roof to make them less conspicuous.

DG.F-5

Whenever possible, downspouts should be located in the least conspicuous location, such as side and rear facades of the building.

Examples of appropriate roofing materials:
G. Awnings, Trellises, and Marquees

Design Regulations

DR.G-1

The following standards apply to projecting awnings, trellises, and marquees:

- The valance (or front face) of an awning shall not exceed 18 inches in height
- Awnings, trellises, and marquees shall not obscure views into storefront display windows or cover piers, columns, pilasters, clerestory windows, architectural expression lines or details.
- Awnings and marquees may have signs (see Section L: Commercial Signs).
- Awnings, trellises, and marquees shall be designed with materials, shapes, and colors that are compatible with the style and materials of the façade.

Design Guidelines:

DG.G-1

On buildings with storefronts or structural bays for windows and doors, multiple awnings or marquees located above the storefront or structural bay are encouraged rather than a single awning or marquee that covers the entire facade.

DG.G-2

All awnings on a building should have a consistent size, shape, and placement pattern. However, awnings on a building may have different colors and patterns to represent the different businesses in the building.

DG.G-3

Awnings should have basic and simple color patterns, such as one solid color or a vertical striping pattern with two colors.

DG.G-4

The height of the awning should be approximately 1/3rd to 2/3rds the depth of the awning.

DG.A-

Colorful canvas and fabric awnings are encouraged and preferable to permanent awnings made of glass, plastic, or metal. Backlit awnings are discouraged.
H. Balconies

Design Regulations

The following standards apply to projecting balconies:

- Balconies may be open or covered with a roof or upper story balcony.
- Balconies shall be designed with materials, colors, and details that are compatible with the style of the building and the materials used on the facade. The balcony shall not have a tacked-on appearance or look like it was an addition or afterthought.
- The distance between roof-supporting columns, piers, or posts on balconies shall not exceed their height.
CHAPTER 5

I. COLONNADES/ARCADES

DESIGN REGULATIONS

The following standards apply to projecting colonnades:

- An arcade may be covered with a roof or a balcony. An enclosed habitable space may occur above an arcade on a Commercial Block Building.
- Supporting columns, piers, or posts shall be spaced and sized so that they do not block views of storefront windows from the street.
- Colonnades shall be designed with materials, colors, and details that are compatible with the style of the building and the materials used on the facade.
J. Bay Windows

Design Regulations

The following standards apply to projecting bay windows:

- The maximum length of a bay window shall be eight feet.
- Bay windows shall be designed with materials, colors, and details that are compatible with the style of the building and the materials on the façade.
- If more than one bay window is provided on a facade, at least four feet of horizontal separation should occur between the two bay windows.

Design Guidelines

Windows should be provided on all sides of the bay window. Windows should have a vertical orientation and proportion.

The sides of bay windows should be angled.
K. Front Porches/Stoops

**Design Regulations:**

The following standards apply to front porches and stoops:

- Front porches shall be covered with a roof, a balcony, or an enclosed habitable space. An enclosed habitable space may not occur within the setback zone.
- Front porches shall not be enclosed by permanent or temporary walls, windows, window screens, or plastic or fabric materials.
- The spacing of supporting columns, piers, or posts on front porches shall not exceed their height.
- The raised platform of a front porch (not including stairways) shall be at least 50 square feet in size with no one dimension less than 6 feet in length.
- The raised platform of a stoop (not including stairways) shall be at least 16 square feet in size with no dimension less than 4 feet in length.
- The design of the front porch and stoop, including materials, colors, and details shall be compatible with the overall style and form of the building. The front porch or stoop should not have a tacked-on appearance or look like it was an addition or afterthought.

The stairs of a porch or stoop should be boxed or framed. Floating stairways should be avoided.
L. COMMERCIAL SIGNS

This section applies to permanent commercial business signs only. The City of Lancaster Zoning Ordinance shall be used to regulate all other signs (address markers, temporary signs, political signs, directional signs, special event signs, real estate signs, historic plaques, residential signs, etc).

The Planning Director has the authority to issue a sign permit in Downtown Lancaster if the sign is designed to comply with the applicable Design Regulations in this section. To allow for creative signing solutions, the Planning Commission may issue a permit for a sign that is not specifically permitted or prohibited by this regulating code. Examples of such signs may include a vertically oriented sign for a movie theater marquee or an electronic kiosk sign that shows stock market prices for a bank.

Existing signs that were established lawfully before this Specific Plan was adopted shall be considered legal non-conforming signs. Sections 17.32.830 thru 17.32.880 of the City of Lancaster Zoning Ordinance shall be used to regulate legal non-conforming signs.

DESIGN REGULATIONS

DR.L-1

In order to avoid sign clutter, signage shall only be allowed on facades that have building entrances.

DR.L-2

Signs shall not cover or obscure windows, doors, storefronts, building entrances, cornices, columns, or other architectural elements or details.

DR.L-3

The gross area of all signs that are mounted parallel to a facade shall not exceed 10% of the total area of the facade.

DR.L-4

The following types of signs are allowed in Downtown Lancaster:

- Awning or marquee sign
- Storefront sign
- Primary Tenant Sign
- Window Signs
- Projecting signs
- Directory signs
- Monument signs

Design Regulations for these signs are provided below:

Inappropriate use of signage on facades:
Awning or Marquee Signs: A sign that is printed or mounted on an awning or marquee. The following standards apply to these signs:

- Awning and marquee signs are only allowed on Commercial Block, “Main Street Commercial Block, and Live-Work Loft buildings.
- Signs are only allowed on the front face or valance of the awning.
- Lettering shall not exceed the height of 8 inches.
- The width of the sign shall be limited to 80 percent of the width of the awning or marquee.
- Marquee signs may be illuminated by backlighting behind individually mounted letters or symbols, by neon tubing, or by the internal illumination of sign symbols and letters. Internally illuminated box signs that light the entire sign (letters, symbols, logos, and background) are prohibited.

Backlighting behind individually mounted letters (Allowed):

Internal illumination of symbols and letters but not the sign background (Allowed):

Internally illuminated box sign (Prohibited):
Storefront Signs: A horizontally oriented sign that is mounted on the facade above the entrance to ground floor stores. The following standards apply these signs:

◆ Storefront signs are only allowed on Commercial Block and “Main Street Commercial Block Buildings.
◆ The distance between the lowest point and highest point of a storefront sign shall not exceed 36 inches.
◆ Storefront signs shall not project out from the facade more than 12 inches.
◆ Ground floor business within a building may have one or multiple storefront signs. However, the cumulative width of all storefront signs on a facade shall not exceed 50 percent of the facades width.
◆ Storefront signs shall be placed in an area that is above the ground floor storefront windows and below the windows on the second floor.
◆ Storefront signs may be illuminated externally by lights mounted on the facade, by backlighting behind individually mounted letters or symbols, by neon tubes, or by the internal illumination of sign symbols and letters. Internally illuminated box signs that light the entire sign (letters, symbols, logos, and background) are prohibited.

Extermly illuminated sign (Allowed):

Backlighting behind individually mounted letters (Allowed):

Internally illuminated box sign (Prohibited):

Internal illumination of symbols and letters but not the sign background (Allowed):
Building/Primary Tenant Sign: A horizontally oriented sign that is mounted above the windows of the top floor of the building. These signs are used to identify the name of the building or the primary tenant of the building. The following standards apply to these signs:

- Building/primary tenant signs are only allowed on Commercial Block and “Main Street Commercial Block Buildings.
- Only one of these signs is allowed per building.
- The distance between the lowest point and highest point of a building/primary tenant sign shall not exceed 36 inches.
- Building/primary tenant signs shall not project out from the facade more than 12 inches.
- Building/primary tenant signs may be illuminated externally by lights mounted on the facade, by backlighting behind individually mounted letters or symbols, or by the internal illumination of sign symbols and letters. Internally illuminated box signs that light the entire sign (letters, symbols, logos, and background) are prohibited.
Window signs: A temporary or permanent sign that is placed on or within 18 inches of a window (including windows on doors). Window signs include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos. The following standards apply to these signs:

- Window signs are only allowed on the windows of non-residential uses.
- Window signs shall not occupy more than 25% of a window.
- Permanent window signs shall be created with permanent, fade resistant paint, gold-leaf lettering, or glass etching.
- In store lighting or an externally mounted light shall be used to illuminate window signs. The use of neon tubing shall be limited to “open and closed” signs.
Projecting Signs: A double-sided sign that projects perpendicular to the building facade and hangs from a mounted wall brace or from the ceiling of a balcony or arcade. The following standards apply to these signs:

- Projecting signs are only allowed on Commercial Block, “Main Street Commercial Block, and Live-Work Loft buildings.
- Projecting signs may project up to four feet from a facade.
- Projecting signs that hang from the ceiling of a balcony or arcade shall not exceed a width of four feet and shall be centered within the balcony or arcade.
- At least eight feet of vertical clearance shall be provided from the lowest point of the sign and the sidewalk.
- The maximum area of a projecting sign shall not exceed 10 square feet.
- Projecting signs shall be mounted near storefront entrances.
- The top of a projecting signs shall be located below the windows on the second floor of the building.
- A maximum of one projecting sign is allowed for every storefront entrance on the facade.
- Projecting signs shall be externally illuminated by a light mounted on the facade or by neon tubing used to illuminate letters, symbols, and accent frames.
Directory Sign: A small sign that is attached flat against the facade at the eye level of pedestrians. Directory signs are either used to identify an individual business within a storefront or to identify multiple tenants that are accessible by a shared entrance or lobby. The following standards apply to these signs:

- Directory signs are only allowed near entrances to non-residential uses.
- Directory signs shall not exceed an area of six square feet.
- Only one directory sign is allowed for each storefront or lobby entrance.
- Directory signs shall be externally illuminated. Internal illumination and neon lighting is prohibited.

Monument signs: A sign that is located on the ground within the front yard of a property. The following standards apply to these signs:

- Monument signs are only allowed for non-residential uses within buildings that are setback from the front property line.
- Only one monument sign is allowed per building.
- Monument signs shall not exceed a height of five feet from the ground surface.
- The maximum width of a monument sign shall be 6 feet.
- Monument signs shall be designed with materials, colors, and details that are compatible with the design of the building on the site.
- The area surrounding the monument sign shall be landscaped.
- Monument signs shall be externally illuminated. Internal illumination and neon lighting is prohibited.
The following types of signs are prohibited in Downtown Lancaster:

- Pole mounted or lollipop signs
- Billboards
- Inflatable or windblown signs
- Signs that produce smoke or sound
- Signs with animated or moving characters
- Changeable letter marquee signs (except for theaters or concert venues)
- Window signs that occupy more than 25% of the window’s area
- Roof mounted signs
- Permanent sidewalk signs

Examples of prohibited signs:
**Design Guidelines**

<table>
<thead>
<tr>
<th>DG.L-1</th>
<th>Signs should be constructed of durable and weatherproof materials so that they will not discolor, fade, crack, rust, or erode.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DG.L-2</td>
<td>Simple and easy-to-read typefaces should be used on signs. Hard-to-read and intricate typefaces should be avoided.</td>
</tr>
<tr>
<td>DG.L-3</td>
<td>Signs that have symbols, characters, or graphics are encouraged. The symbol, character, or graphic should relate to the products sold in the business or to the name of the business.</td>
</tr>
<tr>
<td>DG.L-4</td>
<td>Signs that show depth and cast shadows are encouraged. Depth and shadows can be created by mounting individually cut letters and symbols on the sign base or carving letters and symbols into the base of the sign.</td>
</tr>
<tr>
<td>DG.L-5</td>
<td>Sign materials and colors should complement the building façade. Basic and simple color applications are encouraged and vibrant and fluorescent colors should be avoided.</td>
</tr>
<tr>
<td>DG.L-6</td>
<td>The color of letters and symbols should contrast the base or background color of the sign to maximize readability.</td>
</tr>
<tr>
<td>DG.L-7</td>
<td>Sign lighting should be directed and shielded to illuminate the sign and not to spill over to other parts of the building or site.</td>
</tr>
</tbody>
</table>

Easy-to-read fonts should be used and hard to read fonts should be avoided.
CHAPTER 5

SERVICE AREAS

DESIGN REGULATIONS:

DR.L-1 Trash disposal areas and shipping and receiving areas shall be located within parking garages or to the rear of buildings.

DR.L-2 Trash disposal areas shall be screened from public views from all sidewalks, streets, plazas, and public spaces.

DR.L-3 Trash enclosures or garages shall be used to store outdoor garbage containers or dumpsters.

DESIGN GUIDELINES:

DG.L-1 The design of trash enclosures should be architecturally compatible with other buildings on the site, and their design should use similar forms, materials, and color applications.

M. MECHANICAL EQUIPMENT

DESIGN REGULATIONS

DR.M-1 The following shall be screened from public views from streets, pedestrian walkways, sidewalks, plazas, courtyards and public spaces:

- Electric and water utility meters
- Power transformers and sectors
- Heating/ventilation/cooling equipment
- Irrigation and pool pumps
- Satellite dishes greater than 18” in diameter
- Antennas
- Rooftop mechanical equipment
- Other mechanical equipment

Appropriate methods of screening include fencing, landscaping, roof parapets, and equipment enclosures. The design of screening devices shall be compatible with the main structure and conform to other sections of this Code. Noise levels of mechanical equipment shall be minimized.
N. Landscaping

Design Regulations

DR.N-1

The following areas shall be landscaped and regularly maintained to be free of weeds, overgrown vegetation, and litter:

- Yards that are visible from streets, sidewalks, plazas, courtyards, and/or other public spaces.
- Common outdoor areas within any development
- Private and public surface parking lots.

DR.N-2

All new trees shall have a caliper size of 3 inches measured 12 inches from the ground. If the species is not available in this size, a caliper of 2 ½ inches measured 12 inches from the ground will be acceptable.

DR.N-3

In order to provide adequate pedestrian clearance, trees shall be pruned regularly so that there is at least 7 feet of vertical clearance between the lowest branches of the tree and the grade of the adjacent sidewalk or pedestrian walkway. They shall also be pruned to maintain the health, vigor, and natural shape of the tree, and to maintain vehicular clearance and sight lines.

DR.N-4

All trees shall have an adequately sized planting area. The size of the planting area shall be based on the amount of room needed for tree roots. Root barriers shall be used when trees are planted near pedestrian walkways and sidewalks.

DR.N-5

All landscaping shall be maintained in a healthy and attractive state and shall be watered, weeded, generally maintained, and replaced (if necessary) by the property owner/property manager.
All surface parking lots shall be designed with the following landscaping features:

- **Landscaped planters:** Landscaped planters shall be located between public sidewalks and parking lots. Landscaped planters shall be at least 5 feet wide and shall be planted with a combination of shrubs, trees, and flowering plants.
- **Trees:** Trees shall be planted at a ratio of one tree per four parking spaces. Trees may be planted in landscaped planters, tree wells in pedestrian walkways, and/or diamond shaped planter boxes located between parking rows. Diamond-shaped planter boxes and tree wells shall be at least 5 feet square. Tree grates and root guards shall be required for trees planted within pedestrian walkways.
- **Ground cover, low-lying shrubs, and trees:** These shall be planted within the planters and planter boxes. Tree grates or landscaping may be used in tree wells located within pedestrian walkways.
The Planning Director shall approve all parking lot trees. Trees that provide a canopy of shade in the summer and that do not drop heavy cones, sap, fruit, and seedlings shall be selected.

**DESIGN GUIDELINES**

**DG.N-1**
Public art and interpretative heritage plaques and kiosks should be incorporated into landscaped areas to highlight Lancaster’s unique history and heritage.

**DG.N-2**
Flowerpots and planter boxes are encouraged to add color and variety to the landscape. Flowerpots and planters are encouraged on porches, second-story balconies, and below windows. Flowerpots may also hang from porch overhangs and columns of posts. All flowerpots and planter boxes should be compatible with the architecture style of the building.

**DG.N-3**
Properties should be landscaped with indigenous or drought-tolerant plants and trees that can grow in the microclimate of Downtown Lancaster. Plants and trees should be adaptable to the site’s microclimate, soil, and orientation/aspect.

**DG.N-4**
The amount of space dedicated to lawns should be minimized to reduce water demand and the use of fertilizers. Lawns should only be used in areas that are intended for relaxation or play. Native groundcover or perennial grasses, shrubs, and trees should be used in place of lawns whenever possible.

**DG.N-5**
Plants and trees should be grouped based on the water demands of the species. Dividing the plants into low, medium, and high water use zones will help to prevent over watering.

**DG.N-6**
All landscaped areas should be irrigated with automatic drip or bubbler irrigation systems that do not produce over-spray on surfaces outside the planting area.
O. FENCES, WALLS, AND GATES

DESIGN REGULATIONS

DR.O-1 The design of fences and walls shall be compatible with the architecture of the building on the site.

DR.O-2 Pergolas and entrance arbors are allowed on fences/walls. These features shall not exceed 8 feet in height.

DR.O-3 Fences and walls shall have an articulated design. Articulation can be created by having regularly spaced posts, changing the height of the fence/wall, and by using different building materials at the base, posts, or the cap of the fence/wall. Flat walls, chain link fences, and barbed wire fences are prohibited.

DESIGN GUIDELINES

DG.O-1 Fences and walls may be constructed of the following materials:

- Wood
- Natural stone
- Wrought iron
- Concrete masonry
- Brick
- Other materials of similar quality, durability, and character to those listed above and approved by the Planning Director.

DG.O-2 Fences and walls should be painted to match or compliment the color of the building; however, walls constructed with brick and stone should not be painted, in order to display the natural color of the materials.

DG.O-3 At least 50 percent of a front yard fence should be transparent. Completely solid walls (not including retaining walls for terraces) should be avoided in front yards.
P. Site Lighting

Design Regulations:
The following areas shall be illuminated at night to insure the safety of users and to minimize opportunities for crime.

- Surface parking lots.
- Parking structures, including access points elevators, and stairwells.
- Pedestrian walkways and paths.
- Plazas.
- Sidewalks.
- Automated Teller Machines (ATMs).
- All entrances to buildings, including rear and service entrances.
- Garbage disposal areas.
- Alleys.
- Other areas that are routinely used by pedestrians.

Site, building, and sign lighting shall be located and directed to light the intended area of illumination and to prevent off-site glare impacts on adjacent buildings or properties.

Design Guidelines:
Lighting should be provided at regular intervals to prevent the creation of light and dark pockets. Dark pockets can create uncomfortable areas for pedestrians and provide opportunities for criminals to hide in dark shadows. Light pockets can create a “fish bowl” affect. Within the light pocket (or the “fish bowl”), pedestrians may be observed, but their ability to see outside of the light pocket is limited, which creates discomfort and insecurity.

Over-lighting of buildings and sites should be avoided. Over-lighting can create an environment that feels like a prison-yard and can ruin desired night-time ambience.

All lighting poles and fixtures should have a decorative/ornamental design that complements the structures on the site.
Q. Plazas and Courtyards

Design Regulations:

DR.Q-1
All plazas, pedestrian walkways, and courtyards shall be designed with an ornamental surface that is differentiated from the sidewalk and asphalt streets and parking lots. Appropriate types of ornamental paving include:

- Natural stone.
- Turf block.
- Brick.
- Concrete unit pavers.
- Concrete with special textures, colors, and patterns.

DR.Q-2
All plazas and courtyards shall be designed with pedestrian amenities, such as seating, outdoor dining tables with umbrellas, planters, trees, vine covered pergolas, pedestrian scaled lighting, public artwork, outdoor fireplaces, and fountains.

DR.Q-3
Plazas and courtyards shall be illuminated from dusk to dawn. A combination of overhead lighting and lighted bollards shall be used.

Design Guidelines

DG.Q-1
Fountains, misters, and other water features should be incorporated into the design of plazas and courtyards.

DG.Q-2
A combination of hard and soft surfaces should be incorporated into the design of plazas and courtyards to add visual interest and variety.

DG.Q-3
Public art and interpretive heritage plaque should be incorporated into the design of plazas to highlight Lancaster’s unique history and heritage.
R. Parking Requirements

Design Regulations:

The minimum required number of parking spaces shall be determined based on the following standards:

- Housing: 1.0 space per dwelling unit.
- Hotels: 1.0 space per rental room.
- Retail: 2.0 spaces per 1000 square feet.
- Office: 2.2 spaces per 1000 square feet.
- Bank: 3.0 spaces per 1000 square feet.
- Utility: 2.5 spaces per 1000 square feet.
- Government: 1.0 space per 1000 square feet.

When the calculation of the required number of parking spaces results in a fractional number, fractions equal to or greater than one-half shall be adjusted up to the next whole number.

On-site parking requirements for automobiles may be reduced with the submittal and approval of a parking analysis and/or shared parking plan to justify the proposed reduction in parking. The Planning Director (or Planning Commission in cases requiring a conditional use permit) shall approve the parking analysis.

On-site parking stalls may be located directly off the alley if the width of the alley can adequately accommodate the turning radius of vehicles pulling in and out of the parking stalls. No parking stall shall project into an alley, sidewalk, or street.

All parking lots shall be surfaced with asphalt, concrete, unit pavers, or similar hard surface. Parking spaces shall be striped.

All parking and service areas that are adjacent to a street shall be buffered from public views by a combination of landscaping and fences/walls.
The dimensions of on-site parking spaces shall be based on the following standards:

<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>Stall Width (S)</th>
<th>Stall Depth (D)</th>
<th>Aisle Width (A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>90</td>
<td>8</td>
<td>18</td>
<td>22</td>
</tr>
<tr>
<td>30</td>
<td>8</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>45</td>
<td>8</td>
<td>20</td>
<td>11</td>
</tr>
<tr>
<td>60</td>
<td>8</td>
<td>20</td>
<td>18</td>
</tr>
<tr>
<td>Parallel</td>
<td>8</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>ADA</td>
<td>13.5</td>
<td>Same as above</td>
<td></td>
</tr>
</tbody>
</table>

![Diagram of parking angles and dimensions]
T. Streets

Guidelines

The design and construction of a new or reconstructed street or alley shall be based on the guidelines of this Section applicable to the street type identified on the Figure 5-19, Street Map.

Figure 5-19: Street Map
Segment A of Lancaster Boulevard should be designed based on the guidelines below.

### Lancaster Boulevard Segment A

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Design Speed</td>
<td>25 mph</td>
</tr>
<tr>
<td>Traffic Flow</td>
<td>Two ways (one-lane in each direction)</td>
</tr>
<tr>
<td>Center Left-Turn Lane</td>
<td>Yes</td>
</tr>
<tr>
<td>Center Median</td>
<td>Yes</td>
</tr>
<tr>
<td>On-street Parking Lanes</td>
<td>Angled parking (45 degrees) on north side of the street. Parallel parking on south side of the street.</td>
</tr>
<tr>
<td>Radius of Curb at Intersection</td>
<td>5 feet minimum to 15 feet maximum</td>
</tr>
<tr>
<td>Bulb-outs</td>
<td>Recommended for all intersections and mid-block crosswalks. The depth of the bulb-out extension shall maintain an effective vehicle turning radius of at least 25 feet.</td>
</tr>
<tr>
<td>Lighting</td>
<td>Required along sidewalks. Spacing of lights shall not exceed a distance of 30 linear feet. The maximum height of a streetlight shall not exceed 15 feet.</td>
</tr>
<tr>
<td>Streetscape Furniture</td>
<td>A bench and trash/recycling receptacle are required for every 200 linear feet of sidewalk. A bicycle rack is recommended every 300 feet.</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>Crosswalks with special paving/textures are required.</td>
</tr>
<tr>
<td>Street Trees/Planters</td>
<td>Street trees are required along sidewalks and center medians. Spacing of trees shall not exceed 30 linear feet. Trees shall be located in a tree well with a tree grate or a landscaped planter.</td>
</tr>
<tr>
<td>Potential Variations</td>
<td>Additional travel/merge lanes may be required at intersection approaches of 10th Avenue and Sierra Highway to mitigate traffic Impacts. As determined by the City, a roundabout may be constructed at the intersection of 10th Avenue.</td>
</tr>
</tbody>
</table>
Segment B of Lancaster Boulevard should be designed based on the guidelines below.

<table>
<thead>
<tr>
<th><strong>Lancaster Boulevard Segment B</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Design Speed:</strong> 20 mph</td>
</tr>
<tr>
<td><strong>Traffic Flow:</strong> Two ways (one-lane in each direction)</td>
</tr>
<tr>
<td><strong>Center Left-Turn Lane:</strong> Yes</td>
</tr>
<tr>
<td><strong>Center Median:</strong> No</td>
</tr>
<tr>
<td><strong>On-street Parking Lanes:</strong> Angled parking (45 degrees) on one side of the street and parallel parking on the other. The angled and parallel parking pattern switches sides of the street after each block.</td>
</tr>
<tr>
<td><strong>Radius of Curb at Intersection:</strong> 5 feet minimum to 15 feet maximum</td>
</tr>
<tr>
<td><strong>Bulb-outs:</strong> Recommended for all intersections and mid-block crosswalks. The depth of the bulb-out extension shall maintain an effective vehicle turning radius of at least 25 feet.</td>
</tr>
<tr>
<td><strong>Lighting:</strong> Required along sidewalks. Spacing of lights shall not exceed a distance of 30 linear feet. The maximum height of a streetlight shall not exceed 15 feet.</td>
</tr>
<tr>
<td><strong>Streetscape Furniture:</strong> A bench and trash/recycling receptacle are required for every 200 linear feet of sidewalk. A bicycle rack is recommended every 300 feet.</td>
</tr>
<tr>
<td><strong>Crosswalks:</strong> Crosswalks with special paving/textures are required.</td>
</tr>
<tr>
<td><strong>Street Trees/Planters:</strong> Street trees are required along sidewalks. Spacing of trees shall not exceed 30 linear feet. Trees shall be located in a tree well with a tree grate or a landscaped planter.</td>
</tr>
<tr>
<td><strong>Potential Variations</strong> None.</td>
</tr>
</tbody>
</table>
10th Street and Sierra Highway should be designed based on the guidelines below.

### 10th Street and Sierra Highway

<table>
<thead>
<tr>
<th><strong>Vehicle Design Speed:</strong></th>
<th>35 mph</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic Flow:</strong></td>
<td>Two ways (three northbound lanes and two southbound lanes)</td>
</tr>
<tr>
<td><strong>Center Left-Turn Lane:</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Center Median:</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>On-street Parking Lanes:</strong></td>
<td>Prohibited.</td>
</tr>
<tr>
<td><strong>Radius of Curb at Intersection:</strong></td>
<td>5 feet minimum to 15 feet maximum</td>
</tr>
<tr>
<td><strong>Bulb-outs:</strong></td>
<td>Bulb-outs are not recommended.</td>
</tr>
<tr>
<td><strong>Lighting:</strong></td>
<td>Required along sidewalks. Spacing of lights shall not exceed a distance of 30 linear feet. The maximum height of a streetlight shall not exceed 15 feet.</td>
</tr>
<tr>
<td><strong>Streetscape Furniture:</strong></td>
<td>A bench and trash/recycling receptacle are required for every 200 linear feet of sidewalk. A bicycle rack is recommended every 300 feet.</td>
</tr>
<tr>
<td><strong>Crosswalks:</strong></td>
<td>Crosswalks with special paving/texture are required.</td>
</tr>
<tr>
<td><strong>Street Trees/Planters:</strong></td>
<td>Street trees are required along sidewalks and center medians. Spacing of trees shall not exceed 30 linear feet. Trees shall be located in a tree well with a tree grate or a landscaped planter.</td>
</tr>
<tr>
<td><strong>Bike Lanes:</strong></td>
<td>Recommended.</td>
</tr>
<tr>
<td><strong>Potential Variations</strong></td>
<td>Additional travel/merge lanes may be required at intersections approaches to mitigate traffic Impacts. As determined by the City, a roundabout may be constructed at the intersection of 10th Avenue and Lancaster Boulevard.</td>
</tr>
</tbody>
</table>
Local streets should be designed based on the guidelines below.

![Diagram of Local Streets Design](image)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Design Speed</td>
<td>25 mph</td>
</tr>
<tr>
<td>Traffic Flow</td>
<td>Two ways (one-lane in each direction)</td>
</tr>
<tr>
<td>Center Left-Turn Lane</td>
<td>No</td>
</tr>
<tr>
<td>Center Median</td>
<td>No</td>
</tr>
<tr>
<td>On-street Parking Lanes</td>
<td>Parallel parking on both sides of the street.</td>
</tr>
<tr>
<td>Radius of Curb at Intersection</td>
<td>5 feet minimum to 15 feet maximum</td>
</tr>
<tr>
<td>Bulb-outs:</td>
<td>Recommended for all intersections. The depth of the bulb-out extension shall maintain an effective vehicle turning radius of at least 25 feet.</td>
</tr>
<tr>
<td>Lighting:</td>
<td>Required along sidewalks. Spacing of lights shall not exceed a distance of 60 linear feet. The maximum height of a streetlight shall not exceed 15 feet.</td>
</tr>
<tr>
<td>Streetscape Furniture:</td>
<td>Benches, trash/recycling receptacles, and bike racks may be required on sidewalks that are adjacent to commercial uses.</td>
</tr>
<tr>
<td>Crosswalks:</td>
<td>Crosswalks with special paving/texture are recommended. Painted crosswalks are allowed.</td>
</tr>
<tr>
<td>Street Trees/Planters:</td>
<td>Street trees are required along sidewalks. Spacing of trees shall not exceed 30 linear feet. Trees shall be located in a landscaped planter strip between the sidewalk and street.</td>
</tr>
<tr>
<td>Potential Variations</td>
<td>None</td>
</tr>
<tr>
<td>Vehicle Design Speed</td>
<td>25 mph</td>
</tr>
</tbody>
</table>
CHAPTER 6 - ADMINISTRATION AND IMPLEMENTATION

The revitalization of the Downtown Lancaster Specific Plan project area will be a multi-year effort that really has no “end”. The preferred land use development concept and associated improvements necessary are envisioned to occur over a 20-year period but the health and vitality of downtown will always require active management. The Revitalization of the Specific Plan area, therefore, will be dependent on and responsive to prevailing market conditions, making it challenging to forecast the timing and extent of future conditions.

6.1 APPLICABILITY

The provisions of this chapter are applicable to all properties within the Downtown Lancaster Specific Plan area. The regulations, development standards, and guidelines as contained in the Specific Plan shall apply in their entirety to the review of development proposals; where Specific Plan development standards and guidelines do not provide adequate direction, the City of Lancaster Municipal Code should prevail.

6.2 AMENDMENTS TO THE GENERAL PLAN

As noted in Chapter 2, California law requires that a Specific Plan be consistent with the General Plan of the adopting locality. To this end, existing General Plan goals and policies were reviewed to ensure consistency between the Downtown Specific Plan and the Lancaster General Plan (See Appendix A). As the City moves into updating the General Plan, the General Plan and accompanying Land Use Map should incorporate the Downtown Lancaster Specific Plan.

6.3 AMENDMENTS TO THE ZONING CODE AND MAP

The Zoning Classifications in the Downtown Lancaster Specific Plan area existing prior to the adoption of the Specific Plan are Central Business District, General Commercial, Commercial Planned Development, Light Industrial, High-Density Residential, Low-Density Residential (R-7000), and Public. These classifications should be repealed within the Specific Plan area and the zoning map shall be amended to indicate the new Downtown Lancaster Specific Plan zoning classification “SP.”

All land use regulations, development standards, and other provisions of the Downtown Lancaster Specific Plan in its entirety shall apply as expressly stated in this Plan. For the development criteria and regulations that are not amended or superseded by this Specific Plan, the provisions of the City of Lancaster Municipal Code shall prevail.

The provisions contained in the Specific Plan constitute the primary land use and development standards for the project area. These regulations are applied in addition to the provisions as set forth in the City of Lancaster Municipal Code. As part of the implementation of the Specific Plan, the City of Lancaster Municipal Code shall be amended to include the Downtown Lancaster Specific Plan (“SP”).
6.4 Administration and Enforcement

It shall be the duty of the City of Lancaster to enforce the provisions set forth in the Downtown Lancaster Specific Plan. All officers, employees, and officials of the City of Lancaster who are vested with the duty or authority to issue permits or licenses shall comply with the provisions of the Downtown Lancaster Specific Plan, and shall not issue any permit or license or approve any use or building that would be in conflict with the Downtown Lancaster Specific Plan. Any permit, license, or approval issued that is in conflict with the requirements of the Downtown Lancaster Specific Plan shall be considered null and void.

6.4.1 Reviewing Agency

The Reviewing Agency shall be comprised of the following individuals:

- The Director of Economic Development/Redevelopment
- The Director of Housing and Neighborhood Revitalization
- The Director of Parks, Recreation, and Arts
- The Planning Director
- The Director of Public Works

The Reviewing Agency shall have the authority to interpret the language of the Downtown Specific Plan and its application/enforcement. The Reviewing Agency shall have the authority to approve, approve with conditions, or disapprove an application for a development project, except for conditional use permit. Determinations of the Reviewing Agency may be appealed pursuant to Section 6.4.3.

6.4.2 Review of Development Projects

Development projects shall include construction of new buildings, substantial additions to existing buildings, or substantial modifications to the exterior of existing buildings. Submittal to the Reviewing Agency shall be through a Director's Review as provided in Article VI of Chapter 17.32, with the appropriate fee as determined pursuant to the adopted Director's Review fee categories. Sufficient information shall be submitted with the application to allow the Reviewing Agency to determine conformance with the design requirements and guidelines of the Downtown Lancaster Specific Plan. Projects that require approval of a conditional use permit shall file a conditional use permit application along with the required fee; the Reviewing Agency shall have the authority to review such a request, and provide a recommendation to the Planning Commission.

6.4.3 Appeals

The applicant or any other entity may appeal decisions of the Reviewing Agency to the City of Lancaster Planning Commission. Decisions of the Planning Commission may be appealed to the City Council. Appeals shall be processed in a manner consistent with the City of Lancaster Municipal Code.

6.5 Amendments to the Specific Plan

The Downtown Lancaster Specific Plan may be amended in the same manner by which it was originally adopted. In addition, an amendment shall demonstrate that it meets the intent of the Specific Plan’s goals and objectives or provide a finding that the amendment enhances the Plan or is necessary to implement the Plan’s goals and objectives. All sections or portions of the Specific Plan to be changed or that may be affected by the change shall be included in the Specific Plan Amendment. A concurrent amendment of the
General Plan is not required, provided the City Council determines that any substantive changes would not conflict with the goals, objectives, policies, or programs of the City of Lancaster General Plan.

6.6 Severability

If any portion of the Downtown Lancaster Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining portion of the Downtown Lancaster Specific Plan.

6.7 Development Strategy

The Downtown Lancaster Specific Plan provides policy, regulatory, and design guidance for both public and private land that implements the community’s vision for the future of Downtown. Through the form-based Regulating Code, the Specific Plan facilitates different development potentials. The focus of a development strategy should be on preparing an infrastructure phasing strategy to ensure that any necessary infrastructure improvements are in place to support development and/or redevelopment.

6.8 Fiscal Impact Analysis

A fiscal impact analysis was conducted to study whether or not the build out of the Downtown Lancaster Specific Plan is fiscally sustainable for the City of Lancaster. It evaluates the impact of the proposed project on the City's General Fund and the Redevelopment Agency Fund during the development of the project over a 20-year timeframe. The Appendix G, Fiscal Analysis, contains the full analysis, including extensive discussion of the assumptions, methodology, and data used in the analysis.

The analysis indicates that in the short-term, growth in the Downtown will not generate sufficient revenues to offset new costs to the City. However, over the longer term as retail and office development catch up with residential development, and as the entire project begins to produce sufficient funds to pay for the debt service on required capital improvement costs (e.g., downtown parking, streetscape and roadway improvements, etc.), the project under three of four possible growth scenarios will ultimately be fiscally sustainable.

The fiscal impact analysis builds upon a companion document, the Downtown Specific Plan Feasibility Analysis, also found in the Appendix F, which analyzes demographic, retail, real estate, and employment trends as well as specific proposed development scenarios. This analysis was undertaken to test the financial feasibility of, and market support for, the development envisioned in the Specific Plan.

The Specific Plan includes a mix of residential, retail, and office as well as various public amenities and key infrastructure improvements to create a strong sense of place and improved identity for the City of Lancaster. As proposed, the new demand at build out (year 2030) the project would include: 2,569 new residential units, 265,000 square feet of new retail and restaurant space, and 230,000 square feet of additional office development. The new development would bring 6,800 new residents, 920 new office jobs, and 590 additional retail jobs to create a revitalized and enlivened Downtown.

The Specific Plan may build out quickly or more slowly depending on overall economic trends, real estate market conditions, and the success of overall downtown revitalization. Consequently, the study examines the fiscal impact of Specific Plan buildout under four different scenarios:
Scenario A would produce a net positive fiscal impact of $7.6 million over the 20-year projection. Scenario B would result in a net positive fiscal impact of $3.2 million. Scenario C would result in a net negative fiscal impact of -$3 million. Finally, Scenario D would result in a positive net fiscal impact of $1.4 million over the 20-year projection. From a fiscal perspective, Scenario D represents the most likely scenario for the City.

The fiscal impact analysis identifies a number of important conclusions that must be considered by the City prior to a decision on the Specific Plan:

- Commercial development, especially retail development, is one of the major revenue sources for the City of Lancaster and for this project. Reductions of commercial land uses or the inability of the Downtown to draw new retail and office development potential will change the fiscal impact of this project. Specifically, new retail projects that compete with the Downtown project should be avoided; especially retail developments that seek to serve the same market niche through the development of a downtown-type pleasure-shopping venue.
- Rapid residential development without corresponding retail and commercial development will result in a project with a potential for a net negative fiscal impact on the City of Lancaster. Thus while new residential development will help to revitalize and enliven the Downtown and make many mixed-use projects feasible for developers, it is the commercial development that will help provide the City with revenues to pay for the services required by the residential development.
- The Specific Plan implementation will require significant City investments in streetscape, roadway, and parking facility improvements. If these investments are made by the City, and the project does not produce at least a modest rate of growth over the 20-year period, the project will result in a net negative fiscal impact on the City.
- Fiscal issues are one important tool to evaluate the value of a Specific Plan. Land use goals, place-making, community identity, social and economic goals, and environmental impacts also must be considered when determining the correct course of action for Downtown Lancaster.
6.9 IMPLEMENTATION PROGRAM

The implementation program on the following pages specifies the steps and actions that should be undertaken within the next five to ten years to implement the Specific Plan and realize the Downtown Lancaster vision. This implementation matrix represents the culmination of the entire Downtown Lancaster planning process and the strategies referenced throughout the Specific Plan. The matrix is a tool to help implement and monitor progress of the Specific Plan and can be revised to reflect changes in community priorities and available resources. The organization of the matrix reflects the National Main Street Center’s Four-Point Approach to downtown revitalization, which is the guiding framework for the Specific Plan.

Funding and financing for projects and programs identified within this chapter will require a comprehensive and creative financing approach through the use of various financing mechanisms, including debt financing, equity financing, loan guarantees, and tax credits. Additionally, grants should be pursued for public improvements and arts projects.

Table 6-1 lists potential funding opportunities available from State and Federal agencies, as well as selected private and nonprofit entities. Note that funding and financing programs are dynamic and change according to available funds, changes in State and Federal law, and other factors. The list is not exhaustive and should be supplemented as new sources become available.

### Table 6-1:
Potential Financing Mechanisms

<table>
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<th>Federal (F)</th>
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| **FEDERAL ECONOMIC DEVELOPMENT ADMINISTRATION (EDA)**  
Funds from the EDA can be used to finance construction and rehabilitation of infrastructure and facilities that are necessary to achieve long-term growth and dynamic local economies. Grants to communities for site preparation and construction of water and sewer facilities, access roads, etc. |
| **U.S. FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM (TCSP)**  
The TCSP is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for these discretionary grants. Grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. |
**Federal (F)**

**Federal Highway Administration Department of Transportation (DOT)**
The FHWA provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.

**Environmental Protection Agency (EPA) Program Grants**
The EPA funds federal grants for various purposes, including State and local program research, demonstrations, development, and implementation of various environmentally based programs, including water pollution, conservation, solid waste disposal, etc.

**EPA - Clean Water Revolving Fund**
This low-interest loan program was established by the Federal Clean Water Act. Loans for projects that address point and non-point sources of water pollution.

**FTA Metropolitan Planning Program**
Operated by the Federal Transit Administration (FTA), this program provides financial assistance, through the states, to metropolitan planning organizations (MPOs) to support the costs of preparing long-range transportation plans required as a condition of obtaining Federal Capital Program and Urbanized Area Formula Program grants for transit projects. Funds can be used for technical studies relating to management, operations, capital requirements, innovative financing opportunities, and economic feasibility; evaluation of previously assisted projects; and other similar or related activities preliminary to and in preparation for the construction, acquisition, or improved operation of transportation systems, facilities, and equipment, including the planning for “livability” features such as improved pedestrian and bicycle access to the station and shops and community services in the station area, incorporating arts and artistic design in stations and surrounding areas, and other improvements that enhance the usability and community-friendliness of the transit system environment. Up to a maximum of 20 percent of the preliminary engineering and design costs for a transportation facility.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**
Continuing the transportation enhancement program of TEA-21, SAFETEA-LU gives local governments unprecedented flexibility in developing a mix of highway corridor enhancements, with funds for such projects as public transit, bikeways, highway enhancements, recreation, historic preservation, scenic byways, and other alternatives to address transportation and community needs. States and localities are permitted to use Federal dollars (provided primarily from the gasoline tax) for more flexibility to meet their transportation needs. More comprehensive planning, taking into account such factors as desired land use patterns and environmental effects, is required as a prerequisite to Federal funding.

**State (S)**

**Infrastructure State Revolving Fund Program of the California Infrastructure and Economic Development Bank (CIEDP)**
This is a loan program that provides low-cost financing to public agencies for a variety of infrastructure programs, including streets, bridges, drainage, water supply, flood control, environmental mitigation measures, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, educational facilities, and parks and recreational facilities. Funding assistance ranges from $250,000 to $10,000,000. The application process is complicated and slow. There must be a dedicated source for debt service of the loan. Tax increment flowing from redevelopment projects is often favored as a funding source for retiring this debt because it flows for a long time and is steady. The term of the loan can be as long twenty years.
<table>
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<th>State (S)</th>
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| **Building Equity and Growth in Neighborhoods Program (BEGIN)**  
BEGIN reduces local regulatory barriers to affordable ownership housing, and provides down payment assistance loans to qualifying first-time low- and moderate-income buyers of homes in BEGIN projects. Eligible homes must be newly constructed in projects facilitated by local regulatory incentives or barrier reductions, and may include manufactured homes. |
| **CalHome Program**  
CalHome enables low-and very-low-income households to become or remain homeowners. Grants eligible to local public agencies and nonprofit developers to assist individual households through deferred-payment loans. Direct, forgivable loans to assist development projects involving multiple ownership units, including single-family subdivisions. |
| **Code Enforcement Grant Program (CEGP)**  
The CEGP funds capital expenditure costs of existing or proposed local building code enforcement programs. Grants for three-year local programs. There is no formal match requirement, but grants must supplement existing funding for code enforcement that covers soft costs and staffing. Maximum grant amount to a single recipient was $300,000; minimum grant was $30,000. Eligible activities include purchase of capital assets that will be dedicated to local housing code enforcement. These may include tangible physical property with an expected useful life of 15 years or more, major maintenance of a capital asset, and equipment with an expected useful life of two years or more, such as vehicles, computers, and inspection equipment. |
| **Multifamily Housing Program (MHP)**  
The MHP assists with new construction, rehabilitation, and preservation of permanent and transitional rental housing for lower-income households. Eligible activities include new construction, rehabilitation, or acquisition and rehabilitation of permanent or transitional rental housing, and the conversion of nonresidential structures to rental housing. Projects are not eligible if construction has commenced as of the application date, or if they are receiving 9% Federal low-income housing tax credits. MHP funds will be provided for post-construction permanent financing only. Eligible costs include the cost of child care, after-school care, and social service facilities integrally linked to the assisted housing units; real property acquisition; refinancing to retain affordable rents; necessary on-site and off-site improvements; reasonable fees and consulting costs; and capitalized reserves. |
| **Predevelopment Loan Program (PDLP)**  
The PDLP provides predevelopment capital to finance the start of low-income housing projects. Eligible activities include predevelopment costs of projects to construct, rehabilitate, convert, or preserve assisted housing, including manufactured housing and mobile home parks. Eligible costs include, but are not limited to, site control, site acquisition for future low-income housing development, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation. Priority will be given to developments that are rural, located in the public transit corridors, or which preserve and acquire existing government-assisted rental housing at risk of conversion to market rents. |
| **State Water Resources Control Board Nonpoint Source Water Pollution Control Grants**  
Established by the Federal Clean Water Act §319, these grants are for the implementation of State nonpoint source (NPS) pollution control programs. Each State passes through a portion of these funds to other entities for implementing specific NPS management practices. State water quality agencies are the lead agencies for these grant programs. |
### Workforce Housing Reward Program

This program provides financial incentives to cities and counties that issue building permits for new housing that is affordable to very-low or low-income households. Eligible activities include construction or acquisition of capital assets such as traffic improvements, neighborhood parks, bike paths, libraries, school facilities, play areas, community centers, and police and fire stations.

### California Infrastructure and Economic Development Bank (CIEDB)

The CIEDB was created in 1994 to promote economic revitalization, enable future development, and encourage a healthy climate for jobs in California. The CIEDB has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The Infrastructure Bank’s current programs include the Infrastructure State Revolving Fund (ISRF) Program and the Conduit Revenue Bond Program.

### California Pollution Control Financing Authority Sustainable Communities Loan and Grant Program

The SCGL program has been designed to be flexible and encourage creativity. Funding will be awarded to communities that wish to implement policies, programs, and projects using sustainable development principles. All projects must encompass sustainable development principles to be eligible for funding. Examples of eligible projects are: (1) Specific plans, or portions of specific plans that direct the nature of development and revitalization within the boundaries of a required general plan consistent with sustainable development principles. (2) Alternative transportation studies, urban design studies, finance plans, redevelopment plans, and engineering studies that facilitate sustainable development. (3) Projects such as a community center, park enhancements, or infrastructure improvements that are key elements of a comprehensive community or neighborhood sustainable development plan. (4) Funding for local communities to hire individuals at various stages of planning, depending on the needs of the community. An example would be hiring a new staff member or consultant to assist an individual community with the design and/or implementation of a particular plan for development or revitalization using sustainable development principles. (5) Funding for communities to hire technical experts to identify, assess, and complete applications for State, Federal, and private economic assistance programs that fund sustainable development and sound environmental policies and programs.

### Integrated Waste Management Board Sustainable Building Grants

These grants are available from the California Integrated Waste Management Board to provide local public funding for projects that advance the use of green building design and construction practices. There are no matching requirements, and the amount available has ranged from $50,000 to $100,000. It is recommended that these grants be studied closely for their potential to undertake smaller building and retrofitting projects in Lancaster.

### Safe Drinking Water State Revolving Fund

This low-interest loan program was established by the 1996 Safe Drinking Water Amendments. U.S. EPA provides funds to each State to establishing ongoing loan programs. The State administers the State Revolving Fund (SRF) and makes loans to drinking water systems for projects that will ensure that drinking water remains safe and affordable. States may also fund wellhead and source water protection projects.

### Solid Waste Assistance Funds

These grants fund program development or pilot projects that promote waste reduction, recycled-content products, or markets for recycled materials, or assist in the development of solid waste management plans and the clean-up of open dumps. They incorporate EPA initiatives and priorities with source reduction, product stewardship, reuse, recycling, composting, and/or recycled product procurement projects and...
State (S)

stimulate the market for difficult-to-recycle materials such as tires, construction/demolition debris, green waste and electronics.

**Trade and Commerce Agency Renewable Energy Loan Guarantee Program**

This is a loan guarantee program provided by the California Trade and Commerce Agency. The loan guarantees are available to businesses that need financial assistance to purchase and install renewable energy systems.

**Water Quality 104(b)(3) Grants**

These grants to support critical National Pollutant Discharge Elimination System (NPDES) water-quality-related projects.

**Water Quality Assessment and Planning**

These grants established by the federal Clean Water Act §205/§604, will fund water quality assessment and planning projects that will lead to implementable actions that promote healthy aquatic ecosystems. Projects that foster local watershed management efforts to protect and enhance aquatic environmental conditions. Projects that result in total maximum daily load calculations for impaired waters on the State Clean Water Act Section 303(d) list.

Local and Regional (L)

**City General Fund**

The City’s General Fund is used to support ongoing City operations and services, including general government operations, development services, public safety and community services. Primary revenue sources for the General Fund are property taxes, sales taxes, and intergovernmental revenues. It is not uncommon for cities that are seeking to improve their community to commit a certain amount of the General Fund to the effort over a period of years. Improvements and ongoing projects or programs should have general community-wide benefits.

**Redevelopment Agency (RDA) Tax Increment and Housing Set-Aside**

Downtown is located within the boundaries of City Redevelopment Area, and redevelopment funds could be used for land banking, public capital improvements, or other projects or purposes that would support implementation of the Plan. The future generation of a new tax increment in the redevelopment project area is also a possibility. State redevelopment law requires that the redevelopment agency set aside 20 percent of any property tax increment revenues for low- and moderate-income housing needs.

**General Obligation Bonds (G.O. Bonds)**

G.O. bonds may be used to acquire, construct, and improve public capital facilities and real property; however, they may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. Bonds must be approved by two-thirds of the voters throughout the issuer’s jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform ad valorem (property value) property tax on all taxable properties to repay the annual debt service.

**Revenue Bonds**

This type of debt is undertaken to fund projects whose payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses of fund projects whose funds are housing and social services.
## Development Incentive Programs
Incentive programs are created to encourage the private sector to provide the desired public improvement.

### Business Improvement Areas (BIAs)
BIAs are self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs), and other such financial districts. Business and/or property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment. Downtown Lancaster has in place a Transit-Based BID, it is recommended that a Property-Based BID be established in the near term. Districts can undertake a wide variety of programs, including, but not limited to, the following:
- Fountains, benches, and trash receptacles and integrated signing
- Street lighting
- Security services that are supplemental to those normally provided by the municipality.
- Special cleaning operations, graffiti removal, and waste management
- Decorations and public art
- Promotions of public events that benefit the area
- Furnishing music to any public place in the area
- Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit)
- Any other activities that benefit businesses located in the area

### Landscape and Lighting Maintenance District (LMDs)
The Landscaping and Lighting Act of 1972 enables assessments to be imposed to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.

### Special Benefit Assessments
Special Benefit Assessment Districts (ADs) are formed to finance specific improvements for the benefit of a specific area by levying an annual assessment on all property owners in the district. Each parcel of property within an AD is assessed a portion of the costs of the public improvements to be financed by the AD, based on the proportion of benefit received by that parcel. The amount of the assessment is strictly limited to an amount that recovers the cost of the “special benefit” provided to the property. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines and landscaping. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied. Prior to creating an assessment district, the City, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected property. There are many assessment acts that govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, and the Benefit Assessment Act of 1982, as well as other specific facility improvement acts.

### Development Impact Fees
Deductions of land and impact fees are exactions that lessen the impacts of new development resulting from increased population or demand on services. The City’s current development impact fees could help to offset costs of public improvements, architectural review, etc.
## Local and Regional (L)

**In-Lieu Parking Fee**
The use of a parking in-lieu fee to construct and fund common parking facilities serving the commercial businesses has been used successfully in other downtown revitalizations. Potential funding sources range from in-lieu fees for spaces to parking revenues from monthly parking and short-term parking fees. The city will need secure, accessible, well-signed and reasonably priced off-street parking, in addition to on-street parking, as the Plan is realized and Downtown reaches its full potential.

## Private and Nonprofit

**Private Donations**
Private donations for a variety of different types of projects are generally available from foundations, institutions, and corporations that have major interests in these areas. Information about grants is available online, in libraries and from nonprofit support organizations like the Center for Nonprofit Management in Los Angeles.

**Donor Programs**
Some of the proposed Specific Plan improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used very successfully in many cities to provide funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations. Many improvements could be funded by donor gifts for items such as benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display, such as a “wall of fame” with donor names. This type of program could be spearheaded by an active downtown management program, and could draw from the wider community of businesses and residents.
CHAPTER 6

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## Implementation Program and Matrix

Note: This Matrix is an implementation guide, specific timing and priorities are subject to change depending on funding sources and identified community needs and/or desires.

### Steps Actions

#### Year(s) of Implementation | Leaders & Team Members | Potential Funding Resources
---|---|---
CITY | CoC | LOTS | OTHER

### Redevelopment Project Initiation Recommendations

#### I. Initiate the Downtown Lancaster Specific Plan

<table>
<thead>
<tr>
<th>a. Adopt the Downtown Lancaster Specific Plan and Program EIR</th>
<th>Year 1</th>
<th>Year 2-3</th>
<th>Year 4-6</th>
<th>Year 7+</th>
<th>CITY</th>
<th>CoC</th>
<th>LOTS</th>
<th>OTHER</th>
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<td>b. Reproduce and Distribute Plan &amp; Vision Poster</td>
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<td>c. Undertake Surveying and Mapping Effort in the Downtown Lancaster Core</td>
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<td>d. Implement a Project Now!</td>
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### Organization Recommendations

#### I. Strengthen the LOTS Organization as a Downtown Management Program

<table>
<thead>
<tr>
<th>a. Improve the Organizational Structure to Increase Community Involvement</th>
<th>Year 1</th>
<th>Year 2-3</th>
<th>Year 4-6</th>
<th>Year 7+</th>
<th>CITY</th>
<th>CoC</th>
<th>LOTS</th>
<th>OTHER</th>
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<tr>
<td>i. Seek Technical Assistance in Improving the Organizational Structure</td>
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<td>ii. Re-structure LOTS to Establish a Broader-Based Downtown Organization</td>
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<td>iii. Adopt the National Main Street Center’s Four-Point Approach to Leverage Volunteers and Focus Resources</td>
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**DOWNTOWN PLANNING & DESIGN RECOMMENDATIONS**

**I. IMPLEMENT SMART DEVELOPMENT & DESIGN STRATEGIES**

<table>
<thead>
<tr>
<th>Steps</th>
<th>Actions</th>
<th>Year(s) of Implementation</th>
<th>Leaders &amp; Team Members</th>
<th>Potential Funding Resources</th>
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<tbody>
<tr>
<td></td>
<td>a. Implement the Downtown Lancaster Specific Plan Regulating Code</td>
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<td>AVWP, CALTRANS</td>
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<td>b. Refine &amp; Adopt Amendments to Specific Plan</td>
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<td>c. Continue Refining City Regulatory System to Encourage Strategic Development</td>
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**II. IMPROVE INFRASTRUCTURE**

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<th>Steps</th>
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<th>Year(s) of Implementation</th>
<th>Leaders &amp; Team Members</th>
<th>Potential Funding Resources</th>
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<tbody>
<tr>
<td></td>
<td>a. Develop an Infrastructure Phasing Study</td>
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<td>b. Design and Build Lancaster Boulevard Streetscape Improvements</td>
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<td>c. Implement Needed Infrastructure Improvements</td>
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<td></td>
<td>i. Sewer</td>
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<td>ii. Water</td>
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<td>iii. Stormwater</td>
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<td>d. Develop and implement a Long-Term Maintenance Plan for Downtown</td>
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<tr>
<td></td>
<td>i. Lancaster Boulevard &amp; 10th Street</td>
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<td></td>
<td>ii. Lancaster Boulevard &amp; Sierra Highway</td>
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<td></td>
<td>f. Introduce Traffic Calming &amp; Beautification Enhancements Throughout Downtown</td>
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**III. ENHANCE ENVIRONMENT FOR PEDESTRIANS, BICYCLISTS, & TRANSIT**

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<tr>
<th>Steps</th>
<th>Actions</th>
<th>Year(s) of Implementation</th>
<th>Leaders &amp; Team Members</th>
<th>Potential Funding Resources</th>
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<td></td>
<td>a. Design &amp; Install New Sidewalks Design from Fern Avenue to Berch Avenue along Lancaster Boulevard</td>
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<td></td>
<td>i. Widen Sidewalks to Allow Room for Outdoor Dining, Pedestrian Amenities and Landscaping</td>
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<td>ii. Create Bump-Outs to Facilitate Pedestrian Crossings</td>
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<td>iii. Use Decorative Paving to Enhance Sense of Pedestrian Area</td>
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<td>b. Create New Pedestrian Connections Using Paseos, Alley Enhancements and Enhanced Paving</td>
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<td></td>
<td>i. Enhanced Pedestrian Access from Parking Lots behind Lancaster Blvd. Buildings between Elm Ave. and Fern Ave.</td>
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<td></td>
<td>ii. Enhanced Paving along Elm Ave. from Lancaster Boulevard: to Gilley Park</td>
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<td>iii. Paseos and Alley Enhancements Creating Pedestrian Linkages through and from Cedar Avenue Arts District</td>
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<td>iv. Enhanced Intersection from Metrolink Station across Sierra Highway</td>
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<td>c. Increase Number of Projecting Shade Structures within Pedestrian Gathering Areas</td>
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<td>d. Enhance Public Transit Stops along Lancaster Boulevard</td>
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<td></td>
<td>e. Seek New Transit-Oriented Development along Sierra Highway</td>
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### Steps

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<th>Steps</th>
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<td>Year 1 Year 2-3 Year 4-6 Year 7+</td>
<td>CITY CoC LOTS OTHER</td>
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### IV. PROVIDE CONVENIENT AND ATTRACTIVE PARKING

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<td>a.</td>
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<td>Introduce New On-Street Parking Along Lancaster Boulevard</td>
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<tr>
<td>i.</td>
<td>From 10th St. to Fern Ave. - Diagonal on North Side, Parallel on South Side</td>
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<td>ii.</td>
<td>From Fern Ave. to Beech Ave. - Meandering Boulevard with Alternating Diagonal and Parallel</td>
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<td>iii.</td>
<td>From Beech Ave. to Sierra Hwy. - Diagonal on North Side, Parallel on South Side</td>
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<td>c.</td>
<td>Introduce New Parking Structures</td>
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<tr>
<td>i.</td>
<td>Structure with Arts-Based Retail on Ground Floor behind LPAC between Fig Ave. and Fern Ave.</td>
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<td>ii.</td>
<td>Structure behind Library between Cedar Ave. and Date Ave.</td>
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<td>iii.</td>
<td>Structure with Adjacent Public Space on Date Ave. between Lancaster Blvd. and Kettering St.</td>
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<td>iv.</td>
<td>Mixed Use Building with Parking Structure on Milling St. between Elm Ave. and Fig Ave.</td>
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<td>v.</td>
<td>Structure on Sierra Hwy. between Lancaster Blvd. and Milling St.</td>
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<td>d.</td>
<td>Enhance Off-Street Parking</td>
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<tr>
<td>i.</td>
<td>Improve Small Parking Lots Behind Businesses along Lancaster Blvd. between Elm Ave. and Fern Ave.</td>
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<td>e.</td>
<td>Pursue Additional Parking-Related Strategies</td>
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### V. INCREASE OPPORTUNITIES FOR COMMUNITY EVENTS, ARTS AND CULTURE

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<tr>
<td>a.</td>
<td>Develop Public Plazas and Parks</td>
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<td>i.</td>
<td>Small Plaza Adjacent to City Hall</td>
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<td>Neighborhood Park at Fig Ave. and Milling St.</td>
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<td>Public Plaza with Clock Tower and Fountains at Lancaster Blvd. and Elm Ave.</td>
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<td>iv.</td>
<td>Public Plaza and Central Meandering Stream with Entrance at Lancaster Blvd and Date Ave.</td>
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<td>v.</td>
<td>Enhanced Public Plaza with Pop-Up Fountain Jets by Library</td>
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<td>b.</td>
<td>Create New Spaces to Accommodate Cultural Events</td>
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<td>i.</td>
<td>Outdoor Amphitheater East of LPAC and Enhanced Paving on Adjacent Fig Ave. to Serve as Convertible Space</td>
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<td>c.</td>
<td>Encourage Arts Activities</td>
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<tr>
<td>i.</td>
<td>Incorporate Arts-Based Retail into Parking Structure behind LPAC</td>
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<td>ii.</td>
<td>Seek Development of New Live/Work Units in Cedar Avenue Arts District</td>
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<td>iii.</td>
<td>Create Pedestrian Linkages through Cedar Avenue Arts District and to Other Districts</td>
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<td>d.</td>
<td>Develop Youth Activities in Downtown</td>
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**V. PROVIDE CONVENIENT AND ATTRACTIVE PARKING**

- **b.** Evaluate Parking Regulations and Develop a Comprehensive Parking Management System
- **b.** Introduce New On-Street Parking Along Lancaster Boulevard
  - From 10th St. to Fern Ave. - Diagonal on North Side, Parallel on South Side
  - From Fern Ave. to Beech Ave. - Meandering Boulevard with Alternating Diagonal and Parallel
  - From Beech Ave. to Sierra Hwy. - Diagonal on North Side, Parallel on South Side
- **c.** Introduce New Parking Structures
  - Structure with Arts-Based Retail on Ground Floor behind LPAC between Fig Ave. and Fern Ave.
  - Structure behind Library between Cedar Ave. and Date Ave.
  - Structure with Adjacent Public Space on Date Ave. between Lancaster Blvd. and Kettering St.
  - Mixed Use Building with Parking Structure on Milling St. between Elm Ave. and Fig Ave.
  - Structure on Sierra Hwy. between Lancaster Blvd. and Milling St.
- **d.** Enhance Off-Street Parking
  - Improve Small Parking Lots Behind Businesses along Lancaster Blvd. between Elm Ave. and Fern Ave.
- **e.** Pursue Additional Parking-Related Strategies

**V. INCREASE OPPORTUNITIES FOR COMMUNITY EVENTS, ARTS AND CULTURE**

- **a.** Develop Public Plazas and Parks
  - Small Plaza Adjacent to City Hall
  - Neighborhood Park at Fig Ave. and Milling St.
  - Public Plaza with Clock Tower and Fountains at Lancaster Blvd. and Elm Ave.
  - Public Plaza and Central Meandering Stream with Entrance at Lancaster Blvd and Date Ave.
  - Enhanced Public Plaza with Pop-Up Fountain Jets by Library
- **b.** Create New Spaces to Accommodate Cultural Events
  - Outdoor Amphitheater East of LPAC and Enhanced Paving on Adjacent Fig Ave. to Serve as Convertible Space
  - Sculpture Garden and Community Theater
- **c.** Encourage Arts Activities
  - Incorporate Arts-Based Retail into Parking Structure behind LPAC
  - Seek Development of New Live/Work Units in Cedar Avenue Arts District
  - Create Pedestrian Linkages through Cedar Avenue Arts District and to Other Districts
  - Develop Youth Activities in Downtown
### VI. ENHANCE & MAINTAIN THE OVERALL IMAGE OF DOWNTOWN LANCASTER

#### a. Encourage Adaptive Re-Use & Historic Preservation
   - i. Adopt Uniform Code for Building Conservation
   - ii. Promote Rehabilitation Loan Programs

#### b. Ensure that Infill Development is Compatible with Desired Character

#### c. Develop Façade Improvement Program
   - i. Encourage Improvements Based on Design Standards in Downtown Specific Plan Regulating Code
   - ii. Locate Funding for Program Incentives

#### d. Utilize Landscaping to Promote Image and Comfort
   - i. Introduce Color Through Plantings
   - ii. Introduce Comfort and Reinforce Street Edges Through Trees and Shrubs
   - iii. Use a Plant Palette Tailored for Downtown Lancaster

#### e. Use Public Art to Add Visual Interest

#### f. Build Gateways that Welcome People to Downtown Lancaster
   - i. Improved Intersection with Roundabout at Lancaster Boulevard and 10th St
   - ii. Gateway Arch at Lancaster Boulevard and Fern Ave
   - iii. Gateway Arch at Lancaster Boulevard and Sierra Highway

#### g. Install Wayfinding and Identity Signage System
   - i. Size, Locate, and Color Vehicular Wayfinding Signs Appropriately
   - ii. Design Pedestrian Wayfinding Signs Appropriately
   - iii. Unify the City & Reinforce Village Identity Through Banners
   - iv. Introduce Simple Directional Signs to Businesses and Districts

#### h. Plan for Long-Term Maintenance
   - i. Increase Safety and Sense of Safety
      - i. Increase Surveillance of Pedestrian Areas through Regulating Code
      - 1. Require Minimum Fenestration on Building Faces Adjacent to Pedestrian Areas
      - 2. Discourage Blank Walls Adjacent to Pedestrian Areas
      - 3. Ensure Nighttime Lighting in Areas Routinely Used by Pedestrians
   - ii. Organize Downtown Lancaster Cleanup Days
   - iii. Explore Developing a Downtown Host or Good ‘SAM’ (Safety And Maintenance) Program
   - iv. Collaborate with Los Angeles County Sheriffs to facilitate foot patrols within Downtown

#### Potential Funding Resources
- Redevelopment Bonds, CDB Grants, BID Assessments
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- Redevelopment Bonds, CDB Grants, BID Assessments
- Redevelopment Bonds, CDB Grants, BID Assessments
- Redevelopment Bonds, CDB Grants, BID Assessments
- City General Fund, BID Assessments
- City General Fund, BID Assessments
- City General Fund, BID Assessments
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- City General Fund, BID Assessments
- City General Fund, BID Assessments
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- City General Fund, BID Assessments
## CITYWIDE ECONOMIC DEVELOPMENT RECOMMENDATIONS

### I. STABILIZE LOCAL COMMERCE

- **a.** Build a Business Advisory Team to Increase Merchant Success
- **b.** Identify and Assist Anchor Businesses
  - i. Work with Partners to Enhance Business Development Resources
  - ii. Refine Business Assistance Delivery System
  - iii. Expand Outreach to Anchor Businesses
- **c.** Tap and Direct Resources to Businesses

### II. DIVERSIFY THE ECONOMY

- **a.** Build New Businesses from Existing Strengths & Assets
  - i. Investigate Products and Services That Can Be Marketed to Existing Visitors to Downtown
  - ii. Recruit Small Businesses With Capacity to Reinforce Niches
- **b.** Encourage Culture & Arts-based Business Development
- **c.** Improve Business Services to Visitors: Satellite Office Services
- **d.** Create Business Incubation Feasibility Study and Development Plan
- **e.** Enhance Continuing Education and Workforce Training Options
## DOWNTOWN LANCASTER MARKETING & PROMOTIONS RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Steps</th>
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<td>Year 1</td>
<td>Year 2-3</td>
<td>Year 4-6</td>
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<td><strong>II. BRAND DOWNTOWN</strong></td>
<td>a. Develop a Logo and Slogan For Marketing Downtown</td>
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<td>b. Incorporate Logo into Visual Elements</td>
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<td>c. Encourage Downtown Business Owners to Incorporate Logo/Slogan into Advertising</td>
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<td>d. Incorporate Logo/Slogan into LOTS Materials</td>
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<td><strong>II. INCREASE NUMBER OF EVENTS</strong></td>
<td>a. Develop a 12-Month Calendar of Smaller-Scale Events</td>
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<td>b. Launch and Grow a Year-Round Farmer’s Market</td>
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<td>c. Use Downtown as Stage for Community Events</td>
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<td><strong>III. PROMOTE DOWNTOWN THROUGH A VARIETY OF OUTLETS</strong></td>
<td>a. Produce and Aggressively Distribute a Comprehensive, Quality and Unified Brochure for Downtown (Appendix H)</td>
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<td>b. Enhance and Maintain the Website to be the Central Point of Information</td>
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<td>c. Encourage Quarterly Cluster Advertising by Downtown Businessess</td>
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<td>d. Create Promotions to Draw Day Workers into Downtown on Regular Basis</td>
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<td>e. Develop and Implement Promotions Targeted to New Lancaster Residents</td>
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<td>f. Implement an Aggressive Public Relations Plan for Promoting Downtown’s Vision and Image</td>
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**Legend**
- AVWD = Antelope Valley Water District
- CoC = Chamber of Commerce
- CALTRANS = California Department of Transportation
- LA DWP = Los Angeles Department of Water
- LOTS = Lancaster Old Town Site

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**Steps**
- Actions
  - Year(s) of Implementation
  - Leaders & Team Members
  - Potential Funding Resources