



MEETING MINUTES

TECHNICAL WORKING GROUP (TWG) MEETING #4

Phone and WebEx | 11-01-2016 – 2:30 to 4:00 PM

ATTENDEES

Mike Behen
Michael Dieden *
Rob Bruce
Kari Blackburn
Bud Davis
Brian Kuhn
City of Palmdale

Roland Genick
Aida Banihashemi *
Matt Burris
Chester Britt
Judith Taylor *
Parsons Team

Ben Lichty
Melissa Dumond
Michelle Boehm
Karl Fielding
Juan Carlos Velasquez
CAHSR

Dietter Aragon
Erika Monroe
AVTA

Ron Matthieu
SCRRA

Andrew Mack *
Xpress West

Steve Fox *
SCAG

* participation by phone

Welcome: Mike Behen provided introductory remarks, thanked participants for their time and welcomed everybody to the meeting

Station Area Vision – Preferred Strategy

1

- Roland Genick provided a brief project status update.
- Dietter Aragon pointed out that a strong emphasis on a fixed guideway transit feeder system to the station will strengthen the multi-modal aspect of the station area. Such a system could be a BRT system initially with a conversion to an Urban Rail system or LRT at a later stage
- Roland and the team pointed out that an additional public transportation system along Avenue Q is a critical piece of the overall vision for the Palmdale HSR SAP. Such a system could initially be a BRT system with or without dedicated lanes, but would be expected to grow into a fixed guideway streetcar or urban rail system as demand increases. Such a system could eventually be expanded to the Northrop Grumman plant and/or the Palmdale Airport.

Station Area Vision – Land Use Comparison with TOD3

2

- Roland Genick provided an overview how the current planning efforts for the Palmdale HSR SAP interrelate to the previous efforts conducted for Avenue Q and TOD 3.
- Ben Lichty voiced a concern that the proposed land-use densities appeared to be lower than originally envisioned under the TOD3 plan. Roland and Matt pointed out that the analysis of economic development demand did not support the densities at the core area surrounding the stations. The concern is that, should the densities be too high the land value would artificially be increased which could stifle development.
- The plan aims to find a balance for appropriate densities surrounding the station without inhibiting development potential
- Michelle Boehm encouraged to evaluate an additional off-ramp at Avenue Q to support the envisioned **“Main Street” character of the street. Michelle also encouraged to study the existing uses along Avenue** carefully to develop an appropriate mix of uses.
- During the general discussion the group agreed that City owned properties in the study area and **particularly along Avenue Q could play an important role in starting a “catalyst project”**
- Ben Lichty pointed out that the team should evaluate the use of Cap and Trade funds as a financing mechanism in addition to the EIFD that the team is already evaluating. Related to that the team also discussed that the plan needs to acknowledge the issue of gentrification and develop appropriate strategies to mitigate any negative impacts that might arise from rising home values.
- Michelle Boehm encouraged to evaluate whether Avenue Q could receive additional off-ramps from SR-14.
- Based on a question from TWG Members the team confirmed that an appropriate parking strategy is a critical component to the Palmdale HSR SAP. Particularly for the station itself, but also for the surrounding uses it is critical that parking provided is sized and priced right to support the goals established.

Station Area Vision – Revision to Implementation Framework

3

- Matt Burris presented the overall land-us strategy to be utilized for the Palmdale HSR SAP. Particular emphasis was placed on the fact that the new regulatory framework is focused on implementing a form and character based approach to zoning. Matt also pointed out that the proposed land-use plan attempts to avoid to create too much land value for a select number of parcels close to the station location that might result in an effect contrary to the desired economic stimulus. In order to avoid this potentially stifling

dynamic the regulatory framework will include management strategies that release planning permits only after certain development thresholds have been reached.

- Karl Fielding pointed out the critical importance of the messaging of the newly created densities to the public. He encouraged the team to share the market analysis, particularly since it points out that development potential significantly increases with the implementation of HSR. Karl also pointed out that the team needs to evaluate and make sure that the plan meets the state targets identified for densities surrounding the station. In either case the message on potentially lower densities should probably be carried back to the board.

- Michelle **emphasized CAHSR's commitment to develop each station area with a unique character and allow it to be the best it can be.**

- **Michael Dieden pointed out that the term "Village" is not appropriate for the type of densities and character that desired.** Michael **suggested that the plan should be named "Palmdale Transit Neighborhood Specific Plan (PTNSP).**

- Michelle encouraged to evaluate whether there are other destinations and areas of interest that should be connected with the planned Urban Rail system. She **envoked the "necklace" image as a visual reference.**

- In response to a question as to how the City will be using this plan to manage development Roland responded that the City envisions to update the boundaries of the current Palmdale Transit Village Specific Plan and update it's planning language. That updated plan will then be adopted by the City and become the new planning document governing the area surrounding the station.

Open Discussion

- TWG Members pointed out that Xpreswest is currently conducting a ridership analysis that considers both Xpresswest and CAHSR service. The result from that study will be critical to determine expected passenger activity at the Palmdale HSR station since it will be the only station in the state that will have two HSR lines intersect.

4

- In response to a question from the TWG Roland responded that the City hopes to adopt a revised regulatory framework for the Palmdale Transit Village Specific Plan in the fall of 2017.

- Ben Lichty asked what the most prominent concern was with respect to prior planning efforts. Team members responded that the biggest concern was over the potential displacement due to rising property values.



SIGN IN SHEET

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Name	Organizatoin	Email
Ben Lichty	HSRA	Ben.Lichty@hsr.ca.gov
Karl Fielding	HSR.	Karl.Fielding@hsr.ca.gov
Michelle Boehm	HSR	michelle.boehm@hsr.ca.gov
JuanCarlos Velasquez	HSR	juancarlos.velasquez@hsr.ca.gov
RON MATHIEU	SCPPA / METROLINK	MATHIEUR@SCPPA.NET
Matt Burris	Raimi + Associates	mattburris@raimi.associates.com
mille Behm	CCP	mbehm@cityofpalmdale.org
Xari Blackburn	COP	xblackburn@cityofpalmdale.org
BUD DAVIS	COP	bdavis@cityofpalmdale.org
ROLAND GENICK	PARSONS	ROLAND.GENICK@PARSONS.COM
Africa Monroe	AVTA	amonroe@avta.com



SIGN IN SHEET

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Name	Organizaton	Email
Dieter Aragon	AVTA	D.aragon@avta.com
Rob Brock	COP	RBROCK@CITYOFPALMDALE.ORG
Brian Kohn	COP	bkohn@cityofpalmdale.org
CHESTER BRITT	ARELLANO ASSOC	CBRITT@ARELLANOASSOCIATES.COM
JUDY TAYLOR	H2+A	PHONE
MICHAEL DIBDEN	CORA	PHONE
ANDREW TRAE	EXPRESS WEST	PHONE



PALMDALE HSR STATION AREA PLAN

November 01, 2016

TECHNICAL WORKING GROUP (TWG) | MEETING #4

AGENDA

1. Welcome / Introductions
2. Station Area Vision
 - Preferred Strategy
 - Land Use Comparison with TOD3
 - Revisions to Implementation Framework
 - Revised Outline for Transit Village Specific Plan
 - Revised Environmental Strategy
3. Open Discussion
4. Next Steps



1. WELCOME / INTRODUCTIONS



2. STATION AREA VISION

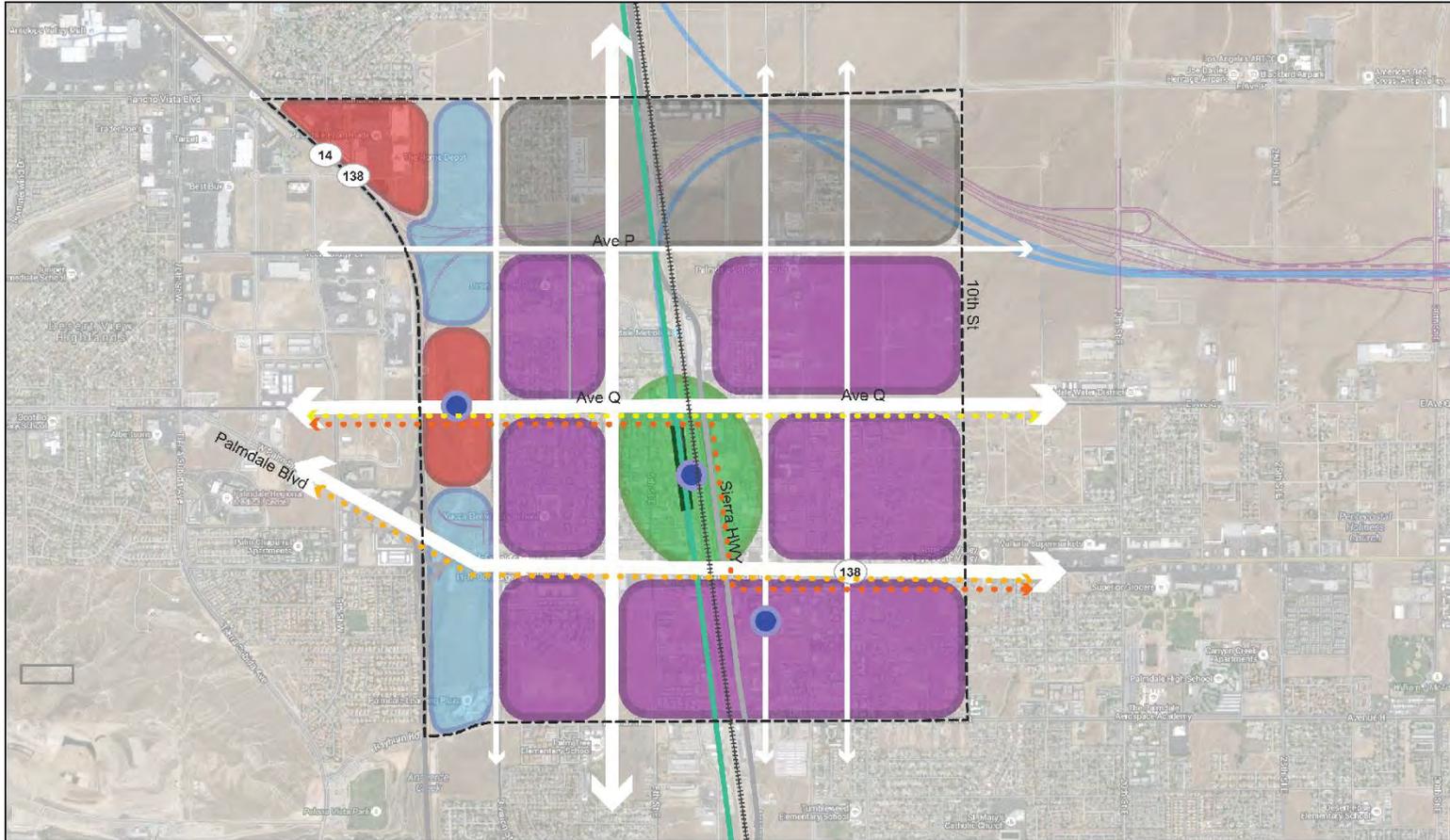
- A. Preferred Strategy
- B. Land Use Comparison with TOD3
- C. Revisions to Implementation Framework



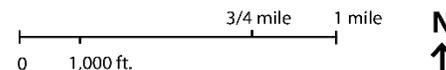
PREFERRED STRATEGY



Preferred Strategy - Vision Map



VISION MAP
Palmdale High Speed Rail | Station Area Plan

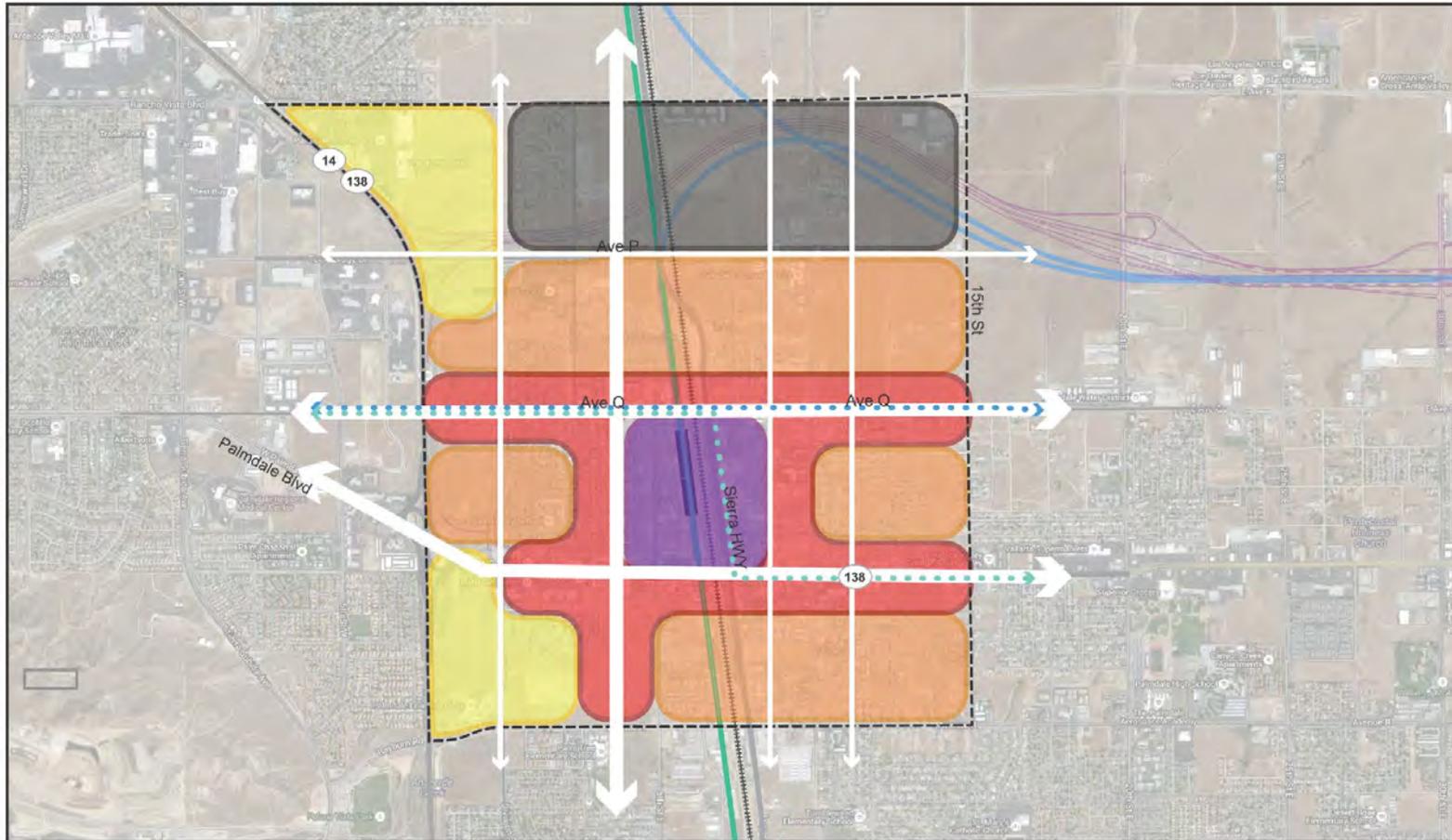


- Neighborhood Zones
- Business Zone
- Industrial Zone
- Walkable Connectors
- Proposed Street Car Routes
- High Speed Rail
- Jobs Emphasis Zone
- FWY Retail Zone
- Study Area
- Major Arterials
- Proposed Express West
- High Desert Corridor
- Destination Area

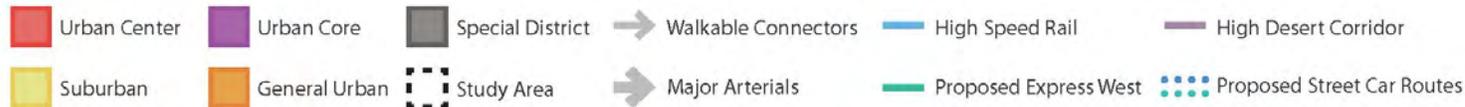
Key components of “Vision Map”

- Jobs Emphasis Zone
- Neighborhoods
- Regional Retail
- Business Zone
- Industrial
- Corridors

Preferred Strategy – Land Use



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



Key components

- CAHSR is somewhat elevated
- Builds on urban streetcar concept
- Allows for expansion east
- Anchors along “Main Street”
- Connectivity along major roads
- Significant similarity with TOD3

Preferred Strategy - Land Use



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

Form and Character based Zoning

- Effectively shapes urban form
- Clear direction on character
- Greater market flexibility
- Creates sense of place

LAND USE COMPARISON WITH TOD3



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)
(18 - 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.

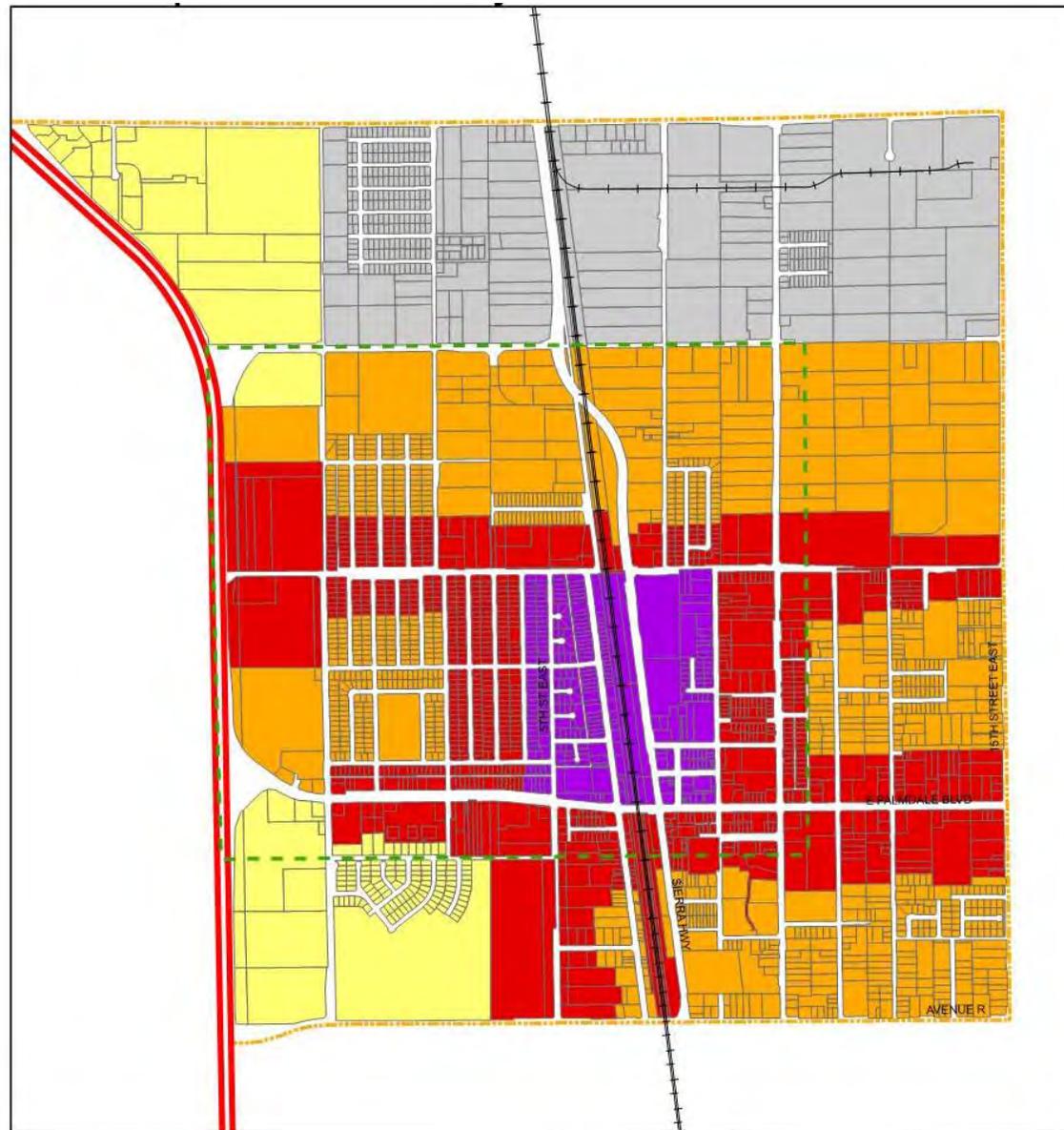
- Existing/Future (Conceptual) Major Street
- Existing/Future (Conceptual) Minor Street
- California High Speed Rail (Conceptual)
- XpressWest High Speed Rail (Conceptual)
- Metrolink Rail
- Union Pacific Railroad
- Potential Future High Capacity Transit
- Palmdale Multimodal Station Platforms and Tracks (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 (DMX)	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



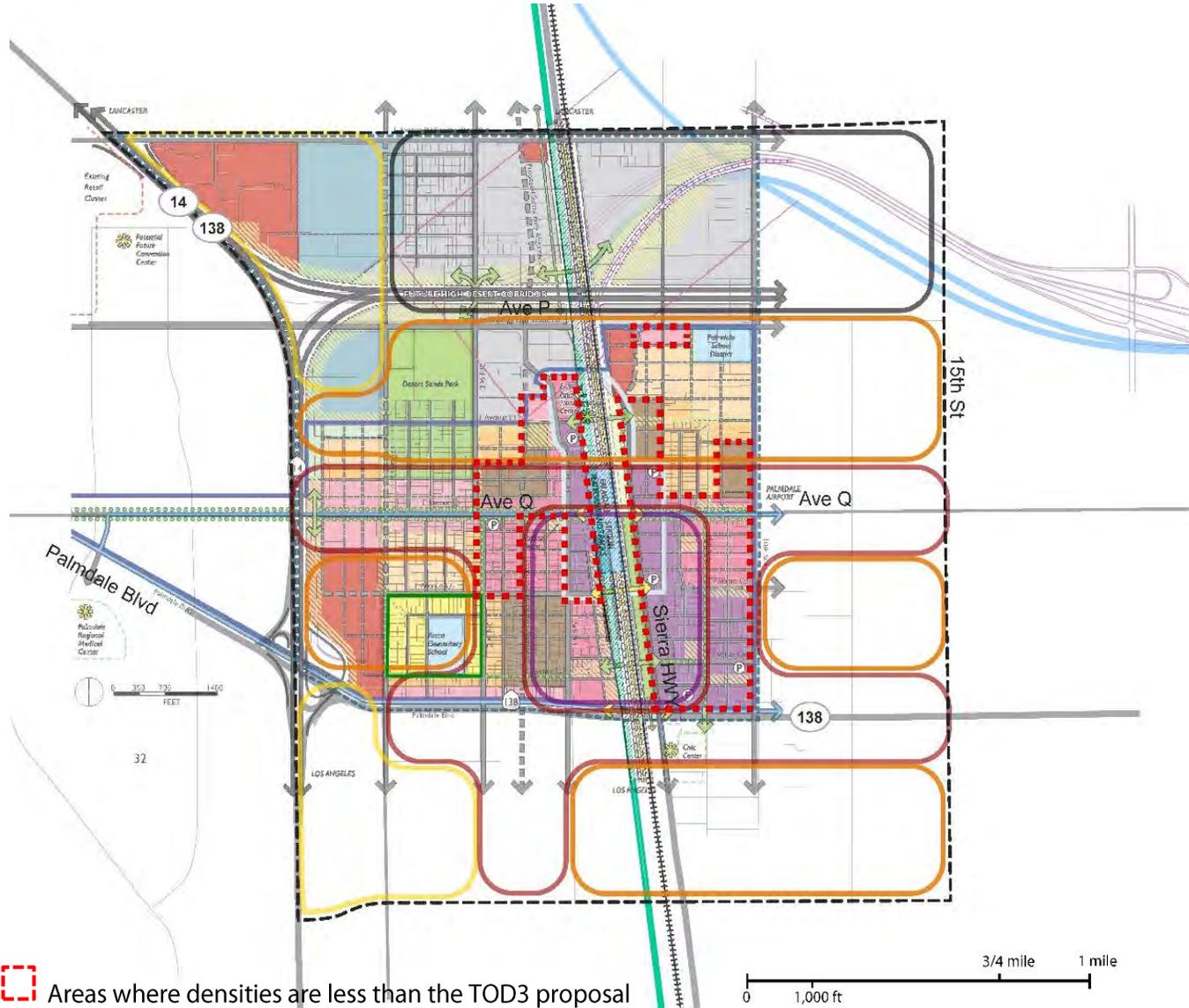
Land Use Comparison with TOD3 – Proposed Land Use



Zone/Description	Density or Intensity	Max Height
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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
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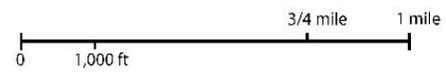
Land Use Comparison with TOD3 – Land Use Overlays



TOD OVERLAY + ALT #1 LEGENDS

- Special District
 - T3 Zone: Suburban
 - T4 Zone: General Urban
 - T5 Zone: Urban Center
 - T6 Zone: Urban Core
 - Study Area
- Downtown Mixed Use (DMX) (Max. 120 d/s/ac; FAR: 1.5 - 5.0*)
 - Transit Village Mixed Use (TVMX) (40 - 100 d/s/ac; FAR: 1.0 - 3.2*)
 - Transit Corridor Mixed Use (TCMX) (18 - 40 d/s/ac; FAR: 0.6 - 2.0*)
 - High Density Residential (HDR) (30 - 50 d/s/ac)
 - Medium-High Density Residential (MHDR) (15 - 30 d/s/ac)
 - Medium Density Residential (MDR) (6 - 16 d/s/ac)
 - Low Density Residential (LDR) (Max. 6 d/s/ac)
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 - Air Installations
 - Compatible Use Zones
 - Accident Potential Zone II
 - Study Area

□ Areas where densities are less than the TOD3 proposal



Land Use Comparison with TOD3 – Category Comparison



Preferred Land Use Alt	T6	T5	T4	T3
TOD3 Plan				
Downtown Mixed Use (MDX)				
Transit Village Mixed Use (TVMX)	■			
Transit Corridor Mixed Use (TCMX)	■	■		
High Density Residential (HDR)		■		
Medium-High Density Residential (MDR)		■		
Medium Density Residential (MDR)			■	
Low Density Residential (LDR)				■
Commercial (C)		■	■	
Business Mix (BM)		■	■	
Industrial (IN)			■	

■ Fits within parameters of both plans

Preferred Alternative - Land use comparison with TOD3



Key Differences

- Adjusted densities in Urban Core to reflect market feasibility
- Adjusted densities east of Sierra Highway to reflect proximities
- Greater market flexibility
- Creates sense of place

REVISIONS TO IMPLEMENTATION FRAMEWORK



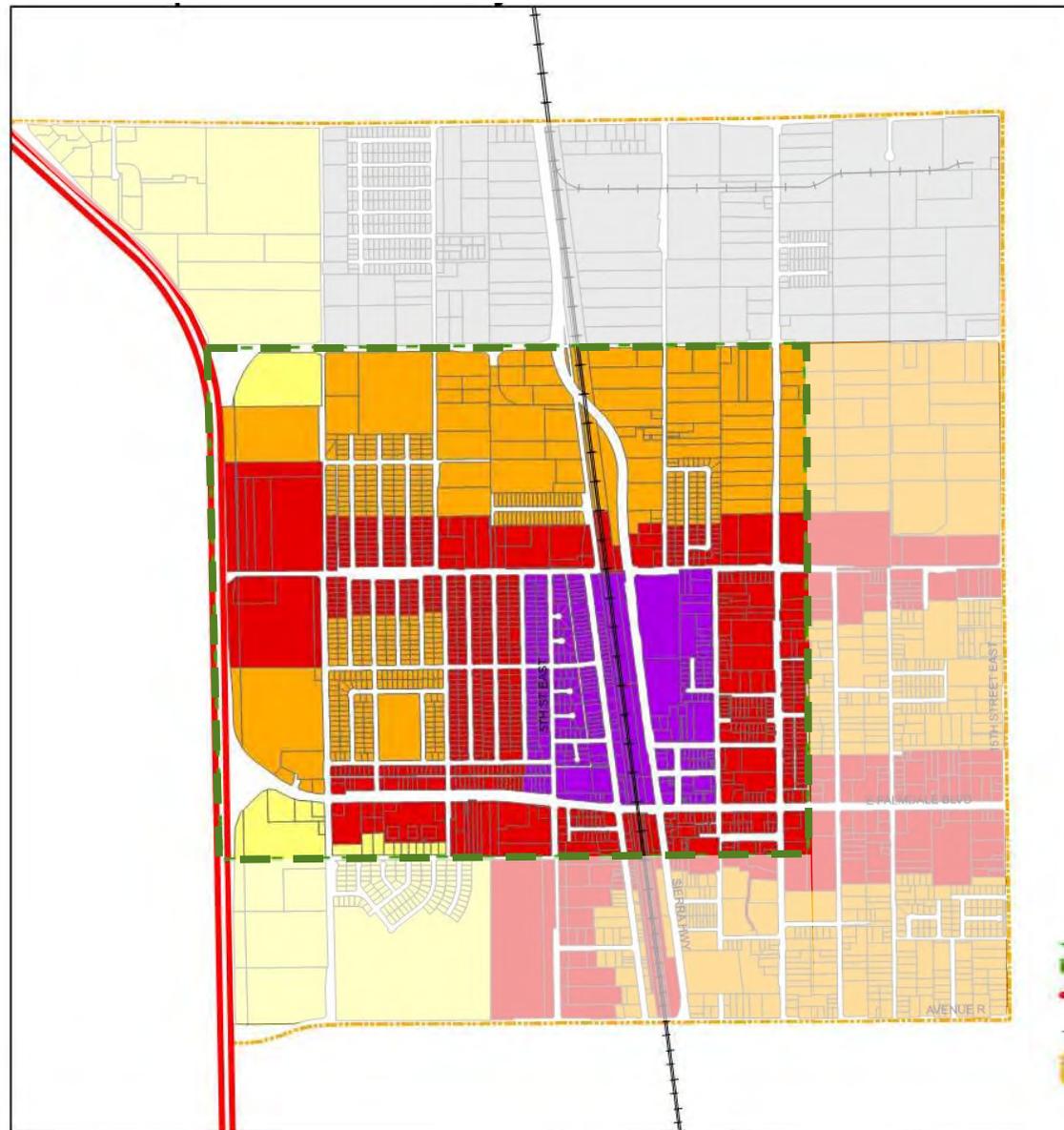
Revisions to Implementation Framework



- 1** Use expanded and revised Palmdale Transit Village Specific Plan (TVSP) as adoption tool
- 2** Complete form/character based zoning for TVSP based on revised boundary
- 3** Obtain environmental clearance for current TOD3 and subsequent Negative Declaration for SAP
- 4** Adopt revised TVSP through Planning Commission and City Council



Transit Village Specific Plan- Proposed Outline



Key Differences

- Modified size to reflect development demand.
- Includes the existing transit center and HSR Station
- Reaches the freeway to take advantage of the opportunity for catalyzing growth
- Straddles important corridors to ensure planning on both sides of a street
- Excludes neighborhoods or commercial areas that seem newer or more stable

Environmental Strategy



Revised Environmental Strategy:

1. Environmental clearance for TOD3 through the EIR preparation to be completed
2. The City utilize TOD3 environmental clearance as an informing document
3. Revise the boundaries of PTVSP
4. Obtain the environmental clearance for the revised PTVSP through the IS preparation and advance with Negative Declaration for the lower densities that will be implemented in the revised PTVSP

3. OPEN DISCUSSION



3. NEXT STEPS / OTHER ITEMS





ADJOURN / THANK YOU

November 01, 2016

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