



# Elizabeth Lake

Looking east from  
National Forest Boundary

- Improved trail connections around entire lake:
  - Stabilized decomposed granite trail
  - Trail markers
  - Info kiosks where feasible





# Leona Valley

Looking west on Elizabeth Lake Rd.  
at 90<sup>th</sup> St. W.

- Retain rural/agricultural character
- Utilize natural materials to delineate pedestrian pathways; d.g. trails, rocks and native grasses separate vehicles and drainage swales.
- Public gathering space and info kiosk at NW corner
- Architectural features reflect traditional farm and ranch styles
- Permeable paving at crosswalks





# Quartz Hill

Looking north on 50<sup>th</sup> St. W.

- Neighborhood "Main Street" character
- Traffic Calming "bump-outs" at corners
- Angle-in parking where feasible
- Streetscape improvements include, seating areas, benches, planters with native/drought tolerant planting, and permeable paving materials in crosswalks
- Solar energy powered street lighting
- Cohesive infill and storefront facade improvements





# Acton Town Center

Looking west on Smith Ave. near  
Acton Market and Crown Valley Road



Before

- New mixed use development on NE corner reflects adjacent Western/Town and Country architecture
- If feasible, consider replicating the Historic Hotel on this side for historic or cultural museum use.
- Multi-use (equest.) trail provides linkages along Smith Avenue
- Smith and Crown Valley intersection accent treatments with semi-permeable crosswalks (curb and gutter optional)
- Iconic landmark (aeromotor) will provide entry monument and directional signage
- Public gathering space (gazebo) on NW corner

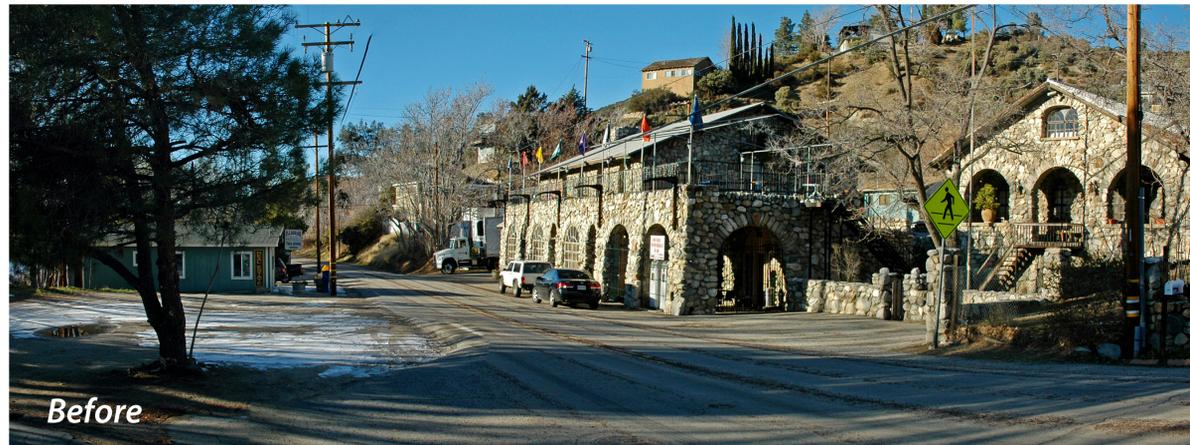


After



# Lake Hughes

Looking west on Elizabeth Lake Road  
between Hill St. and Mountain View Rd.



- Small mountain Village character to be preserved
- Rock Inn and Papa's Country Store frame the Town Center
- Rustic style directional signage for community center and other public uses
- Pedestrian pathways may be improved with permeable decomposed granite trail linkages and paver stone crosswalks
- Gathering spots may be enhanced with pedestrian amenities such as rock seating, info kiosk, etc.
- Utilize natural materials



# Littlerock

Looking east on Hwy 138  
just east of 82nd St. E.

- Retain eclectic mix of highway oriented uses
- Town Center character to reflect western, southwestern, and thematic architecture
- Allow thematic eclectic signage, but limit clutter
- Retain two-lane roadway with one center continuous left turn lane through Town Center
- Minimal curb and sidewalk improvements may include concrete drainage swale along shoulder to allow for existing access, and occasional raised (mountable) curb and sidewalk for pedestrian "safety islands"
- Utilize D.G. (decomposed granite) for parking areas and occasional planter pockets with drought tolerant trees and shrub/ground cover plantings
- South side of street, within the vicinity of Alpine Elementary School, CalTrans may continue the curb and curb-adjacent sidewalk pattern including parkway with street trees in order to provide safe routes to school



Before



After



# Sun Village

Birdseye view looking east above primary intersection of E. Palmdale Blvd. and 90th St. E.

- Neighborhood-serving commercial along commercial core of E. Palmdale Blvd. and to a lesser degree along 90th St. E.
- Suburban style commercial development patterns limited to core area of Town Center
- Southwestern style architecture with both 1 and 2 stories
- Commercial infill adjacent to residential to reflect ranch-style character and scale
- 4 laned roadways with curb, gutter, and sidewalk improvements limited to commercial core
- Unpaved or decomposed granite trails in residential areas (no concrete sidewalks)
- Primary intersection treatment as well as commercial developments will incorporate focal accent tree plantings, high-desert themed plant materials, and permeable paving materials in crosswalks, and parking areas to the extent possible
- Meandering multi-use trail, under canopy trees and palm trees within large setback on south side of E. Palmdale Blvd. will be part of a comprehensive streetscape concept all along E. Palmdale Blvd. within Town Center





# Lake Los Angeles Town Center

Birdseye view looking north on 170th St. E. near Glenfall Ave. looking toward the core of Town Center (E. Ave O and 170th St.)

- Rural neighborhood commercial uses
- 170th St. E. will serve as the primary north-south parkway with wide unimproved setbacks, and native desert plant material and natural drainage swales
- Number of travel lanes will vary, from 2 to 4 with 4 lanes occurring closer to Town Center Core
- West side of 170th St. R.O.W. can be designed to include a wide multi-purpose trail
- Trail will connect to Center Core and possible community Equestrian Center as well as more rural residential areas
- Preservation of and views of Rocky Buttes will be protected
- More intense commercial developments will occur on Ave "O"
- All new development will reflect western, barn and ranch style character
- Utilize gravel and decomposed granite for parking and drive areas where feasible
- Avoid any new concrete sidewalks
- Preserve rural and large lot residential





# Antelope Acres Town Center

Looking north on 90th St. W.  
toward the intersection of W. Avenue E-8

- Power lines and other utility lines will be undergrounded
- No curbs, gutters or concrete sidewalks
- Provide equestrian and walking trails utilizing natural materials, and desert landscaping
- New buildings and rehab/improvements to existing buildings will be one story and of Western or Desert Ranch style architecture
- Retain the two-lane roadway, with delineated bike lane, and minimal new lighting if necessary
- Natural, permeable paving materials will be used in parking areas and crosswalks

