

URBAN DESIGN FRAMEWORK MAP



Palmdale Transit Area Specific Plan

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| Transit Area Specific Plan Boundary | High Speed Rail Station Area Core District | Open Space/Parks - Existing and Proposed |
| High Desert Corridor Alignment (Potential) | Regional Commercial District | Landmarks/Destination Areas |
| Virgin Trains USA Alignment (Potential) | Business Mix District | Major Streets |
| California High-Speed Rail | Neighborhoods | Avenue Q |
| Metrolink Rail | Major Corridors (Neighborhood Edges) | SR-14 Freeway |
| Union Pacific Rail | | |

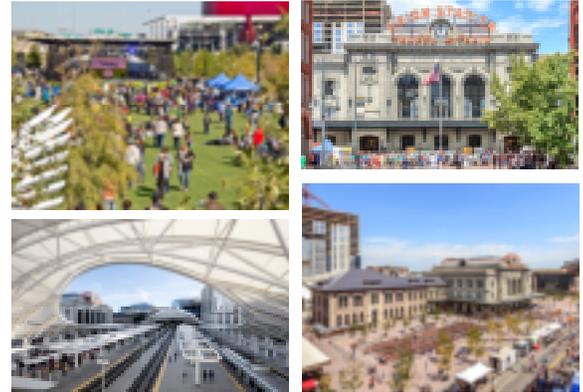
High-Speed Rail Station Area Core District

Intent and Character:

- Provide jobs and amenities immediately surrounding the future High-Speed Rail (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



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.)



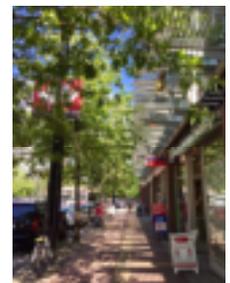
Neighborhoods

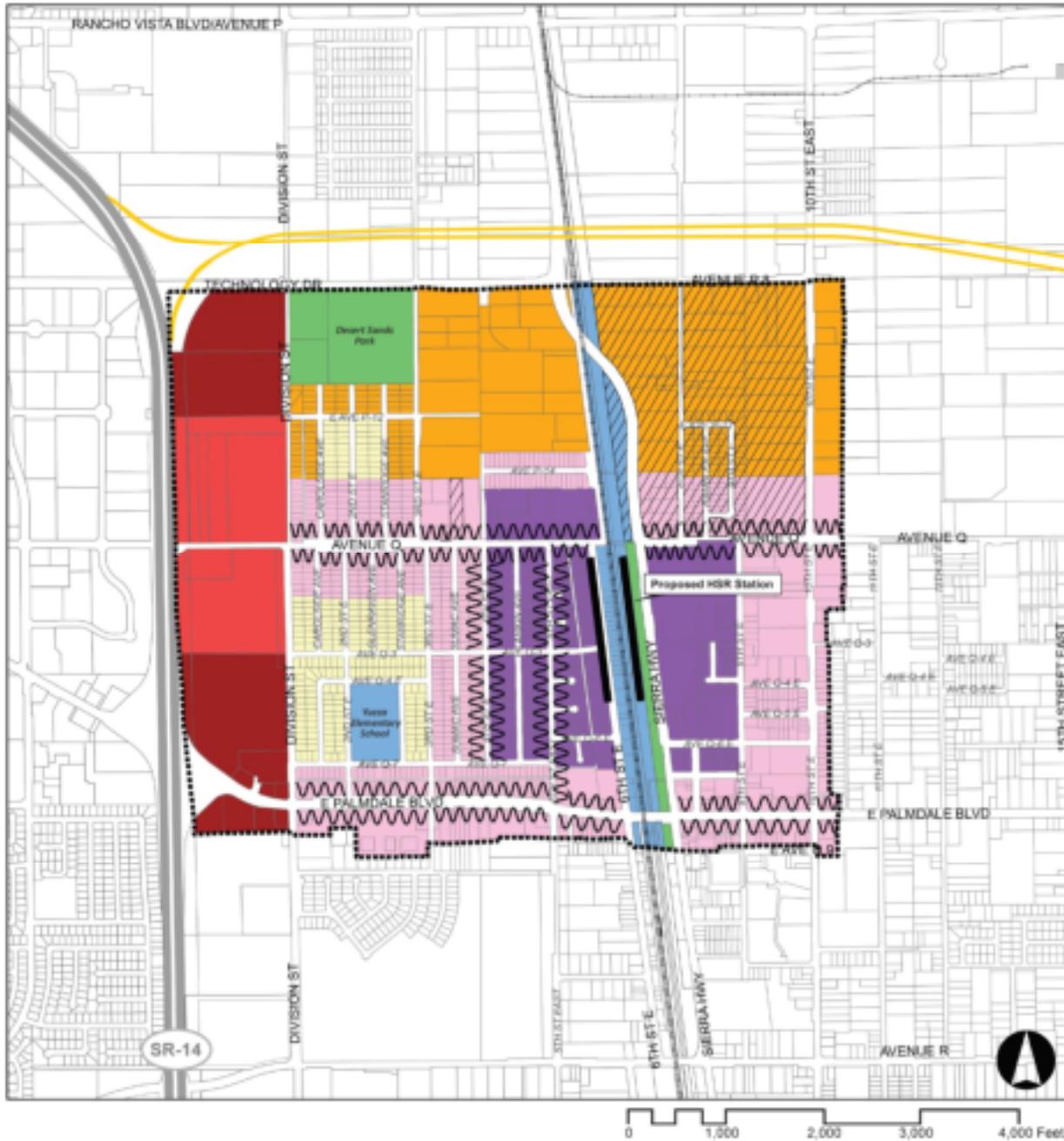
- Basic Building Block of Great Cities
- Contains variety of residential types – single family homes, accessory dwelling units, townhomes, courtyard and podium apartments, cottage clusters, etc.
- Maintains existing single-family neighborhood – Yucca Neighborhood
- Edges will be formed by corridors



Corridors

- **Avenue Q** will become a Complete Street
- **Palmdale Boulevard** will become a multi-way boulevard
- **4th Street East** will become a north-south connector
- **5th 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





Palmdale Transit Area Specific Plan

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|---|--|---|
|  Transit Area Specific Plan Boundary |  Urban Core |  Business Mix |
|  High Desert Corridor Alignment (Potential) |  Urban Center |  Public Facilities |
|  SR-14 Freeway |  General Urban |  Open Space - Recreation |
|  Union Pacific & Metrolink Rail Right-of-Way |  Traditional Neighborhood |  Required Active Frontage |
|  County of Los Angeles (Pre-Zone) |  Regional Commercial | |

Urban Core (T6)

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

Intensity and Height:

- **Floor Area Ratio (FAR):** 2.5-4.0
- **Residential Density:** 50-80 du/acre
- **Maximum Height:** 85 feet



Urban Center (T5)

Intent and Character:

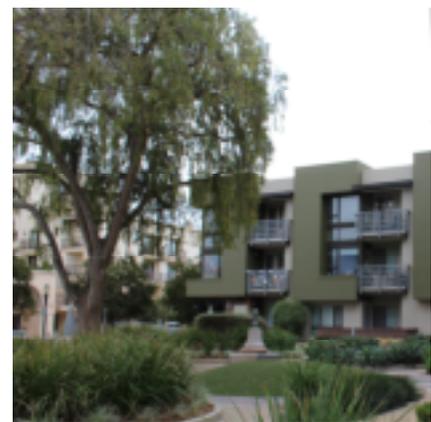
- Provide mixed use development
- Active pedestrian frontages along Avenue Q and Palmdale Boulevard
- Appropriate transitions to surrounding single family zones

Desired Land Uses:

- Active pedestrian-oriented commercial uses on the ground floor on certain streets
- Stand alone residential permitted elsewhere
- Office and residential permitted on upper floors

Intensity and Height:

- **Floor Area Ratio (FAR):** 1.5-3.0
- **Residential Density:** 30-50 du/acre
- **Maximum Height:** 65 feet



General Urban (T4)

Intent and Character:

- Provide a complete, walkable mixed-use neighborhood supportive of transit uses
- Appropriate transitions to surrounding single family zones

Desired Land Uses:

- Mostly residential uses with neighborhood commercial focused on specific streets
- Residential typologies include townhomes, courtyard and podium apartments, cottage clusters, etc.

Intensity and Height:

- **Floor Area Ratio (FAR):** 1.0-2.0
- **Residential Density:** 20-30 du/acre
- **Maximum Height:** 45 feet



Traditional Neighborhood (T3)

Intent and Character:

- Preserve existing single-family neighborhoods
- Allow for compatible new residential development

Desired Land Uses:

- Single family uses
- Accessory dwelling units (ADU's)

Intensity and Height:

- **Floor Area Ratio (FAR):** n/a
- **Residential Density:** up to 8 du/acre
- **Maximum Height:** 30 feet



Special District – Regional Commercial

Intent and Character:

- Provide a mixed-use business/commercial district
- Leverage SR-14 and future HDC access and visibility
- Well-connected to Avenue Q

Desired Land Uses:

- Commercial uses – retail, restaurants, services
- Office allowed on upper floors

Intensity and Height:

- **Floor Area Ratio (FAR):** 0.5-2.0
- **Residential Density:** n/a
- **Maximum Height:** 50 feet



Special District – Business Mix

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.)

Intensity and Height:

- **Floor Area Ratio (FAR):** 0.5-1.5
- **Residential Density:** n/a
- **Maximum Height:** 50 feet



Open Space and Recreation

Intent and Character:

- Designation to support parks

Desired Land Uses:

- Parks and open space

Intensity and Height:

- Per Palmdale Municipal Code

Public Facility

Intent and Character:

- Designation to support public facilities

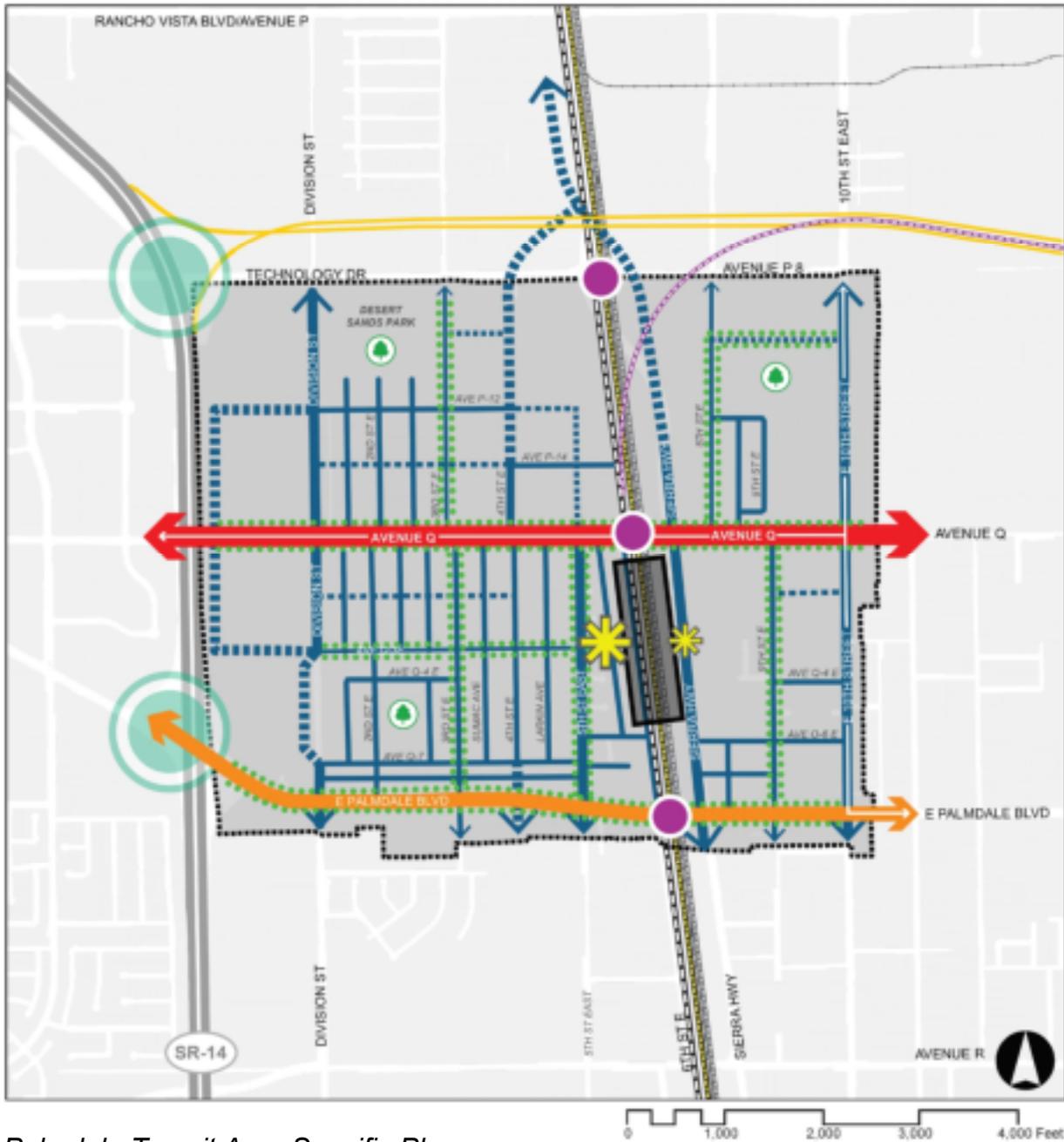
Desired Land Uses:

- School, rail right-of-way, transit station

Intensity and Height:

- Per Palmdale Municipal Code

STREET NETWORK IMPROVEMENTS MAP



Palmdale Transit Area Specific Plan

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|--|------------------------------------|---------------------------------------|
| Transit Area Specific Plan Boundary | SR-14 Freeway | Existing At-Grade Freeway Interchange |
| High Desert Corridor Alignment (Potential) | Palmdale Boulevard | Proposed Rail Crossing |
| Virgin Trains USA Alignment (Potential) | Avenue Q | Proposed Station Entry Plaza |
| California High Speed Rail | Existing Street Network | Future Transit Route |
| Metrolink Rail | Proposed Conceptual Street Network | Existing or Proposed Park |
| Union Pacific Rail | Green Street | |

Street Trees

Existing Condition – sporadic and inconsistent pattern

Specific Plan goals:

- Reinforce existing stands/retain mature trees
- Create unified street tree frontage
- Provide seasonal color
- Provide shade
- Low water use



Street Furniture + Lighting

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



Signage + Wayfinding

Gateways, banners, directories, directional signs and street signs



Public Art

Interactive art, murals, temporary and permanent installations



Public involvement is a key component of the project and outreach has been a collaborative effort, with the community being engaged every step of the way.

Online Survey

An online survey for the project garnered more than 1,800 responses.



Stakeholder Interviews

More than 25 individual and group interviews have been conducted with a variety of stakeholders since the beginning of the project.



Website

The project website serves as the main portal for all levels of stakeholders to access project information, including fact sheets, FAQs, meeting announcements, meeting presentations and Technical Working Group summaries.



Youth Engagement

The team worked with groups of students from The Palmdale Aerospace Academy to design a site surrounding the proposed High-Speed Rail station.



Technical Working Group (TWG)

The City established a TWG to solicit feedback from a broad range of stakeholders as it develops the Plan. To date, eight TWG meetings have been held for the project.



PUBLIC WORKSHOPS



Two interactive public workshops were held and focused on the development of a vision for the project. Collectively, more than 125 members of the community came to the meetings. Attendees were able to engage directly with City staff and the project team to provide valuable input on the project.

