



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 public kick-off of 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:



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



www.facebook.com/CityofPalmdale



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Task 1 – Project Management

Task 2 – Public Outreach

Multi-layered approach to engage a broad community spectrum

Task 3 – Defining the HSR Station Area Vision

Focus on station and development around it as a local and regional focal point

Task 4 – Multi-Modal Access Connectivity

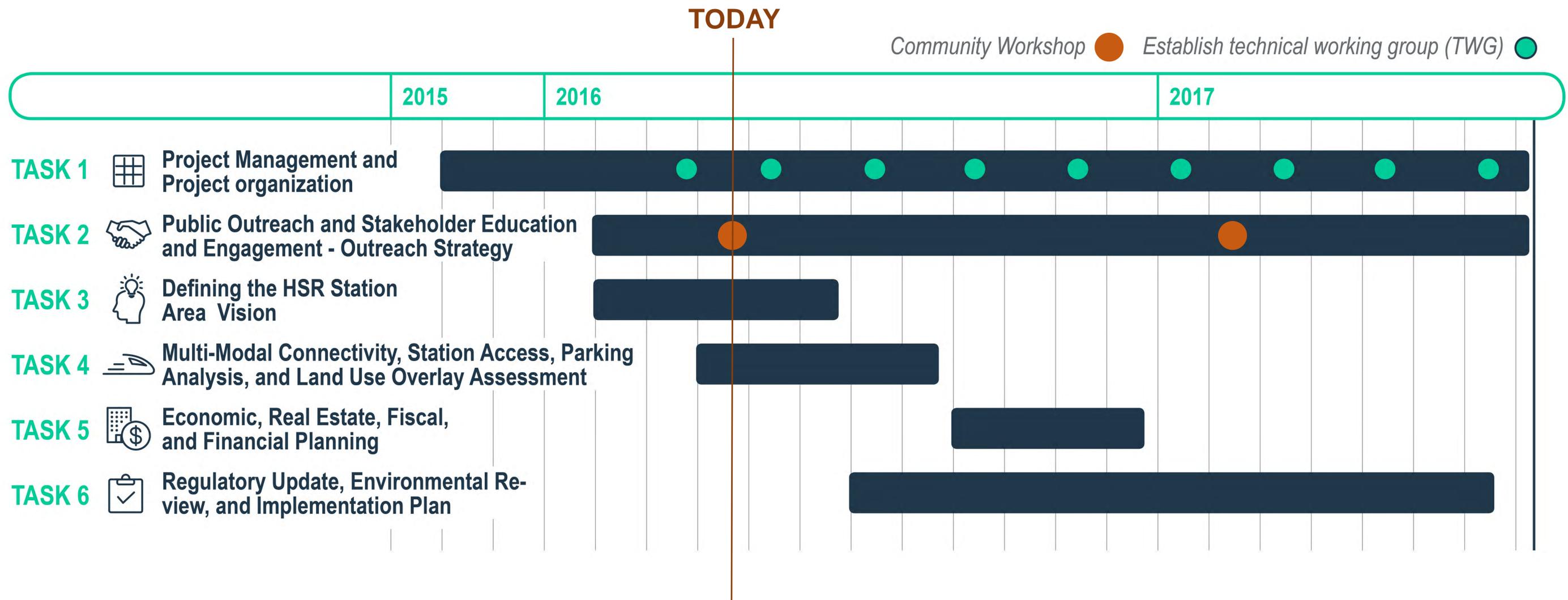
Organize all modal access to and from the HSR station

Task 5 – Economic and Financial Planning

Enable the City of Palmdale to fully leverage the opportunity from improved access

Task 6 – Regulatory Update

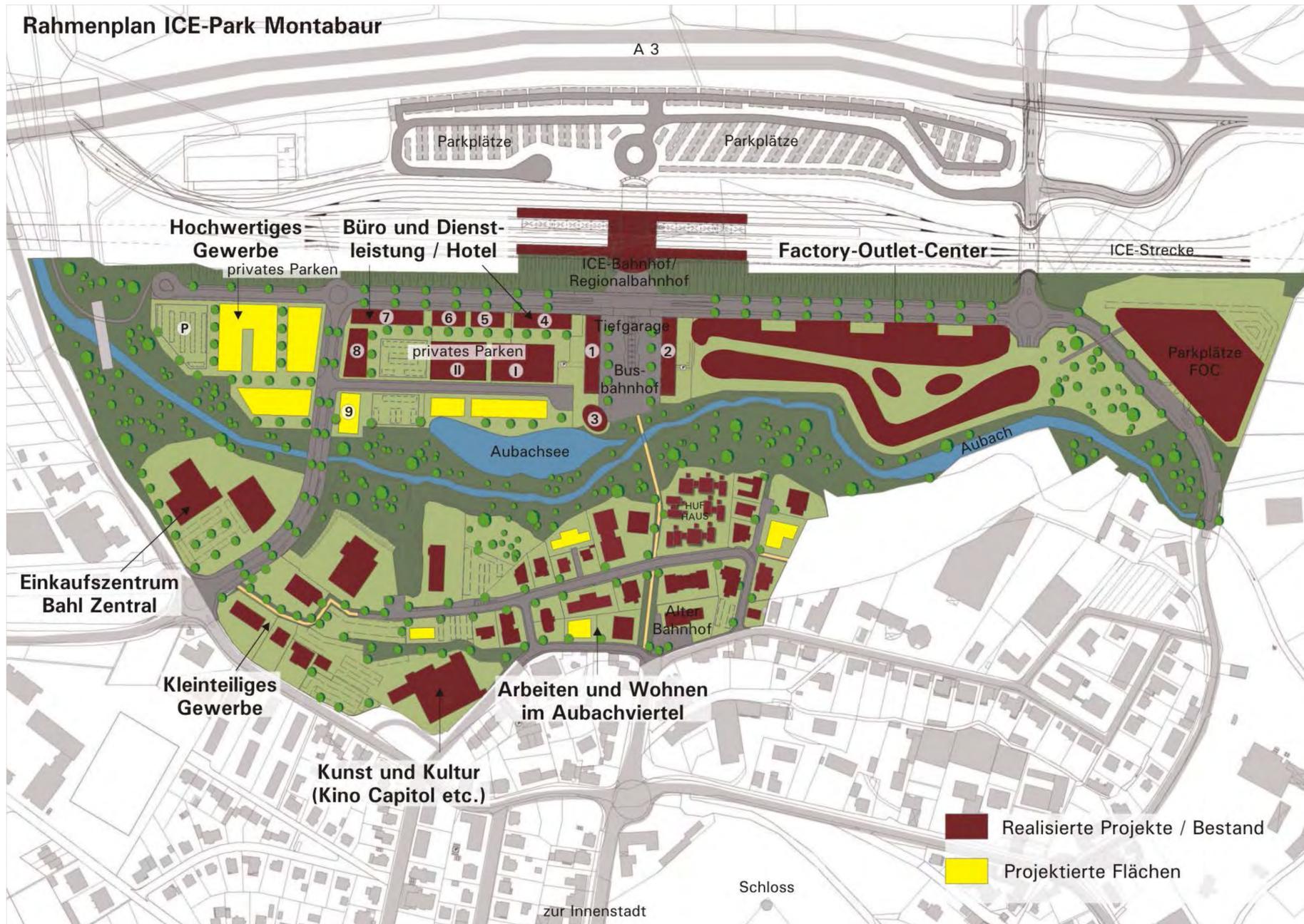
Complete an EIR that establishes potential environmental mitigation requirements



WHAT DOES PALMDALE MEAN TO YOU?

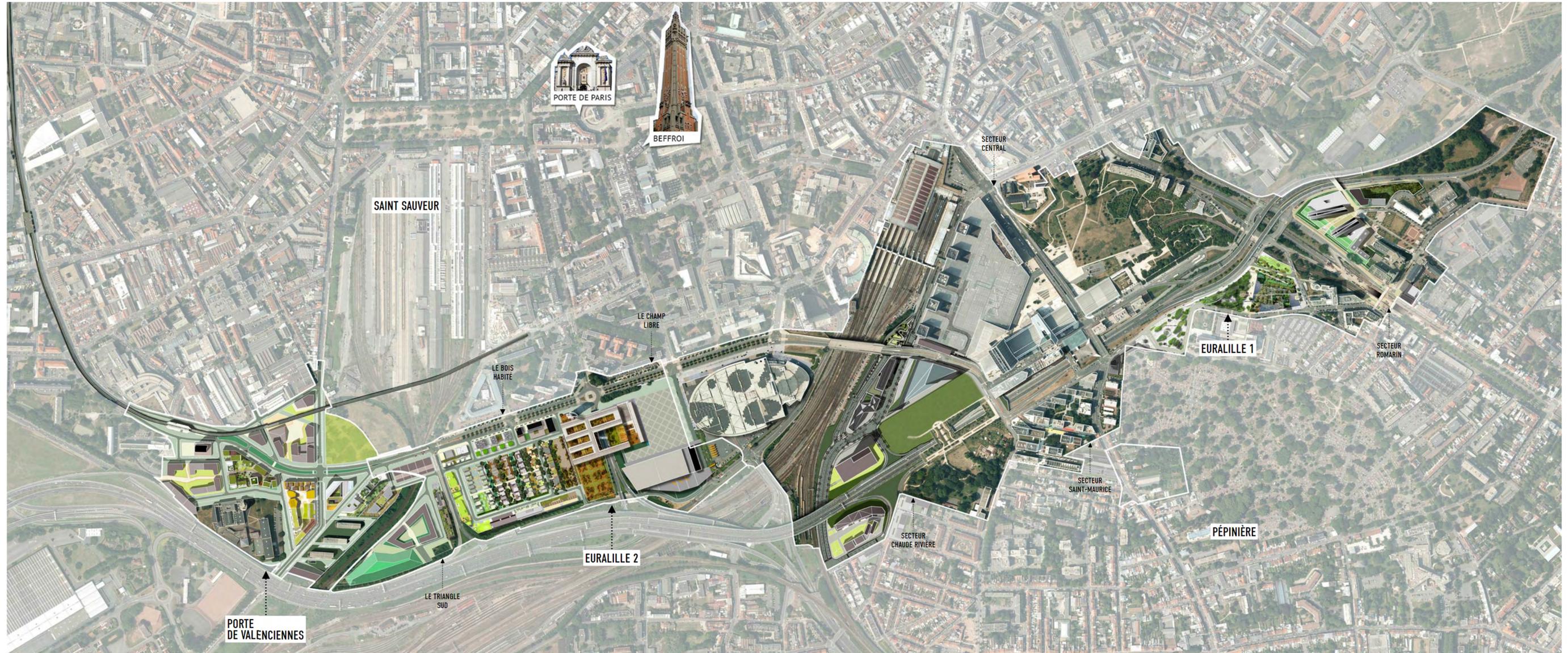


HIGH SPEED RAIL CASE STUDIES – MONTABAUER, GERMANY



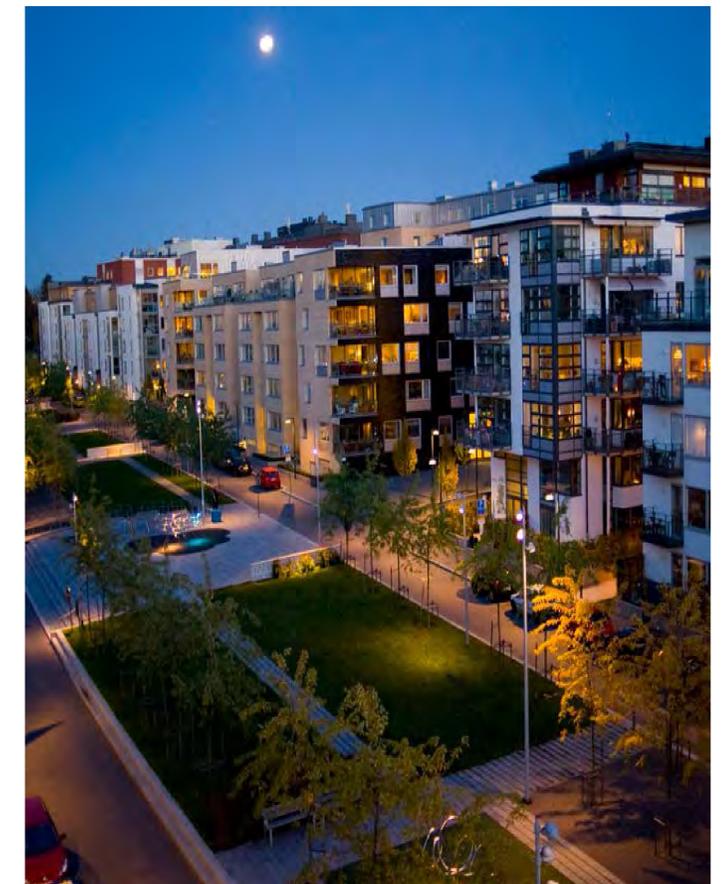
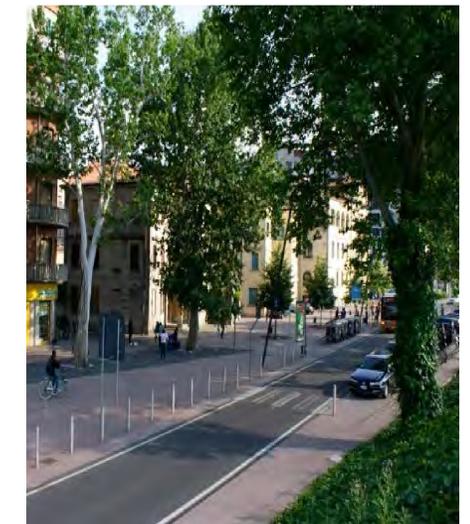
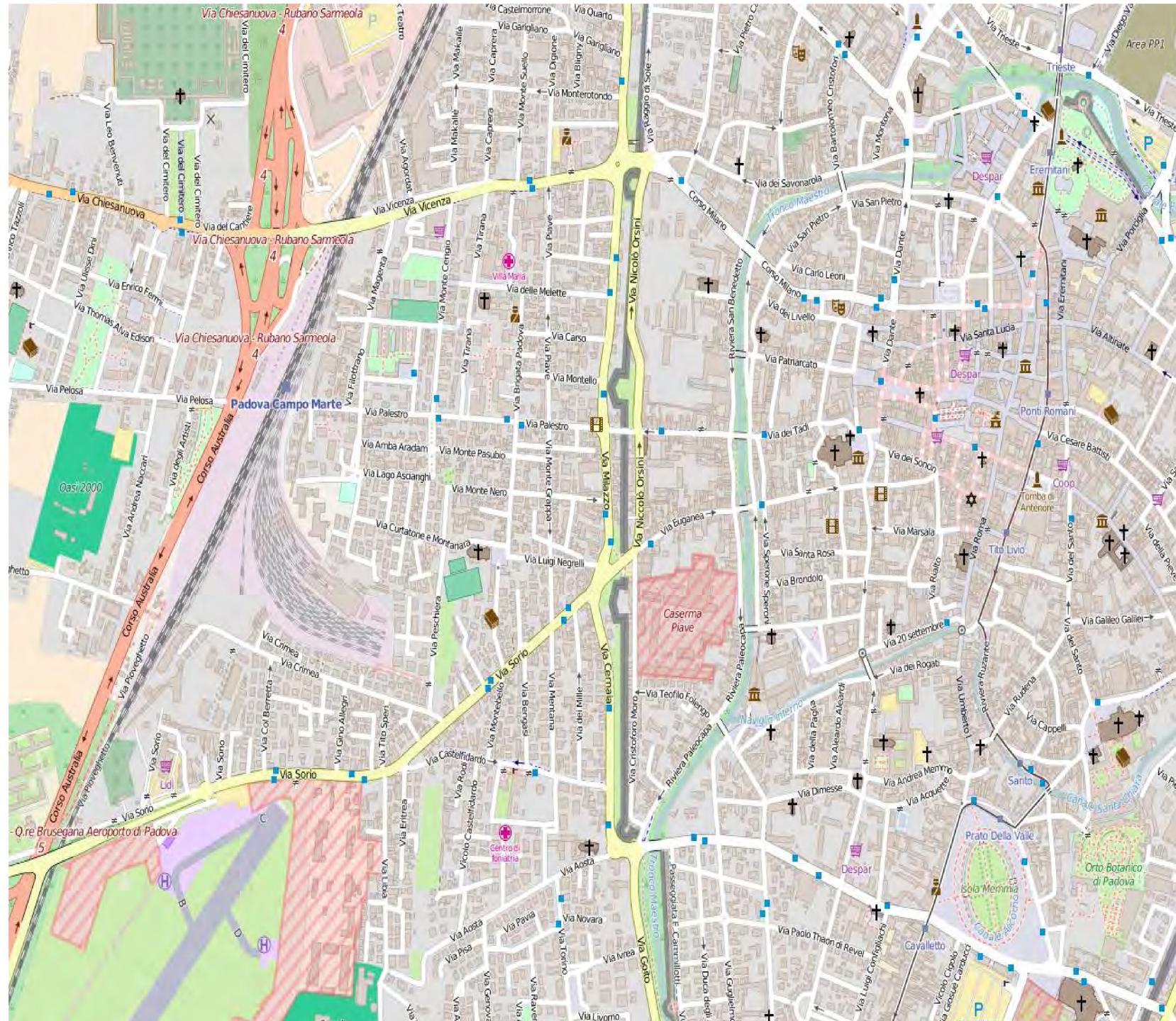
Population of Montabaur Region: 200,800 | Distance to Frankfurt: 60 Miles | Travel Time on HSR: 43 Minutes | Opening Date: 2002

HIGH SPEED RAIL CASE STUDIES – LILLE, FRANCE



Population of Lille: 227,600 | Distance to Brussels: 72 Miles | Travel Time on HSR: 51 Minutes | Opening Date: 1994

HIGH SPEED RAIL CASE STUDIES – PADUA, ITALY

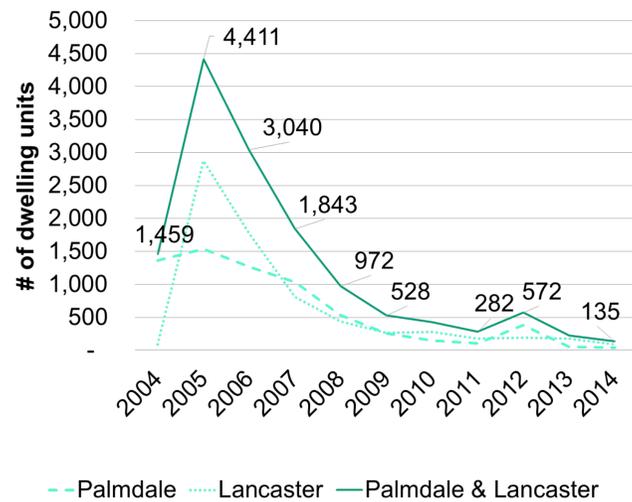


Population of Padua: 206,500 | Distance to Verona: 55 Miles | Travel Time on HSR: 41 Minutes | Opening Date: 2007



Residential

Building Permit Issuance for Dwelling Units of Any Type



Constraint

- Residential for-sale and rental prices are improving, but are not yet back to pre-recession levels. New residential construction has not bounced back.

Opportunity

- Low apartment vacancy rates, limited market rate multifamily development, and potential interest in market rate development with anticipated aerospace employment, suggests potential for multi-family development.

Source: DataQuick, HR&A

Retail

Palmdale Shopping Center Rent & Vacancy



Constraint

- A significant amount of high quality retail is located beyond the periphery of the Study Area. Several additional retail centers are already planned and proposed for Palmdale.

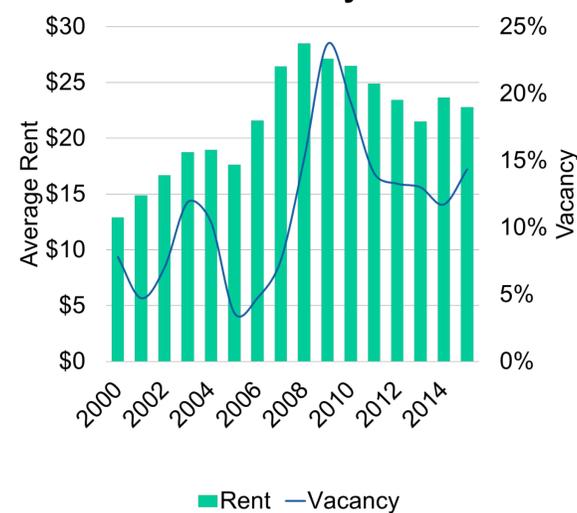
Opportunity

- There is limited existing high-quality store-front retail. The City could benefit from additional spaces that provide walkable, entertainment- and dining-oriented retail.

Source: CoStar, HR&A

Office

Palmdale Office Rent & Vacancy



Constraint

- A relatively high vacancy rate in office space, as well as lower rental rates, makes new market rate office development challenging in the near term.

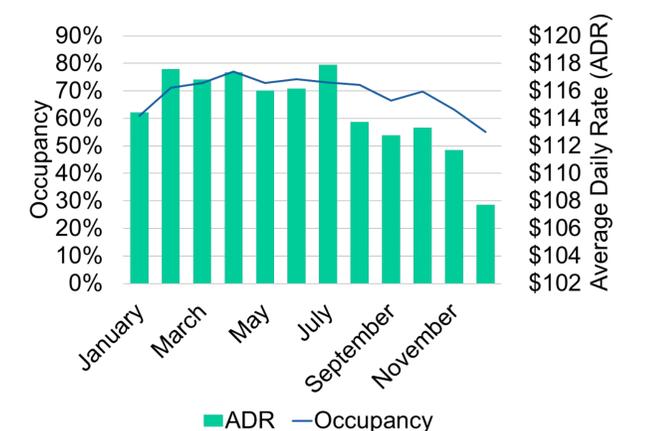
Opportunity

- The large new Northrup Grumman contract may attract new suppliers to the Antelope Valley. Growth in the aerospace industry and high-speed rail growth provide an opportunity for future office development.

Source: CoStar, HR&A

Hospitality

Average Daily Rate (ADR) and Occupancy Upper-Scale Hotels in the Antelope Valley from 2010 to 2015



Constraint

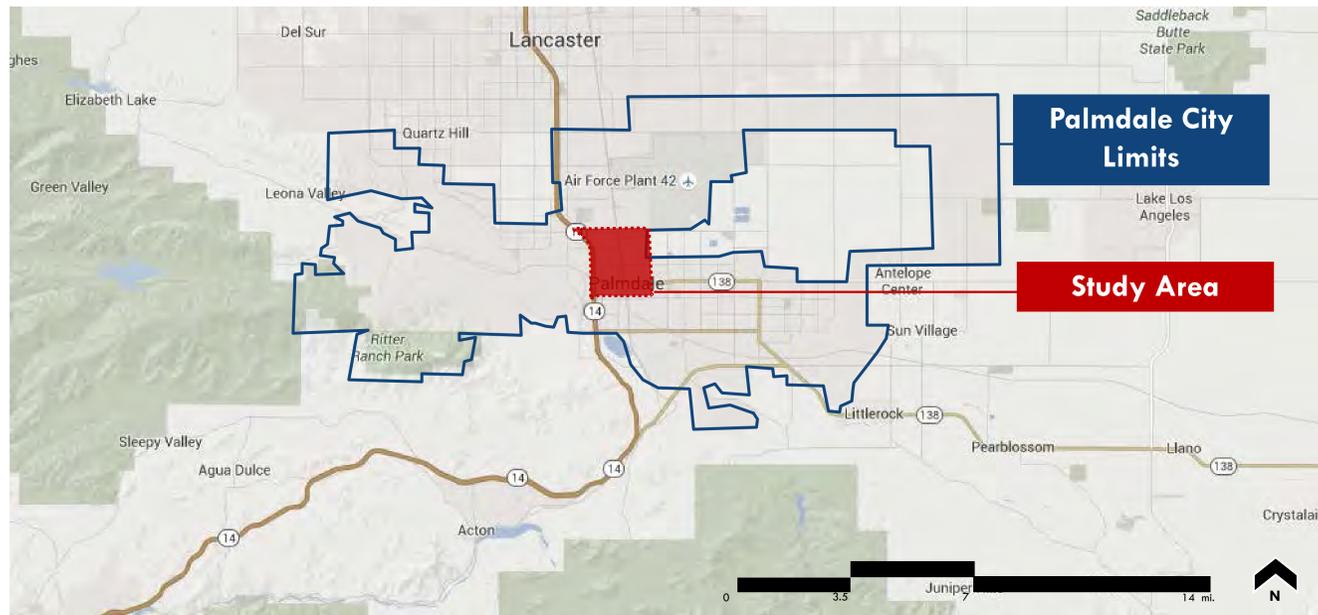
- The current hotel market has a number of national chains, but the scale of hotels is limited. There are no full service upper upscale or luxury hotels, such as a Sheraton or Hyatt.

Opportunity

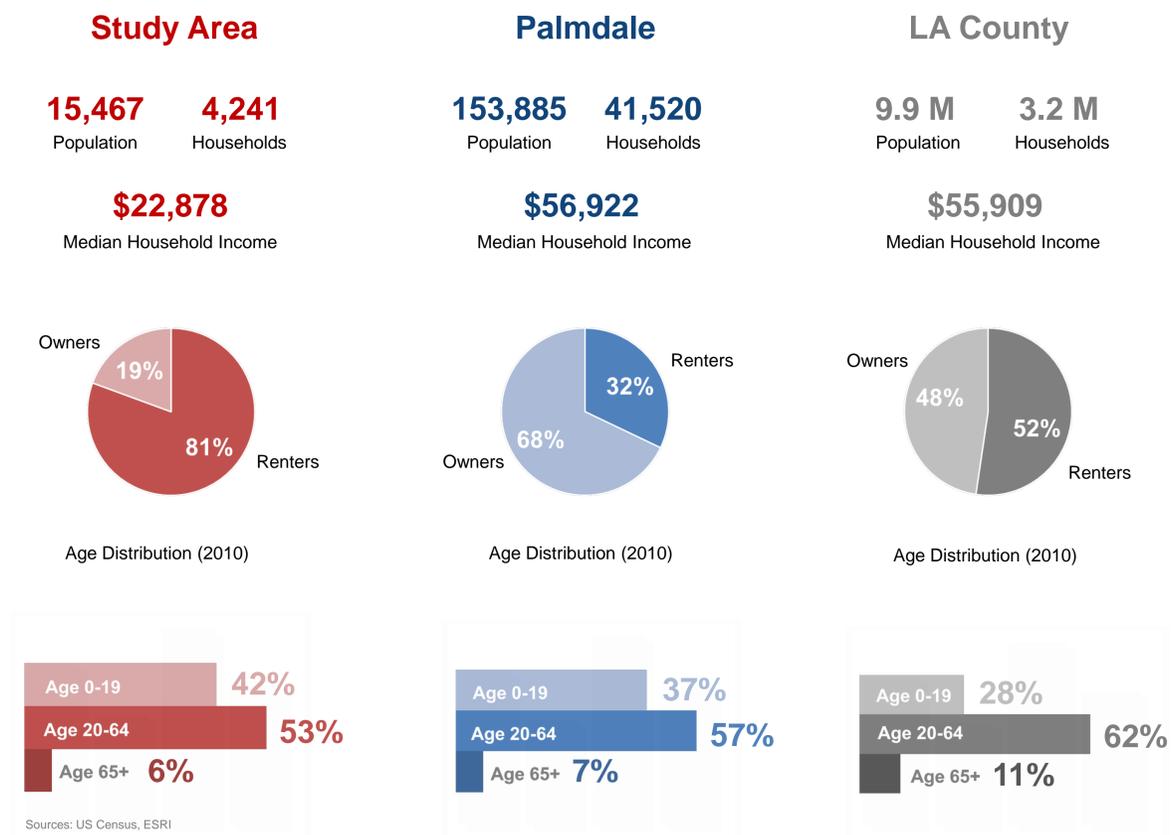
- The hotel market is performing well in Palmdale and is growing. There may be continued interest in business class hotels and extended stay hotels to serve the transitory employment market.

Source: STR

SOCIO-ECONOMIC AND EMPLOYMENT PROFILE

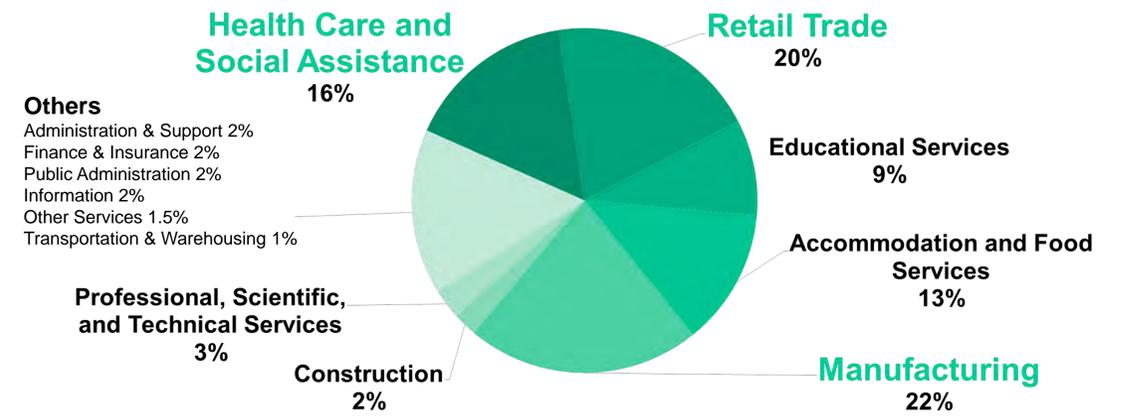


Demographics



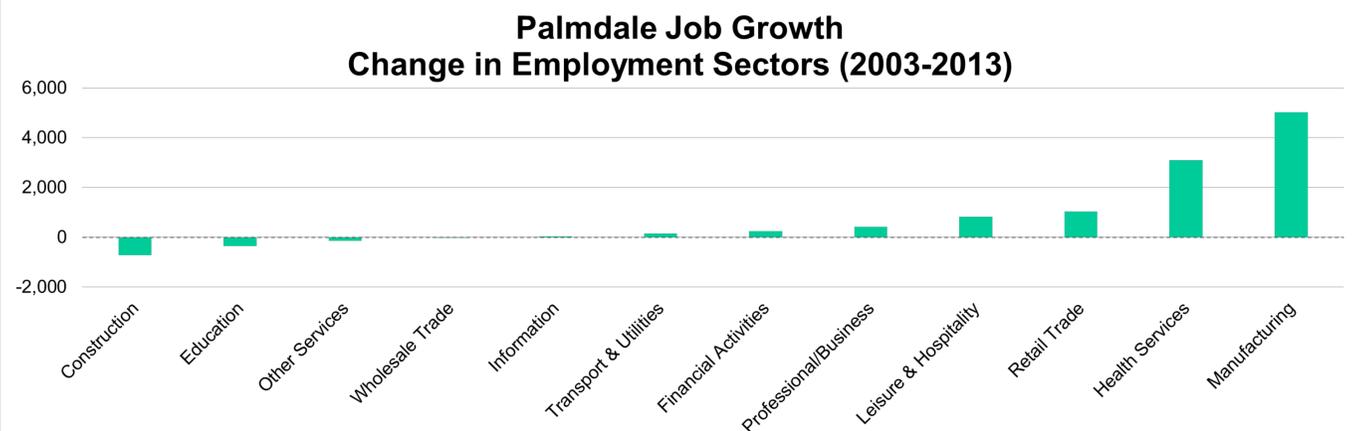
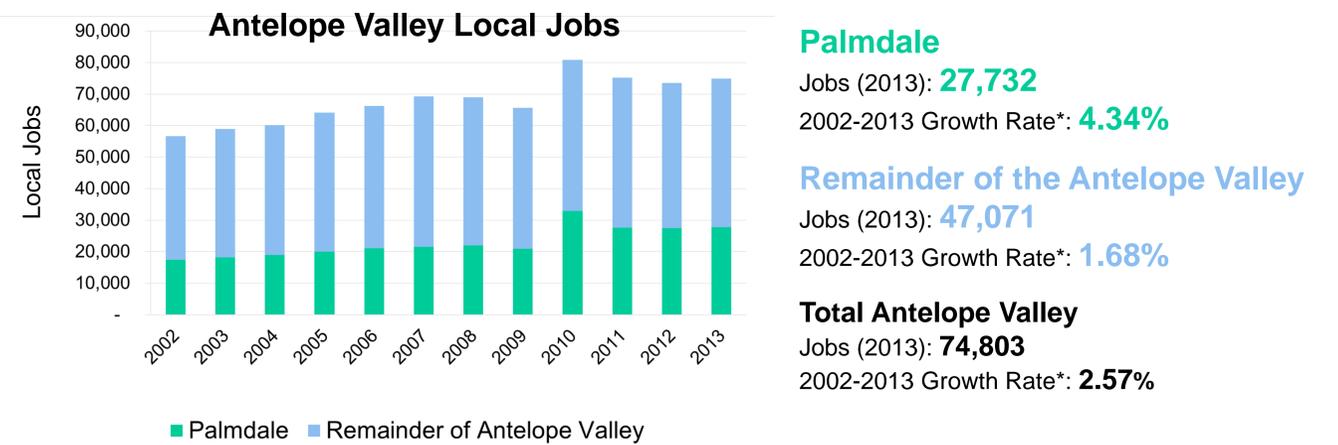
A significant amount of growth is expected in Palmdale and the Antelope Valley in the next 20 years with or without High-Speed Rail.

Palmdale Employment Profile (2013)



Source: LEHD

Employment



Recent contract wins in the aerospace sector in Palmdale will likely ensure continued employment and population growth in the Antelope Valley.



Vision Statement

The Palmdale HSR Station Area Plan will be a 21st Century gateway, bringing together citizens from Palmdale, the region and the state, celebrating the union of transportation, community, and the environment. It will be a vibrant mixed-use center that stands emblematic for the sustainable economic and social development of the area and be a symbol for the vision of a better Palmdale.

Balancing all modes (walking, biking, driving and public transit) can be difficult within one street or road and there is not one street type that is appropriate for all place-types. Below are ten options for prioritizing and planning roads to be safer, easier to navigate, and fostering transit ridership.

Residential Streets



RESIDENTIAL BOULEVARD: A median designed as a parkway separates residential streets with active outdoor space while providing access for cars, bicycles, and pedestrians. This design provides good automobile connectivity without allowing the streets to dominate the neighborhood scale.



GREEN ALLEY: A traditional alley can be transformed into a green alley by sharing access for cars, pedestrians, and bicyclists. Transformed green alleys often feature gardens, lighting and outdoor furniture and create a sense of community in an otherwise underutilized space while providing an alternative to neighborhood streets for both mobility and parking.



NEIGHBORHOOD STREETS: Urban streets in residential neighborhoods should include on-street parking, wide sidewalks, and shade trees create a pleasant environment. These streets provide safe and inviting places to walk with direct access to local stores and schools.



TWO-WAY YIELD STREETS: Two-way yield streets create a safer environment for pedestrians and cyclists as drivers are expected to travel at low speeds but not come to a complete stop. These streets may include on street parking and wide sidewalks.

Downtown & Commercial Streets



BOULEVARD: Boulevards separate very large streets into parallel urban realms, providing both good sidewalk environments and good automobile connectivity through the city.



TRANSIT CORRIDOR: Transit corridors, including light rail (LRT), streetcar, and bus rapid transit (BRT), promote economic development around high-quality transit service while fostering a pedestrian scale in which walking and biking actively complement transit service.



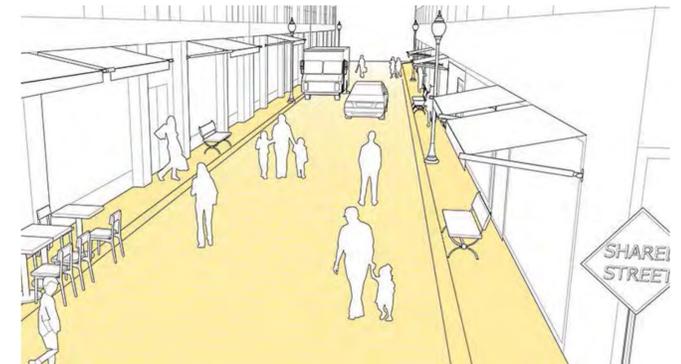
NEIGHBORHOOD MAIN STREET: Bike lanes and on-street parking are provided while also supporting traffic flow. These streets typically carry fewer vehicles but support more pedestrian and commercial activity.



DOWNTOWN TWO-WAY STREET: Downtown streets, like the one shown, should be designed to accommodate safe travel by all users to accommodate the vitality of a diverse, active mixed-use district.



DOWNTOWN THOROUGHFARE: Major streets that connect neighborhood centers or run through the downtown can provide good retail street environments while still accommodating decent traffic volumes.



COMMERCIAL SHARED STREETS: Commercial shared streets can be designed for narrow or wide cross sections, and are ideal for urbanized, narrow commercial corridors with high pedestrian traffic.

Please vote by placing green dots directly onto the sketches you like

WHERE IS DOWNTOWN PALMDALE?



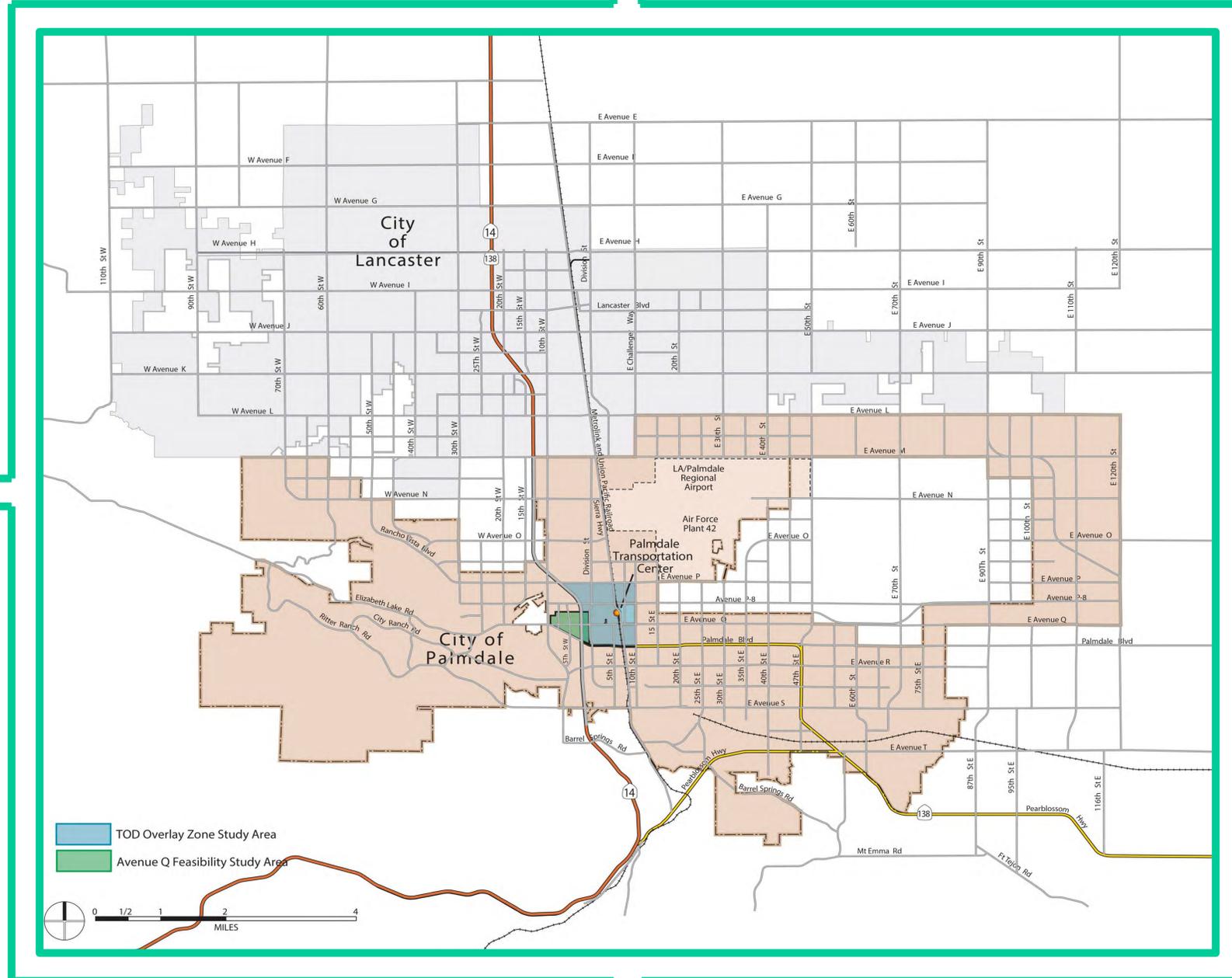
Place a dot where you think Downtown Palmdale is

WHERE DO YOU LIVE? WHERE DO YOU WORK?



Ventura

Bakersfield

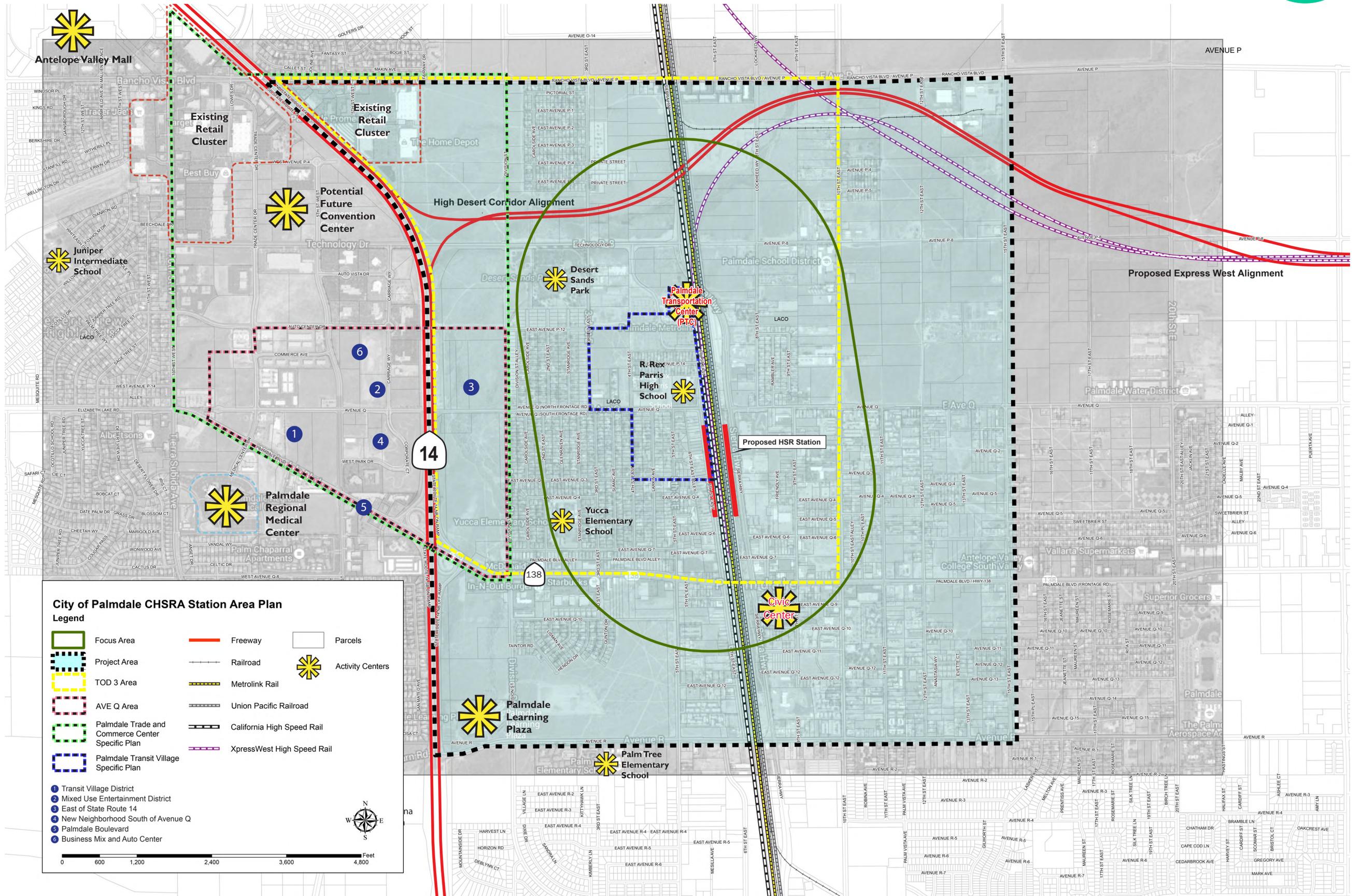


Los Angeles

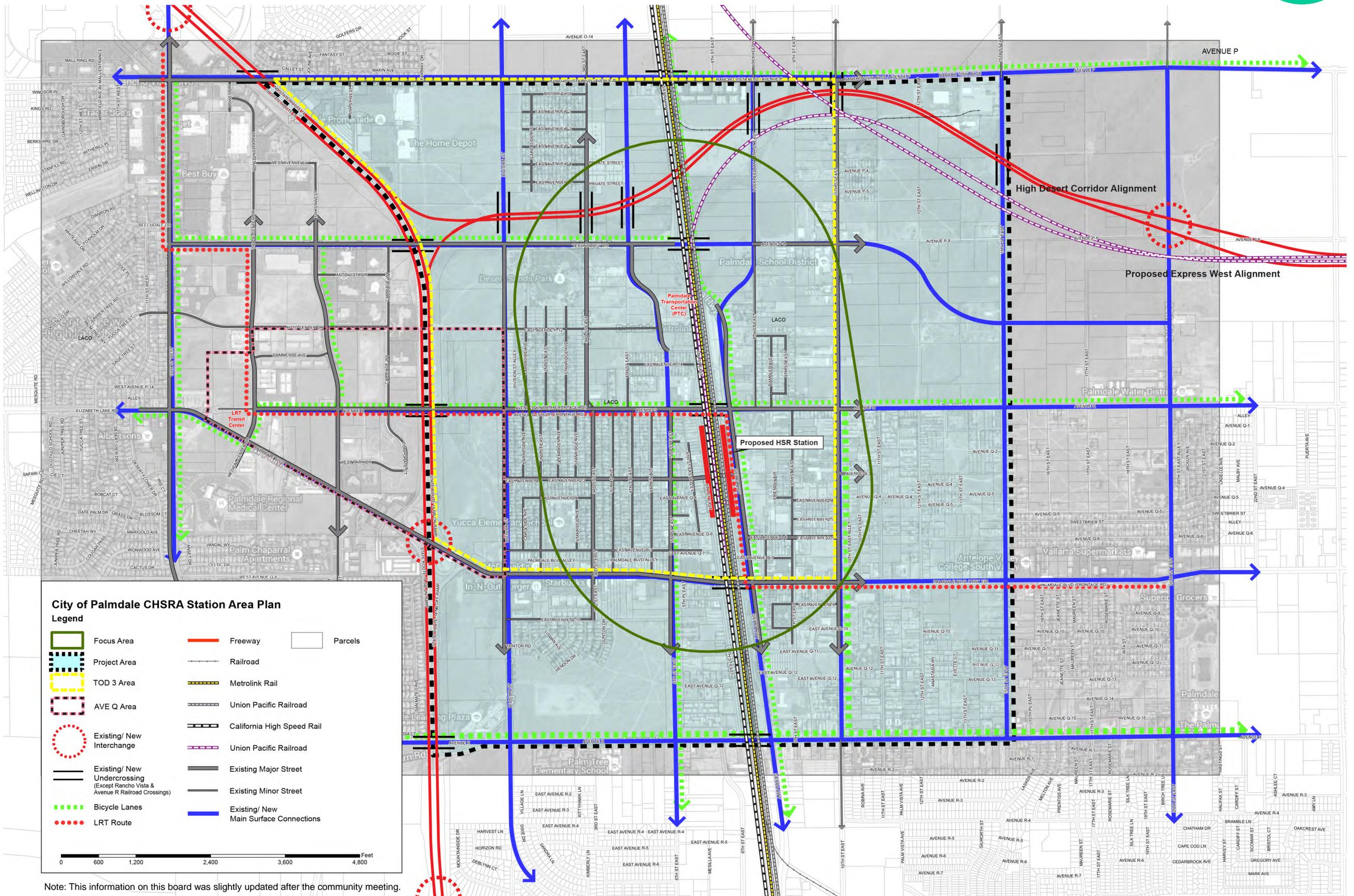
San Bernardino

Place a dot where you live and where you work

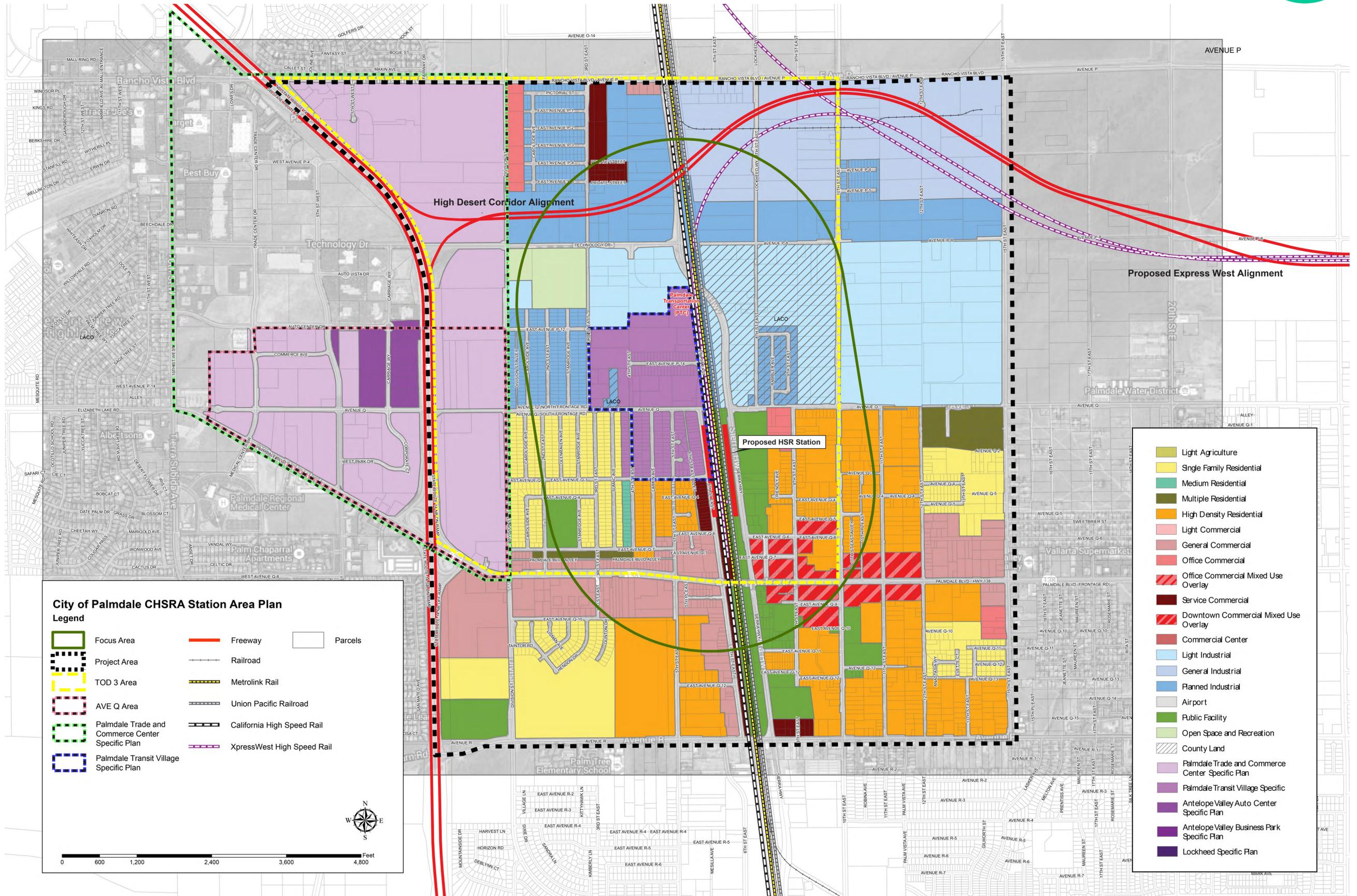
SITE PLAN



CIRCULATION MAP

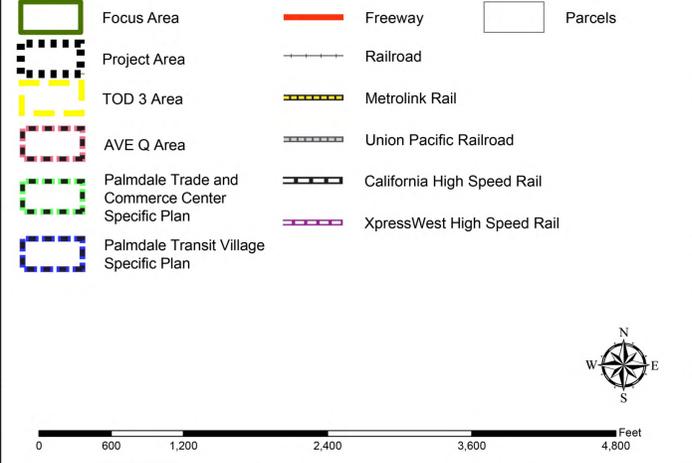


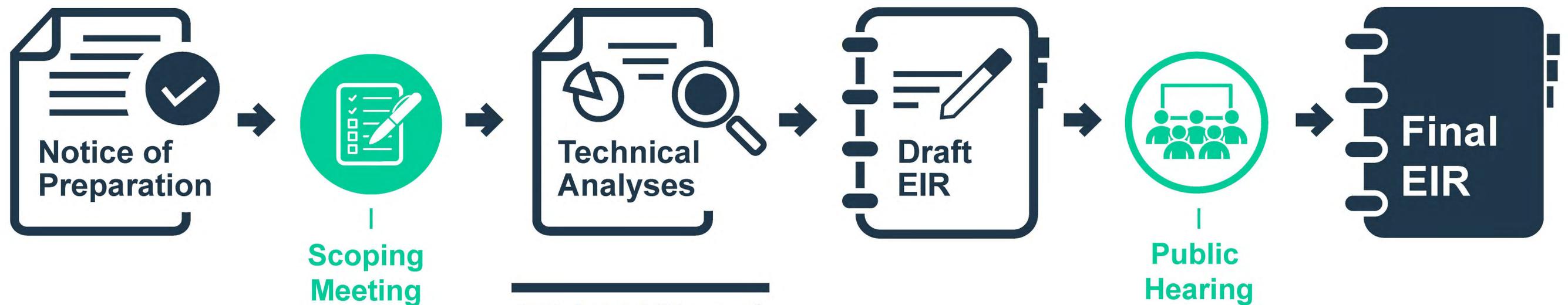
EXISTING LANDUSE DESIGNATION



City of Palmdale CHSRA Station Area Plan

Legend





Anticipated Focus of Technical Analyses

- + Land Use
- + Social & Economic
- + Traffic Circulation
- + Visual Resources
- + Historic/Cultural
- + Air Quality
- + Noise
- + Biological Resources

- The EIR for Palmdale SAP will be prepared consistently with the on-going TOD EIR
- The EIR Process will be initiated once the Station concept plan is developed and the Draft TOD EIR is available

VISUALIZATION: MIXED USE DISTRICTS



Please vote by placing green dots directly onto the pictures you like

VISUALIZATIONS: LIVELY CENTERS



Please vote by placing green dots directly onto the pictures you like

VISUALIZATION: COMPLETE STREETS



Please vote by placing green dots directly onto the pictures you like

VISUALIZATION: BIKE AND PED FACILITIES



Please vote by placing green dots directly onto the pictures you like

VISUALIZATION: NEIGHBORHOODS



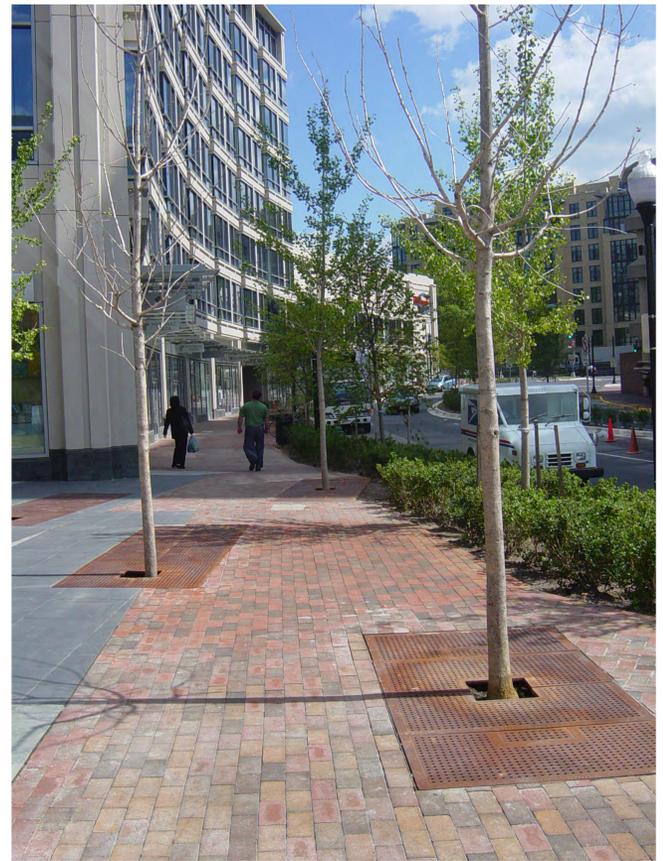
Please vote by placing green dots directly onto the pictures you like

VISUALIZATION: MULTI-FAMILY HOUSING



Please vote by placing green dots directly onto the pictures you like

VISUALIZATION: OFFICE AND R&D



Please vote by placing green dots directly onto the pictures you like

RETAIL AND ENTERTAINMENT OPPORTUNITIES



Please vote by placing green dots directly onto the pictures you like