

## **PALMDALE TOD OVERLAY ZONE KICK-OFF MEETING**

**Wednesday, May 28, 2014, 2:00 pm – 3:30 pm**  
**Development Services Building, 1st Floor Conference Room**  
**and via teleconference**  
**38250 Sierra Highway**  
**Palmdale, CA 93550**

### **MEETING SUMMARY**

#### **1. Introduction of Consulting Team and Staff**

- City Staff and the Consultant team introduced themselves [see Sign-in Sheet, attached]

#### **2. Project Objectives and Major Issues**

- TOD is the focal point of several efforts and transportation investments, including High Speed Rail (HSR), Airport, Avenue Q Feasibility Study, which will feed into TOD project area.
  - Looking for land use that supports multimodal and live-work-play environment
  - You've got HSR, Xpress West, better Metrolink, airport, airport connections - all these future improvements need to be kept in mind
- Mayor and Council see this as a big opportunity. Don't want to think small.
- Transit Village Specific Plan (TVSP) was good but maybe mistimed; one project has moved forward in last 7 years after Transit Village Specific Plan.
  - Was there anything that the City felt hindered development?
  - SP didn't adequately involve or get buy-in from property owners
  - Also lacked market analysis
  - Focus was not on implementation
- TVSP was only 110 acres, was really too small for what we need to be looking at.
  - Agree that TVSP was done at smaller scale. Now with HSR we've gone to a grander scale.
- One constraint is portion of radius that is unincorporated LA County. We need to understand how that will be incorporated
  - We envision annexation to City, and appropriate zoning and Plan changes
- Need to understand constraints of airport land use compatibility
- How does Planning Area tie into the park to the north? Does it become a regional focus? Are there opportunities for regional events, shared parking?
- First concern for me is replacement housing – potential for housing to be lost
- Second, on the development side, how do we attract affordable housing and economic development?
- Is there a settled location for the station?

## Palmdale TOD Overlay Zone

- Tentatively it's about 1400' south of PTC, landing between Ave Q and Palmdale Blvd. Just the platform; station footprint not established
- Surprised all of us how much land was required and how much impact it would have
- Need to connect with property owners
- Also, need to understand what we can bring to the station area to make it viable
  - Some decent apartments coming up; would like to see mixed use come to the area; what can add to this to make viable area
- Anything you've heard from developers about what has constrained them?
  - Mainly market forces. People see the surrounding older neighborhood and think that's not an area they want to look at. The City has grown away from that area.
  - Loss of redevelopment has had a big impact on what we can do in that area
  - We have decent relationship with various players
- Access to future station, considering long gap between railroad crossings, between Palmdale Blvd. and Sierra Hwy. Should consider pedestrian under or over-crossings, maybe at Avenue Q, elsewhere
- Parking: how to provide parking on both sides of the rail corridor (west of Sierra Hwy, east of 6th St. E.) creating balanced access, but also diminish the "wall" effect of the rail corridor, and balance access by various modes
- Current standards make it difficult for developers to build mixed-use, pedestrian-friendly development
  - Would preferred approach be "the minimum to get the job done"?
  - Yes. Pull back from most prescriptive standards, but ensure something that looks good and functions as it's supposed to.
- All the buzzwords, complete streets, first mile/last mile – these come from SCAG and the State and need to be incorporated
- Branding – may need to come up with name for the district, make it a place people want to go to
- Still trying to identify our downtown. This area could potentially be that. Not sure. Still trying to figure that out.
- Any thoughts on what you want to address through this effort with regard to streetscape?
  - Speaking for Planning: wider sidewalks, especially on the main routes; vegetation; treatments on impervious surfaces; pedestrian crossings.
  - Bicycle and pedestrian-friendly streets, including amenities adjacent to major arterials, separate bike paths, areas where people can congregate, public art, parklets
  - From the Public Works side, any concerns?
  - Agree, but we have to recognize that we have to accommodate vehicles, safety for bikes and peds, balance for all the modes – that's challenging
  - Look at capacity of various roadways, and see which ones we may be able to shrink, and shift space to separate bike paths, out of the street.
    - Technology Drive is pretty wide, was designed for 4 or 6 lanes. If we change the cross-sections we can accommodate bikes on separate paths

- 6th Street East, Palmdale boulevard
- Avenue Q over-crossing for peds and bikes
- Wonder if we can shift half-mile circle more to the south to include Palmdale Blvd; that would help. Maybe capture more of the downtown buildings.
  - My understanding is that the half-mile radius is a starting point, and we'll be working with City to define boundaries, in coordination with Avenue Q Study Area boundaries.
  - I can see it expanding to Division on the west; more of a square than a circle
  - In the scope I think we refined the boundary
  - We'll update map and see where that takes us, run it by Carlos
- My understanding is that CA HSR will need to grade-separate most crossings. Given that station is right there and platforms are shifting around, it remains to be seen exactly how those things line up and when they will happen
  - Will any of you be attending the CA HSR open house on Thursday?
  - Yes, we will be there, with city Council representation
  - That's good. From what I've heard they're still looking at alternatives
  - They're going to eliminate the Palmdale westerly alignment
  - Based on new design with tunnel they're talking about 16 min between Palmdale and Burbank
  - Alignment issues with grade separation with streets, RR, HSR tracks, we have to keep an eye on, as far as the circulation portion of this study
- Interested in what vision you guys have for this area
  - Need to get a better understanding of what the community wants, what the City wants, so that it's based on this place and is implementable. The basic features include those you've described for TOD
  - OK, how about the best transportation center in the world?
  - A couple things I think we should start considering:
    - Tradeoff between getting something now, or waiting and getting something bigger and better
    - How much to look long term and reserve rights-of-way for future transit investments
    - Do you try to plan for a future airport station that provides one-seat ride to LA and points further?
- Great points. What about knowing what infrastructure exists?
  - We'll review the capacity and anticipated design
  - How much does that come into play with regard to recommendations for land use and zoning?
  - We're looking at identifying capacity needs to serve future land use. A district focused on transit infrastructure will have different needs than a mixed-use area.

### **3. Work Program, Deliverables, and Schedule**

- Overview of work program: research, public participation, analysis, plan development, environmental assessment, formal public review & adoption process
- Interested in cartoon-like, animated style for modelling alternatives
  - Sketchup based with photocollage would be typical. We can do fly-throughs, which seems to be what you're describing
- Schedule, we have ending a bit before June 2016 deadline, providing a little bit of cushion. One thing that tends to delay schedule is the time it takes to get comments back
  - I think the environmental review period here is realistic. Unless project changes and you have to go back and redo technical analysis.
  - Requires an understanding among Staff on what responsibilities are
  - We've got it covered
- OPR will release new guidelines for environmental review. May make environmental review easier and less subject to lawsuits. My guess is that traffic LOS will not longer be required. Instead, you'll be expected to measure something that indicates reduction in GHG emissions.
- We'd like to do livability audit sooner rather than later, but in order to coordinate with schools, we'd like to do it very soon after school's in session, mid-August

### **4. Grant Requirements and Invoicing**

- Need everything two weeks in advance, for processing
- Basic thing is to be timely

### **5. Public Outreach and Participation**

- We've included a draft public outreach plan
- We want to make sure that key property owners are included in stakeholder interviews
  - We'll make sure they are on that list, and will get you that information
- Want to go back to idea of branding, and how we want to approach that with regard to public outreach. When does that come into play?
  - There may be a brand related to the plan, and also a name that is more related to placemaking, something that comes out of the plan
- Project Development Team – what is their role? Certainly review and comment on drafts of documents. Another would be monthly check-in meetings. Team members could participate if they have an interest or concern in current items
  - We want to be respectful of people's time, while providing opportunity if someone wants to have input
  - Maybe we look at the schedule and identify key points where we meet
  - I was thinking of the Caltrans meeting model. Standard meeting, everyone's invited, if you can't make it you can't make it

## **6. Review of Available Data**

- We started a checklist of documents that we have, and have placed them on FTP which we will share with whole team
- A few to add: Energy Action Plan, High Desert Corridor. I want to let others add their comments

## **7. Relationship to Other Planning Efforts**

- Not sure whether we can start talking about Avenue Q
  - Yes, we can. We will also have to coordinate with High Speed Rail station planning grant
  - So with Avenue Q, project area may extend to cover that area
- Need to check with HSR on procurement rules. We will try to pin down station location and provide you with pdf maps

## **8. Other Items (Concluding Thoughts)**

- Want to make sure our schedule works
- We're really counting on you guys to help us. We have a general vision, in place for 20+ years, for transit and TOD hub, but what's it's going to look and feel like, that all is very new.

## **9. Next Steps**

- Meeting Minutes
- Refined Public Outreach Plan
- Stakeholder Identification
- Livability Audit
- Existing Conditions and Site Analysis
- Next Meeting/Regular Meeting Schedule

## **Attachments**

- Sign-in Sheet

