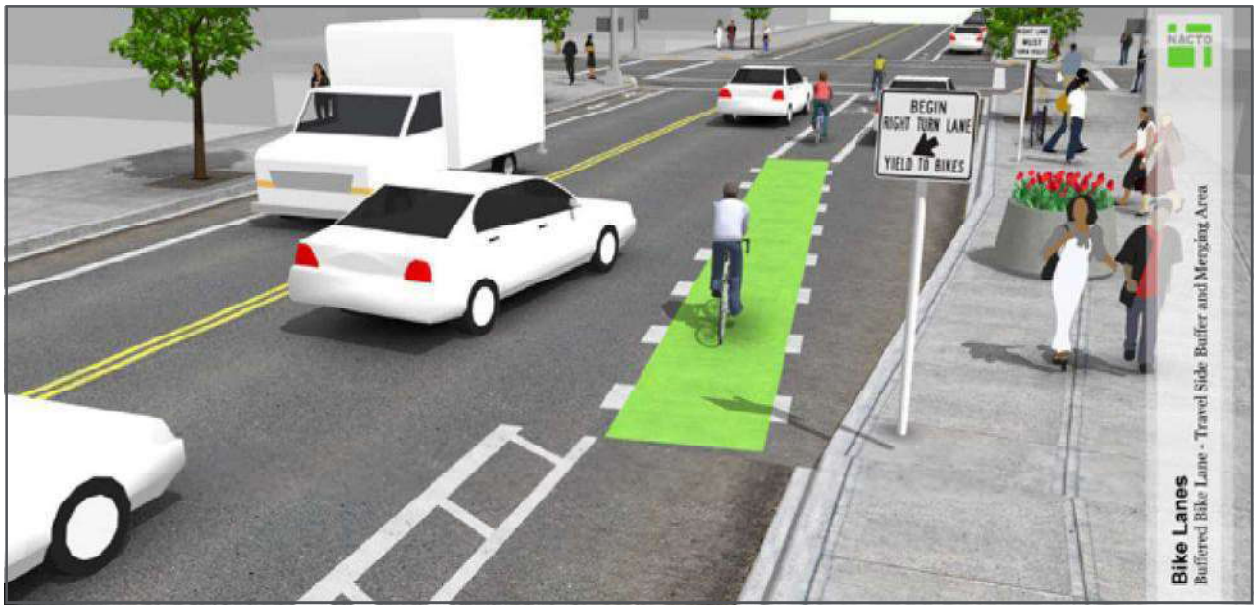


SOURCE: NACTO, 2019

~~FIGURE 6.18. BIKE LANES SHOULD BE STRIPED TO THE LEFT OF RIGHT TURN LANES. ALSO NOTE THE SIGNAGE WHICH~~ REMINDS MOTORISTS TO YIELD TO BIKES.

The Sierra Highway Bike Trail and 6th Street East bike lanes will provide excellent north-south connectivity along the Union Pacific Railroad alignment. A brief summary of key destinations follows:

City Facilities. City Hall, the Main Library, Cultural Center and other civic institutions are clustered around Poncitlan Square, to the southeast of the Palmdale Transportation Center. These destinations will be easily accessed via the Sierra Highway Bike Trail, once the railroad grade separation at Avenue Q and Palmdale Boulevard are completed.

East-West Access. To the east, Avenue Q will provide the main access, once the railroad grade separation is completed. The key issues, discussed below, relate to (1) the design of these facilities; and (2) access to them from the Palmdale Transportation Center.

Neighborhoods to North. The Sierra Highway Bike Trail provides good access from the Palmdale Station to the City of Lancaster and points in between, provided that a connection is made via 5th Street East. Given the incomplete nature of the east-west grid, however, additional provision could be explored on 3rd Street East, to access Avenues P-1 to P-6 between 3rd Street East and Division Street.

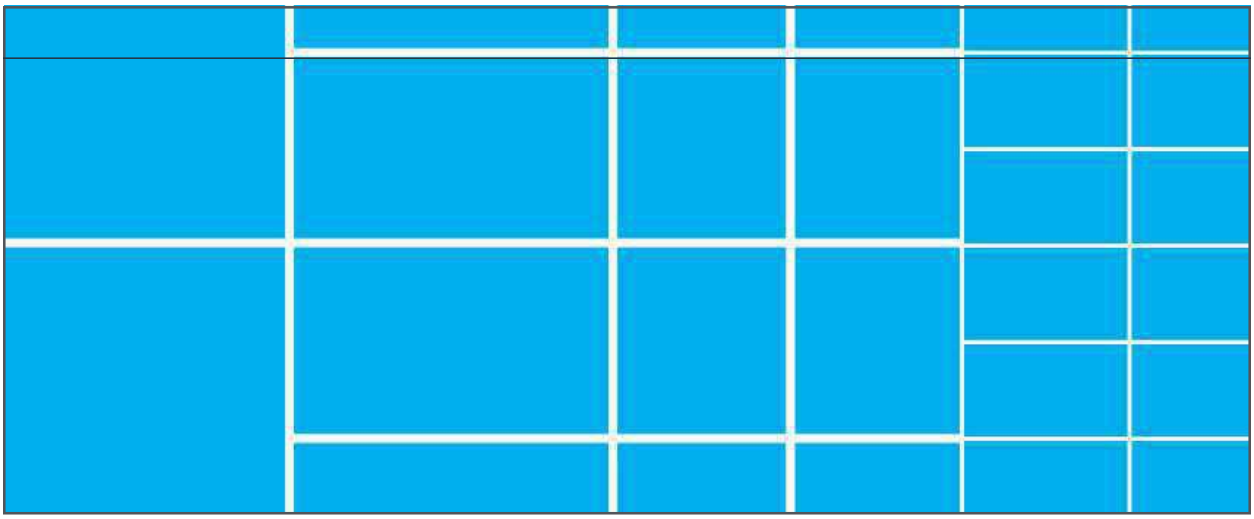
It should be noted that the HSR Project will displace the current alignment of Sierra Highway north of Technology Drive, along with the adjacent bikeway and multi-purpose trail. The roadway and trail will be realigned to the west by up to approximately 1,000 feet, with a precise alignment still to be determined.

Neighborhoods to South. As noted above, the Avenue Q railroad crossing and Palmdale Blvd grade separation at the rail tracks will link downtown with the Palmdale Transportation Center via the Sierra Highway Bike Trail. To the west of the tracks, cyclists can access the 5th Street East bike lane.

6.3.2. Potential Improvements

Recent planning studies prepared for the Palmdale Transit-oriented Development Overlay Zone and the Avenue Q Feasibility Study emphasize the development of shorter block lengths to facilitate pedestrian, bicycle and neighborhood connectivity.

Figure 6.19 illustrates the short-block network of local streets proposed by these related planning efforts. The Palmdale Transit Area Specific Plan supports this general concept in principle. Connectivity to the Palmdale Station and across the rail corridor will be identified as part of the detailed station design process. At a minimum, connectivity is recommended at Palmdale Boulevard, Avenue Q and Technology Drive.



SOURCE: NACTO, 2019

FIGURE 6.19. PROPOSED SHORT-BLOCK NETWORK OF LOCAL STREETS

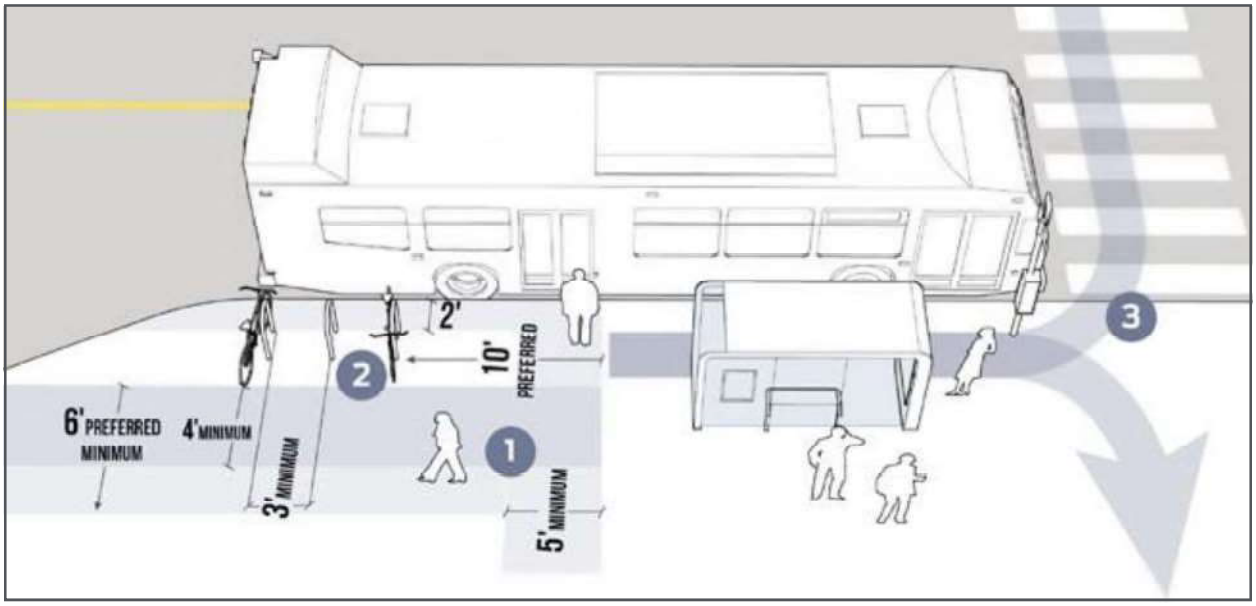
6.3.3. Bicycle Parking

Bicycle racks are to be located in places that do not interfere with pedestrian or vehicular traffic and near front and employee entrances. For safety purposes, they should be located in areas where surveillance is available from the primary building parking and pedestrian access areas and with easy connection to the external circulation system. A rack or other secure device shall be provided for storing and protecting bicycles from theft. The 2016 California Green Building Standards Code establishes short-term (non-residential) bicycle parking requirements as five percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack. Bicycle parking is necessary for commuters at the future multi-modal transportation hub, and also to serve residential and commercial uses. Per the California High Speed Rail Authority (CHSRA) design standards, there should be a sufficient number of bicycle racks, located close to the station entry, in highly visible areas, to encourage bicycle use and promote security. Bike lockers and bike stations allow for secure, long term, weather protected bicycle parking.

The Palmdale Station could implement bicycle parking regulations to secure adequate long term and short term parking for bicycles, thereby promoting alternative transportation. By providing additional sustainable transportation choices for residents and commuters, the Station reduces traffic congestion and air pollution.

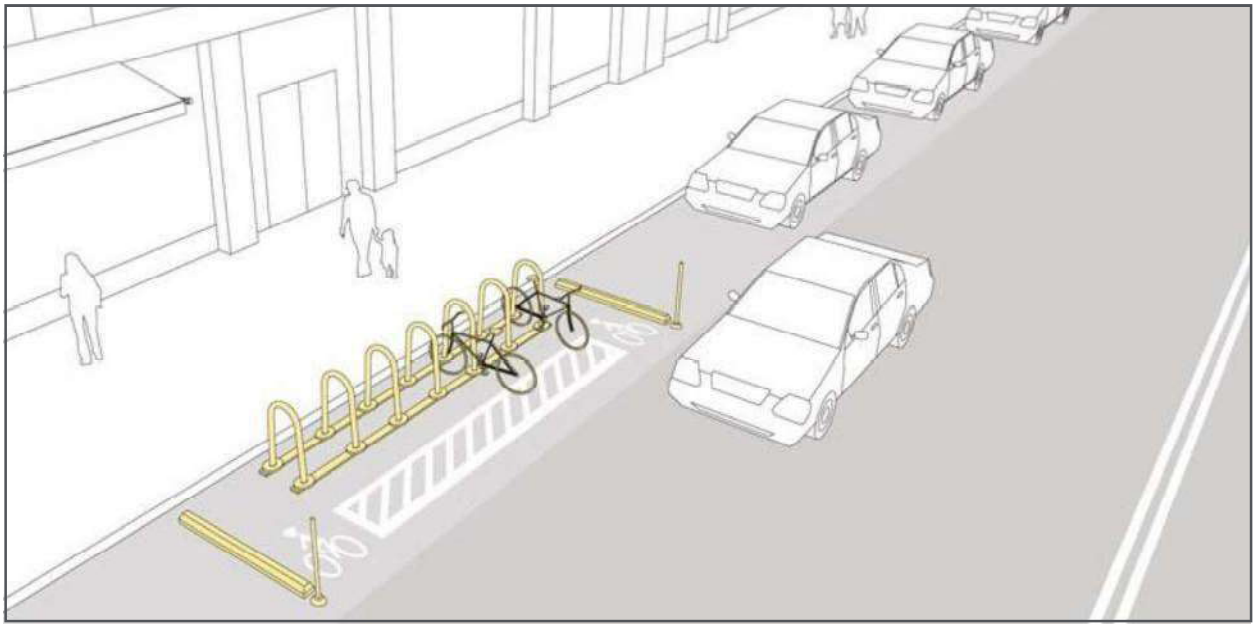
SOURCE: METRO LA

FIGURE 6.20. BICYCLE LOCKERS ARE REQUIRED AT THE FUTURE MULTI-MODAL TRANSPORTATION HUB



SOURCE: NACTO, 2019

FIGURE 6.21. BIKE RACKS ARE NECESSARY ON COMMERCIAL STREETS IN THE SPECIFIC PLAN AREA.



SOURCE: NACTO, 2019

FIGURE 6.21. (CONT'D) BIKE RACKS ARE NECESSARY ON COMMERCIAL STREETS IN THE SPECIFIC PLAN AREA.

6.4. Off-Street Parking

Chapter 17.87 of the PMC specifies the number, use, and design standards for off-street parking required for the development or use of real property. All provisions of Chapter 17.87 shall apply to the PTASP with the following reductions:

A parcel of real property which is located within the boundaries of areas designated as Urban Core and Urban Center on the PTASP "Regulating Plan" shall be allowed a reduction in the quantity of required off-street parking spaces as specified below.

- The required minimum off-street parking for specified residential uses (condominiums et al, multiple family residential apartments, and townhouses) shall be 0.5 space (or rounding down) per unit lower than listed in Figure 6.22
- The required minimum off-street parking for all non-residential, non-specified uses shall be as indicated in Figure 6.22
- There shall be no minimum parking requirements for the following specified uses: carnivals, open air commercial uses (swap meets, farmer's markets, and similar outdoor uses), and parks to include outdoor plazas.
- Allow for on-street parking to account for off-street parking on a 1 for 1 basis. Private property owners will not be held accountable to replace on-street parking should it be eliminated in the future.
- Allow for reductions to vehicle parking with bicycle parking requirements (e.g. if a bicycle locker room or other adequate space for 5 bicycle spaces is provided, a reduction of 1 vehicle parking space is allowed for up to 75% of original minimum requirement).

Use	Parking Ratio
Assisted living facilities	One space for every four beds, plus one space for each employee scheduled to work on the largest shift.
Auto Repair	One space per 250 square feet of gross floor area. No inoperable vehicle may be parked within a required parking space.
Automobile Service Stations	Two parking spaces for employee parking. Additional parking for non-fuel sale uses shall be calculated according to use.
Churches, chapels, mortuaries auditoriums, theaters, sports events, rodeos, and other similar spectator uses	One space per five fixed seats or one space per 45 square feet of spectator area where seats are not fixed. 18 lineal inches of bench seating shall equal one seat. Additional parking for non-related uses are calculated according to use.
Commercial uses, unspecified	One space per 325 square feet of gross floor area.
Condominiums, community apartments, stock cooperatives and other limited equity cooperatives	Studio: One and one-quarter spaces per unit, one of which must be located within an enclosed garage. One Bedroom: One and one-half spaces per unit, one of which must be located within an enclosed garage. Two or More Bedrooms: Two and one-quarter spaces per unit, two of which must be designated for a specific dwelling unit. Of the two designated spaces, a minimum of one space shall be located within an enclosed garage.
Convalescent homes, group care	One space per four beds.
Day care centers	One space for each classroom; plus one for every 25 students.
Financial institutions, banks, savings and loans	One space per 250 square feet of gross floor area.
Health clubs, gymnasiums, dance studios and other similar participatory facilities	One space per one 125 square feet of gross area, excluding court facilities; plus two spaces per court facility.
Hotels, motels	One space per guest room; plus one space per 125 square feet of eating area in a restaurant/coffee shop; plus one space per 100 square feet of seating area in a meeting or banquet room; plus one space per four employees on the largest shift.
Industrial/manufacturing uses, unspecified	For each structure: 1 – 5,000 square feet – One space for each 625 square feet of gross floor area (gfa) 5,001 – 10,000 square feet – One space for each 950 square feet of gfa 10,001 – 50,000 square feet – One space for each 1,250 square feet of gfa 50,001 + square feet. – One space for each 1,600 square feet of gfa (Includes up to 25 percent of gfa used for office space; over 25 percent of gfa, office space requires one space per 325 square feet)
Libraries, museums, galleries	One space per 325 square feet of gross floor area.
Multiple-family residential apartments	Studio: One and one-quarter spaces per unit, one of which must be covered and designated for a specific dwelling unit. One Bedroom: One and one-half spaces per unit, one of which must be covered and designated for a specific dwelling unit. Two or More Bedrooms: Two and one-quarter spaces per unit, one of which must be covered and designated for a specific dwelling unit.
Office, medical	One space per 250 square feet of net leasable floor area.
Office, professional	One space per 325 square feet of net leasable floor area.
Parks	Eight spaces per net acre of active recreational area within a park or playground; plus four spaces per net acre of passive recreational area within a park or playground – no minimum parking requirement if park includes an outdoor plaza.
Public buildings and facilities	One space per 250 square feet of floor area for public buildings or facilities frequently visited by the public. One space per 500 square feet of floor area for public facilities not frequently visited by the public.
Research and development, light industrial	Four spaces per 1,000 square feet of gross floor area. For developments where office space exceeds 25% of the gross floor area, parking for that portion of office space shall be required at one space for each 325 square feet of floor area.

FIGURE 6.22. OFF-STREET PARKING

Restaurants, drive-through, bars and other eating or drinking places	One space per 125 square feet of dining-room floor area, with a minimum of seven spaces. Where there is no on-site consumption of food or beverages, one space per 325 square feet of gross floor area.
Retail uses	One space per each 325 square feet of gross floor area.
Schools, grades K-9	One and a half spaces per classroom
Schools, grades 10 and above	Four and a half spaces per classroom.
Senior citizen housing	One space per unit, which must be covered and designated for a specific dwelling unit.
Service-oriented commercial	One space per each 500 square feet of gross floor area
Single-family residential	Fully enclosed two car garage with a free and clear interior dimension of 20 feet in width by 22 feet in depth or tandem parking with a free and clear interior dimension of 12 feet in width by 44 feet in depth.
Temporary uses	A sufficient number of spaces to accommodate parking for the proposed use, in accordance with that specified for the most comparable use in this Section.
Townhouses	Two and one-half spaces per unit, two of which must be covered and designated for a specific dwelling unit. Of the two covered spaces, a minimum of one space shall be located within an enclosed garage.
Transitional Housing Facilities	One space per employee and one space for every nine beds.

FIGURE 6.22. OFF-STREET PARKING (CONTINUED)

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CHAPTER 7. | PUBLIC SERVICE INFRASTRUCTURE PLAN

Infrastructure is a basic need to serve development and transform urban areas. Public utilities include services provided to a development through municipal agencies such as gas, electrical power, wastewater, domestic water, sewer and telecommunication services. Public services, such as fire and police protection services, are institutional responses to basic human needs, such as health, safety, and welfare. Over time, utility services will need to be expanded and upgraded in order to adequately serve the PTASP area. As part of the expansion and upgrade, an opportunity exists for sustainability practices to contribute to reduce demand and resources to be reused to reduce impacts on the environment. This chapter describes the public utilities and services necessary to serve proposed development. For existing infrastructure, see Section 2.5 Site Infrastructure in Chapter 2. All assumptions made for infrastructure improvements will be refined during final design and development in consideration of the City's sewer and stormwater master plans. Public corridors which currently serve the PTASP area are shown in Figure 7.1.

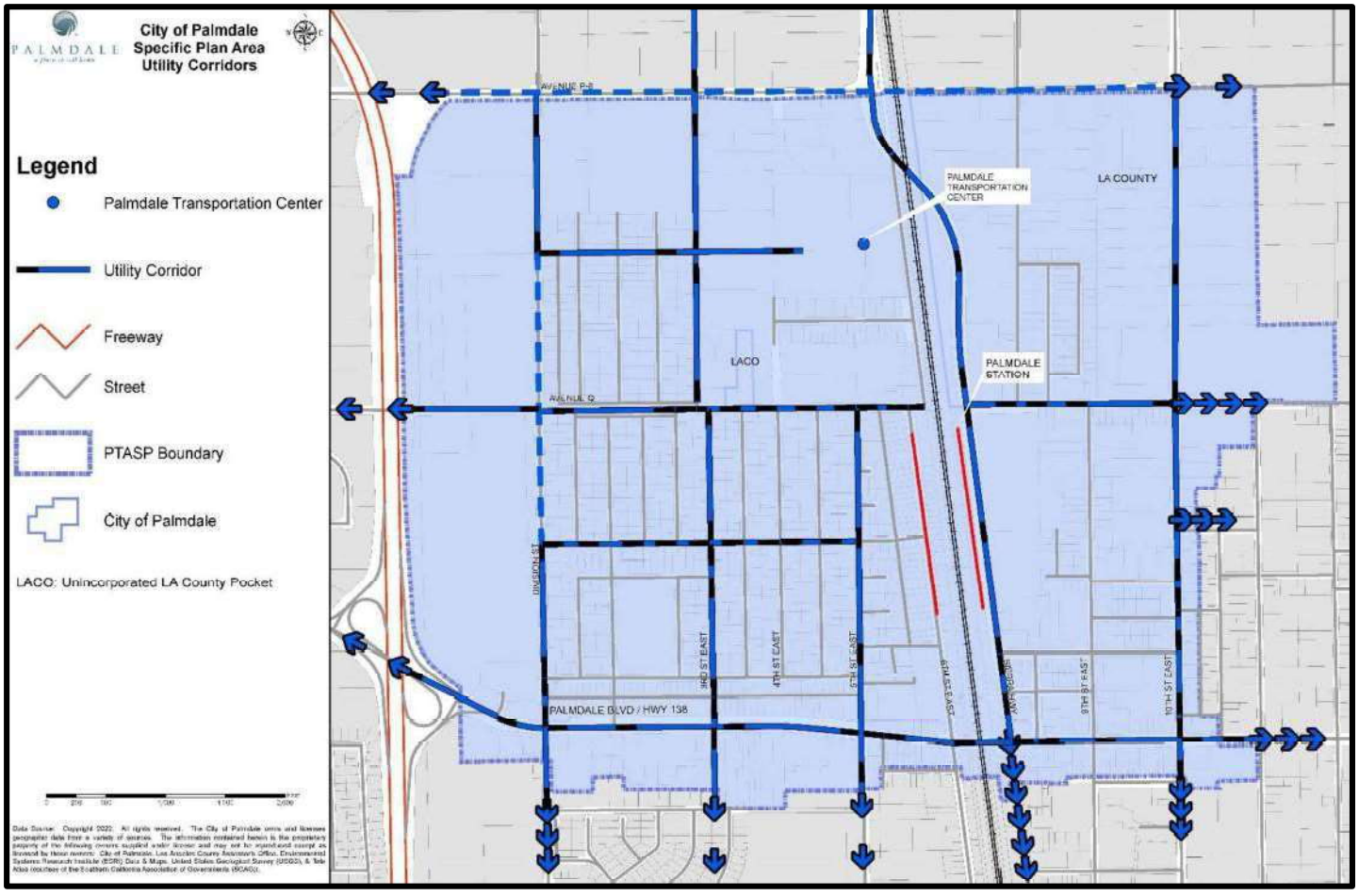
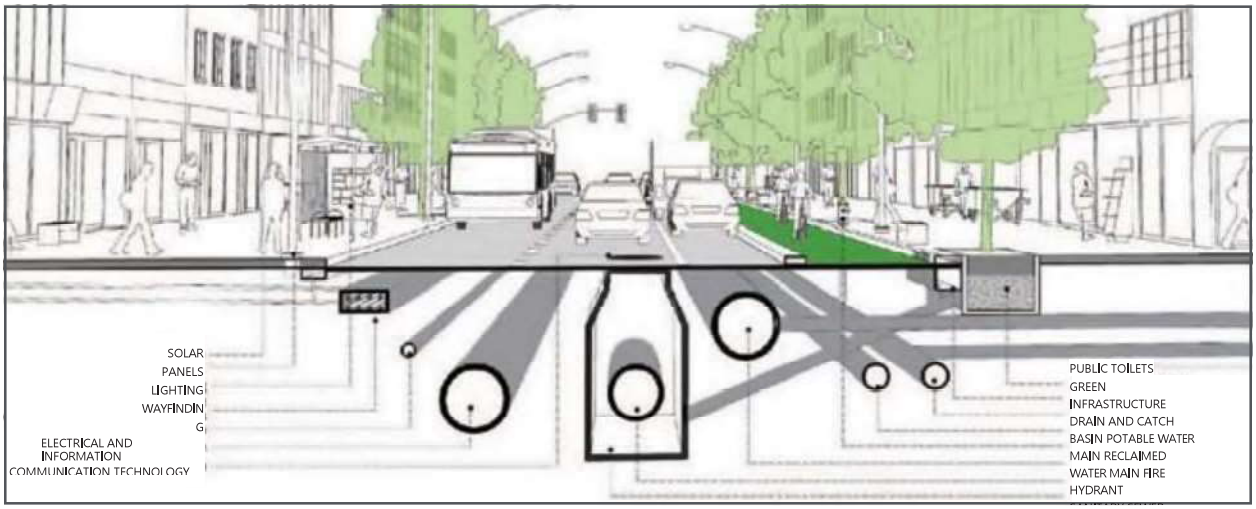


FIGURE 7.1. UTILITY CORRIDORS IN THE SPECIFIC PLAN AREA

7.1. Utility Corridors

Planning for and understanding future utility demands is the key to long-term installations of on-site utilities. Utility corridors can be mapped out between existing and future developments to adjust to their needs. Future development in the area will provide the necessary connections, extensions and upgrades to the existing utilities where required, while maintaining sufficient setbacks to the existing utilities that are to remain in place. Some examples of future utility layout are illustrated in Figure 7.2.



SOURCE: NACTO,2019

FIGURE 7.2. EXAMPLE OF UTILITY LAYOUT

The following sections establish policies for the supply of each utility. Please note that future code changes and design developments may require a change in these directions.

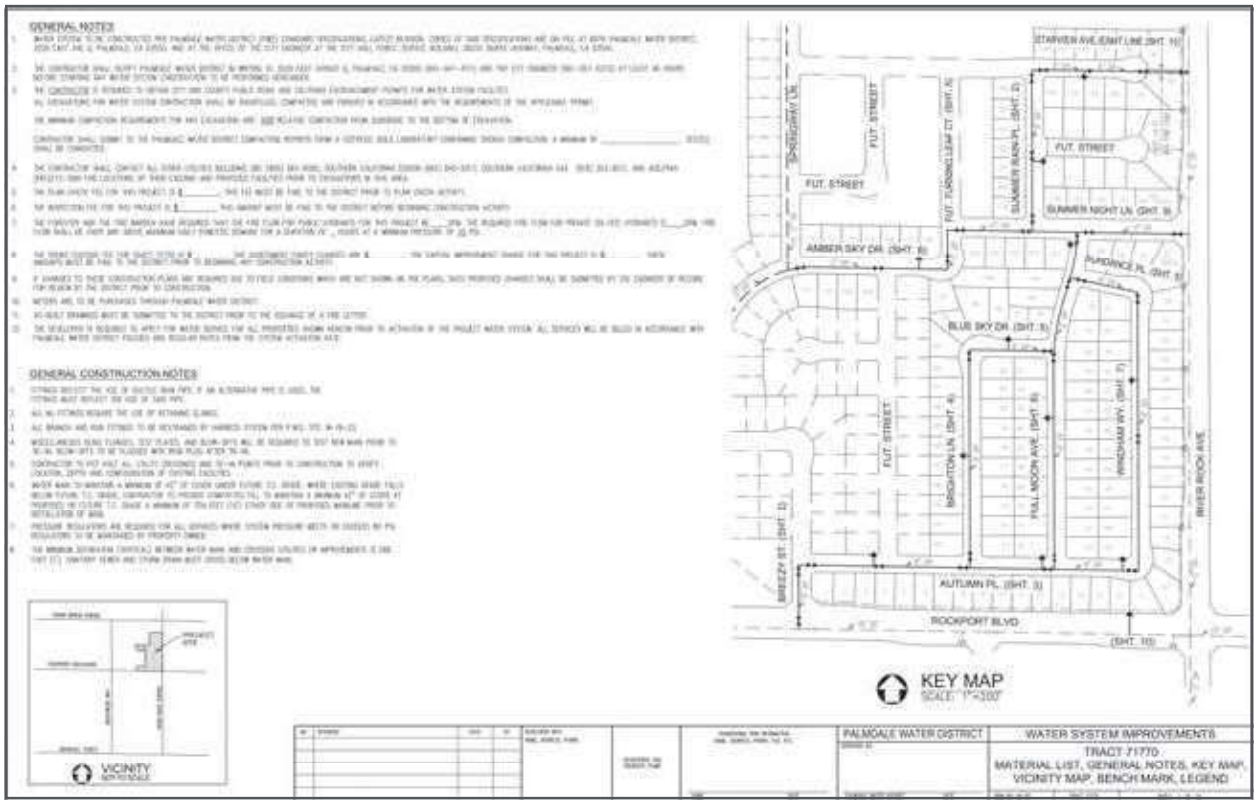
7.2. Domestic Water

The objective for the domestic water supply system is to provide an adequate water supply and an appropriate distribution system to support the development expected within the Specific Plan. Palmdale Water District (PWD) is the service provider for water in the area. According to PWD's 2015 Urban Water Management Plan (UWMP), sources of water supply are primarily from groundwater extraction and imported water from the State Water Project (SWP). Water meters are placed within or near public sidewalks as to keep the water purveyor's (PWD) meter reading task as simple as possible. A water line can be metered once while feeding many buildings. The Water Supply Assessment prepared for TOD3 which determines the future supply needs, size and location of transmission lines, and requirement of booster pump plants shall be evaluated for appropriateness prior to major built-out phases of Specific Plan.

Improvements to the water supply and distribution system shall be made in advance of project demand. Development projects will be responsible for the cost of connections to the PWD water system. The PWD's Engineering Department establishes requirements and conditions, fees and charges for providing water service to currently unserved properties within the District boundaries. To assist individuals planning to install or improve water systems, PWD has Plan Documents and Example Plans, including standard specifications and criteria, for both residential and commercial system improvement plans as shown in Figure 7.3 and Figure 7.4.

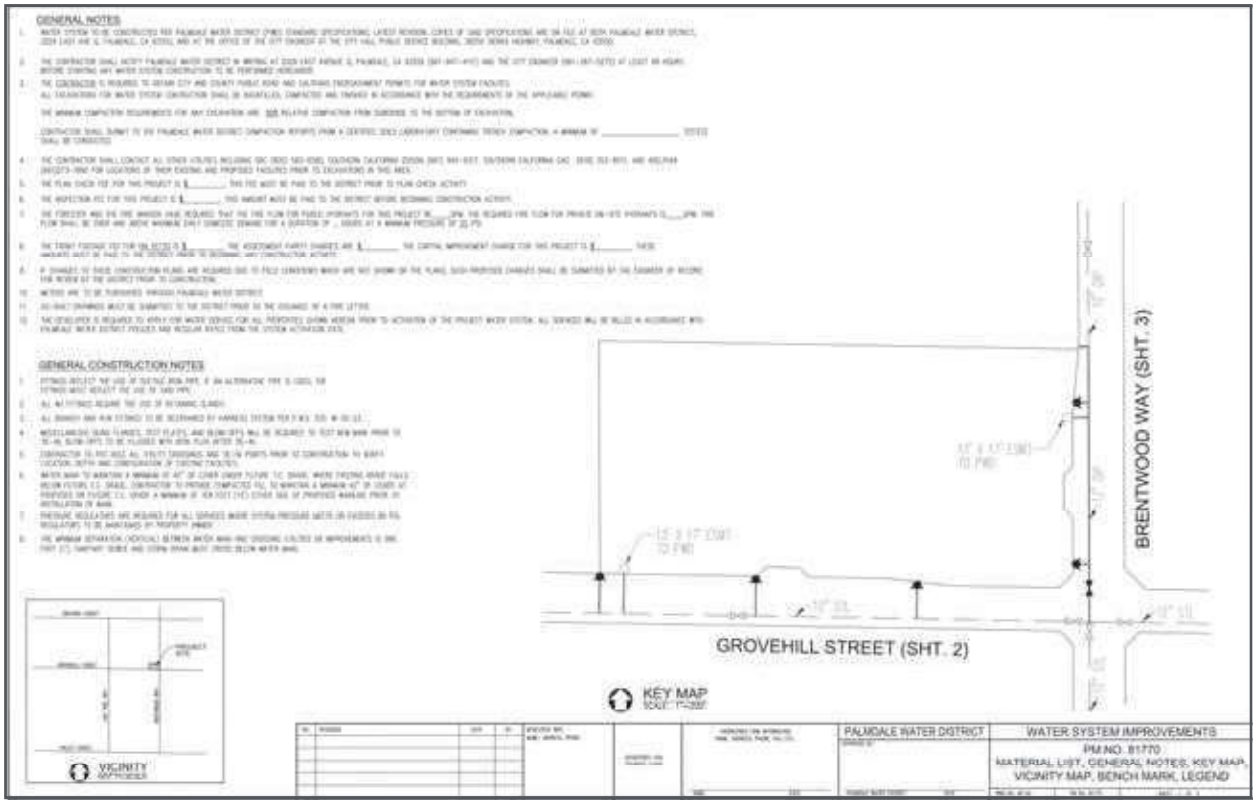
PWD design criteria for new water system improvements include the following:

1. Water mains shall be ten (10) feet from curb face, with 5 feet horizontal and 1 foot vertical separations from other utilities
2. Project shall have two (2) points of connection/sources of supply
3. All water mains must loop (no dead ends)
4. Valves shall be located at right-of-way and property line prolongations
5. All easement lines shall be valved at both ends, have no service connections, and must be ductile iron pipe
6. High points shall have air/vacuum release valves
7. No fittings shall be closer than 6 feet from curb face
8. All systems will require retaining glands with mechanical joints
9. Fire hydrants shall be located on the same side of the street as the water main wherever possible. Blue dots shall be placed 6 inches from centerline toward fire hydrant



SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.3. EXAMPLE OF RESIDENTIAL PLAN LAYOUT (SEE APPENDIX FOR EXPANDED IMAGE)



SOURCE: CITY OF PALMDALE, 2019

FIGURE 7.4. EXAMPLE OF COMMERCIAL PLAN LAYOUT (SEE APPENDIX FOR EXPANDED IMAGE)

7.3. FIRE SERVICE

Fire protection service in Palmdale is provided by the Los Angeles County Fire Department. Fire service to the PTASP area will be provided primarily by Fire Station #37 which is located at 38318 9th Street East, just southwest of the PTASP area. Future street improvement should consider access requirements for fire protection. Fire hydrants should be strategically placed throughout the site in coordination with the fire department to ensure maximum safety and protection.

Fire water lines can tap directly into the street trunk lines and through a detector check typically located near the property line. Fire water lines are typically the same material as domestic water lines, but the PVC material is a C-900 classification. The depth of cover is typically 42-inches. As new development occurs in the PTASP area, fire water lines and hydrants would be constructed as necessary to comply with applicable City and Los Angeles County Fire Department requirements regarding fire water flow and pressure.

7.4. RECLAIMED WATER

PWD and the City of Palmdale jointly created the Palmdale Recycled Water Authority (PRWA) in September 2012. PRWA acts as a separate agency from PWD and the City and manages local recycled water resources. Recycled water supplies are available from the Palmdale Water Reclamation Plant (PWRP), which is located in the City of Palmdale and is owned and operated by Sanitation Districts of Los Angeles County (LACSD). The PWRP is a tertiary treatment plant with solids processing facilities. The plant provides primary, secondary, and tertiary treatment and has a design capacity of 12 million gallons of wastewater per day. The PRWA delivers clean, recycled water as an important local resource to residents and businesses. This resource is a safe, affordable, and reliable source of water for industrial, commercial, and recreational applications; groundwater replenishment; agriculture; and the irrigation of parks, schools, golf courses, roadways, and tree nurseries.

Current infrastructure does not provide recycled water service in the PTASP area. However, the potential for use within the area exists based upon recommendations the PWD's Recycled Water Facilities Plan. The Recycled Water Facilities Plan recommends the future installation of a smaller diameter (less than 12-inch) recycled water pipeline under Sierra Highway from north of Avenue R to Technology Drive, and west along Technology Drive to Desert Sands Park. If PRWA installs these reclaimed water lines, then development in the PTASP area can reconnect their non-potable water needs to this system. Typically, this water is cheaper and a water-saving measure. These systems are connected and metered in the same fashion as the domestic water system.

7.5. SEWER

Wastewater infrastructure in the PTASP area consists of sewer gravity mains that route flows to LACSD trunk sewers. The PTASP area is mostly within County Sanitation District No. 20 of Los Angeles County (LACSD-20), and sewage flows are routed to PWRP through the LACSD trunk sewers. LACSD owns and maintains the trunk sewers, and the City owns and maintains the smaller diameter sewer pipelines. Sewer pipelines within the PTASP area range from 8 to 42-inch in diameter.

New development in the PTASP area will require an adequately sized wastewater collection and treatment system to accommodate the growth under the PTASP. Sewer trunk lines should be a minimum 8-inch diameter made of VCP, PVC solid wall (SDR 35), or ABS solid wall (SDR 23.5) at a 0.40 percent slope (minimum). Individual sewer laterals should normally be four-inch or six-inch diameter, a two percent slope, and five feet of cover. Placement of sewer lines should be coordinated with both existing and future utility lines and buildings. Sewer lines need to stay isolated from other utility lines, especially potable water, with a minimum distance of 10 feet. In areas of heavy vegetation, sewer lines should be encased with concrete or encased by an outer steel pipe. Sewer cleanouts should be placed at 80-foot intervals to allow for proper maintenance. Sewer system and treatment capacity shall be evaluated prior to major built-out phases of the Specific Plan.

7.6. GAS/ ELECTRICAL

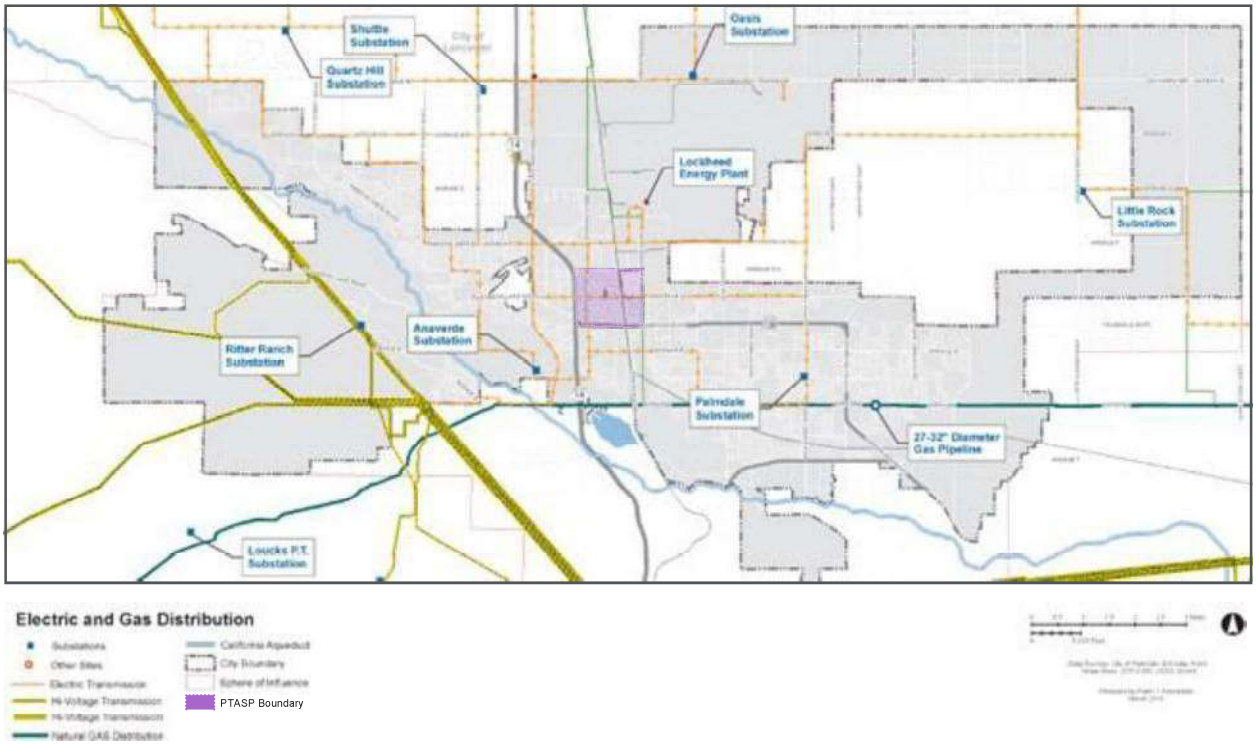
The Southern California Gas Company (SCGC) provides natural gas to the City of Palmdale through the Foothill Distribution Division and the North Basin Transmission Division. Gas is delivered through lines laid in City streets, including in the PTASP area. Figure 7.5 shows the locations of gas distribution along with electricity transmission. Natural gas is used to provide heating, air conditioning, and a power source for cooking appliances. New development in the PTASP area may require the concurrent laying of additional gas lines. Connection to natural gas service shall be provided to supply environmentally friendly resources to the PTASP.

The PMC specifies that “no gas supply system shall be covered or concealed until it first has been tested, inspected and approved". Site gas lines and meters shall be sized based on the available gas pressure and required gas load (determined by the project mechanical engineer). These lines should be polyethylene (PE) at a depth of 3’-6” and covered with metallic tracer wire to help locate in the future. These lines should also be isolated and buffered from other utilities and from development to minimize the risk of damaging them during future construction activities.

Southern California Edison (SCE) maintains the electrical distribution lines and supplies power in the region that includes Palmdale. The electricity distributed by SCE is generated both by SCE owned power facilities as well as through contracts with other energy suppliers in the region. Palmdale is served by SCE from its Vincent Substation, primarily through above-ground utility poles. SCE’s improvement plans to meet increased demand in Palmdale include upgrading substations and conductors, extending power lines, and replacing poles.

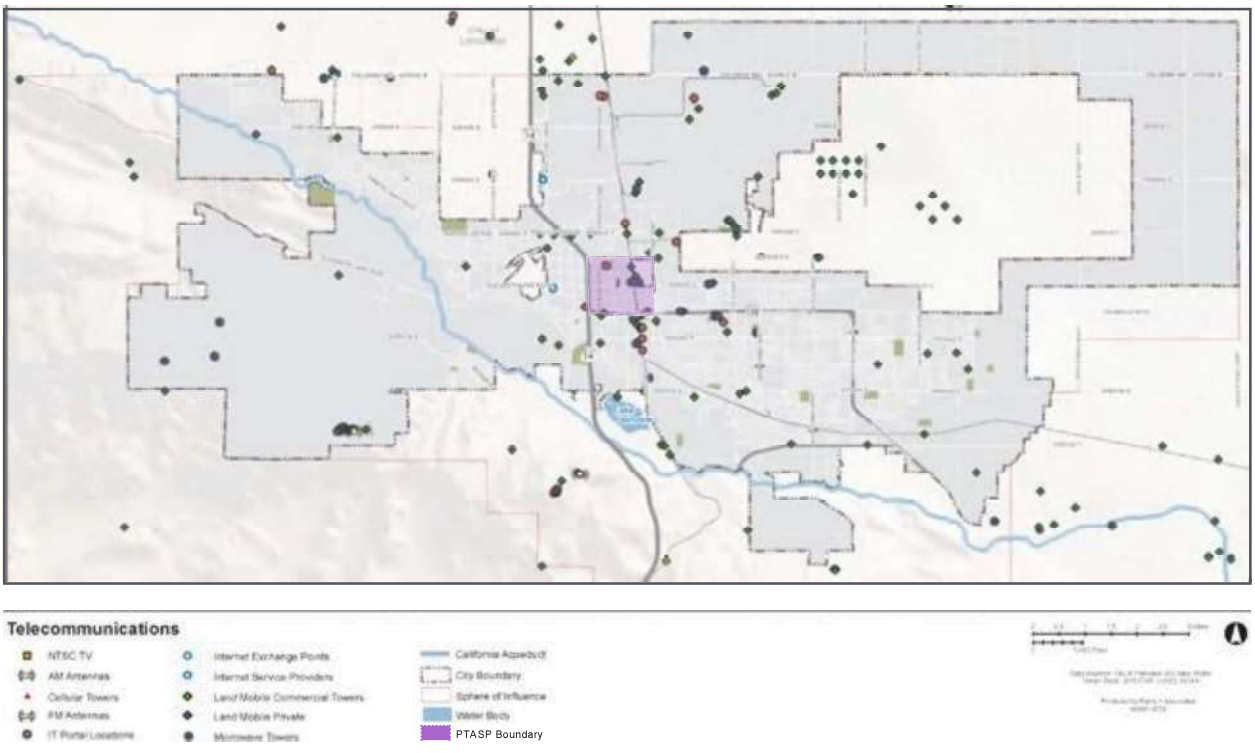
7.7. TELEPHONE / FIBER OPTICS / CABLE TV

Cell phone towers, microwave towers and other telecommunication equipment are located throughout the City. Cell phone, fiber optic, and microwave towers are owned by AT&T, CenturyLink, Direct TV, Dish Network, Excede Satellite Internet, Frontier Communications, HughesNet, Sprint, Time Warner, Verizon, and Viasat Satellite. Television/radio towers are located in the foothills of the San Gabriel Mountains. Figure 7.6 illustrates the locations of major telecommunications equipment in and around Palmdale.



SOURCE: PARSONS, 2019

FIGURE 7.5. LOCATIONS OF GAS DISTRIBUTION AND ELECTRICITY TRANSMISSION (SEE APPENDIX FOR EXPANDED IMAGE)



SOURCE: PARSONS, 2019

FIGURE 7.6. LOCATIONS OF TELECOMMUNICATIONS EQUIPMENT (SEE APPENDIX FOR EXPANDED IMAGE)

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CHAPTER 8. | IMPLEMENTATION PLAN

The implementation plan described in this chapter is a critical tool to effectively deliver required infrastructure improvements within the PTASP area in support of the development attracted to the Specific Plan and the new downtown surrounding the Palmdale Station. The purpose of the Specific Plan is to create a vital, thriving, transit-oriented district around Palmdale Station and improve the quality of life for its residents, employers, employees and visitors. The purpose of the implementation plan is to guide the systematic application of the Specific Plan, including financing, administrative, and regulatory tools. This will support both, the vision, and the anticipated phased development pattern. To implement planned improvements to existing infrastructure, the City must undertake a strategic approach that implements infrastructure improvements concurrent with development activities.

The implementation plan's strategic approach consists of five major sections as described below.

1. **Planning Actions**: This section addresses parallel actions that the City will have to undertake to fully implement the Specific Plan policies, through General Plan and Zoning Ordinance Amendments.
2. **Phasing Concepts**: The phasing section is aligned with the projected demand from the market demand analysis of the fiscal revenue and value capture potential for the anticipated 30-year phased build-out of the PTASP.
3. **Financing Opportunities**: Options for different types of financing mechanisms for the infrastructure needed for the phased development presented in this section.
4. **Palmdale Plaza**: Creating a pedestrian friendly mixed-use district requires an extensive, connected network of public spaces along with proper branding and wayfinding as established in this section.
5. **Environmental Regulations**: Strategies for complying with major environmental regulations are provided in this section.

Throughout the implementation process, periodic progress evaluations are recommended to help adjust the evolving needs of the PTASP area and to calibrate the strategies laid out in this chapter to assure successful long-term build-out of the vision.

8.1. Planning Actions

One of the major goals of the PTASP is to create a land use pattern that supports the creation of a vibrant, transit-oriented mixed-use district in the area surrounding the City of Palmdale's multi-modal Palmdale Station that includes the future HSR station. A compact and mixed- use land use pattern is needed to achieve this goal, which can be implemented with the adoption of this Transit Area Specific Plan.

The PTVSP will be superseded in its entirety by the PTASP upon its adoption as the area covered by the PTASP encompasses and is larger than that included in the existing PTVSP. Additionally, a portion of the PTASP area between Division Street and SR-14 is designated as SP – Palmdale Trade and Commerce Center is area will need to be excluded from the boundaries of the Palmdale Trade and Commerce Center Specific Plan as part of a PTCCSP amendment at the time of adoption of the PTASP.

8.1.1. General Plan Amendments

The City of Palmdale's General Plan Land Use Element designates the parcels within the Specific Plan boundaries as Industrial (IND) and Business Park (BP) north of Avenue Q. The parcels that are under Los Angeles County's jurisdiction are also designated as Industrial and Business Park. The existing residential neighborhoods south of Avenue Q are designated Single Family Residential (SFR-3), Medium Residential (MR), and High Density Residential (HDR). The parcels adjacent to Palmdale Boulevard are designated as Community Commercial west of the rail tracks and as Downtown Commercial to the east. The rail right-of-way and public uses along Sierra Highway are as Public Facilities (PF) and as Commercial Manufacturing (CM) on the west of the tracks. The Land Use Map of the General Plan will need to be amended to reflect adoption of the Specific Plan and designate the PTASP area as Specific Plan - Palmdale Transit Area. This will be done in conjunction with adoption of the Specific Plan.

8.1.2. Zoning Consistency

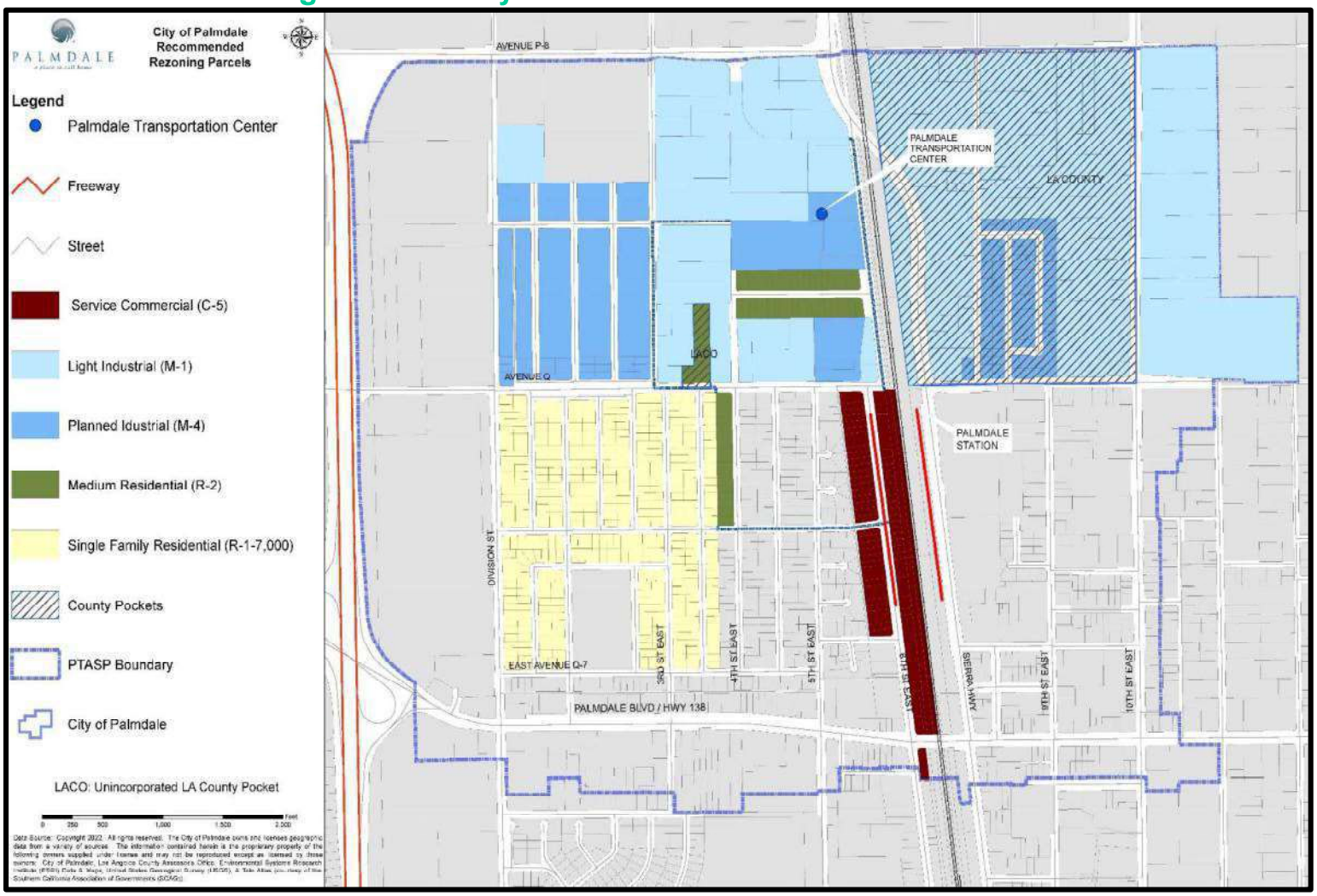

FIGURE 8.1. RECOMMENDED REZONING PARCELS (EXISTING ZONING)

The area north of Avenue Q is currently zoned as M-1 (Light Industry) and Planned Industrial (M-4). Parcels south of Avenue Q are zoned R-1-7,000 (Single Family Residential) between Division Street and east of Sumac Avenue; R-2 (Medium-Residential) along the west side of 4th Street East and R-3 (Multiple Residential) between 4th Street East and the 6th Street East. The remaining parcels along 6th Street East have a C-5 (Service Commercial) zoning designation. Figure 8.1 illustrates the zones described above. Following, or in concurrence with, the adoption of the Specific Plan, the City should rezone the PTASP area as the Palmdale Transit Area Specific Plan. All proposed development including recommendation to pre-zone County land would therefore be referred to this Specific Plan for its development and design standards and guidelines as outlined in Chapter 5.

8.1.3 Development Incentives

The Specific Plan defines a vision realized over a 30-year period through phased development as described in the next section. As Palmdale awaits the arrival of HSR to follow the implementation plan, the PTASP provides both requirements and offers interim incentives to attract developers to aid development in certain locations and at certain densities. The PTASP establishes minimum densities in three zoning districts to ensure that the properties, especially those that are currently vacant or under-utilized, develop at desired densities that leverage the presence of anticipated transit opportunities.

The PTASP proposes making public space improvements in the areas around the Palmdale Station to maximize the benefits from such improvements on community life and downtown vibrancy. City's investment in public improvements along key streets (specifically, Avenue Q, Palmdale Blvd. and 5th Street), can direct development to the desired locations. Other incentives may include reductions in parking requirements, development fee and park fee waivers, and assistance with lot consolidation. These incentives can be reviewed on a case-by-case basis and shall be subject to approval by the Planning Manager and do not constitute an amendment to the Specific Plan. Specific actions on suggested incentives, in order to meet the goals of the Specific Plan, will lie within the purview of the Planning Manager.

8.2. Phasing Concepts

The Specific Plan envisions a vibrant Downtown with mixed-use neighborhoods surrounding the HSR, along with pedestrian- and bicycle-friendly connections. Based upon current ownership and land use patterns, the development in the PTASP area is expected to occur progressively. Projections were prepared for years 2025, 2035, and 2045. These three horizon years were used to estimate amounts of growth based on capacity of the PTASP. Investment into infrastructure supporting future development should be timed to coincide with the projected development demand. For the purposes of anticipation, the amount of development over time was extrapolated using the following steps.

• Potential development at build-out was calculated by setting an average dwelling unit density and floor area ratio (FAR) by zone, as well as the residential split and to account for reductions of gross net acres for streets.

• Consistent with the TOD Framework Program EIR, a 67-percent flex factor was applied to account for property owner decisions and market conditions. As a result, the potential development at build-out (2045) of the PTASP is estimated at 4,648 units and 10.99 million sf.

• The net increases in development within the PTASP planning area was estimated by first determining the number of existing residential units and non-residential floor area development within PTASP area. This equals 2,190 units and nearly 1.16 million sf of non-residential floor area.

• The increase in potential development within the proposed PTASP planning area was estimated by subtracting the existing development total in the entire PTASP area (2015) from the potential development at build-out (2045) of the PTASP.

• A straight-line projection would have resulted in 60 percent of the development occurring between 2020 and 2035 (15 years of the total 25 years). A more realistic and conservative development scenario assumes 20 percent of the increase in development would occur during the first 5 years from 2020 to 2025, 50 percent of development by 2035 and full build-out at 2045.

8.2.1. Phasing Plan

The phasing strategy identifies initial steps to take to spur the revitalization of the PTASP area that will bring positive change to the area. The first stage of implementation is changing land uses and rezoning that will occur when the Specific Plan is adopted. By changing the land use designations and zoning to allow Mixed Use and Residential Mixed Use, there is greater flexibility for encouraging higher intensity development in keeping with a transit-oriented district. These regulatory changes remove initial barriers to development and lay a foundation for further improvements. The phasing approach is capacity-driven that follows the TOD Framework Program EIR. The PTASP vision will be realized over a 30-year period through phased development. This section outlines general implementation actions necessary to achieve the proposed phasing options. These actions are expected to run concurrently with streetscape improvements, branding and wayfinding and programming designed to enhance the new Downtown. It is recommended that the City re-evaluates the timing of development at appropriate steps, particularly as economic conditions change.

To assure the phased development that occurs in the patterns illustrated in the figures below, it is recommended that the City implement the strategies established in this PTASP to develop under-utilized properties as described in Section 8.1.3.

Phase One: 10 year build-out

One of the first priorities is to focus on new infill development on the blocks on either side of Avenue Q to capitalize on the planned developments and the revitalization of Downtown. The development of shorter block lengths will help facilitate pedestrian, bicycle and neighborhood connectivity. Redesigning and developing Avenue Q as a walkable transit corridor with wide sidewalks, landscaping, and pedestrian amenities, will provide a link between the future Palmdale Station and regional destinations. The CHSRA is also currently considering the construction of under-crossings at Avenue Q, to create a safe route connecting the areas east and west of the rail tracks.

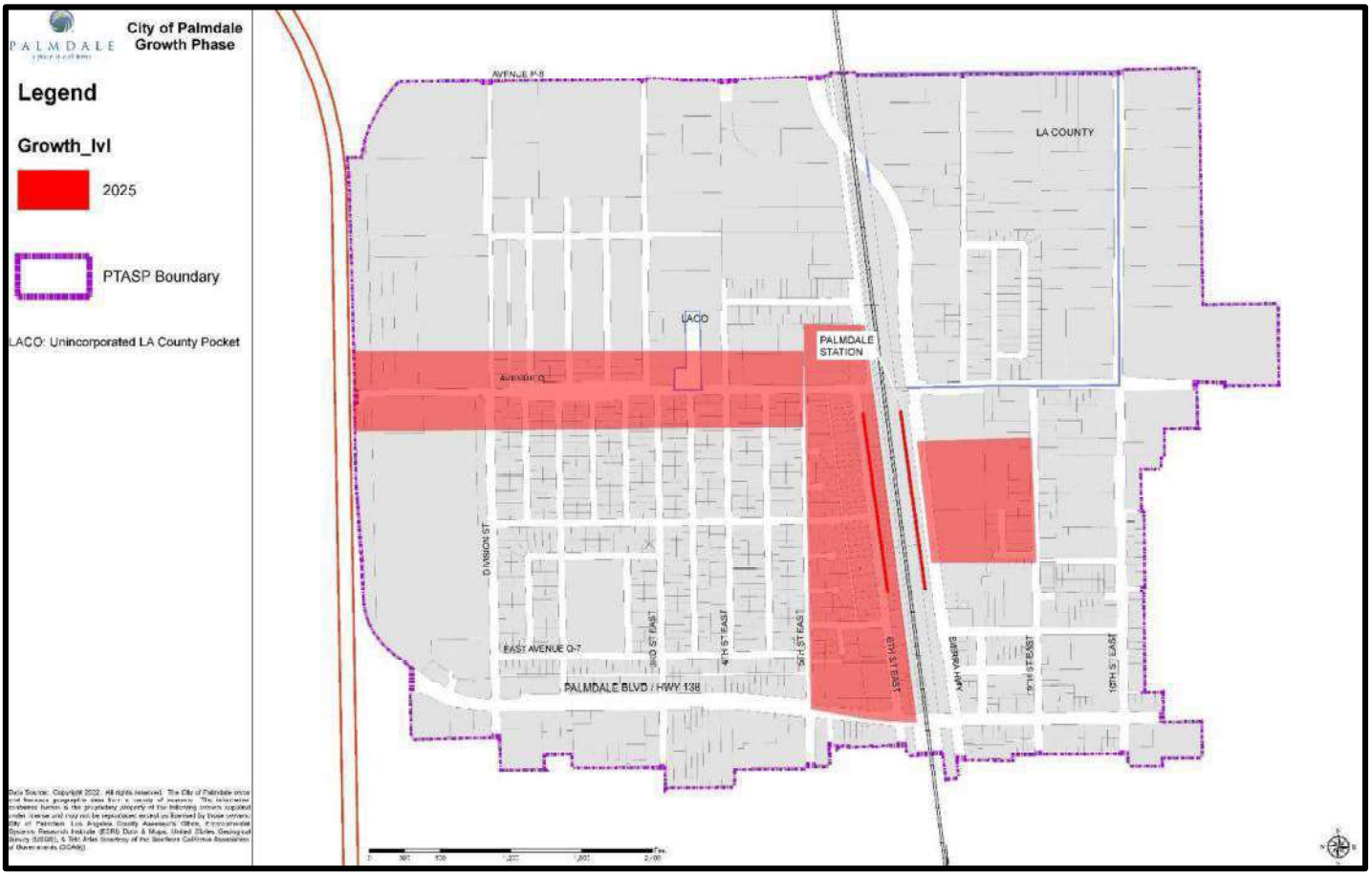

FIGURE 8.2. ANTICIPATED PHASE ONE GROWTH

The goals of a mixed-use, transit-oriented Town Center demand a significant residential population within an immediate five- to ten-minute walking distance that is supported with local retail. A range of multi-family housing types around the Palmdale Station area - rowhouses, courtyard apartments, lofts, and stacked flats - should appeal to potential residents interested in living near the Palmdale Station. The market analysis projects that various land uses will experience demand as improvements take shape. The projected development for the year 2025 is shown below.

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	367
Non-Residential Floor Area (sf)	1.72 million

Summary Actions:

- Support revitalization efforts in the existing residential neighborhoods and promote denser neighborhoods.
- Develop/improve streets with traffic calming devices such as pedestrian bulb-outs at corners and traffic calming circles at select intersections.

Phase Two: 20 year build-out

Over time, as the real estate market in general improves, and as the initial phase improvements begin to further enhance the desirability of the PTASP in particular, the City may find it feasible to further its improvements towards its long-term needs. The market analysis projects that with more improvements in place, the projected development by year 2035 is expected to be:

FIGURE 8.3. ANTICIPATED PHASE TWO GROWTH

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	1,229
Non-Residential Floor Area (sf)	4.92 million

Summary Actions:

- Encourage local-serving, pedestrian-oriented businesses to develop on arterial streets.
- Create a more pedestrian oriented environment along the streets such as Avenue Q and Palmdale Blvd, and a more positive identity for the streets.

Phase Three: 30 year build-out

The full build-out phase at year 2045 with improved property values along with the phased development in place, downtown Palmdale will be a desirable and attractive community.

FIGURE 8.4. ANTICIPATED PHASE THREE GROWTH

PTASP DEVELOPMENT TYPE	PROJECTED DEVELOPMENT
Dwelling Units (du)	2,458
Non-Residential Floor Area (sf)	9.83 million

Summary Actions:

- Create new open spaces at key locations, such as at the corner of Avenue R and 10th Street East and mid-block along Palmdale Blvd between Division Street and 4th Street East, to provide amenities for residents.
- Encourage shared neighborhood facilities - such as pools, fitness centers, and other uses to face public squares.

8.3. Financing of Public Improvements

The array of infrastructure needed as a result of planned phased development will need to be funded to keep pace with the expected build-out of the PTASP based on economic development projections. Due to the dissolution of the Palmdale Community Redevelopment Agency (CRA), this section explores other funding sources to help pay for the improvements. Potential capital funding sources include creative new tools such as the revenue sources supported by tax increment financing, public private partnerships as well as traditional sources such as grants. Following is an overview of the various types of funding sources and financing mechanisms that may be utilized to pay for improvements in the PTASP. This section focuses on public and private improvements in the PTASP. Detailed financial plans of HSR and VTUSA are developed and delineated in their respective plans.

8.3.1. Tax Increment Financing

Tax Increment Financing (TIF) schemes allocate new, incremental property tax revenues due to future increases in property value in a designated area to fund improvement projects that will benefit property values in that area. TIF does not require an additional tax rate, rather it is simply a reallocation of new revenues for existing taxes. Future taxes beyond a baseline amount are allocated towards a special purpose entity and can be bonded to fund station area improvements. TIF is a source that does not require additional costs from developers since it is based on incremental property tax revenues and may be more palatable to the development community. Currently in California, there are limited TIF tools that the City can use for value capture, though this may change in the future. The State recently adopted two new value capture tools which are intended to fund economic development initiatives: Enhanced Infrastructure Financing Districts ("EIFD") and Community Revitalization and Investment Authorities ("CRIA"). These two tools have their limitations, but the State may consider new tools within the next few years.

EIFDs allow bundling of incremental property tax revenue, which can be included in an EIFD, net of moneys payable to school districts or educational funds, but only with approval from relevant taxing authorities. However, CRIAs are structured to revitalize disadvantaged communities; as such, these areas must meet income and other requirements and twenty-five percent of tax revenue captured by a CRIA must be used to fund or preserve affordable housing within the district boundaries. CRIAs are similar to EIFDs, but vary in a few important ways. Both tools can, among other things, capture the property tax increment only from consenting taxing entities, are eligible for bonding up to 45 years, can be formed without voter approval, and are governed by special boards with representation from all taxing entities which contribute their incremental tax revenues.