

# Avenue Q Feasibility Study

## Summary of Stakeholder Interviews



Prepared for City of



**DYETT & BHATIA**

Urban and Regional Planners

Nelson\Nygaard

Mia Lehrer + Associates

November 2014



# Avenue Q Feasibility Study

## Existing Conditions and Site Analysis Report



Prepared for City of



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# I Introduction

## Background

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The City of Palmdale is currently engaged in two studies that may result in changes to the General Plan, specific plans, and zoning, in order to realize the City’s vision for transit-oriented development. As part of the process for both efforts, interviews were conducted with a range of “stakeholders” in the community, to better understand issues and priorities. This report focuses on information gained that will inform the Avenue Q Feasibility Study. This project is briefly summarized below, followed by an explanation of the stakeholder interviews. Responses from participants are laid out in Chapter 2, organized by theme. Stakeholder comments on the Palmdale TOD Overlay Zone project are provided in a separate report.

### **AVENUE Q FEASIBILITY STUDY**

The Avenue Q Feasibility Study will determine the feasibility of developing the Avenue Q corridor as a transit-oriented district. The corridor could serve as an extension of the vital new neighborhood envisioned around the Palmdale Transportation Center (PTC) and future High Speed Rail station. Providing for mixed use development opportunities and multi-use trails along the Avenue Q Corridor could allow for a variety of land uses that could be beneficial to both the City and its residents. Carrying out this vision may require updates to the General Plan, zoning, and the Palmdale Trade and Commerce Center Specific Plan.

The Study Area is generally located between Auto Center Drive and Palmdale Boulevard and between the westerly terminus of Avenue Q and Division Street. The eastern boundary of the Study Area is located about a quarter mile from the PTC while the western boundary is approximately 1.5 miles from the PTC.

## **Purpose and Format of the Stakeholder Interviews**

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As part of the community outreach effort for the Avenue Q Feasibility Study, the planning team interviewed 19 stakeholders on October 6, 2014. The interviews were done in groups of one to five. One hour was allotted for each interview session. Stakeholders included local business owners; property owners; real estate brokers; representatives of community organizations and advocacy groups; representatives from City agencies; and political representatives.

The interviewers had a set of questions to spur conversation, including:

- What do you think are the greatest challenges facing Palmdale today? What do you feel will be the key challenges the City will face in the next 10 to 20 years?
- What aspects of Palmdale do you like most? What do you like about living, working, or otherwise being involved here? What are the community assets that should be built on?
- What, if anything, would you like to see change about development patterns in Palmdale?
- The plans will also look to create a circulation system that supports travel by car as well as by bike, bus, and on foot. What do you think are the big-picture circulation issues in Palmdale?
- Are there any other issues or concerns I should have asked about?

Interviewers also sought to ask specifically about challenges, assets, land use, and circulation issues specific to each of the two study areas. The questions were used as a guide to help bring about substantive and relevant responses from community members. Themes heard from the stakeholders are summarized in Chapter 2. Appendix A contains a list of persons interviewed.

## 2 Stakeholder Comments

### Key Themes

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Several themes emerged that help to guide the planning efforts. Stakeholders supported the City's goals of bringing about new, higher-intensity and mixed-use development associated with a future High Speed Rail station, and they felt the larger community would also be supportive if the City reached out to inform and inspire. People spoke of the potential for upscale multifamily housing, entertainment uses, and neighborhood gathering places to find a foothold in Palmdale, and make the city a better place to live. The Avenue Q Feasibility Study Area was seen as a blank slate, with poor visibility and access, but with potential as a transit link and TOD area. Following is a list of major themes heard during the stakeholder interviews. A comprehensive list of the comments received, organized by topic, follows.

1. Transit-oriented development could make Palmdale attractive to young, well-employed residents, and stimulate economic development while improving quality of life in the community.
2. The Avenue Q Corridor could have potential for multifamily housing and entertainment uses, and these would not necessarily be incompatible with the adjoining Auto Center and employment uses.
3. Palmdale lacks a connected bicycle network; improving this network will benefit existing residents and will be important in attracting the type of residents who would live in a "TOD" area.
4. Future transit infrastructure and surrounding public spaces and facilities need to be designed in a way that provides safety, comfort, and 21st Century convenience.
5. Avenue Q is currently an undeveloped street with poor connections, but could become a good transit link between High Speed Rail and other activity centers in Palmdale.
6. Palmdale residents want to feel a stronger connection to their community. Including residents in the process and presenting a positive vision of the future are important.
7. Realization of the potential that major transportation investments bring to Palmdale will require good planning, good timing, and patience.

The Avenue Q Feasibility Study will result in recommendations for regulatory changes related to land use, circulation, and streetscape and urban design. Input received from stakeholders covered

a wide variety of topics and issues, all related to planning and livability, but not all related specifically to the charge of this project. All of the comments are included in this report because they are valuable and reflect stakeholders concerns; they are important for the City to consider for other efforts. However, it is important to note that not all of the issues identified by stakeholders are directly related to the limited scope of the Avenue Q Feasibility Study which is to provide recommendations for revised land use regulations and circulation and streetscape improvements in support of TOD.

## Land Use and Development

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### CITYWIDE THEMES

#### Vision and Market Outlook for Transit-Oriented Development

*Facilitating transit-oriented development (TOD) is the primary purpose of the two planning efforts. Many participants reflected on what they felt TOD could bring to Palmdale, and on its viability as a type of development that doesn't currently exist in the city. Several participants spoke very positively about a future with active, mixed-use areas where people could live, work and play. Multifamily housing attractive to upscale, young residents was a major theme, and a housing type that would become increasingly sought-after. Local retail and entertainment venues were also highlighted. Discussion of what TOD might look like in the specific contexts of the TOD Study Area and the Avenue Q corridor are discussed separately later in this report.*

- The plans should serve to create a place that makes people want to come to Palmdale.
- Mixed-use development is an important component of a live-work-play growth model, which can attract the next generation to the city. Attracting and retaining the younger generation has been a challenge for the city in the past.
- Need to create urban environment that takes car out of the equation. Need critical mass of activity to make it work without driving.
- Envision getting off High Speed Rail, dropping off my stuff, getting my kids, walking over to Desert Sands Park to coach youth football
- Transit district should have integrated mix of housing types
- Lived in Spain for four years in a very large apartment complex that included all shopping, playgrounds, tiny stores that served all needs; then right outside was bus stop, taxi stands – it was great
- Mixed use with residential and retail – very compatible. In 20 years Palmdale will probably have some urban flavor that it doesn't have today.
- We're going to start seeing housing again in 2016, and will start to see not just single-family, but products aimed at younger people; density could grow as Palmdale matures

- Our challenge is the risk of thinking too small. This could be the biggest project the city has dealt with. Gives us a chance to reinvent an area that needs reinvention.

### **High-Density, High-Amenity Living**

- One challenge in Palmdale is that there are no upscale apartments. Single-family homes are affordable, so it's questionable if the rent people can charge would be enough to support upscale development. Upscale development will have to provide amenities.
- Doctors that live in Los Angeles and work in Palmdale. They may be interested in upscale condominiums that they live in for a few days at a time. The City needs better quality multi-family housing.
- Housing in transit district should have all the amenities that current low-density development has. Don't want to recreate high-density, low-amenity living. The project we got [at Palmdale Transit Village] disappointed me because the recreation aspect dropped out
- They [Plant 42 employees] like upper market rate, amenities that don't exist here. Santa Clarita offers that. Light rail will be a key to bringing people in and out, making something like that possible here
- Many teachers are retiring in 2017. You will be replacing teachers with a younger crop of employees that need upscale rental apartments. These are the type of residents that will take advantage of the mixed-use development and bicycle and pedestrian infrastructure.

### **Entertainment and Small Businesses**

- I want to see restaurants, entertainment, so people don't go to Santa Clarita or Hollywood on the weekend
- 3<sup>rd</sup> Street Promenade, Universal Citywalk – would like to see components of those areas. Club-hopping, bar-hopping.

### **Improving Land Use Regulations to Support TOD**

*Some participants identified aspects of the City's land use regulations that may pose barriers to achieving mixed use development, or could be improved to facilitate the types of uses that contribute to TOD.*

### **Zoning and Incentives for Mixed Use**

- The City needs to create more flexible zones. Allow more uses and development by-right, without a Use Permit.
- Allow mixed-use development.
- The City should explore giving density bonuses for true mixed-use development.

- There are too many restrictions in the Transit Area Specific Plan. Also, when the plan was developed, the City was not open to development and investment.

### **Zoning Constraints on Entertainment Uses**

- The process to secure an entertainment permit is onerous. The City is lacking entertainment type uses (concert venues, dance halls) and should encourage these types of uses. The permit process should support the types of uses you want to see.
- We have distance restrictions between alcohol-selling establishments – how do we deal with that? We create an exception – an area purposely devoted to entertainment.

### **Parking Requirements**

*Stakeholders did not tend to embrace changing parking requirements, but noted that businesses in transit-rich areas should only provide as much parking as they need, and that shared or public parking may be a good idea. Surface parking was seen by at least one stakeholders as something that should be avoided in a walkable, high-density area.*

- Loosen requirements? I don't know.
- Can we remove parking requirements? No. But we can provide alternatives.
- I wouldn't reduce parking requirements. Look at Universal. Ended up being way underparked.
- Maybe shared parking at 10th Street West and Avenue Q, keeping parking out of Ave Q.
- Starbucks on the going-to-work side of Rancho Vista was one of highest-grossing in LA County. A transit-oriented Starbucks could work with less parking, made up for with transit customers. Need to understand the environment you're in.
- I don't think [Palmdale's parking standards too strict]. Health club normally requires 10 spaces per 10000 sf. But we were able to exclude swimming pool, racquetball courts, etc, and arrived at reasonable number of spaces, given different peak periods for different retail
- Parking has to be as attractive and condensed as possible. I think you're going to have to go up, with structured parking.

## **AVENUE Q FEASIBILITY STUDY AREA**

### **Future Development Types in the Corridor**

*The idea of transit-oriented development along the Avenue Q Corridor was less obvious for several participants. However, mixed use, higher-density land uses associated with TOD were often seen as having potential on the corridor. There was a sense that the area had more vacant land than could be absorbed by employment uses, and that multifamily housing could be compatible. Retail was seen*

*as less promising, given the large amounts of retail capacity on high-traffic corridors nearby, but some felt that major retail and recreation anchors could have good synergy.*

### **Residential Uses**

- We're looking at Avenue Q because it's not challenged by negative conditions, and can be built new for the way kids want to live
- The [Palmdale Trade and Commerce Specific Plan] area may need to be updated to allow residential. There was a proposal to establish residential within the Trade and Commerce area.
- The Trade and Commerce area should allow residential and entertainment uses.
- There is some opportunity to allow residential in trade and commerce as an incentive as long as the non-residential component includes uses and/or amenities the City would like to see.
- Mixed-use and senior housing can work well together but you need to be mindful of the hours of active uses. Seniors tend to desire earlier quiet hours.
- The [Palmdale Trade and Commerce Specific Plan] area has 600 acres of mix of employment uses: too much land to expect to all develop at once. Need higher-density, higher-value package. 4- to 5-story residential with retail on ground floor. Retail with desirable freeway frontage, residential behind.
- Never seen an auto mall near a residential area. There may be some compatibility issues such as noise if you introduce residential uses in the Avenue Q area. However, an upscale apartment complex may be appropriate.

### **Entertainment Uses**

- We've coined this strip as "The Experience."
- Palmdale needs a nicer version of Lancaster Boulevard. Want it to be visible off the Freeway. Maybe locate it running north/south between Palmdale and East Ave P-12.
- Anything you put in the Avenue Q area such as restaurants or theaters will attract people.
- Entertainment uses possible, but you already have that hub at Rancho Vista and Town Center
- It may be hard to get new restaurants in the Avenue Q area. Looking at the City as a whole, there is a fear that the area is 'over restauranted' and the existing population cannot support much more restaurant development.

### **Retail Uses**

- Main arterials of traffic – 10th Street West, Technology Drive, people are driving through unless they are going somewhere specific.

- There needs to be a “big box” store in the Avenue Q area as a catalyst to attract other development.
- Main east-west arterials are Rancho Vista and others - those are the corridors we’re focused on from a retail perspective [not Avenue Q].

### **Recreation Uses**

- A sport stadium or amphitheater in the Avenue Q area would be great but not sure if Palmdale can support it. Lancaster can’t fill their stadium.
- In the Avenue Q area, put soccer fields next to shopping centers.
- Softball fields are near shopping, parks, and hotels in Lancaster. These uses seem to complement each other.

### **Auto Center Uses**

- Want to be true to Auto Center. Other development on Avenue Q is compatible with TOD concept. What we need is more density.

## **Circulation and Public Spaces**

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### **CITYWIDE THEMES**

#### **High-Quality Urban Environment**

*Some participants emphasized that streets, transit, and public spaces and not just high-density development, were an important foundation for TOD.*

- There needs to be not just density—which we have zoning for now—but principles in place to ensure high-quality environment
- We need to be comprehensive, create high-value, high-safety environment, and tenants with same principles
- Transit system needs amenities appropriate to weather and population here, with shade, lockers

#### **Connected Bike Network**

*Multiple people noted the current lack of a bike network connecting Palmdale and the larger region. The need for facilities appropriate for commuters, families, and recreational cyclists were noted, and a system of bike paths was seen as an important lifestyle feature for the type of people who might choose to live in a “TOD” area in the future.*

- Palmdale needs bike facilities of all three classes. They need to be on the arterials, and need to connect beyond this area to the County and Lancaster.

- Bike routes need to be connected to supermarkets, neighborhoods, high schools.
- When people ride to work they use the arterials; when families ride they use the bike paths (like along Sierra Highway). There is a lot of ridership.
- We don't need large green striped lanes, which create opposition, just simple striped bike lanes.
- Connectivity is a big issue. Sierra bike path goes for a mile or two but doesn't connect to anything.
- Need bike sensors placed correctly so that cyclists can be confident they'll be recognized.
- They [Plant 42 employees] like the idea of small businesses, eclectic mix, but also bike trails, connected to the hills.
- Need a connected bike system that goes where people want to go
- Vision for high-amenity housing includes bike on the deck, ability to hop on the trails

### **Wildlife Corridors**

- A letter was presented from the Antelope Valley Conservancy. The Conservancy is concerned about animal crossings, for animals trying to get water.

## **AVENUE Q FEASIBILITY STUDY AREA**

### **Avenue Q as a Future Transit Connection**

*Avenue Q was seen by some of those interviewed as a good future link to the PTC/High Speed Rail station area from other parts of Palmdale, especially the retail hub around Antelope Valley Mall. Transit could come with mixed-use development along the corridor.*

- We don't know how the High Speed Rail station will be designed, but depending on that, Avenue Q corridor for transit might make sense. Station could be oriented to the east, though, too.
- There is an opportunity to connect the transit area to the rest of the City through this project.
- Rancho Vista and 10th Street West is the center of the City. It would be great to provide connectivity from this area, along Avenue Q, and over to the Transit Center.
- A light rail or trolley connector would be great. It should connect the transit area to the mall and grocery stores.
- Avenue Q may need to be expanded if that is going to be a corridor to the High Speed Rail. Cars will need to be accommodated and there need to be feeder transit systems into the High Speed Rail.

- Avenue Q is the missing link to provide connectivity to transit. Need to have a light-rail on paper [planned] from the [Antelope Valley] Mall, down Avenue Q and Palmdale Boulevard and eventually to the airport
- There needs to be a connection between High Speed Rail and the Mall, which could also include adjacent mixed-use development.

### **Avenue Q as a Constrained Street with Lack of Destinations**

*Current conditions along Avenue Q were recognized by several people as difficult from both a transportation and development perspective. The corridor lacks destinations, lacks good access from Highway 14, and does not provide a through connection to either east or west.*

- Part of the problem with the Avenue Q area is that there is only one freeway interchange. It's a difficult transition coming from Highway 14 North.
- Need to provide visibility from the Freeway to businesses in the Avenue Q area.
- The Avenue Q corridor will get used by bicycles and pedestrians if you give people a place to go.
- Right now there's no reason to go west on Avenue Q, no buses, and no one goes that way.
- Avenue Q is a 'bottled' street – it ends at the railroad and at Palmdale Blvd. It doesn't go through.
- It really is kind of a lousy road.

## **Other Issues**

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### **JOBS AND ECONOMIC DEVELOPMENT**

*Several people emphasized that Palmdale today is in many ways a place with ample housing but not a large number of jobs. The TOD planning efforts were seen as opportunities to bring more jobs to Palmdale, for economic development and to allow more people to live and work locally.*

- This project has potential to create opportunity, economic development.
- There need to be jobs, and this is an opportunity.
- A lot of families are stay-at-home moms, dads working in south Orange County, downtown LA, Long Beach
- Get more jobs to come to Palmdale. They all want to be near transit.
- Employ individuals to support the community.
- Housing is not something we lack. Job creation is our biggest challenge.

- We're hoping it can help attract more employees. Overall we think it's a really beneficial project for the company [Northrup Grumman].
- I can't imagine the commute for people who have to go "down below". Want to see more jobs created in Palmdale, and the PTC contributes to that

## **COMMUNITY ENGAGEMENT**

*The absence of a strong community orientation in Palmdale was described by several of the interviewees. Participants felt that people in Palmdale want to feel a greater connection to the community. A more vital central gathering place may be provided as part of "transit-oriented development." More immediately, planning for TOD should involve outreach and engagement. This was felt to be especially true in the TOD Study Area. There in particular, many people have relocated from elsewhere; may feel they do not have a voice; and need a reason to feel invested in the community.*

- I hate going home to my neighborhood at night because everyone just does the "double-click:" go into their garage, close their garage. The commute is so difficult they just want to be home
- Want an area where people can go and engage with each other
- People really want to be connected, they don't want to be transient, but they need to be given a reason.
- There is a large Hispanic population in the City. The City should reach out to Hispanic developers.
- High Speed Rail is a big project that is going to greatly affect the City. What the community will want to know is, how is this project going to create any jobs? What is the contribution going to be back to the community with the train coming in? How will it bring life into Palmdale?
- A large portion of the residents in the community come through the congregation. Their objection is not the rail or the station but they want to know how these projects are going to meet their needs. How are you going to improve my child's education? The core of the challenge is that no one is talking to the community about how these projects respond to their needs. How does the social fabric get integrated into the vision? Community ownership will come if the project responds to their needs. At minimum, the community needs to feel their concerns are heard and their needs are recognized.
- How can we engage Northrop Grumman employees in the process? We have gone and met with them and got good feedback after they loosened up. Lockheed's got similar employee organizations we can reach out to. We ought to go to the hospital too.

- I saw a lot of families walking to TNOTS [Thursday Night in the Square] in the evening. What TNOTS showed us was that when you have an activity that draws people from outside the Civic Center area but doesn't engage the immediate community.

### **Sense of Ownership and Belonging in the TOD Study Area**

- Community engagement needs to take place. No ownership in the community. Whatever you put there, people don't feel like they have a say in it.
- Seeing improvement in the types of people in the neighborhood. We struggle with "the LA mindset" coming in, but good families in both these neighborhoods.
- People don't just commute to work, they commute for recreation: they go back to LA for the weekend because that's where they're connected. We have to make it so they stop doing that.
- If people don't believe in the elementary school they won't stay
- The turnover at Yucca Elementary School creates a huge challenge. We had meetings there recently and there wasn't the level of engagement you'd expect, especially around an elementary school.
- Multifamily housing in the area tends to be a very transient. Some of the single-family houses have a lot of owner occupancy and longer-term residents. You'd be surprised, this [Focus] neighborhood has more ownership than some.
- Right now they feel like "why invest my time and energy in a bad neighborhood?"
- People like to see the YouthBuild students out in the neighborhood
- I have families that say I have hit rock bottom. It doesn't get any lower than this.
- There are people in the City who want to see it as Mayberry and don't want to engage this community. We need to think about "what's the culture of our downtown area?"
- It's a very low income area near the Yucca Elementary School.
- The TOD3 area is a very transient area. There is about a 50% turnover rate in the school children. This is changing somewhat since the development of the transit center. There is low parent involvement in the school.

### **PROMOTING A VISION AND CHANGING PERCEPTIONS**

*Some participants emphasized the value of providing a compelling vision of the future in Palmdale, to build excitement in the community as well as attract developer interest. Some participants related that there are negative images of Palmdale that need to be counteracted.*

- The City should publicize what is planned [with regard to high speed rail, the station, and surrounding development] and let the community know what is going on. The City needs

to educate the public and create a positive public opinion. Talk to the community, educate them, excite them, and get them involved.

- Everything the community needs to be successful exists today: affordable housing, good schools, access to healthcare, shopping, jobs, good weather. Promote this and let the community know about all the good elements.
- People's, including investors', perception of Palmdale is a barrier. They are not aware of all the things Palmdale has to offer.
- There is a public relations component that the City needs to undertake.
- The City should spend the money and time to develop models, pictures, schematics, and other tools to tell the story of the ultimate vision for the area.
- The only certainty in marketing is that you can't do it once. The City needs to tell their story to investors and developers a number of times and then one day they'll remember.
- Get the plan in place. Then publicize what is here and what is possible. The City will be doing a lot of work and won't be seeing a lot of immediate results. Then, when the rail and commercial air come on-line, the City will see the vision realized.
- Hold a design competition to garner interest and publicity.
- Division Street divides East Palmdale and West Palmdale. Maybe it should be called something other than "Division."
- Help folks feel good and invest in their own neighborhood
- Change in perception needed to make the convenience factors come into focus. Look at downtown LA: it used to be you'd be crazy to want to live there. Now it's seen as convenient, lively, etc.
- Public safety, demographics, haves and have-nots: these were the main concerns when we met with young employees [at Northrup Grumman].

## **OPENNESS TO CHANGE**

*Some participants were asked how they felt the community's attitude would be toward change in the Study Areas that might bring about a higher scale of buildings and mix of uses. While some people noted that there may be initial resistance, they felt it could be overcome through outreach, and that there was a general agreement that the city and the area should be enhanced.*

- The community is open to change in these areas and would like to see some life breathed into the area.
- Community may be resistant to change in this area, but only because of lack of knowledge about what's going on. Need to reach out. People will be looking for how it will affect them. If people can see their situation would be improved they would support –

they need to see that the future opportunities would be better than the current housing and services

- Resistance to change and higher density is a minority. The area is in transition; declined after introduction of lots of multifamily housing.
- Don't think anyone would be resistant to change. Anything that moves the City forward would be good. Anything that is family oriented or that establishes a destination would be embraced by the community.

### **IMPORTANCE OF MAJOR TRANSPORTATION INVESTMENTS, AND THE NEED FOR A LONG-TERM VIEW**

*Several participants stated that High Speed Rail and other major transportation investments could have important and positive impacts in Palmdale. Participants also believed that the high-density and mixed-use development will also be feasible in Palmdale in the coming years. The challenge, they felt, would be in realizing the potential brought by the transportation investments and the changing real estate market, to create positive change in Palmdale over the long term.*

- The impact of High Speed Rail will be huge – and can be very positive.
- The ability to pull together with the different modes of transportation is going to make or break the area.
- If transit is there, there are no zoning related barriers to development. If transit is not there, there are barriers and development is a challenge.
- Having commercial air service will have a significant impact on the possibilities and potential in Palmdale, particularly in the transit station area. The airport needs commercial flights that serve cities east.
- Two High Speed Rail lines are a game changer.
- The biggest challenge facing TOD development in Palmdale is timing. In order to get the “biggest bang for your buck” and really realize the development potential, the transportation improvements need to happen at the same time development is going in.
- No one is going to invest and build anything of note until the transportation services are there. It won't make economic sense until those improvements are in place.
- The residential market is recovering. Single family and multi-family development may start to happen soon. Retail development demand is based on a “traffic and trips” calculation. Significant office development will take longer to occur and will likely be tied to the presence of rail.
- Implementation will take time and the City will need to be patient. The first five years after the development of the plan will see some change. At year 10, if you squint your

eyes, you will start to see it come together. Sometime between years 20 and 30 is when you'll really see things happening.

- We should set 20-year timeline and be realistic, set expectations correctly and get buy-in

## Conclusions

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As discussed in the Key Themes section, several themes emerged that help to guide the planning efforts. Stakeholders supported the City's goals of bringing about new, higher-intensity and mixed-use development associated with a future High Speed Rail station, and they felt the larger community would also be supportive if the City reached out to inform and inspire. People spoke of the potential for upscale multifamily housing, entertainment uses, and neighborhood gathering places to find a foothold in Palmdale, and make the city a better place to live. The Avenue Q Feasibility Study Area was seen as a blank slate, with poor visibility and access, but with potential as a transit link and TOD area.

The Avenue Q Feasibility Study will result in recommendations for regulatory changes related to land use, circulation, and streetscape and urban design. Input received from stakeholders covered a wide variety of topics and issues, all related to planning and livability, but not all related specifically to the charge of this project. All of the comments are included in this report because they are valuable and reflect stakeholders concerns; they are important for the City to consider for other efforts. However, it is important to note that not all of the issues identified by stakeholders are directly related to the limited scope of the Avenue Q Feasibility Study which is to provide recommendations for revised land use regulations and circulation and streetscape improvements in support of TOD.

These comments will be considered as the project moves forward.

## Appendix A

### List of Participants

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<i>Name</i>	<i>Affiliation</i>
Joe Ahn	Northrup Grumman
Marsha Furman	Neighborhood Resident
Troy Gabbard	Northrup Grumman
Steve Hofbauer	City Council, City of Palmdale
Rossie Johnson	President/CEO, Advancing Communities Together Inc.
George Jung	Northrup Grumman
Jim Ledford	Mayor, City of Palmdale
Elaine MacDonald	AV Trails, Recreation, and Environmental Committee
Susan McDougal	President, R. Rex Parris High School
Mark McGaughey	CB Richard Ellis
Mike Miller	Director of Neighborhood Services, City of Palmdale
Bill Penn	Rally Auto Group
Craig Peters	CB Richard Ellis
Rich Poston	Palmdale African-American Chamber of Commerce
Richard Ramirez	CB Richard Ellis
Al Tsai	Facilities Manager, Palmdale School District
Andrew Turner	Pastor, New Covenant Tabernacle
Ira Yasnogorodsky	Palmdale International Shopping Mall
Lev Yasnogorodsky	Palmdale International Shopping Mall

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