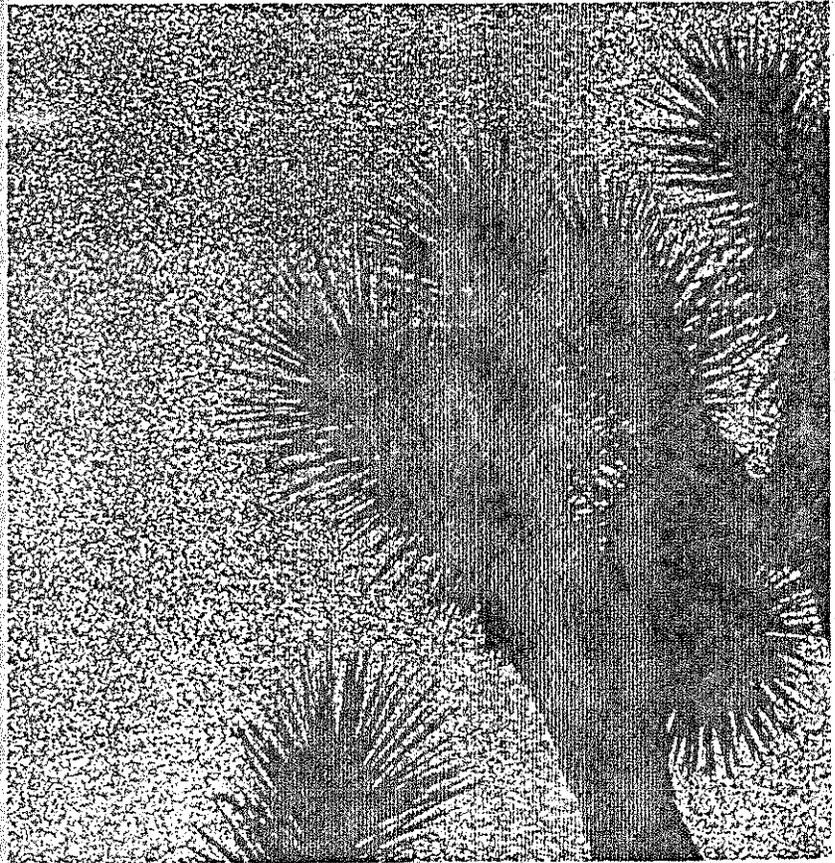


**BRENTWOOD**

# Specific Plan



City of Victorville, California

BRENTWOOD SPECIFIC PLAN  
SPECIFIC PLAN - 1

SUBMITTED: NOVEMBER 10, 1986  
APPROVED: JANUARY 6, 1987  
GPA-6-86(H): RESOLUTION NOS. 87-8 AND 87-9  
ZC-30-86: ORDINANCE NO. 1097  
AMENDMENT: SPA-1-88: ORDINANCE NO. 1201  
APPROVED: MARCH 15, 1988  
AMENDMENT: SPA-1-88(A-2): ORDINANCE 1407  
APPROVED: MARCH 6, 1990  
AMENDMENT: SPA-1-88(A-3): ORDINANCE NO. 1586  
APPROVED: JULY 21, 1992  
AMENDMENT: SPA-1-88(A-4): ORDINANCE NO. 1738  
APPROVED: APRIL 18, 1995  
AMENDMENT: SPA-1-88(A-5): ORDINANCE 1744  
APPROVED: JUNE 6, 1995  
AMENDMENT: SPA-1-88(A-6): ORDINANCE NO. 1777  
APPROVED: FEBRUARY 20, 1996  
AMENDMENT: SPA-1-88(A-7): ORDINANCE NO. 1868  
APPROVED: FEBRUARY 19, 1998  
AMENDMENT: SPA-1-88(A-8): ORDINANCE NO. 1884  
APPROVED: JULY 16, 1998  
AMENDMENT: SPA-1-88(A-9): ORDINANCE NO. 1965  
APPROVED: April 4, 2002  
AMENDMENT: SPA-1-88(A-10): ORDINANCE NO. 1995  
APPROVED: January 21, 2003  
AMENDMENT: SPA-1-88(A-11): ORDINANCE NO. 2017  
APPROVED: October 21, 2003

REVISED: MAY 25, 1989  
REVISED: JUNE 28, 1989  
REVISED: JANUARY 11, 1990  
REVISED JUNE 12, 1992

PREPARED FOR:

Paragon Homes, Inc.  
1448 15th Street  
Santa Monica, CA 90404  
(213) 393-1431

PREPARED BY:

Stephen Long & Associates  
1305 Turquoise  
Corona, CA 91720  
(714) 734-4584

ENGINEER:

Sikand Engineering Associates  
15230 Burbank Boulevard  
Van Nuys, CA 91411  
(818) 787-8550

## TABLE OF CONTENTS

<b>Contents</b>	<b>Page</b>
1. INTRODUCTION	1
2. ENVIRONMENTAL BASELINE	5
3. GENERAL PLAN RELATIONSHIP	22
4. DEVELOPMENT PROGRAM	26
Land Use Component	27
Circulation Component	34
Infrastructure Component	38
Development Standards	46
- Land Use Regulations	47
Implementation	61

## APPENDICES

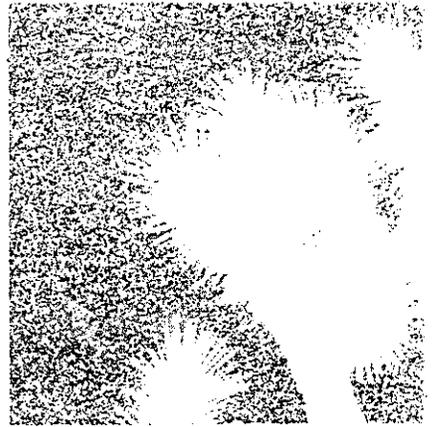
- A. Plant Material Matrix (Drought Tolerant Plants)
- B. Legal Description/Assessor's Parcel Numbers
- C. Preliminary Traffic Analysis (Refer to Separate Document)
- D. Development Program
- E. Tract Map Exhibits

## LIST OF EXHIBITS

<b>Contents</b>	<b>Page</b>
1. COMMUNITY SETTING	2
2. SITE LOCATION	3
3. REGIONAL SEISMICITY	7
4. SOILS	8
5. HYDROLOGY	10
6. GENERAL PLAN	15
7. ZONING	16
8. LAND USE	28
9. OPEN SPACE CONCEPT	33
10. CIRCULATION	35
11. WATER CONCEPT	39
12. SEWER CONCEPT	41
13. OFF-SITE SEWER	44
14. DRAINAGE CONCEPT	45

## LIST OF TABLES

1. DEVELOPMENT PROGRAM SUMMARY	30
--------------------------------	----



## Introduction



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100

# 1 Introduction

## Contents

The Specific Plan for Brentwood is being prepared to accomplish development of the 641.8-acre Section 18 property in an orderly and coordinated manner. The development of a Specific Plan is allowed pursuant to California Government Code, as an alternative to conventional zoning for implementation of a jurisdiction's General Plan. It is also recommended that Title 18 be amended to allow for a Specific Plan zone district. Environmental considerations in concert with General Plan policies formulated the basic framework for the evolution of the development program for the Specific Plan.

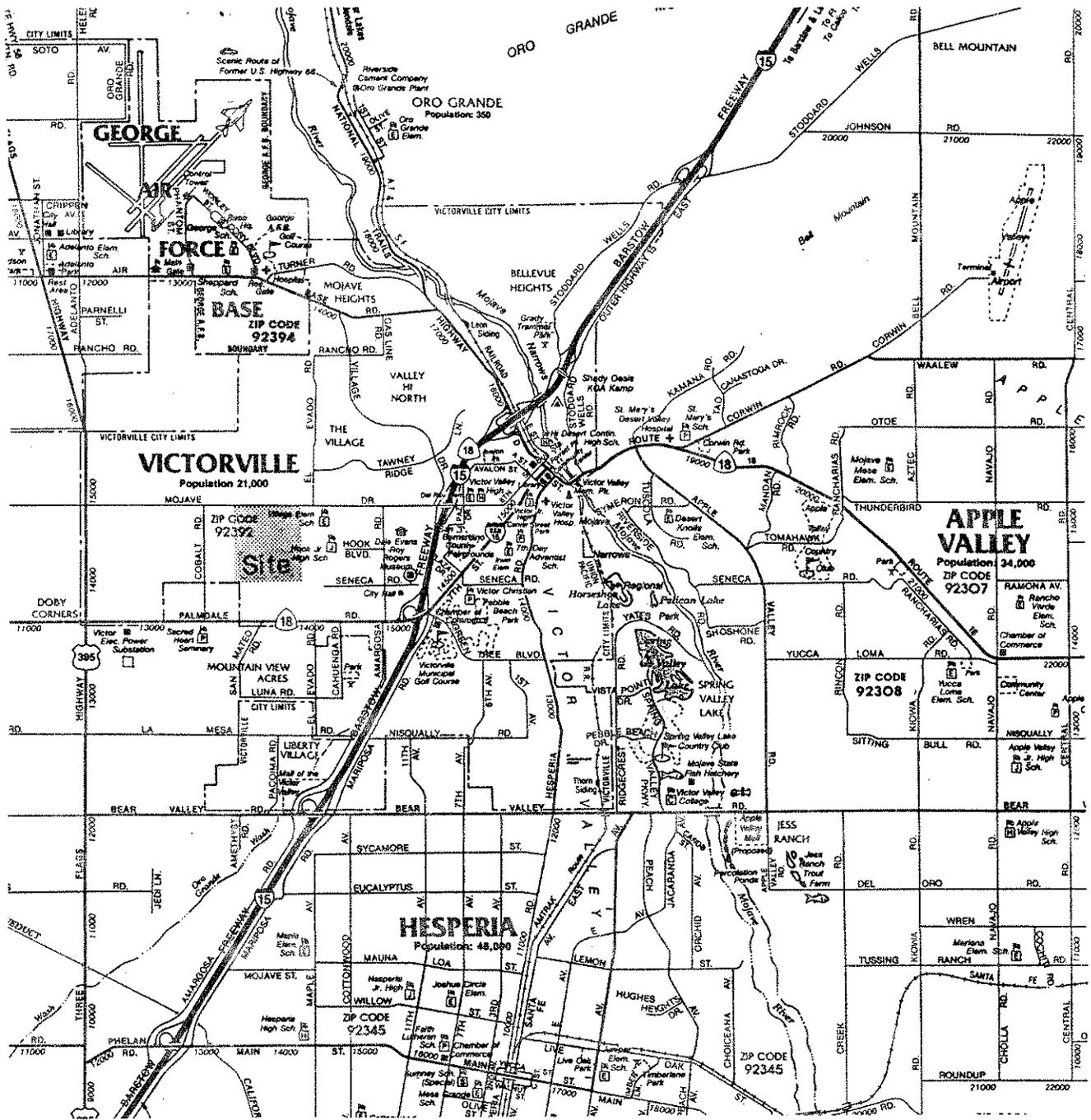
This Specific Plan is organized into the following sections:

- Environmental Baseline: A description of the existing conditions associated with the Specific Plan area.
- General Plan Relationship: A discussion of the Specific Plans relationship with the goals and policies of the elements and topic areas of the City of Victorville's General Plan.
- Development Program: A discussion of the development program by Specific Plan components. These components include: land use, circulation, and infrastructure.
- Development Standards: Regulations that integrate the existing Zoning Code and will implement the Specific Plan.

The Brentwood Specific Plan allows for a logical distribution of residential densities over the entire site promoting creative and imaginative design solutions within a flexible framework. The Specific Plan will be adopted as an ordinance and will establish the overall development patterns in Brentwood with development standards extracted and/or amended from applicable sections of the City of Victorville Municipal Code Zoning Ordinance.

## Location

Brentwood is a 641.8-acre parcel located west of the City of Victorville in the Victor Valley portion of the high desert area of Southern California as shown in Exhibit 1. Victor Valley (comprised of the communities of Apple Valley, Victorville, Hesperia, Lucerne Valley, Silver Lakes, Helendale, Phelan and Adelanto) is one of the most dynamic growth areas in Southern California, having more than doubled its population in the last decade. Recently, there is a great opportunity to create well planned environments, utilizing the technology developed in other areas of Southern California. The project site (refer to Exhibit 2) lies some two miles from Interstate 15, the main corridor through the Valley and in close proximity to urbanized Victorville.



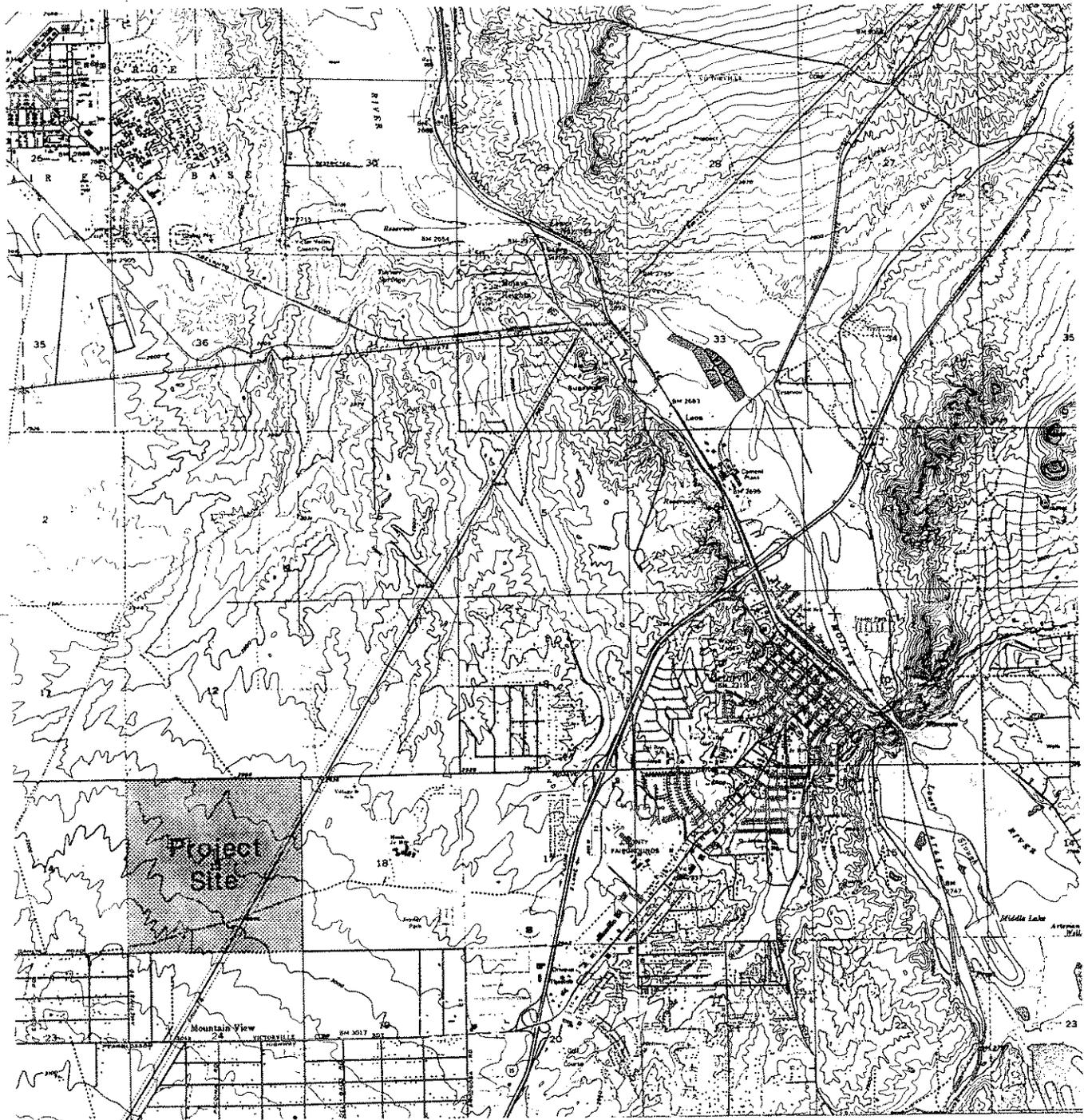
## Community Setting

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS





Site Location

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



**Purpose and Intent**

The Specific Plan has been prepared for the City of Victorville, California, in connection with a General Plan Amendment and provides the regulations, conditions, and programs necessary for the implementation of each element of the General Plan. It defines a development program for the Specific Plan area and addresses all relevant planning issues which include:

- Urban extension into the western area of Victorville;
- A complementary mix of commercial and residential uses and product types;
  
- The appropriate character of the development given the environmental conditions, the marketplace, and surrounding land uses;
  
- The provision and financing of major infrastructure and roadway extension; and
  
- The preparation of development standards to assure that future, individual projects will be compatible with surrounding areas.

The main intent of this Specific Plan is to reduce the need for subsequent detailed planning and environmental review procedures for development within the Specific Plan area. The Specific Plan and environmental baseline provide the necessary standards and environmental documentation for the project area so that future development proposals, consistent with the Specific Plan, may proceed with tentative tract maps, and/or other discretionary permits without a requirement for new documentation.

**Authority and Scope**

The adoption of the Specific Plan by the City of Victorville is authorized by Section 65450 et. seq. of the California Government Code.

**Application**

The Brentwood Specific Plan applies only to that property within the City of Victorville and known as "Brentwood" and/or Specific Plan-1. A legal description of the approximately 641.8-acre site is contained in Appendix B.



# Environmental Baseline



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46  
47  
48  
49  
50  
51  
52  
53  
54  
55  
56  
57  
58  
59  
60  
61  
62  
63  
64  
65  
66  
67  
68  
69  
70  
71  
72  
73  
74  
75  
76  
77  
78  
79  
80  
81  
82  
83  
84  
85  
86  
87  
88  
89  
90  
91  
92  
93  
94  
95  
96  
97  
98  
99  
100

## 2 Environmental Baseline

### Introduction

The environmental baseline provides the framework through which the Brentwood Development Program has evolved. The existing conditions pose certain opportunities and constraints, which were considered in the development of the project. An analysis of specific items within the natural and urban environment suggests a range of development options.

Implementation of the development program would change the primarily undeveloped site to urban uses. The rural character of the site would be transitioned into a major urban focal point for the valley. Consequently, the intensity in the use of the land would increase significantly over the existing condition.

The site would be developed over an extended period. Uses would follow as market demand and economic conditions dictate.

Uses proposed in the Development Program are consistent with adjacent offsite uses as well as the development trend established for this area.

### Topography

The site is located on a gently sloping alluvial plain which has slightly rugged and eroded features. Few landforms are present to give the site unusual or unique character except for the slight drainage course located in the middle of the northern portion of the section. A defined drainage course begins downstream of the project site and proceeds northerly toward Air Base Road. On-site topography is relatively flat with a gradual elevation ranging from 2934 to 3037 feet above sea level (ASL). Slopes range from 0-3% across the site. Gullies exist due to the natural drainage tending to concentrate as it traverses the property in a northerly direction. The major area-wide physical feature is the Mojave River located approximately 3½ miles from the site. Another prominent regional feature is Quartzite Mountain (4,532 ASL) located 5 miles to the north of the City of Victorville. Generally, the surrounding undeveloped area has similar landform features as those contained on the project site.

Development of the project will necessitate some landform modification in order to site buildings, roadways and infrastructure.

### Geology

Surficial geology onsite includes Older Alluvium undifferentiated and Old Lake deposits. This portion of the Mojave Desert consists of a large alluvial plain created by fault zones and heavy erosion deposition. The San Gabriel and San Bernardino Mountains south of the site are the primary source for the alluvium. Older Alluvium consists of well-bedded silts, clays, and sand which is interbedded with freshwater limestones. Any excavation on these soils can be accomplished with conventional earthmoving equipment, and no unstable slope conditions should be encountered utilizing standard grading procedures.

### Geologic Structure

The predominant geologic structure of the regional area consists of the Helendale Fault located northeast of the project site. The Helendale Fault does not have a significant earthquake potential as compared to more distant active faults.

The nearest active faults include:

<u>Fault</u>	<u>Distant from Project Site</u>	<u>Richter Magnitude Event</u>
Helendale	10 miles northeast	6.5
San Andreas	15 miles southwest	8.2
San Jacinto	18 miles southwest	7.5

The location of these faults relative to the site are illustrated on Exhibit 3. Based on California State Division of Mines and Geology information, the project site is not located near any seismically active fault zones and, consequently, is not exposed to any unusual seismic-related hazards. However, the project is within an area which can expect moderate groundshaking intensity. Maximum probable earthquakes of 7 and 8 on the Richter Scale could produce maximum expected ground accelerations of 0.2g to 0.4g.

### **Soil Characteristics**

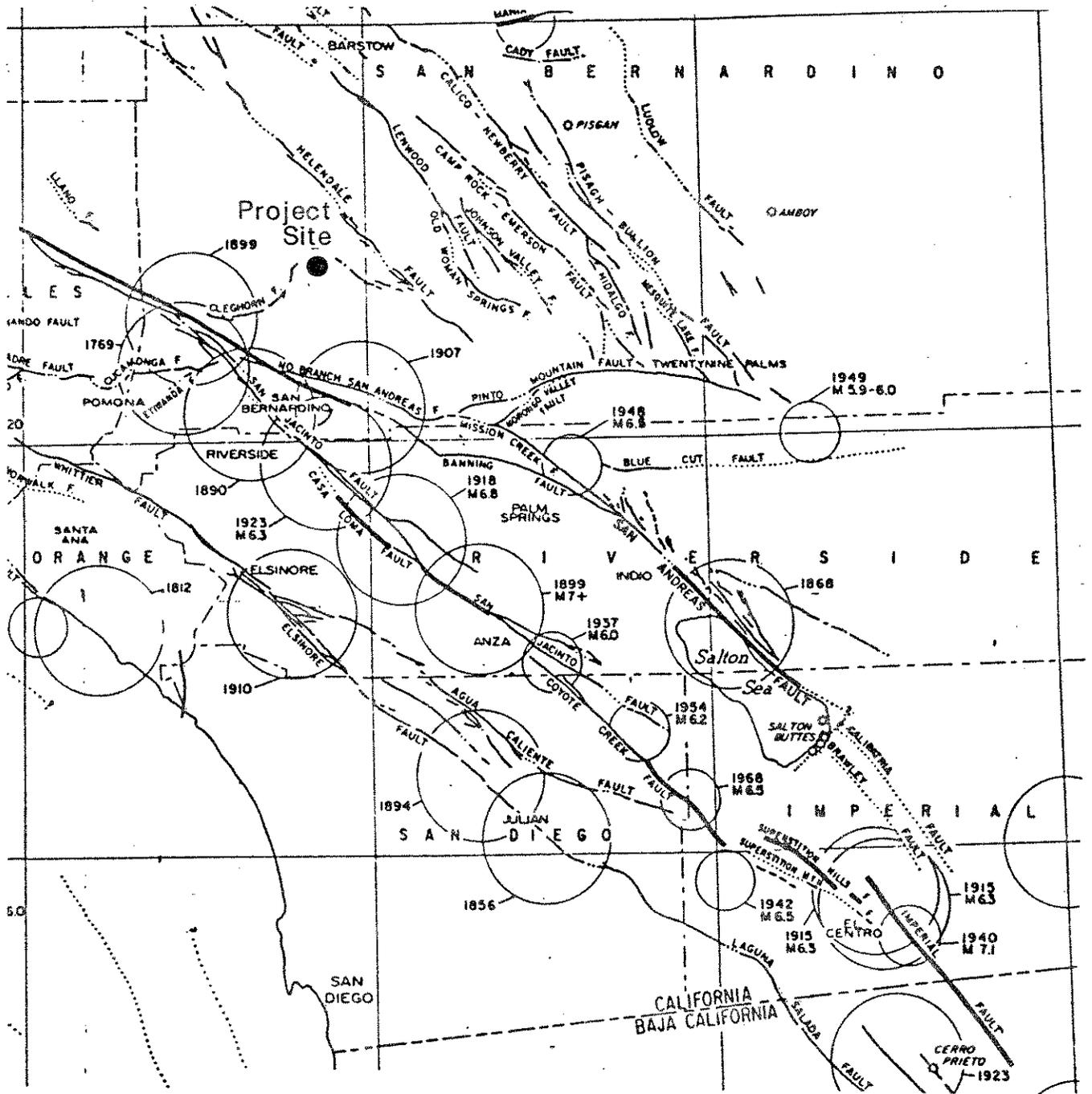
The soils were mapped by the United States Department of Agriculture (USDA) Soil Conservation Service (SCS) and are representative of the Mojave Desert alluvial plain physiographic area. Soil units identified within the project site (Section 13) consist primarily of the Kimberlina, Bryman, Cajon and Helendale Series.

The Kimberlina Series (137 ANA) consist of very deep, well drained soils on recent alluvial fans and flood plains. These soils formed in alluvium derived from mixed sources. The Bryman series consist of very deep, well drained soils on terraces and old alluvial fans. These soils formed in alluvium derived dominantly from granite sources. The Cajon series consist of very deep, somewhat excessively drained soils on alluvial fans and river terraces. These soils formed in alluvium derived dominantly from granite sources. The Helendale series consist of very deep, well drained soil on alluvial fans. These soils formed in alluvium derived dominantly from mixed sources. Project soils types are delineated on Exhibit 4.

### **Hydrology/Surface Water**

There are no surface water sources on the project site. The Mojave River drainage area consists of about 4,700 square miles. Near Victorville the average discharge per year is 51,440 acre-feet and the average monthly flow is 71.0 cubic feet per second. The project area is elevated approximately 200 to 300 feet above the flood plain of the Mojave River, which is located 3½ miles east of the project site.

The project site is not in the Mojave River floodplain which runs just east of the site. Drainage patterns onsite, like the floodplain, follow a south to northeasterly direction. Immediately downstream from the project area a defined drainage course begins and proceeds northerly towards Air Base Road (Refer to Exhibit 5).



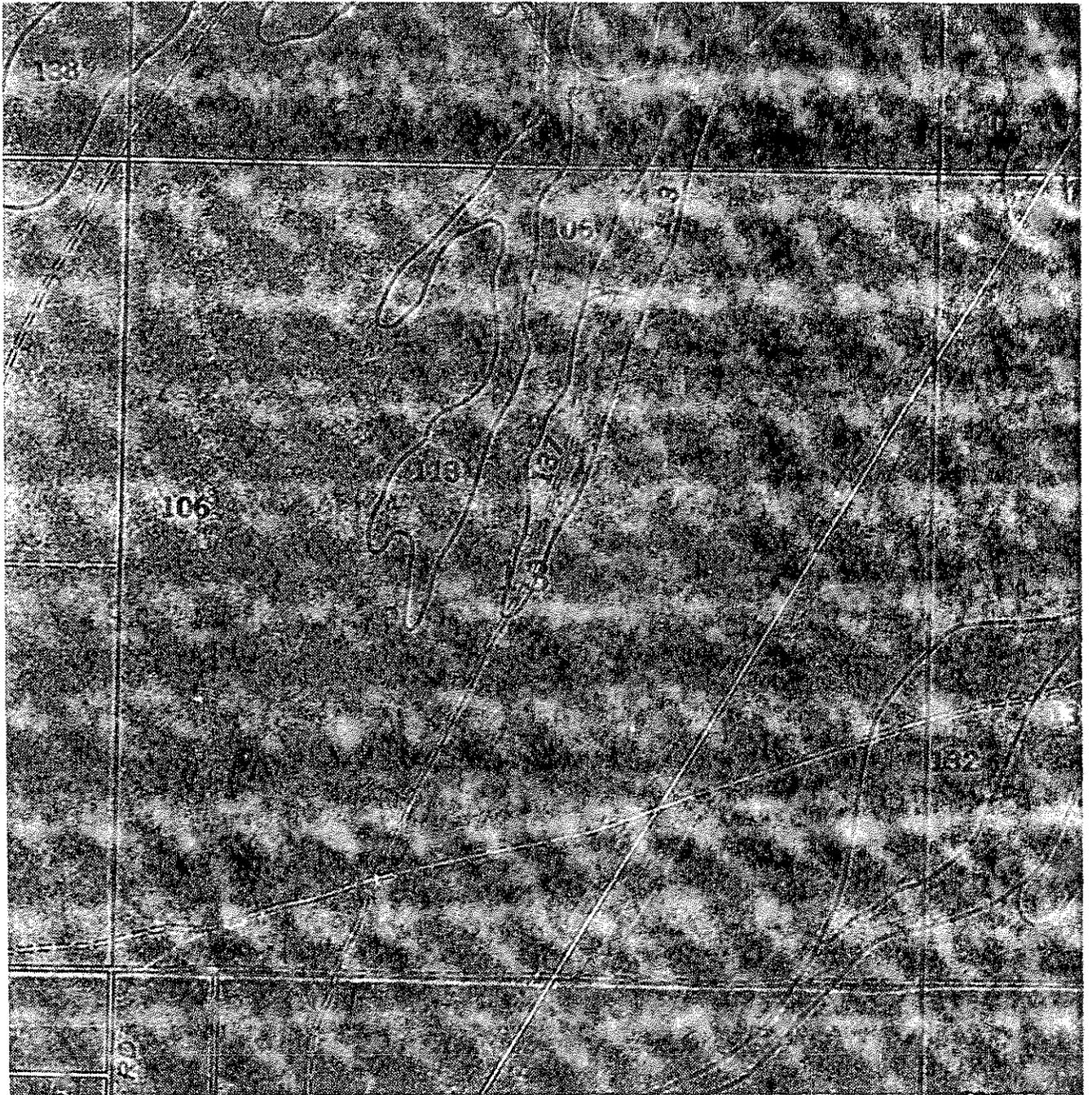
Regional Seismicity

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS





## Soils

106	Bryman (MOB) Loamy Fine Sand
113	Cajon (CBC) Sand
132	Helendale (ABD) Loamy Sand
137	Kimberlina (ANA) Loamy Fine Sand

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



## Groundwater

Subsurface water is indicated to be greater than 6 feet based on soil interpretations records. Subsurface flows have been measured and shown to vary from approximately 20 feet below the surface near the Mojave River to approximately 50 feet within downtown Victorville. In the vicinity of the project site subsurface flows are approximately 150 feet deep. A review of the Housing and Urban Development (HUD) Flood Hazard Boundary Maps illustrates that the proposed project site is included in Zone C designated outside of the 500 year floodplain.

The Victor Valley County Water District (V.V.C.W.D.) serves approximately 21,000 people utilizing only well water drawn from 17 wells. Import water is not used to supplement well water demand.

During the summer months when water consumption is the highest, peak demand in the District reaches 14-15 million gallons per day. Despite this peak usage, as well as the total annual consumption of 7,000 acre-feet per year, no change in groundwater levels has been recorded. Consequently, overdraft of groundwater resources is not expected to occur within the area as a result of site development.

## Water Quality

The domestic water supply is of very high water quality. Water drawn from wells and examined for mineral content and other constituents has retained consistent high quality through many years of testing. Consequently, development of urban uses in the Victor Valley has had no apparent effect on water quality for the water resources contained in underground aquifers.

## Biota

### Native Flora

The project site contains no significant vegetation concentrations. Generally, the site contains the desert-type habitat that is characteristic of the region.

Seven predominate vegetative habitats occur in the Victor Valley region. These include Joshua tree woodland, creosote bush scrub, riparian forest, and cattail marsh. Joshua tree woodland and creosote bush scrub communities consist primarily of drought-resistant and deep-rooted plants which maximize moisture intake and anchor the plants against frequent wind.

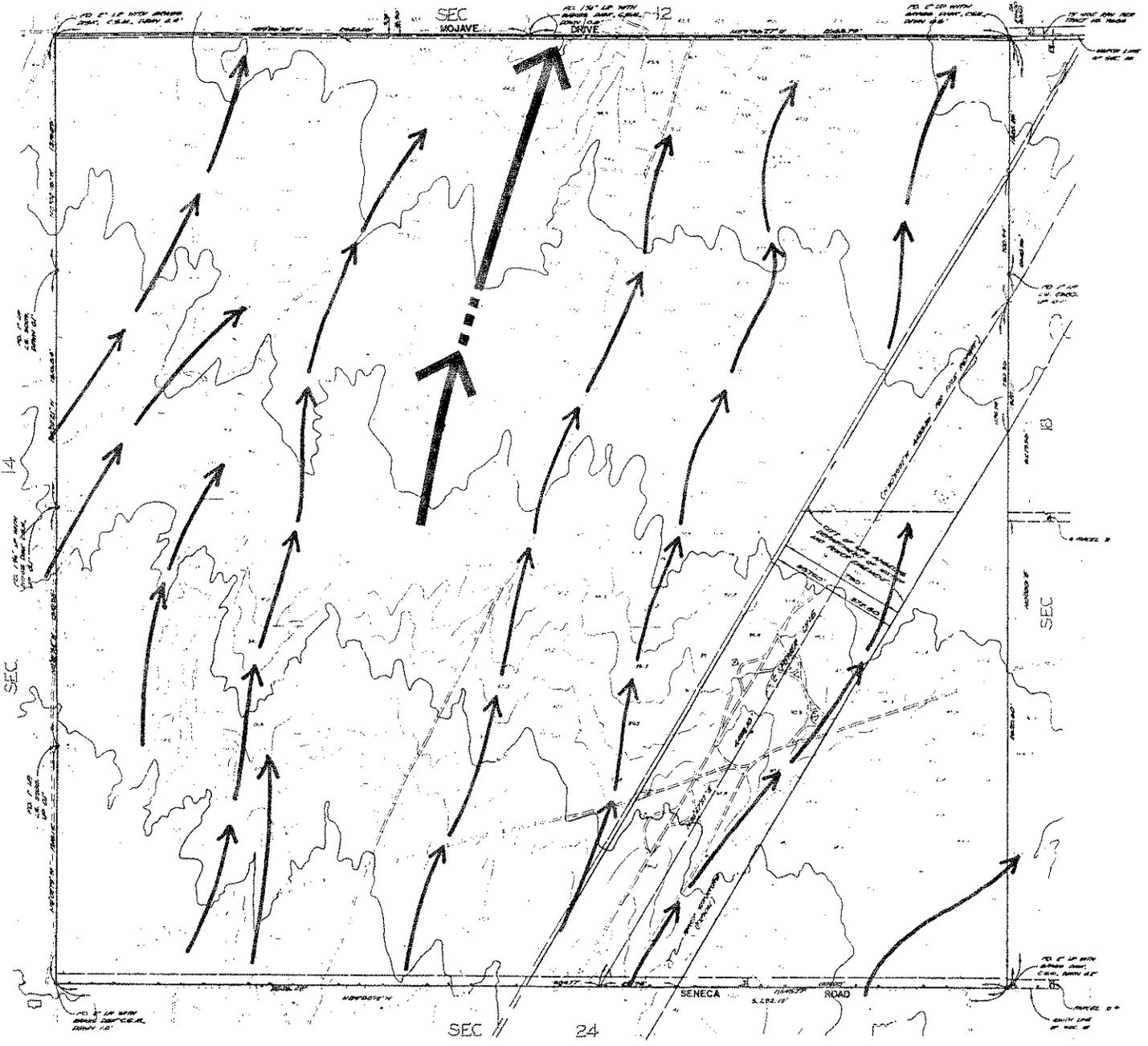
The dominant species found on the site include Joshua tree (*Yucca brevifolia*), creosote bush (*Larrea Divoricata*), Mormon tea (*Ephedra californica*), hop sage, Indian rice grass, and desert needle grass. No rare, threatened, or endangered species are known to exist onsite.

Clearing or any disturbance destroying the soil structure and vegetation may result in increased soil blowing. In some cases, historical clearing has influenced an increase of Indian rice grass. Major forage species used by wildlife and livestock are Indian rice grass, salt bush and filaree.

Planing windbreaks helps reduce soil blowing. Among the trees most suitable for windbreaks are Arizona cypress, Alepo Pine, and Athel or Evergreen Tamarisk.

### Native Fauna

The majority of animal life in the Victor Valley region is found in the high desert outside of the urban influence. Fauna within the project site is minimal due to the lack of suitable habitat and the proximity of human habitation and intrusion. Animal life expected to occur within the project site includes pocket mice, zebra-tailed and whiptail lizards, horned larks, jack rabbits, and occasional snakes. It is anticipated that these species will relocate and migrate to surrounding vacant areas as development occurs. No rare or endangered species of fauna were found in the general area during a recent survey (Hook Boulevard/I-15 Interchange



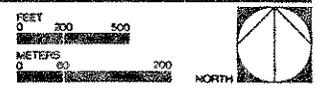
### Hydrology

- Existing Flow Pattern
-  Minor Drainage Course
-  Sheet Flow Condition

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



Environmental Assessment conducted in April 1982). However, three endangered bird species (the southern bald eagle, American peregrine falcon, and brown pelican) may occasionally traverse the site. These species are expected to occur only as transients on the site.

## **Climate and Air Quality**

The high-density climate of the Victor Valley area is strongly dominated by the semi-permanent high-pressure center over the Pacific Ocean and the San Gabriel and San Bernardino Mountains to the south that cut off almost all marine influence from the nearby ocean. The climate is therefore mainly a continental climate with hot summers, cool winters, low humidity, infrequent rainfall, and clear skies. Temperatures range from summer daily means of 79°F to daily winter means of 42.8°F. Rainfall is generally less than 10 inches per year and humidity rarely exceeds 50%. Winds are mainly from the south through Cajon Pass and can bring polluted air out of the Los Angeles Basin into the Victorville area. Winds determine the localized rate of dispersion of air pollutants near a new source as well as governing the regional transport of air pollution into and out of a given area. In Victorville, winds are either out of the south, originating in the polluted environments of western Riverside and San Bernardino Counties, or from the west where the air from the San Fernando Valley entered the Antelope Valley through Soledad Canyon. In winter, especially at night, winds may become calm and allow for localized pollution stagnation, but summer daytime winds are strong from the south and transport air into the Victor Valley from other airsheds.

Inversions, which control the vertical spread of air pollutants, are not as prevalent in the upper desert as in the Los Angeles Basin. Because Victorville is near one of the outflows of the South Coast Air Basin, it receives a fairly concentrated sample of air from the south. Without the strong inversion, this air mass quickly becomes diluted.

In winter, the pooling of cool air in lower elevations created numerous radiation inversions. These shallow inversions, in conjunction with nearby calm air, could cause localized pollution "hot spots" if there were large concentrations of industrial or vehicular sources. These inversions cause high pollution levels at night in winter in Las Vegas or Phoenix, but the Victorville area is not developed to the extent that these inversions (which burn off after sunrise) could cause air quality problems.

A review of the State and Federal air quality standards and attainment standards reveal that existing ambient air quality in Victorville is considered good in contrast to the urban area of the South Coast Air Basin.

The South Coast Air Quality Management District (AQMD), under a contractual arrangement with the San Bernardino County Air Pollution Control District (APCD), operates an ambient air quality monitoring station at the fairgrounds in Victorville. Levels of carbon monoxide, nitrogen dioxide, sulfates, and lead have not exceeded or even approached their respective ambient air quality standards (AAQS). Particulates, which result either from wind-blown dust or hazy, polluted air from the South Coast Air Basin, exceed the State standards frequently, but exceeded the primary Federal particulate standard only once in four years. The main air quality concern in Victor Valley is ozone. The Federal hourly ozone standard continues to be violated from 30 to 50 days per year. These high levels of ozone cause the Victorville area, as part of the Southeastern Desert Air Basin (SEDAB), to be declared a non-attainment area for ozone.

The non-attainment designation means a plan has to be developed for the basin to attain standards by 1987. Most studies have shown that the source for high ozone levels in the lee of the San Gabriels is polluted air from the South Coast Air Basin. Until emissions are sufficiently reduced in the coastal communities, inland valleys will continue to have unhealthful levels of photochemical air pollution. The Air Quality

Management Plan for SEDAB recognizes the interaction and interbasin transport between the south coast and the southeastern desert, and concedes that little can or needs to be done locally to try to improve air quality until the Los Angeles Basin Attains AQMP standards.

#### Construction Activity

Construction activities will disturb the dry desert soil, which then creates significant quantities of fugitive dust once the protective "desert varnish" soil crust is broken. The Environmental Protection Agency (EPA) suggested a fugitive dust emission factor of 80 pounds per acre disturbed per day of construction. Through the use of dust control such as regular watering, the emission level can be reduced.

Since these emissions are released mainly during the day when strong winds and deep thermal convection provide good local ventilation potential, there is little chance of any localized stagnation of these emissions and no resulting air quality impact except in the immediate vicinity of the equipment itself.

**Archaeology/Paleontology/**An archaeological records search was conducted at the San Bernardino Information Center of the California Archaeological Inventory, and a paleontological records check was conducted at the San Bernardino County Museum, Earth Sciences Department. Also, the National Register of Historic Places, California Historical Landmarks (1979), and Historical Landmarks of San Bernardino County (Quinn 1980) were consulted to determine the proximity of historical resources to the site. The results of these literature and record searches revealed no historic or prehistoric cultural resources in the project vicinity. However, the paleontological records check indicated a potential for vertebrate fossil localities in the project region.

#### Historical

The project site is within a larger territory once inhabited by the Serrano Indians at the time of exploration by the Spanish. In 1776, Father Garces traveled along the Mojave River east of the project site and recorded various Indian villages that existed along the river at the time. During the 1940s, the San Bernardino County Historical Society and the Archaeological Survey Association of Southern California conducted numerous archaeological surveys and some excavation of certain sites along the upper Mojave River area. Research indicates that the Indians of the area were hunters and gatherers living in small extended family groups, and moved camps seasonally to secure food from animals and plants of the desert and mountains.

Although no subsurface investigation was undertaken, it is believed that no cultural resources exist below the surface, chiefly because of the project site's location away from documented areas (along the Mojave River). It is likely that historical and archaeological resources are not contained on the project site. Nevertheless, field survey of the remaining portions of the site would be required to verify this assumption.

The project area is located on fluvial and lacustrine sediments, a formation known as Showmaker Gravel. This is underlain by the finer-grained "Harold" formation, sediments that are described by Bowen (1954:89) as follows:

"South of the Upper Narrows of the Mojave River, thin, light yellowish gray limey siltstone and claystone are distributed over several acres, indicating the former existence in the very late Pleistocene or recent time, of a shallow lake. This may have been the result of uplift (damming) on the Victorville Fault."

Previous paleontologic material has been recorded in the Earth Sciences Department of the San Bernardino County Museum from 25 localities in the "Harold" formation, all within a 4 mile radius of the project site. The paleontological species discovered at these localities are thought to predate the Pleistocene Rancholabrean and mammal age, and are probably more than 450,000 years old.

**Aesthetics**

The project site is flat and is physically separated from surrounding properties by roadways. Variable densities included in the development program and flexibility in land use patterns and edge treatments allow for compatibility with adjacent land uses.

Major offsite views will be of the San Gabriel and San Bernardino Mountains south of the site and the Quartzite Mountains to the east. There are minor onsite views from the surrounding roads.

**Noise**

The project site, being vacant, is not a source for noise generation nor is it particularly affected by noise intrusion from offsite sources.

The Community Noise Equivalent Noise Level (CNEL) serves as the noise rating scale most commonly used in California for land use compatibility assessment. The CNEL scale is a 24 hour, time-weighted annual average noise level based on the A-weighted decibel. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Noise levels were determined and depicted in the Noise Element using the CNEL scale.

The normally acceptable external noise standard for residential areas is 60-65 CNEL. An interior noise level of less than 45 CNEL is acceptable and is generally attainable in areas where exterior noise levels do not exceed 60-65 CNEL.

The City's Noise Element contains maps which identify noise contours for roadways with significant daily traffic volumes.

George Air Force Base is located to the north, approximately five miles from the closest point on the project site. The Department of the Air Force has prepared an Air Installation Compatible Use Zone (AICUZ) study which represents both crash hazard and noise impact planning criteria for lands affected by military flight operations. A review of the study concludes that the site is beyond the influence of aircraft operations. The project site is outside of the boundaries of the San Bernardino County Interim Plan (Airport Land Use Commission) and is not subject to review.

Projects within one mile of the 65 CNEL are subject to the requirement of 45 CNEL for interior noise level. For commercial uses, interior noise level shall be at the level of 50 CNEL or less. Implementation of building techniques identified in the Uniform Building Code will mitigate any potential adverse impacts.

There will be a short term impact on ambient noise levels as a result of construction related noise. Noise generated by construction equipment can reach substantial levels. The greatest potential for problems exists for residences along Mojave Drive. Construction noise will, to a lesser extent, effect the surrounding commercial uses.

Project related traffic will increase noise levels on both perimeter and interior roadways. The existing and future residences located adjacent to the site will be effected more or less by higher noise levels. In addition, residential uses proposed on the project site will be exposed to noise from Hook Boulevard. For Mojave Drive, however, traffic noise will probably approach 65 CNEL within 50 feet of the roadway edge. Residences located along Hook Boulevard will more than likely be exposed to noise levels in excess of 65 CNEL value. It is estimated that the 65 CNEL contour will extend approximately 60 feet from the roadway edge along Hook Boulevard.

These two roadway facilities will be constrained more by noise than other roadways in the vicinity of the project site. This is due to the existing and proposed residential uses located within proximity to the roadway.

Project related traffic will increase noise levels on streets in the area. In order to determine accurate noise levels generated by future development onsite, further noise assessment will have to occur.

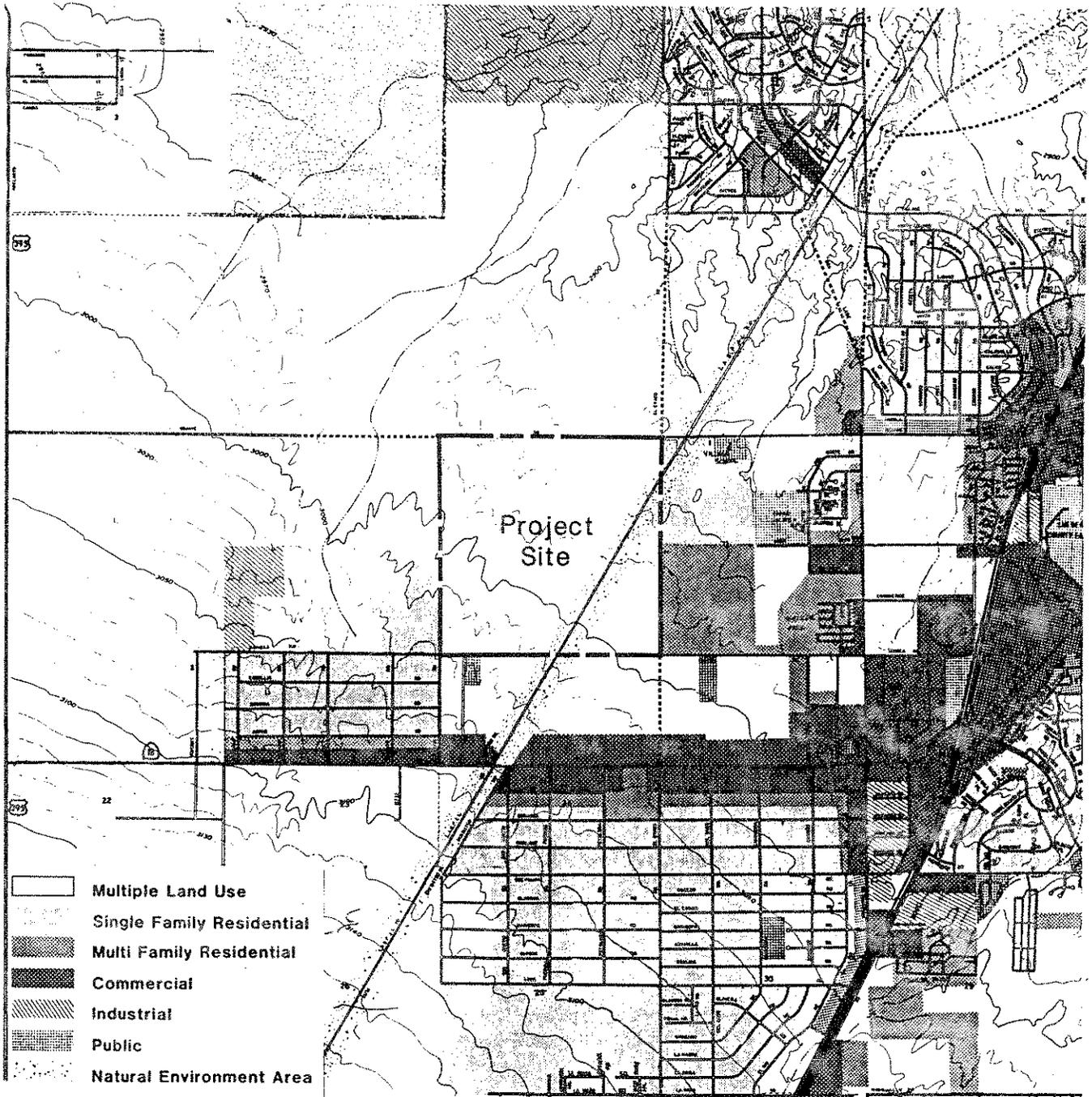
### **Land Use**

Existing land uses in the project vicinity are residential, including single family, multiple family units and mobile homes. Most of the surrounding area is relatively undeveloped, predominantly in a natural condition. Paved and dirt roads are numerous, allowing unencumbered access into many areas. Land uses within the project site include semi-improved and dirt roads. A power line easement (City of Los Angeles Department of Water and Power) bisects the southeastern portion of the project site. Tower structures are located within the easement.

The project site is located in a vicinity that has been growing over a period of years. Downtown Victorville is located 2½ miles from the eastern portion of the site. This area has extended outwardly, developing in response to the desirable features of the area and low cost of the land. As a result, some large parcels of land have remained vacant scattered between developed urban uses. The project site is one of these parcels, remaining vacant while adjacent parcels slowly infill with development.

### **General Plan/Zoning**

Properties surrounding the project site are designated within the multiple land use, multi-family residential, public, natural environment area and commercial categories. The General Plan (December 1984) designates the entire project site as multiple land use.



General Plan

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS





**Multiple Land Uses**

The Multiple Land Uses designation has been established under the General Plan for areas transitioning from rural, undeveloped lands to urbanized development, or from one type of urban land use to another. This designation has been established to deal with specific land use patterns, through the subdivision and/or development process. The Desert/Suburban Zone District (DS) corresponds to the General Plan designation of multiple land uses.

The General Plan land use element designations for the project site and the immediate vicinity are illustrated in Exhibit 6.

The existing zoning for the project site is provided on Exhibit 7 and consists of DS (Desert Suburban). The intent of this zone is as follows:

**DS (Desert Suburban)**

The desert suburban district designated by the primary symbol DS is intended to be applied to large uninhabited and undeveloped areas within the city that do not show predictable potential for medium to high density residential, commercial or industrial uses. These districts are further intended to generate and encourage the development of low density, large lot residential living areas which would include light agricultural/recreational accessory uses.

Implementation of the development program would change the primarily undeveloped site to urban uses. The rural character of the site would be transitioned into a major urban focal point for the valley. Consequently, the intensity in the use of the land would increase significantly over the existing condition.

The site would be developed over an extended period. Uses would follow as market demand and economic conditions dictate.

Uses proposed in the Development Program are consistent with adjacent offsite uses as well as the development trend established for this area.

To develop the site as proposed, both General Plan amendment and zone change actions are required. These actions will implement the intent of the Multiple Land Use General Plan designation to complete the transition of development to urban uses. Although current zoning designations allow most types of uses proposed by the conditional use permit, it is appropriate to rezone these parcels to achieve General Plan consistency.

The Specific Plan is the mechanism through which zoning conditions and standards will be established and enforced. Proposed zoning will be based upon development regulations for the Specific Plan area and applicable zoning standards in the City of Victorville Municipal Code Zoning Ordinance.

**Traffic/Circulation**

A traffic analysis of the proposed project has been prepared by CG Engineering. The complete analysis is included in Appendix C. The project site is currently served by several major and minor roadways. Both direct local and indirect regional access to the site are currently available from the existing areawide circulation network.

**Regional Road System**

Regional access to the project site is provided by Interstate 15, a major north-south arterial connecting the metropolitan areas of Los Angeles including the San Bernardino/Riverside inland empire with San Diego to the south and Las Vegas to the north.

The Mojave Drive interchange is a four quadrant diamond type. The bridge structure over the freeway provides for two lanes for through traffic. Left-turn lanes are provided at each end of the structures for left-turning vehicles to enter the on-ramps.

The Palmdale Road interchange is a modified two quadrant cloverleaf type. The bridge structure over the freeway provides four lanes for through traffic. Left turns for the on-ramp moves are not allowed, therefore no separate left-turn lanes are provided across the bridge. Left turns are allowed from the southbound off ramp.

Upon completion of the proposed interchange, La Paz Road will be extended over the I-15 freeway with a bridge structure to tie into the extension of Hook Boulevard to the west.

**Local Road System**

Mojave Drive is proposed as a four lane facility. Hook Boulevard is also planned as a four lane facility. Amethyst, Seneca and El Evado Roads are proposed as four lane facilities.

The Circulation Element of the City of Victorville General Plan includes all of the aforementioned major roadway improvements of importance to development of the project site. These improvements are long range components of the circulation element.

**Public Service**

The Brentwood land use project site will be served by several public and quasi-public agencies.

**Schools**

Elementary school aged children living within the project area will attend Village School and Park View School in the Victor Elementary School District. Village School, located approximately 1½ miles from the site, has an enrollment of approximately 367 students which is 180 over permanent classroom capacity. Park View School, located approximately 1 mile from the site, has an enrollment of approximately 693 students which is 32 over permanent classroom capacity. Temporary classrooms are currently used to offset some of the overcrowded conditions.

An application was submitted and plans were completed for permanent classroom buildings over two years ago. However, State funds are still not available under the LeRoy Greene Building Law of 1976.

**Police**

The San Bernardino County Sheriff's Department is under contract to the City of Victorville to provide police protection and traffic safety services. These services include traffic and neighborhood police control, emergency calls, and crime prevention. The County Sheriff's Department would respond to the project site from its station at 14455 Civic Drive in 1 to 2 minutes. Response time from outer city limits would be 8 to 10 minutes. Manpower needs are based upon variable factors which include response times, volume of requests for service, and traffic conditions.

**Fire**

The City of Victorville Fire Department currently provides fire and life safety services in the vicinity of the project site from its headquarters station at 16200 Desert Knoll Drive. The response time from the station to the project site is approximately 3 minutes. These times are based on existing response rates.

**Hospitals**

Medical services will be provided to the project site from St. Mary Desert Valley Hospital and Victor Valley Community Hospital. Victor Valley Community Hospital opened a new facility in December 1983, replacing the hospital's 60-bed facility. The new hospital facility has 75 general acute-care beds and is maintaining a 90% occupancy rate. St. Mary Desert Valley Hospital is presently 97 beds.

Recreation and Parks The City of Victorville Recreation and Parks Department provides maintenance services to City-owned vacant lots, parks, the City Hall complex, and street trees and grounds. The closest facility to the project site is the Community Center at 14343 Civic Drive. Currently, the City and the County fairgrounds are working together on a joint use agreement. This agreement would establish a 4 acre recreation site at the fairgrounds. The Recreation and Parks Department uses a modification of the National Recreation and Park Standards to estimate service demands. Park land demand generated for the proposed project would be 5 acres per 1,000 residents.

Public Utilities Public Utilities providing services to Brentwood are indicated in the following table.

	<u>Public Utility</u>	<u>Agency</u>
Public Works	City of Victorville	Public Works Department
	Wastewater	Victor Valley Wastewater Reclamation Authority
	Water	Victor Valley County Water District
	Solid Waste	County of San Bernardino Solid Waste Management District, Victorville Disposal, Inc.
	Electricity	Southern California Edison Company
	Gas	Southwest Gas Corporation
	Telephone	Continental Telephone of California

Utilities are more fully discussed in the infrastructure component of the Specific Plan.

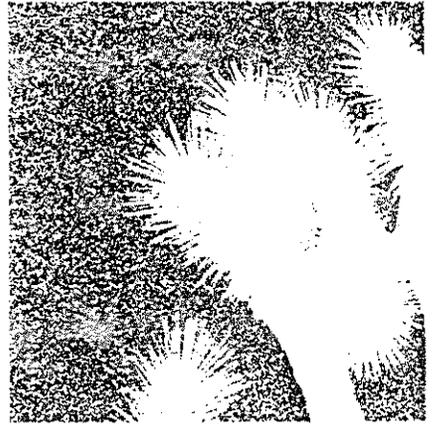
**General Summary: Impacts and Mitigation Measures**

Earth Resources Site grading will slightly modify the existing terrain to prepare the land for development as necessary for drainage, infrastructure, and earthwork balancing considerations. No unusual geotechnical hazards or land subsidence constraints are expected subsequent to building construction. Mitigation includes adherence to grading regulations, and preparation of a soils analysis as necessary to recommend specific soil compaction requirements.

Hydrology Modification of the project site surface through grading and paving is expected to increase surface runoff. The total increase is not expected to overburden the existing network of flood control facilities. Groundwater levels found in underground reservoirs will not be substantially depleted from groundwater extraction or from terminating replenishment. Urban contaminants from surface runoff will incrementally degrade surface water quality. Mitigation includes preparation of hydrological analysis to determine storm drain specifications, an erosion control plan to minimize sediment during grading, and extending the city's street-sweeping program into the site.

Biota	During site construction, the existing habitat will be removed as a result of earth movement, and wildlife will be displaced to offsite locations. Inasmuch as the site contains no rare, threatened, or endangered species or significant habitat, impact is not considered significant. After development, animal habitat will shift in favor of rodents, reptiles, and songbirds. Mitigation includes consideration of desert-type landscape materials to encourage the return of native wildlife.
Air Quality	During and subsequent to site construction, emissions from construction equipment, new vehicular traffic, and indirect energy consumption will cumulatively degrade basin air resource. Construction emissions are of short-term duration. Mitigation includes encouraging use of local shuttle systems and van pool programs. It is also suggested that bicycle racks be provided, where warranted, and that energy conservation be practiced. Fugitive construction dust impacts will be controlled through compliance with Air Quality Management District regulations.
Archaeology/Paleontology	Site development is not expected to impact any archaeological resources as a result of site conditions and characteristics. For paleontological resources, however, site grading is expected to expose significant vertebrate fossils. Mitigation measures are designed to minimize the impact on cultural resources, including archaeological resources, and will include additional field survey and monitoring during grading in the event that artifacts are discovered.
Noise	Short-term construction-related noise impacts will temporarily disrupt the local noise environment primarily effecting adjacent residences. After project development, vehicles generated from proposed uses will increase noise levels along interior and perimeter roadways. Residential uses adjacent to certain roadways may be affected by this increase. Both Mojave Drive and Hook Boulevard are expected to service sufficient vehicles that may effect residences adjacent to these facilities. Mitigation measures include conducting additional site-specific noise assessments to determine measures which will satisfactorily reduce noise to an acceptable level, and adherence to local noise regulations.
Land Use	Approval of the project will require amendments to the General Plan and Zoning map. Proposed designations are not significantly different from existing designations, representing more of an implementation of former planning rather than change in land use direction. Adjacent uses will be effected by change in the existing rural environment to one of urban character. Mitigation includes requiring adequate setbacks, buffers, etc. where potential land use conflicts exist, and requiring site plan review for future development.
Traffic/Circulation	Development of the site will create uses which will generate traffic on local streets significantly decreasing vehicular capacity on specific roadways and at local intersections. Approximately 36,000 ADT is forecast for project uses. In total, five area intersections could be impacted (i.e., unacceptable service levels) with the intensity of uses proposed. Additional more specific site planning and traffic analyses are required to verify these conclusions. In any event, mitigation is proposed which should effectively mitigate these impacts. Mitigation includes additional analysis and improvement of local roadways to their circulation element status (see Traffic Analysis in Appendix C).
Public Services	Project site development will not significantly impact most community services and public utilities. The expansion of master planned facilities will provide for orderly growth to the area without significant impact. Development will incrementally burden service levels currently provided. For police, fire, and education, site development may require additional staffing and facilities to provide adequate service to the site. Mitigation includes: 1) providing sufficient water supply to effectively control fire, 2) requiring site plan review by the Fire Department, 3) including appropriate crime prevention

measures in building design, 4) including water conservation devices, 5) providing landscaping in accordance with City code, 6) collecting connection fees for sewage treatment, and 7) collecting funds for the Capital Facilities Improvement Program.



## General Plan Relationship



# 3 General Plan Relationship

## Introduction

Specific plans, as stipulated by the California Government Code should be "based upon" and "provide the systematic execution of the General Plan." It is the intent of the Brentwood Specific Plan to provide recommendations implementing and supporting the various goals and policies associated with each element of the City of Victorville General Plan.

Consistency with the General Plan will be achieved through the development of a planned community which provides new housing, recreation, and open space amenities. Environmental resource considerations and public service and infrastructure requirements have been integrated into the plan to provide for the health, safety, and welfare of future residents. The following presents a summary discussion of this Specific Plan in accordance with the General Plan for the City of Victorville. The General Plan and review is organized as follows:

- Physical Setting
- Land Use
- Implementation.

The review of the General Plan is presented in summary form with evaluations presented in appropriate sections of the Specific Plan.

## Physical Setting

The physical setting is comprised of twelve categories which include: geology, seismic hazards, soils/liquefaction, mass wasting, flood protection, water quality, agriculture, open space, biotic communities, fire, noise, and land suitability for urbanization.

A thorough search and evaluation of available data and site reconnaissance was made to determine and analyze the physical environment of the project sit and surrounding environs.

## Geology/Seismic Hazards

A review of United States Geological Survey and California State Division of Mines and Geology Geotechnical studies was conducted as a part of the development program. A 1980 Bureau of Land Management (BLM) study identified the Victorville area as having a good potential for leasable oil and gas deposits. The BLM study also shows a potential for locatable mineral resources in the project area. The development program for the project site proposes only commercial and residential land uses. No mining activities are proposed.

The geotechnical analysis shows no active or potential faults are known to exist within the project area. Therefore, it has been concluded that the project area is safe for development, subject to applicable building and mechanical codes. Prior to issuance of building permits detailed investigations will be conducted, and appropriate construction practices will be implemented.

## Soils/Liquefaction

The soils associated with the project site are identified by the United States Department of Agriculture, Soil Conservation Service (SCS) as being suitable for development. However, several of the soil units as classified by the SCS may be subject to liquefaction. Therefore, prior to issuance of building permits, detailed analysis of soils susceptible to liquefaction will be completed prior to development to assure an acceptable level of safety. All soils related to the project site are subject to the hazard of

soil blowing. As much existing natural vegetation as possible should be left to reduce soil blowing.

Mass Wasting	The project site is relatively flat and is not subject to landslides. Because of the sandy texture of the project site's soils, cutbanks are not stable and are subject to sloughing. Grading and earth work activity will be performed in accordance with and conform to applicable city ordinances and permit requirements.
Flood Protection	Preliminary hydraulic investigations have been conducted within the project site and have concluded that it is safe for development. A drainage concept plan for the proposed development provides for flood protection. The project area is located outside of the 100 and 500 year flood plain.
Water Quality	The SCS identifies soil permeability associated with the project site as moderately slow to rapid. Water drawn from wells has retained consistent high quality through many years of testing. Consequently, development in the Victorville area has had no apparent effect on water quality for the water resources contained in underground aquifers. Additional water quality standards for the proposed development will include the development of erosion control measures during subsequent construction phases, and development plans to control storm water pollution.
Agriculture	Development including grading of the proposed project will remove Class II soils from potentially productive agricultural lands. Historically, this has been a public policy conflict, due to development locating most easily on lands suitable for agriculture. The project site is not currently under cultivation. It does not contain prime agricultural soil and is poorly suited for use as rangeland.
Open Space	<p>Land uses proposed within the development program included a five and one half acre park site dedicated to the City of Victorville for public use and maintenance.</p> <p>Additional land uses will include an enhanced desert open space spine which will be developed in association with individual planning areas. This open space spine meanders north and south through the center of the residential areas. A trail system within the open space spine will connect residential neighborhoods and provide access to the park area and commercial core to the north.</p> <p>Within the trail network will be paths which will accommodate pedestrians, joggers, and bicycles. Minor pedestrian paseos will traverse the development along roads through residential developments to link the open space network together.</p> <p>Other recreation activities can be developed within individual planning areas.</p> <p>The power easement which runs through the project site provides a regional open space link.</p>
Biotic Communities	<p>The proposed open space spine within the project site will consist of enhanced or transitional desert. This area will be revegetated with natural vegetation to provide a transition between natural areas and private landscape areas. Minimal irrigation in the open space area will allow desert species to flourish. Some plant species found on the project site may be transplanted within the open space spine.</p> <p>The proposed development will emphasize desert landscaping methods. Where possible the native vegetation will be enhanced and supplemented with drought tolerant plants that require minimal irrigation (Refer to Appendix A). Non-native trees, shrubs, bulbs, and flowers can be inter-spread with natives. Most yuccas, including the Joshua</p>

tree, are protected under the native plant law. Special permits will be obtained prior to their removal or transplanting, if feasible.

Retention and enhancement of the existing desert within the open space spine will provide limited habitat for wildlife.

**Fire** Because the project site is in a wild fire area, all proposed fire protection facilities and procedures will be reviewed and stated requirements of the City of Victorville Fire Department will be met.

The water system will have sufficient capacity and pressure to meet fire flow requirements. A fuel modification program for all areas bordering upon natural open space will be developed.

**Noise** Major noise sources are associated with George Air Force Base and Mojave Drive. Consistent with city policies, all new residential buildings will be required to comply with state noise insulation standards.

**Land Suitability** The project site is located in an area identified as medium suitability for urbanization.

**Land Use** The land use plan is comprised of seven categories which include: circulation, housing, commerce, industry, recreation, historic preservation, solid waste management.

**Circulation** The circulation element provides a comprehensive planning approach to address the current and future transportation/circulation needs of the city. Consistent with the city's plans for roadway improvements, Mojave Drive, El Evado Road, Seneca Road, Amethyst Road and Hook Boulevard will be improved based upon the circulation plan. Also other roadway improvements are proposed for the project site to provide for a safe, efficient circulation system. A preliminary traffic analysis is located in Appendix C.

**Housing** The goals which are included in the city's housing element are generally oriented towards developing a balanced residential environment. The multiple use concept provided for in the Specific Plan is consistent with such goals. The proposed planned development activities for Brentwood will provide significant new housing opportunities for city and county residents. Through a diverse range of product types, densities and price ranges, the project will offer an alternative to individuals seeking to locate close to an expanding industrial/commercial employment base in the Victor Valley region. Infrastructure improvements will also meet the regional needs of the western Victorville area through planned expansion capabilities.

**Commerce** The proposed development program provides for commercial activities for the project site and surrounding area.

**Industry** The development program does not propose any industrial uses.

**Recreation** Recreational opportunities are an integral element in the overall development plan for Brentwood. A park site has been designated adjacent to Hook Boulevard near the center of the community. Natural open space links the park with the various residential neighborhoods. The park site will be offered for dedication to the City of Victorville. Trails, etc. have been planned to integrate the park into the overall circulation network.

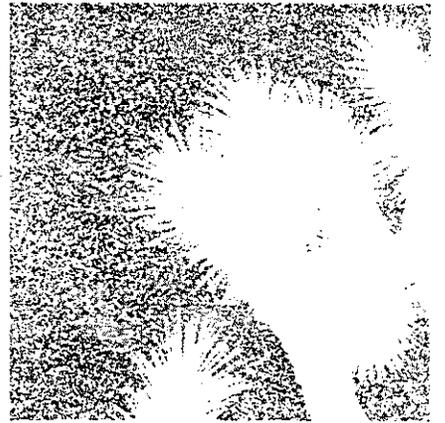
Historic Preservation      The historic preservation category designated historical sites through cultural, economic, historic personages or events and distinguished architecture or other notable works. Historic preservation is not applicable to the vacant Brentwood project site.

Solid Waste Management      The Brentwood community will be served by several public and quasi-public agencies. The agencies servicing Brentwood for solid waste are the County of San Bernardino Solid Waste Management District and Victorville Disposal, Inc.

The solid waste management element was developed to facilities the state approval of establishing a city owned landfill. This would alleviate the need for the city to contract with San Bernardino County to dispose of its solid waste into the county landfill.

**Implementation**      The infrastructure planning process for Brentwood has included engineering studies, facilities sizing studies, and meeting with responsible public agencies and special districts.

Implementation of the General Plan for Brentwood will include a General Plan amendment to allow for the Specific Plan.



# Development Program



## 4 Development Program

### Introduction

The Brentwood project is proposed as a master planned mixed use community including primary and secondary residential development, recreational uses and commercial development. As one of the city's few master planned communities, the project is viewed as a unique component to the city's land use plans. It also represents a major opportunity area for future growth. The potential exists to set a standard of development for the surrounding area to follow.

In order to provide a planned community that is unique to the area specific objectives were established for the Specific Plan. These include:

- Create an identifiable community that provides a variety of housing types, commercial uses and recreational features to maximize the sense of community;
- Enhance and preserve natural resources through an integrated open space system with a centralized trail network which will tie the residential community together;
- Provide commercial development that serves the needs of local residents as well as needs of the region;
- Allow for circulation patterns which serve residential needs without encouraging regional circulation intrusion, while encouraging regional circulation intrusion, while encouraging alternative means of transportation;
- Conserve energy and prevent neglect of the site's natural resources through site design and use of drought tolerant plant material;
- Provide development flexibility for future market changes; and
- Propose a logical phasing plan based on the marketplace and the extension and provision of utilities.

The Brentwood development program is illustrated through three principal plan components:

Land Use: The land use component identifies proposed land uses and associated residential densities. Marketing information provided the basis for residential product types and anticipated absorption rates. These rates are transformed into project phasing delineating time frames for construction and infrastructure improvements.

Circulation: The circulation component identifies vehicular and non-vehicular improvements to facilitate movement in Brentwood. Roadways, pedestrian paths, bicycle lanes and local trails are discussed within the overall framework of providing efficient and safe movement patterns within the community.

Infrastructure: The infrastructure component contains information on infrastructure improvements necessary to service Brentwood. Topics within this component include water, sewer, gas, electricity and telephone services.

## Land Use Component

### Development Concept

Brentwood will be a high quality residential development. Additional uses include several commercial sites and an open space/park area. The integration of natural site features into a cohesive planned community establishes the major concept for development. This concept provides for a continuous open space system preserving and enhancing many of the site's outstanding desert features and serving as a visual backdrop for the entire community. All land uses within Brentwood will be linked through a common loop road system, pedestrian/bicycle trails and open space links. This will ensure the development of an exciting and cohesive community form that offers proximity to an urban area while providing a "rural" style desert living.

Brentwood will offer residential products appealing to a wide variety of market segments in a broad range of income groups. Residential land uses will range from single family detached to attached residential.

The land use plan, as illustrated in Exhibit 8 will include:

- Several distinct and innovative residential product types to accommodate various age, socio-economic and interest groups.
- A commercial area for both neighborhood and community needs.
- A 7.2 acre site set aside as a park to service the future needs of the area.
- A school site.
- An integrated circulation system lessening the need for auto-oriented transportation for intercommunity travel.
- An open space network.
- A coordinated streetscape and landscape.

### Marketing

Market and land use studies were conducted by Economics Research Associates (ERA), a national real estate consultant organization. Their findings showed that Victor Valley is emerging as one of the most dynamic housing markets in southern California. Because of the success of well planned communities located in a growing market area, Brentwood will be developed as a master planned community. The most clear cut market in the Victor Valley region is to develop a residential community to house locally employed persons and commuters to other areas in San Bernardino County.

It was established that the development program provide a full range of commercial and recreational facilities which will distinguish it as a planned community from the residential subdivisions now being developed in the Victor Valley. In addition, there was a potential for developing a planned community that integrated both primary and secondary (retirement) housing.

# BRENTWOOD Specific Plan 1-88 Land Use Plan

Apn Book: 3104

# = Specific Plan District

Land Use

Low = 2-4 DU/AC

Low Medium = 3-5 DU/AC

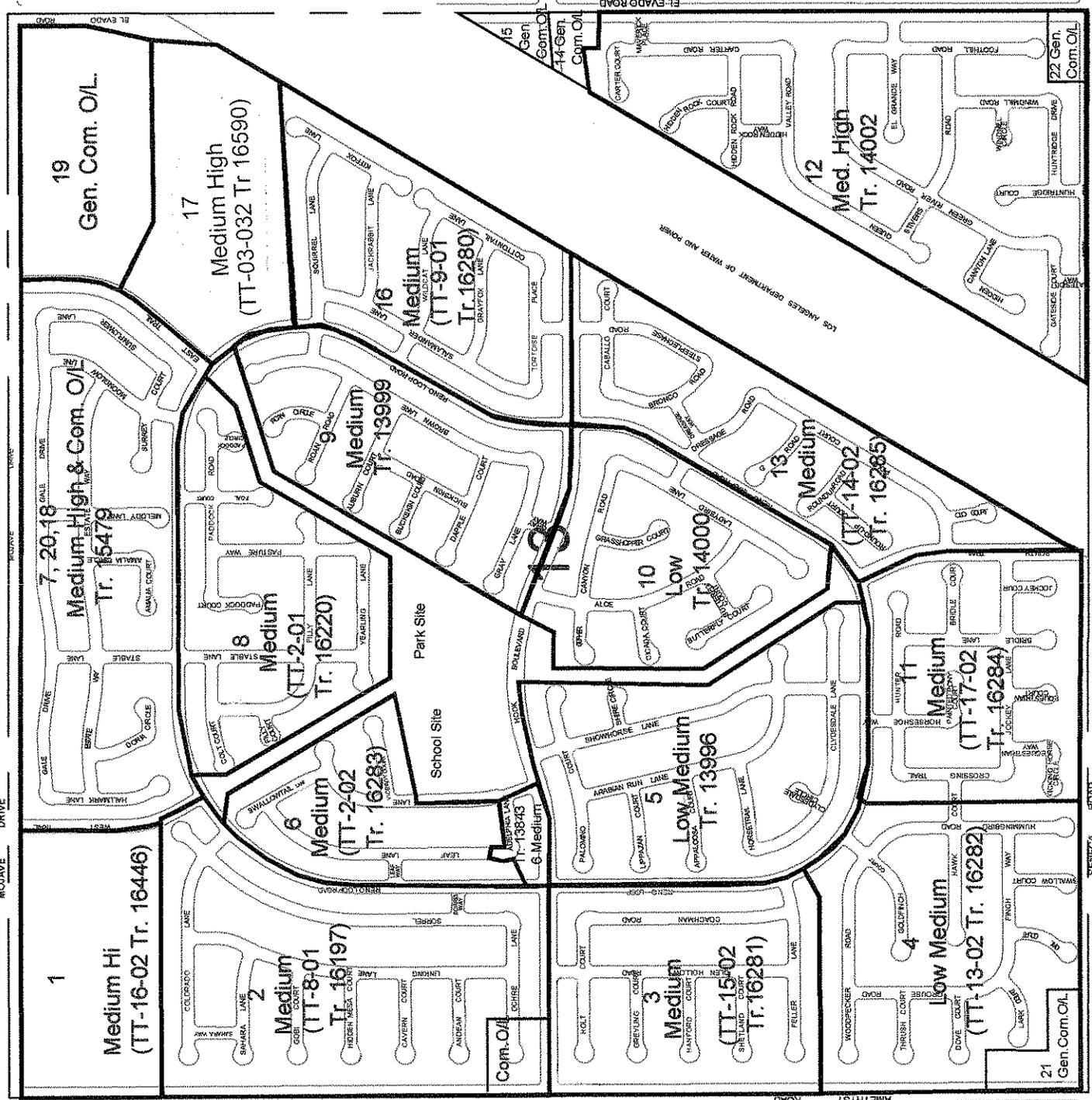
Medium = 4-6 DU/AC

Medium High = 6-8 DU/AC

High = 20 DU/AC

Gen.Com. = General Commercial

Com.O/L. = Commercial Overlay



The development program for Brentwood is summarized in the following table:

<u>Land Use</u>	<u>Density</u>	<u>Acres</u>	<u>Total</u> <u>l/</u>
Residential Development:			
L - Low	2-4 D.U./AC	25.6	94 D.U.'s
LM - Low-Medium	3-5 D.U./AC	72.7	304 D.U.'s
M - Medium	4-6 D.U./AC	231.8	1172 D.U.'s
MH - Medium-High	6-8 D.U./AC	140.2	760 D.U.'s
Non-Residential Development:			
C - Commercial		23.1	
School Site (Approx.)		6.5	
Open Space/Easement		90.1	
Arterials		<u>51.8</u>	
	TOTAL	641.8	Ac.
*D.U.'S = Dwelling Units l/ Total Dwelling Units not to exceed 3,978			

A detailed development program by individual parcel is located in the Appendices D and E.

Market Flexibility

Given what is viewed as a moderately long build-out period, it is essential that the land use plan be designated with sufficient flexibility to permit adjustments to future market conditions while still achieving the objectives and design concept for Brentwood.

The Brentwood development plan allows for a logical redistribution of residential densities over the entire site, with a priority given to adjacent planning areas, and enables creative and imaginative design solutions within a flexible framework. Land use standards will control overall development patterns.

Phasing

Brentwood is designated to absorb a large amount of the population growth that is projected for the Victor Valley region over the next ten to fifteen years and provide residential housing opportunities for the industrial growth that is currently taking place within Victorville.

Pacific Bay Homes will serve as the master developer for the Brentwood community. As the master developer, they will improve and landscape the loop street and improve the major arterials adjacent to the property. Along with these improvements, the developer will also bring major infrastructure facilities to each development unit.

It is anticipated that the developer may retain ownership of several planning areas, while making the other planning areas available to outside builders and developers.

Architectural control of Brentwood will be initially maintained by the developer until such a time that a master homeowners association or architectural review committee is established.

Phasing of development is proposed to move north to south. This strategy involves a number of considerations including:

- Early development growth taking place along the freeway corridor;
- Mojave Drive or Hook Boulevard providing direct access to the freeway;
- Utilities that are most readily available at the north portion of the site;
- A mix of land uses and densities provided through north to south phasing.

It is presently anticipated that, in the short term, demand for single family detached dwelling units will outpace demand for attached multi-family residences. As demand for attached and multi-family homes increases relative to detached homes, development of these types of residential products will begin and proceed southwest. Commercial development will begin at the same time as the single family homes.

The construction of open space and parkways will be phased to coincide with residential construction so that increments of open space will be developed coincidentally with increments of housing.

The phasing of Brentwood is designed to provide flexibility to respond to changing economic and market conditions occurring at the time of development.

#### Residential Land Uses

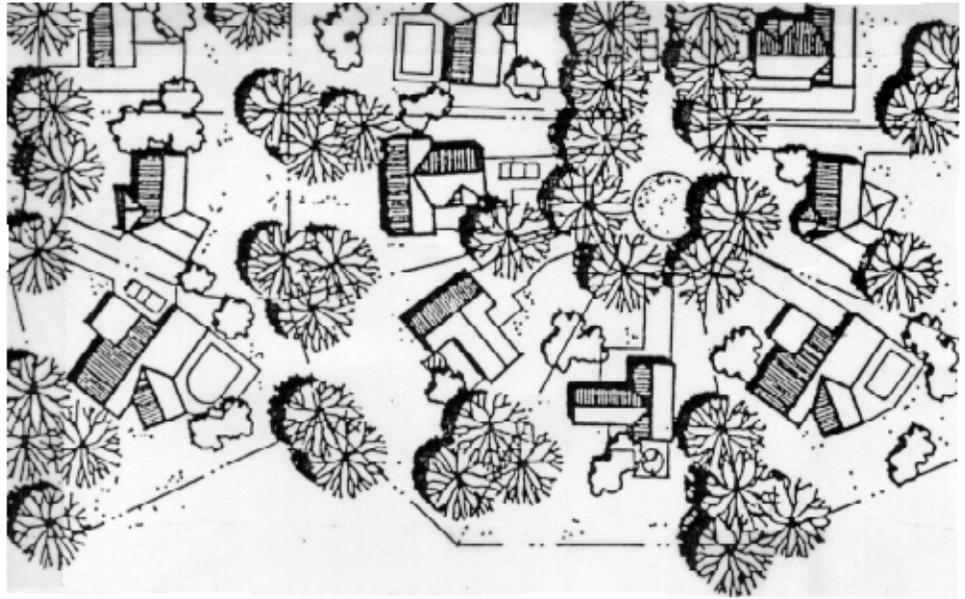
The residential mixture at Brentwood has been designed to provide a strong community image and to include a broad range of densities of primary and secondary housing types. Residential products and densities are grouped and located based upon similar characteristics and site criteria. It is anticipated that Brentwood will include singles, young starter families, families with older children, empty nesters and retired residents. Higher density attached units are located adjacent to the commercial areas along Mojave Drive helping to form a community core. This core is linked to an open space/paseo network establishing a community focal point. Medium density detached units radiate from the core along the Loop Road. Lower density units having a more rural theme are generally located at the southwestern perimeter of the site providing a buffer from the high density areas and a transition to surrounding land uses.

In any planning area proposed for residential purposes, planned unit developments may be allowed. The procedure for review and approval of those planned unit developments shall be those procedures established in Titles 17 and 18 of the Victorville Municipal Code.

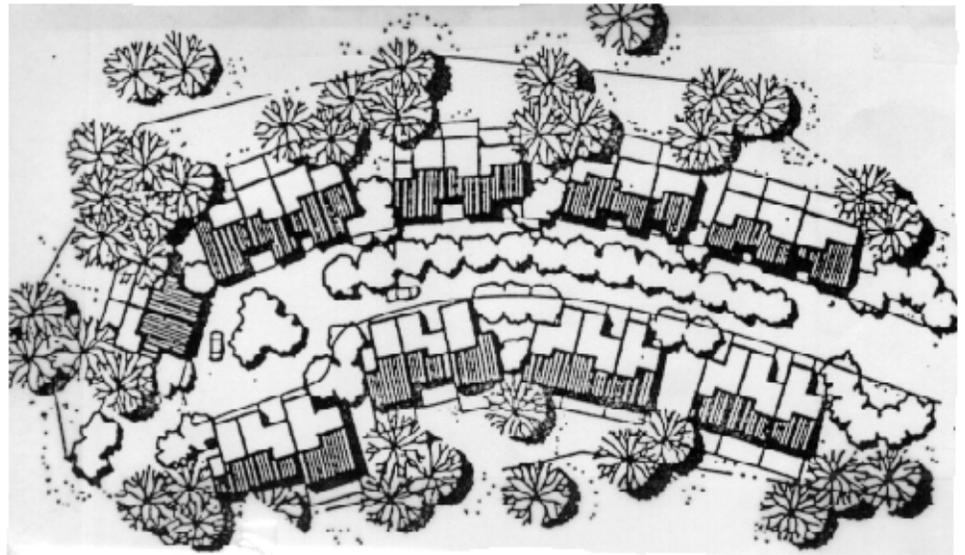
The following is a brief summary of each residential product type.

Single Family Detached: a single dwelling on a single lot with standards side yards and setbacks.

Relatively formal arrangements will occur along neighborhood collectors, local streets and short cul-de-sacs. The majority of units will have access to the open space park either directly or through a common path system. Densities will range from 2 to 8 dwelling units per acre.



Attached: Attached units adjacent to the commercial uses form the core of the community and offer access to community collectors and open space. Townhomes, apartments and/or condominiums will constitute the attached unit mix. Densities will range from 12 to 20 dwelling units per acre. Ownership may be on a lot or on space basis with common open space maintained by a homeowners association.



Open Space

The main feature of the overall land use plan is its commitment to open space and its provisions for recreation opportunities.

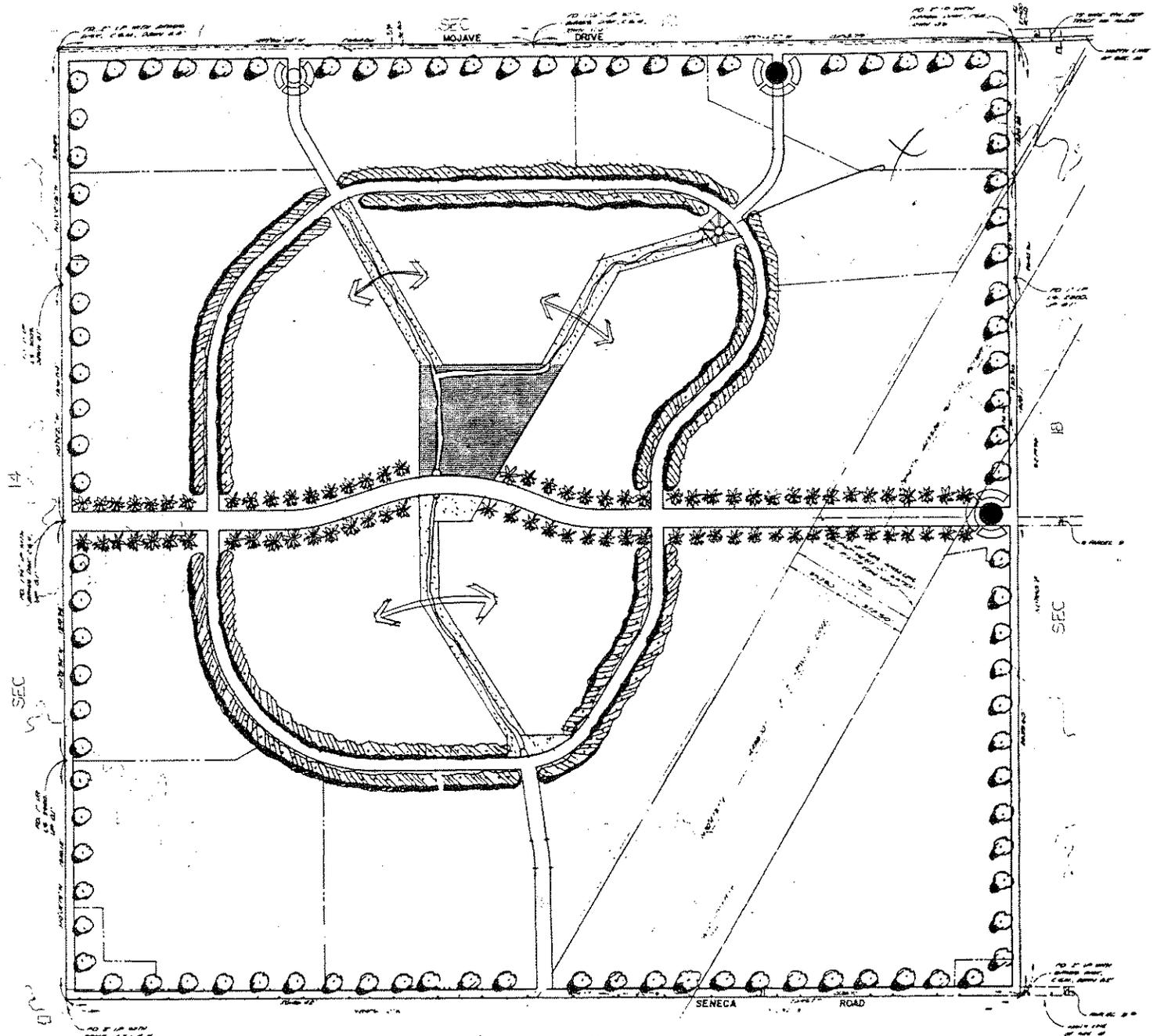
The two major components of the open space network as shown in Exhibit 9 are the park and the central enhanced desert open space/paseo system.

Trail/Paseo System

The major component that provides pedestrian mobility is the open space spine that meanders north and south through the center of Brentwood. The pathway/paseo

system within the open space will connect residential neighborhoods together and provide access to the park.

Within the paseo network will be paths which will accommodate pedestrians, joggers, and bicycles. Minor linking pathways will traverse the development along roads, between development areas, through residential areas, and within open space corridors to link the entire development open space network together. The power easement will also serve to connect Brentwood with the region.



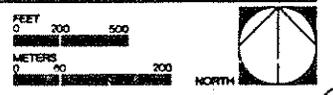
# Open Space Concept

- |  |  |  |
|--|--|--|
|  Major Gateway Entry<br>(Locations subject to change) |  Loop Road      |  Park                       |
|  Secondary Entry<br>(Locations subject to change)     |  Perimeter Edge |  Enhanced Desert Open Space |
|  Sky Grid   |  Paseo          |  |

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
SIKAND ENGINEERING  
CIVIL ENGINEERS



# Circulation Component

## Area Wide Concept

The circulation plan provides the transportation system and basic standards for safe, efficient vehicular movement within and around the study area. This plan consists of alignments for arterials and collector roadways and their rights-of-way, and typical roadway sections (Refer to Exhibit 10).

The circulation plan has been developed based upon a comprehensive transportation planning analysis (Refer to traffic study in the Appendix). The traffic generation and distribution studies included in this analysis were based on the ultimate development of the Brentwood properties and with the assumption that an interchange would be existing at Hook Boulevard and Interstate 15 upon build-out of the study area. It should be noted however that the existence of such an interchange now or in the future is not conclusive and, therefore, additional traffic studies should be required as components of the Brentwood Specific Plan are developed. This analysis also considered the cumulative traffic impacts and street capacity requirements of other potential development outside of this Specific Plan area.

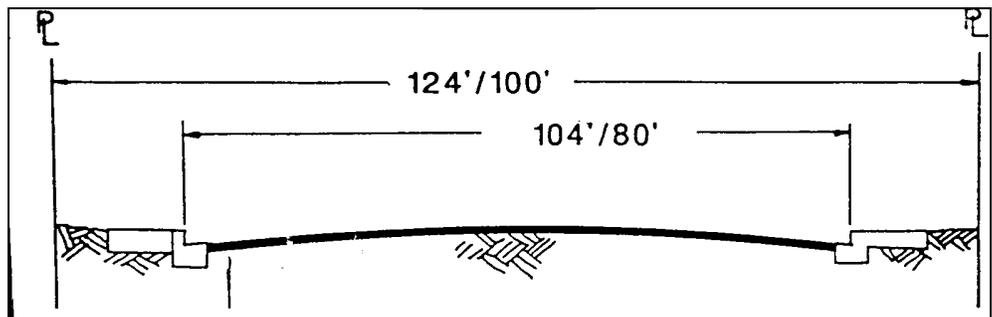
## Circulation System

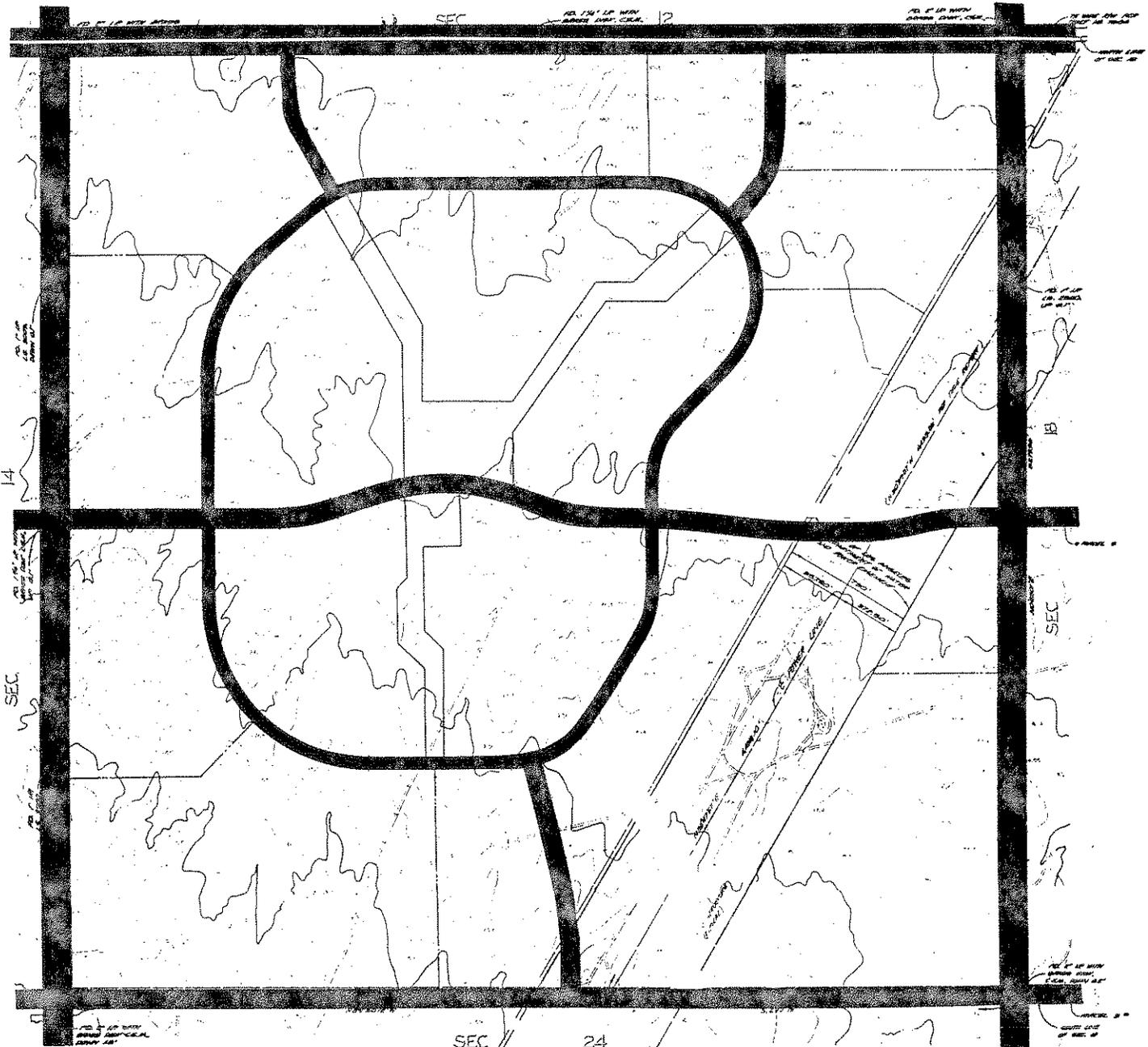
Traffic circulation within the Brentwood development will be provided by a roadway system keyed to the existing street system and based upon ultimate circulation patterns depicted on the General Plan's circulation element.

Emphasis is placed upon providing the primary access routes to link the various neighborhoods with Mojave Drive and Hook Boulevard with existing and proposed I-15 interchanges. The backbone of the Brentwood circulation system consists of a loop roadway containing vehicular and non-vehicular functions. Roadway classifications include major arterials and arterials, collectors and local streets. A series of trails reinforce the roadway system through the provision of minor intercommunity loops.

The following describes the characteristics of the various roadway classifications which are part of the Specific plan circulation system:

Super Arterials/Major Arterials: Super Arterials and Major Arterials service the immediate vicinity of the site for through traffic and provide linkages from collectors to the regional transportation corridors. Mojave Drive, a Super Arterial which runs east/west along the northern boundary of the site will be a fully improved 124 foot right-of-way affecting its super arterial status as designated in the current roadway classifications.





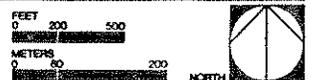
### Circulation

-  Super Arterial  
(124 Ft. R.O.W.)
-  Major Arterial  
(100 Ft. R.O.W.)
-  Arterial  
(84 Ft. R.O.W.)
-  Collector  
(64 Ft. R.O.W.)
-  Local Street  
(60 Ft. R.O.W.)

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

PHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
ENGINEERING  
ENGINEERS

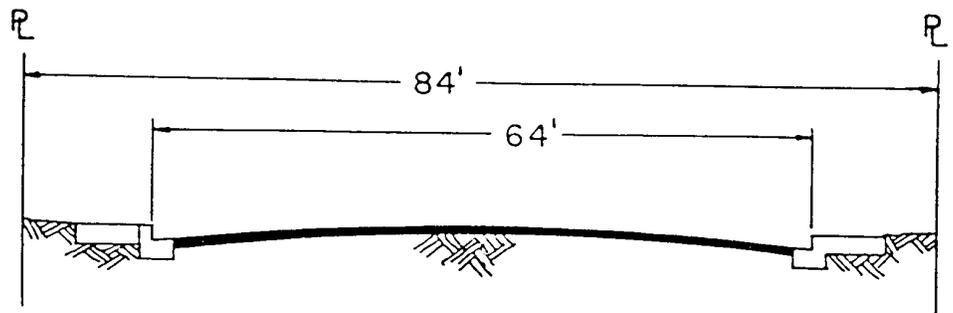


El Evado and Amethyst Roads, both north/south major arterials which run along the east and west boundaries of the project, will be improved to a 100 foot right-of-way.

Arterials: Arterials service the immediate vicinity of the site and connect/distribute traffic from collectors to the freeway.

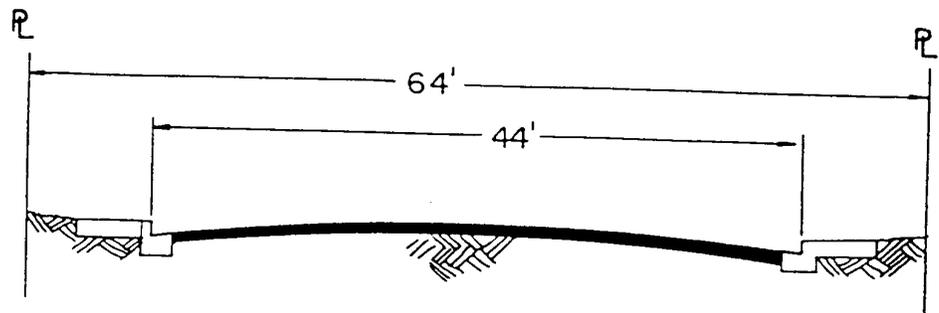
Hook Boulevard, which runs east/west bisecting the site, as well as connector roads "B" and "C" will be fully improved to a 84 foot right-of-way. There are current city proposals for a fully improved interchange at Hook Boulevard.

Seneca Road, an east/west arterial runs along the southern boundary of the project. It will be a fully improved 85 foot right-of-way, reflecting its secondary arterial status as designated in the current roadway classifications.



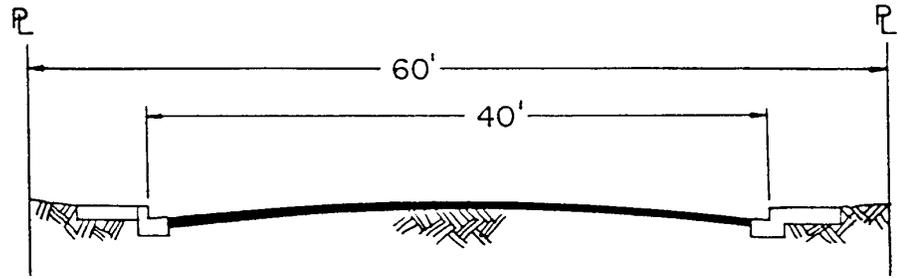
Collectors: Collectors service the primary areas of development and provide the interior of Brentwood linkage to regional transportation corridors. The Loop Road has been designed as a collector with a 64 foot right-of-way to accommodate vehicular, bicycle and pedestrian activity. Automobiles will be separated from non-auto related movement by changes in grade and street trees where possible.

No on-street parking or individual driveways will be allowed along the Loop Road. This parkway appearance along the Loop Road will visually unite the community and allow for ease of movement. Street "A", a connecting road which links the Loop Road to Mojave Drive at the northwestern portion of the site, has been designed as a major collector. These connecting roads, along with the Loop Road, allows north/south traffic as long on the General Plan circulation map.



Local Streets: Local streets will service subareas within each neighborhood and are designed with a 60 foot right-of-way to accommodate automobiles and pedestrians. On

street parking and individual driveways are allowable. Parking requirements will be based upon the City of Victorville Municipal Code Zoning Ordinance.



Local Pathways: Paseo's have been designated to provide convenient access from neighborhoods to primary destination points. The Paseos are located in open space corridors that will contain enhanced and existing desert vegetation. Pathways should be a minimum of eight feet in width to accommodate pedestrians and bicycles.

All roadway construction activities will conform to standards established by the City of Victorville.

# Infrastructure Component

## Introduction

Future demand for residential opportunities in Brentwood, as well as other residential communities in the western portion of the City of Victorville, call for a systematic plan for the provision of public services. The infrastructures' needs addresses these needs relative to the future development of the Brentwood area and illustrate the methods and mechanisms through which public services will be provided.

The infrastructure systems are designed to provide adequate service for the maximum level of planned development. In the case of sewer and other utilities where major offsite improvements are required to properly serve the ultimate development, interim facilities can serve the initial limited phases of development.

## Water Service Concept Plan

Domestic water will be supplied to the residents of Brentwood by the Victor Valley County Water District (VVCWD). The VVCWD has completed a water facilities Master Plan update (1985). This plan adopted by VVCWD provides for Master Plan Water facilities to include the Specific Plan area. The concept for water system is shown in Exhibit 11. No schedule of construction of the future wells has been determined by VVCWD. The schedule for them would be dependent upon the need for the water system expansion to coincide with development.

The general concept for water facilities in Brentwood recommends 8 inch and 12 inch interconnected water mains. The 12 inch line is proposed to be located within the Amethyst Road and Hook Boulevard right-of-ways. The 8 inch water mains would be aligned to follow the major street system as established in the Specific Plan. Sizing of the mains may be adjusted in response to different land use intensities in the service area.

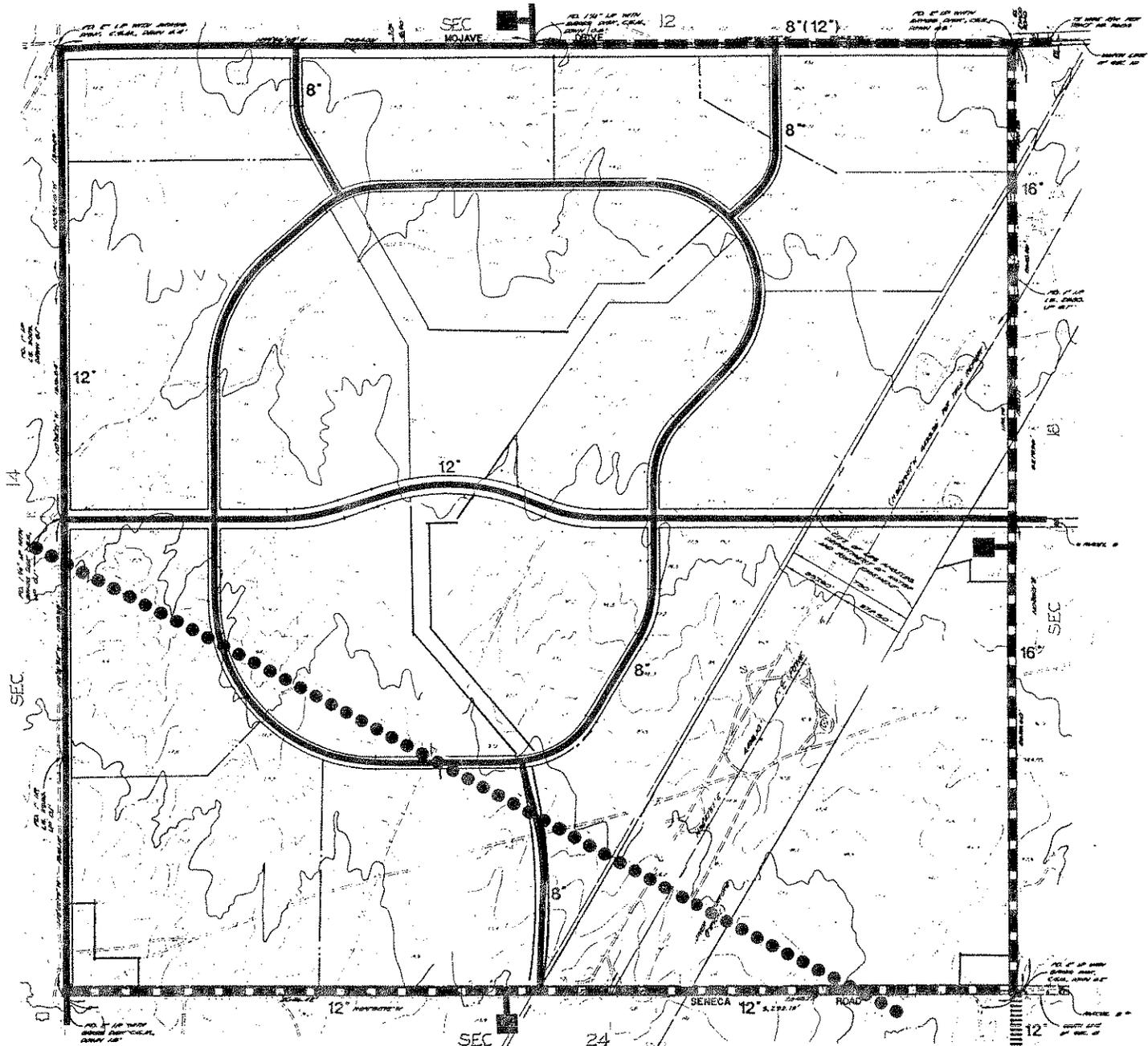
The southwestern corner of the section is presently located within a pressure zone where pressures available to satisfy fire flows may be insufficient. The existing reservoirs south of Palmdale Road near Dos Palmas and El Evado Roads may eventually be taken out of service for the present area being served. Should this occur, it would be anticipated that a line could be extended from the existing reservoir northerly within the El Evado Road right-of-way to tie into this southerly area of the project eliminating the low pressure condition. The southwesterly area is one of the last phases of development. It is recommended that a letter of understanding should be completed between the district and the property owner.

## Implementation

Specific mechanisms for financing of water facilities improvements are established by the Victor Valley County Water District. The district levies a water service expansion fee for new residential unit connections and for other uses. Other sources of funding may include developer contributions with reimbursement agreements, property tax revenues and/or an improvement district.

The following methods of financing construction of the proposed water system improvements may be used:

- General Obligation Bonds
- Revenue Bonds
- Standby Charges



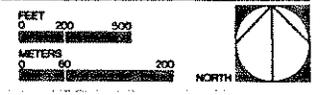
## Water Concept Plan

- |  |  |
|--|--|
|  Approximate Water Pressure Zone Change |  12" Pipe Diameter  |
|  Future Well Site                       |  Master Planned Main and Regional Intertie (12" Upgrade Size) |
|  Master Planned Main (V.V.C.W.D.)       |  Future Reservoir Intertie                                    |

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



- State and Federal Assistance Program
- Certificate of Participation (non-profit corporation)
- Community Facilities District (Mello-Roos)
- Assessment Proceedings
- Pay-as-you-go Financing (fees and charges)

**Sewer System Concept Plan** The Victor Valley Wastewater Reclamation Authority (VWVRA) will provide waste water treatment service for Brentwood. It is a regional sewerage facility whose service area includes the Victorville Sanitary District. The VWVRA receives sewage from the Sanitary District's local collector system which connects to the VWVRA interceptor pipeline at two points along the Mojave River. The regional facility is located approximately eight miles north of Victorville with a plant capacity of 5 million gallons per day (mgd). Current flow is 3.2 mgd.

The recommended in-street extension of lines will serve as the backbone system for sewage collection in Brentwood as shown on Exhibit 12. This plan locates the ultimate on-site gravity system to service the needs of the entire project. The on-site facilities would consist of minimum 8 inch or larger sewer lines. The sewer collection system will discharge the flow from the project to the northeastern corner, at Mojave Drive and El Evado Road, following the slope of the site.

Because a sewer connection to the existing public system does not exist at the discharge point, extension of sewers offsite will be required northerly to a connection point near the intersection of Village Drive and Topango Road. It is near this intersection that an existing lift station is in operation by the City. The City's plans have been completed to take the lift station out of service and construct a new gravity trunk sewer line northerly from Village Drive intersection toward Air Base Road and to the sewer treatment plant.

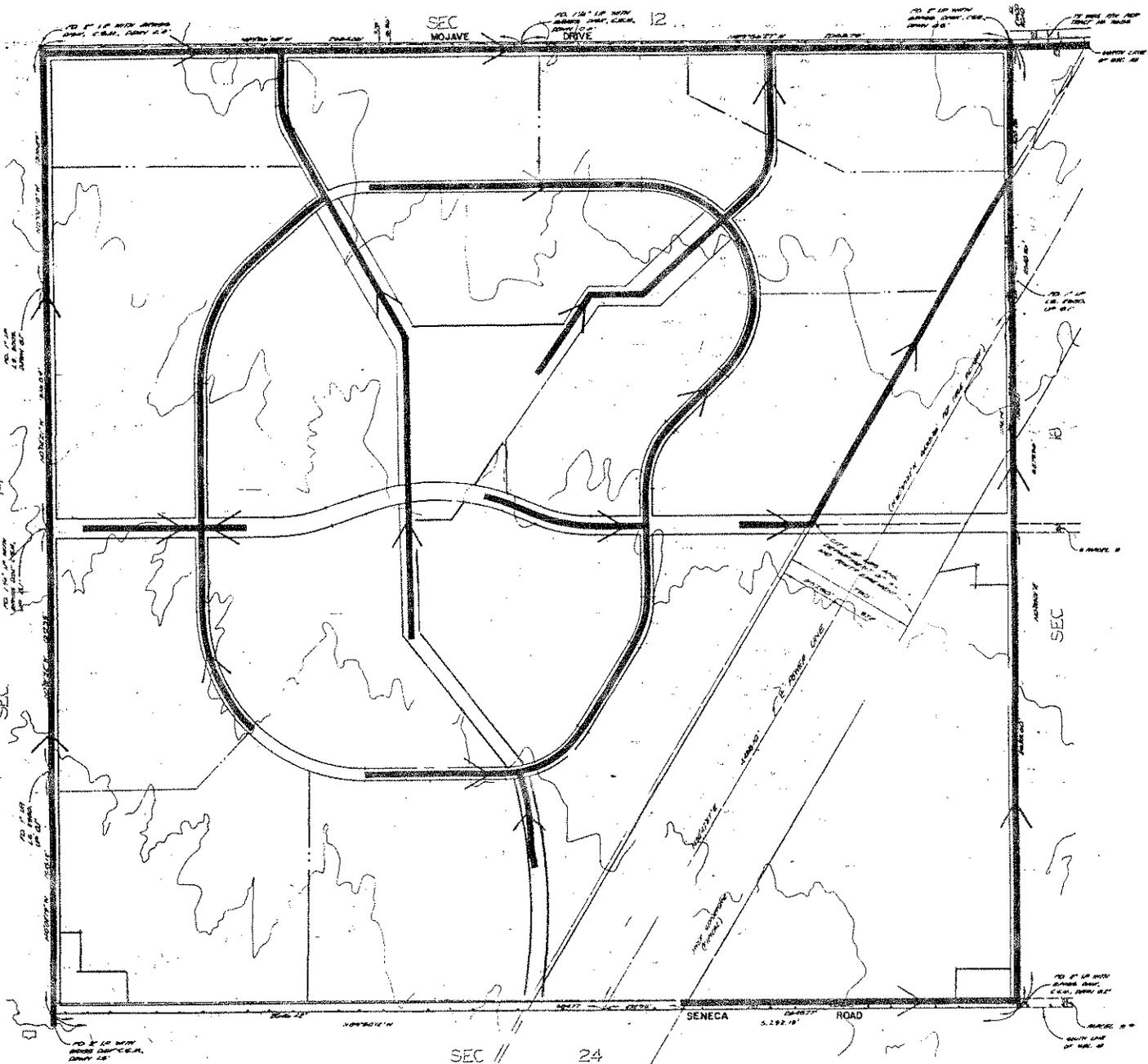
The City of Victorville does not have an adopted Master Plan of sewers. Because the development of offsite sewers from the area of the Specific Plan are essential to serve the City as Master Plan facilities for sewerage areas on the west side of the City, it is proposed that the line between Mojave Drive and Village Drive be designed and constructed by the City.

The proposed alignment to construct the offsite trunk line would utilize Mojave Drive to a point near Ferndale Road then northerly along an existing drainage course easterly of Ferndale Road to the intersection of Ferndale Road and Topango Road. The drainage course alignment would require the acquisition of right-of-way for the facilities. The concept for the offsite sewer system is shown in Exhibit 13.

The sizing of the offsite trunk line would be a function of the area to be served. The precise boundary would need to be determined and approved by the City of Victorville. The benefiting area may include a portion of Section 7, Section 13, a portion of Section 14, a portion of Section 18, and nearly all of Sections 23 and 24. Portions of Sections 23 and 24 exist within the County and are within the sphere of influence to be annexed to the City in the future. It is recommended that the offsite sewer line be sized and available to serve the future annexed areas at this time. The benefiting area could encompass up to 2500 acres of land.

**Implementation**

Exhibit 13 provides a backbone system for the project area. As development plans are completed for the planning area, additional intract systems will be required to provide the sewer collection for the dwelling units. All systems would be completed in accordance with the standards of the City of Victorville.



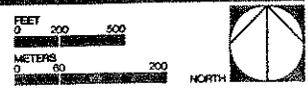
## Sewer Concept Plan

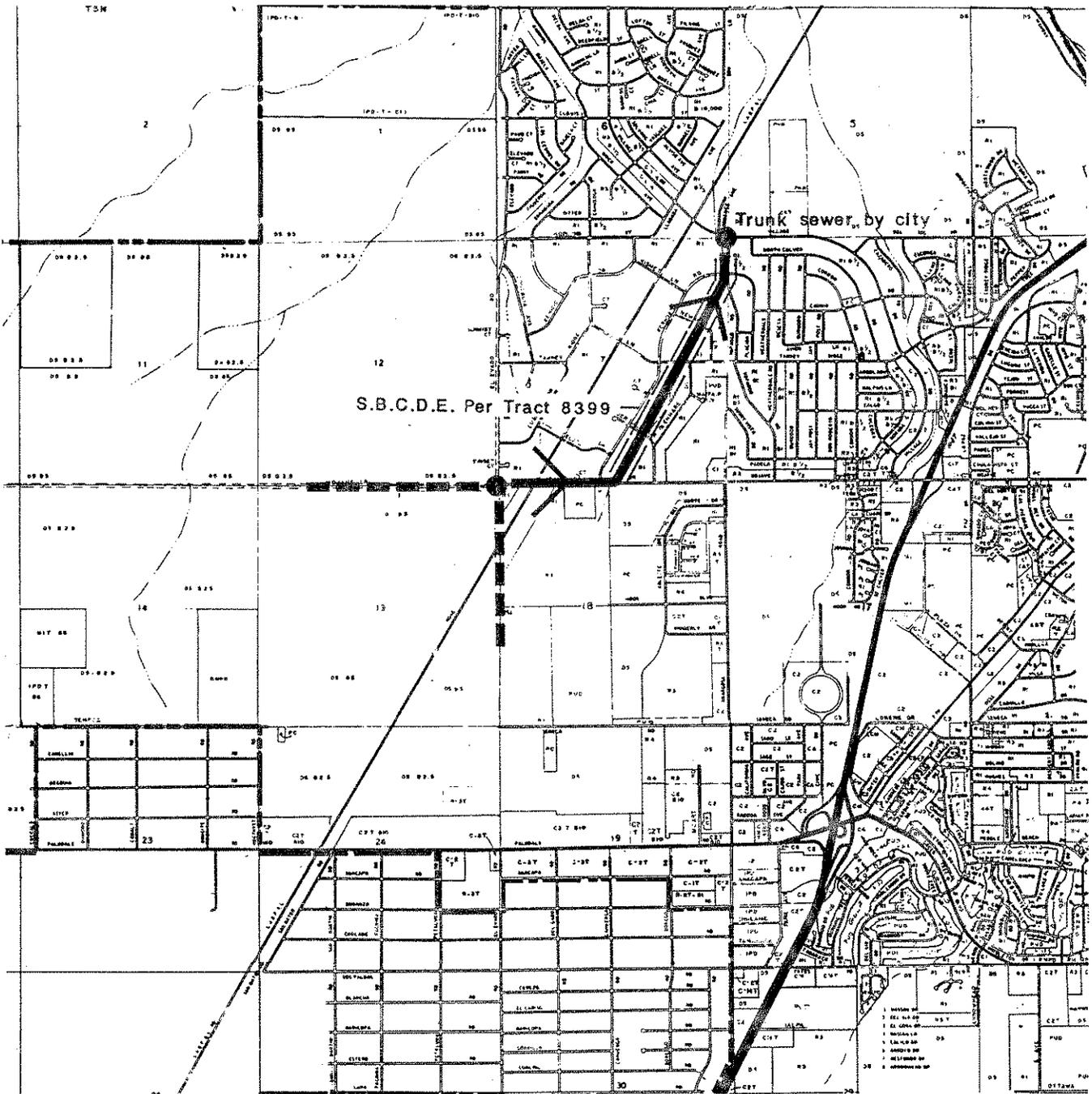
-  Proposed Trunk Line (8" min.)
-  Direction of Flow

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS





## Off-Site Sewer Plan

-  Proposed City Master Plan Trunk Sewer
-  Approximate Connection Point
-  Section 13 Backbone Sewer System

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



The offsite improvements between Mojave Drive and the connection point near Village Drive are appropriately undertaken by the city to serve as Master Plan facilities. By this approach, the city will ensure control of the sizing, the areas to be served, and the final alignment to benefit the largest area on the western side of the city.

Financing of the offsite sewer facilities would be required through the various western area developers to provide the funding to the city to complete the design and construction of the facilities. Currently the city does not have a funding vehicle for this type of facility. A reimbursement agreement based on pro-rata share could be executed between the various developers and the City of Victorville. Upon new developments or other users connecting and utilizing capacity in the trunk line, fees would be levied by the City upon these users. The costs for financing their proportionate share of the improvements would be returned to the developers.

The following conditions of approval are recommended to be adopted for subdivision maps which establish individual lots for construction of buildings. These conditions may be waived by the city on a case-by-case basis upon the determination by the city council:

1. Prior to recordation of the final subdivision map, the Director of Public Works shall certify that financial arrangements and agreements necessary for sewer services for this subdivision have been entered into with the City of Victorville.
2. No occupancy permits for any dwelling unit, except for model homes, shall be issued until sewage collection and conveyance facilities adequate for the subdivision are determined to be completed and operational by the City of Victorville. Within two years following the construction of a model home or the conveyance of such model home from the builder to an occupant, whichever shall occur first, said model home shall be connected to the community sewer service.
3. At the time of issuance, sewer connection fees shall be paid for individual housing units within the Specific Plan, according to the schedule of such fees established by the city council for all new sewer housing units in the city.

### **Drainage Concept Plan**

The project site encompasses approximately 640 acres of flat unimproved land which has a downward slope toward the northwest. The site is essentially void of organized storm drain runoff improvements. No major stream courses cross the plan area and the runoff from storms takes the form of overland street flow. There is some definition of drainage swales which exist due to the natural drainage tending to concentrate as it gathers to traverse the property. Immediately downstream from the project area a defined drainage course begins and proceeds northerly towards Air Base Road.

The project incorporates drainage in several ways. The proposed street system, when constructed, will provide certain drainage controls to intercept and direct the street flow runoffs from the proposed improved properties. The street pattern and open space design accommodates these drainage patterns. Conveyance of the storm runoff to Mojave Drive will allow discharge into the existing drainage pattern northerly.

Currently there does not exist any specific ordinance or policy to require storm drains or onsite detention.

No major problems have been identified or foreseen in successfully implementing a drainage system capable of satisfying City of Victorville engineering standards.

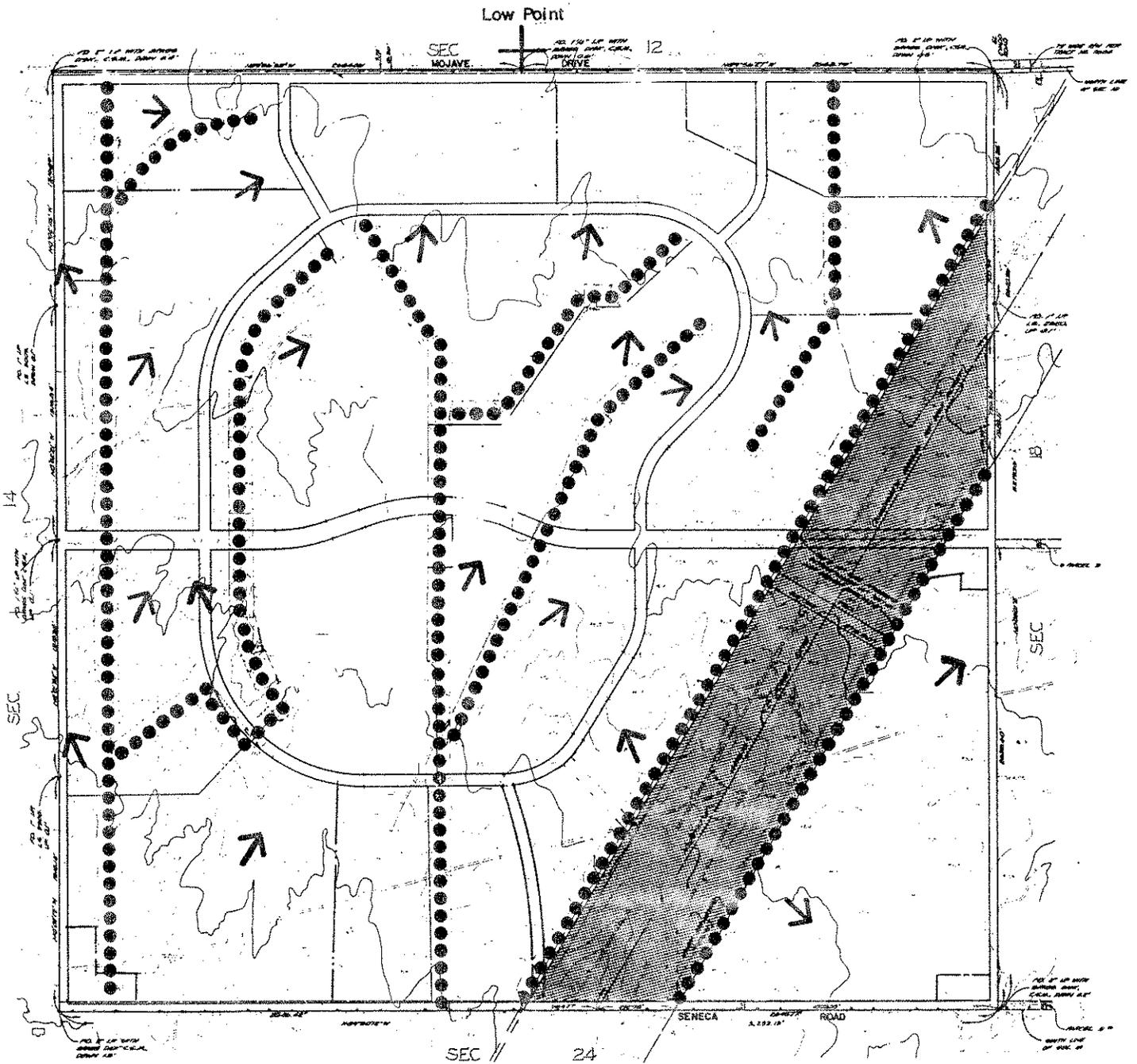
### **Implementation**

Construction of the drainage improvements as shown in Exhibit 14 is a prerequisite for the development of the Brentwood project. These drainage improvements and the

intract improvements needed for each subdivision may be constructed on an incremental basis, provided that the increased runoff is not allowed to adversely effect down stream properties.

**Other Utilities**

The Brentwood project lies within the service areas of Southern California Edison Company (electricity), Southwest Gas Corporation (natural gas), Continental Telephone of California (telephone) and Victorville Disposal, Inc. (solid waste). This utility network can be expanded to meet future demands of the project. All future utility line additions will be placed underground.



## Drainage Concept Plan

-  Sub-Area Drainage Boundary
-  Direction of Flow
-  Area to Remain Natural Existing Swales

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



## Development Standards

**Purpose and Objectives** The purpose of these regulations is to provide for the development of the Brentwood Specific Plan area in the City of Victorville in a coordinated manner, to take advantage of the superior environment which results from community-scale urban planning (see Exhibit 8, Land Use Plan map).

These regulations are developed to ensure compliance with the spirit and intent of the California Government Code Specific Plan regulations. An objective of these regulations is to be responsive to changing community needs and desires, and to function without the need for unnecessary, time-consuming and costly amendments.

These regulations combine provisions for the opportunity to propose innovative design concepts in site planning, consistent with orderly development and protection of sensitive resources. These regulations also contain provisions for a logical and timely sequence of review. They are further intended to implement the goals, policies and guidelines of the City of Victorville General Plan.

Several tract maps and improvement plans have been approved and recorded for the Brentwood Specific Plan area. At this time the buildout date of Planning Areas 2, 3, 4, 6, 8, 11, 13, and 16 is unknown. However, at which time development recommences, these Planning Areas will be built according to the layouts shown in Appendix E.

## A. INTRODUCTORY PROVISIONS

### 1. CITATION

This ordinance shall be known as the "Brentwood Specific Plan."

### 2. AUTHORITY FOR THE SPECIFIC PLAN

The development standards and land use regulations implement the Brentwood Specific Plan. The regulations are adopted by ordinance pursuant to Article 8, Authority for and Scope of Specific Plans of the Planning and Zoning Law of the Government Code and in compliance with the provisions of Section 65450 and 65503 of the California Government Code. The law authorizes cities and counties to prepare and adopt Specific Plans for portions of their areas of jurisdiction as a means to implement the General Plan.

### 3. CONSISTENCY WITH THE GENERAL PLAN

The Brentwood Specific Plan is based on the City of Victorville's General Plan and related regulations and programs. The plan includes detailed regulations, standards and guidelines necessary for the implementation of the General Plan. The various land uses permitted by the Specific Plan are consistent with the goals, policies and general land uses described in the General Plan. However, the Specific Plan focuses on those issues which directly effect and are of greatest importance to the Brentwood project area. Reference should be made to the General Plan for guidance concerning planning issues which are not covered by the Specific Plan.

### 4. RELATIONSHIP TO OTHER REGULATIONS

The Specific Plan will provide the user with most of the information needed to determine what city policies, standards, and regulations will guide the development of a particular planning area. However, areas not specifically covered by this plan (i.e. construction standards, health regulations, subdivision procedures, etc.) will continue to be governed by existing city regulations, and no provision of this plan is intended to repeal, abrogate, annul, impair, or interfere with any existing city ordinance except as is specifically repealed by adoption of this plan.

### 5. CONFLICT WITH OTHER REGULATIONS

Whenever the provisions of this plan impose more restrictive regulations upon buildings or structures, or on the use of lands, or require larger open spaces, yards, or setbacks, or otherwise establish more restrictive regulations than are imposed or required by any other law, title, ordinance, code or regulation, the provision of this plan shall govern.

### 6. AGREEMENTS

The provisions of this plan are not intended to interfere with or abrogate any easements, covenants, or other existing agreements which are more restrictive than the provision of this plan.

### 7. VALIDITY

If any section, subsection, sentence, clause, phrase, or portion of the Brentwood Specific Plan is for any reason held to be invalid by the decision of any court or competent jurisdiction, such decision shall not effect the validity of the remaining portion of this plan.

## B. GENERAL REGULATIONS

1. Terms used in these regulations shall have the same definitions as given in the City of Victorville Municipal Code Zoning Ordinance (Title 18).

2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of Title 18 of the Victorville Municipal Code entitled "Zoning" in effect at this time of approval of this Specific Plan and all subsequent amendments thereto from the time of approval of this Specific Plan up to the adoption of Ordinance No. 1738.
3. It is specifically intended that adoption of the development standards herein shall regulate all development within the Specific Plan area. Where sufficient direction for interpretation of these regulations is not explicit, the City of Victorville Municipal Code Zoning Ordinance Title 18 shall apply to all land use categories within the Specific Plan Area.
4. Construction shall comply with applicable provisions of the Uniform Building Code as amended and the various other mechanical, electrical and plumbing codes related thereto.
5. Grading plans submitted for all projects in the Specific Plan Area shall be based on the City of Victorville Grading Code and shall be accompanied by geological and soils engineer's reports which shall incorporate all pertinent recommendations. The soils engineer and engineering geologist must certify the suitability of a graded site prior to issuance of a building permit.
6. Model homes and private recreation facilities may be used for the sale of homes within a recorded tract and subsequent tracts, utilizing the same architectural design.
7. With respect to all residential developments within this planned community, developer will display a copy of the proposed Land Use Plan in all sales offices and will provide a copy of the plan to all buyers.
8. Dedication and improvements of all rights-of-way shall meet with the approval of the City Engineer.
9. Dedication of park land shall be in conformance with the requirements of the City of Victorville.
10. A "Planning Area" is a numbered area on the Land Use development map.
11. Conditional Use Permits shall be processed in the manner prescribed by the City of Victorville Municipal Code Zoning Ordinance (Title 18).
12. PLANNING AREA BOUNDARIES
  - a. Except as otherwise indicated, dimensions are measured from center line of major and minor collectors. Major and secondary arterials are not included in the measurement.
  - b. Adjustments in the Planning Area boundaries, not to exceed a cumulative total of 10% of the original size, resulting from final road alignments, geotechnical or engineering refinements to the tentative and/or final tract map shall not require an amendment of the Specific Plan where such adjustments are consistent with the intent of the city General Plan and this Specific Plan.
  - c. Boundaries not dimensioned in the Specific Plan shall be established by the tentative or final subdivision map.
13. All landscape and/or grading plans shall include provisions for temporary erosion control on all graded sites which are scheduled to remain unimproved during the winter months.
14. The maximum number of dwelling units for each planning area is established on the development program summary, and permitted density ranges for each residential category are specified in the development program of the Specific Plan. Development to a lower number of dwelling units, or to a lower density than that specified for a planning area or transfer of dwelling units to another planning area may occur without requiring an amendment to this Specific Plan. Further, site development

standards for projects with densities lower than specified herein shall be specified in the appropriate and corresponding residential density land use category, as specified in the City of Victorville Municipal Code Zoning Ordinance.

If any portion of these regulations is, for any reason, declared by a court of competent jurisdiction to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The City Council hereby declares that it would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

15. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Planning. The decision can be appealed to the Planning Commission.

#### C. DEFINITIONS

Per Chapter 18.04 of the City of Victorville Municipal Code Zoning Ordinance.

#### D. CHANGES IN THE SPECIFIC PLAN

##### 1. ADMINISTRATIVE CHANGES

The following changes in the Specific Plan may be made without amending the plan.

- a. The addition of new information to the Specific Plan maps or text for the purpose of clarification that does not change the effect or intent of any regulation.
- b. Changes to the community infrastructure such as drainage systems, roads, water and sewer systems, etc., which do not have the effect of increasing or decreasing capacity in the project area beyond the specified density range, and do not otherwise change the intent of any provision of this plan.
- c. A "transfer" of dwelling units between Planning Areas and between residential classifications.
- d. A "transfer" of acreage between Planning Areas, not to exceed twenty percent (20%) of the acreage within the Planning Area in question.
- e. An adjustment in any site development standard by not more than ten percent (10%) of that otherwise specified herein.
- f. The Director of Planning shall have the duty to interpret the provisions of this Specific Plan. All such interpretations shall be reduced to written form and be permanently maintained. Any person adversely affected by such an interpretation may request that such interpretation be reviewed by the Planning Commission.
- g. In approving or conditionally approving a minor adjustment, the Director of Planning shall find that because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of development standards contained herein deprives such property of privileges enjoyed by other properties in the vicinity. In addition, the Director of Planning shall find:
  1. There are practical reasons or benefits of improved design which justify a deviation from prescribed development standards.
  2. The adjustment, with any conditions imposed, will provide equal or greater benefit to adjacent property.

3. The adjustment is not in conflict with the objectives of the General Plan or the general intent of this Specific Plan.
- h. Upon appeal to the Planning Commission of any decision of the Director of Planning made pursuant to this Section, the Planning Commission shall set the matter for hearing in a manner prescribed in the Victorville Municipal Code Zoning Ordinance.

## 2. SPECIFIC PLAN AMENDMENTS

The following changes to the Specific Plan shall require an amendment to the Specific Plan:

- a. Changes to the text or maps of the Specific Plan other than the addition of new information which does not change the effect or intent of any regulation.
- b. Changes in the Specific Plan land use district boundaries beyond ten percent (10%).
- c. Increase in dwelling unit density beyond the specified total density range.
- d. Changes in infrastructure such as drainage systems, roads, water and sewer systems, etc., which have the effect of increasing or decreasing capacity beyond the specific density range in the project area.
- e. Major changes in the designated alignment or location of the backbone infrastructure system.
- f. Any other additions or deletions which may change the effect or intent on any regulation.

## 3. SPECIFIC PLAN PROVISIONS

### Amendment Procedures

The following procedures, as outlined in California Government Code Section 65500, are required to be followed when adoption of an amendment to a Specific Plan is desired.

- a. An application, with any necessary supporting documentation along with the required fee, shall be submitted to the Director of Planning stating in detail the reasons for and nature of the proposed amendment.
- b. Before taking an action on a proposed amendment to the Specific Plan, the Planning Commission must hold at least one public hearing. Notice for this hearing shall be given at least 10 days in advance and must be published at least once in a newspaper of general circulation from time to time.
- c. The recommendation of an amendment to the Specific Plan shall be approved by a resolution carried by a majority of the total voting members of the Planning Commission.
- d. The recommendation of the Planning Commission together with additional related documents and information shall be transmitted to the City Council. The transmittal may also include any pertinent information with regard to the reasons for the Planning Commission decision.
- e. The City Council shall hold at least one public hearing for each proposed amendment pursuant to the provisions of the California Government Code. The action of the City Council shall be to approve, disapprove or conditionally approve the proposed Specific Plan and to adopt the necessary resolution or ordinance, as appropriate.

- f. An amendment to the Specific Plan may be initiated by the City of Victorville. The City Council shall first refer such proposal to the Planning Commission for report. Before making a report, the Planning Commission shall report within 40 days after the designated by the City Council. Before adopting the proposed plan or amendment the City Council shall hold at least one public hearing. Notice of the time and place of hearing held pursuant to this section shall be given in the time and manner provided for the giving of notice of hearings by the Planning Commission as specified above.
- g. Amendments to the Specific Plan can also be requested by a property owner of record within the study area. Such amendments require that actual development be proposed by the applicant (to minimize speculation) and submitted to the Director of Planning, unless the Director determines that certain materials are not required. The Director of Planning shall review all requests for amendments and prepare a report and recommendation for submission to the Planning Commission, and thereafter to the City Council.

All proposed amendments to the Specific Plan shall be processed and acted upon pursuant to the Zone Change amendment provisions contained in the City of Victorville Municipal Code zoning Ordinance.

**E. SITE-RELATED STANDARDS/LAND USE PROVISIONS**

**1. ESTABLISHMENT OF LAND USE DISTRICT**

- a. In order to carry out the objectives and policies of the Specific Plan, the planning area is divided into the following Base Land Use Districts:

- L Low Residential (2-4 DU/AC)
- LM Low-Medium Residential (3-5 DU/AC)
- M Medium Residential (4-6 DU/AC)
- MH Medium-High Residential (6-8) DU/AC)
- H High Residential (20 DU/AC)
- GC General Commercial

- b. In addition, the following Overlay District is established:

C/OL Commercial Overlay District

**F. RESIDENTIAL USES AND STANDARDS**

**1. Low Residential**

- a. Purpose and Intent

This density category of residential use is intended to permit development of a range of residential units including single-family detached homes. This low residential category permits a density range from two (2) to four (4) dwelling units per gross acre.

- b. Permitted Uses

The following principal uses are permitted in the Low Residential district:

- 1. Single-family detached dwellings (one dwelling per building site).
- 2. Planned Unit Developments, as specified in Chapter 18.49 of Title 18 of the Victorville Municipal Code entitled "Zoning" and including zero-lot line residences.
- 3. Parks and open space areas, recreation centers and facilities, and trails.
- 4. Utility buildings, structures, and facilities not subject to review by local zoning regulations.

5. Uses and structures typically incidental or accessory to residential uses as specified in Title 18 of the Victorville Municipal Code entitled "Zoning."
- c. Conditional Uses

The following principal uses are conditional in the Low Residential and shall be permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

1. Utility buildings, structures and facilities subject to local zoning regulations.
- d. Site Development Standards

When single-family detached subdivisions are implemented, the following standards apply:

1. Building site area: eight thousand (8,000) square foot minimum.
2. Building site width: sixty (60) feet minimum. Cul-de-sac, knuckles and exterior curbed shall comply with Section 17.48.090 of Title 17 of the Victorville Municipal Code entitled "Subdivision."
3. Building site depth: eighty-five (85) feet minimum.
4. Building height: thirty-five (35) feet maximum.
5. Building site coverage: forty (40) percent maximum for all buildings on the site.
6. Building setbacks:
  - a. Front Yard: seventeen (17) feet minimum from property line. Garage doors shall be sectionalized for all front yard setbacks less than twenty (20) feet. Fifteen (15) feet minimum is allowed for turn-in garages. No more than twenty-five (25) percent of the developed lots shall have turn-in garages and no more than two (2) consecutive lots can have turn-in garages.
  - b. Site Yard: five (5) feet minimum.
  - c. Rear Yard: twenty (20) feet minimum. Any architectural features that project into the rear setback area are allowed, providing the width of the feature does not exceed 25% of the building width. The maximum projection shall be four feet. Where an architectural feature is not perpendicular to the rear wall, but is at an angle of 45 degrees or more, the 25% calculation shall be made at the midpoint of the angle line. No angle shall be at less than 45 degrees.
  - d. From any side yard property line abutting on a street or a corner lot ten (10) feet minimum, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal Code entitled "Zoning."
  - e. Masonry chimneys, fireplaces, wing walls, and other minor architectural features, may project into any front or rear setback area a maximum of thirty (30) inches, and into the side yard setback area a maximum of twenty-four (24) inches, but in no event shall such chimneys, wing walls, or other minor architectural features project into any required setback area so as to be closer than three (3) feet of any property line of the building site.
7. Patio covers, open trellis and beam construction including patio covers (excludes enclosed patios) shall comply with the provisions of Chapter 18.64.040 of Title 18 of the Victorville Municipal Code entitled "Zoning."
8. Fences and walls shall comply with the provisions of Chapter 18.64 of Title 18 of the Victorville Municipal Code entitled "Zoning."
9. Off-street parking in compliance with Chapter 18.60 of Title 18 of the Victorville Municipal Code entitled "Zoning." Modification of the requirement shall be by variance only.
10. Recreational vehicles (i.e. boats, trailers, campers, and motorhomes) can be stored on any lot. Access to the recreational vehicle parking or storage area shall be obtained from the public right-of-way only where said rights-of-way abut a front or side yard. Further, recreational vehicles can be stored provided: (a) the required off-street parking areas are not utilized and access thereto is not obstructed; (b) said R.V parking shall be restricted only to those lots of adequate size so as to assure that the recreational vehicle is behind the front portion of the dwelling unit and is screened by a view-obscuring fence; and (c) said recreational vehicles must be under the same ownership as either the owner of the residential lot or the tenant, if the residence is being rented.

Recreational vehicles under ownership by an individual or individuals other than the residents of the subject property may be occupied on any lot in compliance with subsection (a) so long as a permit is obtained from the Victorville Planning Department and a fee of five dollars (\$5.00) is paid to cover administrative costs. Said recreational vehicles shall not be occupied more than fourteen (14) consecutive days per quarter annually. No quarterly fourteen day periods, or portions thereof, shall run consecutively.

e. Accessory Uses

1. Home school of not more than eight children, provided not more than six children are from outside of the resident family, shall be allowed.
2. Child care not to exceed the child limits of a large family day care as specified in Title 22 of the California Administrative Code and licensed by the California Department of Social Services.

2. Low-Medium Residential

a. Purpose and Intent

This density category of residential use is intended to permit development of a range of residential units including single-family detached homes and zero-lot line homes. This low-medium residential category permits a density range from three (3) to five (5) dwelling units per gross acre.

b. Permitted Uses

The following principal uses are permitted in the Low-Medium Residential district;

1. Single-family detached dwellings (one dwelling per building site).
2. Planned Unit Developments, as specified in Chapter 18.49 of Title 18 of the Victorville Municipal Code entitled "Zoning" and including zero-lot line residences.
3. Parks and open space areas, recreation centers and facilities, and trails.
4. Utility buildings, structures, and facilities not subject to review by local zoning regulations.
5. Uses and structures typically incidental or accessory to residential uses as specified in Title 18 of the Victorville Municipal Code entitled "Zoning."

c. Conditional Uses

The following principal uses are conditional uses in the Low-Medium Residential and shall be permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

1. Utility buildings, structures and facilities subject to local zoning regulations.

d. Site Development Standards

When single-family detached subdivisions are implemented, the following standards apply:

1. Building site area: seven thousand (7,000) square foot minimum.
2. Building site width: fifty (50) feet minimum. Cul-de-sac's, knuckles and exterior curves shall comply with Section 17.48.090 of Title 17 of the Victorville Municipal Code entitled "Subdivision."
3. Building site depth: eighty (80) feet minimum.
4. Building height: thirty-five (35) feet maximum.
5. Building site coverage: forty (40) percent maximum for all buildings on the site.
6. Building setbacks:
  - a. Front Yard: seventeen (17) feet minimum from property line. Garage doors shall be sectionalized for all front yard setbacks less than twenty (20) feet. Fifteen (15) feet minimum

is allowed for turn-in garages. No more than twenty-five (25) percent of the developed lots shall have turn-in garages and no more than two (2) consecutive lots can have turn-in garages.

- b. Side Yard: five (5) feet minimum.
  - c. Rear Yard: twenty (20) feet minimum. Any architectural features that project into the rear setback area are allowed, providing the width of the feature does not exceed 25% of the building width. The maximum projection shall be four feet. Where an architectural feature is not perpendicular to the rear wall, but is at an angle of 45 degrees or more, the 25% calculation shall be made at the midpoint of the angle line. No angle shall be at less than 45 degrees.
  - d. From any side yard property line abutting on a street or a corner lot ten (10) feet minimum, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal Code entitled "Zoning."
  - e. Masonry chimneys, fireplaces, wing walls, and other minor architectural features, may project into any front or rear setbacks are a maximum of thirty (30) inches, and into the side yard setback area a maximum of twenty-four (24) inches, but in no event shall such chimneys, wing walls, or other minor architectural features project into any required setback area so as to be closer than three (3) feet of any property line of the building site.
7. Patio covers, open trellis and beam construction including patio covers (excludes enclosed patios) shall comply with the provisions of Chapter 18.64.040 of Title 18 of the Victorville Municipal Code entitled "Zoning."
  8. Fences and walls shall comply with the provisions of Chapter 18.64 of Title 18 of the Victorville Municipal Code entitled "Zoning."
  9. Off-street parking in compliance with Chapter 18.60 of Title 18 of the Victorville Municipal Code entitled "Zoning." Modification of the requirement shall be by variance only.
  10. Recreational Vehicles may be stored on any developed single family residential lot in compliance with Section 18.16.040(2) of the Victorville Municipal Code.

e. Accessory Uses

1. Home school of not more than eight children, provided not more than six children are from outside of the resident family, shall be allowed.
2. Child care not to exceed the child limits of a large family day care as specified in Title 22 of the California Administrative Code and licensed by the California Department of Social Services.

3. Medium Residential

a. Purpose and Intent

This residential category is intended to allow for development of single family detached: patio homes, garden homes, cottage homes and zero-lot line homes. The medium residential category permits a density range of four (4) to six (6) dwelling units per gross acre.

b. Permitted Uses

The following principal uses are permitted in the Medium Residential district:

1. Single family detached dwellings (one (1) dwelling per building site).
2. Parks and open space areas, recreation centers and facilities and trails.
3. Utility buildings, structures, and facilities not subject to review by local zoning regulations.
4. Uses and structures typically incidental or accessory to permitted residential uses.
5. Zero lot line developments shall be required to be implemented pursuant to the provisions of Chapter 18.49 of Title 18 of the Victorville Municipal Code entitled "Planned Unit Developments."

c. Conditional Uses

The following principal uses are conditional in the Medium Residential and shall be permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

1. Utility buildings, structures and facilities subject to local zoning regulations.
2. Schools

d. Site Development Standards

1. Building site area: five thousand (5,000) square feet minimum.
2. Area per unit: one thousand (1,000) square feet minimum.
3. Building site width: thirty-five (35) feet maximum.
4. Building height: thirty-five (35) feet maximum.
5. Building site coverage: forty-five (45) percent maximum.
6. Building setbacks:
  - a. Front Yard: seventeen (17) feet minimum from property line.
  - b. Side Yard: Planning Area 9 (Tract 13999), Lots 4 through 7, 16 through 81, and 107 through 150 - four (4) feet minimum from exterior walls of residential buildings to property lines. Eaves may project into the side yard a maximum of twenty-four (24) inches. However, in no event shall any eave be any closer than three (3) feet from the side property line. Planning Area 9, Lots 1 through 3, 8 through 15, and 82 through 106, and Planning Areas 2, 3, 6, 8, 11, 13, and 16 - five (5) feet minimum from exterior building walls to property line. Eaves may project into the side yard a maximum of twenty-four (24) inches. However, in no event shall any eave be any closer than three (3) feet from the side property line.
  - c. Rear Yard: fifteen (15) feet minimum. Any architectural features that project into the rear setback area are allowed, providing the width of the feature does not exceed 25% of the building width. The maximum projection shall be three feet. Where an architectural feature is not perpendicular to the rear wall, but is at an angle of 45 degrees or more, the 25% calculation shall be made at the midpoint of the angle line. No angle shall be at less than 45 degrees.
  - d. From any side yard property line abutting on a street or a corner lot ten (10) feet minimum, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal code entitled "Zoning."
  - e. Masonry chimneys, fireplaces, wing walls, and other minor architectural features, may project into any front or rear setback area a maximum of thirty (30) inches, and into the side yard setback area a maximum of twenty-four (24) inches, but in no event shall such chimneys, wing walls, or other minor architectural features project into any required setback area so as to be closer than three (3) feet of any property line of the building site.
7. Patio covers, open trellis and beam construction including patio covers (excludes enclosed patios) shall be permitted to be free standing and/or attached to the residence (detached unit only). Patio and/or trellis may extend to within eight (8) feet from the rear property line and three (3) feet from the side yard property line as measured from the center line of the structure supports. Detached patio covers and trellises may be extended to within six (6) feet of any building structure as regulated by the Uniform Building Code (UBC).
8. Fences and walls shall comply with Chapter 18.64 of Title 18 of the Victorville Municipal Code entitled "Zoning."
9. Off-street parking in compliance with Section 18.60 of Title 18 of the Victorville Municipal Code entitled "Zoning." Modification of the requirement shall be by variance only.
10. Recreational Vehicles may be stored on any developed single family residential lot in compliance with Section 18.16.040(2) of the Victorville Municipal Code.

e. Accessory Uses

1. Home school of not more than eight children, provided not more than six children are from outside of the resident family, shall be allowed.

2. Child care not to exceed the child limits of a large family day care as specified in Title 22 of the California Administrative Code and licensed by the California Department of Social Services.

#### 4. Medium-High Residential

##### a. Purpose and Intent

This residential category is intended to allow for development of single family detached: patio homes, garden homes, cottage homes and zero-lot line homes. The medium-high residential category permits a maximum density of six (6) to eight (8) dwelling units per gross acre.

##### b. Permitted Uses

The following principal uses are permitted in the Medium-High Residential district:

1. Single family dwellings (one (1) dwelling per building site).
2. Parks and open space areas, recreation centers and facilities and trails.
3. Utility buildings, structures, and facilities not subject to review by local zoning regulations.
4. Uses and structures typically incidental or accessory to permitted residential uses.
5. Zero lot line developments shall be required to be implemented pursuant to the provisions of Chapter 18.49 of Title 18 of the Victorville Municipal Code entitled "Planned Unit Developments."

##### c. Conditional Uses

The following principal uses are conditional in the Medium-High Residential and shall be permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

1. Utility buildings, structures and facilities subject to local zoning regulations.

##### d. Site Development Standards

1. Building site area: four thousand (4,000) square feet minimum.
2. Area per unit: eight hundred (800) square feet minimum.
3. Building site width: thirty-five (35) feet maximum.
4. Building height: thirty-five (35) feet maximum.
5. Building site coverage: forty-five (45) percent maximum.
6. Building setbacks:
  - a. Front Yard: seventeen (17) feet minimum from property line.
  - b. Side Yard: Planning Area 12 (Tract 14002) - 4.4 feet minimum from exterior walls of residential buildings to property lines. Eaves may project into the side yard a maximum of twenty-four (24) inches. However, in no event shall any eave be any closer than three (3) feet from the side property line. Section D.1.e., entitled "Changes in the Specific Plan - Administrative Changes," shall not be applicable to this development standard for Planning Area 12. Planning Areas 1, 7, 17, 18, and 20 - 5 (5) feet minimum from exterior building walls to property line. Eaves may project into the side yard a maximum of twenty four (24) inches. However, in no event shall any eave be any closer than three (3) feet from the side property line.
  - c. Rear Yard: fifteen (15) feet minimum (Lot 12 only).  
Rear Yard: fifteen (15) feet minimum. Any architectural features that projects into the rear setback area are allowed, providing the width of the feature does not exceed 25% of the building width. The maximum projections shall be three feet. Where an architectural feature is not perpendicular to the rear wall, but is at an angle of 45 degrees or more, the 25% calculation shall be made at the midpoint of the angle line. No angle shall be at less than 45 degrees.

- d. From any side yard property line abutting on a street or a corner lot ten (10) feet minimum, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal code entitled "Zoning."
  - e. Masonry chimneys, fireplaces, wing walls, and other minor architectural features, may project into any front or rear setback area a maximum of thirty (30) inches, and into the side yard setback area a maximum of twenty-four (24) inches, but in no event shall such chimneys, wing walls, or other minor architectural features project into any required setback area so as to be closer than three (3) feet of any property line of the building site.
7. Patio covers, open trellis and beam construction including patio covers (excludes enclosed patios) shall be permitted to be free standing and/or attached to the residence (detached unit only). Patio and/or trellis may extend to within eight (8) feet from the rear property line and three (3) feet from the side yard property line as measured from the center line of the structure supports. Detached patio covers and trellises may be extended to within six (6) feet of any building structure as regulated by the Uniform Building Code (UBC).
  8. Fences and walls shall comply with Chapter 18.64 of Title 18 of the Victorville Municipal Code entitled "Zoning."
  9. Off-street parking: in compliance with Section 18.60 of Title 18 of the Victorville Municipal Code entitled "Zoning." Modification of the requirement shall be by variance only.
  10. Recreational Vehicles may be stored on any developed single family residential lot in compliance with Section 18.16.040(2) of the Victorville Municipal Code.

e. Accessory Uses

1. Home school of not more than eight children, provided not more than six children are from outside of the resident family, shall be allowed.
2. Child care not to exceed the child limits of a large family day care as specified in Title 22 of the California Administrative Code and licensed by the California Department of Social Services.

5. High Residential

a. Purpose and Intent

This residential category is intended to allow for development of multiple family residences, townhomes, and condominiums. The high residential category permits a maximum density of twenty (20) dwelling units per gross acre.

b. Permitted Uses

The following principal uses are permitted in the High Residential district:

1. Multiple family dwellings including, but not limited to, residential condominium projects, or residential stock cooperatives.
2. Apartment projects.
3. Parks and open space areas, recreation centers and facilities, and trails
4. Utility buildings, structures, and facilities not subject to review by local zoning regulations.
5. Uses and structures typically incidental or accessory to permitted residential uses.

c. Conditional Uses

The following principal uses are conditional in the High Residential and shall be permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

1. Utility buildings, structures and facilities subject to local zoning regulations.

d. Site Development Standards

1. Building site area: one acre (43,560 square feet) minimum.
2. Area per unit: two thousand one hundred seventy-five (2175) square feet minimum.
3. Building site width: one hundred (100) feet maximum.
4. Building height: thirty-five (35) feet maximum.
5. Building site coverage: forty-five (45) percent maximum.
6. Building setbacks:
  - a. Front Yard: fifteen (15) feet, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal Code entitled "Zoning."
  - b. Side Yard: five (5) feet. A clearance of ten (10) feet shall be maintained between all residential buildings and between any residential building and accessory structure.
  - c. Rear Yard: fifteen (15) feet.
  - d. From any side yard property line abutting on a street or a corner lot, ten (10) feet, subject to the exceptions set forth in Chapter 18.64.040, of Title 18 of the Victorville Municipal code entitled "Zoning."
7. Yards, fences, walls and hedges shall comply with Chapter 18.64 of Title 18.64 of Title 18 of the Victorville Municipal Code entitled "Zoning."
8. Off-street parking: shall comply with Chapter 18.60 of Title 18 of the Victorville Municipal Code entitled "Zoning."
9. Open space: shall comply with Chapter 18.22.110 of Title 18 of the Victorville Municipal Code entitled "Zoning."
10. Site plan requirement: shall comply with Chapter 18.71 of Title 18 of the Victorville Municipal Code entitled "Zoning", prior to securing a building permit.
11. Screening:
  - a. Parking areas abutting street: a screen or other similar structure shall be installed along all parking areas abutting any street. Except as otherwise provided below, the screening shall have a total height of not less than thirty-six (36) inches and not more than forty-two (42) inches.
  - b. Notwithstanding the requirements listed above, where the finished elevation of the property at the boundary line, or within five (5) feet inside the boundary line is lower than an abutting property elevation, such change in elevations may be used in lieu of, or in combination with, additional screening requirements of this section.
  - c. A screen as referred to in 1 and 2 above shall consist of one or any combination of the following:
    1. Walls, including retaining walls: a wall shall consist of stone, tile or similar type of solid masonry materials a minimum of six (6) inches thick.
    2. Berms: a berm shall be constructed of earthen materials and it shall be landscaped.
    3. Fences: a fence shall be constructed of wood, or other materials a minimum nominal thickness of two (2) inches.
    4. Landscaping: landscape plant material shall consist of trees, shrubs (hedges) and vines.
  - d. Mechanical equipment: mechanical equipment placed on any roof such as, but not limited to, air conditioning, heating, ventilating ducts and exhaust, shall be reasonably screened or recessed from view from any abutting street or highway and any abutting residential or open space Planning Areas.
12. Landscaping. Landscaping, consisting of evergreen or deciduous trees, shrubs, or grounds cover, shall be installed and maintained subject to the following standards:
  - a. Perimeter landscaping abutting any street is required to an average depth of ten (10) feet, with a minimum depth of five (5) feet.
  - b. Separation: any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six (6) inches higher than the adjacent vehicular area.
  - c. Water: permanent automatic watering facilities shall be provided for all landscaped areas. This system may be augmented by drought-resistant vegetation.
  - d. Maintenance: all landscaping shall be maintained in a neat, clean and healthful condition.

## G. COMMERCIAL USES AND STANDARDS

### 1. General Commercial

#### a. Purpose and Intent

Commercial within the general commercial shall be subject to all provisions of the C-2 District within Chapter 18.30.020 of the Victorville Municipal Code Zoning Ordinance.

#### b. Permitted Uses

All principal uses listed within Section 18.30.020 of the Victorville Municipal Code entitled "Permitted Uses" shall be permitted in the General Commercial district.

#### c. Conditional Uses

All principal uses listed in Section 18.30.030 of the Victorville Municipal Code shall be permitted in the General Commercial district only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code entitled "Conditional Uses."

#### d. Development Standards

Per Section 18.30 of the City of Victorville Municipal Code Zoning Ordinance.

## H. OVERLAY DISTRICT

### 1. Commercial/Overlay District

#### a. Purpose and Intent

The purpose of the commercial/overlay district provides for the development and maintenance of commercial uses in and along the edges of Mojave Drive, Hook Boulevard and Seneca Road provided that strict design and use reviews are established to avoid detrimental effects on the character of the community. Therefore, all commercial land uses in the commercial/overlay district must meet the regulatory requirements of this overlay district as well as the requirements of the relevant "base" district.

#### b. Uses Permitted

No building, structure or land shall be used, and no building or structure shall be hereafter erected, structurally altered or enlarged, except for the following purposes:

1. All regulations applicable to the underlying district shall apply unless the project is eligible for one of the commercial uses described under item 2 below.
2. Commercial uses permitted in the low medium, medium and medium-high residential and general commercial areas adjacent to Mojave Drive and Hook Boulevard, subject to the requirement and property development standards for the following commercial districts.
  - C-1 Neighborhood Retail District (Chapter 18.28, Zoning Ordinance)
  - C-4 Highway and Service Commercial District (Chapter 18.34, Zoning Ordinance)
  - C-AA Administrative Professional Office District (Chapter 18.36, Zoning Ordinance)

c. General Provisions

1. Relation to Existing Uses

Where proposed commercial development abuts a residential use or an established existing use of lesser or equal intensity, such new development shall be designed to minimize impact on the existing uses. Design considerations shall include building orientation and its relationship to established uses, adequate buffering, height limitations to prevent sightline intrusion, structural setbacks, location of trash enclosures, and other design solutions as may be necessary to assure compatibility of existing and future uses.

2. General Provisions and Exceptions

All uses shall be subject to all applicable provisions of the City of Victorville Municipal Code Zoning Ordinance.

# Implementation

## Introduction

The Brentwood Specific Plan shall be implemented through Parcel/Tentative Tract and Final Maps pursuant to Title 17 of the Victorville Municipal Code and Site Plan review procedures pursuant to Chapter 18.71 of Title 18 of the Victorville Municipal Code. The review procedures and requirements associated with each are specified below.

The Preliminary Plan/Tentative Tract Map and Site Plan review procedures are used to accomplish the objective of providing a logical and timely sequence of community and governmental review and input. The purpose of the Preliminary Plan/Tentative Tract Map is to provide a method and procedure to analyze and evaluate the significant features within Brentwood, to assure compliance with the provisions contained within this Specific Plan, and to provide further policies, guidelines and standards for their development or preservation not included in this Specific Plan.

The purpose of the Site Plan review is to establish the procedure of review of any non single family residential development.

A. GENERAL PROVISIONS

1. TRANSFERS OF DWELLING UNITS

Transfers of dwelling units between planning areas within Brentwood shall be permitted, and shall be subject to the approval of the Planning Commission. The following findings shall be made in administering such transfers:

- a. The total number of dwelling units within Brentwood does not exceed 3,978.
- b. The proposal is consistent with the criteria specified in this Specific Plan.
- c. There are no material impacts to the Brentwood circulation system of a nature which would necessitate amendments to the roadway cross sections.
- d. There are no material impacts to surrounding planning areas, beyond those previously identified as part of this Specific plan.
- e. The transfer in question complied with all other provisions of this Specific Plan, except as noted above, and the resultant densities are consistent with the overall character of development envisioned as part of this Specific Plan.

B. REVIEW PROCEDURES

The Brentwood Specific Plan may be implemented through the large lot tentative tract map and the tentative tract map review process.

1. LARGE LOT TENTATIVE TRACT MAP

A large lot tentative tract map is intended for parcelization and financing purposes, addresses only large parcels and is not intended for construction purposes. The large lot tentative tract map submittal shall meet all requirements stipulated by the Subdivision Map Act. It may be filed prior to, concurrent with or subsequent to a Specific Plan or other tentative tract maps (those for construction purposes).

2. PARCEL/TENTATIVE TRACT MAP

A tentative tract map or parcel map, as applicable, shall be filed for all projects within Brentwood, subject to the provisions as stipulated in Chapters 17.04 through 17.103 et seq. of the City of Victorville Municipal Code Subdivision Ordinance. After map approval, the final map may be recorded and building permits may be issued. This process may include the parcelization of a lot or lots for future use as a Planned Unit Development (P.U.D.) or cluster development site. Submittal requirements shall be as specified in the City of Victorville's Zoning and/or Subdivision Ordinance.

C. PARCEL/TENTATIVE TRACT MAP REVIEW REQUIREMENTS

1. GENERAL PROVISIONS

Parcel/Tentative tract maps shall comply with the review requirements established in titles of City of Victorville Municipal Codes entitled "Zoning" (Title 18) and "Subdivision" (Title 17).

2. PARCEL/TENTATIVE TRACT MAP SUBMITTALS

The following project data shall be submitted in conjunction within a Parcel/Tentative Tract Map application. The exact format, content and order of project data shall be determined in consultation with the City of Victorville prior to submittal:

- a. A legal description of the area proposed for development, including a statement of present and proposed ownership.
- b. A statement of planning objectives to be achieved by the applicant. This statement should include a description of the character of the proposed development, and should also include a statement providing, in specific terms, the manner in which this Specific Plan is being implemented.
- c. A development schedule indicating the approximate date when construction can be expected to begin and be completed.
- d. Project statistics including, but not limited to: project area, proposed lots, dimensions and square footage and other information as specified by the Director of Planning.
- e. A geophysical evaluation of the project area sufficient to determine existing soils and seismic conditions which will affect the proposed development. The report shall include recommendations.
- f. Plans, including, but not limited to the following:
  - 1. A conceptual or rough grading plan.
  - 2. A tentative tract map or large lot/parcel map for all or portions of the project area.
  - 3. Treatment of the interface between urban development and open space.
  - 4. A conceptual landscape plan.
  - 5. Fuel modification plans, if adjacent to natural or undisturbed desert.
  - 6. A conceptual circulation plan.
  - 7. Program for preservation of natural features as identified in the General Plan.
  - 8. Identification of recreational and/or park sites and a program for their implementation.
  - 9. Identification of greenbelt/open space linkage and their relationship to the community wide open space.
  - 10. Program for the treatment of archaeological and paleontological features.
  - 11. Identification of schools and other community facilities.
  - 12. A detail plan dividing the various residential and/or non-residential land uses into planning units or enclaves.
  - 13. Proposed building sites.
  - 14. A statistical summary of land uses showing acreages and estimated dwelling units for each planning area.
  - 15. A conceptual drainage facilities plan.
  - 16. A conceptual water supply facilities plan.
  - 17. A conceptual sewer disposal service facilities plan.
  - 18. Preliminary architectural elevations, depicting typical building exteriors.

### 3. PARCEL/TENTATIVE TRACT MAP REVIEW PROCEDURES

The Parcel/Tentative Tract Map review process involves two steps: the pre-application conference and Parcel/Tentative Tract Map submission review and approval.

#### a. Preapplication Conference

This is intended to provide the Planning Department with knowledge about the developer's intent and to provide the developer an understanding of what is required to develop under the Brentwood Specific Plan.

There are no particular requirements for submission of materials and plans by a developer at a preapplication conference. However, the more information the developer has, the more response he may get from the conference. Staff shall explain all relevant City Ordinances and Specific Plan provisions.

Another function of the preapplication conference is to determine levels of information necessary to implement satisfactorily all provisions of this Specific Plan. Further, submittal and review schedules, meeting statutory and staff and workload requirements, shall also be established as part of the preapplication conference.

The Director of Planning may choose to form a preapplication conference team which routinely conducts this function. This team may include members of the planning staff, and others from related departments such as engineering, public works, traffic, and police and fire, and the City Manager's office.

b. Parcel/Tentative Tract Map Submission

All Tentative Tract Map review requirements contained in Chapter 17.04 through 17.108, Subdivision, of the City of Victorville Subdivision code shall apply upon formal submittal of a Parcel/Tentative Tract Map.

c. Previously Recorded Tract Maps; Recordation of New Tentative Tract Maps

Brentwood has been subdivided with the recordation of Tract Map No. 13843 dividing the Brentwood property into 22 separate parcels as delineated on that Tract Map. Developers of Brentwood may develop the property in phases pursuant to tentative tract maps approved by the City as to each phase; and in turn, the development of each phase will be determined by the Developer, subject to approval by the City. Adjustments to the planning area boundaries and acreages of each stage are allowed as tentative maps are in turn filed for each phase pursuant to the Specific Plan.

There has previously been recorded on Brentwood those specific tract maps which are identified by the following tract maps numbers 13993, 13994, 13995, 13997, 13998, 14001, 14003 and 14004 (the "Subsequent Tract Maps"). These tract maps were approved by resolution numbers P-89-61 approving Map No. 13993, P-89-62 approving Map No. 13994, P-89-63 approving Map No. 13995, P-89-65 approving Map No. 13997, P-89-66 approving Map No. 13998, P-89-69 approving Map No. 14001, P-89-71 approving Map No. 14003 and P-89-72 approving Map No. 14004, all of which are incorporated herein by this reference as if set forth in full. The parcels created pursuant to the Subsequent Tract Maps have been or will be eliminated by way of the recordation of a new Tract Map No. 15792 which merges the subdivided parcels created as a result of the City's adoption of the Subsequently Tract Maps back into the original parcels that were created as a result of the recordation of Map No. 13843. Notwithstanding any other provision in this Specific Plan to the contrary, if at sometime in the future any developer of Brentwood desires to re-subdivide the Brentwood property in a manner which is substantially similar to the parcelization created by the Subsequent Tract Maps, or any one of them, the City will not impose any conditions of approval upon the approval of any such new tract maps subdividing the property in such a manner other than the conditions the City imposed by way of the resolutions approving the Subsequent Tract Maps. No developer of Brentwood, however, shall be required to subdivide all or a portion of Brentwood in a manner consistent with the Subsequent Tract Maps.

1. Replacement Tentative Tract Designs

The following tracts have been tentatively approved and replace tentative tract designs that were made part of this Specific Plan. The following will show the Planning Commission Case Number and Resolution Number for the old and new tracts:

<u>Previous Case Number (Resolution)</u>	<u>Current Case Number (Resolution)</u>
TT-29-88 (P-89-65)	TT-2-02 (P-02-12)

#### 4. OTHER PROVISIONS

a. Residential building sites shall be established as part of the Parcel/Tentative Tract Map review procedures contained herein. Where building sites have been established, they may be relocated only when approved by the future Brentwood Homeowners Association prior to submittal of plans to the City, and only when the following findings are made:

1. Severe site constraints (natural hazards) preclude the proper use of the lot as a quality residential location with useful accessory structures; or
2. Relocation of the building site will result in a more sensitive design with respect to an improved relationship to the following features:

reduced grading and landform alteration  
increased protection of Joshua trees  
protection of drainage courses  
protection of surrounding residential building sites (improved or proposed).

#### D. SITE PLAN REVIEW REQUIREMENTS

##### 1. GENERAL PROVISIONS

The purpose of the Site Plan Review process is to provide for public sector review of detailed final plans for all non-residential development within the Brentwood Specific Plan Area. This process assures that projects will be planned, established, and maintained in a manner that will be compatible with surrounding uses. It is further intended to assure compliance with all provisions of this Specific Plan. No development or construction, other than minor repairs which do not alter the physical or architectural characteristics of a structure shall be undertaken unless a site plan and related documents have been submitted to and approved by the City of Victorville in accordance with its established review procedures.

##### 2. SITE PLAN SUBMITTALS

The following project data shall be submitted in conjunction within a Site Plan application:

- a. A legal description of the building site proposed for development, including a statement of present and proposed ownership.
- b. A statement of planning objectives to be achieved by the applicant. This statement should include a description of the character of the proposed development, and should also include a statement regarding the manner in which this Specific Plan is being implemented.
- c. A development schedule indicating the approximate date when construction can be expected to begin and be completed.
- d. A statement of the applicant's intentions with regard to the future selling or leasing of all or portions of the site.
- e. Project statistics including, but not limited to: buildings, square footage, parking spaces, coverage, parcel size, and other information as specified by the Director of Planning.
- f. A geophysical evaluation of the project area sufficient to determine existing soils and seismic conditions which will affect the proposed development. The report shall include recommendations.

- g. Site Plans and supporting displays drawn to scale, fully dimensioned, easily readable, and containing the following data:
1. Title block (applicant's name and data drawn).
  2. Scale and north arrow.
  3. Property lines or building sites, dimensioned.
  4. Existing use of property and site conditions.
  5. Location, acreage, and proposed type of use for each building site.
  6. The location and floor area size of all existing and proposed buildings, structures and improvements within the building site.
  7. Enough information on land areas adjacent to the site to indicate the relationships between the proposed development and existing and proposed adjacent areas (both within and outside of the Specific Plan area), including land uses, zoning classifications, densities, circulation systems, public facilities, and unique natural features of the landscape.
  8. The existing and proposed circulation system including existing and proposed improvements to off-street parking areas, service areas, loading areas, major points of access to public rights-of-way (including major points of ingress and egress to the development).
  9. The existing and proposed pedestrian circulation system, including its inter-relationships with the vehicular circulation system indicating proposed treatments or points of conflicts.
  10. The existing and proposed onsite utility systems including sanitary sewers, storm sewers, and water, electric, gas, and telephone lines and cable systems and their connections to offsite systems are needed to serve the development, plans for making these improvements or providing adequate funds shall be submitted.
  11. Location and size of all areas to be conveyed, dedicated or reserved for public or semi-public use.
  12. Locations, heights, dimensions, materials, and copy if available of all signs.
  13. The location, height and materials of all fencing and walls.
  14. Landscaping and screening areas.
  15. Any traditional background and supporting information as the Director of Planning deems necessary.
- h. Landscaping and irrigation plans, drawn to scale and including the following information:
1. Treatment of all yard and open space areas and the special elements of the site per requirements of this Specific Plan.
  2. Location and list of all plant materials, by common and botanical names.
  3. Size and quantities of plant materials, where applicable.
  4. Irrigation materials and layout including, but not limited to, location of backflow preventions and automatic timers.
- i. Architectural elevations of all structures (including walls and signs), including but not limited to the following:
1. All exterior materials.
  2. All exterior colors.
  3. Building height and mass.
- j. A grading plan prepared by a registered engineer showing the treatments of all cut and fill slopes, treatments of such slopes and indicating the amount of material to be moved, the amount to be imported or exported and the effect of grading and development on natural drainage systems.
- k. Where improvements to or extension to offsite utility or circulation systems are required by the City, engineered plans for making these improvements shall be submitted.
- l. Any additional information as required by the Director of Planning necessary to evaluate the character and impact of the proposed development.

### 3. SITE PLAN REVIEW PROCEDURES

All Site Plan shall be submitted, reviewed and approved pursuant to Chapter 18.71 of the Victorville Municipal Code entitled "Site Plan."

The Site Plan Review process involves two steps: the pre-application conference, and Site Plan submission for staff review. These are described further below.

#### a. Pre-Application Conference

Those procedures specified in Section C-3-1, herein, shall apply.

#### b. Site Plan Submission for Staff Review

Those procedures as established by the City for the review of site plans shall apply (Chapter 18.71 Zoning Ordinance).

### E. SUBDIVISION REVIEW PROCEDURES

Those provisions contained within the City of Victorville Subdivision code shall regulate and control all divisions of land within the Specific Plan Area.

### F. NON-CONFORMING USES, BUILDINGS, AND STRUCTURES

Those provisions contained within the Municipal Code shall apply.

### G. ENFORCEMENT

Enforcement of these provisions shall be as stated below:

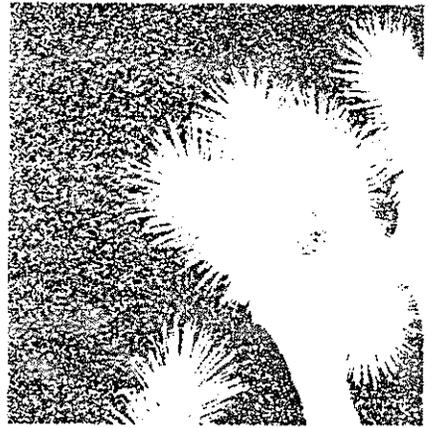
1. The Director of Planning shall have the duty to enforce the provisions of this Specific Plan.
2. Any use of a building or structure hereafter erected, built, maintained or used contrary to provisions of this Specific Plan, is a public nuisance.
3. Any person violating any provisions of the Specific Plan is guilty of a misdemeanor.
4. The Director of Planning shall have the duty to interpret the provisions of the Specific Plan. All such interpretations shall be reduced to written form and be permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be reviewed by the Planning Commission.
5. Unless otherwise specified all development within the Brentwood Specific Plan shall comply with the City of Victorville Municipal Code. Terms used herein shall have the same meaning as defined in the City of Victorville Municipal Code unless otherwise defined herein.
6. Any details or issues not specifically covered by this Specific Plan shall be subject to the regulations of the City of Victorville Municipal Code.
7. All construction within the boundaries of the Specific Plan shall comply with all provisions of the Uniform Building Code and the various mechanical, electrical, plumbing, fire and security codes adopted by the City of Victorville.
8. Any land use not specifically designated in the Brentwood Specific Plan shall be deemed unlawful.

9. If any regulation, condition, program or portion thereof of the Specific Plan is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions hereof.

H. COMMUNITY FACILITY AND OPEN SPACE:  
CONSTRUCTION AND MAINTENANCE

Generally, the maintenance of all facilities such as parks, paseos, parkways and roadside planting belts will be funded through the creation of a homeowners association or special assessment district and/or districts. Facilities that are within detached or attached residential projects or districts that are intended for residents of that project only will be maintained by a homeowners association. Land belonging to other private, public and quasi-public agencies, such as the City of Los Angeles Department of Water and Power will be maintained by those landowners.

The areas identified in Exhibit 9 and discussed on Page 32 of the Specific Plan which deal with open space, as well as a trail and paseo system, shall be offered for dedication to the City of Victorville prior to the recordation of any parcel or final map dividing land contained within the Brentwood Specific Plan.



Appendix



APPENDIX A

## DROUGHT TOLERANT PLANT MATRIX

### Introduction

The list of drought tolerant plants is enormous and most likely growing every month. From an acceptance of this fact, we have prepared a partial list of drought tolerant plants, selecting those that we feel are most suitable to Southern California and its established ecology, economy and social norms. Gathering of data from numerous resources, we have compiled a matrix of plants most drought tolerant, most aesthetically pleasing, most ecologically hardy and most available. Once again, we feel that this list is not complete but is, at this point in time, a valuable resource.

The purpose of this matrix is to act as a planting design tool which provides a list of plants and their basic characteristics. The matrix, however, is not the only tool, but merely an index from which further investigations of each plant species can stem. Hopefully, the matrix will help influence the planting designer towards a broader and more varied planting palette.

### Matrix Terms

Following are some explanations concerning the categories the matrix has been divided into indicating their adaptability.

#### Drought

The drought category is divided into three levels of tolerance: Fair, good and excellent. Fair designates a need for summer water to survive when conditions are extreme. Good designates a need for a small amount of summer water for the plant to look its best but it may not need any. Excellent designates a plant which will grow well with absolutely no summer water.

#### Temperature

Tender indicates plants which are damaged or killed by frost or temperatures below 30° F. Half-hardy indicates plants that will survive temperatures down to about 20° F. Below 20° F. plants may be damaged or killed. Hardy indicates plants that will survive freezing temperatures or frost with no damage.

#### Soil

This indicates the best soil type for each plant. Some of the plants will grow in any soil type, but others need a particular type of soil to do their best. Sand indicates a sandy or gravelly type of soil that drains water quickly.

Loam indicates a rich, organic type soil which drains fairly easily and maintains a fair amount of moisture. Clay indicates a soil type which has mostly clay and retains moisture for the longest period of time.

**SOUTHERN CALIFORNIA  
DROUGHT TOLERANT PLANTS**

**LEGEND**

Exp.	=	Exposure to Sunlight
N-E	=	North to East Exposure
S-W	=	South to West Exposure
Hgt.	=	Height of Plant in feet for shrubs and trees in inches for ground covers
GR.RT.	=	Rate of Growth
Temp.	=	Temperature
Drht.	=	Drought Tolerance Ability









UNIVERSITY OF CALIFORNIA

**PLANT NAME**  
**COMMON**

**BOTANICAL**  
**SHRUBS**

BOTANICAL	COMMON	EXP	TYPE			HGT			GRFT.			SOL.			TEMP			DRHT				
			N.E.	S.W.	EVERGREEN	DECIDUOUS	CONIFER	1-3	5-8	12+	SLOW	MODERATE	RAPID	SAND	LOAM	CLAY	TENDER	HALF HARDY	HARDY	FAIR	GOOD	EXCELLENT
<i>Pennisetum setaceum</i>	Fountain Grass	●			●		●				●	●	●					●				
<i>Plumbago capensis</i>	Cape Plumbago	●			●		●				●	●	●					●				
<i>Prunus caroliniana</i>	Carolina Laurel	●			●			●			●	●	●					●				
<i>Prunus ilicifolia</i>	Hollyleaf Cherry	●	●		●			●			●	●	●					●				●
<i>Rhamnus alaternus</i>	Italian Buckthorn	●			●			●			●	●	●					●				
<i>Rhamnus crocea ilicifolia</i>	Hollyleaf Redberry	●			●			●			●	●	●					●				●
<i>Rhus lancea</i>	African Sumac	●			●			●			●	●	●					●				
<i>Rhus ovata</i>	Sugar Bush	●			●			●			●	●	●					●				●
<i>Ribes sanguineum 'glutinosum'</i>	Red Flowering Currant	●			●			●			●	●	●					●				●
<i>Rosmarinus officinalis</i>	Rosemary	●			●			●			●	●	●					●				●
<i>Tamarix terranda</i>	Tamarisk	●			●			●			●	●	●					●				●
<i>Tecomaria capensis</i>	Cape Honeysuckle	●			●			●			●	●	●					●				●
<i>Vitex agnus-castus</i>	Chaste Tree	●			●			●			●	●	●					●				●
<i>Xylosma congestum</i>	Shiny Xylosma	●			●			●			●	●	●					●				●





APPENDIX B

LEGAL DESCRIPTION

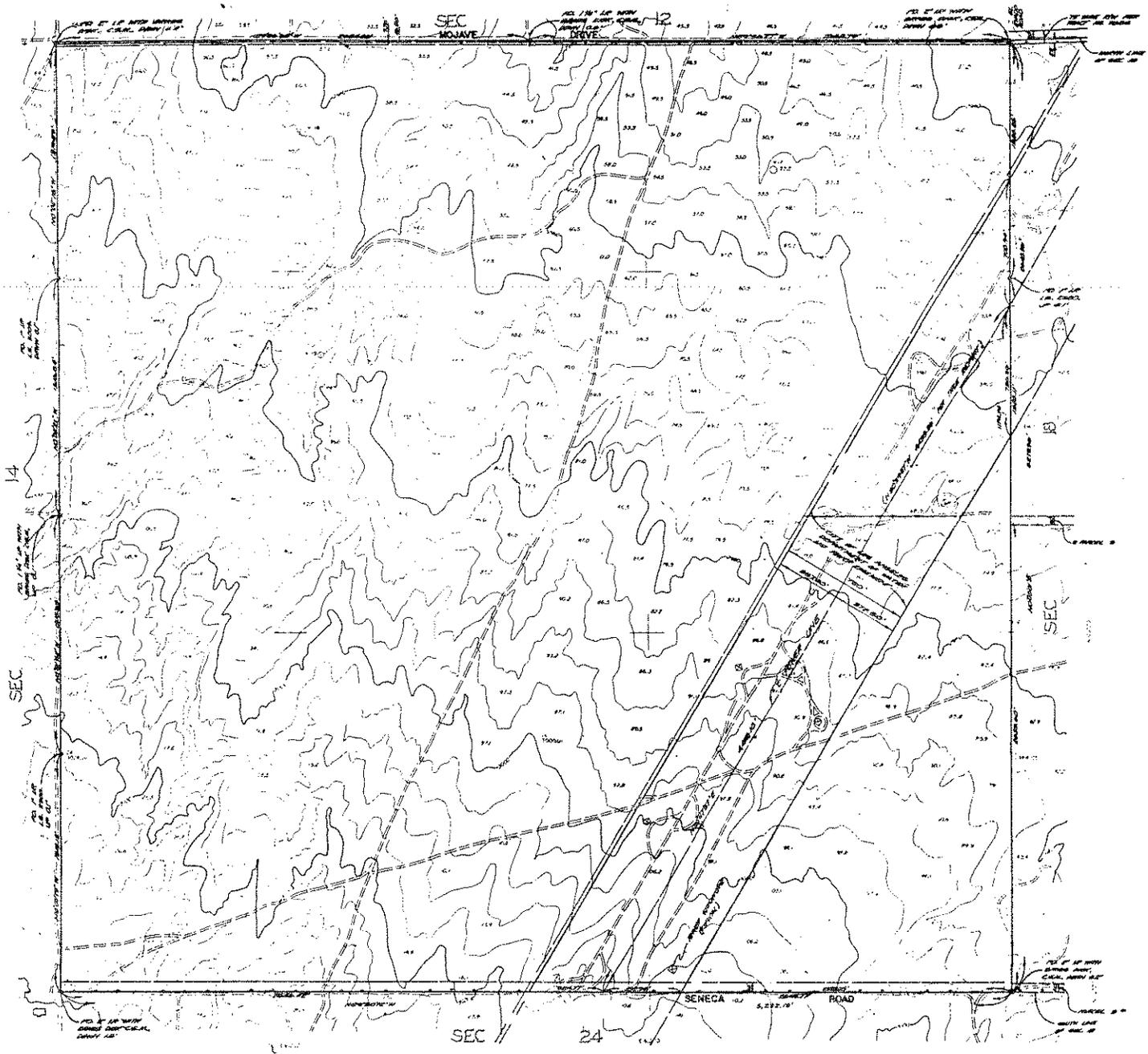
Section 13, T.5N., R.5W., San Bernardino Base and Meridian.

ASSESSOR'S PARCEL NUMBER

Parcel 1: 394-041-003

Parcel 2: 394-041-004

city of Los Angeles (Easement): 394-041-002

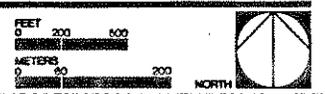


A.L.T.A. Survey

# BRENTWOOD

A PLANNED COMMUNITY  
VICTORVILLE, CALIFORNIA

STEPHEN LONG ASSOC.  
PLANNING, URBAN DESIGN  
CG ENGINEERING  
CIVIL ENGINEERS



---

APPENDIX C  
PRELIMINARY TRAFFIC ANALYSIS

APPENDIX C  
TRAFFIC ANALYSIS

CITY OF VICTORVILLE  
BRENTWOOD SPECIFIC PLAN - I

C G ENGINEERING  
NOVEMBER 10, 1986

AMENDMENT: SPA-1-88

## SECTION 13

### CIRCULATION ANALYSIS

#### CITY OF VICTORVILLE

##### EXISTING ROADWAY SYSTEM

The existing roadway system for the project area and the immediate Victorville vicinity consists of a combination of interstate highways, state highways, major arterials and secondary arterials. The following is a summary of the existing roadway system.

##### 1. Interstate 15 Freeway

Interstate 15 is a six lane freeway facility through the City of Victorville connecting the City with San Bernardino, Riverside and the Beach Cities to the south and Barstow and Las Vegas to the north.

Two interchanges currently exist in the immediate vicinity of the project area. The first interchange is at Palmdale Road. It is a modified two quadrant clover-type. The bridge structure over the freeway provides four lanes for through traffic. Left turns for onramp moves are not allowed therefore there are no separate left turn lanes provided across the bridge. Left turns are allowed from the south bound offramp. The north bound offramp exits to Mariposa Road, a parallel facility on the east side of the freeway. Traffic bound for Palmdale Road must proceed northerly along Mariposa Road to the signalized intersection of Mariposa Road and Palmdale Road. The second interchange is located at Mojave Drive. It is a four quadrant diamond-type. The bridge structure over the freeway provides for two lanes for through traffic. Left turn lanes are provided at each end of the structures for left turning vehicles to enter the onramps.

##### 2. Palmdale Road (State Highway 18)

Palmdale Road is currently a two lane State Highway which is being widened to four lanes as development occurs. The City's Motorized Circulation System designates it as a major arterial. It is located south of the project site and provides access to Interstate 15 and downtown Victorville east of the site as well as State Route 395 and the City of Palmdale west of the site. It is currently the main east/west roadway in the City of

Victorville and serves to connect with 7th Street, the main thoroughfare through the downtown area of the City.

3. 7th Street

Seventh Street is a four lane facility with a continuous center left turn lane. Separate left turning lanes are also provided at each City street intersection. Several traffic signals exist along 7th Street in the downtown area. All the signalized intersections have separate left turn lanes and phases for turning traffic from 7th Street. 7th Street extends from Interstate 15 through the central business district of the City of Victorville and intersects with State Highway 18 ("D" Street) providing access into Apple Valley.

4. Lorene Drive/Seneca Road

Lorene Drive is a two lane roadway which intersects 7th Street. A traffic signal exists at this intersection. West of 7th Street Lorene Drive becomes Seneca Road, a two lane facility located west of 7th Street and north of Palmdale Road. There is no direct crossing of Interstate 15 however. Seneca Road west of Interstate 15 is paved only as far west as Amargosa Road. Beyond Amargosa it becomes a dirt road. Seneca Road is shown on the City of Victorville's Motorized Circulation System as a secondary arterial extending from Civic Drive westerly to State Highway 395.

5. La Paz Road/Hook Road

La Paz Road is a four lane facility that intersects 7th Street and continues east and south of 7th Street into a residential area. A traffic signal exists at the 7th Street intersection. West of 7th Street La Paz Road skirts the San Bernardino County Fairgrounds. La Paz aligns with the proposed route for Hook Road west of Interstate 15. Although the roadway currently does not extend across the freeway, plans have been undertaken in the recent past for an interchange with Interstate 15 at this location. This analysis assumes, upon full build out of the study area, that an interchange will be existing at Hook Road and Interstate 15. Hook Road extends westerly from Interstate 15 to Arlette Drive and the Junior High School Site although it is not fully improved the entire route. It is shown on the city's Motorized Circulation System as a secondary arterial extending from the Victorville Central Business District across Interstate 15 and continuing westerly to State Highway 395.

Hook Road is projected to carry much of the residential commuter traffic to I-15 and downtown Victorville. As such, it is a key roadway for the development of the project area, provided the interchange with I-15 becomes a reality.

6. Mojave Drive

Mojave Drive exists as a four lane facility at its intersection with 7th Street. A traffic signal exists at this intersection. The roadway narrows to a two lane facility at the I-15 freeway and continues westerly as a two lane facility to the school site easterly of El Evado Road. Westerly of this, Mojave exists only as a dirt road across the northern boundary of the project site. Mojave Drive is designated as a parkway on the City's Motorized Circulation System extending westerly to State Highway 395. The existing interchange with I-15 at Mojave Drive serves to make it a major access roadway for traffic to or from the project site utilizing the freeway northerly or southerly of Victorville. In addition, it provides a direct link to 7th Street and the City business district. It is projected to carry a high percentage of commuter traffic from the commercial and residential areas of the project site to I-15 and/or downtown Victorville.

7. Amargosa Road

Amargosa Road is a two lane facility which begins south of Victorville as an Interstate 15 frontage road near the Oro Grande Wash Aquatic Recreation area and extends into the City, currently terminating at Mojave Drive. It is designated on the City's Motorized Circulation System as a secondary arterial eventually. The Motorized Circulation System plan indicates that a connection from Amargosa Road at Mojave north to Air Base Road will eventually be made allowing traffic to and from George Air Force Base to enter Victorville via this roadway system. The system will be a combination of Amargosa Road, Boh Lane and Gas Line Road eventually extending north to Air Base Road.

8. State Route 395

State Route 395 exists as a two lane highway near the west boundary of the City of Victorville, and provides access from Interstate 15 south of the City, north into Adelanto and beyond that into Kern County and Central California. Although shown as a proposed freeway on several maps it is felt this is too far into the future to provide service to the project area. It is designated as a major arterial on the City's Motorized Circulation System. The highway currently has a two way average annual daily traffic volume of 9,100 vehicles per day with a

peak hour volume 910. There is a high volume of trucks using this facility in the Victorville area.

9. El Evado Road

El Evado Road exists only as a dirt road along the easterly boundary of the project area. It is shown on the Motorized Circulation System as a secondary arterial which will eventually provide direct access north to Air Base Road and south through the City of Victorville to Interstate 15 at the Bear Valley Cutoff interchange.

10. Amethyst Road

Amethyst Road currently is also unimproved along the west boundary of the project area. It is also shown on the City's Motorized Circulation System as a secondary arterial eventually extending north from the project area to Rancho Road and south through the City of Victorville to Bear Valley Road.

The Study Area Projected Traffic

The street circulation system required for the development of Section 13 must be planned based upon projected traffic volumes and distribution from the project area. In order to develop these estimates a three step process is utilized.

First a target date for build-out of the project area must be established. For purposes of this analysis a target date of 1995 was selected. Traffic volumes on existing roadway facilities must be expanded to represent values which will occur at the target date. This expansion is to account for growth outside the immediate study area.

Secondly, traffic volumes which will be generated from the project area itself based upon the various land uses proposed must be calculated and geographically distributed to the major attractions for trips, such as freeways, employment centers, commercial development, recreation centers, etc.

Finally, the trips are assigned to specific roadways for each type of trip (home based work, home based non-work and non home based.)

## Traffic Generation

Traffic generated within the study area is determined by use of various factors which estimate total numbers of trips based upon differing land uses. Significant research efforts have been made by governmental agencies, research institutes and others nationwide to establish a correlation between trips and land use. From this information, trip generation rates can be estimated with reasonable accuracy for various land uses. For this study, composite rates published in the Institute of Transportation Engineers' Manual, "Trip Generation" are used. Trip generation rates were determined for average daily traffic (24-hours), morning and evening peak hour. Since traffic characteristics of each type of land use are different, an analysis of each, including assumptions used, are provided below.

### A. Commercial Office

Trip generation rates for this type of facility are shown in Exhibit "E". Peak hours are very predictable for offices because most trips result from employees coming to work at a set time; usually somewhere between 7:00 - 9:00 a.m. and leaving between 4:00 - 6:00 p.m. Generally these peaks coincide with peak hour traffic on the adjacent streets.

The proposed land uses provide for approximately 30 acres of commercial land which were assigned as office/commercial for purposes of trip generation.

### B. Commercial Retail

Trip generation factors for a shopping center and service station type facility are shown in Exhibits "F" and "G". Generally for service stations traffic in and out is constant and peaking does not occur as it would for office/commercial type development. Peak hour factors for a shopping center are also difficult to identify. Few shopping trips occur during the morning peak hour which results from commuter traffic. Shopping trips begin in the late morning continue fairly steadily throughout the day with a slight rise occurring during the noon hour.

An approximately 1/2 acre site is designated for a service station type use within the project area, while approximately 9 acres of commercial are designated as retail/commercial, possibly resulting in a shopping center of 100,000 to 200,000 square feet gross. The above were assumed as land use types for purposes of developing trip generation values.

C. Multi-Family Residential

Trip generation factors for these types of facilities are shown in Exhibits "H", and "I". They consist of apartments, condominiums respectively. Peak hour factors follow the predictablilty of office/commercial with morning and afternoon peaks resulting from motorists leaving for and returning from work.

Generation rates for condominiums and apartments are fairly similar as are patterns for trips. A total of 379 apartment units located near the eastern corner of the project site as well as 219 townhomes in the north-central portion of the project area are used for purposes of determining total trips. Densities of seven units per acre for townhomes and twenty units per acre for apartments were used in determining total number of dwelling units in the project.

D. Single Family Residential

Trip generation factors for this type of facility are shown in Exhibits "J" and "K". Peak hour factors follow the same patterns as multi-family residential. This is, by far, the largest type of land use proposed for the project area and will generate the largest total volume of traffic. A total of 1,292 single family dwelling units was used assuming an average density of 4 dwelling units per acre throughout the project area. In addition, 247 mobile home units are projected at a density of 5 units per acre in the southeast corner of the project area.

Traffic generation from the mobile home development is generally steadier during the day than for single family or multi-family residential. Peak hour volumes are not as high due to a lower percentage of people living in mobile homes doing the home to work daily commute.

The open space area and power line easement areas of the project site were not included as traffic generators.

### Traffic Distribution

In order to develop a circulation system adequate for the needs of the traveling public a determination of traffic distribution must be made from the project site. The major question is which route motorists will use in order to get to their destination. Traffic assignment is the determination of which specific route land use generated traffic will use. The basic factors affecting route selection are 1) minimum time path and 2) minimum distance path, which most often are one in the same. When two paths are different, the minimum time path will usually take precedence assuming all other considerations are equal. Other considerations might be the aesthetic quality of alternate routes, grades, and so forth. It should be noted that minimum time path is cognizant of congestion. As a roadway's volume approaches capacity, operating speeds decrease. Ultimately congestion on the shortest distance path will decrease the speed until an alternate path can be achieved in a shorter time. Traffic will then divert to the shorter time path.

Analysis for the project site indicates that major attractions are Interstate 15, downtown Victorville, George Air Force Base, the shopping center south of the City of Victorville and, to a lesser extent, Adelanto and Palmdale west of the City of Victorville.

### PROJECTED TRAFFIC

Upon completion of the trip generation and trip distribution and assignment work, total projected traffic volumes from the project site, Exhibit "B", and for the existing street system in the immediate area of the project site, Exhibit "C", are calculated. Utilizing projected traffic volumes for the street system lends itself to recommendations as to route and designation of roadways in order to accommodate projected traffic from this and other developments in the area. Exhibit "C" combines project area projected traffic, existing traffic projected to the target date, and projected traffic from a development currently under

construction east of El Evado Road and south of Mojave Drive. A total of 316 dwelling units are planned for this development.

Four classifications of roadways are proposed for the circulation system of project area. They are 1) major arterial, 2) secondary arterial, 3) major collector and 4) minor collector. The proposed street sections are shown in Exhibit "D".

The roadways are designated based upon the projected traffic volumes and a design level of service for the roadway. Level of services is a term used to describe the different operating conditions which occur on a lane or roadway accommodating various traffic volumes. It is a qualitative measure of the effects of various traffic flow factors. Six levels of service have been defined in the Highway Research Board's Highway Capacity Manual. For uninterrupted flows the levels are defined as follows:

Level A - Free flow, low volumes and density, high speeds.

Drivers can maintain their desired speeds with little or no delay.

Level B - Stable flow, operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed. Suitable for rural design standards.

Level C - Stable flow, speeds and maneuverability are more closely controlled by higher volumes. Suitable for urban design standards.

Level D - Approaches unstable flow, tolerable operating speeds which are, however, considerably affected by operating conditions. Drivers have little freedom to maneuver.

Level E - Unstable flow, with lower operating speeds and perhaps stoppages for momentary duration. Volumes at or near capacity.

Level F - Forced flow, low volumes. Both speed and volumes can drop to zero. Stoppages may occur for short or long periods. These conditions usually result in vehicles backing up from a restriction downstream.

For design purposes in the Victorville area, Level of Service "C" is used as the basis for roadway section determination. The afternoon peak hour volume is generally the highest for the types of land uses proposed for the project area. Therefore the design plan used for selection of a roadway classification type are Level of Service "C", utilizing the afternoon peak hour. All other hours of the day are therefore projected to allow the roadway system to operate at Level of Service "C" or better.

#### PROPOSED ONSITE ROADWAYS

A breakdown of the roadway system and the proposed classifications are as follows:

Street A is proposed to be designated a minor collector. This street will serve to collect traffic from the center of the project area and distribute it north to Mojave Drive or south to Seneca Road where can then proceed either west or east.

The Loop Road is proposed as major collector. The Loop Road serves primarily as an inner circulation system in the project area. It will collect traffic from the local interior streets of the proposed development and allow it to reach Hook Road or one of the three streets connecting the project area with the existing east/west roadways north and south of the site.

Major and minor collectors are designed for one lane of traffic in each direction, the only difference being the widths of the travel and parking lanes.

The major north/south streets along the project area boundaries, Amethyst Road, El Evado Road and Streets B and C are proposed as secondary arterials. This corresponds to the designation on the City of Victorville's Motorized Circulation System.

Although projected traffic volumes from this site for Amethyst Road are not high, it is proposed as a secondary arterial due to eventual development in the area utilizing it as a main route to the east/west roadways which provide links to Interstate 15. It is projected that traffic from the westerly portions of Section 13 would utilize Amethyst to access either Mojave Drive, Hook Road or Seneca Road or to continue south to Palmdale Road.

El Evado Road is projected for higher traffic volumes from the project site. It will serve the same purpose as Amethyst Road in that it provides a link to the major east/west roadways eventually connecting with Interstate 15 or the downtown area of the City of Victorville. In addition, it is proposed to eventually connect north to Air Base Road thereby providing a direct route to George Air Force Base, one of the attractions listed earlier in this report.

Seneca Road and Hook Road are also proposed as secondary arterials. Seneca Road is projected to carry traffic volumes from the southerly portion of Section 13, eventually distributing it by north/south streets south to Palmdale Road and its access to the City of Victorville. Seneca Road itself will not extend across Interstate 15 therefore commuter traffic heading south into San Bernardino may utilize Seneca Road for short distances before taking one of the major north/south roadways to Palmdale Road and the eventual interchange with I-15.

Street B is projected to carry more traffic than Street C because of its proximity to the eastern portion of the site and Mojave Drive as well as the proposed commercial areas. It is projected that a large number of trips will be attracted to Interstate 15 from this proposed commercial area as well as the adjacent residential areas during the peak hours. With the freeway and downtown Victorville being major attractions, Street B is proposed to be heavily utilized because of its convenient location.

Hook Road traverses the center of the project area and as such is projected to carry relatively high volumes of traffic. Hook Road will run mainly through residential areas and therefore is not projected to be a major arterial, however it will provide a direct link to the City of Victorville via the proposed Hook Road interchange. Projected traffic volumes and the proposed designation of Hook Road are based upon the interchange being completed by the time of completion of the development within Section 13. It is also projected to eventually connect with Highway 395 west of the project site.

Secondary arterials are designed for two lanes of traffic in each direction. A painted median providing separate left turn lanes may or may not be provided depending upon desired on street parking provisions.

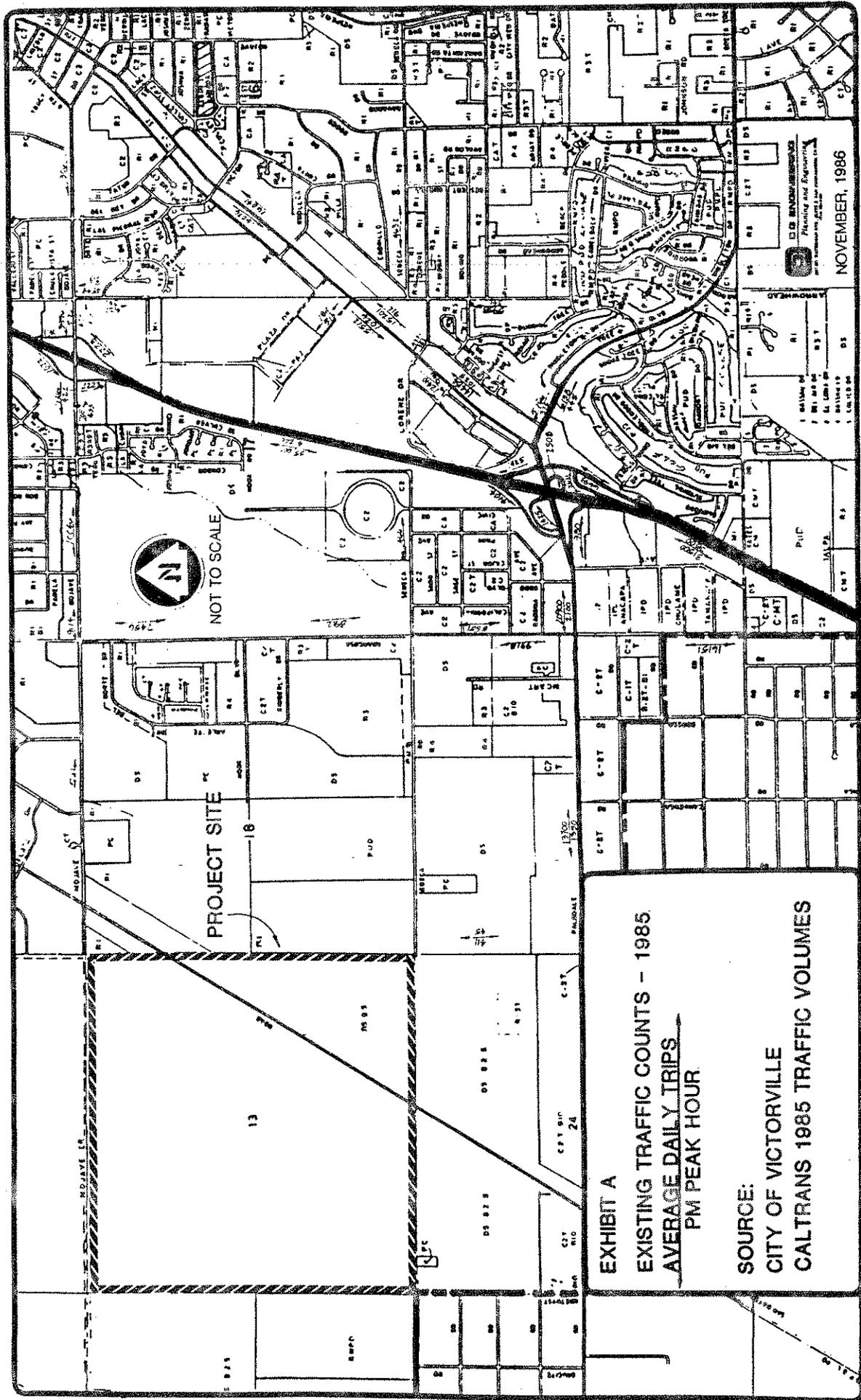
Mojave Drive is proposed to be a major arterial. It is proposed to serve the commercial area located in the north portion of Section 13 and provide access to Interstate 15 via the Mojave Drive interchange. Mojave Drive is shown on the City's Motorized Circulation System as extending westerly of the site to Highway 395. Mojave Drive is proposed as a major arterial as opposed to the designation of a parkway as shown on the City's Motorized Circulation System. The change in designation is really insignificant in terms of traffic volume capacity of the roadway. It has been proposed as a major arterial because the City of Victorville has changed its designation for Mojave Drive and it is currently being constructed as a major arterial in other areas. The proposed designation would simply be consistent with what the City is requiring in other areas as well as providing the capacity necessary to handle the projected volumes from the commercial and residential areas.

#### Proposed Offsite Circulation System Improvements

In addition to improvement of the roadways adjacent to and within Section 13, it is necessary for offsite roadway improvements to be constructed in order to get vehicular traffic from the project area to the existing roadway network. As a minimum, Seneca Road and Mojave Road must be constructed to tie into the existing paved sections east of Section 13. Each roadway could be initially constructed as a two lane road. As growth continues within Section 13 these roadways should be expanded to four lanes. Expansion to four lanes should, in the case of Mojave Drive, occur easterly to I-15 and in the case of Seneca Road, at least to Amargosa Road. In addition, at such time that an interchange is constructed at Hook Road and I-15, Hook Road should be extended westerly to the project site. Again, Hook Road could be constructed at first as a two lane road and later expanded to four lanes as development and traffic volumes increase. These offsite improvements are the minimum that should be constructed immediately upon development of the project site. Other roadway extensions may occur in time as the City or developers construct along the roadways. However at a minimum, construction of these three roadway extensions is necessary to the adequate circulation of the projected traffic volumes from this site. Upon full build out and roadway improvements all streets are projected to adequately handle traffic volumes at Level of Service C or better. It is recommended that the City monitor the key intersections for warrants for traffic signals as the development in Section 13 and the surrounding area occurs. This way the development of the roadway system can parallel the development of Section 13 and the surrounding Victorville area in general, providing for a

gradual expansion in both building construction and public improvements.

DJBab  
074-001.00  
110601(100,11)



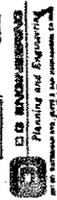
NOT TO SCALE



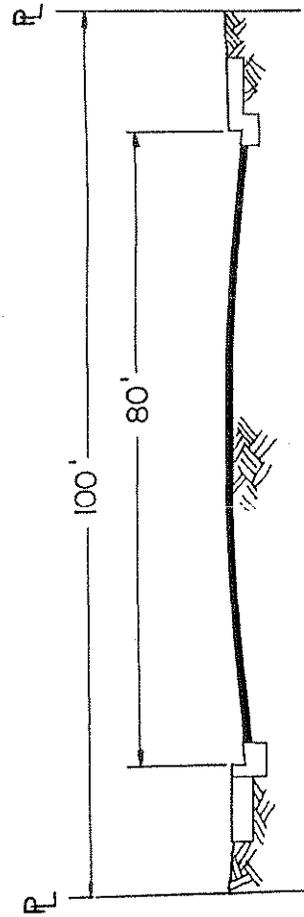
PROJECT SITE

EXHIBIT A  
 EXISTING TRAFFIC COUNTS - 1985.  
 AVERAGE DAILY TRIPS  
 PM PEAK HOUR  
 SOURCE:  
 CITY OF VICTORVILLE  
 CALTRANS 1985 TRAFFIC VOLUMES

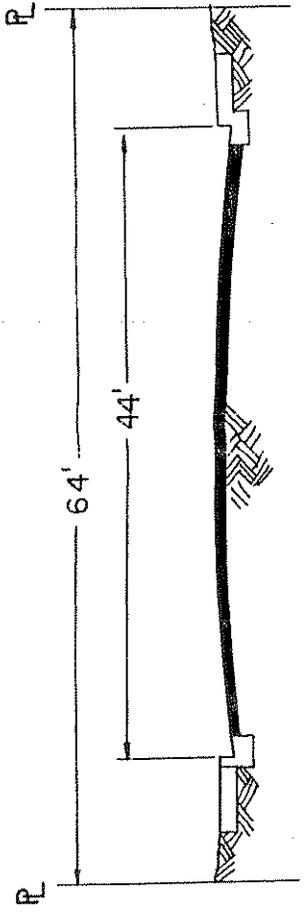
NOVEMBER, 1986



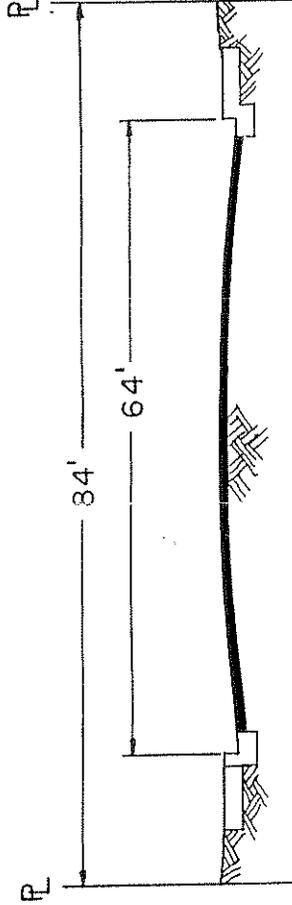
1. 1/2" = 100'  
 2. 1/4" = 50'  
 3. 1/8" = 25'  
 4. 1/16" = 12.5'



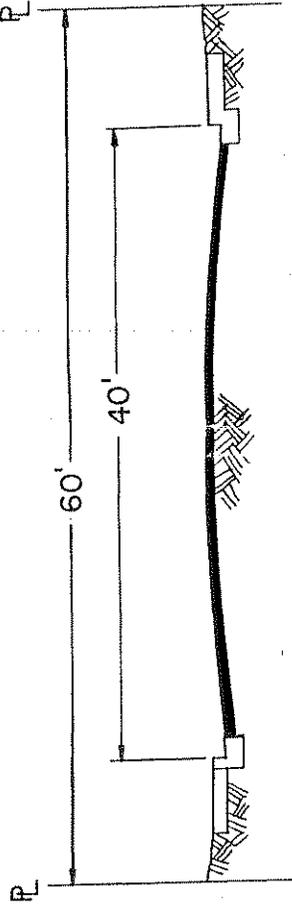
**MAJOR ARTERIAL**



**MAJOR COLLECTOR**



**SECONDARY ARTERIAL**



**MINOR COLLECTOR**

**EXHIBIT D**

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Office Park ITE Land Use Code 750  
 Independent Variable—Trips per Acres

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			276.6				3	4.3
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter						
		Exit						
		Total	52.7				3	4.3
	P.M. Between 4 and 6	Enter						
		Exit	44.7				3	4.3
		Total						
Peak Hour of Generator	A.M.	Enter						
		Exit						
		Total	52.7				3	4.3
	P.M.	Enter						
		Exit						
		Total	44.7				3	4.3
<b>Saturday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							
<b>Sunday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							

Source Numbers 9, 15

ITE Technical Committee 6A-6—Trip Generation Rates

Date: 1975

# EXHIBIT E

## SUMMARY OF TRIP GENERATION RATES

Shopping Center  
 Land Use/Building Type 100,000 to 199,999 Gross Sq. Feet ITE Land Use Code 822  
 Independent Variable—Trips per 1,000 Gross Square Feet

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size o Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			60.4	103.7	32.1		31	150
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter						
		Exit						
		Total						
	P.M. Between 4 and 6	Enter	2.6				4	123
		Exit	2.9				4	123
		Total	5.0				7	128
Peak Hour of Generator	A.M.	Enter						
		Exit						
		Total	3.8				6	149
	P.M.	Enter	3.0				4	128
		Exit	2.8				4	128
		Total	5.5				13	146
<b>Saturday Vehicle Trip Ends</b>			79.7				6	161
Peak Hour of Generator	Enter		4.1				3	127
	Exit		3.8				3	127
	Total		7.9				3	127
<b>Sunday Vehicle Trip Ends</b>			64.9				3	165
Peak Hour of Generator	Enter							
	Exit							
	Total							

Source Numbers 3, 4, 5, 14, 18, 19, 49, 54, 59, 64, 72, 76, 78

ITE Technical Committee 6A-6—Trip Generation Rates  
 Date: 1975, Rev. 1979

# EXHIBIT F

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Service Station ITE Land Use Code 844  
 Independent Variable—Trips per Station

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			748	1000	620		5	1
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter						
		Exit						
		Total	21	50	8		14	1
	P.M. Between 4 and 6	Enter						
		Exit						
		Total	25	52	7		18	1
Peak Hour of Generator	A.M.	Enter						
		Exit						
		Total	25	60	8		15	1
	P.M.	Enter						
		Exit						
		Total	31	48	18		6	1
<b>Saturday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total	54	54	54		1	1	
<b>Sunday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							

Source Numbers 2, 4, 5, 72

ITE Technical Committee 6A-6—Trip Generation Rates

Date: 5/27/75

# EXHIBIT G

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Low Rise Apartment ITE Land Use Code 221  
 Independent Variable—Trips per Dwelling Unit

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable: Study
<b>Average Weekday Vehicle Trip Ends</b>			5.4	5.5	4.7		3	295
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter	0.1				1	372
		Exit	0.4				1	372
		Total	0.5	0.5	0.4		2	257
	P.M. Between 4 and 6	Enter	0.4				1	372
		Exit	0.2				1	372
		Total	0.6	0.6	0.6		2	257
Peak Hour of Generator	A.M.	Enter	0.1				1	372
		Exit	0.4				1	372
		Total	0.5	0.5	0.4		2	257
	P.M.	Enter	0.4				1	372
		Exit	0.2				1	372
		Total	0.6	0.6	0.6		2	257
<b>Saturday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							
<b>Sunday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							

Source Numbers 11, 21, 71

ITE Technical Committee 6A-6—Trip Generation Rates

Date: \_\_\_\_\_

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Condominiums ITE Land Use Code 230  
 Independent Variable—Trips per Occupied Unit

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			5.1	9.4	0.6		13	146
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter	0.1				4	87
		Exit	0.5				4	87
		Total	0.5	0.6	0.3		6	124
	P.M. Between 4 and 6	Enter	0.4				4	87
		Exit	0.2				4	87
		Total	0.6	0.8	0.4		6	124
Peak Hour of Generator	A.M.	Enter						
		Exit						
		Total						
	P.M.	Enter						
		Exit						
		Total						
<b>Saturday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							
<b>Sunday Vehicle Trip Ends</b>								
Peak Hour of Generator	Enter							
	Exit							
	Total							

Source Numbers 4, 92, 97

ITE Technical Committee 6A-6—Trip Generation Rates  
 Date: 1975, Rev. 1979

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Single Family Detached Housing ITE Land Use Code 210  
 Independent Variable—Trips per Dwelling Unit

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size of Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			10.0	21.9	4.3		271	413
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter	0.3	0.6	0.1		37	248
		Exit	0.6	1.7	0.2		38	258
		Total	0.8	2.3	0.4		173	269
	P.M. Between 4 and 6	Enter	0.7	1.8	0.3		38	245
		Exit	0.4	1.2	0.1		38	245
		Total	1.0	3.0	0.4		196	292
Peak Hour of Generator	A.M.	Enter	0.3	0.6	0.1		38	245
		Exit	0.6	1.7	0.2		38	245
		Total	0.8	2.3	0.4		175	271
	P.M.	Enter	0.7	1.8	0.3		40	252
		Exit	0.4	1.2	0.1		38	245
		Total	1.0	3.0	0.4		193	261
<b>Saturday Vehicle Trip Ends</b>			10.1	14.7	6.3		43	292
Peak Hour of Generator	Enter		0.5	1.0	0.4		21	273
	Exit		0.5	0.7	0.3		21	273
	Total		1.0	1.7	0.7		35	296
<b>Sunday Vehicle Trip Ends</b>			8.8	11.7	0.5		38	301
Peak Hour of Generator	Enter		0.5	0.8	0.3		19	252
	Exit		0.5	1.2	0.4		19	252
	Total		1.0	2.0	0.7		34	284

Source Numbers 1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 24, 26, 34, 35, 36, 38, 40, 71, 72, 91

ITE Technical Committee 6A-6—Trip Generation Rates

Date: 6-4-75, Rev. 1979

# EXHIBIT J

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type Mobile Home ITE Land Use Code 240  
 Independent Variable—Trips per Unit (Occupied)

			Average Trip Rate	Maximum Rate	Minimum Rate	Correlation Coefficient	Number of Studies	Average Size Independent Variable/Study
<b>Average Weekday Vehicle Trip Ends</b>			5.38	6.8	2.8		17	176
Peak Hour of Adjacent Street Traffic	A.M. Between 7 and 9	Enter	0.08	0.1	0.0		4	218
		Exit	0.38	0.4	0.3		5	240
		Total	0.46	1.0	0.2		10	177
	P.M. Between 4 and 6	Enter	0.37	0.6	0.3		8	197
		Exit	0.22	0.3	0.1		8	197
		Total	0.59	0.8	0.5		15	178
Peak Hour of Generator	A.M.	Enter	0.12	0.3	0.0		9	192
		Exit	0.35	0.4	0.2		9	192
		Total	0.44	1.0	0.3		17	176
	P.M.	Enter	0.37	0.6	0.3		9	192
		Exit	0.22	0.3	0.1		9	192
		Total	0.59	0.8	0.5		17	176
<b>Saturday Vehicle Trip Ends</b>			5.53	7.3	3.0		14	174
Peak Hour of Generator	Enter		0.28	0.5	0.2		8	181
	Exit		0.24	0.3	0.2		8	181
	Total		0.52	0.8	0.4		14	174
<b>Sunday Vehicle Trip Ends</b>			4.71	6.5	2.0		15	181
Peak Hour of Generator	Enter		0.24	0.3	0.2		9	192
	Exit		0.23	0.6	0.1		9	192
	Total		0.47	1.0	0.3		15	181

Source Numbers 9, 10, 11

ITE Technical Committee 6A-6—Trip Generation Rates

1975

Date: \_\_\_\_\_

# EXHIBIT K

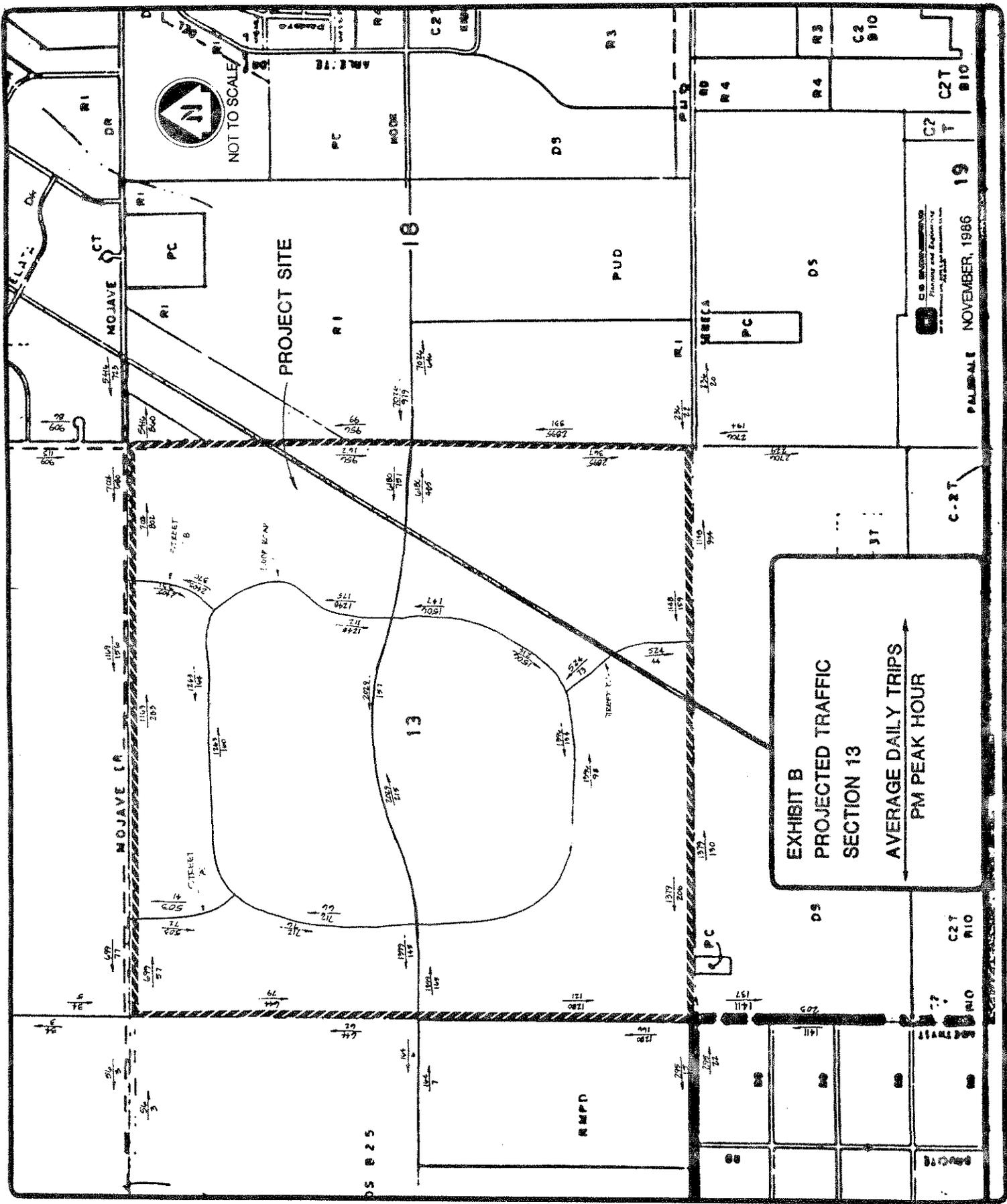
**APPENDIX D**  
**DEVELOPMENT PROGRAM**

## DEVELOPMENT PROGRAM

LAND USE	PLANNING AREA	ACRES	D.U. RANGE	PROPOSED D.U.s	OVERLAY ZONE*
<b>Residential Development:</b>					
Low 2-4 DU/AC	10	25.6	51 - 102	94	
Low-Medium 3-5 DU/AC	4	36.6	110 - 183	155	
	5	36.1	108 - 181	149	
Medium 4-6 DU/AC	2	44.1	176 - 265	221	
	3	28.0	112 - 168	121	
	6	18.8	75 - 113	88	
	8	28.6	114 - 172	151	
	9	26.8	107 - 161	149	
	11	27.0	108 - 162	135	
	13	27.6	110 - 166	136	
Medium-High 6-8 DU/AC	16	30.9	124 - 185	171	
	1	19.5	117 - 141	123	
	12	56.2	337 - 450	376	
	7	25.9	155 - 207	155	YES
	18	3.1	19 - 25	18	YES
	20	14.4	86 - 115	88	YES
	17	<u>21.1</u>	<u>127 - 169</u>	<u>128</u>	
		470.3	2,036 - 2,965	2,458	
<b>Non-Residential Development:</b>					
Commercial	14	1.0			YES
	15	0.7			YES
	19	17.6			YES
	21	2.7			YES
	22	1.1			YES
	SCHOOL	<u>6.5</u>			
Sub-Total		29.6			
<b>Open Space:</b>					
Easement		74.0			
Public Park		7.2			
Paseos		<u>8.9</u>			
Sub-Total		90.1			
Major/Minor Arterials (R.O.W.)		<u>51.8</u>			
Sub-Total		51.8			
<b>TOTAL</b>		641.8			

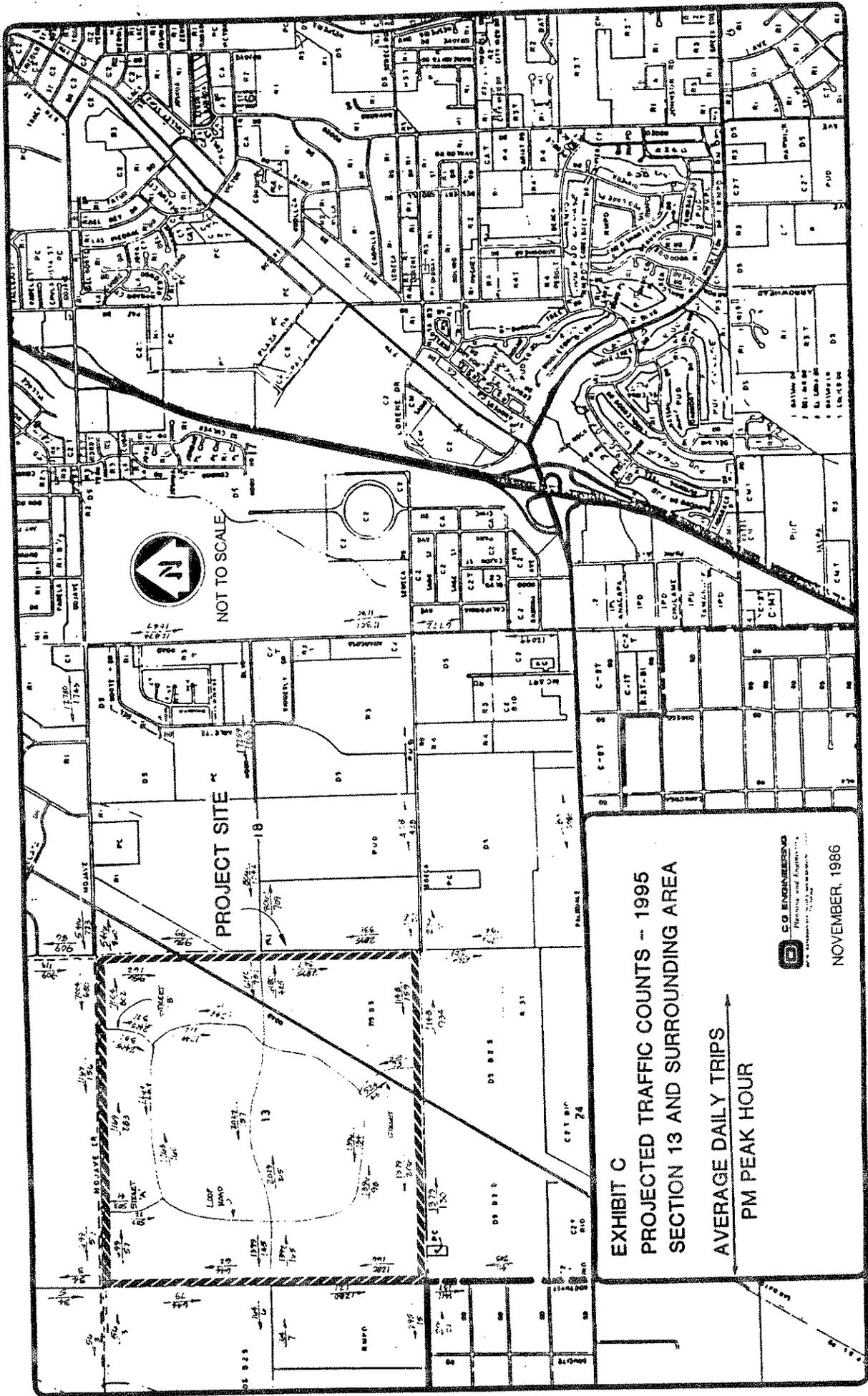
\* A description of the overlay zone can be found in the Development Standard Section of the Specific Plan.

I/ Total dwelling units not to exceed 3,978.




**C.B. SUTTON & ASSOCIATES, Inc.**  
 Planning and Engineering  
 1000 West 10th Street  
 Palmdale, CA 91354

PALMDALE NOVEMBER, 1986 19  
 C-2-T



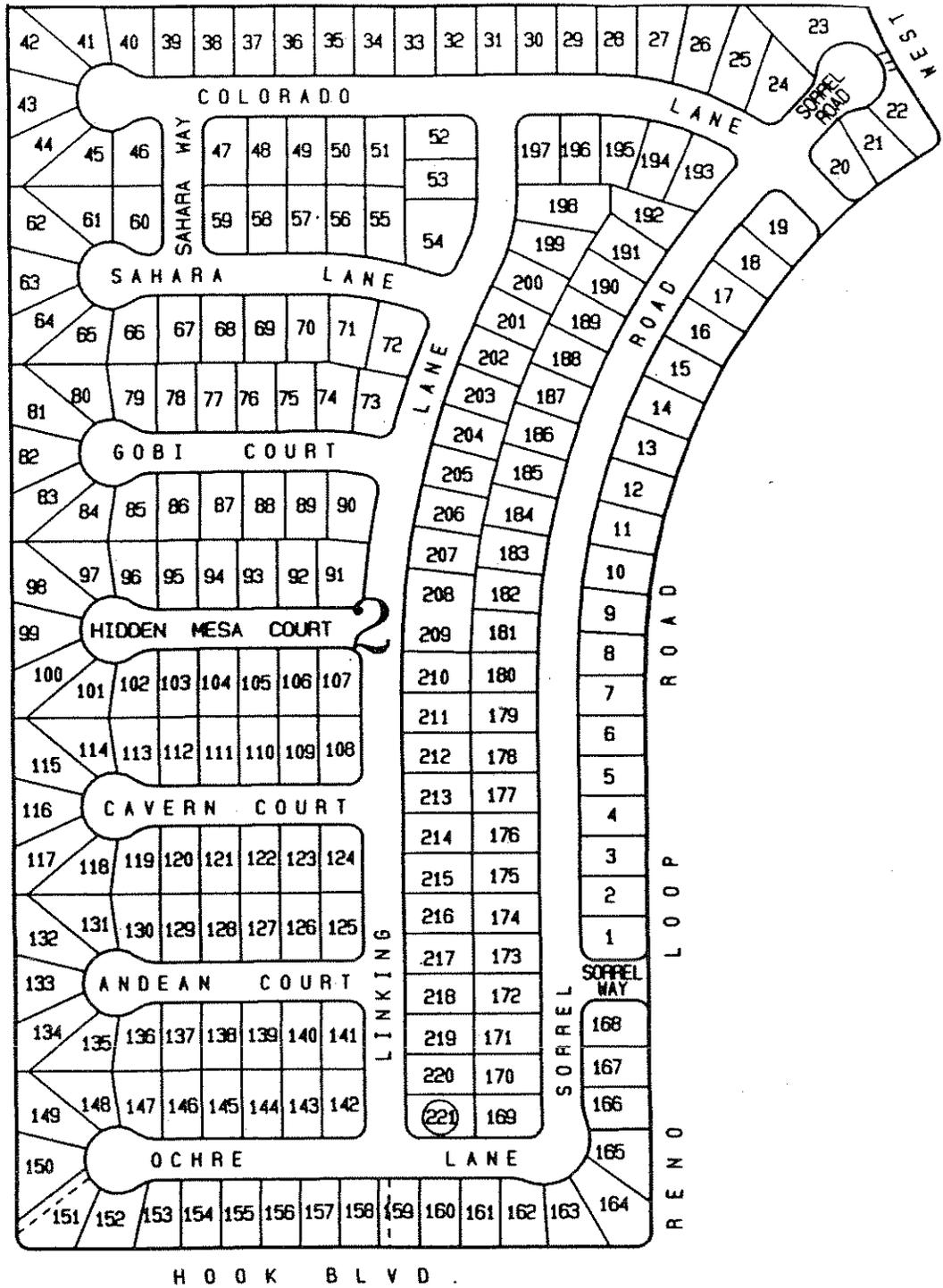
**EXHIBIT C**  
**PROJECTED TRAFFIC COUNTS - 1995**  
**SECTION 13 AND SURROUNDING AREA**

**AVERAGE DAILY TRIPS**  
**PM PEAK HOUR**



NOVEMBER, 1986

**APPENDIX E**  
**TRACT MAP EXHIBITS**

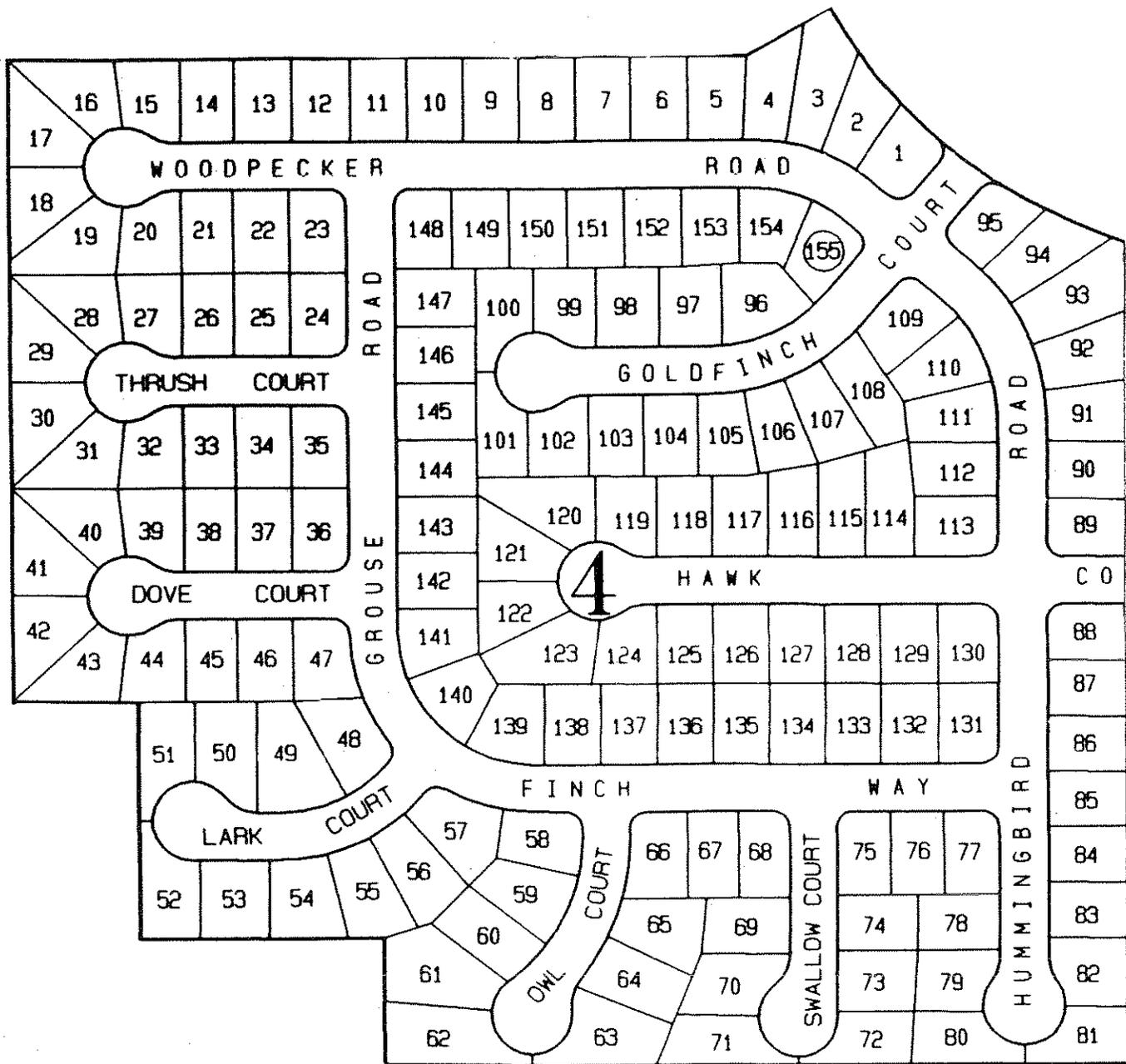


  
 NO SCALE

**BRENTWOOD  
SPECIFIC PLAN**

**PLANNING AREA NO. 2**  
**TRACT 13993**  
 AS RECORDED IN MAP BOOK 243 PAGES 99 - 113

**EXHIBIT**  
**E-1**

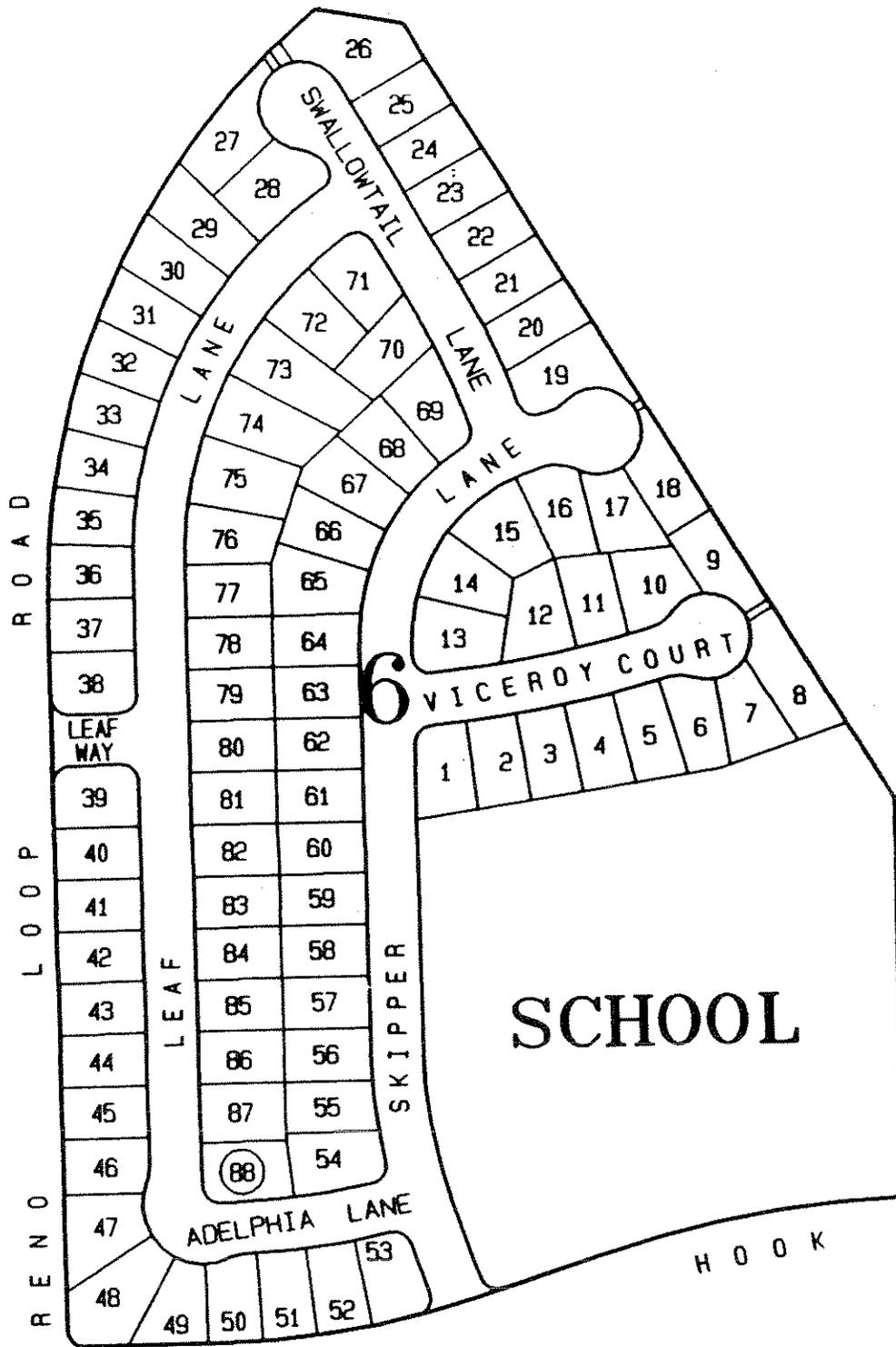


  
 NO SCALE

**BRENTWOOD  
SPECIFIC PLAN**

**PLANNING AREA NO. 4**  
**TRACT 13995**  
*AS RECORDED IN MAP BOOK 248 PAGES 62 - 74*

**EXHIBIT**  
**E-3**

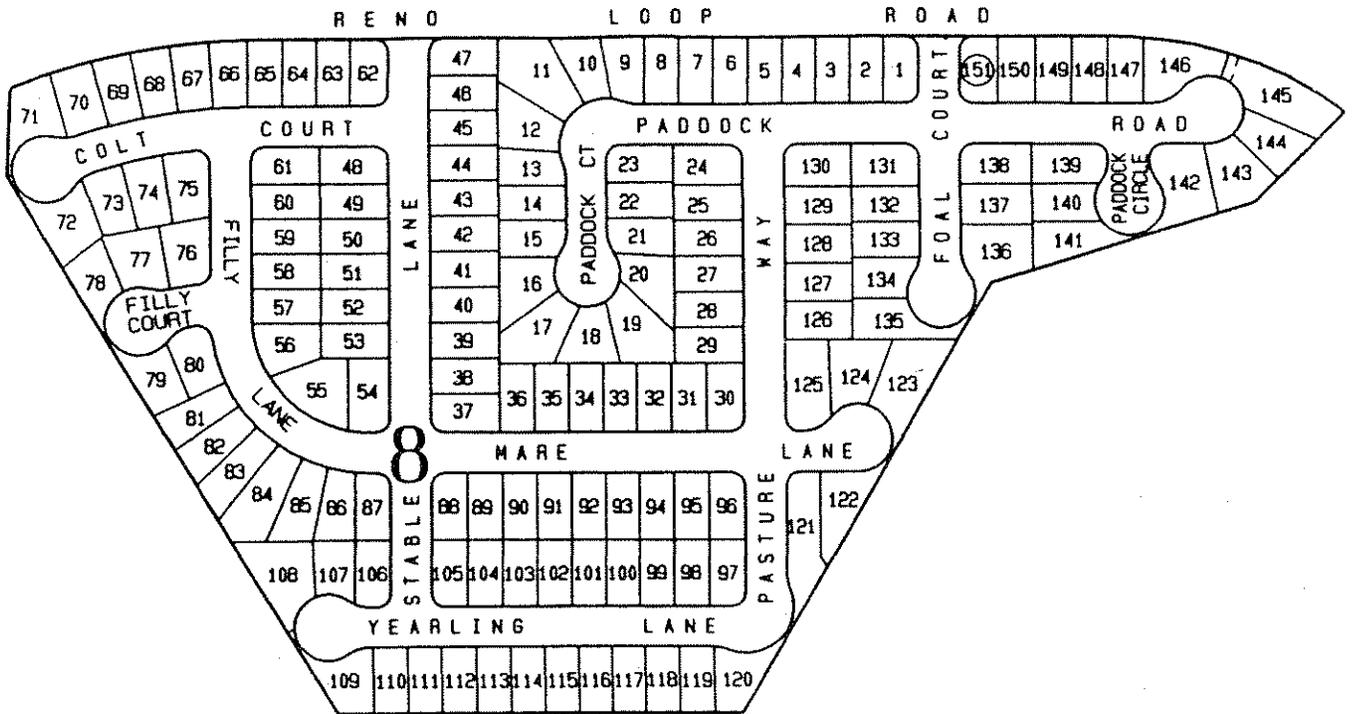


  
 NO SCALE

**BRENTWOOD  
SPECIFIC PLAN**

**PLANNING AREA NO. 6  
TRACT 13997  
AS RECORDED IN MAP BOOK 244 PAGES 1 - 11**

**EXHIBIT  
E-4**

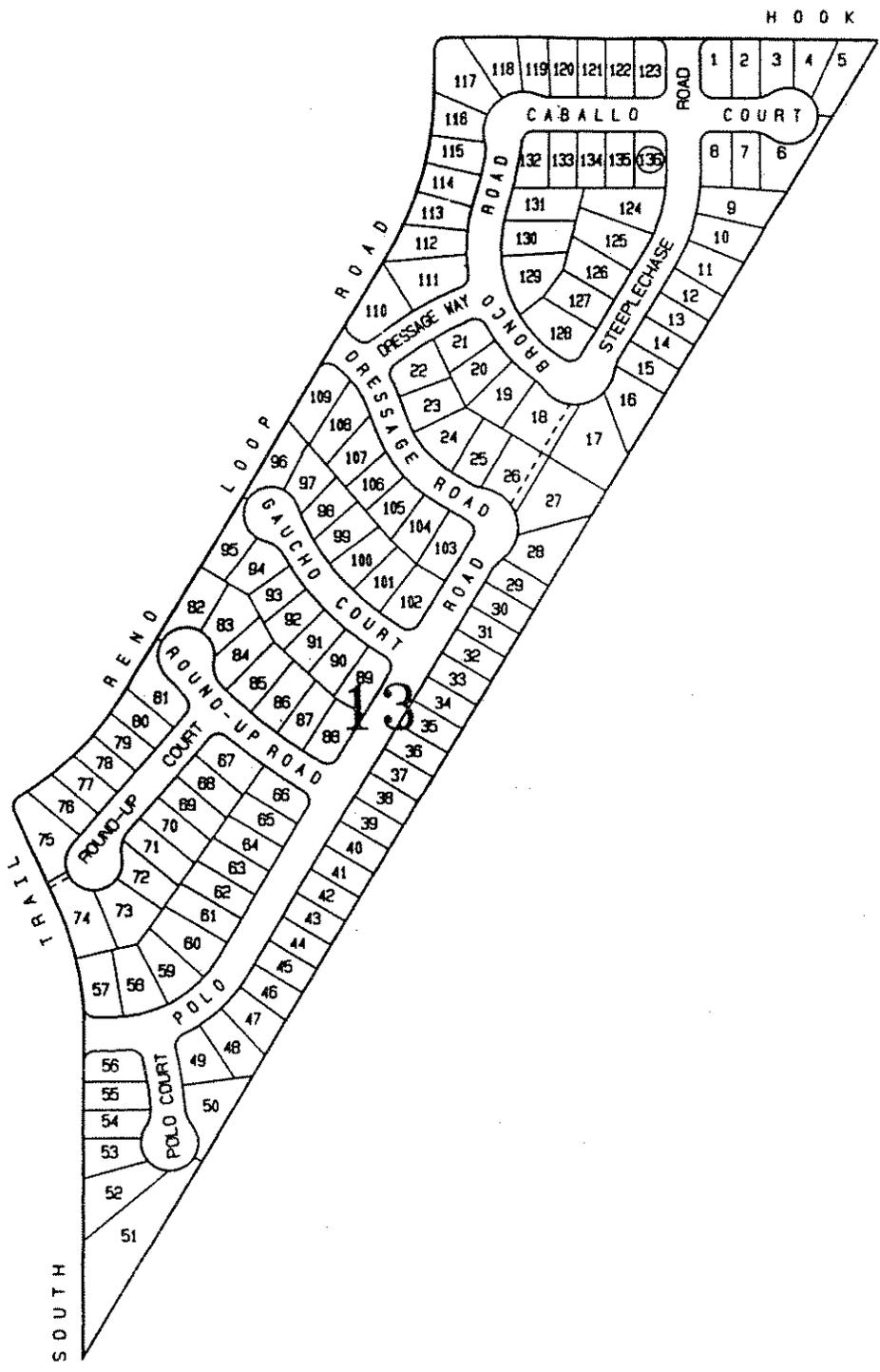


▲  
N  
NO SCALE

**BRENTWOOD  
SPECIFIC PLAN**

**PLANNING AREA NO. 8  
TRACT 13998  
AS RECORDED IN MAP BOOK 243 PAGES 65 - 75**

**EXHIBIT  
E-5**

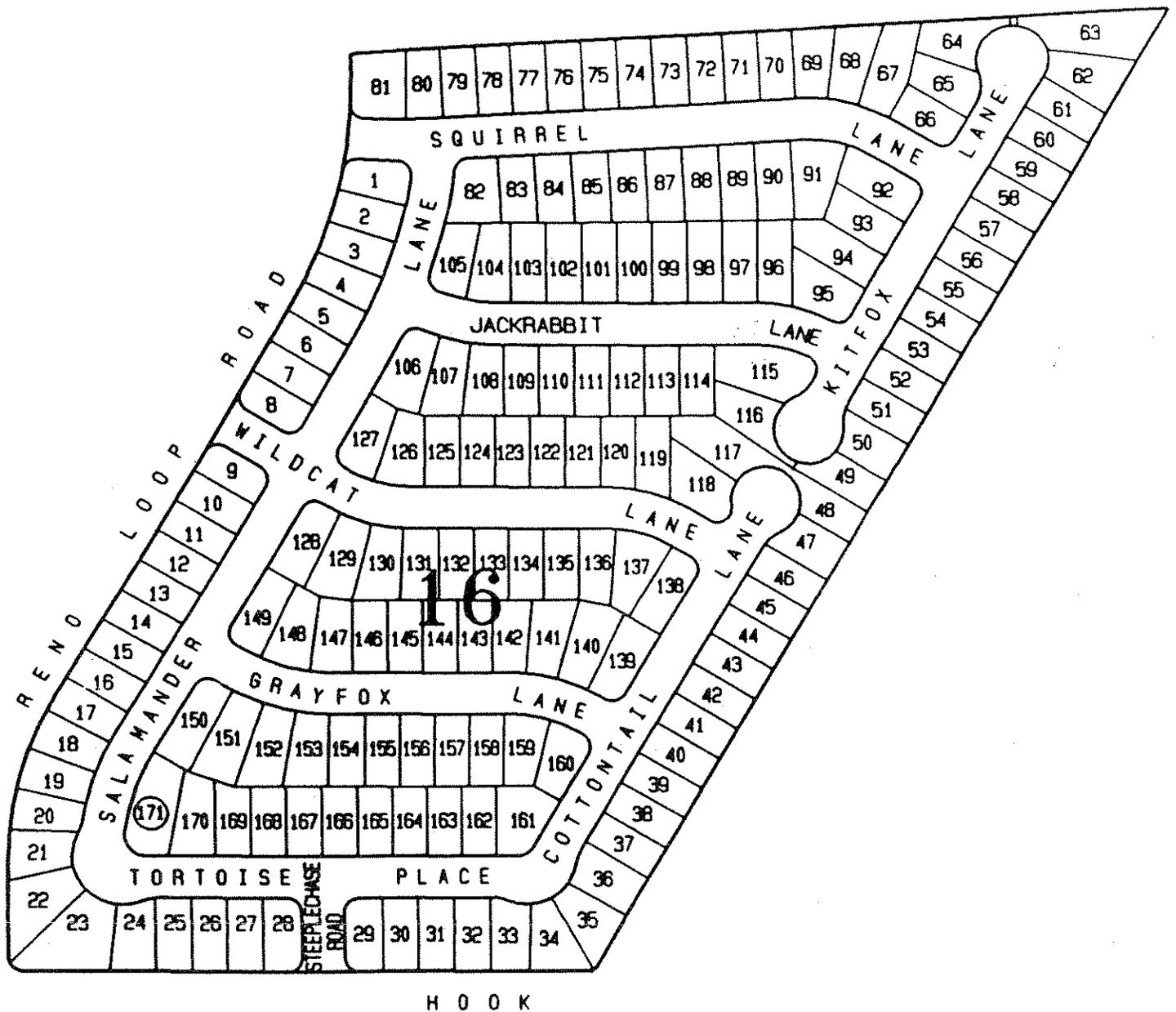


  
 NO SCALE

**BRENTWOOD**  
**SPECIFIC PLAN**

**PLANNING AREA NO. 13**  
**TRACT 14003**  
 AS RECORDED IN MAP BOOK 241 PAGES 80 - 91

**EXHIBIT**  
**E-7**



  
 NO SCALE

**BRENTWOOD  
SPECIFIC PLAN**

**PLANNING AREA NO. 16  
TRACT 14004  
AS RECORDED IN MAP BOOK 241 PAGES 92 - 101**

**EXHIBIT  
E-8**