

City of Palmdale TOD Overlay Zone Project

Summary of Community Workshop #2

April 2015

Report Completed July 2015



Prepared by

DYETT & BHATIA
Urban and Regional Planners

for the City of Palmdale

This page intentionally left blank.

Table of Contents

1	Background and Key Themes	1
	TOD Overlay Zone Project.....	1
	Transit-Oriented Development Plan (Preliminary Draft).....	1
	Workshop Program	2
	Summary of Key Themes	2
2	Discussion of Community Priorities	5
	Transit-Oriented Development Plan Overall Concept.....	5
	Land Use and Development	5
	Transportation and Circulation	5
	Urban Design and Streetscape.....	6
	Youth Priorities	6
	Appendix A: Notes from Station Easels	9
	Appendix B: Images Selected at the Youth Station	11
	Appendix C: Workshop Flyer	15
	Appendix D: Workshop Boards	19

This page intentionally left blank.

I Background and Key Themes

The City of Palmdale is currently engaged in two studies to realize the City’s vision for transit-oriented development. As part of the process for both efforts, a second public workshop was held to share progress and get feedback on an initial concept for a Transit-Oriented Development Plan. The TOD Overlay Zone project is briefly summarized below, followed by a summary of the Transit-Oriented Development Plan and workshop program. Issues and priorities raised by community members during the workshop are provided in Chapter 2. Additional notes, images and materials from the workshop are located in the appendices. Feedback on the Avenue Q Feasibility Study is provided in a separate report.

TOD Overlay Zone Project

The TOD Overlay project aims to bring about transit-oriented development (TOD) around the Palmdale Transportation Center (PTC) and future California High Speed Rail station by addressing regulatory constraints and updating the General Plan, Zoning Ordinance and Palmdale Transit Village Specific Plan (PTVSP). In addition, street and trail improvements will be identified to make it easier and more pleasant to get around without a car. Increasing development within walking and biking distance of transit, jobs and shopping can support affordable, healthy lifestyles. The project is undertaken in the context of major planned or proposed transportation investments including California High Speed Rail, which could place this district in a position of regional significance. The project will result in regulatory changes related to land use, circulation, streetscape and urban design in support of TOD.

The TOD Overlay Study Area is located between Rancho Vista Boulevard (Avenue P) and Palmdale Boulevard (SR-138) and between SR-14 and 10th Street East. The Palmdale Regional Airport is located approximately one mile northeast of the PTC. Within the Study Area, a Focus Area is identified between the PTC and the Civic Core.

Transit-Oriented Development Plan (Preliminary Draft)

The initial concept plan for the TOD Overlay Zone and Avenue Q Study Areas envisions a high-intensity mixed use district directly adjacent to the future High Speed Rail/MetroLink station, with offices, hotels, retail, multifamily residential, and a high-quality environment at street level. New transit-oriented neighborhoods would be created north of Avenue Q, within walking distance of the station. Avenue Q itself would become a transit spine supporting all modes of travel, and linking the station area with a new entertainment district and neighborhood with high-density, high-amenity housing immediately west of Highway 14. Existing neighborhoods would be preserved and enhanced, augmented by a future active-use park and recreation center. A system

of parks, green streets, and open spaces would link these areas to one another and to surrounding areas. For reference, the Transit-Oriented Development Plan concept diagram is included in Appendix D.

Workshop Program

The community workshop was held on Saturday, April 18, 2015, from 10 a.m. to 12:30 p.m., at Yucca Elementary School in the TOD Study Area. The workshop included an introduction by City Staff, a short presentation from the Consultant Team, and an open discussion time for community members to interact with presentation materials and members of the planning team. The presentation was simultaneously translated into Spanish, and Spanish interpreting was available throughout the open discussion period.

Community members were encouraged to visit “stations” set up around the room, focusing on the Transit-Oriented Development Plan’s overall concept, and its land use, circulation and streetscape components. A youth station was set up to engage young participants. Members of the planning team were located at each station to get feedback, answer questions, and record notes on large notepads.

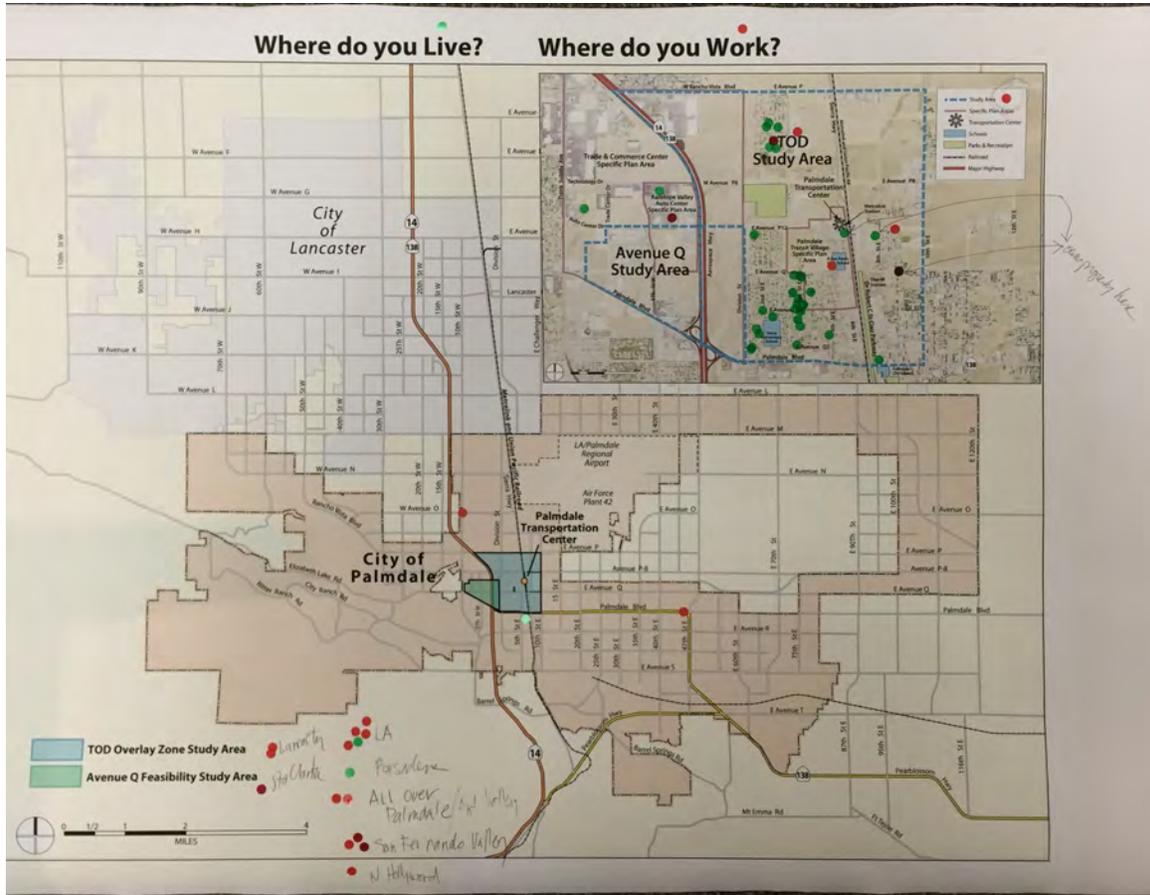
Approximately 80 community members attended the workshop. As shown in Figure 1-1, at least 26 families that live in the TOD Study Area were represented, along with four people who work in the Study Area and one person who owns properties in the Study Area. Others came from other parts of Palmdale and as far away as Los Angeles.

Summary of Key Themes

Community members provided valuable feedback on the initial Transit-Oriented Development Plan. Key points are summarized here and described in more detail in Chapter 2.

- Most community members showed support for the general concept. They were in favor of High Speed Rail coming to Palmdale and the idea of a real city center.
- Safe routes for pedestrians and cyclists crossing the tracks will be important.
- Climate-appropriate plants and other water conservation measures should be included in the Plan.
- Ensuring that there will be enough parking for the new High Speed Rail station is a key concern.
- Many showed concern about where families displaced by the new development will go.
- The Station Plaza area located immediately adjacent to the High Speed Rail station should be a community gathering spot, with lots of seating options and public art.
- Desert Sands Park could be improved by introducing new amenities and/or holding a weekly farmer’s market connected to the new community garden.

Figure I-1: Where Do You Live? Where Do You Work?



This page intentionally left blank.

2 Discussion of Community Priorities

This chapter summarizes the issues, suggestions and concerns identified by community members about the initial concept for a Transit-Oriented Development Plan, as well as its land use and development, transportation and circulation, urban design and streetscape, and youth priorities. Discussion notes recorded at each station are provided in Appendix A.

Transit-Oriented Development Plan Overall Concept

Workshop participants were supportive of the overall vision for the Transit-Oriented Development Plan. People liked the idea of creating a real city center in the middle of Palmdale, as well as its potential to generate jobs.

Many participants were concerned that future development following the Plan would displace existing Study Area residents, and that they may not benefit from its positive effects. Some workshop participants also expressed concerns about water in light of the state's ongoing drought. They wondered whether there would be enough water to support new development and emphasized the need to plant "climate-appropriate plants." One person expressed concern about introducing new multi-family housing, while another pointed out that there would be a need for a new police station in the area.

Land Use and Development

Workshop participants showed excitement and support for the conceptual land use plan. One participant commented that the land uses represented in the plan are appropriate for Palmdale. Another said that they hope to see the plan implemented.

One community member suggested that an area should be set aside within the Study Area where displaced households could relocate to. Another person thought that the site identified for a potential new high school would be too small for an adequately sized new facility.

Transportation and Circulation

High Speed Rail was a main topic of conversation at the Transportation and Circulation station. People showed support for California High Speed Rail coming to Palmdale. The planning team addressed safety concerns, noting that the High Speed Rail Authority will build overpasses or underpasses for all roadways crossing the railroad tracks.

Some workshop participants raised the issue of parking, stating that sufficient parking should be built to support the new station. With regard to Avenue Q, one person envisioned the corridor like Colorado Boulevard in Pasadena. Another participant stated the need for easy airport access from the Study Area if the airport re-opens for commercial flights in the future.

Urban Design and Streetscape

Workshop participants generally responded favorably to the conceptual streetscape plan, with one person commenting that there is “nothing to say ‘no’ to” and another expressing that she’ll move back to the Study Area once the plan has been built. People were especially excited about the idea of using tunnels for cars, bikes and pedestrians to cross beneath the railroad tracks, commenting that this would not only be safer than crossing the tracks at grade, but it would provide shaded relief from the desert sun.

One person suggested putting more of an emphasis on Palmdale Boulevard, as it is already a main spine running through the city. Another person stated the need for continuous sidewalks to allow people to safely walk through their neighborhoods. One participant commented that bike routes should have directions clearly indicated.

Youth Priorities

At the Youth Station, participants ranging in age from 3 to 12 were shown a series of “inspiration images,” which included photos of gathering spaces, desert-appropriate landscaping, public art, paths, staircases, gateways, bus stops, public seating, lighting and more. The young participants were asked to choose their favorite images and determine where those things could be located in the Study Area. The children worked together to figure out where it made the most sense to put increased lighting, extra seating, public art, etc. The result of their effort is shown in Figure 2-1.

Figure 2-1: Youth Station Map

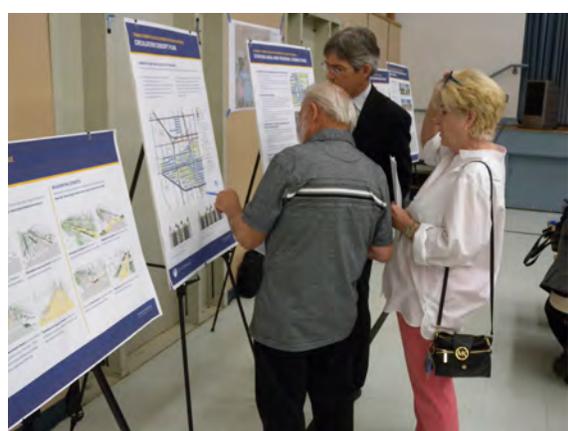


For the Station Plaza, the children envisioned fun seating options appropriate for people of all ages, and public art that children could crawl or climb on. One girl envisioned a community gathering spot where outdoor concerts or movie nights could be held.

Desert Sands Park and the proposed adjoining community garden also generated excitement. The children proposed new benches, slides and swings. One young participant suggested a weekly farmer’s market. Another child wanted to see a large art statue.

The children also suggested a range of other public realm and streetscape improvements across the Study Area, including placing whimsical gateways over “green connection” pathways, locating artful lighting under highway overpasses for increased safety, and providing lots of bike parking in heavily visited locations. Images that were selected by children at the Youth Station are shown in Appendix B.

Figure 2-2: Workshop Images



Appendix A: Notes from Station Easels

OVERVIEW STATION

- Apartments bring people from the valley – bad
 - Plan can't control what type of apartments are built but aims to create value
- There isn't enough water
- Public transit – high fares – who is in charge of this?
 - Metro provided money for planning.
- What will be torn down?
 - From the plan, nothing.
- What can be planted on the streets, without water?
 - Looking at climate-appropriate plants
- Plan builds a center in the center of Palmdale – that's good
- If people are displaced, where can they live in single-family homes?
- Will need a police station
- Would really like to see it [the plan take place]
- How long will it take for this plan to be built?
 - Plan will set rules for private developers could be adopted in April 2016. Next phase: Station plan for High Speed Rail
- Good plan but afraid of displacement
- What about preserving historic area?
- Job would be an important part of it
- Should create a new residential area for people that would be displaced
- Can we survey existing residents about transitioning to new neighborhood?
- How will families – Palmdale residents and workers – benefit, if they get displaced?

LAND USE

- Zone within project area where people displaced can all move to
- Looks good
- The plan represents what would be appropriate in Palmdale

- Supportive of the plan
- It would be great to see the plan implemented
- The proposed high school looks like it is not a big enough site for a high school

TRANSPORTATION

- Airport access needed
- High Speed Rail Project – Build it!
- Station parking needed
- HSR to Vegas – when?
 - No date certain is known. The private company proposing the project has not yet secured funding.
- Will there be safety problems when high-speed rail trains cross the roadways in the plan area?
 - The high-speed rail project will ensure safety by grade separating (i.e., building overpasses or underpasses) for all roadways crossing the railroad tracks.
- Avenue Q – make it like Colorado Blvd in Pasadena

STREETSCAPE STATION

- What will happen to my home?
- Need continuous sidewalks in residential areas
- Directional indication in bike lanes – closer together, too far apart right now
- How will land be acquired for this to work?
- Like idea of safe car tunnels
- People now walk across railroad tracks to get to station – like idea of tunnels
- When? If this happens, I'll move back!
- Put some more focus on Palmdale Blvd
- Nothing to say 'no' to
- What's the relationship to the High School?
- Connectivity is important: streets now are fractured 2 lanes \leftrightarrow 4 lanes $\leftarrow \rightarrow$ 2 lanes: need to re-guide?
- No joy on the streets now
- Glad you are in a city planning mode
- Love the tunnel idea – cool in this heat! At the station – would be an activity needed out of the heat

Appendix B: Images Selected at the Youth Station

The following inspiration images were identified by young workshop participants as things they'd like to see in the Study Area. In addition to the images shown in this appendix, the children were also given magazines that they pulled additional inspiration images from. While images pulled from the magazines are not shown here, they are displayed in Figure 2-1.





This page intentionally left blank.

Appendix C: Workshop Flyer

COMMUNITY WORKSHOP

Saturday, April 18, 2015

10:00 a.m. - 12:30 p.m.

(Presentation begins at 10:30 a.m.)

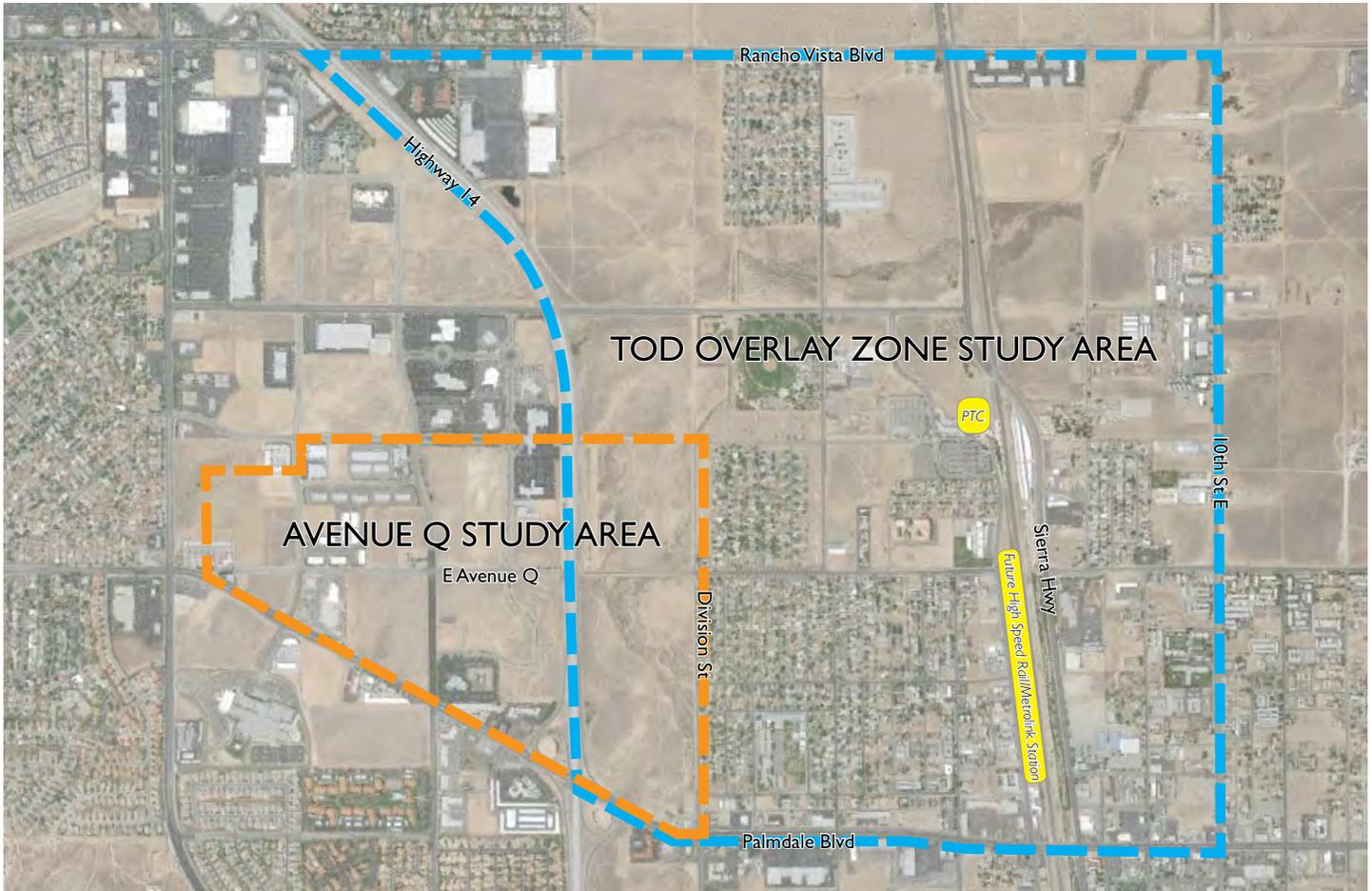
Yucca Elementary School

38440 2nd Street East

Palmdale, CA 93550

Translation services
will be available!
Special activities for
children and teens!

A **transit-oriented development plan** to make Palmdale a better place to live, work and play.



Why should I come to this workshop?

A new land use and transportation plan has been developed for the area around the PTC, the future High Speed Rail/MetroLink Station and the Avenue Q corridor.

The City wants to know your thoughts, questions and concerns. Are we on the right track planning for our community? Join us to learn more and share your opinions!

Where can I learn more about these projects?

TOD Overlay Zone Project www.cityofpalmdale.org/TOD

Project Manager: Carlos Contreras • (661) 267-5207 • ccontreras@cityofpalmdale.org

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

Project Manager: Juan Carrillo • (661) 267-5213 • jcarrillo@cityofpalmdale.org

REUNIÓN DE LA COMUNIDAD

Sábado, Abril 18, 2015

10:00 a.m. - 12:30 p.m.

(La presentación empieza a las 10:30)

Yucca Elementary School

38440 2nd Street East

Palmdale, CA 93550

¡Servicios de traducción serán proporcionados! Actividades para niños y jóvenes!

Un **plan desarrollo orientado al tránsito** para que Palmdale sea un mejor lugar para vivir, trabajar, y jugar.



¿Por qué es importante asistir en esta reunion de la comunidad?

Un nuevo plan de uso del suelo y de transporte fue desarrollado para el área en torno al PTC, a la futura estación de High Speed Rail/Metrolink, y al corredor de la Avenida Q.

La Ciudad quiere saber sus pensamientos, preguntas, y preocupaciones. ¿Vamos por buen camino planeando para nuestra comunidad? ¡Júntese con nosotros para saber más y compartir sus opiniones!

¿Donde puedo aprender más?

Proyecto Zona DOT www.cityofpalmdale.org/TOD

Gerente del Proyecto: Carlos Contreras • (661) 267-5207 • ccontreras@cityofpalmdale.org

Estudio de Avenida Q www.cityofpalmdale.org/Businesses/Development-Services/Planning-and-Zoning/Avenue-Q-Feasibility-Study

Gerente del Proyecto: Juan Carrillo • (661) 267-5213 • jcarrillo@cityofpalmdale.org

This page intentionally left blank.

Appendix D: Workshop Boards

WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

TRANSIT-ORIENTED DEVELOPMENT

– *A compact, walkable, mixed-use community within walking distance of a transit stop or station.*

“A TOD brings together people, jobs and services. It is designed in a way that makes it safe and convenient to travel by walking, biking, taking public transit or driving a car.”

DENSITY

- Enables more people to live or work near transit
- Housing choices and affordability
- Walkable districts; support for businesses
- Less land (and costs) devoted to parking and infrastructure

Image: Rendering of Midtown Commons at Crestview Station, Austin, TX



DIVERSITY

- Mixed of uses in corridor
 - Vitality throughout the day
 - Ability to link errands/activities
 - Shared parking opportunities
- Diversity of housing, business, incomes

Image: Rendering of Iwilei, Honolulu, HI



DESIGN

- Safe pedestrian and bike access
- Small blocks and connected streets
- Frequent crossings
- Active uses at the ground-level

Image: Rendering of Kalihi Puuhale, Honolulu, HI

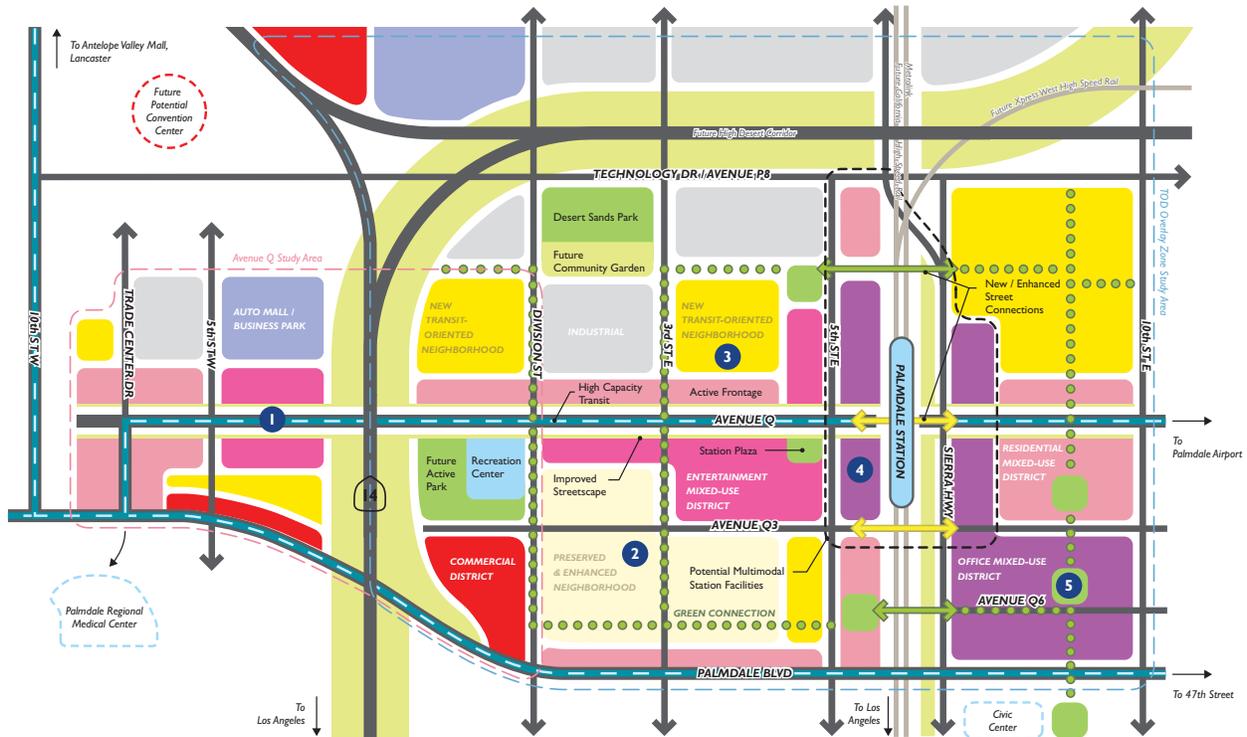


TRANSIT-ORIENTED DEVELOPMENT PLAN FOR PALMDALE

TOD PLAN OVERVIEW

TRANSIT-ORIENTED DEVELOPMENT PLAN

The Transit-Oriented Development Plan envisions a **high-intensity mixed use district** directly adjacent to the future multimodal High Speed Rail station. Avenue Q will act as a **multimodal transit spine** that links the station area to entertainment and residential areas to the west.



1



Avenue Q would **support all modes of travel**, linking the station area with a new entertainment mixed-use district and high-density, high-amenity housing to the west.

2



Existing neighborhoods would be preserved and enhanced, allowing today's residents greater access to the region and nearby amenities, including a future active-use park and recreation center.

3



New **transit-oriented neighborhoods** would be created within walking distance of the station.

4



Offices, hotels, retail and multifamily residential would be located in close proximity to the station, creating a **vibrant, high-quality street life**.

5



A **system of parks, landscaped streets and open spaces** would link recreation areas to one another and surrounding areas.



TRANSIT-ORIENTED DEVELOPMENT PLAN FOR PALMDALE

EXISTING ZONING AND SPECIFIC PLANS

ZONING

The **Study Areas** contain single and multifamily residential, commercial, industrial and recreational zoning districts, and specific plan areas.

SPECIFIC PLANS

Palmdale Trade & Commerce Center Specific Plan

This specific plan intends to create a diversified employment center in central Palmdale, reducing the number of residents needing to commute outside of the City for work.

Antelope Valley Auto Center Specific Plan

This specific plan supported the construction of the Antelope Valley Auto Center.

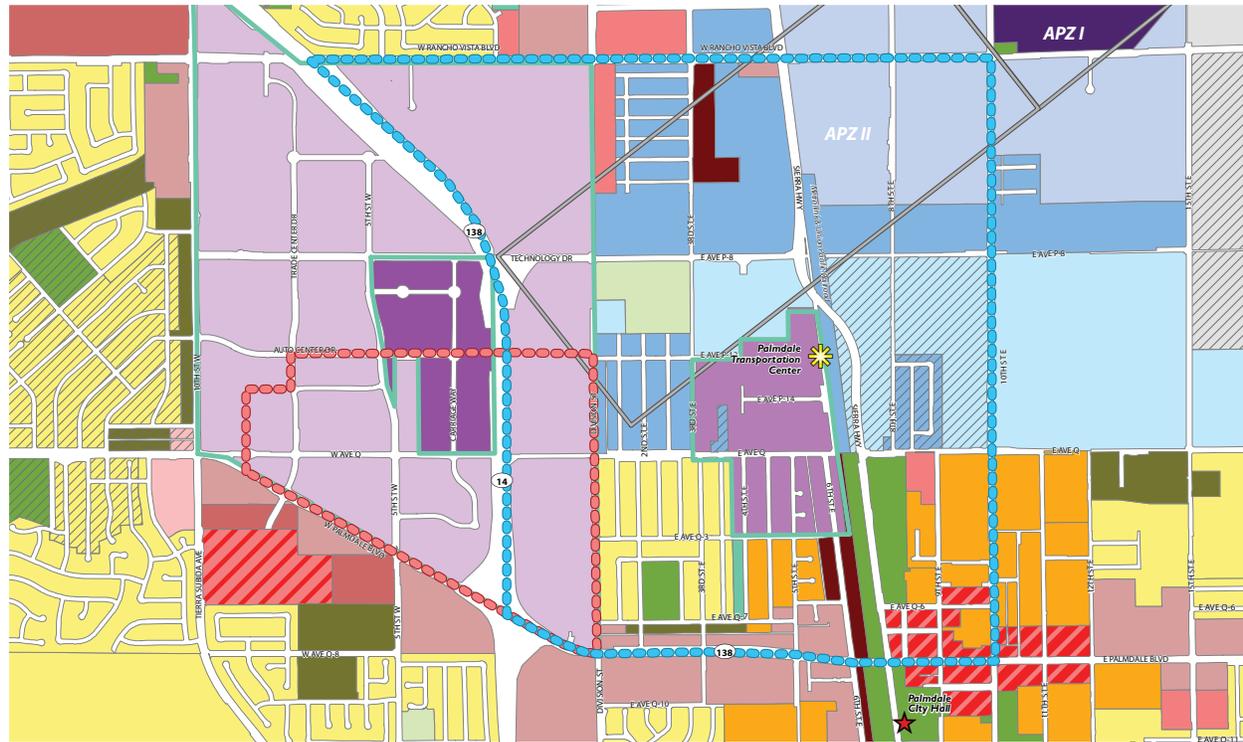
Palmdale Transit Village Specific Plan

This specific plan intends to create a transit village with a mix of uses around the PTC, and promotes new development, open spaces and attractive and vibrant streets.



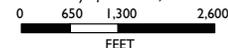
Palmdale Transit Village Specific Plan Buildout

ZONING



- | | | | | |
|---------------------------|---------------------------------------|---------------------------|--|--|
| Light Agriculture | Office Commercial | General Industrial | Palmdale Trade and Commerce Center Specific Plan | TOD Overlay Zone Study Area |
| Single Family Residential | Office Commercial Mixed Use Overlay | Planned Industrial | Palmdale Transit Village Specific | Avenue Q Study Area |
| Medium Residential | Service Commercial | Airport | Antelope Valley Auto Center Specific Plan | Specific Plans |
| Multiple Residential | Downtown Commercial Mixed Use Overlay | Public Facility | Antelope Valley Business Park Specific Plan | Air Installations Compatible Use Zones |
| High Density Residential | Commercial Center | Open Space and Recreation | Lockheed Specific Plan | *APZ = Accident Potential Zone |
| Light Commercial | Light Industrial | County Land | | |

Source: City of Palmdale, 2014

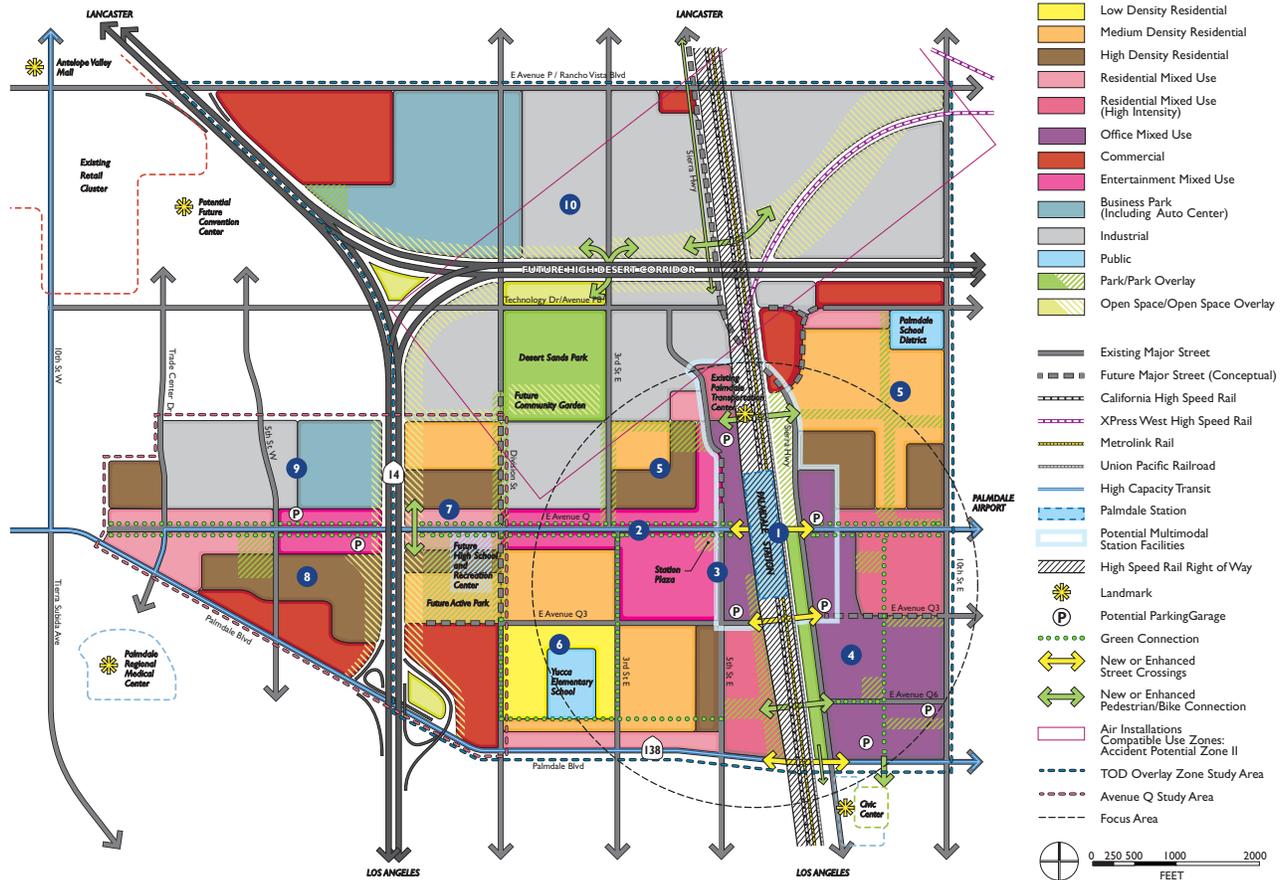


TRANSIT-ORIENTED DEVELOPMENT PLAN FOR PALMDALE

CONCEPTUAL LAND USE PLAN

TRANSIT-ORIENTED DEVELOPMENT CONCEPT FOR PALMDALE

The conceptual land use plan features new transit-oriented development around the new Palmdale Station and the Avenue Q corridor.



1 PALMDALE STATION
Modern rail station, public square, transit center, passenger pick-up/drop-off area, and parking structures

2 AVENUE Q CORRIDOR
Active ground-floor uses; apartments and condos; entertainment area

3 5th STREET EAST CORRIDOR
Active, high-density area around future station

4 DOWNTOWN PALMDALE
Offices, hotels, high-density housing, street-facing retail, parks

5 NORTHWEST & NORTHEAST STATION NEIGHBORHOODS
4- to 6-story condos, garden apartments, townhouses, parks and greenways

6 YUCCA NEIGHBORHOODS
Existing neighborhoods would be preserved, enhanced with compatible new development

7 WEST OF DIVISION
New neighborhood with a mix of housing types; new park, school and recreation center

8 PALMDALE TRIANGLE
High-amenity multifamily housing near jobs, entertainment, and transit

9 AUTO CENTER, TRADE AND COMMERCE DISTRICTS
Mixed business, retail, and light industrial uses

10 NORTH SIDE
Business and industrial uses, open space corridor



TRANSIT-ORIENTED DEVELOPMENT PLAN FOR PALMDALE

LAND USE CHARACTER



Low Density Residential areas provide for single-family houses in a neighborhood setting.



Medium Density Residential areas feature a mix of single-family, townhouses, and 2- to 3-story courtyard apartments, with new street and park improvements.



High Density Residential areas feature mid-rise multi-family housing with good amenities, in 4- to 6-story buildings.



Residential Mixed Use areas, neighborhood parks provide people easy access to green spaces. Buildings may be 4 to 6 stories, or up to 12 stories in **Residential Mixed Use (High Intensity)** areas.



The **Office Mixed Use (High Intensity)** area includes high-rise offices and hotels, civic uses, and ground-floor retail activities.



Commercial areas provide sites for retail uses, hotels and services in an auto-oriented setting.



Business Park and Industrial areas use provide employment in a lower-intensity, landscaped setting.



Entertainment Mixed Use facilitates restaurants, bars, theaters, and other entertainment uses, with upper-story housing or businesses.



Potential multimodal station facilities will include Metrolink and High Speed Rail, local transit, parking, a station hall and public space.



A potential future active **park** could be combined with a **public** recreation center and include fields for various recreational activities.



Community gardens could be combined with **parks**, allowing Palmdale residents to create local produce.



Preserved **open space** corridors would be created along freeways and natural drainages, and may include paths.



TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

EXISTING ROADWAY NETWORK AND TRANSIT

ROADWAY NETWORK

- Arterials connect the Study Areas to major destinations.
- Some streets are not fully developed, and parts of the Study Areas have no street improvements.
- Limited crossings of rail corridor and SR 14 inhibit easy travel.
- Wide intersections at major streets pose barriers to creating a pedestrian-friendly environment.
- Planned "High Desert Corridor" could include a new expressway or freeway alignment through northern part of Study Area.



Palmdale Boulevard at 6th Street

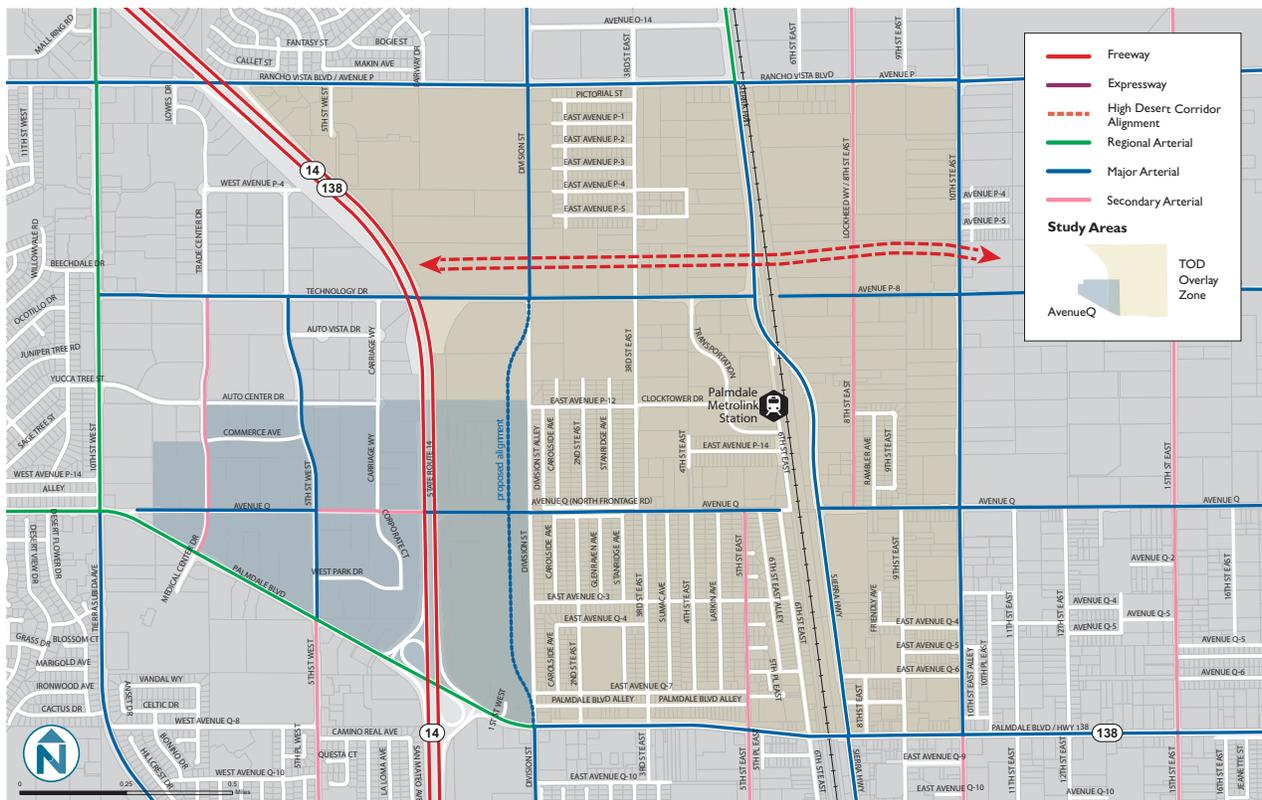
TRANSIT

- Palmdale Transportation Center (PTC) is a hub for local bus service, Metrolink.
- Six Antelope Valley Transit Authority (AVTA) lines in the Study Areas. AVTA has plans to improve route network.
- Metrolink plans to improve speed with new tracks, crossings, and signals.
- California High Speed Rail alignment will likely be parallel to Metrolink and include station centered at Avenue Q. Xpress West High Speed Rail connection between Victorville and Palmdale is also being studied.



Metrolink Station

EXISTING ROADWAY NETWORK



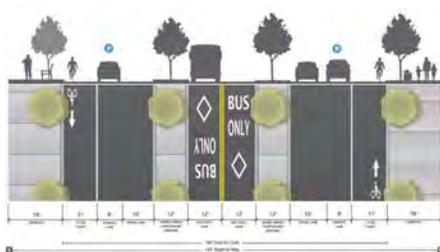
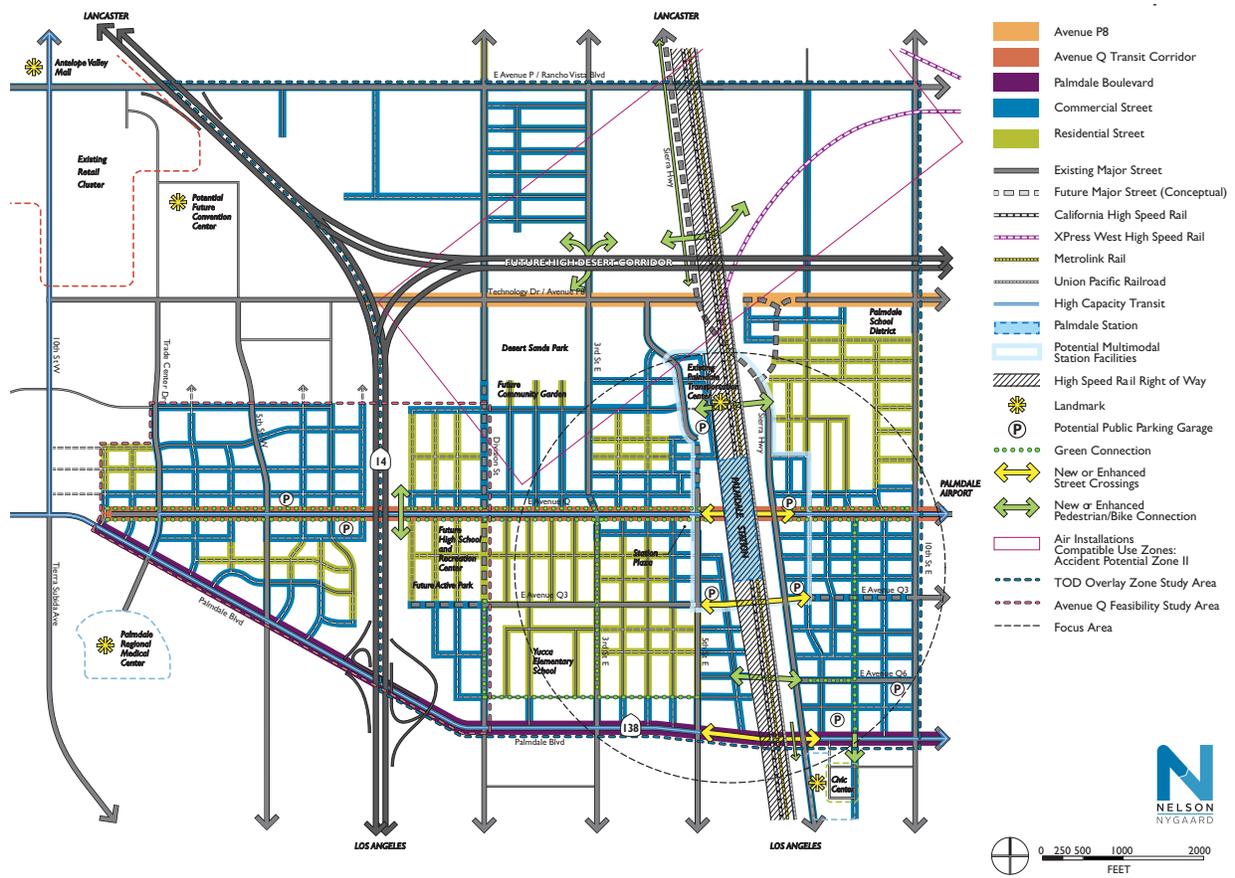
TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

CIRCULATION CONCEPT PLAN

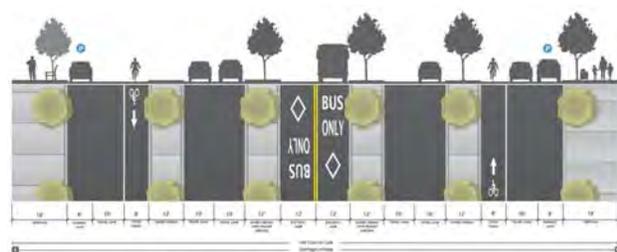
CONNECTIVE AND COMPLETE STREETS FOR PALMDALE

The Circulation Concept Plan envisions transforming the existing street grid into a highly connected and pedestrian-friendly street network.

- Add streets over time to create short, pedestrian-friendly urban blocks, especially in station area.
- Dashed lines indicating future streets are conceptual, and may not indicate precise locations. Streets would be created through a combination of land purchases, easements, and requirements for new development.
- Avenue Q and Palmdale Boulevard would feature exclusive lanes for high-capacity transit, and a great pedestrian environment.
- Major streets would have cycle tracks (protected bike lanes). All streets would have sidewalks or be designed as shared streets.
- Bike and pedestrian trails would be provided in park and open space corridors.



Avenue Q Conceptual Cross-section



Palmdale Boulevard Conceptual Cross-section



TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

STREET TYPES

THOROUGHFARE STANDARDS

A broad palette of “complete street” types would be designed to support motorists, cyclists, pedestrians, and transit riders.



Transit corridors should be designed to ensure high quality transit that integrates with bicycle and pedestrian connections.



Boulevards can become the lifeblood of the city, with pedestrian-scale lighting, street trees, frontage roads, medians, and intersection enhancements.

COMMERCIAL STREETS

Additional street types would be established to provide a wide range of choices for downtown and commercial blocks. **Specific street types shown here may or may not be used.**



Downtown one-way streets. Roadway space can be provided for all modes within a limited footprint.



Downtown two-way streets can provide a good retail street environment.



Neighborhood main streets can be created by putting arterials on a “road diet.” Bike lanes and on-street parking are provided while also supporting traffic flow.



Commercial shared streets are ideal for urbanized, narrow commercial corridors with high pedestrian traffic.

RESIDENTIAL STREETS

Additional street types would be established for residential areas. **Specific street types shown here may or may not be used.**



Residential boulevard design should activate the median as a public activity space.



Neighborhood streets feature lower traffic volumes and low traffic speeds.



Two-way yield streets promote slow vehicle speeds and higher driver awareness.



Greenways. Residential alleys can include sustainable design elements.

TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE STATION AREA AND REGIONAL CONNECTIONS

HIGH SPEED RAIL ALIGNMENT AND STATION ACCESS

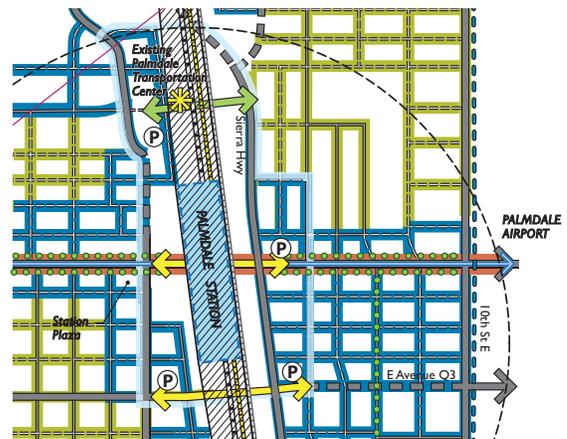
- High Speed Rail expected to run at surface level through Palmdale, directly west of Metrolink/Union Pacific
- Overpasses or underpasses proposed for to all existing railroad crossings
- New multimodal transit station to be located south of the existing Palmdale Transportation Center
- Potential additional crossings near the new Station would better connect the area

STATION AREA PARKING

- Future multimodal station will need an estimated 6,200 parking spaces.
- The Concept Plan identifies potential garage sites both east and west of the station. The City may also use other land for surface parking in the short-term, with the potential to develop into higher-intensity uses in the longer term.
- Manage street parking to ensure that it is well used but readily available.
- Manage station parking to generate sufficient revenue to cover the cost of the garages, including land value.
- Establish a public parking district to facilitate shared parking.

HIGH-CAPACITY TRANSIT CORRIDORS AND AIRPORT CONNECTIONS

- Palmdale Boulevard and Avenue Q would have exclusive bus transit lanes running in a center median. Rail transit could be introduced later to provide additional passenger capacity.
- High-capacity transit would connect Lancaster, Antelope Valley Mall, the Medical Center, the Avenue Q corridor, the new Palmdale Station, and the Airport.
- Palmdale Regional Airport, located northeast of the Study Areas, would have a direct transit line to the multimodal station.

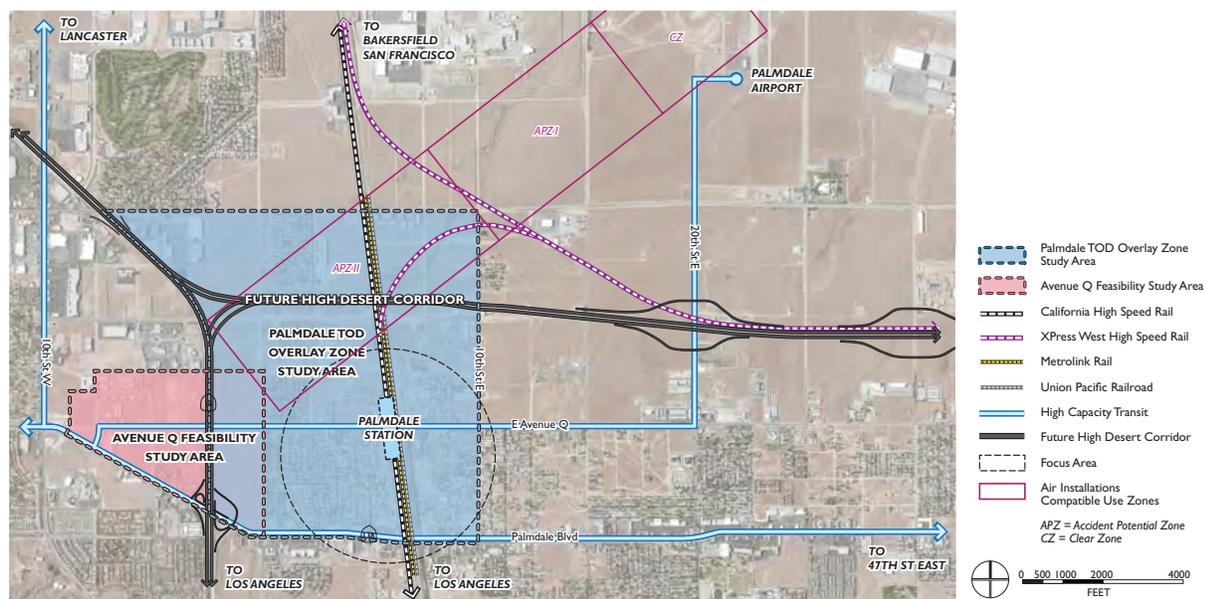


Circulation Concept Surrounding Station Area



Burbank Airport Parking, With Approximately 3,000 Parking Spaces Shown

REGIONAL CONNECTIONS MAP



TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

EXISTING PEDESTRIAN ENVIRONMENT AND BIKE NETWORK

PEDESTRIAN ENVIRONMENT

- Sierra Highway Bike Path and St. Clair Parkway are safe and well landscaped pedestrian paths
- Some north-south residential streets lack continuous sidewalks.
- Many streets lack shade and coordinated landscaping
- Unfriendly pedestrian environment on major streets: wide intersections, long crosswalks, high vehicle speeds



2nd Street north of E Avenue Q does not have sidewalks (lack of north-south connectivity)



Division Street (lack of Shaded Trees)

BIKE NETWORK

- Class I bike paths (separated from traffic): Sierra Highway Bike Path, and St. Clair Parkway
- Class II bike lanes (next to traffic): 6th Street East, 10th Street East, and Sierra Highway
- Many gaps in the existing network of bike paths and lanes, including none in the Avenue Q Study Area
- Planned improvements would facilitate trips to/from the Palmdale Transportation Center and other activity centers

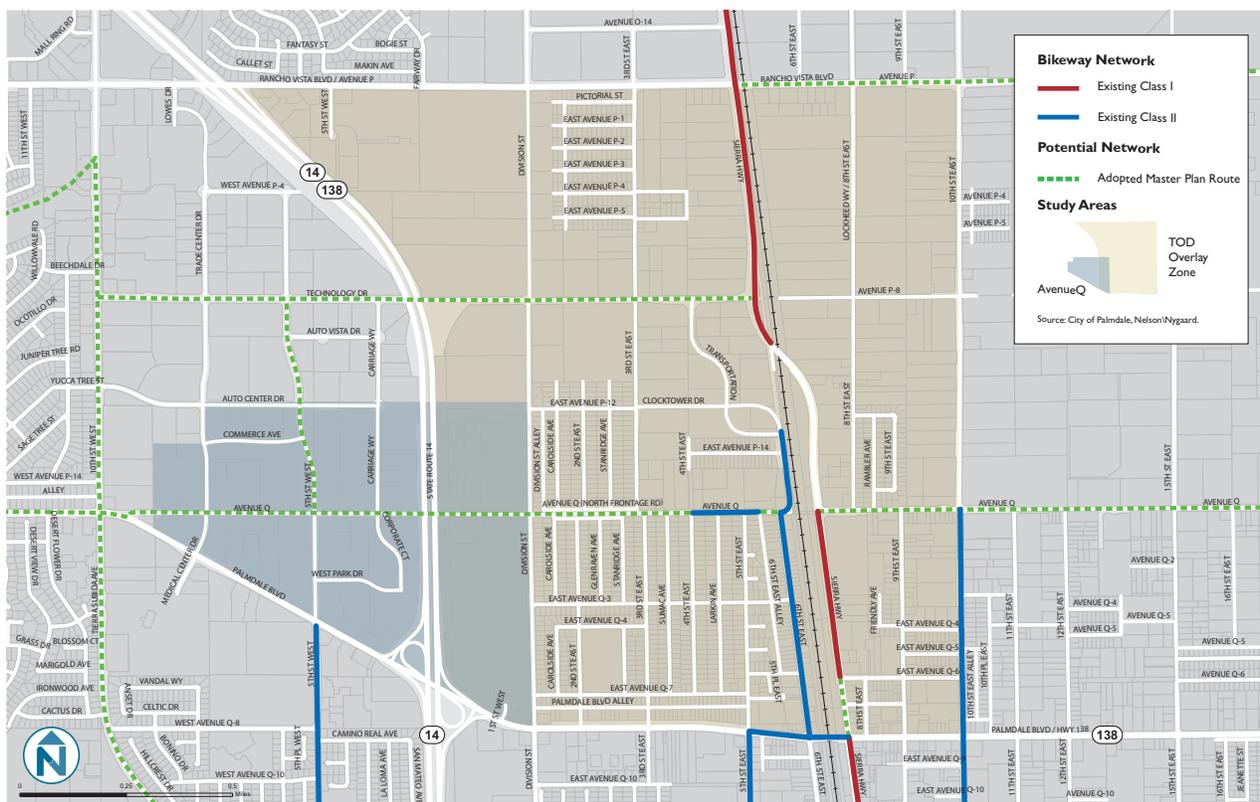


Avenue Q



Auto Center Drive between 5th Street and Carriage Way

EXISTING BIKEWAY NETWORK

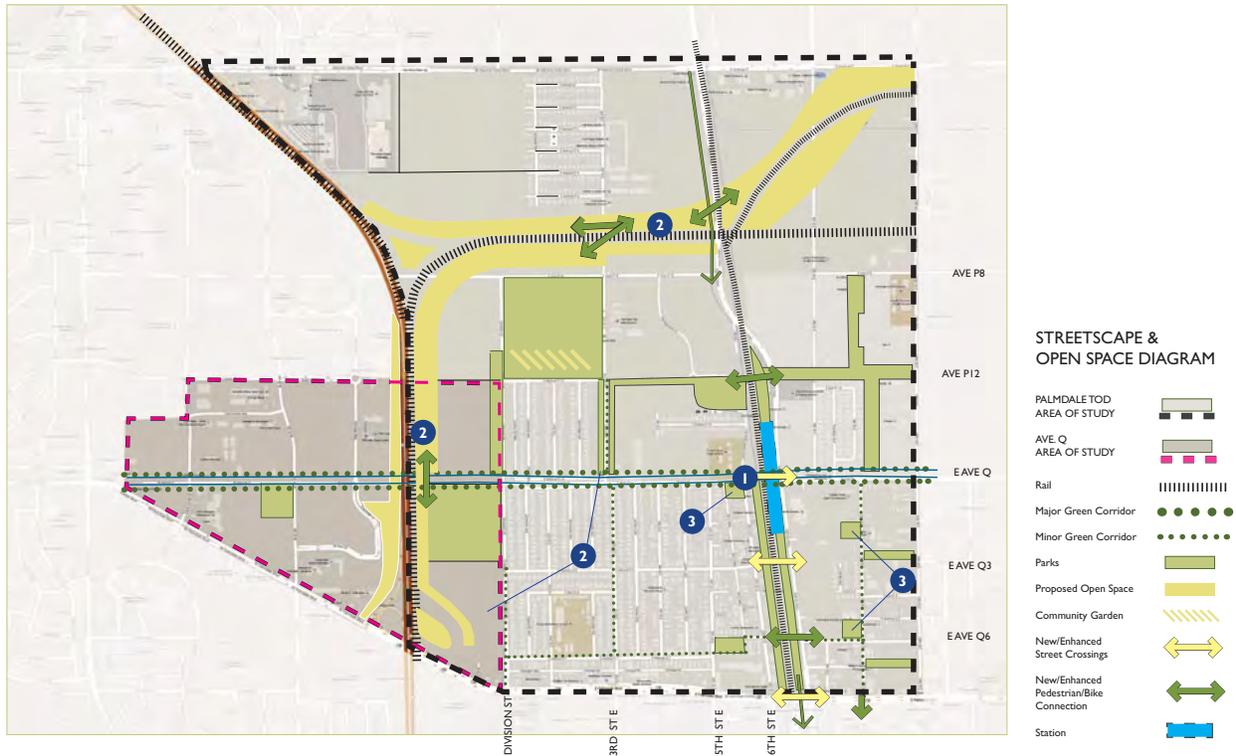


TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

STREETSCAPE AND OPEN SPACE CONCEPT

STREETSCAPE AND OPEN SPACE

The vision for public space, the street network and streetscape design is based on **connectivity, complete streets, placemaking, and coordinated design elements.**



1

STREET FOR ALL USERS

Safe and attractive “complete streets” would accommodate vehicular access while promoting walking, bicycling, riding transit, and accessibility.



VIBRANT PARKS

Park design, furnishing, and activities would be done with the goal of bringing people together.

2

NETWORK OF OPEN-SPACE CORRIDORS

Open space corridors along freeways, rail lines, and natural drainage courses would buffer neighborhoods from noise while providing trails and visual appeal.



PEDESTRIAN FRIENDLY STREET DESIGN

Design of existing and new streets would consistently include sidewalks, curbs and street trees. Disconnected streets and long blocks would be avoided.

3

ENGAGING PUBLIC SPACES

Public spaces would be accessible, safe and clean places that feature shade trees or structures, pedestrian-scale lighting, and plenty of seating.



LANDSCAPING

Landscaping would reflect the character and ecology of the area and celebrate Palmdale’s past, present and future.

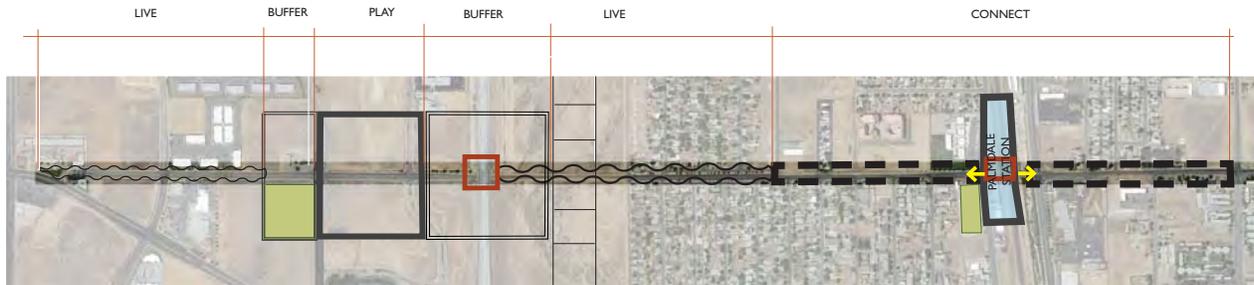


TRANSIT-ORIENTED DEVELOPMENT PLAN IN PALMDALE

STREETSCAPE DESIGN ELEMENTS

AVENUE Q GREEWAY CORRIDOR

Avenue Q would be a major greenway corridor, gracefully accommodating all modes of travel in a vibrant street environment that changes across the length of the boulevard. A family of design elements would respond to unique zone uses while establishing unity and continuity.



LIVE



Pedestrian-friendly amenities in residential neighborhoods



Street trees and vehicular and pedestrian-scale lighting



Sidewalks, parkways and street lighting in mixed use neighborhoods

BUFFER



Transition zone between public and private

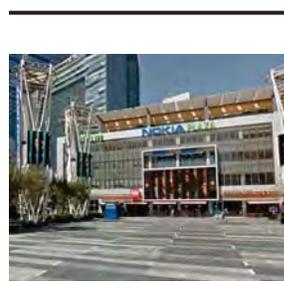


Open space along the freeway corridor



Landscaped buffer area between different land uses

PLAY



Street-level open spaces that identify and establish special locations



Easy-to-navigate lighting to accommodate day and night uses



Landscaped plazas with seating and other visitor-friendly amenities

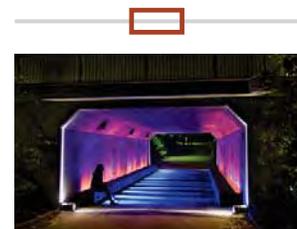
CONNECT



Wide sidewalks and shading



Visible destinations at end of the corridor



Pedestrian-only underpasses with creative lighting and seating

UNDERPASSES



DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315