



Envision
PALMDALE 2045

GPAC Meeting #11

February 24, 2021

Please be advised that this meeting is being recorded

Agenda

- Welcome
- Staff introductions
- Roll call
- Pledge of Allegiance
- GPAC Meeting #10 Minutes approval
- Update on Preferred Land Use Alternative
- Presentation & discussion: Transportation and mobility recommendations
- Public comment

Please be advised that this meeting is being recorded



City Staff Introductions

- **Michael Behen**, Deputy City Manager
- **Carlene Saxton**, Director of Economic & Community Development
- **Megan Taggart**, Planning Manager
- **Benjamin Fiss**, Senior Planner
- **Ruben Hovanesian**, Associate Engineer

Roll Call – GPAC Members

- **Tony Avila**
- **Juan Blanco**
- **Lourdes T. Everett**
- **Colby Estes**
- **Laura Gordon**
- **Theresa Hambro**
- **Matthew Harris**
- **Aurora Hernandez**
- **Pat Hunt**
- **Sheri Kaneshiro**
- **Teri Lamping**
- **Deborah Rutkowski-Hines**
- **Jason Zink**

Pledge of Allegiance



*I pledge allegiance
to the flag of the
United States of
America*

*and to the
Republic for which
it stands, one
Nation under God,
indivisible,
with liberty and
justice for all.*

GPAC Meeting #10 Minutes

- Motion to approve or deny?

POLL

What You Need to Know: Questions and Comments

Questions and Comments

- We will be pausing during the presentation to answer any questions and ask you to participate in polls
- There will be additional opportunity after the presentation to provide comments
- Viewers are invited to submit comments and questions through the forum linked in the YouTube livestream

Update: Preferred Land Use Alternative

Summary of Phase 3 Engagement

- **Live Presentation + Q&A (2/4/2021)**
 - 88 live participants, 69 YouTube views
- **Online Survey – English & Spanish (January-February 2021)**
 - 207 responses, >1,100 views
- **Three Stakeholder Focus Groups (2/8/2021)**
 - 22 attendees
 - 120 direct phone calls and email invitations
- **GPAC Meetings (Ongoing)**
 - GPAC Meeting #9 - 37 YouTube views
 - GPAC Meeting #10 - 108 YouTube views

Libro informativo alternativo de uso de suelo preferido de Palmdale

¡Queremos escuchar de ti!

En esta etapa del proceso de Alternativas, nos gustaría que nos brindara sus comentarios sobre la visión y los mapas alternativos de uso de suelo preferido. Estas alternativas actualizadas fueron moldeadas por lo que escuchamos de la comunidad, el Comité Asesor del Plan General, la Comisión de Planificación y el Concejo Municipal, y esperamos recibir más comentarios. Para obtener información adicional, [visite el sitio web de Palmdale 2045 haciendo clic aquí](#), para ver los resultados del taller y la encuesta de las tres alternativas de uso de la tierra.



Palmdale Preferred Land Use Alternative Briefing Book

We Want to Hear from You!

We would like your input on the preferred land use alternative. The preferred land use alternative was shaped by what we heard from the community, General Plan Advisory Committee, Planning Commission, and City Council, and we look forward to receiving more input. For additional background, [visit the Palmdale 2045 website](#) to view the three land use alternatives and other materials.



Upcoming Events and Next Steps

Preferred Alternative Community Survey: LIVE NOW!
www.palmdale2045.org

Next GPAC meeting #11 – Transportation: February 24, 2021

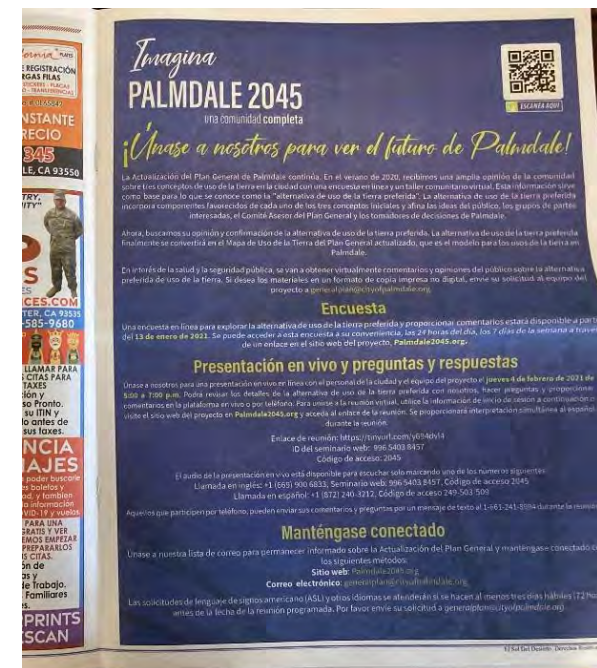
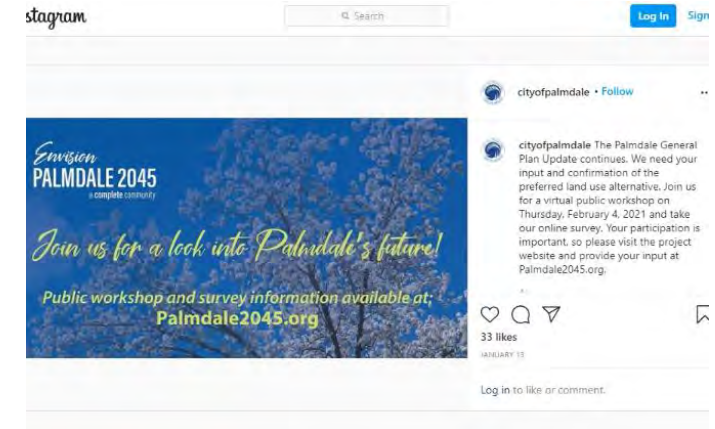


Planning Commission -
March 10, 2021



Summary of Phase 3 Engagement - Print

- Press releases (English and Spanish)
 - Antelope Valley Press, Antelope Valley Times, and Antelope Valley Daily News
- Digital announcements in Palmdale Connections
- Weekly E-blasts (English and Spanish)
- Council announcements
- Workshop posters (English and Spanish)
 - City Hall, Palmdale Transportation Center, Yucca House Community Garden, Marie Kerr Center, Dominic Massari Park, Pelona Vista Park, Chambers of Commerce
- Workshop flyers (English and Spanish)
 - Palmdale School District for distribution in their lunch program, City Hall, Marie Kerr Center, Dominic Massari Park, Pelona Vista Park, Legacy Commons Senior Center, Chambers of Commerce, SAVES, and SALVA
- Postcards (English and Spanish)
 - Library book pick-up program and City public counters
- Print advertisements (English and Spanish)
 - El Sol Magazine, AV Smart Buys and Palmdale Connections Magazine

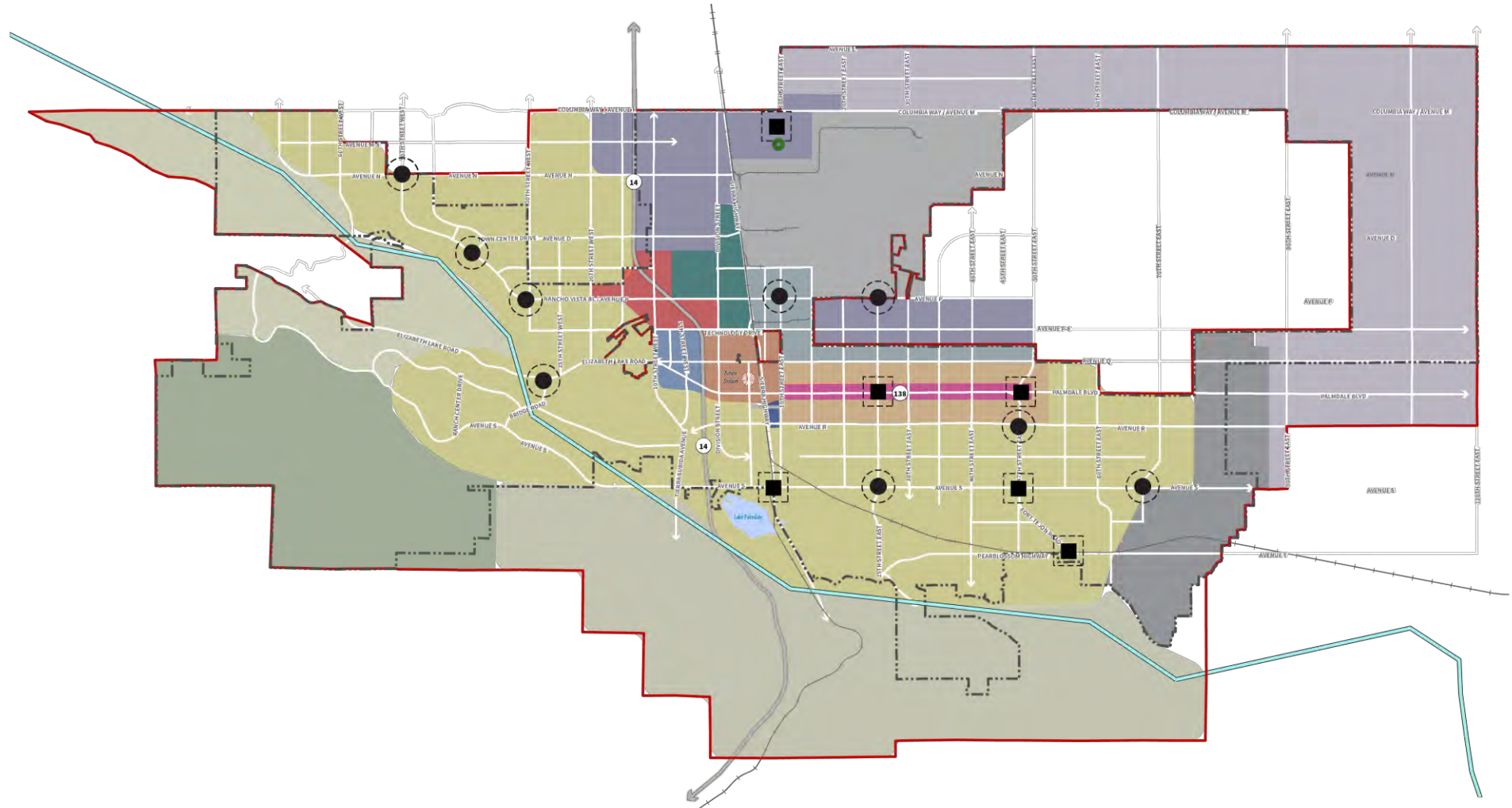


Summary of Phase 3 Engagement - Online

- Paid and organic social media posts (English and Spanish)
 - Instagram, Facebook, and NextDoor
- Digital geotargeting (English and Spanish)
- Spanish ad via Café Con Leche radio show
- Spanish radio promo
- Adelman Broadcasting Station Promo
- The Palmdale Minute weekly video segment (English and Spanish)
- Digital announcements in Palmdale Connections
- Electronic billboard (English and Spanish)
- Council announcements



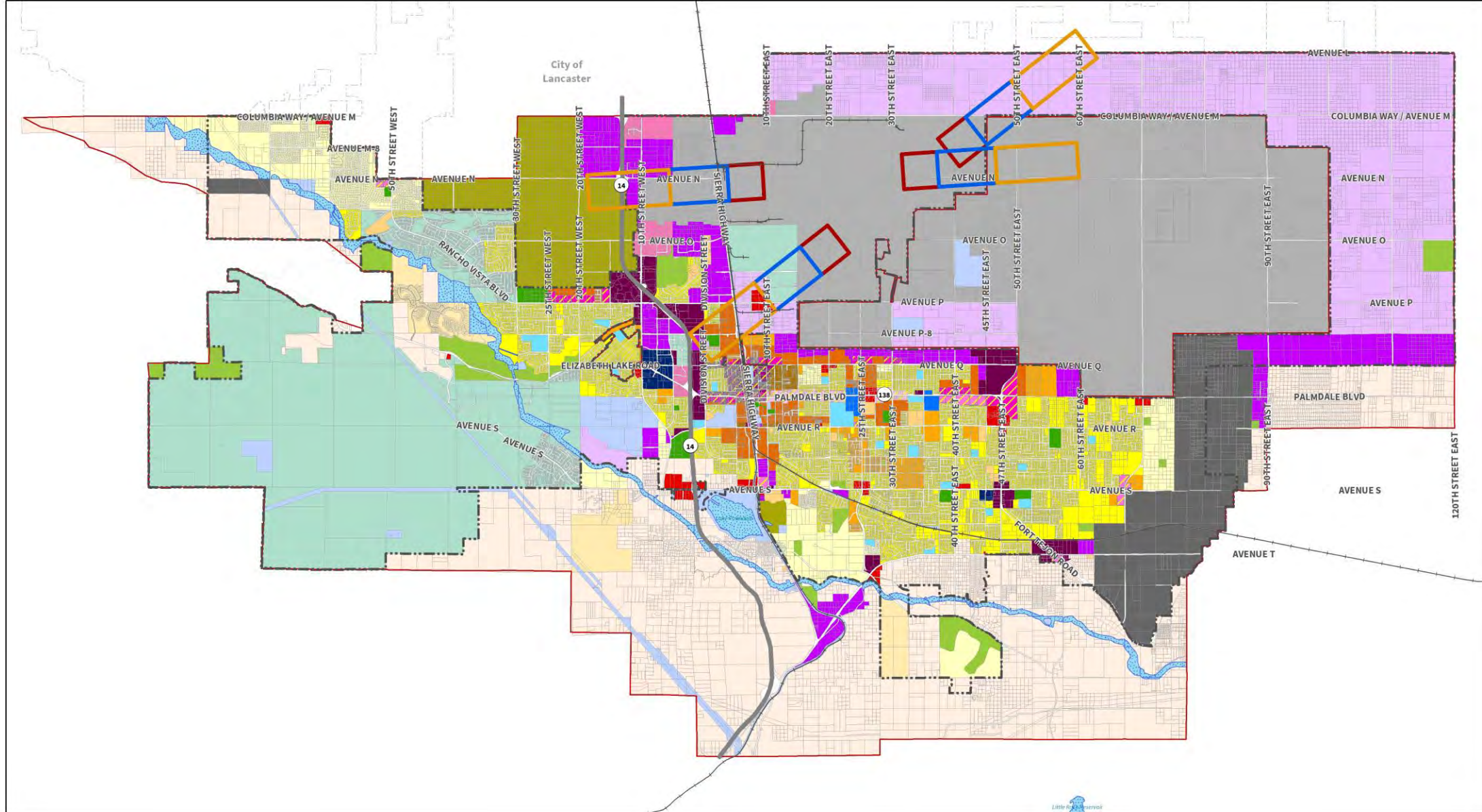
Citywide Framework



Land Use and Design Framework

- | | | | | | | | |
|---------------------|------------------------|------------------------|------------------|-------------------------|--------------------------|--------------------|----------------|
| City Boundary | California Aqueduct | Mid Town District | Downtown | Plant 42 | Employment District | Transit Station | Multi-Use Node |
| Sphere of Influence | Major Highway/Arterial | Existing Neighborhoods | Medical District | Transitional District | Future Employment | Airport Terminal | Village Center |
| Open Space | Railroad | Future Neighborhoods | Mall District | Mixed Business District | Resource Extraction Area | Mixed-Use Corridor | |

Preferred Land Use Alternative



- Residential Designations**
- Residential Neighborhood 1
 - Residential Neighborhood 2
 - Residential Neighborhood 3
 - Residential Neighborhood 4

- Mixed Use**
- Mixed Use 1
 - Mixed Use 2
 - Mixed Use 3
 - Mixed Use 4
 - Health and Wellness
 - Educational Flex

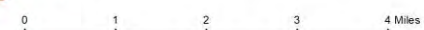
- Commercial/Office/Other**
- Neighborhood Commercial
 - Regional Commercial
 - Visitor Commercial
 - Specific Plan

- Industrial**
- Employment Flex
 - Industrial
 - Aerospace Industrial

- Public**
- Public Facility-Park
 - Open Space

- APZ II
- APZ I
- Clear Zone

Data Sources: City of Palmdale GIS data; World Terrain Base, 2015 ESRI, USGS, NOAA.
 Produced by Raimi + Associates
 March 2019



- City Boundary
- Sphere of Influence
- "Village Centers"
- Major Highway/Arterial
- Railroad
- Water Body/Aqueduct

GPAC Feedback on Preferred Alternative

- **Health & Wellness Districts:**

- One should be located near 40th or 47th streets to better serve the Eastside of Palmdale
- Incorporate senior living facilities

- **Village Centers:**

- Desire for more village centers, specifically on the eastside of Palmdale

- **Education Districts:**

- Need for larger education district on the eastside of Palmdale
- Would like to see enough land for a 4-year campus

Preferred Alternative Survey Results

Preferred Land Use Plan Overall

- 69% agree or strongly agree
- 18% neutral
- 14% disagree or strongly disagree

Health & Wellness Districts

Locations

- 76% agree or strongly agree
- 16% neutral
- 8% disagree or strongly disagree

Proposed Uses

- 85% agree or strongly agree
- 10% neutral
- 5% disagree or strongly disagree

Education Districts

Locations

- 67% agree or strongly agree
- 26% neutral
- 7% disagree or strongly disagree

Proposed Uses

- 82% agree or strongly agree
- 13% neutral
- 5% disagree or strongly disagree

Village Centers

Locations

- 73% agree or strongly agree
- 16% neutral
- 10% disagree or strongly disagree

Proposed Uses

- 82% agree or strongly agree
- 10% neutral
- 7% disagree or strongly disagree

Considerations for Refining Preferred Alternative

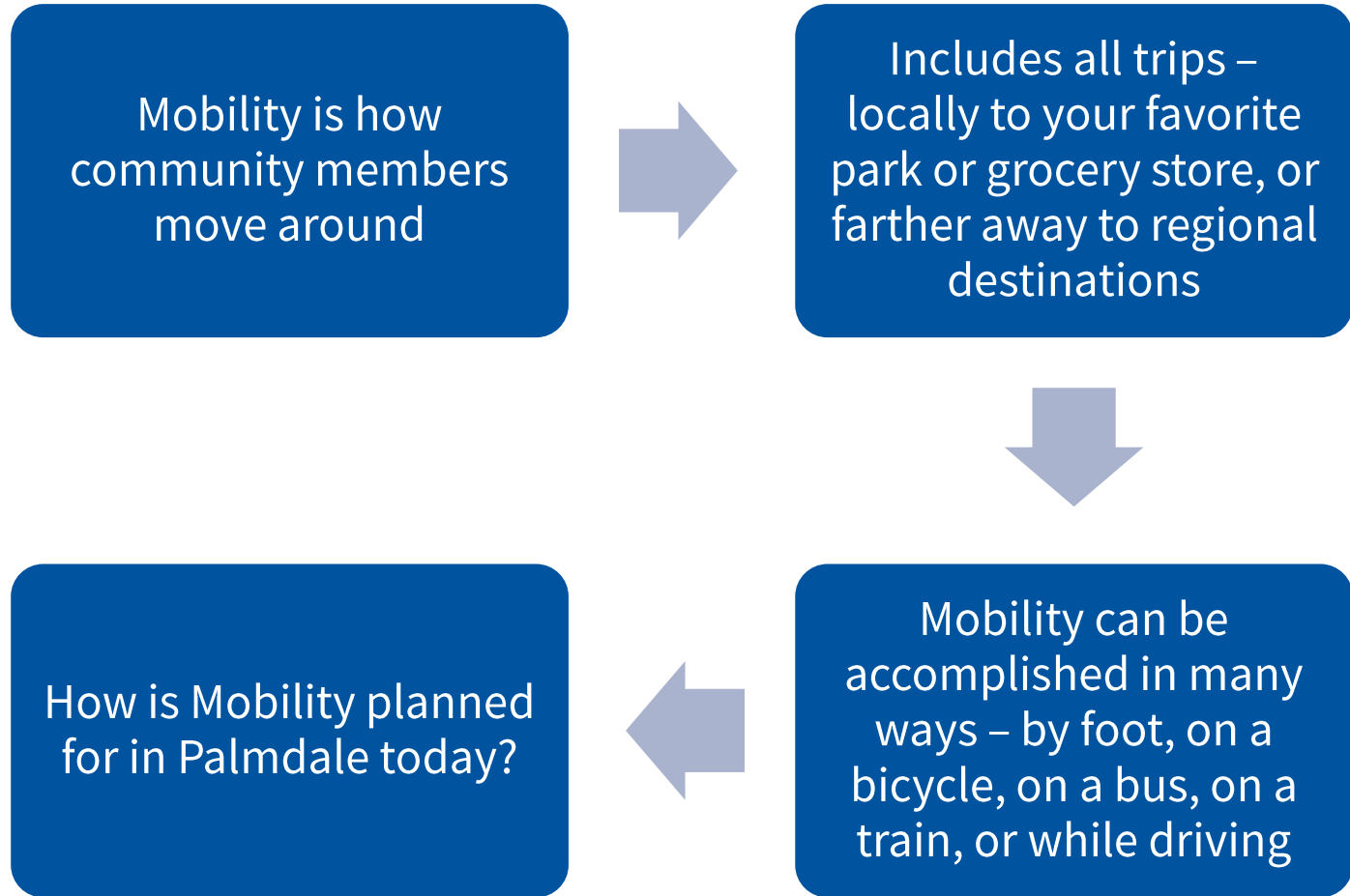
- **Health & Wellness Districts:**
 - Expand Medical District at Avenue S and 47th Street East
 - Expand allowed uses to include:
 - Senior housing
 - Educational/vocational training facilities
- **Education Districts:**
 - Consider additional area for Education District at Palmdale Blvd. & 47th Street East
- **Village Centers:**
 - Designate Village Centers to be either all commercial or with mixed-use as appropriate
- **Parks and Open Space:**
 - Consider showing general locations for future parks and trails
- **Plant 42:**
 - Further limit incompatible uses in the adjacent areas



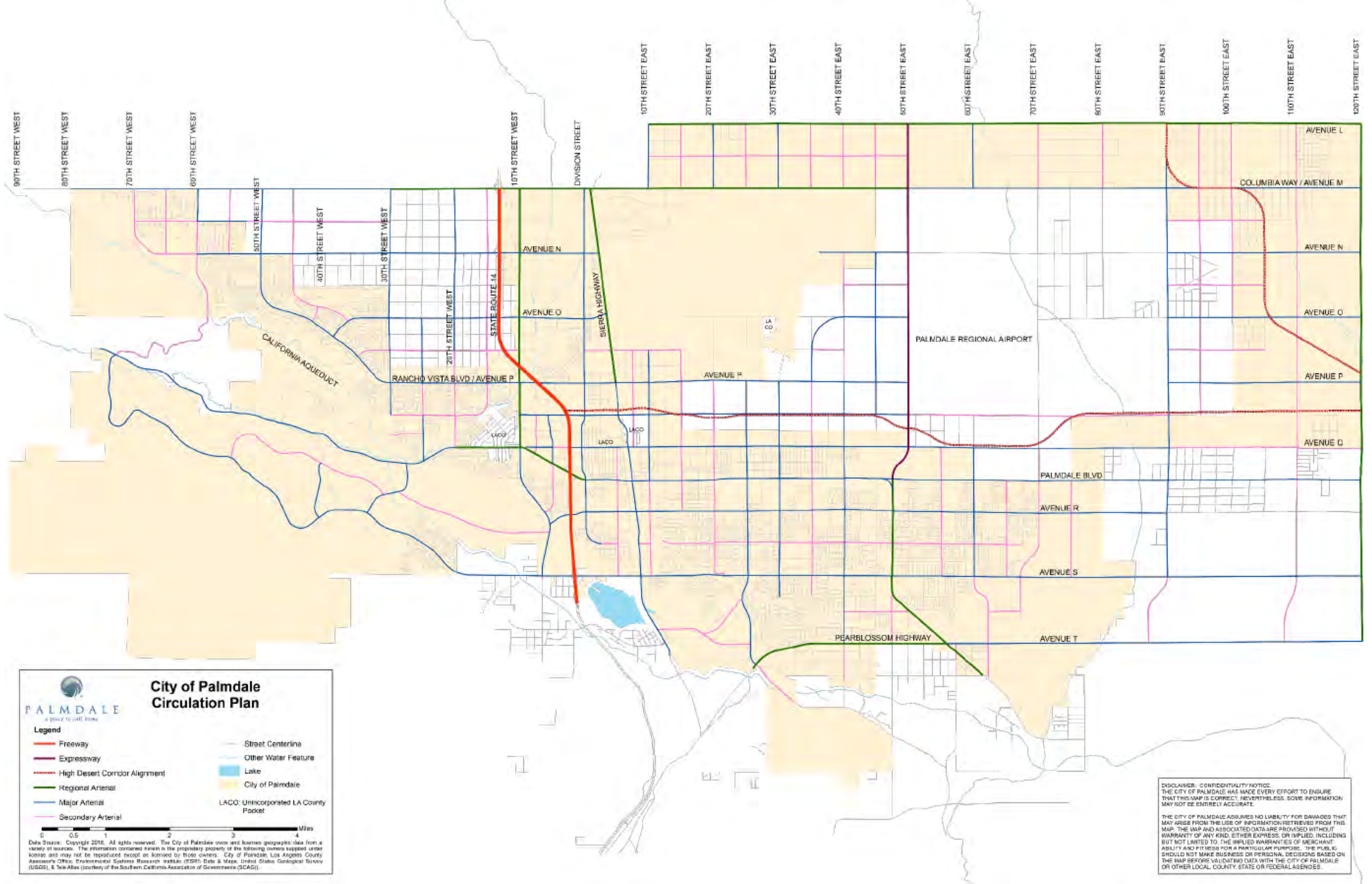
Questions?

Mobility Today

What is Mobility?



General Plan and Transportation Today



PALMDALE
a good to call home

City of Palmdale Circulation Plan

Legend

- Freeway
- Expressway
- High Desert Corridor Alignment
- Regional Arterial
- Major Arterial
- Secondary Arterial
- Street Centerline
- Other Water Feature
- Lake
- City of Palmdale
- LACO Unincorporated LA County Packet

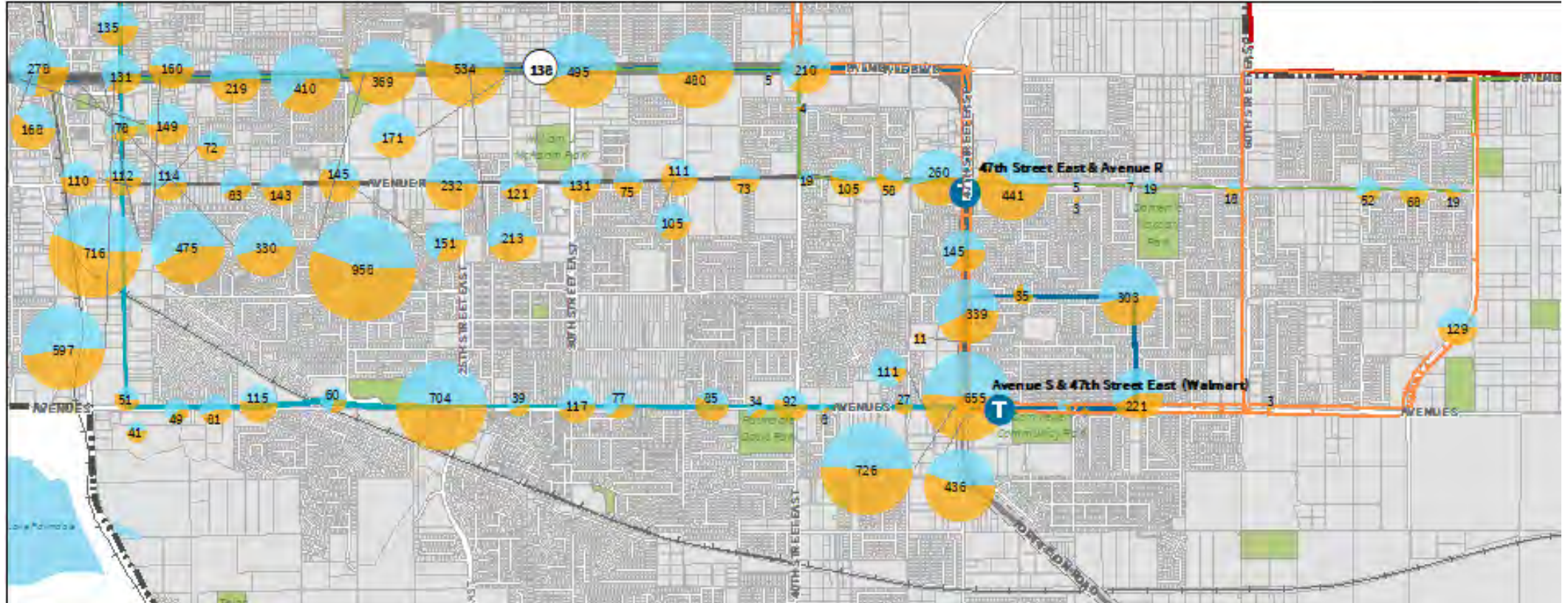
0 0.5 1 2 3 4 Miles

Data Source: Copyright 2016. All rights reserved. The City of Palmdale owns and licenses geographic data from a variety of sources. The information contained herein is the proprietary property of the following owners supplied under license and may not be reproduced except as licensed by those owners. City of Palmdale, Los Angeles County Assessor's Office, Environmental Systems Research Institute (ESRI), Data & Maps, United States Geological Survey (USGS), & the Atlas (courtesy of the Southern California Association of Governments (SCAG)).

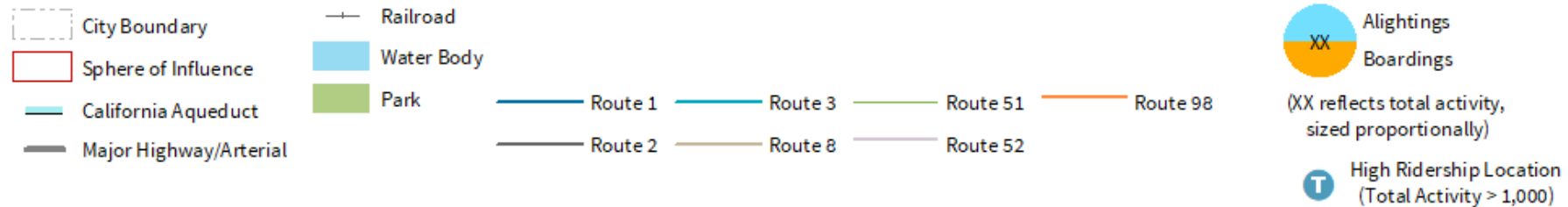
DISCLAIMER - CONFIDENTIALITY NOTICE:
THE CITY OF PALMDALE HAS MADE EVERY EFFORT TO ENSURE THAT THIS MAP IS CORRECT; NEVERTHELESS, SOME INFORMATION MAY NOT BE ENTIRELY ACCURATE.

THE CITY OF PALMDALE ASSUMES NO LIABILITY FOR DAMAGES THAT MAY ARISE FROM THE USE OF INFORMATION RETRIEVED FROM THIS MAP. THE MAP AND ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, EITHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE PUBLIC SHOULD NOT MAKE BUSINESS OR PERSONAL DECISIONS BASED ON THE MAP BEFORE VALIDATING DATA WITH THE CITY OF PALMDALE OR OTHER LOCAL, COUNTY, STATE OR FEDERAL AGENCIES.

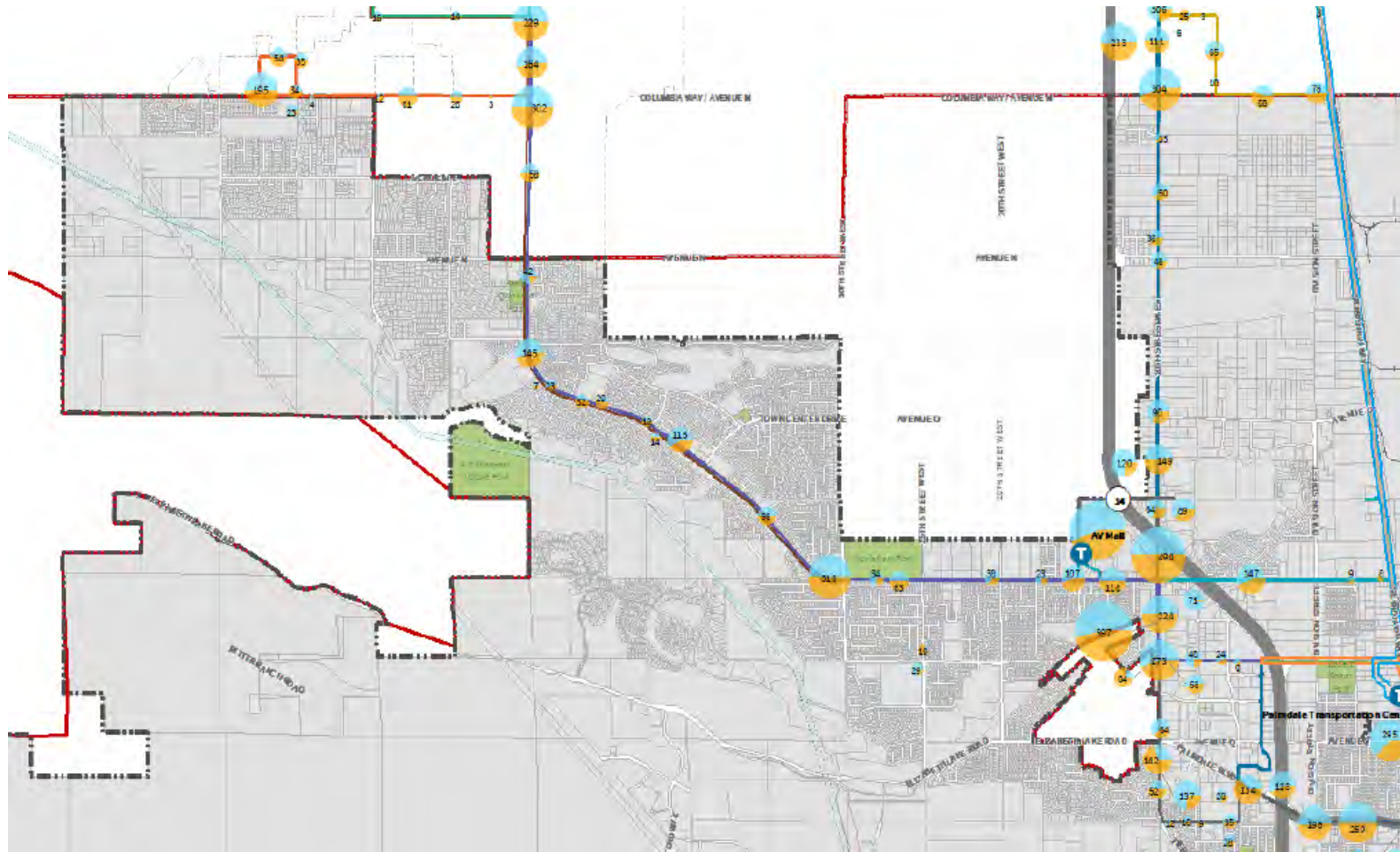
Where People Ride the Bus Today



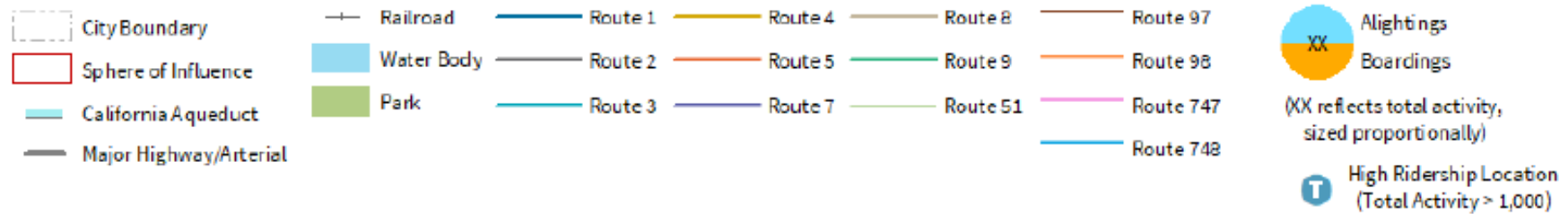
AVTA Average Weekday Ridership - October 2018 - Southeast Quadrant



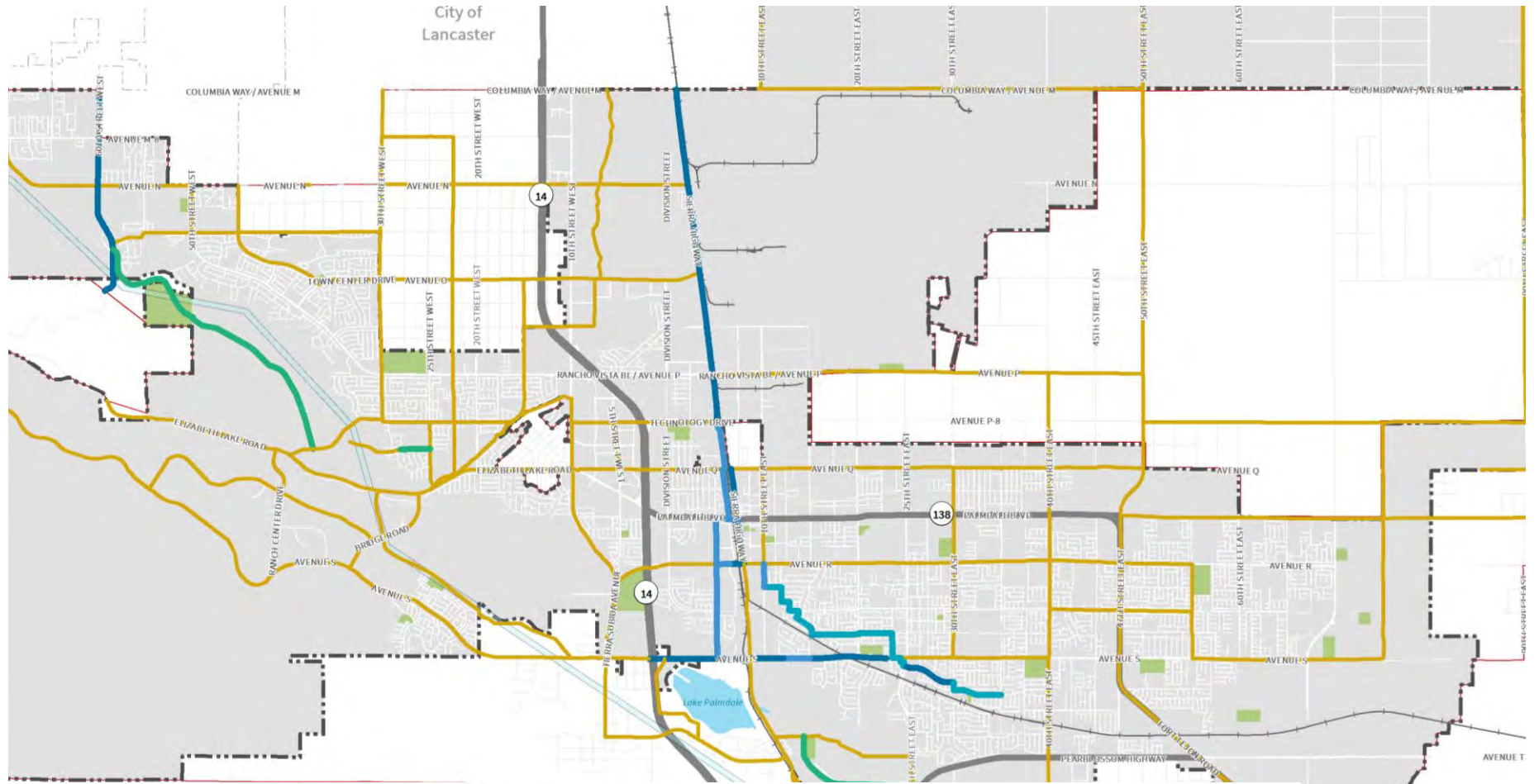
Where People Ride the Bus Today



AVTA Average Weekday Ridership - October 2018 - Northwest Quadrant



Planning for People on Bicycles



Existing and Planned Bicycle Facilities

- | | | | |
|------------------------|------------|----------------------------|---|
| City Boundary | Railroad | Class I Bicycle Facility | Multi-Use Path |
| Sphere of Influence | Water Body | Class II Bicycle Facility | Planned Bicycle Facility - Class Not Designated |
| California Aqueduct | Park | Class III Bicycle Facility | |
| Major Highway/Arterial | | | |

Rethinking Mobility

Guiding a Refresh of Mobility in Palmdale



Document Review

- Draft Bicycle Master Plan
- Draft Complete Streets Plan
- Safe Routes to School Plan



Working with Data

- Where do people access the bus?
- What routes are best for people bicycling?
- Where are there safety concerns?
- What level of connectivity exists in the network?



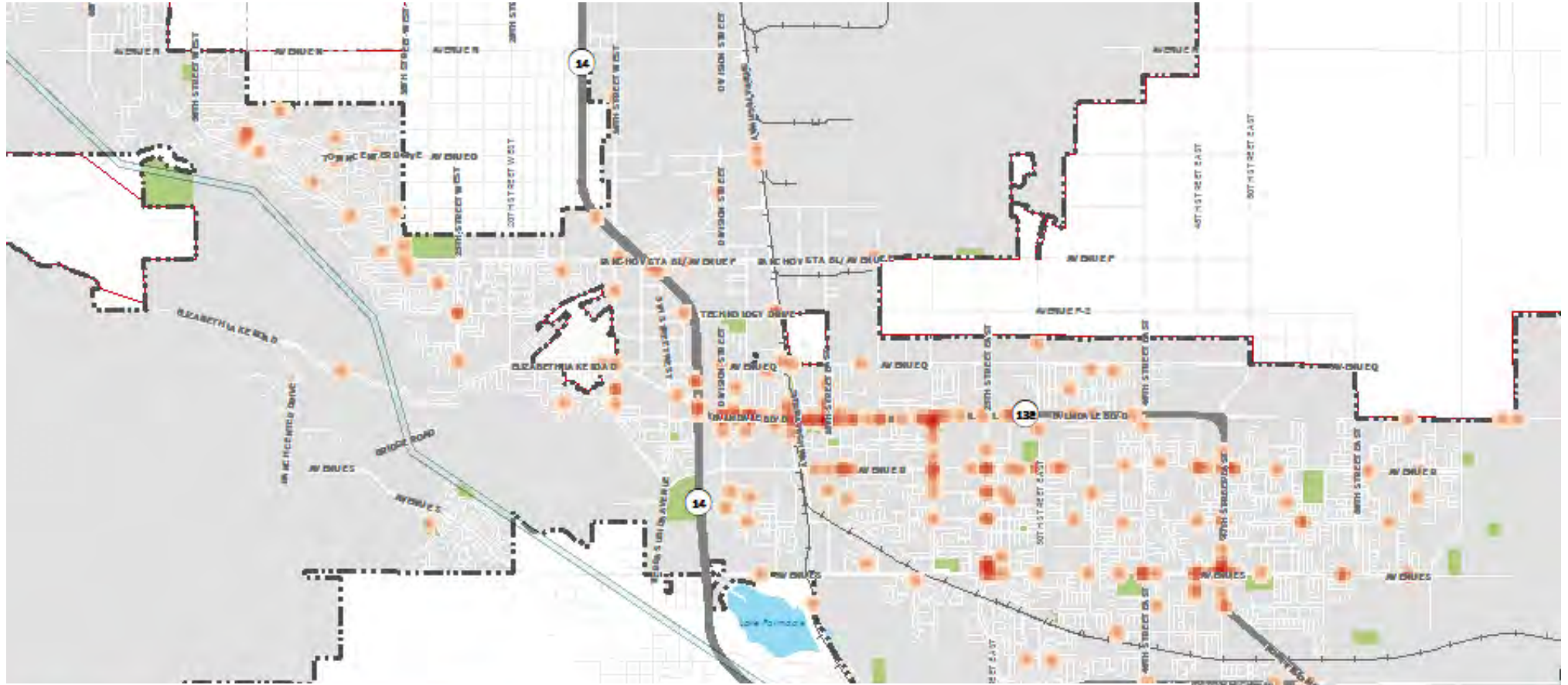
Looking towards the future

- Cross Reference Model Data for 2045
- Preferred Land Use Alternative
- How can mobility best support Palmdale's land use future?



What additional factors should be considered?

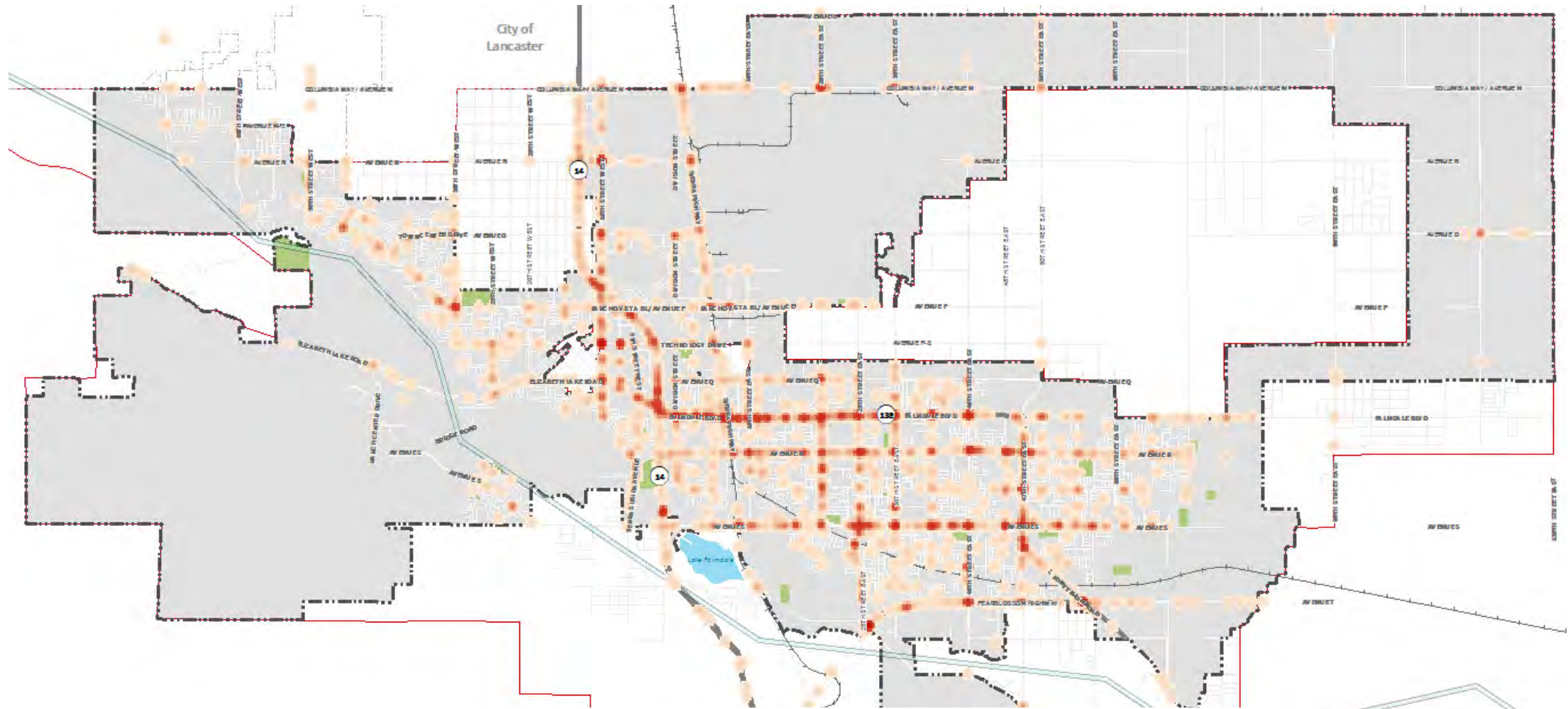
Crash Hot Spots for Pedestrians & Bicyclists



City of Palmdale Bicycle and Pedestrian Involved Collisions (2014-2018)

- City Boundary
- Sphere of Influence
- California Aqueduct
- Major Highway/Arterial
- Railroad
- Water Body
- Park
- More Collisions
- Fewer Collisions

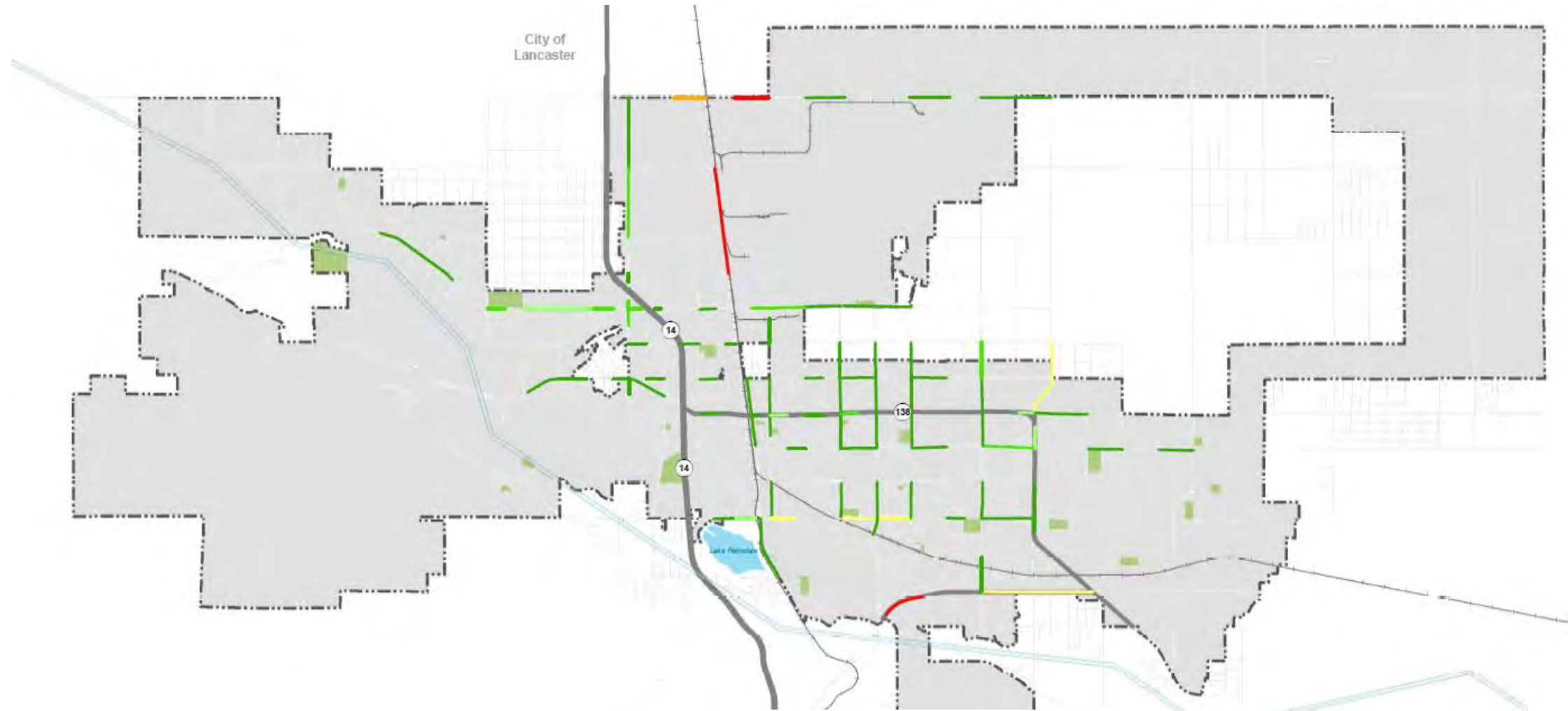
Crash Hot Spots for Vehicle Only Incidents




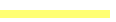




City of Palmdale Bicycle and Pedestrian Involved Collisions (2014-2018)

- City Boundary
- Sphere of Influence
- California Aqueduct
- Major Highway/Arterial
- Railroad
- Water Body
- Park
- More Collisions
- Fewer Collisions

Select LOS Segments 2045 Traffic Projections



Selected Roadway Segment Level of Service - 2045 Projections

- | | |
|---|---|
|  A |  D |
|  B |  E |
|  C |  F |



Roadway Hierarchy

Establishing a Roadway Hierarchy

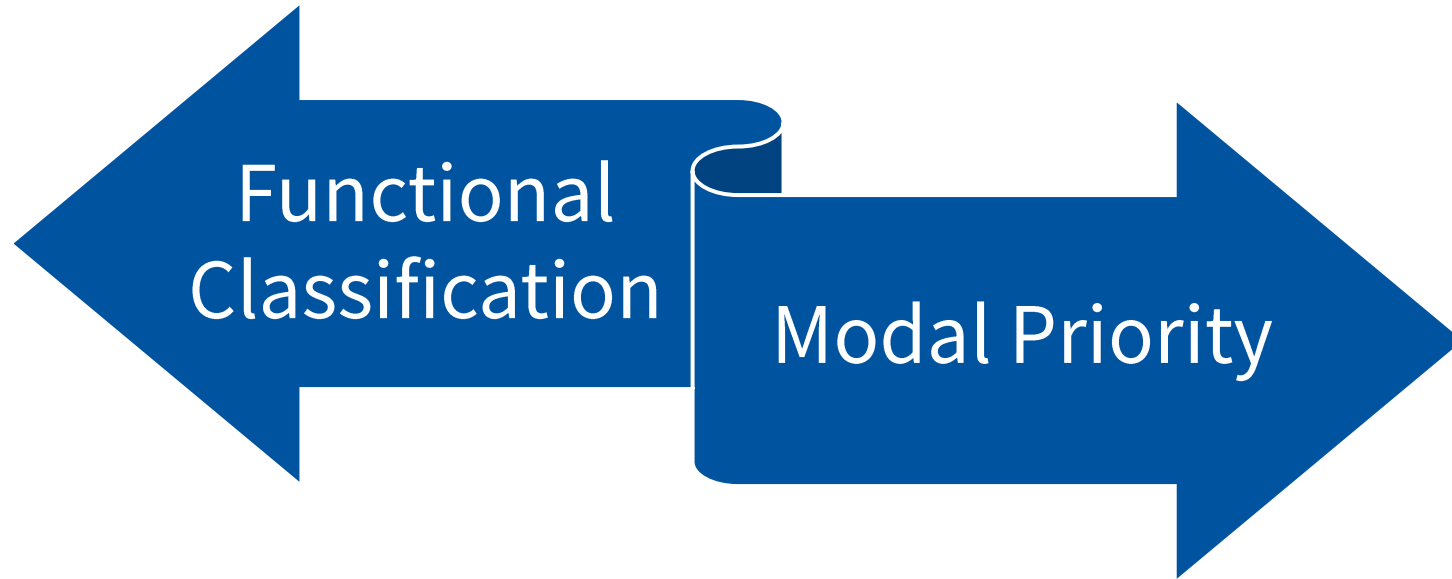
By Functional Classification

- Historically the standard approach for classifying streets
- **Classifies streets by size and level of traffic**
- Design standards are generally applied **uniformly**
- This is how today's General Plan classifies streets (similar to Caltrans/FHWA)

By Modal Priority

- Provides an opportunity to **classify streets based on their purpose in the community**
- Allows for **context sensitivity** that supports adjacent land uses
- Helps prioritize **different modes on different streets**
- This is how we may consider classifying streets in Envision Palmdale 2045

Comparing Classifications



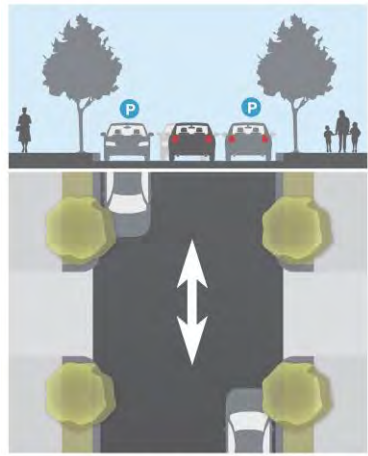
Typical Functional Classification

Local: Provides access to adjacent land uses exclusively.

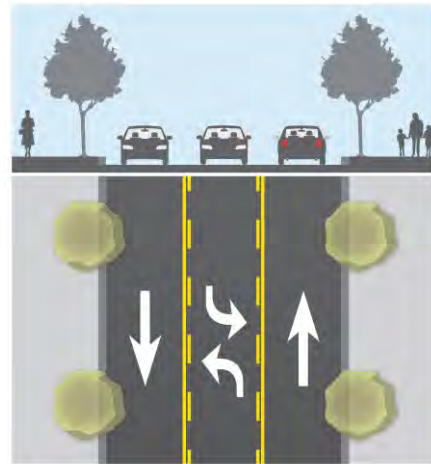
Collector: Connects local streets with arterials and provides access to adjacent land uses; balancing mobility with access.

Arterial: Mobility with access to collectors, some local streets and major traffic.

Expressway: Mobility with more frequent access to arterial streets than a freeway, but no direct land access.



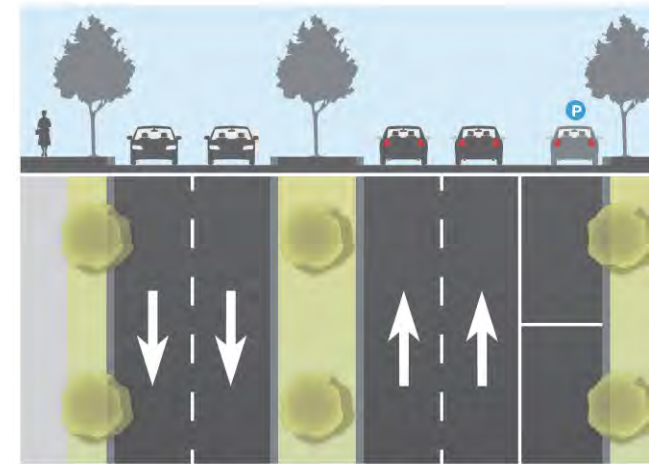
N ← ——— 24' CURB-TO-CURB ——— → S



N ← ——— 10' TRAVEL LANE ——— 10' DUAL LEFT TURN LANE ——— 10' TRAVEL LANE ——— → S
————— 30' CURB-TO-CURB —————



N ← ——— 10' TRAVEL LANE ——— 10' TRAVEL LANE ——— 10' DUAL LEFT TURN LANE ——— 10' TRAVEL LANE ——— 10' TRAVEL LANE ——— → S
————— 50' CURB-TO-CURB —————



W ← ——— 10' TRAVEL LANE ——— 10' TRAVEL LANE ——— 12.5' MEDIAN ——— 10' TRAVEL LANE ——— 10' TRAVEL LANE ——— 10.5' PARALLEL PARKING ——— 6' LANDSCAPING ——— → S
————— 63' CURB-TO-CURB —————

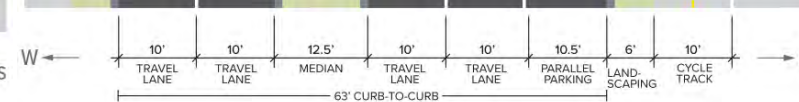
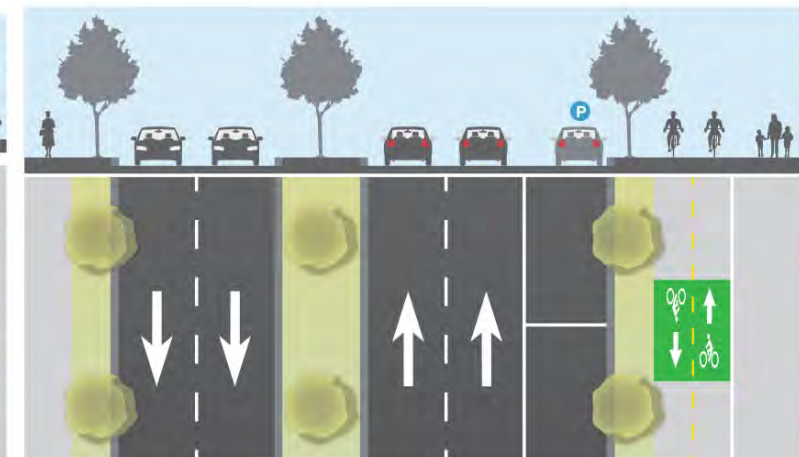
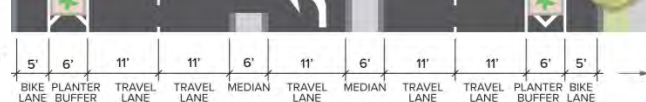
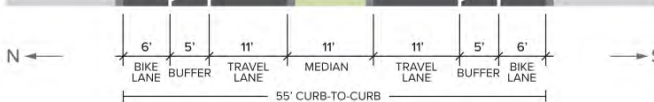
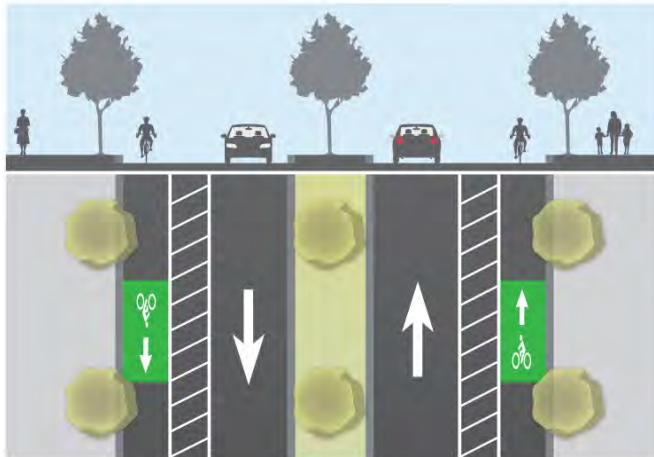
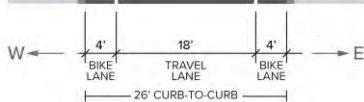
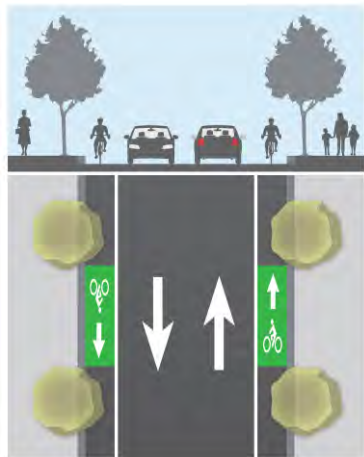
Modal Priority

Neighborhood: Local streets designed for safe mobility where we live

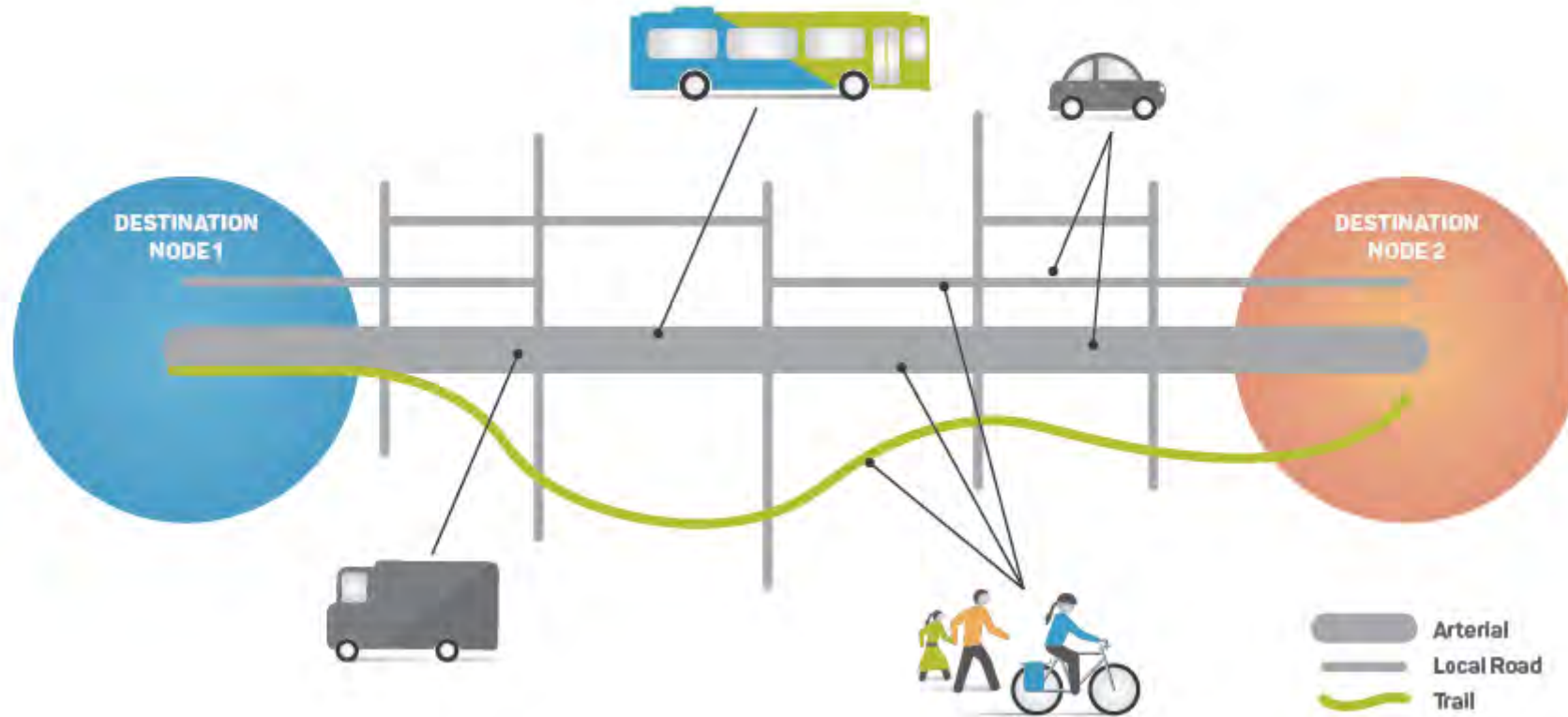
Connector: Arterials or collector streets that connect links in the regional or multimodal network.

Multimodal: Arterials or Collectors that can shift focus to support safe mobility by many modes.

Regional: Arterials identified to carry traffic to, from, or through Palmdale.



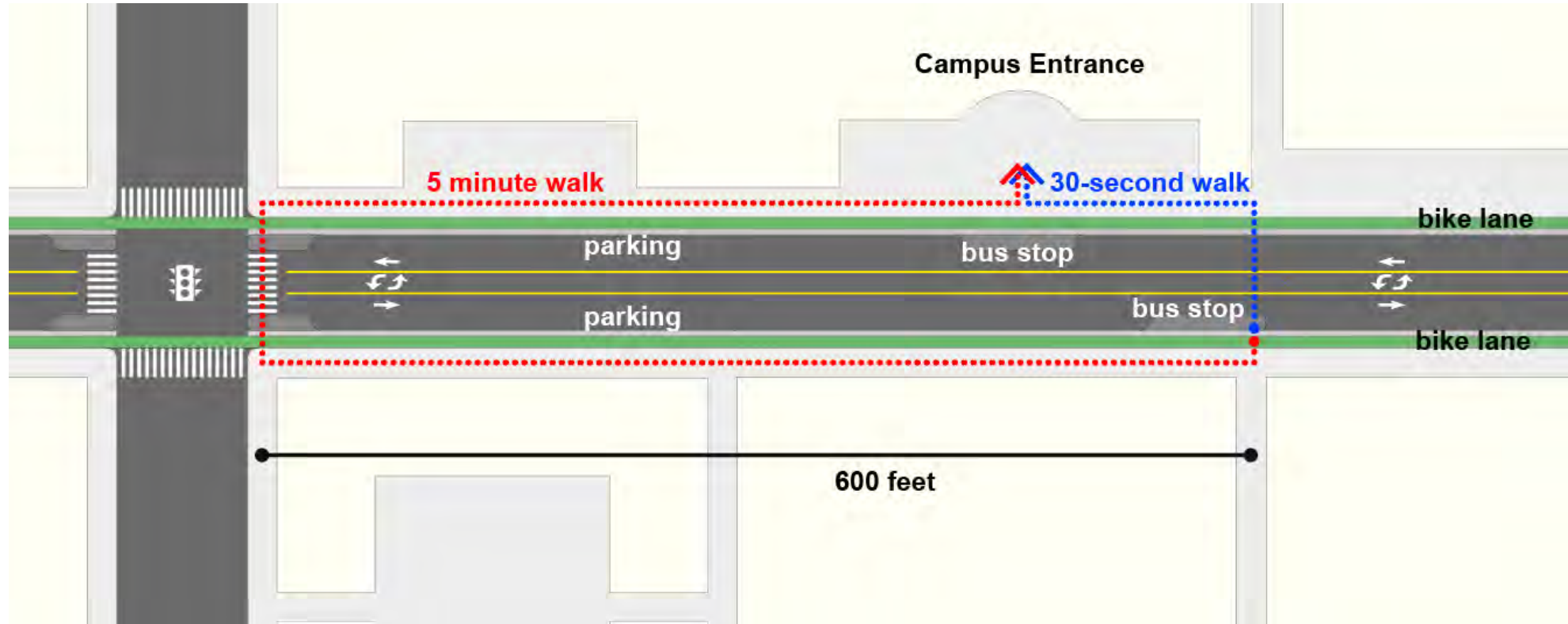
What does Multimodal Mean?



Does not mean all modes on all streets.

Does mean all modes have a safe way to move!

What does Multimodal Mean?

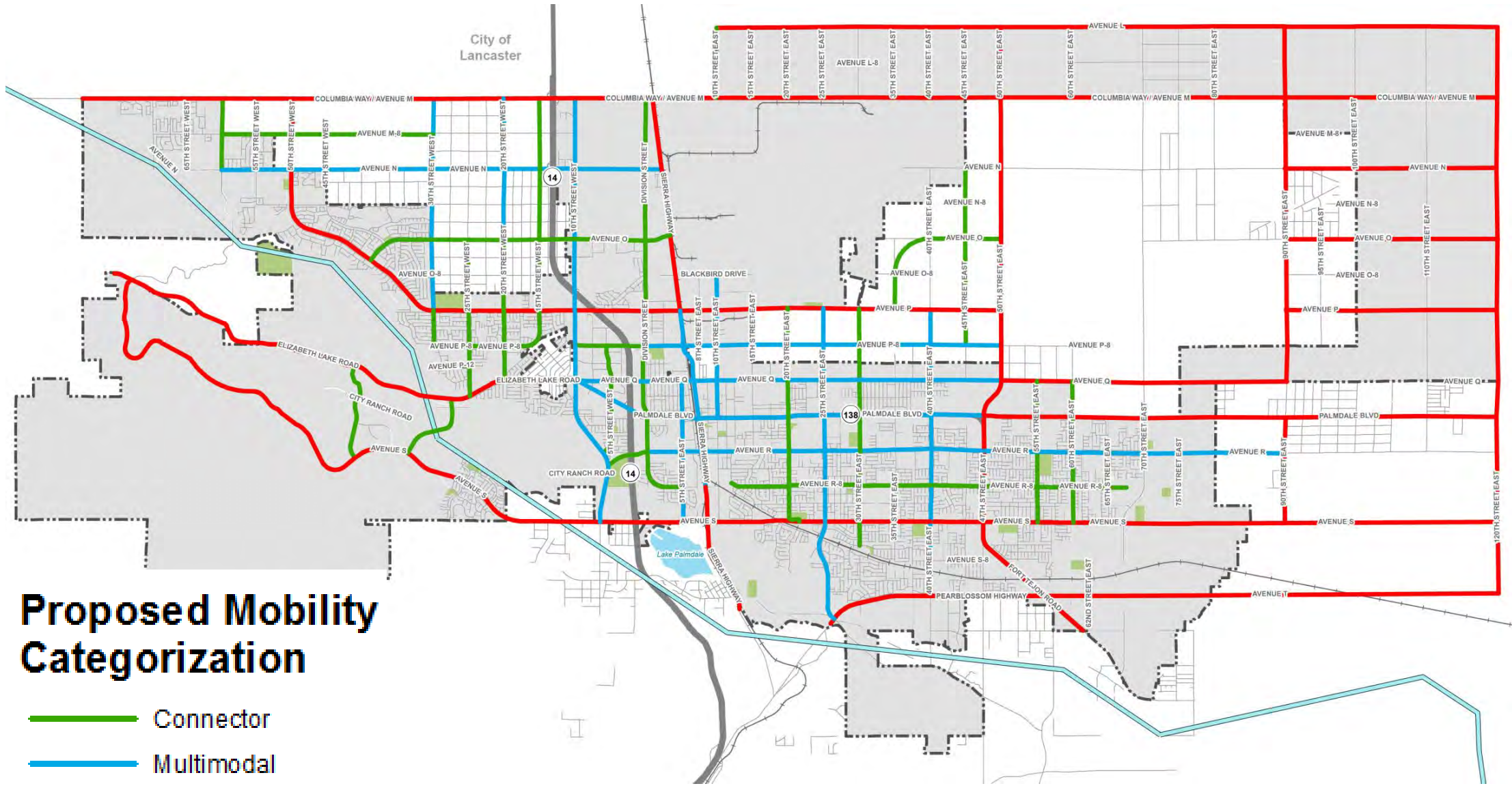


Creates opportunities to better accommodate different users on our streets.

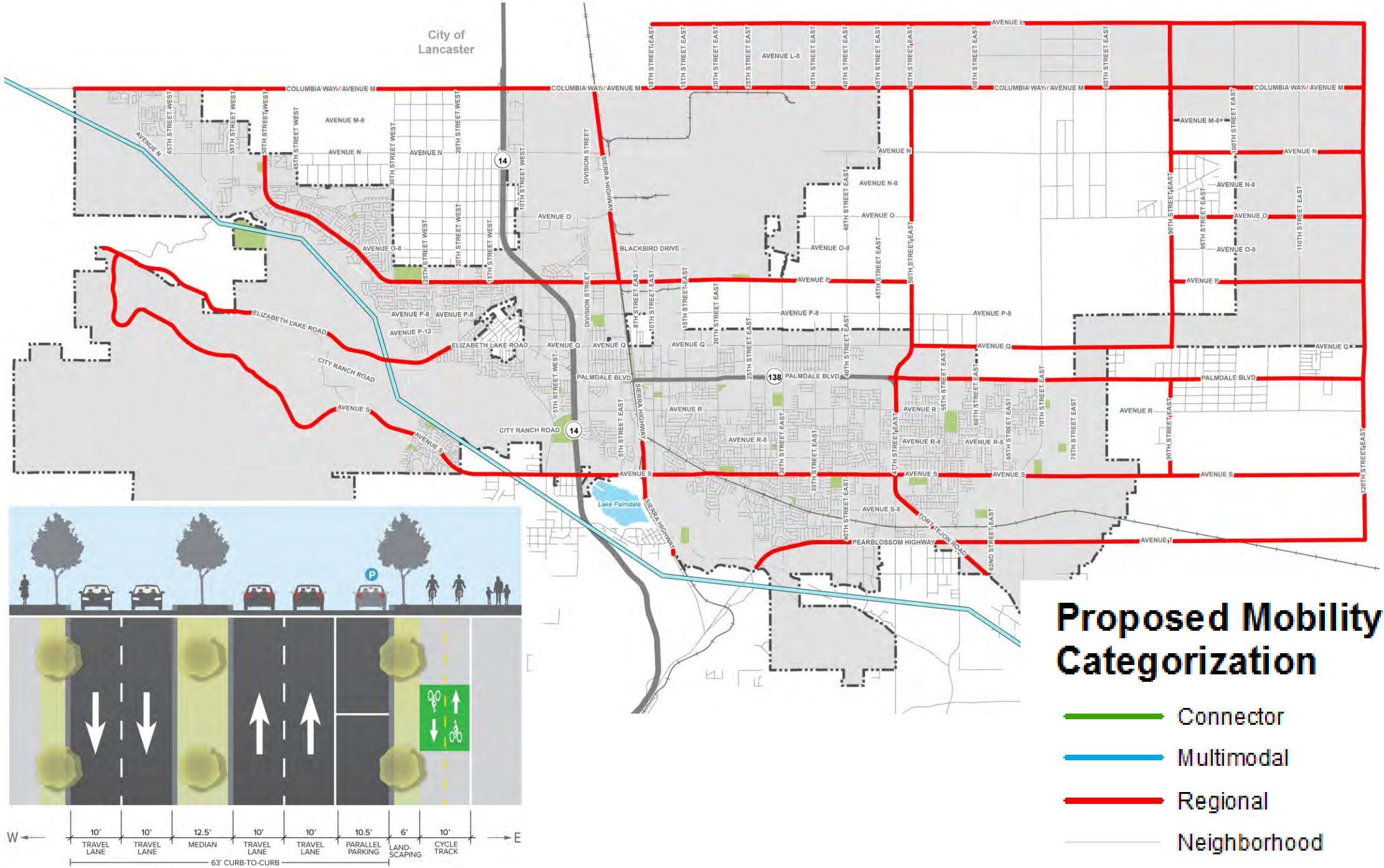
Proposed Street Hierarchy

Proposed Mobility Categorization

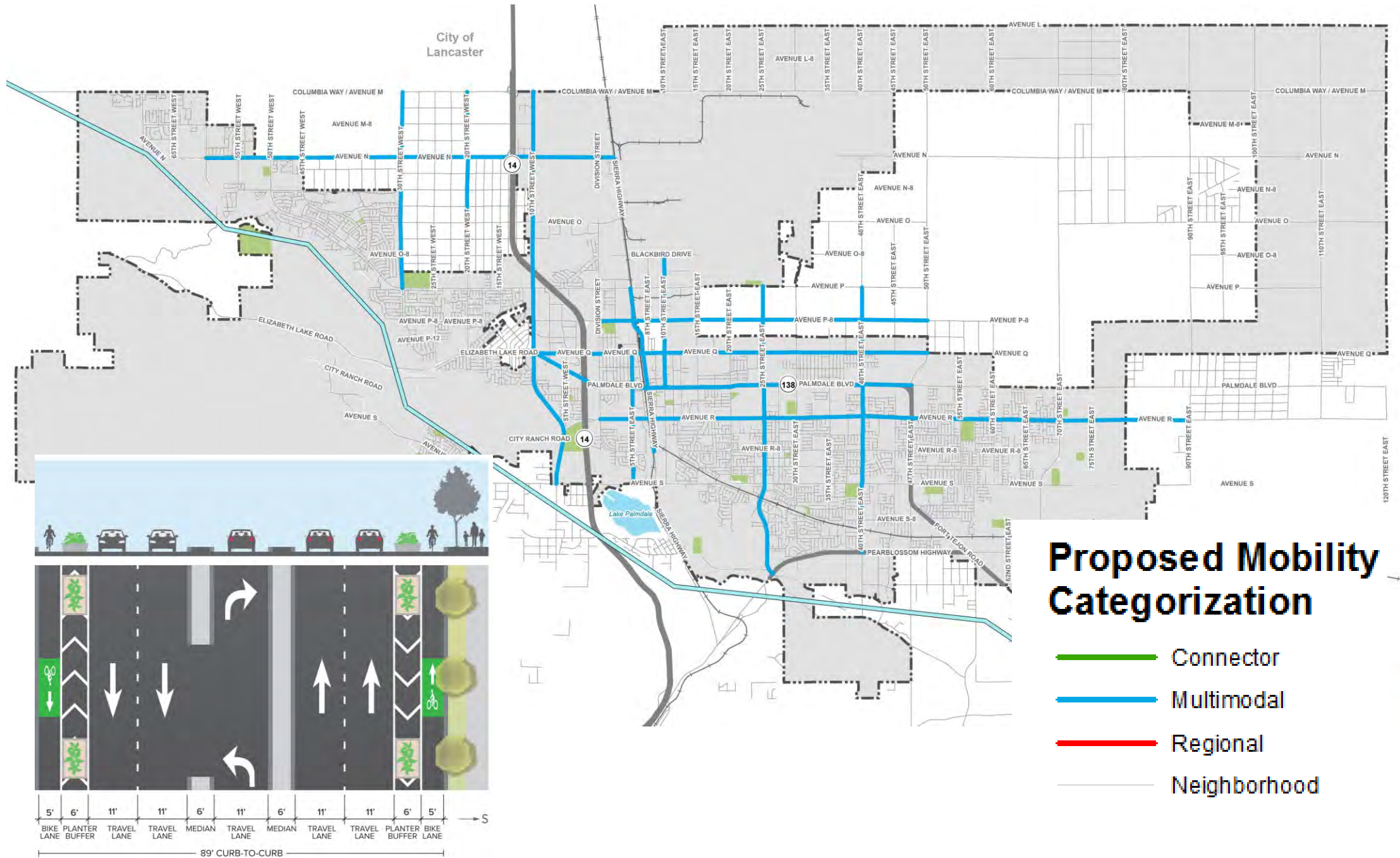
- Connector
- Multimodal
- Regional
- Neighborhood



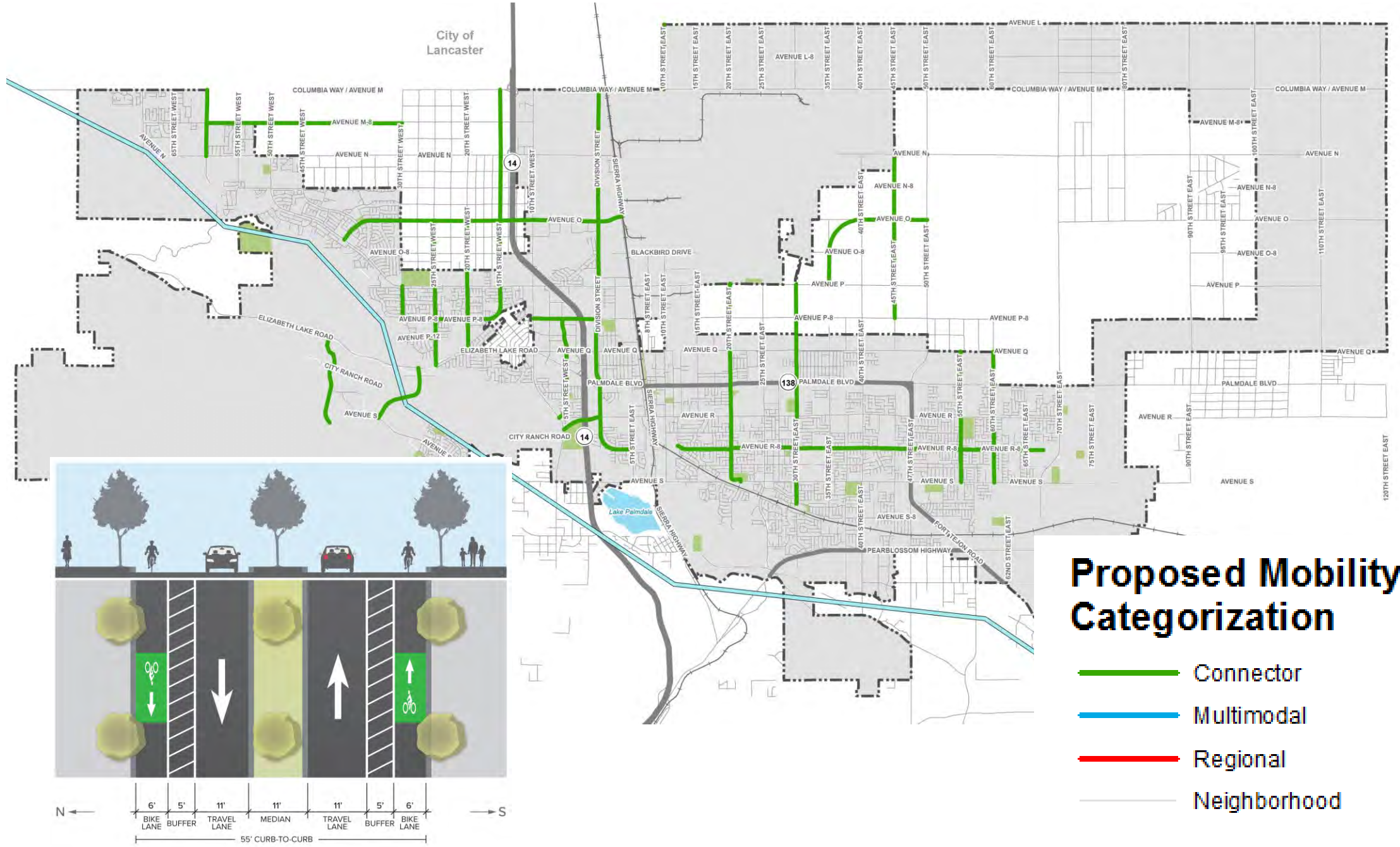
Regional Streets



Multimodal Streets

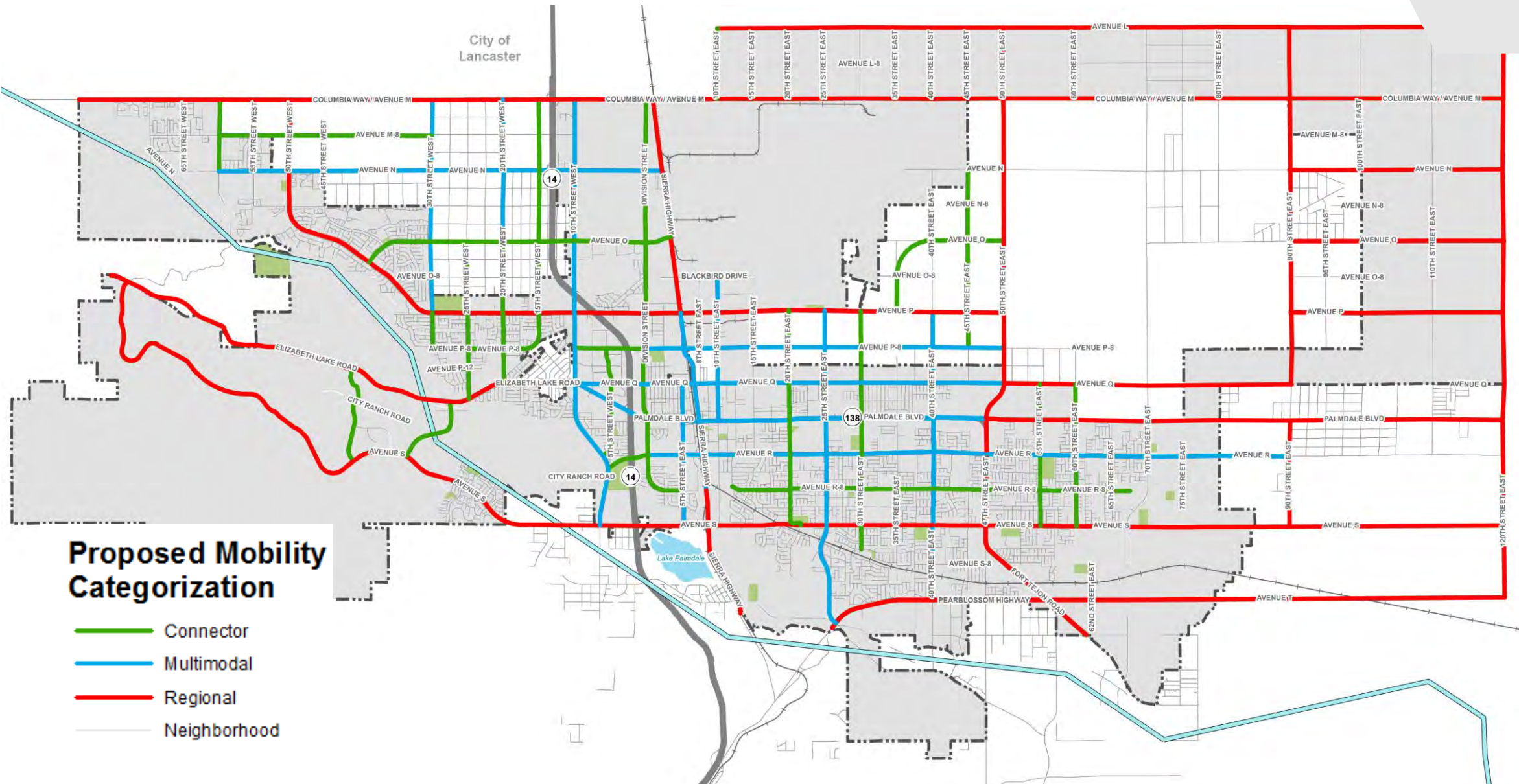


Connector Streets



Proposed Street Hierarchy

POLL



Proposed Mobility Categorization

- Connector
- Multimodal
- Regional
- Neighborhood



Mobility + Land Use Context

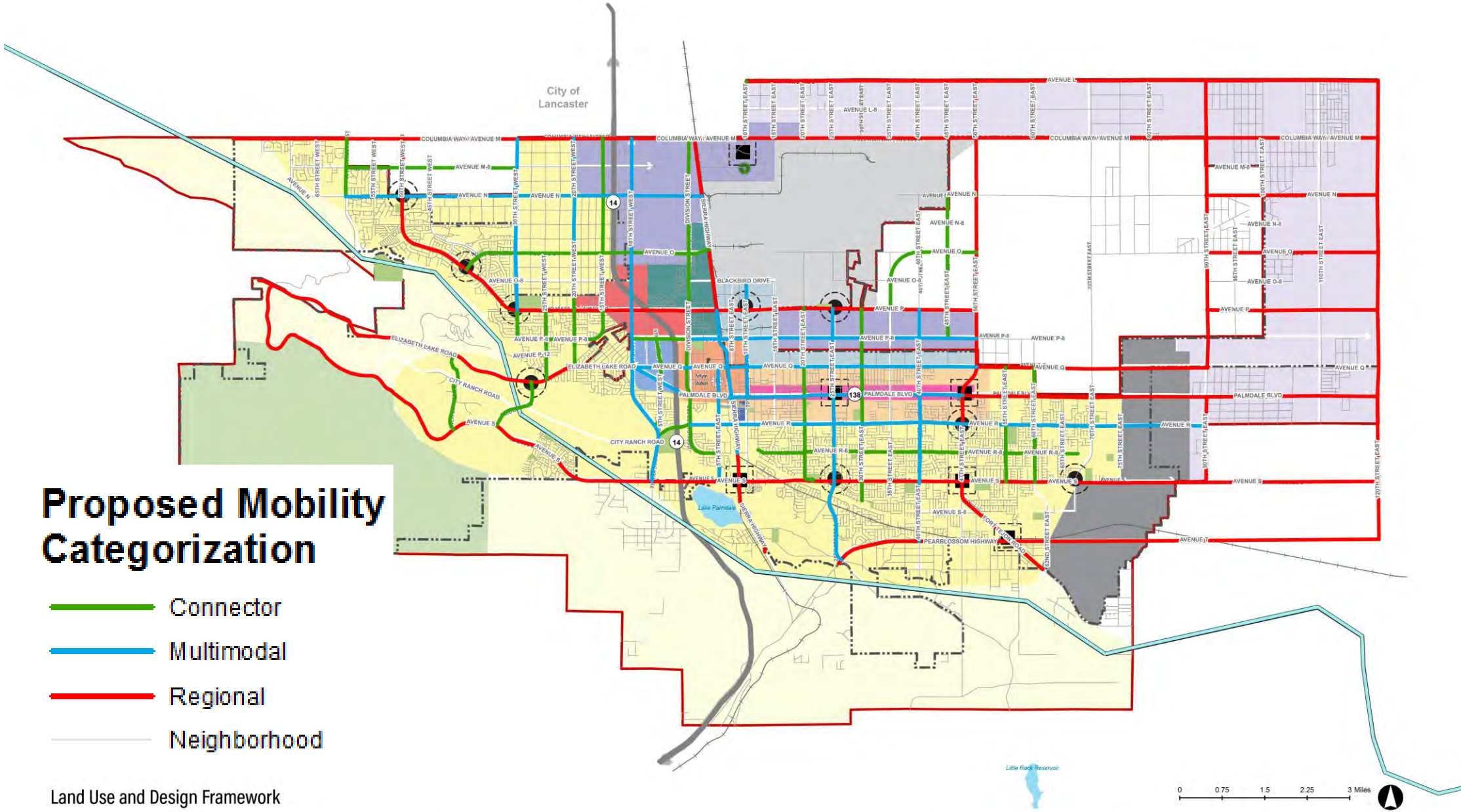
Proposed Street Hierarchy & Preferred Land Use

Proposed Mobility Categorization

- Connector
- Multimodal
- Regional
- Neighborhood

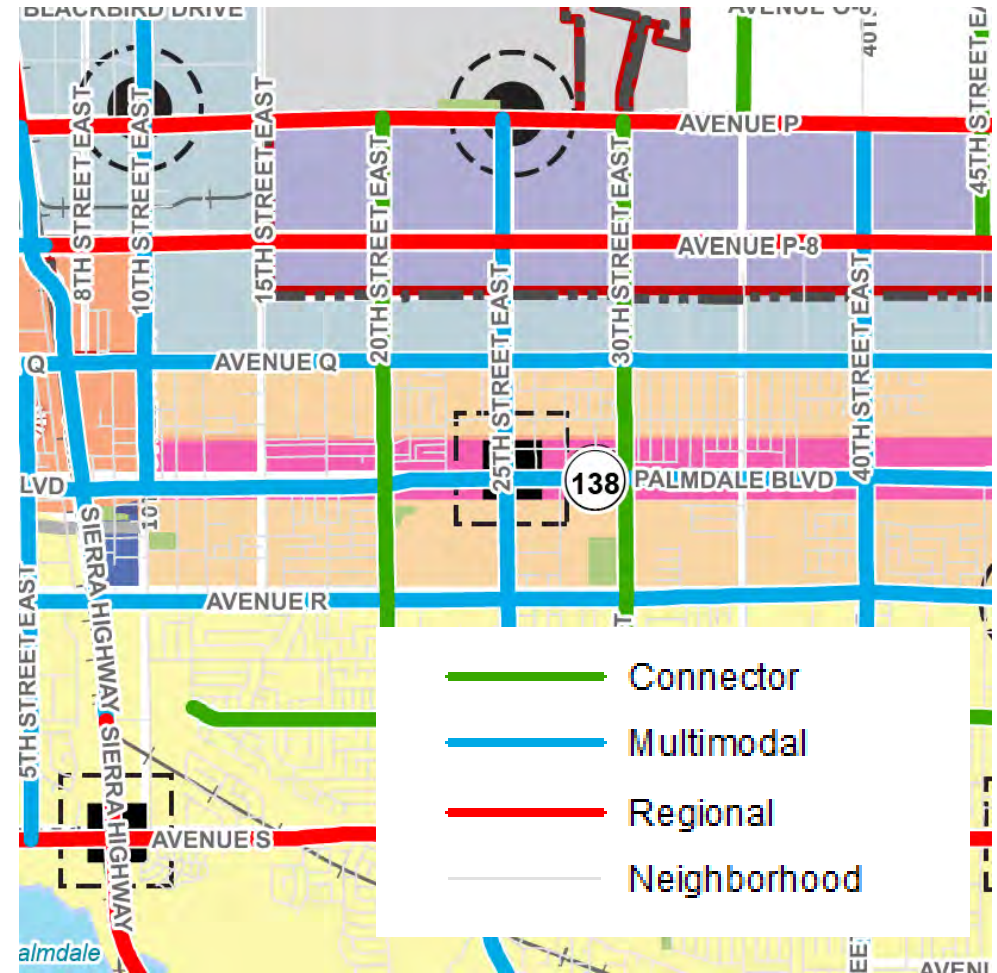
Land Use and Design Framework

- | | | | | | | | |
|---------------------|------------------------|------------------------|------------------|-------------------------|--------------------------|--------------------|----------------|
| City Boundary | California Aqueduct | Mid Town District | Downtown | Plant 42 | Employment District | Transit Station | Multi-Use Node |
| Sphere of Influence | Major Highway/Arterial | Existing Neighborhoods | Medical District | Transitional District | Future Employment | Airport Terminal | Village Center |
| Open Space | Railroad | Future Neighborhoods | Mall District | Mixed Business District | Resource Extraction Area | Mixed-Use Corridor | |



Mobility on Palmdale Boulevard

- Focus on multimodal connectivity along a commercial corridor
- Primary Mixed-Use corridor within Palmdale
- Connects Downtown and Medical district to the west to the parallel Midtown District east of 10th Street East
- Opportunity to support people traveling by all modes on and through the mixed use corridor



Mobility on Palmdale Boulevard

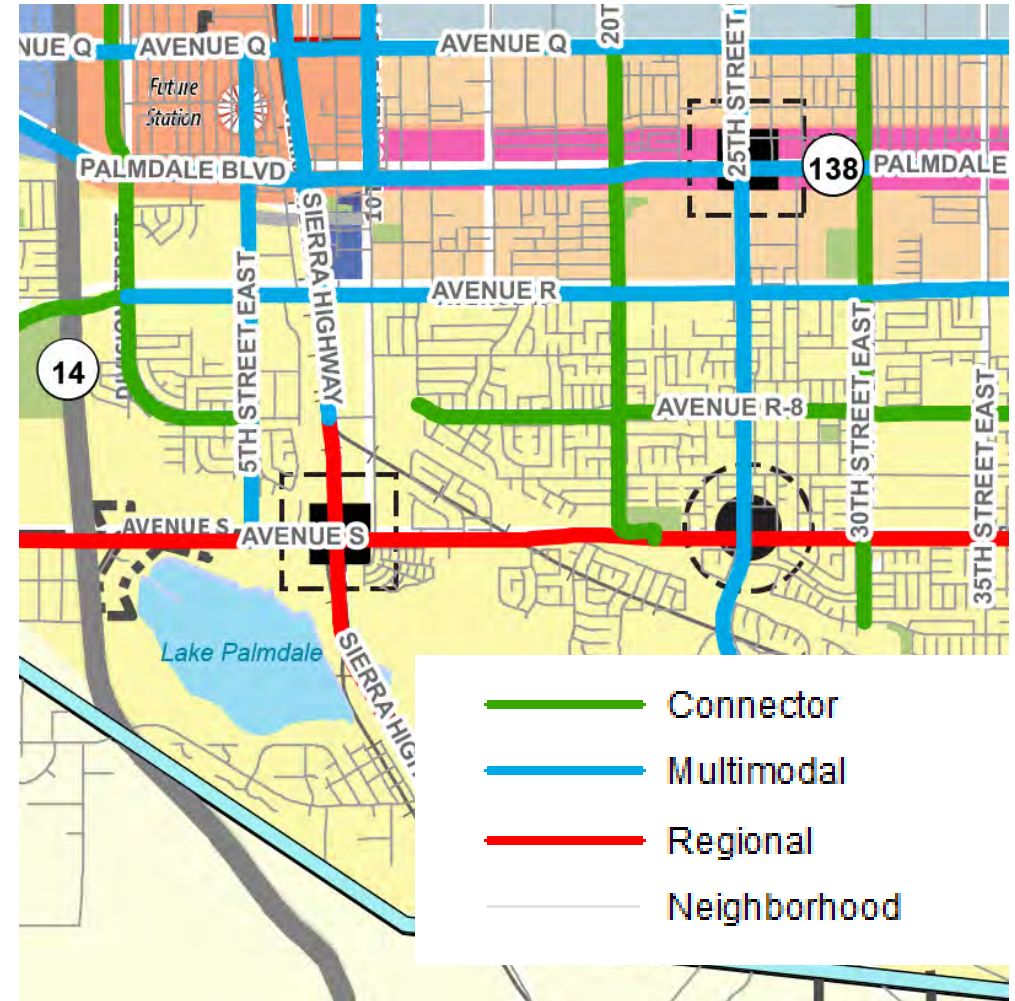
POLL

- Focus on multimodal connectivity along a commercial corridor
- Primary Mixed-Use corridor within Palmdale
- Connects Downtown and Medical district to the west to the parallel Midtown District east of 10th Street East
- Opportunity to support people traveling by all modes on and through the mixed use corridor



Mobility in Village Centers

- Increased focus on multimodal connectivity
 - Supports people walking, bicycling, or taking the bus along mixed-uses and mixed neighborhoods
- Regional facilities provide options to go through Palmdale
- Connectors and multimodal streets bring people to Village Centers



Mobility in Village Centers

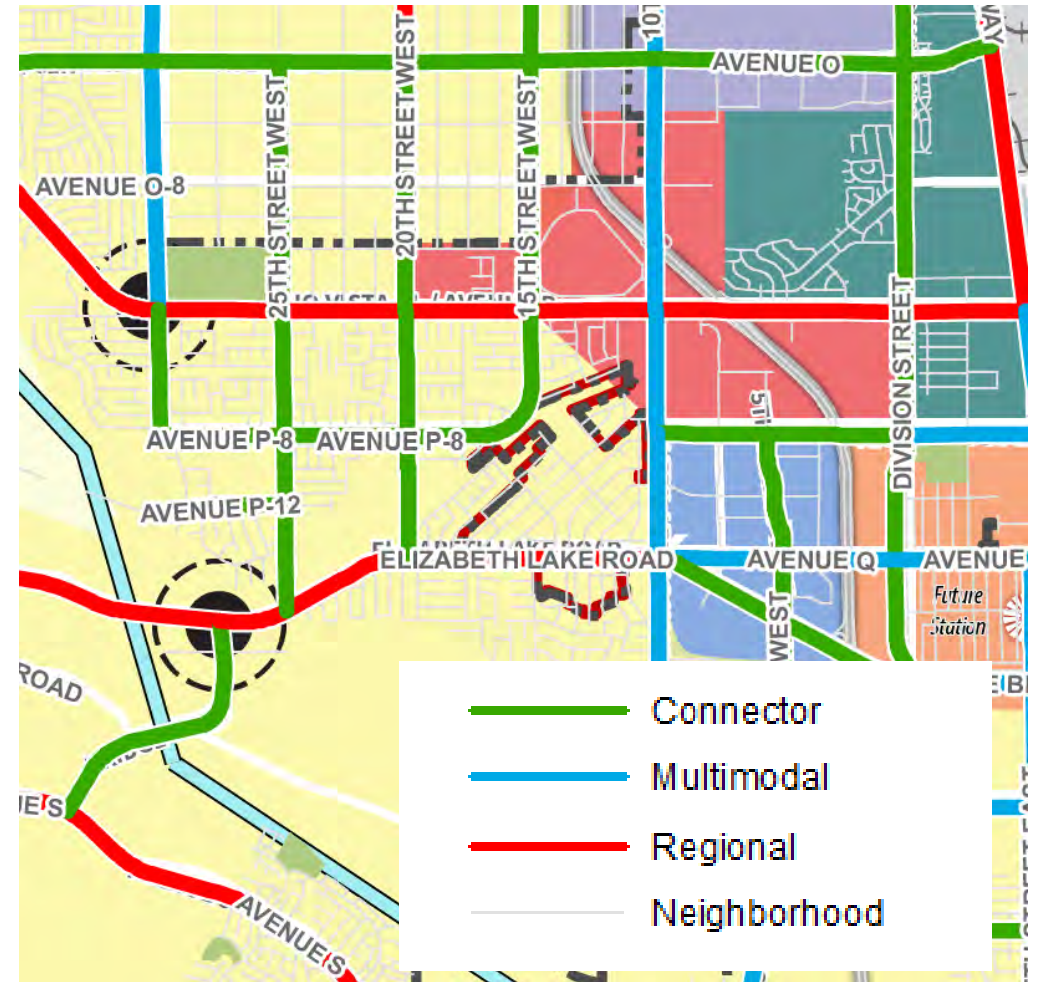
- Increased focus on multimodal connectivity
 - Supports people walking, bicycling, or taking the bus along mixed-uses and mixed neighborhoods
- Regional facilities provide options to go through Palmdale
- Connectors and multimodal streets bring people to Village Centers



Photo source: NACTO

Mobility in Residential Neighborhoods

- Focus is on creating safe environments for our communities, especially near schools
- Key Challenge: Limited Connectivity between gated communities
- Main arterials are typically Regional or Multimodal in nature – often separated by walls
- Connector streets link Regional and Multimodal corridors
 - Designed to limit cut through traffic and support multimodal travel



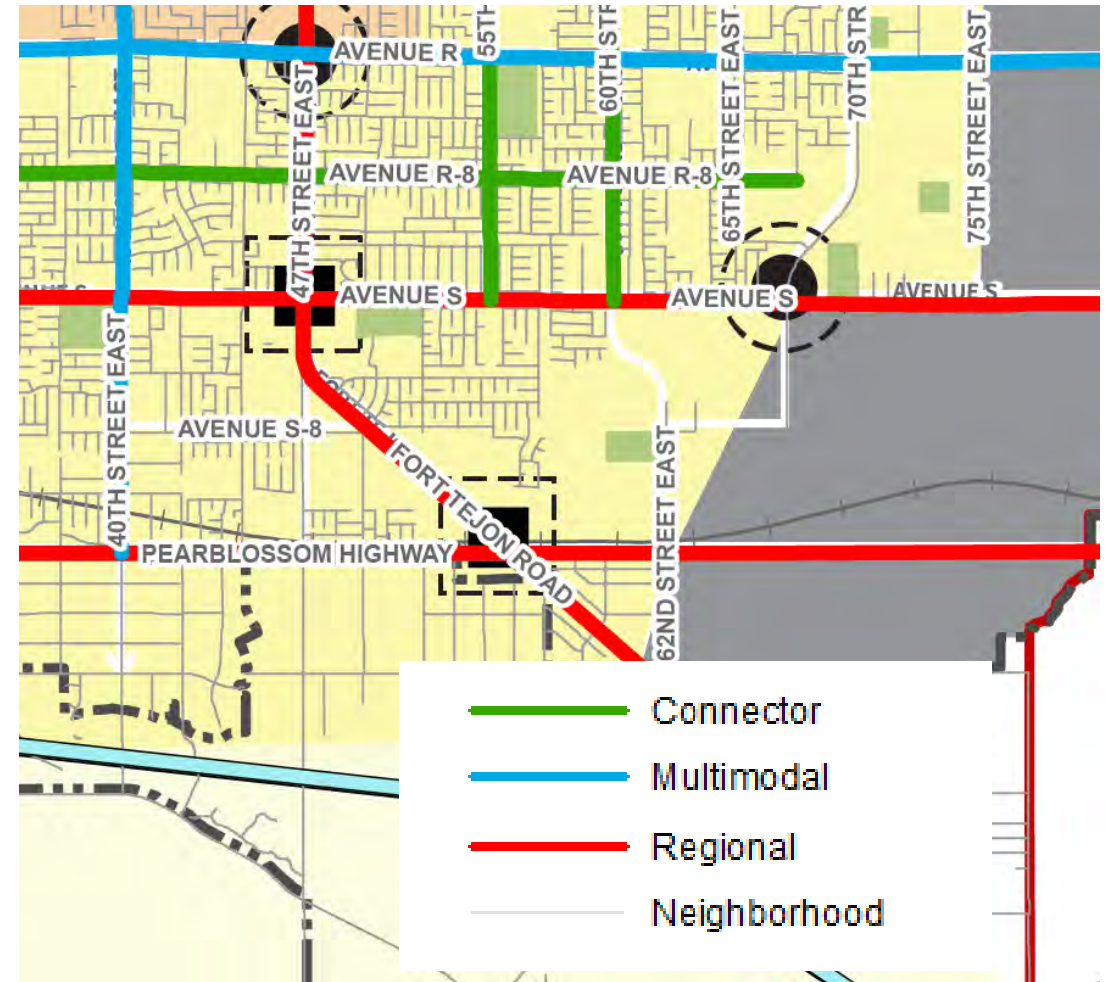
Mobility in Residential Neighborhoods

- Focus is on creating safe environments for our communities, especially near schools
- Key Challenge: Limited Connectivity between gated communities
- Main arterials are typically Regional or Multimodal in nature – often separated by walls
- Connector streets link Regional and Multimodal corridors
 - Designed to limit cut through traffic and support multimodal travel



Mobility along Rural Arterials

- Lower Density communities enjoy a more rural environment
- Regional facilities may be more common, but can be safe with, improved crossing opportunities for people walking, accessing trails, or equestrian riders



Mobility along Rural Arterials

- Lower Density communities enjoy a more rural environment
- Regional facilities may be more common, but can be safe with, improved crossing opportunities for people walking, accessing trails, or equestrian riders



Photo source: bikeportland.org

POLL

Reactions, Ideas, Questions?



Supporting Mobility in Different Contexts

A Toolkit of Solutions

- Roadway categories and street sections provide framework for incorporating design improvements
- A toolkit of specific treatments helps solve challenges at a more local level
- Building on work completed by the Draft Complete Streets Plan
 - Identifies nearly 30 features for improving safety
 - Many applicable in all contexts

Toolkit Facilities for Village Centers



Separated bicycle facilities create a comfortable environment for people bicycling, and allows for access to local destinations



Adequate shelter at bus stops helps improve visibility of transit services and creates a more comfortable experience for passengers.



Sidewalks have amenities like shade and seating, and provide access to places to shop or eat, places to work, and homes.

Toolkit Facilities for Suburban Communities



Suburban communities usually feature cul-de-sacs and walls, which limit connectivity. Opportunities should be explored to identify where walls could be opened up for people walking or bicycling to access trails.



Curb Extensions (left) and chicanes (right) help moderate speeds in residential communities and make people more visible at crossing locations.



Using paint to clearly delineate travel lanes, parking, and bicycle lanes where possible, helps reduce speeding in communities.

Toolkit Facilities for Rural Arterials



Along roadways that carry faster traffic, separation works best. Developing bicycle facilities and/or walking and equestrian paths provide a safe space that allows for regional travel and supports local activities.



Medians can help distinguish a part of the community and supports safety by modulating traffic and creating a divider between opposing traffic.



Cross streets in rural communities may be limited, which may require midblock crossing opportunities to access trails or other resources. Pedestrian refuge medians and lights enhance safety and visibility.



Reactions, Ideas, Questions?

Next Steps

Next Steps

- Consensus building for modal hierarchy approach
- Development of cross section standards
- Explore programmatic solutions to manage transportation and codify efforts such as Transportation Demand Management

Public Comment

Members of the public please use the link found in the YouTube description to submit comments. You can also email generalplan@cityofpalmdale.org

Upcoming Events and Next Steps



Thank you!

City of Palmdale

Phone

661-267-5200

Email

generalplan@palmdale2045.org