AGENDA

1. Welcome
2. Meeting Purpose
3. Project Update
   - Project Purpose / Team
   - Activities Completed
   - Project Schedule
4. Palmdale Transit Area Specific Plan
   - Overview
   - Chapter 4 / Chapter 5
4. Station Area Vision
5. Open House Activities
MEETING PURPOSE

1. Project Update
   Experts will be able to provide information. We have about five months left on the project.

2. Receive Feedback
   Input from you is critical for progress on the project. We cannot finish this project without you.

3. Open House Meeting
   We will provide a brief overview with one-on-one interaction between you and the technical experts.
PROJECT PURPOSE

1. Embrace Transportation
   Enhance multi-modal transportation options to increase use of alternative transportation modes.

2. Enhance Local Economy
   Generate short and long-term economic development opportunities for local business owners.

3. Foster New Development
   Attract development activities for residential and commercial product types currently not represented.

4. Promote Smart Growth
   Create a healthy, prosperous, and resilient transit-oriented community with a diversified transportation system.
PROJECT TEAM

Team Members
- Arellano Associates
- Raimi + Associates
- HR&A
ACTIVITIES COMPLETED

1. Project Vision

2. Multi-Modal Connectivity
   Established a path forward for the implementation of a new transportation network for the City.

3. Funding Strategy
   Laid out an implementation plan to capture revenue from increased property value for re-investment into infrastructure.

4. Public Outreach
   Engaged public and stakeholders through series of visioning workshops, student/youth input and technical working group meetings.
Project Vision

CHAPTER 2. STUDY AREA / GOALS AND OBJECTIVES

STUDY AREA

The project study area is located in the southern portion of the Antelope Valley, within the Santa Clara Valley. The major highways connecting Palmdale to other parts of Santa Clara Valley include, State Highway 14A, State Highway 14B, and State Highway 14C. These highways are the main thoroughfares that run north to south through the area.

Palmdale is a town in northern Los Angeles County, California, United States. It is a major regional center, with a population of approximately 100,000 and is a major transportation hub, with a rail station and a major airport.

VISION STATEMENT

Together with the Technical Assistance Group (TAG) for the project, the Bureau of Infrastructure Development and Environmental Management (IDEM) is conducting a vision statement for the future of Palmdale. This vision statement is intended to guide the planning and development of the area, and to ensure that the vision is consistent with the regional vision for the area. The vision statement is intended to be a guide for the development of the area, and to help ensure that the development is sustainable, environmentally sound, and economically viable.

The Palmdale HSR station area will be a gateway to the 21st century for the City of Palmdale, bringing together people from Palmdale, the region, and the southwestern states. Celebrating diversity and embracing change, the environment, it will be a vibrant, mixed-use center that embraces the sustainable, physical, economic, and social development of the area and be the catalyst for a more dynamic, diverse and livable Palmdale.

Station development is an economic and environmental imperative throughout the United States and now more than ever, is critical to the health of sustainable and economically vibrant communities.
MULTI-MODAL CONNECTIVITY

1. Improve overall circulation, access and connectivity.
2. Provide pedestrians safe and comfortable walking space.
3. Create integrated outdoor spaces.
Multi-Modal Connectivity
Current CHSRA Alignment
HSR on embankment with Palmdale Blvd. and Avenue Q crossing under HSR alignment
Alignment

CHSRA Alignment
HSR on embankment with Palmdale Blvd. and Avenue Q crossing under HSR alignment
Street Alignment

Longitudinal Section through Palmdale Blvd.

Longitudinal Section through Avenue Q
Optimize Passenger Experience
Access to the HSR service should be safe, convenient and intuitive to be successful
Instead of going up and over the tracks (Option A) allow for seamless and intuitive movement directly up to platforms (Option B)
Financial Analysis
SCHEDULE
Schedule

Palmdale HSR SAP Project Schedule

- **Task 1**: Project Management and Project organization
- **Task 2**: Public Outreach and Stakeholder Education and Engagement - Outreach Strategy
- **Task 3**: Defining the HSR Station Area Vision
- **Task 4**: Multi-Modal Connectivity, Station Access, Parking Analysis, and Land Use Overlay Assessment
- **Task 5**: Economic, Real Estate, Fiscal, and Financial Planning
- **Task 6**: Regulatory Update, Environmental Review, and Implementation Plan
- **Task 7**: Collection of Reference Images and Selection of 3D View Angles
- **Task 8**: Develop Programming Document and Station Sign-Off
- **Task 9**: Site Planning, Station Footprint and HSR Alignments and Circulation
- **Task 10**: Illustrative Site Plan
- **Task 11**: Station Renderings and Final Concept Design

Today
PALMDALE TRANSIT AREA SPECIFIC PLAN

1. Development Vision
   Guides development of a transit district surrounding a HSR Station in the heart of a new Downtown Palmdale.

2. Aesthetic Guidance
   Creates building forms and architectural style with a focus on a pedestrian friendly environment.

3. Regulatory Framework
   Provides the City with tools to evaluate and approve desired, quality developments in a consistent manner.
PTASP – Chapters

1. Introduction
2. Existing Setting
3. Vision, Goals and Policies
4. Urban Design Framework
5. Specific Plan Zoning and Development Regulations
6. Circulation Plan
7. Public Service Infrastructure Plan
8. Implementation Plan
9. Appendix
PTASP – Specific Plan Area
PTASP – Urban Design Framework
Districts
- High Speed Rail (HSR) Station Area Core District
- Regional Commercial District
- Business Mix District

Neighborhoods
- Basic Building Block of Great Cities
- Contains variety of Residential Types
- Edges will be formed by corridors

Corridors
- Avenue Q
- Palmdale Boulevard
- 4th Street East
- 5th Street East
- Sierra Highway
- 10th Street East
- Division Street
Intent and Character:
• Provide jobs and amenities immediately surrounding the future HSR Multimodal Station
• Highest intensity permitted to leverage station proximity

Desired Land Uses:
• Active pedestrian uses on the ground floor
• Office and residential permitted on upper floors
Regional Commercial District

**Intent and Character:**
- Provide a mixed-use business/commercial district
- Leverage SR-14 and future High Desert Corridor (HDC) access and visibility
- Well-connected to Avenue Q

**Desired Land Uses:**
- Commercial uses – retail, restaurants, services
- Office allowed on upper floors
PTASP – Urban Design Framework – Districts

3 Business Mix District

**Intent and Character:**
- Provide easily accessible locations for office and light industrial uses
- Leverage SR-14 and future HDC access and visibility

**Desired Land Uses:**
- Office, research and development
- Light assembly uses
- Supportive commercial (Food & Beverage, etc.)
Neighborhoods

- Basic Building Block of Great Cities
- Contains variety of residential types – single family homes, Accessory Dwelling Units (ADUs), townhomes, courtyard and podium apartments, cottage clusters, etc.
- Maintains existing single-family neighborhood – Yucca Neighborhood
- Edges will be formed by corridors
PTASP – Urban Design Framework – Corridors

**Corridors**

- **Avenue Q** will become a Complete Street
- **Palmdale Boulevard** will become a multi-way boulevard
- **4<sup>th</sup> Street East** will become a north-south connector
- **5<sup>th</sup> Street** will provide multi-modal access to the HSR Station
- **Sierra Highway** will provide north-south connection to High Desert Corridor (HDC)
- **Division Street** will connect north-south and serve as a divider between the neighborhoods and BM & RC districts
PTASP – Specific Plan Zoning Districts
PTASP – Street Network Improvements
PTASP – Street Network Improvements – Street Trees

Street Trees

Existing Condition – inconsistent pattern

Specific Plan goals:
- Reinforce existing stands/retain mature trees
- Create unified street tree frontage
- Provide seasonal color
- Provide shade
- Low water use
PTASP – Street Network Improvements – Street Furnishings

Street Furniture and Street Lighting

Along major retail and mixed-use corridors (Avenue Q, Palmdale Boulevard, 5th Street East, 4th Street East)

Selected Palette

Bench, trash receptacle, bike rack, tree grate
PTASP – Street Network Improvements – Signage

Signage and Wayfinding
Gateways, banners, directories, directional signs and street signs

Examples

[Images of various signs and banners]
PTASP – Street Network Improvements – Public Art

Public Art

Interactive art, murals, temporary and permanent installations

Examples
PTASP - VISION

1. Minimize visual impacts and facilitate east-west connectivities.
2. Create open spaces, encourage community activities and integrate public art.
3. Improved passenger experience, intuitive wayfinding and retail opportunities.