



sustainability PROGRAM



CONSOLIDATED CALL FOR PROPOSALS

2013-2014 FISCAL YEAR APPLICATION

Please complete this form using only the space provided.

Project Name

Agency Sponsor

Primary Contact Person

Title

Address

City State Zip

Phone

Email

Type of Planning Assistance Requested: *Please check one*

Compass Blueprint Green Region Initiative Active Transportation

Please provide one to two paragraph description of the planning project:

Attach a proposal that includes detail on:

- Location (include maps)
- Scope of the overall project
- Scope of the planning assistance requested from the SCAG Sustainability Program
- Project timeline including anticipated start date for requested services (funds expected to be available July 2013)
- Estimated cost of requested services
- Product(s) expected (e.g. written report, visual/video aids, plans, events, etc.)
- How the planning project will help meet local goals and assist the region in implementing the Sustainable Communities Strategy
- The jurisdiction's commitment to implement the plans, policies and/or recommendations that result from the project

Applicants are encouraged to include statements of support from City Council/County Board of Supervisors, subregional organizations and other key stakeholders.

Applicants are encouraged to contact SCAG for assistance in assembling a winning application.

Proposals (not including support letters) should not exceed 10 pages and must include an electronic copy (PDF preferred) of all application materials.

Proposals under 10MB may be submitted via email.

Submit your proposal by 5:00 p.m. on May 31, 2013 to

Peter Brandenburg
Southern California Association of Governments
818 West 7th Street, 12th Floor
Los Angeles, CA 90017-3435

For more information on Sustainability Program assistance, go to www.compassblueprint.org
E-mail: brandenburg@scag.ca.gov
Or call: (213) 236-1937

Awards will be announced in Summer 2013, with work on awarded planning projects to begin shortly after.



SCAG Sustainability Program Grant – Avenue Q Feasibility Study

The City of Palmdale continues to grow at a tremendous rate. Population of the Antelope Valley is estimated to reach over one million by 2035, while Palmdale's population is estimated to be approximately 270,000. Commute times to the Los Angeles basin for local residents can reach up to two hours, one way. Therefore, planning for non-vehicle modes of transportation is a top City priority. As a result, planning for the ultimate usability and functionality of the Palmdale Transportation Center (PTC), an eventual multi-regional multi-modal hub, is critical. Avenue Q is viewed as a key part of the PTC experience, as residents and visitors alike will be afforded the opportunity to dine and shop and potentially live and work within this area, while at the same time being provided with direct access to a super modal hub.

Therefore, the City is requesting this grant to facilitate the development of a mixed use, transit oriented corridor along Avenue Q between Trade Center Drive and Division Street. The grant will be utilized to determine the feasibility of land use, circulation and parking changes within the project area. The project is complimentary to the City's vision for transit-oriented, multi-modal planning and development.

Project Location/Background

The project area is approximately 270 acres, generally located between Auto Center Drive and Palmdale Boulevard and between Trade Center Drive and Division Street within the City of Palmdale (refer to Exhibit 1). The eastern boundary of the project area is located 0.8 street miles from the Palmdale Transportation Center (PTC), and the western most boundary is located 1.6 street miles from the PTC.

The proposed project area is currently located within the bounds of the Palmdale Trade and Commerce Center Specific Plan (PTCCSP), with the exception of that area generally located south of Auto Center Drive and north of Avenue Q, between 5th Street and SR 14, which is part of the Antelope Valley Auto Center Specific Plan (refer to Exhibit 2).

The PTCCSP was adopted in May 1990 and encompassed 756 acres generally located between Rancho Vista Boulevard and Palmdale Boulevard, 10th Street West and Division Street and is bisected by the Antelope Valley Freeway (SR 14). The Specific Plan was designed to accommodate a mix of commercial, industrial and public uses; no residential uses are permitted within the PTCCSP.

One-third of a mile east of the PTCCSP is the western boundary of the Palmdale Transit Village Specific Plan (PTVSP). The specific plan encompasses approximately 110 acres and was adopted in 2007. Development of the PTVSP has begun with initial

building phases of a 156-unit affordable apartment complex, which is located approximately 1,000 feet from the PTC.

The proposed project area is also located immediately west of the Palmdale Transit Oriented Development Overlay Zone project area, which is generally located between of Rancho Vista Boulevard (Avenue P) and Palmdale Boulevard, and between Division Street and 10th Street East. The TOD Overlay Zone project is being funded by a grant from Metro to modify the Palmdale Transit Village Specific Plan (PTVSP), General Plan and Zoning Ordinance based upon current and future land use needs that result from the various modes of transportation (rail, bus, highway, local streets, bike, pedestrian) that will feed into and out of the project area.

The extent of forethought, investment, and planning that has occurred over many years, as reflected in the project examples below, speaks largely to the support, interest and investment that is evident at the community, regional, state and federal levels in developing strategies to effectively integrate land use and transportation elements within and adjacent to the project area.

Palmdale Transit Village Specific Plan (PTVSP), on July 2, 2007, the Palmdale City Council approved the PTVSP and EIR, a transit oriented specific plan. The planning area is located between Technology Drive and Avenue Q-3 and between 3rd Street East and the Union Pacific Railroad (UPRR) and Metrolink railroad tracks adjacent to Sierra Highway. The 110-acre planning area includes residential, commercial, industrial, public and vacant land uses. Overall, there is a total of 24.7 acres of residential uses, 5.9 acres of commercial/industrial uses, 4.6 acres of public/school uses, 3 acres consisting of the Palmdale Transportation Center / Metrolink station and 18 acres of existing street right-of-way. Approximately 53.7 acres of the project area is comprised of vacant land.

On September 5, 2012, the Palmdale City Council voted to approve General Plan Amendment 11-01, amending the PTVSP, increasing residential densities within Neighborhood Zone C from 25-40 dwelling units per acre to 30-40 dwelling units per acre. In July 2012, the City of Palmdale initiated Phase I of the PTVSP with the commencement of construction of a 156-apartment/121 town home development located on Avenue Q, south of the PTC. This is a key step towards developing quality high-density residential adjacent to existing and future transit services. Construction is expected to be complete by 2014. In addition, in an effort to provide additional parking opportunities and to afford the potential for mixed-use development, the City of Palmdale is currently working with a developer to construct a parking structure on the vacant property located just north of the PTC building/platform.

California High Speed Rail, the City of Palmdale, together with many other regional stakeholders, fought hard to maintain an Antelope Valley (AV) alignment verses an Interstate-5 (Grapevine) high-speed rail alignment. The California High Speed Rail Authority (CHSRA) eventually dropped the Grapevine alignment alternative and is now

focusing on a station in Palmdale and AV alignment as part of the alternatives analysis and environmental review process. Note: both SCAG and Metro have adopted resolutions of support, for high-speed rail in the Antelope Valley. The high-speed rail, Antelope Valley route, is included in SCAG's Regional Transportation Plan (RTP) and Metro's Long Range Transportation Plan (LRTP).

XpressWest High Speed Rail (XpressWest), previously known as DesertXpress, is planned to extend from Victorville to Palmdale as a future phase. Phase I, which extends from Victorville to Las Vegas, has received environmental clearance from the Federal Railroad Administration (FRA) and is currently awaiting approval of a \$4.9 billion dollar loan through the Railroad Rehabilitation and Improvement Financing program so construction can commence. At its July 2012 meeting, the Metro Planning and Programming Committee approved a motion submitted by Los Angeles County Supervisor Michael D. Antonovich supporting the continued progress of XpressWest.

Antelope Valley Metrolink, Metro, in partnership with the North Los Angeles County Subregion and Metrolink, recently completed a study of the Antelope Valley Metrolink line. The results of the study focus on improving the lines' safety, efficiency and overall functionality. Note: Metro is also coordinating with the CHSRA regarding potentially funding key projects along the Antelope Valley line.

Palmdale Regional Airport, the City of Palmdale has formed an Airport Authority and is awaiting the transfer of the airport property from Los Angeles World Airports (LAWA). In the meantime, Palmdale is considering pursuing funding for an airport master plan and ground-access study. On July 26, 2012, the Metro Board approved a motion submitted by Supervisor Michael D. Antonovich, which emphasizes the importance of requiring a regional airport system to provide effective air transportation options to support the region's economy, mobility and quality of life. The motion specifically references providing connectivity between the Palmdale Regional Airport and the PTC. Note: SCAG's RTP estimates that in 2035 the Palmdale Regional Airport shall provide service to 2.6 million annual passengers.

High Desert Corridor (E220), Caltrans is currently processing an alternatives analysis and environmental impact report for the HDC, a 63-mile east-west freeway/expressway that extends from State Route 14 in Los Angeles County to State Route 18, east of Interstate 5, in San Bernardino County. The environmental document is also analyzing a rail component (i.e. XpressWest, as referenced above). The EIR is expected to be complete in late 2013. On March 22, 2012, the Metro Board approved a motion written by Supervisor Michael D. Antonovich, recognizing the HDC as a strategic multi-purpose corridor that provides mobility, economic and environmental benefits for the residents of Los Angeles County. The motion directs the Metro CEO to continue work towards completing the environmental document for the project.

Palmdale Energy Action Plan (PEAP), the PEAP, which was approved by the Palmdale City Council on August 3, 2011, was developed to assist the City save money through

energy conservation, identify the City's Greenhouse gas emissions (GHG) reduction target and create a multifaceted strategy to reduce GHG emissions. Reductions are expected to be achieved through energy efficiency actions, energy conservation and land uses that reduce transportation time and costs. The plan provides goals and measures focused on energy use, water use, transportation, land use and solid waste, to reduce GHG emissions wherever possible while enhancing the local economy and reducing reliance of inefficient energy imports. The recommendations for integrated land use and transportation systems that lead to Vehicle Miles Traveled (VMT) and GHG reductions shall be strongly considered as part of the PTVSP update project.

Scope of the Overall Project

The proposed project area is located immediately to the west and adjacent to the boundaries of the project area that the City has already obtained a grant from Metro to implement a TOD overlay zone / land use modifications. TOD planning within the immediate vicinity of the Palmdale Transportation Center is constrained by the designated U.S. Air Force Plant 42 Air Installation Compatible Use Zone II to the north, which severely restricts residential uses and floor area ratios for all other uses, and the UPRR and Metrolink tracks to the east. Therefore, the City is compelled to look to the west and south of the PTC to implement land use changes that complement the transit center. As Avenue Q provides a direct route to the PTC, the City believes that providing for TOD/mixed use along the Avenue Q corridor and extending the proposed multiuse trails from the PTVSP into the project area will allow for the development of a variety of land uses that will be beneficial to both the City and its residents. The proposed project would complement the TOD overlay zone project and allow for a seamless integration of planning areas.

The City's proposed project is a feasibility study for Avenue Q. The study would review the existing land uses and provide alternatives, including the addition of housing within the project area. An analysis of the circulation and trails system would review existing and proposed improvements and determine how roadway connections and transitions can be incorporated to provide multi modes of transportation within and through the area. Specifically, the City would like to analyze the following components:

Land Use Analysis

The plan would assess the existing General Plan Land Use, Zoning and Specific Plan of the proposed area and provide the City a vision for amending the stated documents. It would be the City's intention to either amend the Palmdale Trade and Commerce Center Specific Plan or to remove the project area from the plan to allow for Transit Oriented Development/mixed use within the project area and amend the requirements of the circulation plan to accommodate additional transportation options along the corridor.

The plan would allow for a range of residential, commercial, mixed-use and recreational land use, allowing for the integrating of existing development with potential new development. This would include providing for flexibility in accommodating higher density residential uses within existing commercial areas, such as adjacent to existing hotels and close to multi-use trails. The land use changes within the proposed project area would complement the land use changes that will occur within the TOD overlay zone to be located immediately to the east of the project site, from the east side of Division Street over to the PTC.

The proposed project area is not constrained by the U.S. Air Force Plant 42 Air Installation Compatible Use Zone, any earthquake fault zone, and is relatively flat. A portion of the site is impacted by a flood zone that has a 0.2 percent annual chance of flood hazard (Community Panel No. 06027C0659F).

Circulation

Roadways

Avenue Q within the proposed project area is an existing secondary arterial roadway constructed as part of an assessment district. The 80-foot right-of-way was designed to accommodate 4 travel lanes, bike lanes, median, and eight foot sidewalks. Prior to the existing Avenue Q underpass at State Route 14, the existing road narrows to two travel lanes. East of Division Street to approximately 3rd Street East, a frontage road exists both north and south of Avenue Q.

An analysis of the existing and ultimate right-of-way along Avenue Q is necessary to provide for additional forms of transportation. Although the existing plan does call for bike lanes, these are currently located directly adjacent to the existing travel lanes of an arterial street and are not adequately marked or signed to provide any level of comfort to a bicycle rider. Additionally, in order to encourage pedestrian traffic through the area, the City believes that additional width needs to be added to the sidewalk. Lastly, to increase pedestrian activity, slow traffic on the arterial and to reduce the on-site parking requirements, on-street parking must be included within the existing right-of-way.

Multi-Modal Trails

The Dr. Robert C. St. Clair Parkway is located on the west side of Sierra Highway from Avenue Q to approximately Avenue Q-12. The linear park will link the Transit Village area with the civic area (located southeast of the intersection of Palmdale Boulevard and Sierra Highway) if a pedestrian bridge is built at Avenue Q. Additionally, it is likely that City owned vacated properties located along the east side of 3rd Street East between Avenue Q and Desert Sands Park will be developed into another linear park (refer to Exhibit 3). A goal within the PTVSP's for Avenue Q was to develop a green belt that links the two linear parks that would eventually extend west to Division Street.

The PTVSP cross section for Avenue Q includes an approximate 23 foot greenbelt (including a 5'6" sidewalk), on-street parking, bike lanes and two travel lanes within the

overall 80 foot right-of-way. This configuration will not necessarily be suitable west of either Division Street or west of State Route 14; however, the City's intention is to provide for some form of trail along Avenue Q. The analysis of the existing right-of-way would look at existing trails and provide alternatives for connections to existing and proposed trails/greenways and a transition from the existing PTVSP to the proposed project area.

Parking Demand Analysis

On-site parking is a major regulatory component that influences urban design. The parking requirements for the PTCCSP are regulated by Article 87 of the City's Zoning Ordinance. These parking standards apply to all development in the City and there is no provision for a reduction in the number of spaces required where on-street parking is available. Current requirements are: 1 parking space per 250 square feet (1:250) of gross floor area for retail uses, 1 parking space per 100 square feet (1:100) of gross floor area for restaurant uses, 1 parking space per 250 square feet (1:250) of net leasable floor area for general office uses, and 1 parking space per 200 square feet (1:200) of net leasable floor area for medical office uses. The parking demand analysis would be utilized to determine if excess parking is required for new development, and if so, determine a more appropriate parking requirement that will enhance the design of development within the project area.

Public Art Opportunities

The City has recently formed a Public Art Committee, that is in the process of creating a vision for public art within the community. The committee is in the process of determining potential locations and corridors that are priorities for public art and funding mechanisms. Future plans adopted by the City will include a requirement for public art to animate Palmdale's public and private spaces, rejuvenate structures and streetscapes, improve local business viability and public safety, and bring diverse people together to celebrate, inspire and be inspired.

Streetscape Enhancements

To enhance the pedestrian experience, amenities such as shaded seating areas, landscaped walkways, and decorative lighting should be taken into account. The City will analyze the potential for:

- Seating
- Trash receptacles
- Tree grates
- Accent and enhanced paving
- Light fixtures
- Landscape and street tree themes

Public Outreach

City staff will undertake public outreach within the community to build buy in for the proposed project. This will include identification and outreach to stakeholders. Outreach will include community workshop(s) to present the project's overall scope, goals and objectives.

Potential stakeholders:

- Focused area residents (including disabled and elderly)
- Business owners
- Property owners, including non-resident property owners
- Renters
- Transit users
- Antelope Valley Transit Authority (AVTA)
- Palmdale Chamber of Commerce
- Hispanic Chamber of Commerce

Scope of the Planning Assistance Requested

The scope of the assistance requested as part of the Sustainability Program for the Avenue Q Feasibility Study is to create a visionary document and guide that establishes a relationship between TOD, existing and future modes of transportation, economic development, health, recreation and sustainability and would include the following elements:

- Land Use Plan
The land use plan shall provide for flexibility in accommodating TOD and mixed use development, to encourage higher density residential development within walking/biking distance of the PTC. It shall also integrate multi use trails along primarily Avenue Q, but with options for interior streets, to encourage pedestrian and non-motorized forms of transportation.
- Circulation analysis
The analysis of the circulation system shall allow for the creation of an efficient and convenient multi-modal trail system to encourage non-motorized modes of transportation. The City is intending to allow for the implementation of a complete streets philosophy within the project area.
- Parking analysis
The existing parking requirements would be reviewed and recommendations made for alternatives that take into account the relationship of off-street and on-street parking requirements to determine appropriate parking levels within the project area. Amended parking requirements must promote the reuse of existing buildings, increased density and efficient use of land.

Project Timeline

It is anticipated that the project would start October 2013 and would be completed within one year.

Estimated Cost of Requested Services

Staff is anticipating that the cost of the requested services would be approximately \$100,000. In addition to the planning services requested as part of this proposal, City staff (Planning, Traffic Engineering, GIS) will contribute with in-lieu hours, approximately \$20,000 in value, devoted toward the project and by undertaking the public outreach portion of the project.

Product Expected

It is anticipated that the Avenue Q Feasibility Study would be a document that would be reviewed by the Planning Commission and adopted by the City Council as a guideline for future development within the project area. The study would include the following components:

- Proposed land use plan, including options for incorporating TOD and mixed uses within the project area.
- Detailed cross-section for Avenue Q west of Division Street, providing for multiple modes of transportation and a transition to the existing requirements for Avenue Q within the Palmdale Transit Village Specific Plan.
- Policy recommendations for modifications to existing street cross-sections, pedestrian crossings and the incorporation of trails.
- Policy recommendations for new parking requirements within the project area.
- Summary of how the feasibility study will assist the City to meet our land use and transportation goals (TOD, multi-modalism, mixed use).

How will the Project Help Meet Local Goals

The proposed Avenue Q Feasibility Study is part of a larger effort by the City to modify the General Plan, Zoning Ordinance and impacted specific plans to accommodate the numerous transportation projects and related TOD development that is anticipated within the City. Existing and proposed transportation options include the Union Pacific Railroad, Metrolink, California High Speed Rail, and Xpress West, Palmdale Regional Airport and the anticipated High Desert Corridor (HDC) that will link State Route 14 with Interstate 15. However, the number and types of transportation modes will create a variety of physical barriers due to potential grade separations and reduced vehicular access.

The City of Palmdale was awarded a grant from Metro in 2013 for the Palmdale Transit Oriented Development Overlay Zone, the boundaries of which are shown in Exhibit 4. The grant will be utilized to modify the Palmdale Transit Village Specific Plan, the General Plan and Zoning Ordinance to be more reflective of the City's current land use and transportation plans. Palmdale is in a unique position with the number and type of multi-modal transportation projects anticipated to create a transportation hub centered around the existing Palmdale Transportation Center. The grant will be utilized to expand the existing boundaries of the PTVSP to the west from 3rd Street East to Division and evaluate TOD and multi-modal connectivity to the PTC. The proposed Avenue Q feasibility study would then analyze the potential for amendments to land use and circulation requirements from Division Street to Trade Center Drive.

The City of Palmdale's Commitment to Implementation

The City is committed to implementing the policies and recommendations made for the Avenue Q Feasibility Report. The City recognizes that the Palmdale Trade and Commerce Center Specific Plan was adopted in 1990 and there has been a significant change in the retail environment since that time. Although the City and the entire Antelope Valley has grown considerably over the past 20 years, the need for commercially zoned land has not grown at the rate anticipated 20 years ago. Additionally, the exclusion of residential uses from an area designed to promote restaurant and entertainment uses is not ideal.

Since the adoption of the Palmdale Transit Village Specific Plan in 2007, there have been numerous changes to future transportation modes that will impact the City. The High Speed Rail station is likely to be constructed within the vicinity of the existing Palmdale Transportation Center and the Xpress West rail system to Las Vegas is intending to tie in to the High Speed Rail at the PTC. The location of the High Desert Corridor freeway project and its connectors to State Route 14 have been solidified and provide the City with an opportunity to amend the various planning documents to take advantage of these opportunities.

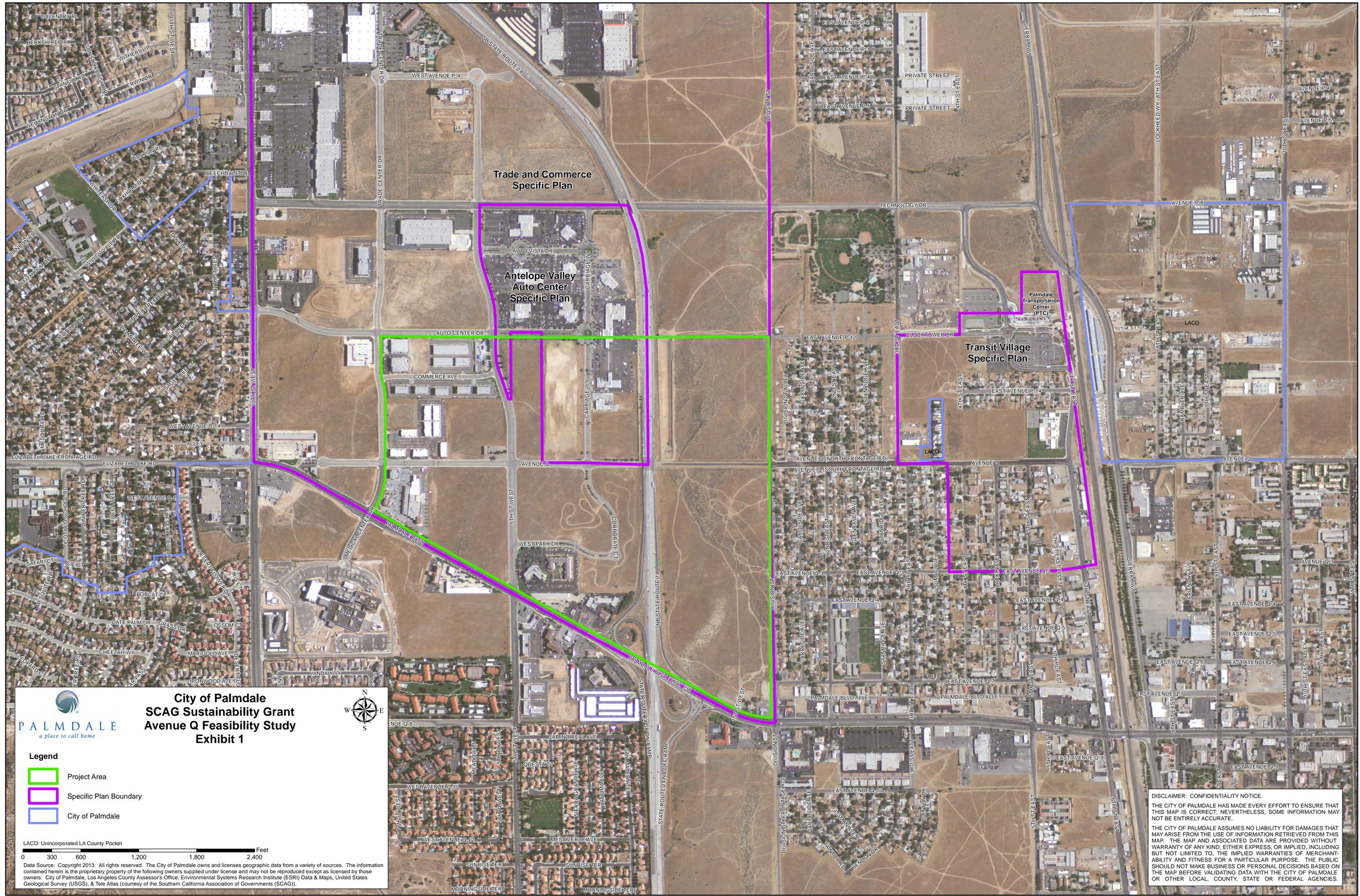
Summary

The City believes that the proposed Avenue Q project will be consistent with Compass Blueprint goals in that it will modify the City's General Plan Land Use Map, the Zoning Map, and the Palmdale Trade and Commerce Center Specific Plan, based upon current and future transportation options that are available to residents of the City that were not considered at the time of the adoption of the specified planning documents. The updated Land Use plan will take into account the changes in the need for regional commercial development that have occurred since the adoption of the PTCCSP. The inclusion of a mixed-use residential component will complement the existing

development within the area and provide an impetus for entertainment and restaurant related development. The Circulation portion of the specific plan will be revised to provide a complete street concept for Avenue Q, potentially including on-street parking, wider sidewalks for pedestrian travel, separated bike lanes and landscaping.

The proposed project will complement the PTVSP, PTC, Palmdale TOD Overlay Zone project as well as multiple other mixed-use, multi-modal projects that the City is undertaking and will pursue in the future. The Avenue Q Feasibility Study and the Palmdale TOD Overlay Zone project will allow the City to move forward with amendments to the General Plan, Zoning and applicable specific plans in a consistent manner, allowing for appropriate and logical transitions where necessary between land uses, circulation and trails.

We believe that the proposed project will be consistent with the goals of Active Transportation in that the project will provide a “complete streets” analysis for Avenue Q, promoting both bicycle and pedestrian travel. The plan will provide opportunities to link bike and pedestrian trails to Desert Sands Park and the existing multi-use trails network and provide additional recreational opportunities within the City.





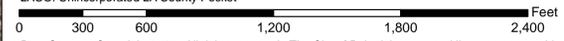
City of Palmdale
SCAG Sustainability Grant
Avenue Q Feasibility Study
Exhibit 1



Legend

- Project Area
- Specific Plan Boundary
- City of Palmdale

LACO: Unincorporated LA County Pocket

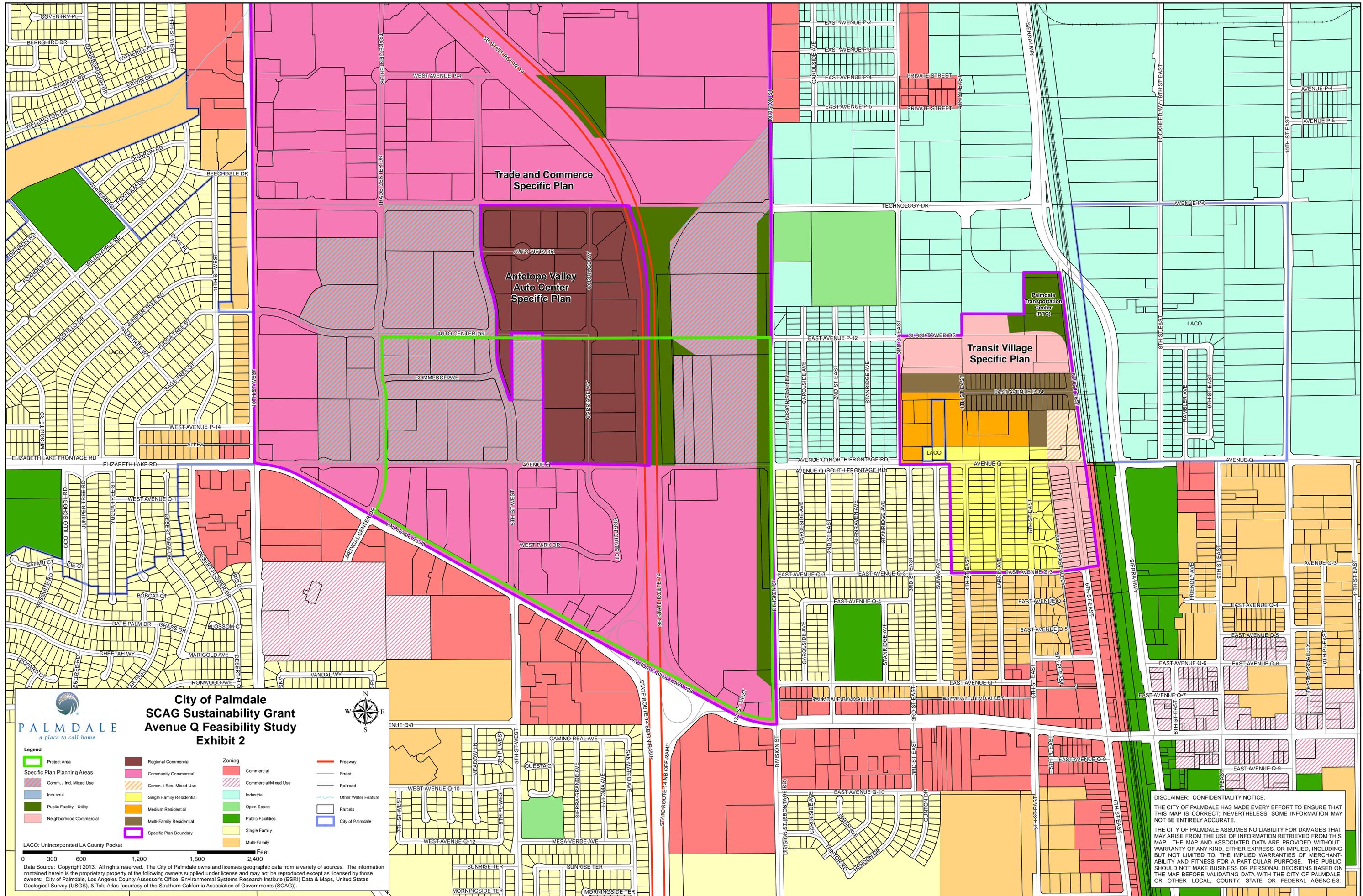


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City of Palmdale
 SCAG Sustainability Grant
 Avenue Q Feasibility Study
 Exhibit 2

Legend

Project Area	Regional Commercial	Commercial	Freeway
Specific Plan Planning Areas	Community Commercial	Commercial/Mixed Use	Street
Comm. / Ind. Mixed Use	Comm. 1 Res. Mixed Use	Industrial	Railroad
Industrial	Single Family Residential	Open Space	Other Water Feature
Public Facility - Utility	Medium Residential	Public Facilities	Parcels
Neighborhood Commercial	Multi-Family Residential	Single Family	City of Palmdale
Specific Plan Boundary	Multi-Family	Multi-Family	

LACO: Unincorporated LA County Pocket

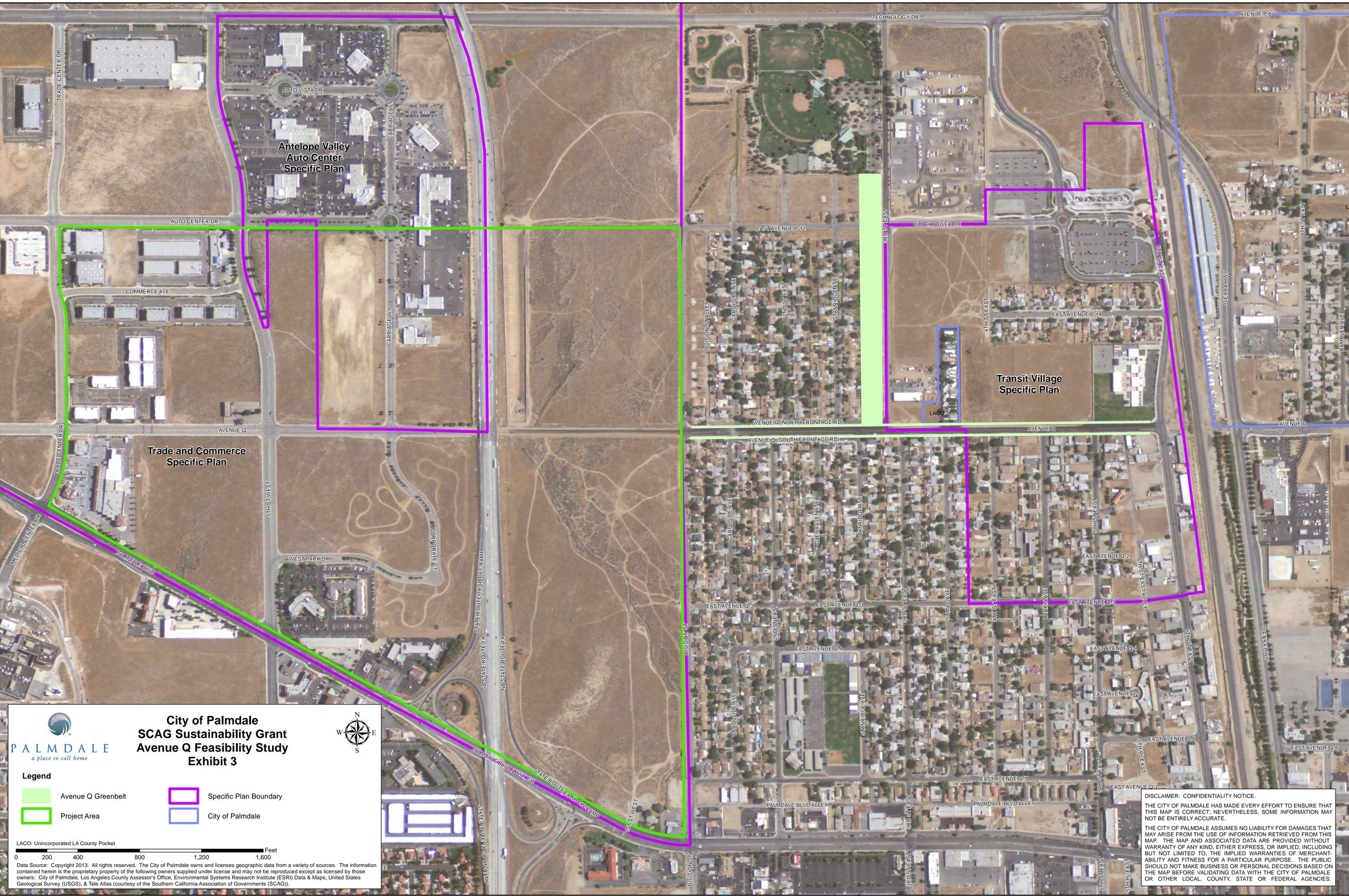
0 300 600 1,200 1,800 2,400 Feet

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City of Palmdale
SCAG Sustainability Grant
Avenue Q Feasibility Study
Exhibit 3

Legend

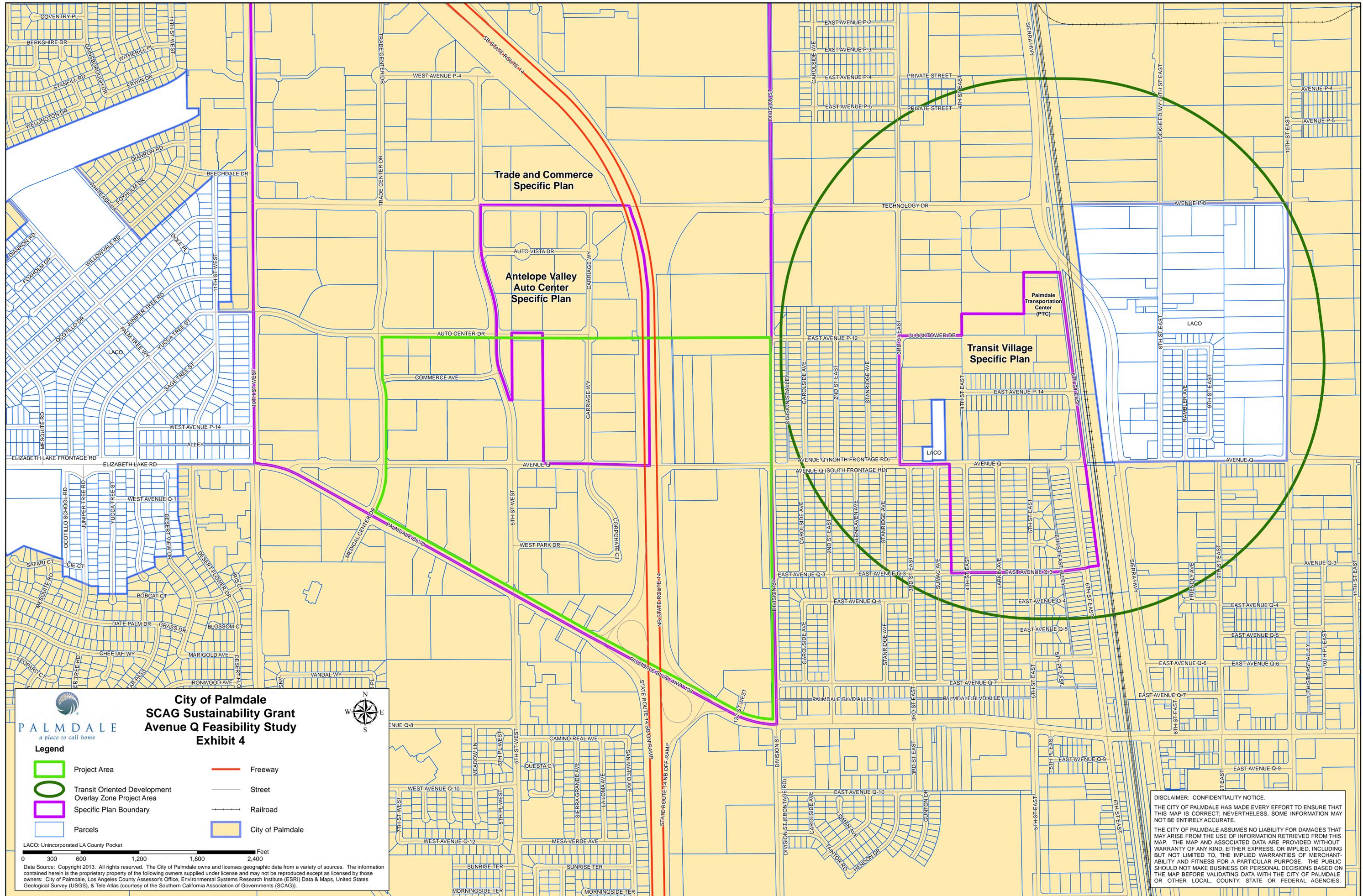
- Avenue Q Greenbelt
- Specific Plan Boundary
- Project Area
- City of Palmdale

LACO: Unincorporated LA County Pocket

0 200 400 800 1,200 1,600 Feet

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City of Palmdale
SCAG Sustainability Grant
Avenue Q Feasibility Study
Exhibit 4

Legend

- Project Area
- Transit Oriented Development Overlay Zone Project Area
- Specific Plan Boundary
- Parcels
- Freeway
- Street
- Railroad
- City of Palmdale

LACO: Unincorporated LA County Pocket

0 300 600 1,200 1,800 2,400 Feet

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