Welcome!
Thank you for taking the time to participate in today’s visioning workshop. Your input will be invaluable in influencing the development of the Palmdale Station Area plan.

Why Are We Here
The City of Palmdale is undertaking station area planning around a future High-Speed Rail Multi-Modal Transit Station near downtown Palmdale. As a part of the project the Station Area Plan (SAP) will analyze the benefits a HSR station will generate for the City of Palmdale, and the Antelope Valley.

This workshop marks the second public open house for an effort to develop a vision and urban design recommendations, establish a mobility strategy, and identify economic development opportunities.

How To Contribute
Materials are presented in an open house format. You can provide input directly to our project team, via comment cards, or by placing post-it notes directly onto the materials. We want to hear your thoughts!

Stay Connected
Please plan on staying involved via any of the following methods:

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Projects/HSRSAP

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@PalmdaleCity
PROJECT SCHEDULE

TODAY

Community Visioning Workshop
Establish technical working group (TWG)

2015 2016 2017

TASK 1  Project Management and Project organization

TASK 2  Public Outreach and Stakeholder Education and Engagement - Outreach Strategy

TASK 3  Defining the HSR Station Area Vision

TASK 4  Multi-Modal Connectivity, Station Access, Parking Analysis, and Land Use Overlay Assessment

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

TASK 6  Regulatory Update, Environmental Review, and Implementation Plan

OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC OCT NOV DEC
SITE PLAN

City of Palmdale CHSRA Station Area Plan
Legend:
- Focus Area
- TOD 3 Area
- AVE Q Area
- Palmdale Transit Village Specific Plan
- Specific Plan

City of Palmdale CHSRA Station Area Plan
Legend:
- Freeway
- Metrolink Rail
- Activity Centers
- Parcels
- Metrolink Rail
- Union Pacific Railroad
- California High Speed Rail
- XpressWest High Speed Rail

1. Transit Village Station
2. Mixed-Use Entertainment District
3. East of State Route 14
4. New Neighborhood South of Avenue Q
5. Business Mix and Auto Center
6. Desert Sands Park
7. Palmdale Regional Medical Center
8. Antelope Valley Mall
10. Palmdale Learning Plaza
11. Palmdale High School
12. Yucca Elementary School
13. Proposed HSR Station
14. Proposed Express West Alignment
15. Existing Retail Cluster
16. Potential Future Convention Center
17. High Desert Corridor Alignment

PALMDALE HIGH SPEED RAIL STATION AREA PLAN - COMMUNITY VISIONING WORKSHOP #2
CIRCULATION MAP

Note: This information on this board was slightly updated after the community meeting.
EXISTING PUBLIC TRANSIT SYSTEM
Technology Comparison

**Bus Rapid Transit (BRT)** operates similar to Urban Light Rail, but has:
- longer travel times due to wheelchair boarding process
- lower passenger capacity and ridership
- less expensive construction and operating costs
- more flexibility for route changes and detours
- 60’ vehicles carrying 80-90 passengers

**Urban Light Rail** operates similar to Bus Rapid Transit, but has:
- shorter travel times due to ease of wheelchair access
- higher passenger capacity and ridership
- more expensive construction and operating costs
- higher potential for economic development and TOD
- 70-90’ vehicles carrying 140-150 passengers
Technology Comparison

**Bus Rapid Transit**
- Typically 5-20 mile lines with 1/2- to 1-mile station spacing
- Single 60’ articulated buses
- Max. speed 55 mph
- “Branded” as premium transit service
- Capacity = 90 passengers/vehicle
- Typically in-street; dedicated lanes or mixed flow (or combination); can be in separate ROW

**Light Rail Transit**
- Typically multi-line regional system of 5-15 mile lines with ¾- to 1½-mile station spacing
- Max. speed 65 mph
- 1-4 car trains: 88-91’ (3 cars = 273’)
- Capacity = 280 passengers (2-car train); higher capacity for higher ridership demand; longer trips
- Separate right-of-way or dedicated in-street lanes

**Modern Streetcar**
- Typically downtown circulator: 1-5 miles with ¼- to ½-mile station spacing
- Max. speed 45 mph
- Single unit cars: 66’-90’; shorter turning radius than LRT
- Capacity = 140 passengers; higher capacity than BRT; less than LRT
- Typically in-street; dedicated lanes or mixed flow operation (or combination)
Spectrum of Speeds/Capacities

- **AVERAGE TRAVEL SPEED (MPH)**
  - Heavy Rail
  - Commuter Rail
  - Light Rail (Exclusive Row)
  - Light Rail (On Street)
  - Busway
  - Bus on HOV Lane
  - People Mover
  - CBD Bus Lane
  - Bus in Mixed Traffic

- **PERSON CAPACITY (PEAK DIRECTION PASSENGERS/HOUR)**
  - 0 to 10,000
  - 10,000 to 20,000
  - 20,000 to 30,000
  - 30,000 to 40,000
  - 40,000 to 50,000
  - 50,000 to 60,000
  - 60,000 to 70,000

The chart depicts the spectrum of speeds and capacities for various public transportation modes, illustrating their efficiency and capacity ranges.
AEROSPACE ACADEMY ENGAGEMENT-2

GROUP EXERCISE

Develop land use and site plan

GROUP EXERCISE

Develop land use and site plan

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Develop land use and site plan

GROUP EXERCISE

Develop land use and site plan
Building on Existing Plans

- CAHSR is at grade
- No urban streetcar connections outside study area
- Limited eastern expansion potential
- Assumes transit stations connected by “Main Street”
Integrated and Managed TOD3

- CAHSR is elevated
- No urban street car
- Allows for expansion east
- Closely follows TOD3 character direction
Optimized Connectivity and Circulation

- CAHSR is somewhat elevated
- Builds on urban streetcar concept
- Allows for expansion east
- Assumes 2-3 anchors connected by “Main Street”
- Similar to Vision and TOD3 “concept”
### Land-Use Comparison with TOD3 - Existing Land Use

**Zone** | **Density or Intensity** | **Max Height**
--- | --- | ---
**Downtown Mixed Use (MDX)** | Up to 120 du/ac  
Min. FAR: 1.5  
Max. FAR: 5.0  
Additional FAR provided as performance bonus. | 85 ft. (7-8 stories)  
Additional height provided as a performance bonus.

**Transit Village Mixed Use (TVMX)** | Min. 40 du/ac  
Max. 80 du/ac  
Min. FAR: 1.0  
Max. FAR: 3.5  
With bonus: Up to 100 du/ac and 4.0 FAR  
(Residential density bonus only awarded in TOD3 Study Area Transit Village Mixed Use district1) | 5 stories, 55 ft. (60 ft. with ground floor commercial)

**Transit Corridor Mixed Use (TCMX)** | Min. 18 du/ac  
Max. 40 du/ac  
Min. FAR: 0.6  
Max. FAR: 2.0  
With bonus: Up to 60 du/ac and 2.5 FAR | 4 stories, 45 ft. (50 ft. with ground floor commercial)  
With bonus: Up to 5 stories, 55 ft. (60 ft. with ground floor commercial)

**High Density Residential (HDR)** | Min. 30 du/ac  
Max. 60 du/ac | 5 stories, 55 ft.

**Medium-High Density Residential (MDR)** | Min. 16 du/ac  
Max. 30 du/ac | 4 stories, 45 ft.

**Medium Density Residential (MDR)** | Min. 6 du/ac  
Max. 16 du/ac | 3 stories, 35 ft.

**Low Density Residential (LDR)** | Max. 6 du/ac  
Max. FAR: 0.5 | 2 stories, 35 ft.

**Commercial (C)** | Max. FAR: 1.0 | 3 stories, 45 ft.

**Business Mix (BM)** | Max. FAR: 1.0 | 3 stories, 45 ft.

**Industrial (IN)** | Max. FAR: 0.5 | 2 stories, 35 ft.

Source: Palmdale TOD Land Use Overlay Plan
## Land-Use Comparison with TOD3 – Proposed Land Use

<table>
<thead>
<tr>
<th>Zone/Description</th>
<th>Density or Intensity</th>
<th>Max Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Core T6</td>
<td>Max. 50 du/ac</td>
<td>Typically 4-plus stories with a few shorter buildings</td>
</tr>
<tr>
<td>The Urban Core Zone allows for the highest development intensities of a big city. It contains the densest urbanism and the greatest variety of uses. This zone is the least naturalistic of all the zones.</td>
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</tr>
<tr>
<td>Urban Center T5</td>
<td>Max. 50 du/ac, Min. 30 du/ac</td>
<td>Typically 3-to 5-stories with some variation</td>
</tr>
<tr>
<td>The Urban Center Zone is intended for urban, mixed-use development in the heart of Palmdale. Preserves a vibrant mix of retail, office, and residential uses. Buildings are typically more than one story tall and line uniformly urban streets that are organized in a tight network with wide sidewalks and steady rows of street trees in wells.</td>
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</tr>
<tr>
<td>General Urban T4</td>
<td>Max. 30 du/ac, Min. 20 du/ac</td>
<td>Typically 2- to 3-story with a few taller mixed use buildings</td>
</tr>
<tr>
<td>The General Urban Zone is intended to create distinct neighborhood character. Distinct from the sub-urban character of T-3 and the downtown character of T5. Rooted in the traditional American neighborhoods, the General Urban Zone allows for a wider range of housing types, neighborhood-serving commercial and civic uses within a walkable neighborhood setting.</td>
<td></td>
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</tr>
<tr>
<td>Sub-Urban T3</td>
<td>Max. 8 du/ac, Min. 3 du/ac</td>
<td>Typically 1- to 2-stories with some 3-story buildings</td>
</tr>
<tr>
<td>The Sub-Urban Zone is intended for residential development at the edge of SR-14, a transition between dense, urbanized city areas and County land. Blocks and lots are larger than those closer to the city center, landscaping is naturalistic and abundant. Roads may be irregular to accommodate site conditions.</td>
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<td></td>
</tr>
</tbody>
</table>

### Legend
- TVSP Draft Boundary
- Freeway
- Rail
- Study Area
- General Urban
- Special District
- Suburban
- Urban Center
- Urban Core
Form and character based zoning

A form-based code is a land development regulation that replaces traditional use-based zoning codes. Using physical form rather than separation of uses as the organizing principle for the code, they aim to produce predictable built results and a high-quality public realm. Form-based codes can be adopted into law as part of a Specific Plan process, a General Plan update, or as a focused addition to a comprehensive zoning code update.

Form-based codes focus less on the type of activity taking place inside a building (i.e. the use) and more on the overall form and character of a neighborhood. While use is still regulated, more emphasis is placed on the placement and form of buildings, the character of the street frontage, and the relationship between buildings and public spaces. By regulating the design of new development, form-based codes address the size and mass of buildings in relation to one another.
Conventional Zoning
Defines a one-block parcel by identifying density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified.

Design Guidelines
Defines a one-block parcel using conventional zoning requirements, plus frequency of openings and surface articulation specified.

Form-Based Codes
Defines a one-block parcel by identifying street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified.