

DETAILED SCOPE OF SERVICES

In partnership with the California High Speed Rail Authority (Authority) the City of Palmdale (City) shall undertake station area planning (the Project) around the planned high speed rail (HSR) multi-modal station near the vicinity of downtown Palmdale. This planning effort shall guide the ultimate design of the station and station area as well as enable the City to promote economic development, encourage station area development and enhance multimodal connections to the future station. Working with the Authority, regional partners, stakeholders, community, and developers, station area planning shall complement the planning and design of the HSR system and transportation planning efforts currently underway by the City and regional agencies. Planning efforts include the Metro-led Transit Oriented Development (TOD)³, Mobility Matrix, North County Multi-modal Integrated Transportation Study, High Desert Corridor Project and Southern California Association of Governments (SCAG)-led Avenue Q Feasibility Study

Description of Proposed Station Area Planning Project

This effort shall guide the design of the multi-modal HSR station and station area as well as enable the City to promote economic development and sustainability, encourage station area development and enhance (local and regional) multimodal access connections to the station. The Project shall include extensive public outreach with the public, business leaders, other agencies and neighboring communities. When complete, the plan shall act as a visionary document that shall guide the development of the multi-modal HSR station and its surrounding area. Short and long term goals and a series of action items shall be included as project deliverables. The Project shall analyze the following components: land use and zoning to the extent not already covered by other projects, infrastructure, transportation, regionalism, public outreach/participation, transit-oriented and multi-modal development, housing, housing replacement/relocation and in-fill development. The Project shall also address pedestrian and bicycle access, jobs, shopping, dining, entertainment, recreation, art, cultural, amenities, lighting, signage, open space, architecture and building design, parking, landscaping, environment and human impacts, and other principal issues specified by the Authority's General Principles and Guidelines, Federal Railroad Administration's (FRA's) Station Area Planning Guidelines, Palmdale General Plan, Palmdale Downtown Revitalization Plan, etc.

i. Explanation of How Activities in Proposed Project are Eligible and Meet/Exceed Minimum Requirements Described in Application Package for Station Area Planning Funds

The future multi-modal HSR station is currently part of the Palmdale Transit Village Specific Plan, a 110-acre transit-oriented, mixed-use planning area. The site is currently served by the north/south alignment of the Union Pacific Railroad (UPRR)/Metrolink; a network of regionally connected streets and is generally centrally located within the City of Palmdale. The site will eventually be served by the Palmdale Airport, a future regional airport: the High Desert Corridor, a planned freeway/expressway that connects the Antelope Valley to the Victor/Apple Valleys; and the XpressWest, a future high-speed rail system that will connect Las Vegas with Palmdale via Victorville. The multi-modal HSR station plan shall consider Metrolink, high speed rail service proposed under the High Desert Corridor, and other modes of transportation (see Exhibit 1). The base

assumption for the future station shall integrate the CHSRA's rail system, Metrolink, XpressWest, bus, and other local and regional transportation modes. Senate Bill 375 requires the region to significantly reduce greenhouse gas emissions through a combination of land use and transportation strategies.

A multi-modal HSR station in Palmdale will help to accomplish the goals of SB 375 by providing alternative transportation opportunities for the Antelope Valley's workforce. In addition to being one of the fastest growing cities in Los Angeles County, a large portion of Palmdale's population commutes to the Los Angeles basin for work. Recent studies indicate that nearly 71,000 workers from the Antelope Valley travel daily to Greater Los Angeles. Approximately 63,000 workers from the Palmdale and Lancaster areas spend at least an hour each day on the road; of those 38,000 spend two or more hours commuting. Impacts to air quality due to the number of vehicles and related vehicle miles traveled (VMT) on State Routes 14 and 138 are significant. As a result, commuters are negatively impacted by social, health and economic issues as a direct result of long commute times. The region will be greatly served by a new multi-modal HSR station, with improved access to jobs, goods and services.

ii. Description of Current Conditions/Land Use Designations in Station Area

The study area is located between Rancho Vista Boulevard and Avenue R and between State Route 14 and 15th Street East, and includes the Palmdale Airport (located approximately 2 miles northeast of the existing Palmdale Transportation Center). The primary focus area is located approximately one-half mile around the future multi-modal HSR station (see Exhibit 2). The project area envelops the Palmdale Transit Village Specific Plan (PTVSP), Palmdale Trade and Commerce Specific Plan, Antelope Valley Auto Center Specific Plan, Palmdale Civic Center area, Palmdale downtown area, Metrolink station, which is fed by the north/south alignment of the UPRR/Metrolink, Antelope Valley Transit Authority (AVTA) bus transfer station, parking, and other transit-oriented amenities. It also contains two Los Angeles County pockets, located west and east of Sierra Highway. Land uses are primarily single family and multi-family residential, commercial, light industrial, automotive repair, parks, schools, city facilities and vacant land, which is primarily disturbed and is mostly void of native vegetation (see Exhibit 3).

The Palmdale Transit Village Specific Plan (PTVSP) includes the following land use types: 40,000 square feet of stand-alone neighborhood retail uses, 9,000 square feet of neighborhood retail mixed-use, 353,000 square feet of stand-alone low rise office use, 93,000 square feet of low rise mixed-use office uses, primarily located along the west side of 6th Street East and in close proximity to the Metrolink and bus transfer station, 1,027 new housing units, 44 single-family/duplex units on small lots, 34 single-family/duplex units surrounding common courtyard areas, 192 townhouse units, up to 725 multi-family units, 32 mixed use-residential units and four acres of public open space. Phase I of the residential component of the PTVSP, a 156-unit transit-oriented, multi-family residential development located north of Avenue Q and west of 6th Street East, is complete and is fully occupied.

The City intends to hire a Consultant to perform the tasks described in the following sections. The City and selected Consultant shall present the study and its findings to key stakeholders,

and shall eventually present the project to the Palmdale Planning Commission and City Council, in accordance with required legal mandates.

Consultant Tasks

The Consultant selected for the Project shall demonstrate an understanding of integrated land use and transportation planning, complete streets planning and facility design, bicycle and pedestrian planning and facility design, community-based planning and design of public spaces, multi-modal transportation modeling and analysis, station access planning, transit-oriented land use, economic development, CEQA and NEPA associated with transportation and land use projects and community engagement. Consultants shall provide examples of expertise in visual simulations and demonstrate knowledge of Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) analysis. Note: Consultant shall be expected to integrate relevant, completed and ongoing studies, into the final products prepared for this grant.

Task 1 –Project Management and Project Organization – Work Plan

Develop a Project Work Plan (WP) to set forth the project team organization, detailed work scope, schedule, contract deliverables and budget. Goals, deliverables and measures for success for the planning process shall be developed as part of the WP. With the City, Authority and selected Consultant, clarify roles and responsibilities, and reaffirm the project purpose, schedule and anticipated deliverables.

Consultant shall assist in the establishment of a technical working group (TWG) to serve as a venue for managing the roles and responsibilities and WP issues as well as coordinate planning for the multi-modal HSR station area with concurrent planning projects in vicinity of the project, including the Metro-led TOD3, Mobility Matrix, North County Multi-modal Integrated Transportation Study, High Desert Corridor Project, and the SCAG-led Avenue Q Feasibility Study.

<i>Deliverables</i>	<i>Timeline</i>
Clarification of roles and responsibilities	Within the first month following the issuance of the Notice to Proceed to the Project Consultant
Establish technical working group (TWG)	Within the first month following the issuance of the Notice to Proceed to the Project Consultant. Regular TWG meetings to continue thereafter
Project Kick-Off Meeting	Within the first month following the issuance of the Notice to Proceed to the Project Consultant
Project Work Plan	Within the first month following the issuance of the Notice to Proceed to the Project Consultant

Task 2 - Public Outreach and Stakeholder Education and Engagement – Outreach Strategy

Consultant shall assist the City in developing an outreach and engagement strategy that includes identification of stakeholders, process, methods of involvement and desired outcomes. The strategy shall guide the methods for outreach, education and overall community engagement. It shall include a social fabric assessment to help understand the area’s existing social conditions and constraints. The outreach plan shall coordinate with outreach efforts associated with other concurrent planning projects in vicinity of the project, including the Metro-led TOD3, Mobility Matrix, North County Multi-modal Integrated Transportation Study, High Desert Corridor Project, and the SCAG-led Avenue Q Feasibility Study.

Consultant shall evaluate and research areas similar to Palmdale’s that have or plan on integrating high-speed rail into their respective local plans. Consultant shall provide suggestions and rationale for potential site visit locations (both domestic and international). Refer to Agreement No. 4944 and CHSRA Agreement No. 14-50 between the City and Authority for budget details pertaining to travel. Consultant shall assist the City and work with residents and business owners in the unincorporated areas of Los Angeles County regarding annexation options into the city’s limits.

The Outreach Strategy shall include:

- Identification of stakeholders and strategies to communicate with the stakeholders (Note: the City is interested in working with students at up to two local schools (one High School and one Middle School), to the extent feasible, regarding potential design concepts for the station) - Consultant shall provide suggestions and ideas regarding approach
- Community social fabric assessment
- Communication tools, including response tracking
- Communications forums (i.e. public workshops, charrettes, open houses, meetings and a series of stakeholder interviews)

- Notice and presentation materials
- Web and social media communications
- Visualization strategies for concept design and community engagement

Stakeholder education

The educational component of this strategy shall emphasize best practices in numerous areas such as active transportation and complete streets ideologies, first mile / last mile concepts, pedestrian-scale design, TOD, multimodal connectivity, economic development, marketing, infrastructure development, access, and sustainability. Consultant shall evaluate and research areas similar to Palmdale’s that have, or plan on, integrating HSR into their respective local plans.

<i>Deliverables</i>	<i>Timeline (Following the issuance of the Notice to Proceed to the Project Consultant)</i>
Outreach Strategy	Within three months
Education Plan	Within three months

Task 3 – Defining the HSR Station Area Vision

Consultant shall develop a vision for the station area that links the goals and priorities of the City, Authority and other stakeholders, and informs the station design activities – Note: final station design activities shall be led by the Authority, and informed through the station planning grant process.

Consultant shall document existing conditions and the state of concurrent planning efforts, conduct community and stakeholder workshops to guide planning and design for the station area and develop transportation/land use growth scenarios.

Develop vision statement

A multi-modal HSR station area vision shall be established in this task, including goals and objectives for the station area. This shall include documenting existing conditions and the state of concurrent planning efforts, engaging the community, and formulating transportation/land use growth scenarios. Consultant shall refer to the CHSRA Urban Design Guidelines, Metro’s First-Last Mile Strategic Plan, Federal Railroad Administration guidelines, Palmdale General Plan, Palmdale Downtown Revitalization Plan and/or similar guidance, for multimodal infrastructure planning.

Station area priorities include:

- supporting a variety of housing needs, including affordable housing
- economic development
- promoting ridership
- enhancing sustainability
- enhancing livability
- creating long-term value
- transit-oriented development

- multi-modal station access infrastructure
- sustainable, livable community improvements
- strategies to address social and economic equity in the project area
- emancipated youth programs
- job programs for residents in the impacted area and within the region (such as apprenticeship programs)

Develop and illustrate alternative station concepts and define a preferred alternative

Consultant shall develop three (3) sketch-level urban design concepts/visualizations of the station, mitigate negative impacts to the extent feasible (wind, heat, cold and aircraft flight patterns) and considers the area’s existing and future demographics. Note: options shall embrace the City’s and Antelope Valley’s identity, respectively. Consultant shall provide pros and cons for each concept. Consultant shall assist City with engaging stakeholders through charrettes or other forums in the evaluation, ranking, and the selection of a single preferred alternative based on the project goals and objectives.

<i>Deliverables</i>	<i>Timeline (Following the issuance of the Notice to Proceed to the Project Consultant)</i>
HSR Station Area Vision Statement	Within three months
Existing Conditions Report (infrastructure, land use, transportation, demographics, etc.)	Within five months
Develop three (3) sketch-level concepts/visualizations of the station and the immediate area surrounding the station (includes HSR station design renderings and simulated and before and after pictures schematics)	Within six months
Community Workshop #1	Within six months

Task 4 - Multimodal Connectivity, Station Access, Parking Analysis, and Land Use and Overlay Assessment

Develop a multimodal connectivity plan to the multi-modal HSR station. Refer to best practices found in the Authority’s Urban Design Guidelines, Metro’s First-Last Mile Strategic Plan, Federal Railroad Administration guidelines, Palmdale General Plan, Palmdale’s Downtown Revitalization Plan and/or similar guidance, for multimodal infrastructure planning. The interrelationship between active transportation access, airport (Palmdale Regional Airport), transit access and automobile access (including parking) shall be examined to determine the preferred balance for the City and the Authority. Transit fares, driving costs and parking costs shall be considered in these scenarios.

Additionally, this task shall closely integrate with the TOD3 planning process, which includes regulatory land use and zoning changes and multi-modal concepts (including connectivity to the Palmdale Regional Airport) that are reflective of TOD principles. Note: TOD3 requires a

General Plan Amendment, Zoning Amendment and Environmental Impact Report. This HSR scope of work shall examine and provide recommendations for changes to land use and zoning outside of the TOD3 project area. This includes preparation of an Environmental Impact Report, as required. Note: there may be some changes to TOD3 land use and zoning that may occur under this grant.

Multimodal Connectivity Station Access and Parking

Existing conditions

Determine the current accessibility to the station site by active transportation and motorized vehicles. A field examination shall document deficiencies in all modes of potential access. Pedestrian improvement shall be analyzed for one-half mile from the total station area, including the furthest reaching points of the parking in the conceptual station site design. Bicycle connections shall be examined within a three-mile radius for bicycle access to the station area. Motor vehicle circulation shall be examined within the station area, with consideration given to connectivity to major highways and other significant roadways as determined by the City, beyond the immediate area.

Define future transportation

Determine a hierarchy of station access modes based on the results of the TOD3 multi-modal recommendations, CHSRA Urban Design Guidelines, Metro's First-Last Mile Strategic Plan, Federal Railroad Administration guidelines, Palmdale General Plan, Palmdale Downtown Revitalization Plan, etc. Determine goals for station access, such as safety, environment, economic development and equity, to guide how the hierarchy of access improvements, are applied. Future modes, such as neighborhood electric vehicles, autonomous vehicles, connected vehicles, slow-moving personal vehicles, and others shall be considered in future transportation access to the station.

Develop complete access scenarios

The interrelationship between active transportation access, transit access and automobile access shall be examined simultaneously to determine a balance of movement and access that can best leverage the HSR investment for the City. All efforts to provide a complete transportation system shall be included. All modes shall have safe access to the station, with the highest consideration for safety of travelers. Vulnerable travelers, pedestrians and bicycles, shall be provided with improved access from all directions and destinations, in addition to automobiles, buses and other vehicles. Pedestrian, bicycle, and motorized vehicle way finding (including freeway signage) shall be included.

Analyze scenarios

Transportation modeling shall be applied to develop base-year, interim and long-term projected growth and travel patterns. Additional major roadway improvements, as described herein, shall be analyzed to improve overall safety, mobility, development potential, and access to the station area for all transportation modes (pedestrian, bicycles, and motor vehicles). Potential improvements include connections to SR 14, the future High Desert Corridor, Avenue Q extension, re-alignment of Sierra Highway and consideration of a light rail system that could connect to the future multi-modal HSR station. Consultant shall provide pros and cons of each scenario.

Select a preferred strategy

A preferred strategy shall be recommended and selected. This strategy shall include a phasing strategy to account for projected changes in HSR ridership, and modes of access, and how the changes to demand affect supply of transportation infrastructure, and land necessary to support the infrastructure.

<i>Deliverables</i>	<i>Timeline (Following the issuance of the Notice to Proceed to the Project Consultant)</i>
Multi-modal access, circulation and connectivity analysis and report	Within six months
Land Use and Zoning Overlay Assessment and Recommendations	Within eight months
Parking Analysis and Report	Within eight months
Preferred Strategy	Within eight months

TASK 5 - Economic, Real Estate, Fiscal and Financial Planning

Consultant shall prepare an economic development plan to attract industries, businesses and employment near and adjacent to the City's multi-modal HSR station area. Consultant shall provide three (3) best-practice case studies that apply to the City, including three (3) financing and marketing strategies.

Economic development existing conditions

Consultant shall conduct an analysis of the local and regional workforce, business and investment context and growth drivers to identify opportunities and challenges to capture and induce desired HSR service-related economic development. Pay special attention to the businesses located within and adjacent to the project area.

Consultant shall conduct stakeholder interviews and focus groups, including city staff, regional economic development agencies, key employers, businesses, developers, property owners and other stakeholders to identify competitive advantages, barriers and strategies to advance HSR service-related economic development. Consultant shall provide recommendations for a City of Palmdale multi-modal rail station branding campaign.

Market demand analysis and creation of alternatives

Consultant shall conduct an analysis of demographic, employment and market trends including analysis of demographics and industries with preference for transit oriented, high-speed rail station area locations. Consultant shall develop marketing strategies to attract key demographic groups to live, work and partake in recreational activities close to the vicinity of the future multi-modal HSR station.

Consultant shall conduct a real estate market analysis for office, retail, residential and hotel uses; estimate market demand for potential transit-oriented residential, office, retail and hotel development in station area and include an examination of market demand for larger-scale recreational uses, such as an outdoor amphitheater, youth recreation center and/or sports stadium; estimate demand for neighborhood serving retail based on station area development

projections; identify retail sectors that complement downtown retail; and identify development/building types likely to be attracted to the multi-modal HSR station area.

Assess competitive advantages and barriers to station area development for each use, including market area infrastructure deficiencies, physical conditions, socioeconomic factors, local policy constraints, HSR service implementation time frames and other factors.

Gain feedback from development community on real estate development potential

Consultant shall conduct developer interviews to help assess market feasibility in the near term and the long term after HSR service connects Los Angeles and San Francisco for mixed-use office and residential development. Proposed development types could include but are not limited to the following:

- Mixed-Use Medium Density Office
- Market Rate Housing
- Affordable Housing
- Mixed-Use Medium Density Residential For Sale
- Mixed-Use High Density Residential For Sale
- Multi-family Rental

Consultant shall recommend real estate development strategies to attract desired development to the multi-modal HSR station area and assist the City to achieve economic development and TOD goals; address the urban design coordination of transit infrastructure and real estate development to maximize the potential benefits of HSR TOD; recommend phasing of market demand based on timing of phased HSR service; and include strategies to address subsidies needed to finance development. Strategies could include a combination of the following components:

- Land Assembly Programs
- Public-Private Partnerships
- Federal and State Tax Credit Programs (i.e. New Markets Tax Credits, Historic Tax Credits)
- Grants, Loans, and Guarantees to Developers
- Reduced Parking Requirements
- City Entitlement of Land
- Adopting a Program EIR for the Station Area
- Creating an Infrastructure Financing District
- Development and disposition strategy for up to 10 key publicly owned parcels

Value capture

Consultant shall identify value capture strategies such as tax increment financing, special assessment districts, impact fees, joint development, air rights, transit finance districts, parking districts and others; estimate potential value capture for value capture strategies for three (3) multi-modal HSR station area development scenarios and provide pros and cons of each.

Consultant shall recommend steps needed to overcome challenges of capturing revenues and distributing benefits, including equity, stakeholder support, geographic boundaries, cost/benefit nexus and infrastructure financing and station area priorities.

Fiscal impact analysis

Consultant shall prepare a fiscal impact analysis of three (3) multi-modal station area development scenarios on local government revenues and costs. The fiscal impact analysis shall estimate the net fiscal change in City revenues and expenditures impacted by population and employment growth including induced growth with HSR service; provide sensitivity analysis of key scenario inputs to understand the fiscal impact of the alternatives; and provide phasing and land banking recommendations.

<i>Deliverables</i>	<i>Timeline (Following the issuance of the Notice to Proceed to the Project Consultant)</i>
Economic Development Plan (including development of a branding campaign)	Within 12 months
Real estate investment strategies, Value Capture Plan and Rent Analysis	Within 12 months
Real Estate Market Analysis to include three (3) Best Practice Case Studies and three (3) Financing and Marketing Strategies	Within 12 months
Value Capture and Fiscal Impact Analysis for three (3) multi-modal HSR station area development scenarios	Within 12 months
Public Workshop #2	Within 12 months

Task 6 – Regulatory update (General Plan and Zoning Amendments), Environmental Review and Implementation Plan

Consultant shall identify land use and zoning changes needed to the General Plan and City Zoning Code to enable the most advantageous multi-modal HSR station area development and infrastructure improvements; provide recommendations for zoning standards/specifications that streamline and make the development process faster/easier within the project area; prepare TOD Overlay Zone and General Plan Amendments and Environmental Impact Report; and work with the City and Los Angeles County regarding potential changes to County’s General Plan and Zoning Code, and annexation of unincorporated land into the City’s limits.

Coordinate with TOD Overlay Zone

Consultant shall identify zoning and land use changes (including potential standards and policies) unique to TOD /downtown areas that are complimentary to a multi-modal HSR station; provide maps and tables to represent the proposed changes and integrate recommended changes where appropriate to the various tasks described in the overall scope of work.

Consultant shall assist the City in initiating the process to make regulatory changes to land use and zoning by amending the General Plan and Zoning Ordinance. This includes preparation of an Environmental Impact Report (EIR). As previously mentioned this HSR scope of work shall examine and provide recommendations for changes to land use and zoning outside of the TOD3 project area. This includes preparation of an Environmental Impact Report, as required. Note: there may be some changes to TOD3 land use and zoning that may occur under this grant.

Implementation / phasing plan

The Implementation Plan shall identify roles and responsibilities for stakeholders (Authority, City, Private Development, Transit Agencies, Metro, Caltrans, SCAG and others), priorities, action items (funding, final design, capital, operations, maintenance, and other tasks) and time frames (short, mid and long term, linked to HSR service and land use development phasing). Consultant shall provide recommendations regarding creation of a follow-up technical working group (TWG) that shall be responsible for coordination, oversight of implementation of the plan. Consultant shall assist the City in identifying TWG members and methods to ensure implementation of the plan.

Infrastructure financing and phasing plan

Consultant shall prepare a list of major capital improvement projects needing financing; estimate costs for maintenance of recommended capital improvement projects; prepare funding and financing strategies for capital and maintenance costs; and identify parties responsible for funding and completing capital improvements (including phasing strategies that link the timing of HSR-phased service, land use development, modal connectivity and capital improvements).

The plan shall also include a monitoring program to measure progress towards meeting TOD planning goals for development, transit ridership, pedestrian activity, trip generation rates, parking management, retail sales, value capture and the implementation of other TOD and sustainability plan elements.

<i>Deliverables</i>	<i>Timeline (Following the issuance of the Notice to Proceed to the Project Consultant)</i>
Implementation Plan	Within 14 months
Initiate Environmental Review Process	Within 14 months
Prepare Notice of Preparation / Scoping Meetings (NOP) notice document, scoping meeting sign-in sheets, summary of meeting (verbal and written)	Within 14 months
Prepare Administrative EIR – Includes one electronic copy and one hard copy of the draft EIR	Within 19 months

<p>Prepare Draft EIR – Consultant to prepare report for the required 45 day public review period. Prepare Notice of Completion of Draft EIR for City submittal to the Office of Planning and Research.</p>	<p>Within 20 months</p>
<p>Public Hearing on Draft EIR - Consultant shall present the draft EIR to the Planning Commission. The hearing shall occur during the 45-day review period. Consultant shall summarize public comments from the meeting.</p>	<p>Within 22 months</p>
<p>Notice of Determination (NOD) / Final EIR. Following the conclusion of the 45-day public circulation period for the draft EIR, Consultant shall review and prepare written responses to all written and verbal comments. All comments shall be inventoried and responded to in a “Response to Comments” Chapter of the final EIR. Said Chapter shall be provided to comment providers, at a minimum of 10-days prior to the City certifying the final draft EIR.</p> <p>To comply with Public Resources Code Section 21081.6, Consultant shall prepare a Mitigation Monitoring Plan and Reporting Program to identify appropriate monitoring steps/procedures. Consultant shall provide assistance to facilitate the CEQA process, including the preparation of the Notice of Determination, Statement of Overriding Considerations and Findings (in accordance with Section 15091 and 15093 of the State CEQA Guidelines) for City’s use in the project review process.</p> <p>City shall prepare and file a Notice of Determination after the EIR is certified. City shall also review the Administrative Record to ensure accuracy and completeness.</p> <p>Consultant shall prepare responses to comments, Mitigation Monitoring Plan and Reporting Program, Findings and Statement of Overriding Considerations. Consultant to</p>	<p>Within 24 months</p>

provide all maps in GIS and/or AutoCAD format. NOD and Administrative Record.	
Planning Commission (Consultant to present work products, including regulatory recommendations and required environmental document)	Within 22 months
City Council (Consultant to present work products, including regulatory recommendations and required environmental document)	Within 24 months
Final product (plan and environmental document). Consultant shall provide one electronic copy and one hard copy of the final products (Plan and EIR). City shall be responsible for final printing and distribution	Within 24 months

Exhibits:

Exhibit 1: Palmdale Transportation Map

Exhibit 2: Project/Focus Area Map

Exhibit 3: Project Area Land Use Map

Exhibit 4: Palmdale Transit Village Specific Plan Land Use Map

Reference Links:

TOD3 – City of Palmdale Transit Oriented Development Overlay Project

<http://www.cityofpalmdale.org/TOD>

Avenue Q Feasibility Study

<http://www.cityofpalmdale.org/Businesses/Development-Services/Planning-and-Zoning/Avenue-Q-Feasibility-Study>

City of Palmdale General Plan and Zoning Ordinance and Specific Plans

<http://www.cityofpalmdale.org/Businesses/Development-Services/Planning-and-Zoning/Planning-Resources>

Exhibit 4: Palmdale Transit Village Specific Plan Land Use Map

