



welcome

COMMUNITY MEETING FOR THE PALMDALE
HIGH-SPEED RAIL STATION AREA PLAN

WWW.CITYOFPALMDALE.ORG/PROJECTS/HSRSAP

NOVEMBER 29, 2016

Welcome !

Thank you for taking the time to participate in today's visioning workshop. Your input will be invaluable in influencing the development of the Palmdale Station Area plan.

Why Are We Here

The City of Palmdale is undertaking station area planning around a future High-Speed Rail Multi-Modal Transit Station near downtown Palmdale. As a part of the project the Station Area Plan (SAP) will analyze the benefits a HSR station will generate for the City of Palmdale, and the Antelope Valley.

This workshop marks the second public open house for an effort to develop a vision and urban design recommendations, establish a mobility strategy, and identify economic development opportunities.

How To Contribute

Materials are presented in an open house format. You can provide input directly to our project team, via comment cards, or by placing post-it notes directly onto the materials.

We want to hear your thoughts!

Stay Connected

Please plan on staying involved via any of the following methods:



Mike Behen,
Transportation/GIS Manager
Department of Public Works
38250 Sierra Highway
Palmdale, CA 93550
MBehen@cityofpalmdale.org
(661) 267-5337



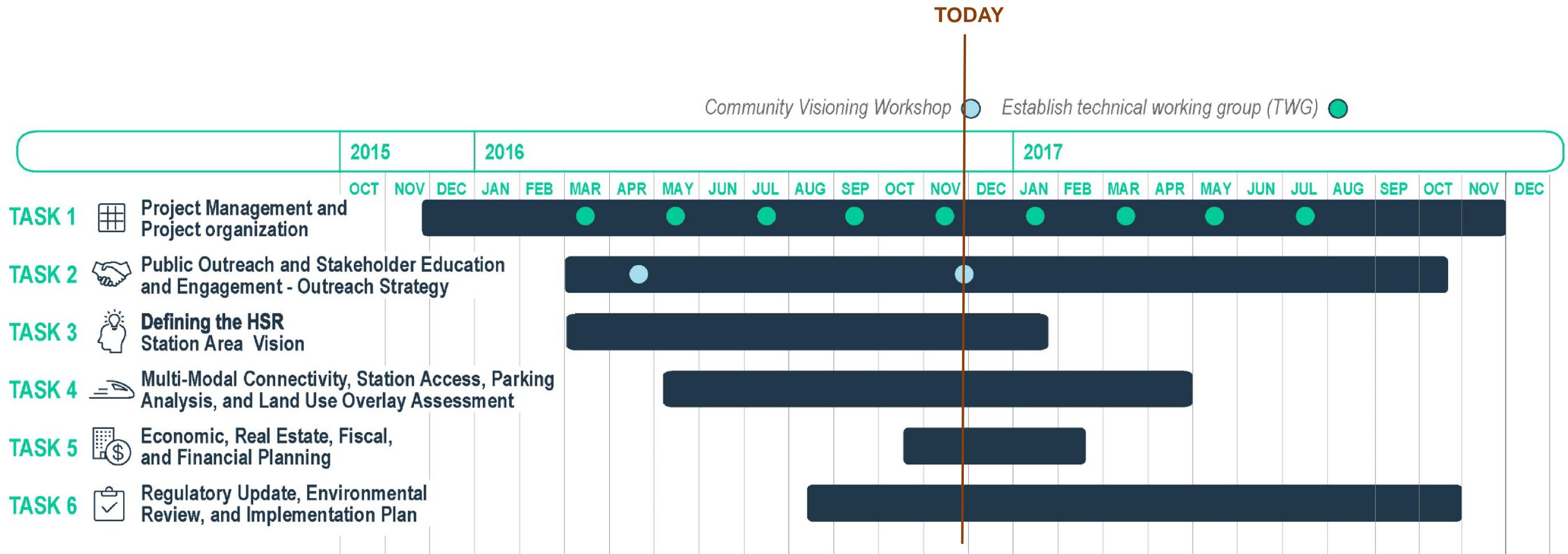
[http://www.cityofpalmdale.org/
Projects/HSRSAP](http://www.cityofpalmdale.org/Projects/HSRSAP)



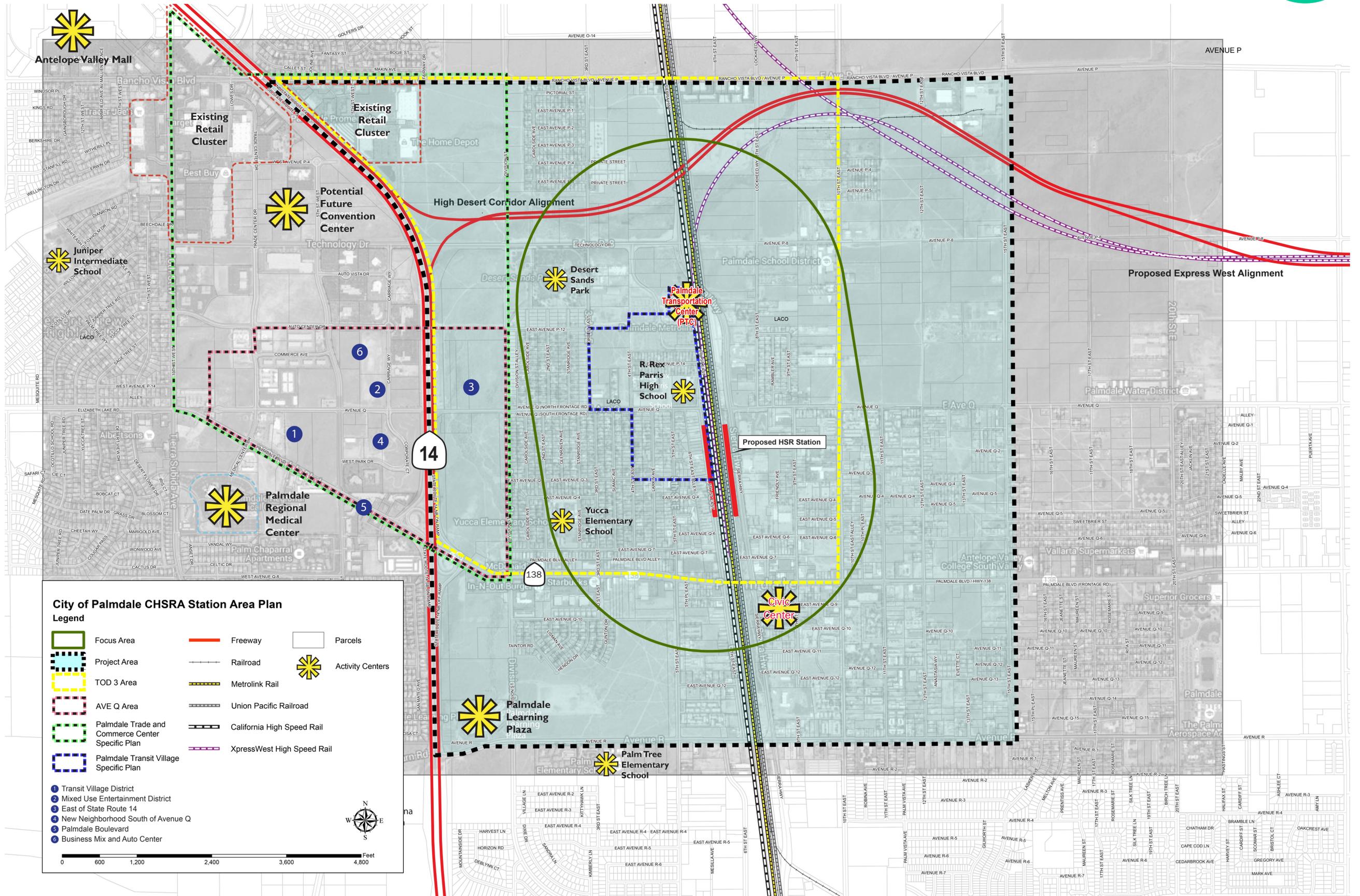
www.facebook.com/CityofPalmdale



@PalmdaleCity



SITE PLAN



City of Palmdale CHSRA Station Area Plan

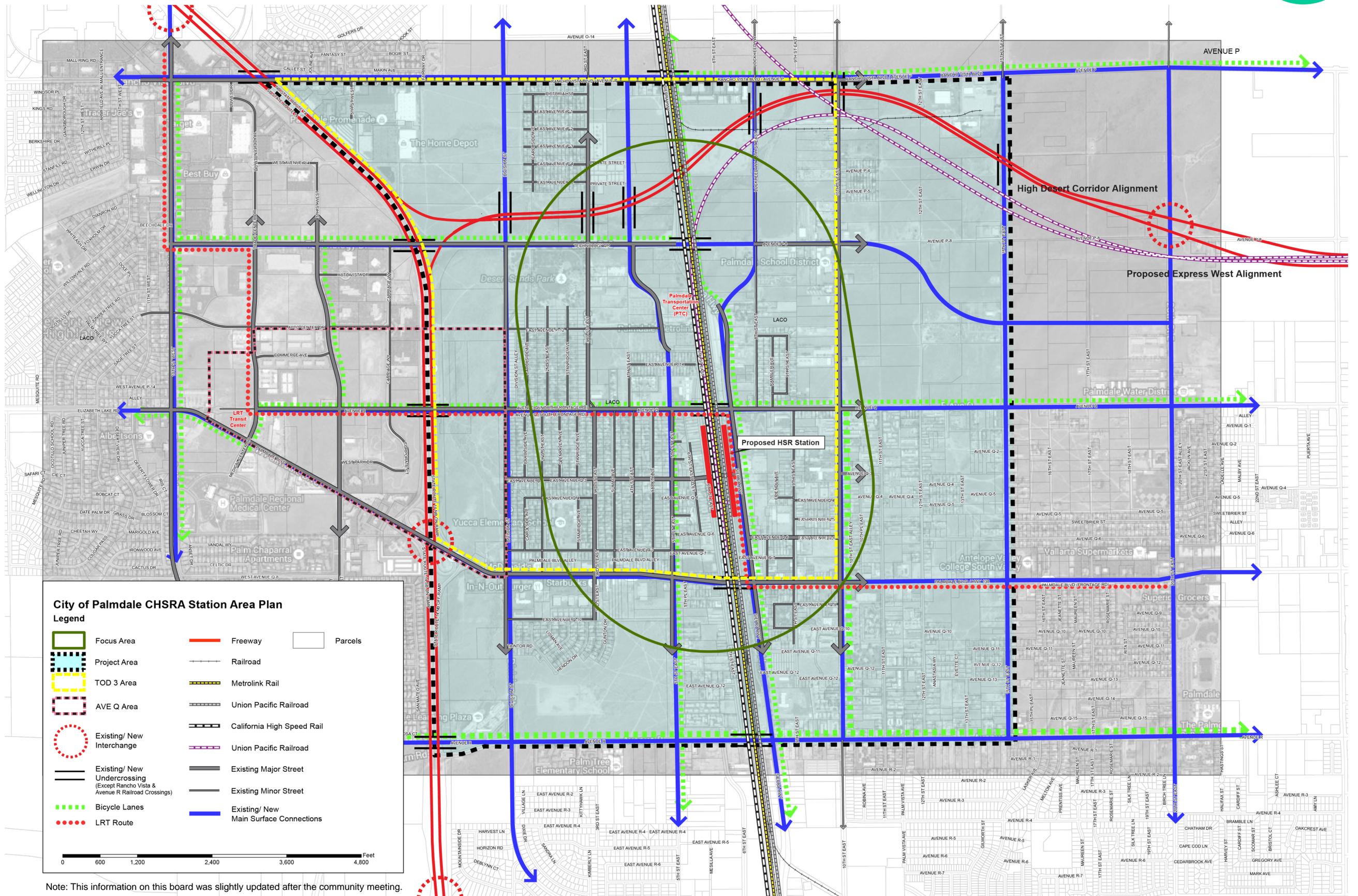
Legend

	Focus Area		Freeway		Parcels
	Project Area		Railroad		Activity Centers
	TOD 3 Area		Metrolink Rail		
	AVE Q Area		Union Pacific Railroad		
	Palmdale Trade and Commerce Center Specific Plan		California High Speed Rail		
	Palmdale Transit Village Specific Plan		XpressWest High Speed Rail		

Transit Village District
 Mixed Use Entertainment District
 East of State Route 14
 New Neighborhood South of Avenue Q
 Palmdale Boulevard
 Business Mix and Auto Center

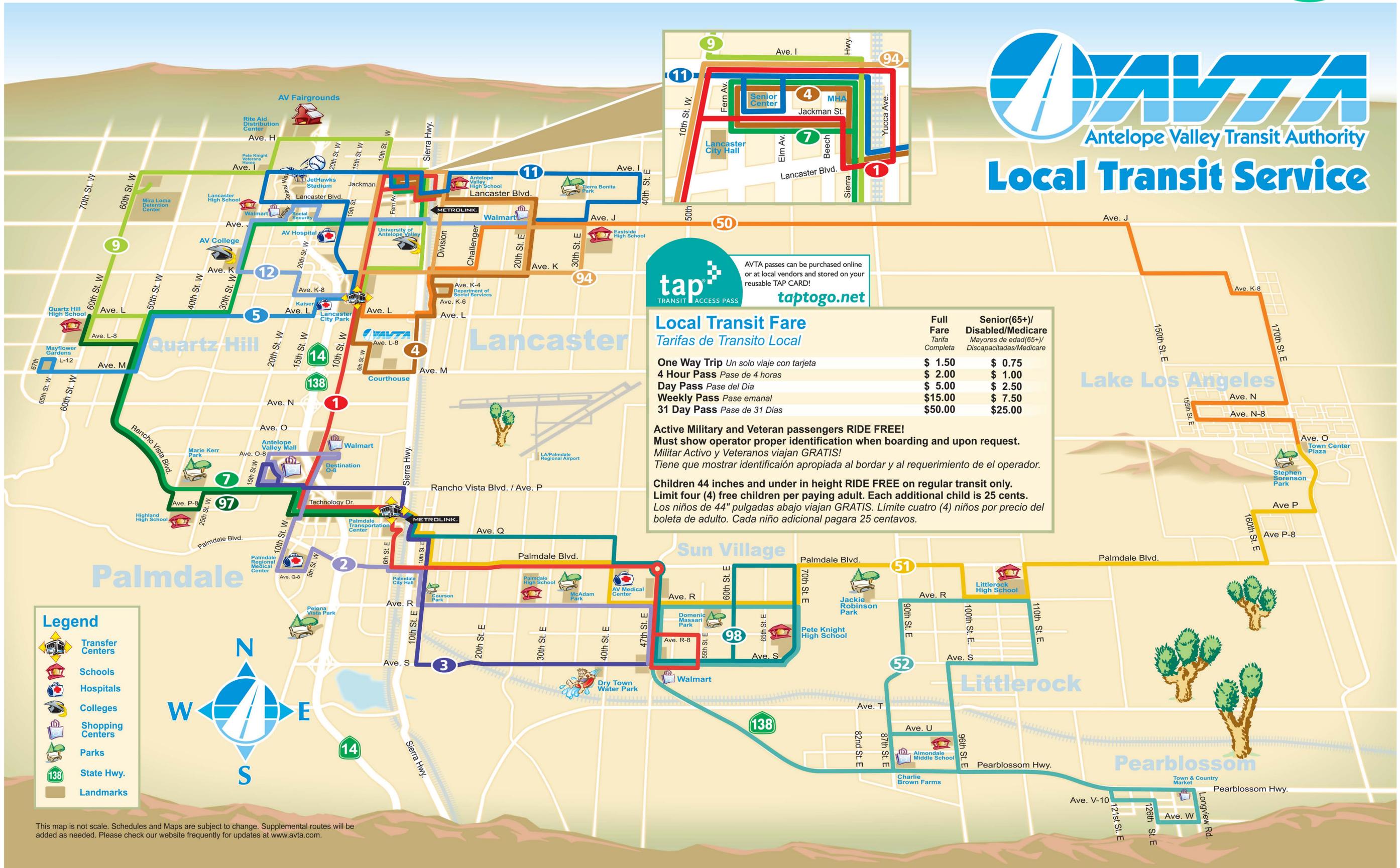
0 600 1,200 2,400 3,600 4,800 Feet

CIRCULATION MAP



Note: This information on this board was slightly updated after the community meeting.

EXISTING PUBLIC TRANSIT SYSTEM



tap
TRANSIT ACCESS PASS
taptogo.net

Local Transit Fare
Tarifas de Transito Local

	Full Fare Tarifa Completa	Senior(65+) Disabled/Medicare Mayores de edad(65+) Discapacitados/Medicare
One Way Trip <i>Un solo viaje con tarjeta</i>	\$ 1.50	\$ 0.75
4 Hour Pass <i>Pase de 4 horas</i>	\$ 2.00	\$ 1.00
Day Pass <i>Pase del Dia</i>	\$ 5.00	\$ 2.50
Weekly Pass <i>Pase emanal</i>	\$15.00	\$ 7.50
31 Day Pass <i>Pase de 31 Dias</i>	\$50.00	\$25.00

Active Military and Veteran passengers RIDE FREE!
Must show operator proper identification when boarding and upon request.
Militar Activo y Veteranos viajan GRATIS!
Tiene que mostrar identifiación apropiada al bordar y al requerimiento de el operador.

Children 44 inches and under in height RIDE FREE on regular transit only.
Limit four (4) free children per paying adult. Each additional child is 25 cents.
Los niños de 44" pulgadas abajo viajan GRATIS. Limite cuatro (4) niños por precio del boleto de adulto. Cada niño adicional pagara 25 centavos.

- Legend**
- Transfer Centers
 - Schools
 - Hospitals
 - Colleges
 - Shopping Centers
 - Parks
 - State Hwy.
 - Landmarks



This map is not scale. Schedules and Maps are subject to change. Supplemental routes will be added as needed. Please check our website frequently for updates at www.avta.com.

Technology Comparison

Bus Rapid Transit (BRT) operates similar to Urban Light Rail, but has:

- longer travel times due to wheelchair boarding process
- lower passenger capacity and ridership
- less expensive construction and operating costs
- more flexibility for route changes and detours
- 60' vehicles carrying 80-90 passengers

Urban Light Rail operates similar to Bus Rapid Transit, but has:

- shorter travel times due to ease of wheelchair access
- higher passenger capacity and ridership
- more expensive construction and operating costs
- higher potential for economic development and TOD
- 70-90' vehicles carrying 140-150 passengers



Las Vegas



Seattle

Technology Comparison

Bus Rapid Transit



- Typically 5-20 mile lines with 1/2- to 1-mile station spacing
- Single 60' articulated buses
- Max. speed 55 mph



- “Branded” as premium transit service
- Capacity = 90 passengers/vehicle



- Typically in-street; dedicated lanes or mixed flow (or combination); can be in separate ROW

Light Rail Transit



Minneapolis



Salt Lake City



Phoenix

- Typically multi-line regional system of 5-15 mile lines with 3/4- to 1 1/2-mile station spacing
- Max. speed 65 mph
- 1-4 car trains: 88-91' (3 cars = 273')
- **Capacity = 280 passengers (2-car train);** higher capacity for higher ridership demand; longer trips
- Separate right-of-way or dedicated in-street lanes

Modern Streetcar



Portland



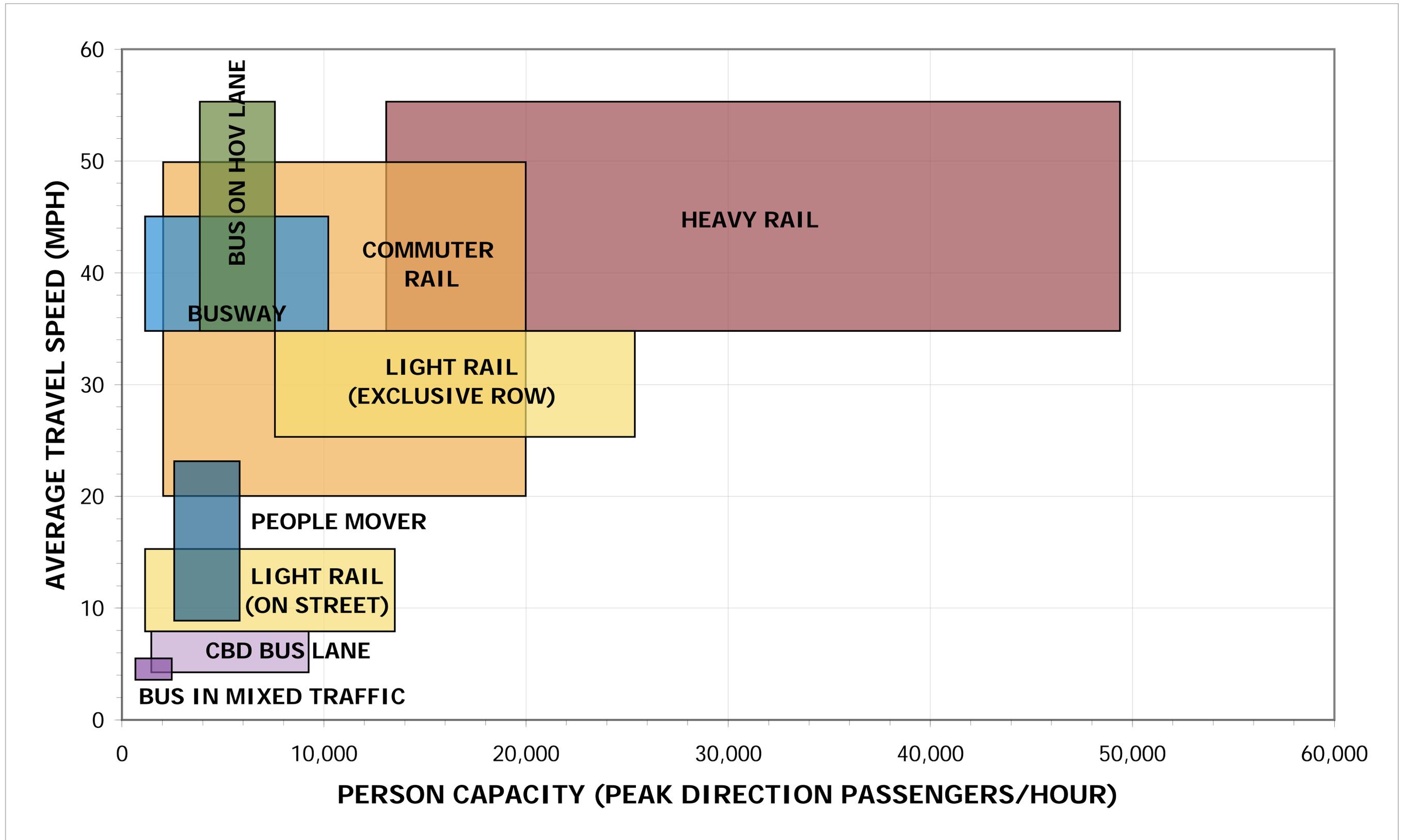
Tucson



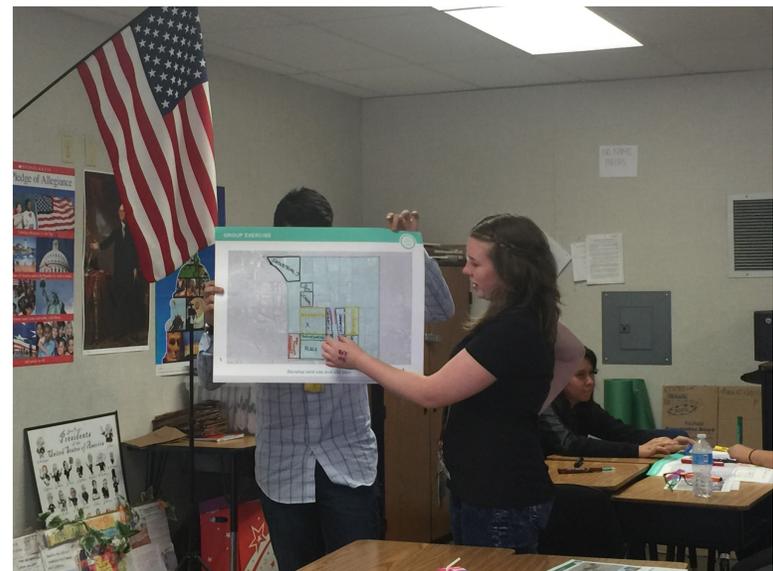
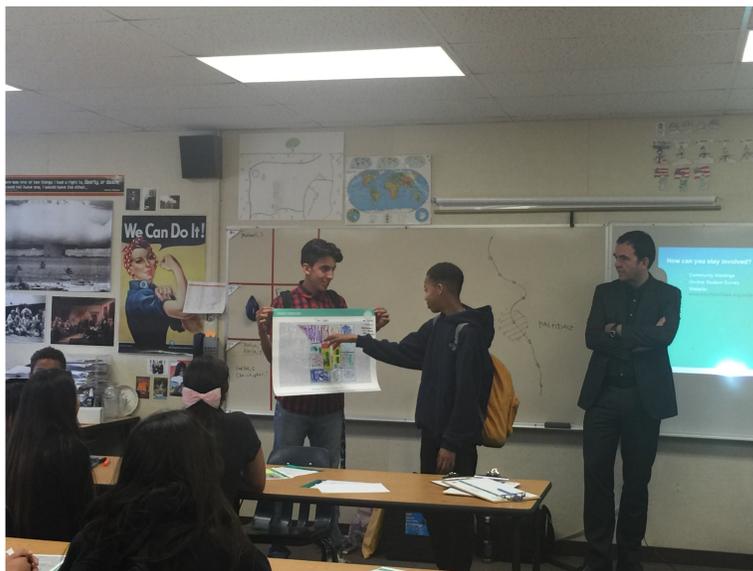
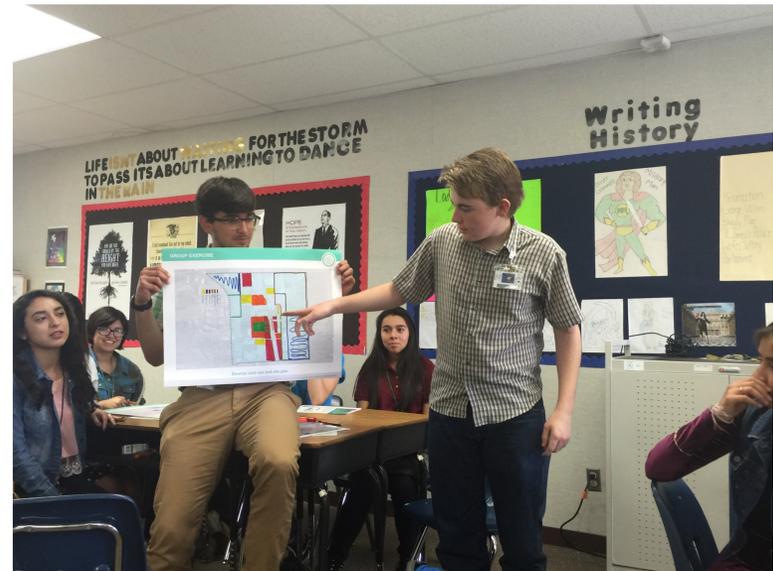
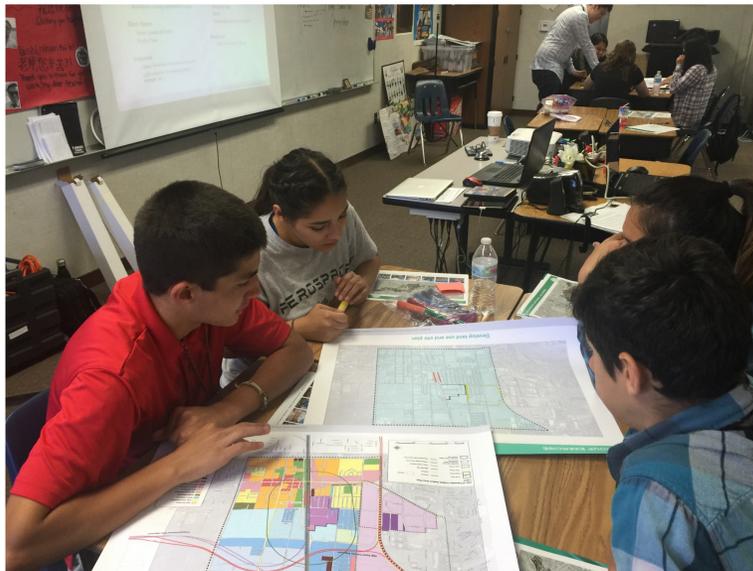
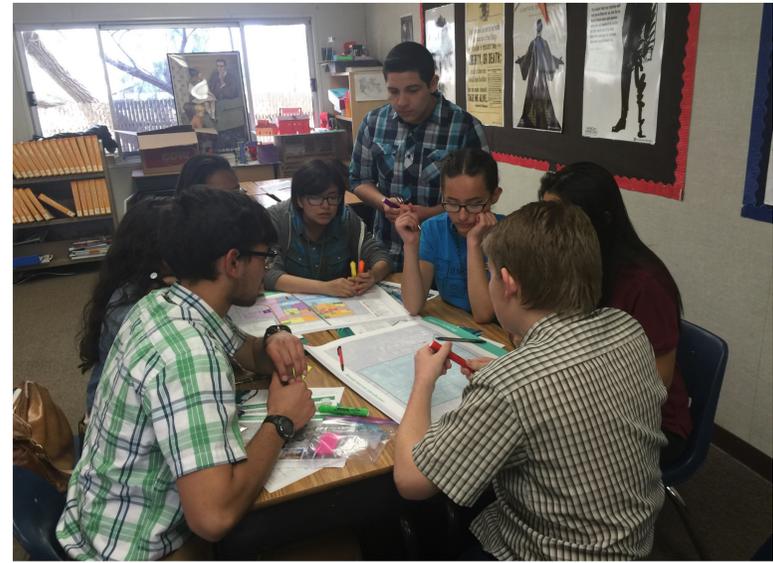
Seattle

- Typically downtown circulator: 1-5 miles with 1/4- to 1/2-mile station spacing
- Max. speed 45 mph
- Single unit cars: 66'-90'; shorter turning radius than LRT
- **Capacity = 140 passengers;** higher capacity than BRT; less than LRT
- Typically in-street; dedicated lanes or mixed flow operation (or combination)

Spectrum of Speeds/Capacities



AEROSPACE ACADEMY ENGAGEMENT-1



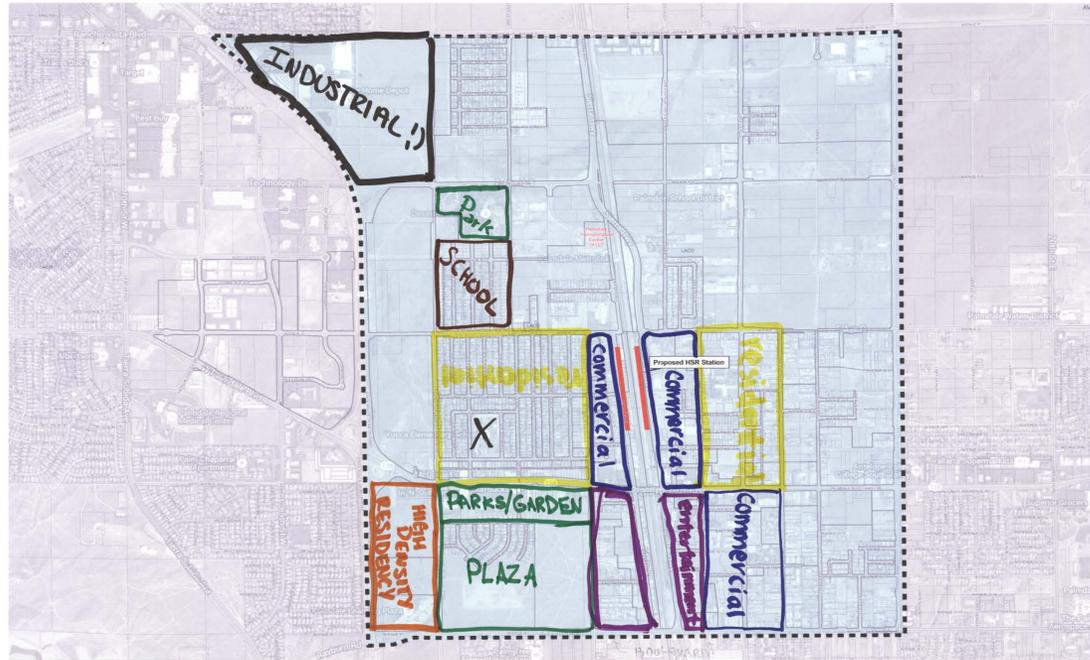
AEROSPACE ACADEMY ENGAGEMENT-2



GROUP EXERCISE



GROUP EXERCISE



Develop land use and site plan



Develop land use and site plan

GROUP EXERCISE



GROUP EXERCISE



Develop land use and site plan



Develop land use and site plan

GROUP EXERCISE

■ Green land ■ Service commercial ■ Public Transportation
■ Single-Family Resident ■ Multi-Family Resident ■ Mixed Uses

Develop land use and site plan

• Commercial
• Industrial

GROUP EXERCISE

Develop land use and site plan

GROUP EXERCISE

Team Crusty

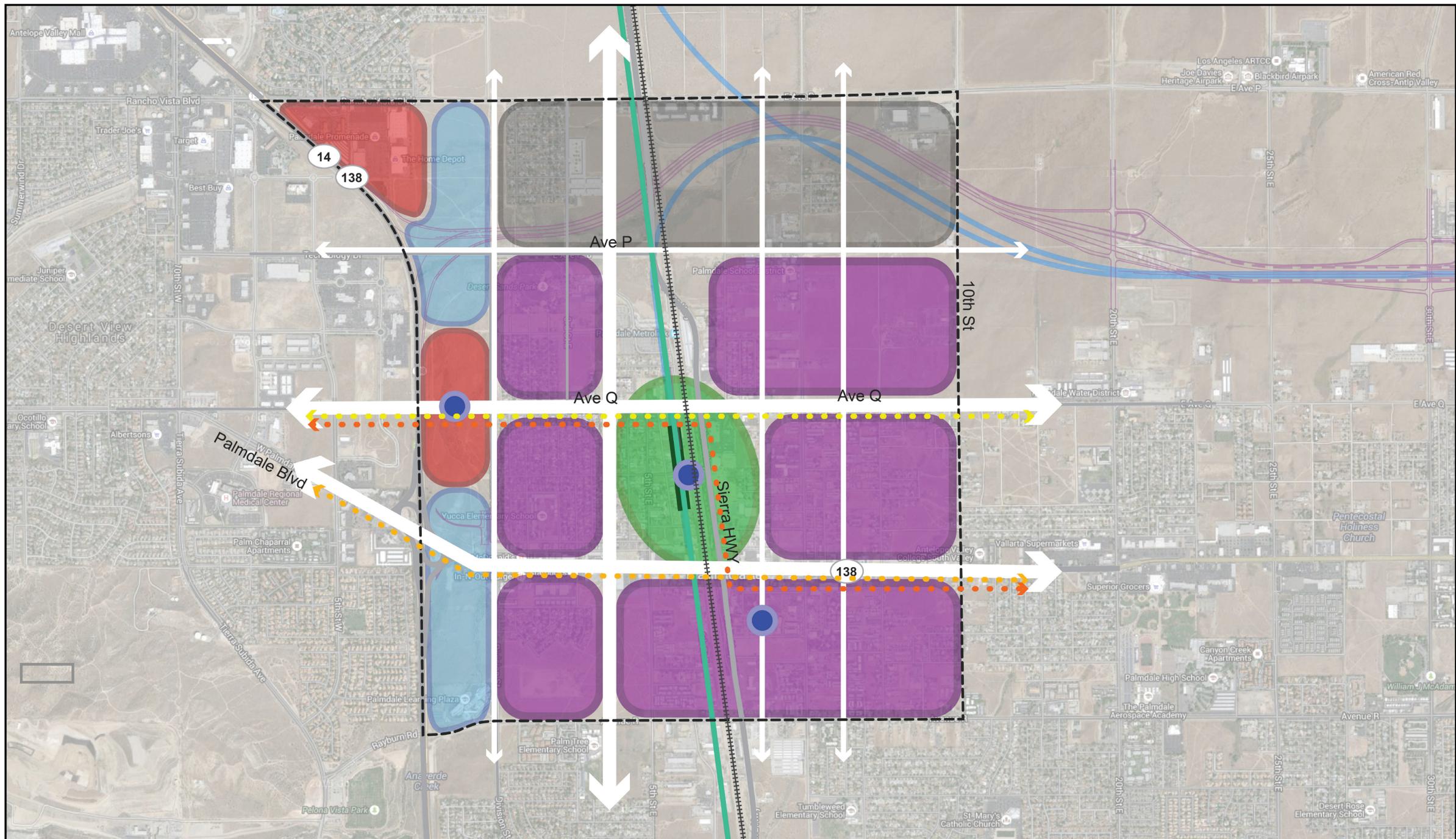
Develop land use and site plan

GROUP EXERCISE

PALMDALE 2029

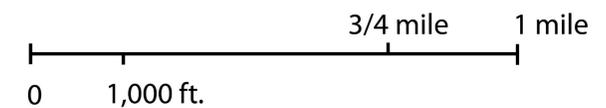
Develop land use and site plan

LAND-USE SCENARIOS - VISION MAP



VISION MAP

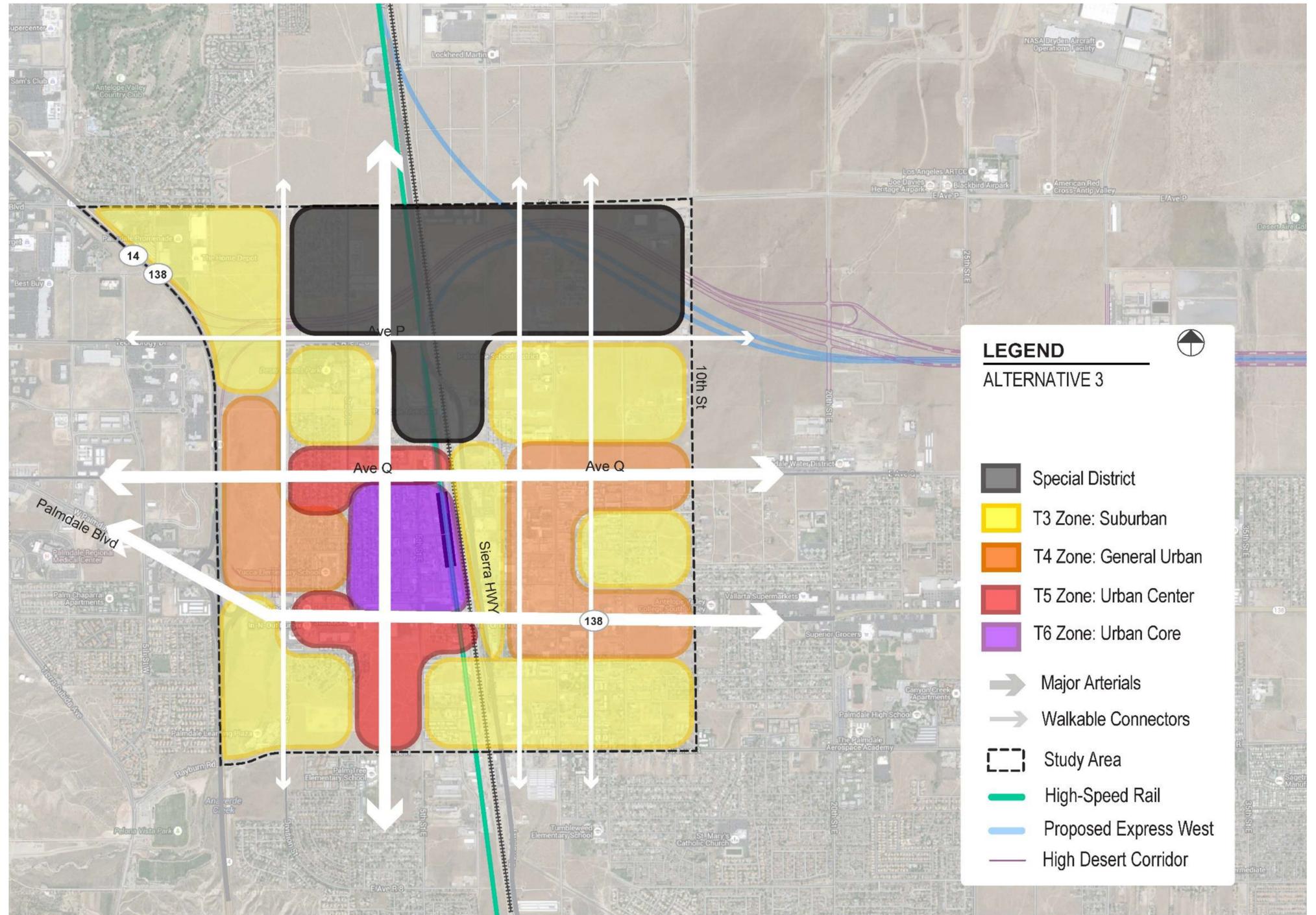
Palmdale High Speed Rail | Station Area Plan



- | | | | | | |
|--------------------|-----------------|-----------------|---------------------|----------------------------|----------------------|
| Neighborhood Zones | Business Zone | Industrial Zone | Walkable Connectors | Proposed Street Car Routes | High Speed Rail |
| Jobs Emphasis Zone | FWY Retail Zone | Study Area | Major Arterials | Proposed Express West | High Desert Corridor |
| | | | | | Destination Area |

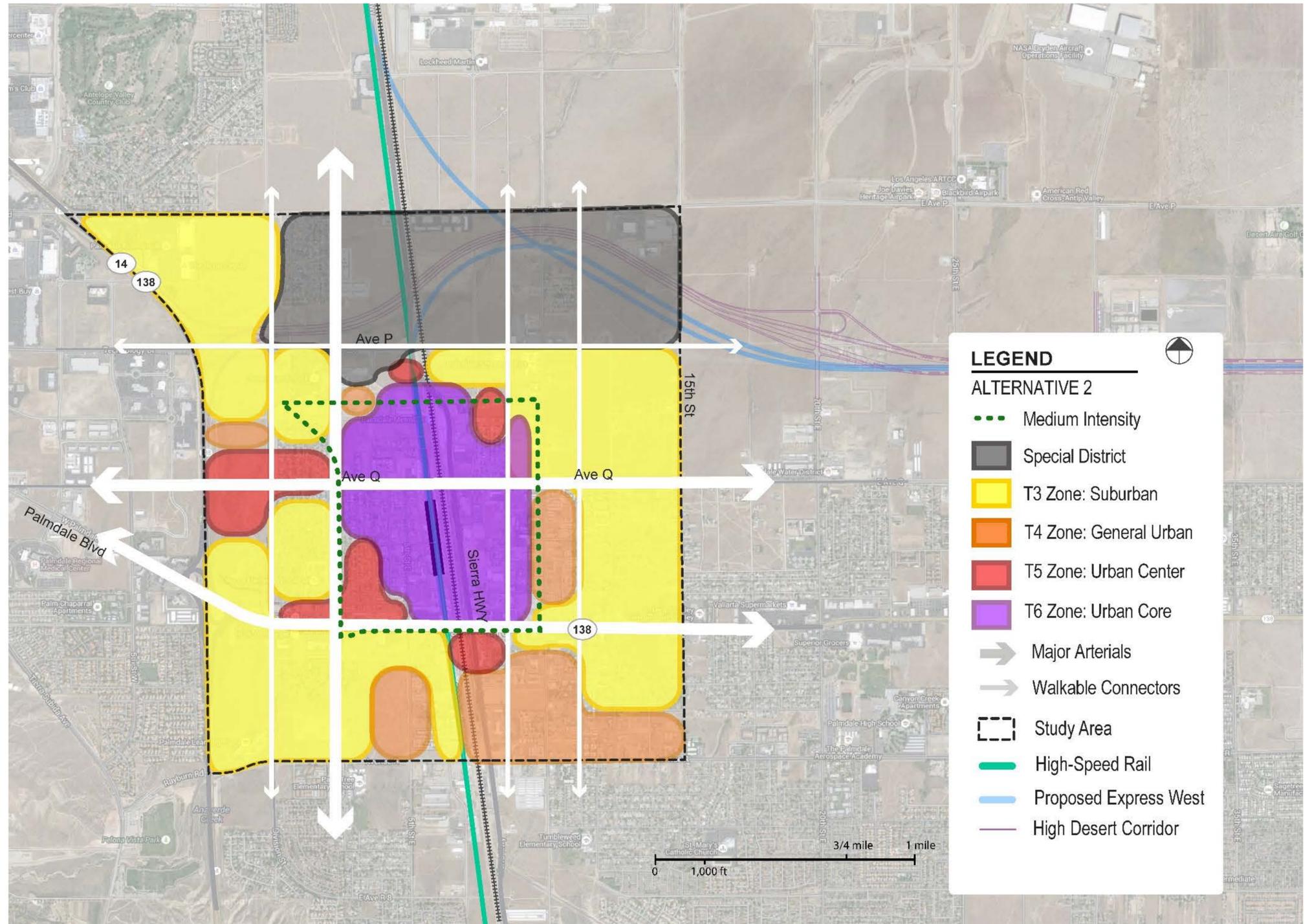
Building on Existing Plans

- CAHSR is at grade
- No urban streetcar connections outside study area
- Limited eastern expansion potential
- Assumes transit stations connected by “Main Street”



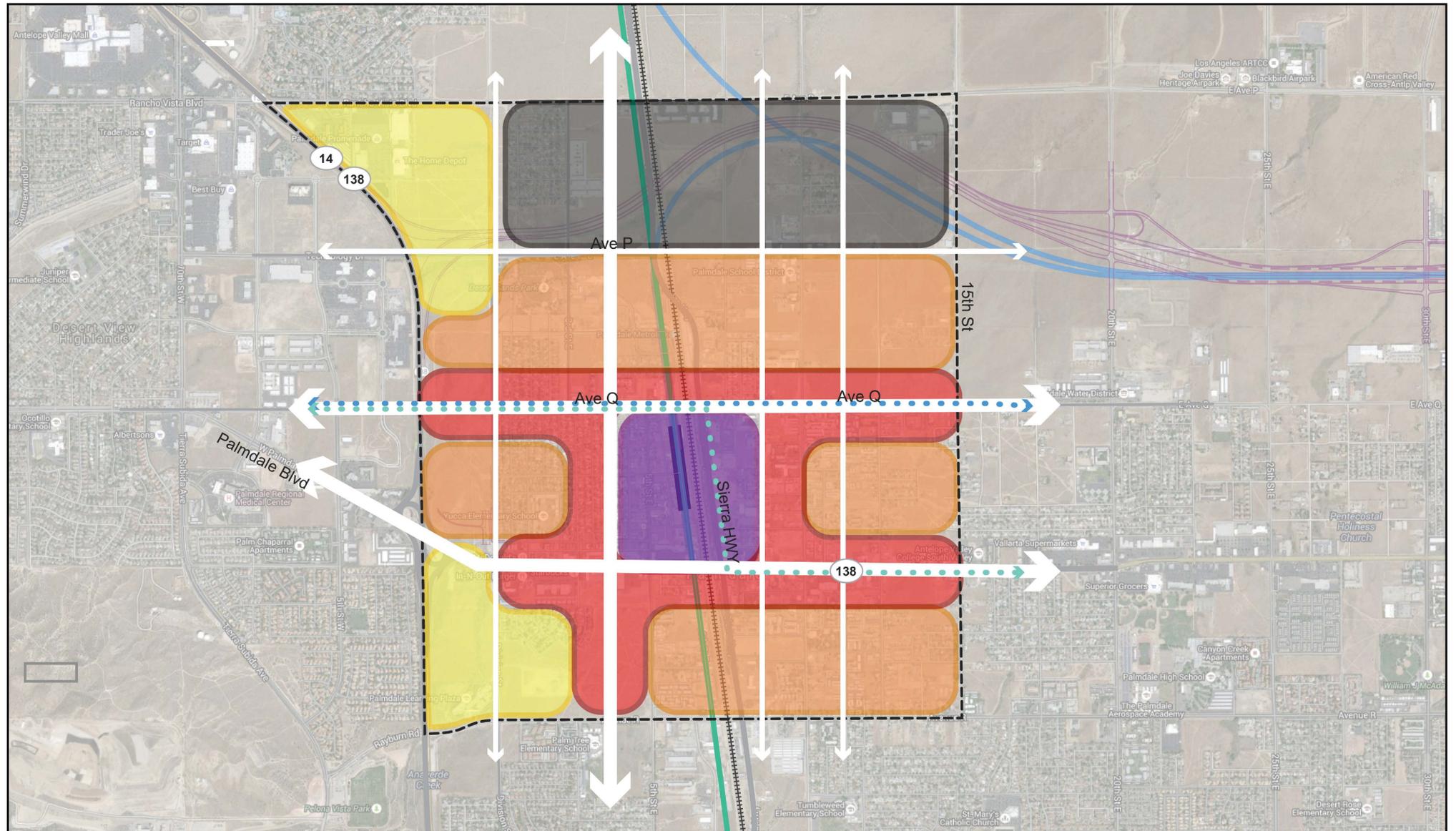
Integrated and Managed TOD3

- CAHSR is elevated
- No urban street car
- Allows for expansion east
- Closely follows TOD3 character direction

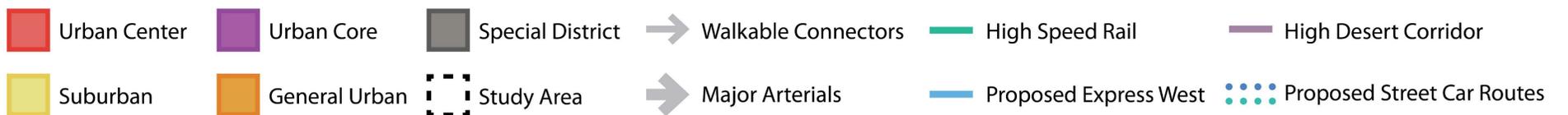
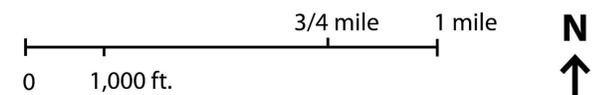


Optimized Connectivity and Circulation

- CAHSR is somewhat elevated
- Builds on urban streetcar concept
- Allows for expansion east
- Assumes 2-3 anchors connected by “Main Street”
- Similar to Vision and TOD3 “concept”



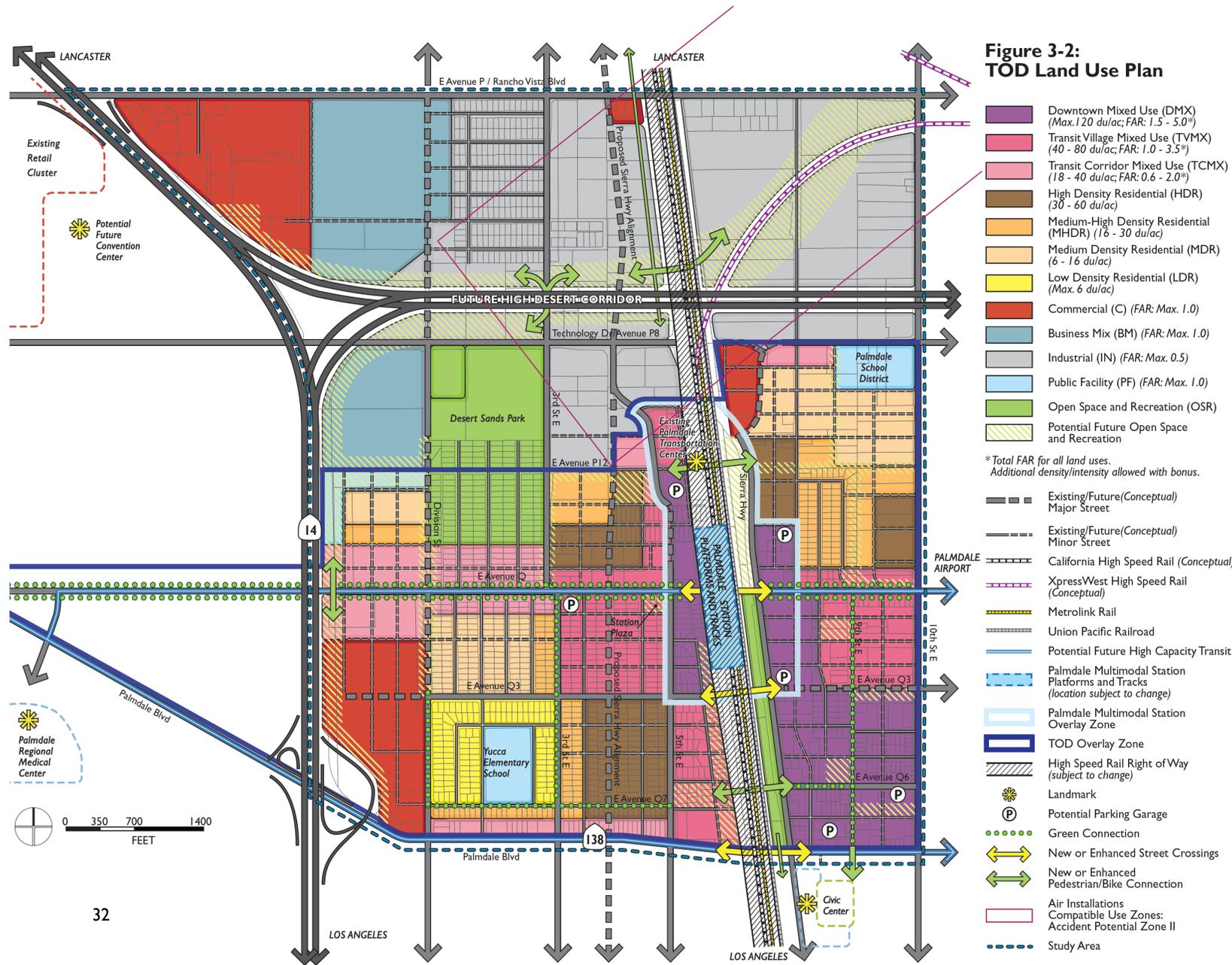
PREFERRED LAND USE ALTERNATIVE
Palmdale High Speed Rail | Station Area Plan





PLACE HOLDER
(YET TO COMPLETE)

LAND-USE COMPARISON WITH TOD3 - EXISTING LAND USE



**Figure 3-2:
TOD Land Use Plan**

- Downtown Mixed Use (DMX) (Max. 120 du/ac; FAR: 1.5 - 5.0*)
- Transit Village Mixed Use (TVMX) (40 - 80 du/ac; FAR: 1.0 - 3.5*)
- Transit Corridor Mixed Use (TCMX) (18 - 40 du/ac; FAR: 0.6 - 2.0*)
- High Density Residential (HDR) (30 - 60 du/ac)
- Medium-High Density Residential (MHDR) (16 - 30 du/ac)
- Medium Density Residential (MDR) (6 - 16 du/ac)
- Low Density Residential (LDR) (Max. 6 du/ac)
- Commercial (C) (FAR: Max. 1.0)
- Business Mix (BM) (FAR: Max. 1.0)
- Industrial (IN) (FAR: Max. 0.5)
- Public Facility (PF) (FAR: Max. 1.0)
- Open Space and Recreation (OSR)
- Potential Future Open Space and Recreation

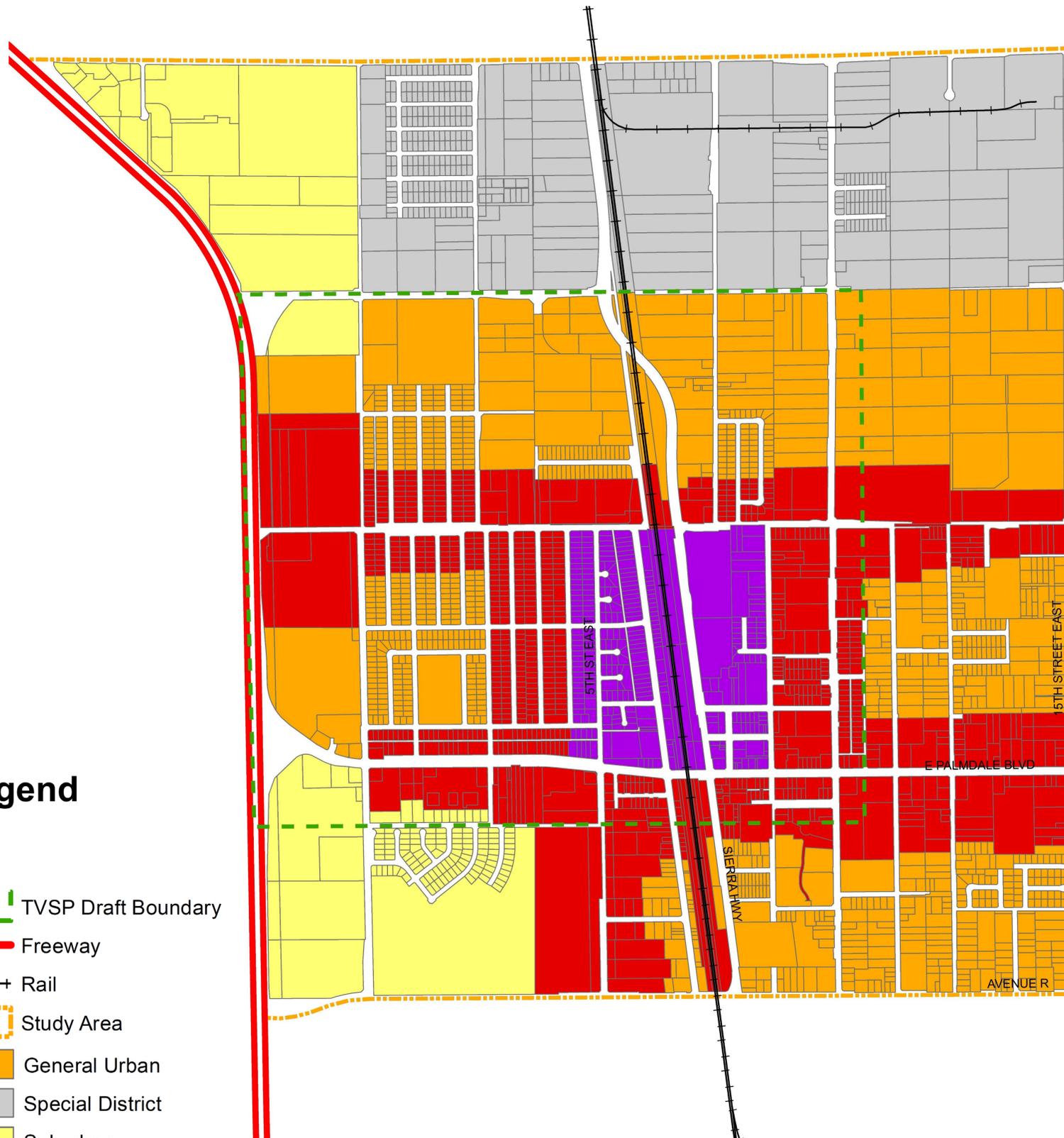
*Total FAR for all land uses. Additional density/intensity allowed with bonus.

- Existing/Future(Conceptual) Major Street
- Existing/Future(Conceptual) Minor Street
- California High Speed Rail (Conceptual)
- XpressVest High Speed Rail (Conceptual)
- Metrolink Rail
- Union Pacific Railroad
- Potential Future High Capacity Transit
- Palmdale Multimodal Station Platforms and Tracks (location subject to change)
- Palmdale Multimodal Station Overlay Zone
- TOD Overlay Zone
- High Speed Rail Right of Way (subject to change)
- Landmark
- Potential Parking Garage
- Green Connection
- New or Enhanced Street Crossings
- New or Enhanced Pedestrian/Bike Connection
- Air Installations Compatible Use Zones: Accident Potential Zone II
- Study Area

Zone	Density or Intensity	Max Height
Downtown Mixed Use (MDX)	Up to 120 du/ac Min. FAR: 1.5 Max. FAR: 5.0 Additional FAR provided as performance bonus.	85 ft. (7-8 stories) Additional height provided as a performance bonus.
Transit Village Mixed Use (TVMX)	Min. 40 du/ac Max. 80 du/ac Min. FAR: 1.0 Max. FAR: 3.5 With bonus: Up to 100 du/ac and 4.0 FAR (Residential density bonus only awarded in TOD3 Study Area Transit Village Mixed Use district1)	5 stories, 55 ft. (60 ft. with ground floor commercial)
Transit Corridor Mixed Use (TCMX)	Min. 18 du/ac Max. 40 du/ac Min. FAR: 0.6 Max. FAR: 2.0 With bonus: Up to 60 du/ac and 2.5 FAR	4 stories, 45 ft. (50 ft. with ground floor commercial) With bonus: Up to 5 stories, 55 ft. (60 ft. with ground-floor commercial)
High Density Residential (HDR)	Min. 30 du/ac Max. 60 du/ac	5 stories, 55 ft.
Medium-High Density Residential (MDR)	Min. 16 du/ac Max. 30 du/ac	4 stories, 45 ft.
Medium Density Residential (MDR)	Min. 6 du/ac Max. 16 du/ac	3 stories, 35 ft.
Low Density Residential (LDR)	Max. 6 du/ac	2 stories, 35 ft.
Commercial (C)	Max. FAR: 1.0	3 stories, 45 ft.
Business Mix (BM)	Max. FAR: 1.0	3 stories, 45 ft.
Industrial (IN)	Max. FAR: 0.5	2 stories, 35 ft.

Source: Palmdale TOD Land Use Overlay Plan

LAND-USE COMPARISON WITH TOD3 – PROPOSED LAND USE



Legend

- TVSP Draft Boundary
- Freeway
- Rail
- Study Area
- Suburban
- Special District
- Urban Center
- Urban Core

Zone/Description	Density or Intensity	Max Height
Urban Core T6 The Urban Core Zone allows for the highest development intensities of a big city. It contains the densest urbanism and the greatest variety of uses. This zone is the least naturalistic of all the zones.	Max. 50 du/ac	Typically 4-plus stories with a few shorter buildings
Urban Center T5 The Urban Center Zone is intended for urban, mixed-use development in the heart of Palmdale. Preserves a vibrant mix of retail, office, and residential uses. Buildings are typically more than one story tall and line uniformly urban streets that are organized in a tight network with wide sidewalks and steady rows of street trees in wells.	Max. 50 du/ac Min. 30 du/ac	Typically 3-to 5-stories with some variation
General Urban T4 The General Urban Zone is intended to create distinct neighborhood character. Distinct from the sub-urban character of T-3 and the downtown character of T5. Rooted in the traditional American neighborhoods, the General Urban Zone allows for a wider range of housing types, neighborhood-serving commercial and civic uses within a walkable neighborhood setting.	Max. 30 du/ac Min. 20 du/ac.	Typically 2- to 3-story with a few taller mixed use buildings
Sub-Urban T3 The Sub-Urban Zone is intended for residential development at the edge of SR-14, a transition between dense, urbanized city areas and County land. Blocks and lots are larger than those closer to the city center, landscaping is naturalistic and abundant. Roads may be irregular to accommodate site conditions.	Max. 8 du/ac Min. 3 du/ac	Typically 1- to 2- stories with some 3-story buildings.

Form and character based zoning

A form-based code is a land development regulation that replaces traditional use-based zoning codes. Using physical form rather than separation of uses as the organizing principle for the code, they aim to produce predictable built results and a high-quality public realm. Form-based codes can be adopted into law as part of a Specific Plan process, a General Plan update, or as a focused addition to a comprehensive zoning code update.

Form-based codes focus less on the type of activity taking place inside a building (i.e. the use) and more on the overall form and character of a neighborhood. While use is still regulated, more emphasis is placed on the placement and form of buildings, the character of the street frontage, and the relationship between buildings and public spaces. By regulating the design of new development, form-based codes address the size and mass of buildings in relation to one another.

Conventional Zoning

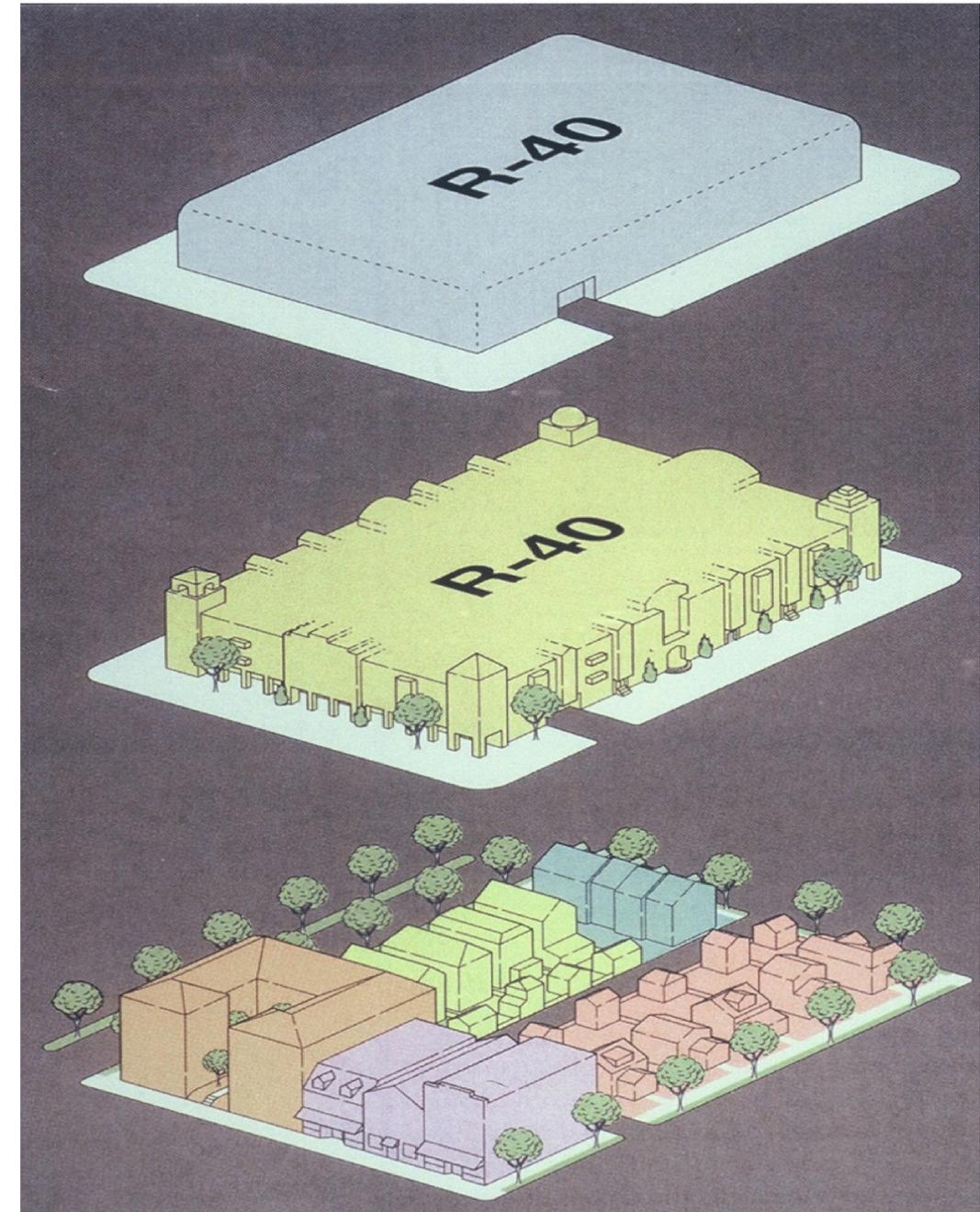
Defines a one-block parcel by identifying density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified.

Design Guidelines

Defines a one-block parcel using conventional zoning requirements, plus frequency of openings and surface articulation specified

Form-Based Codes

Defines a one-block parcel by identifying street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.



TRANSECT DIAGRAMS

