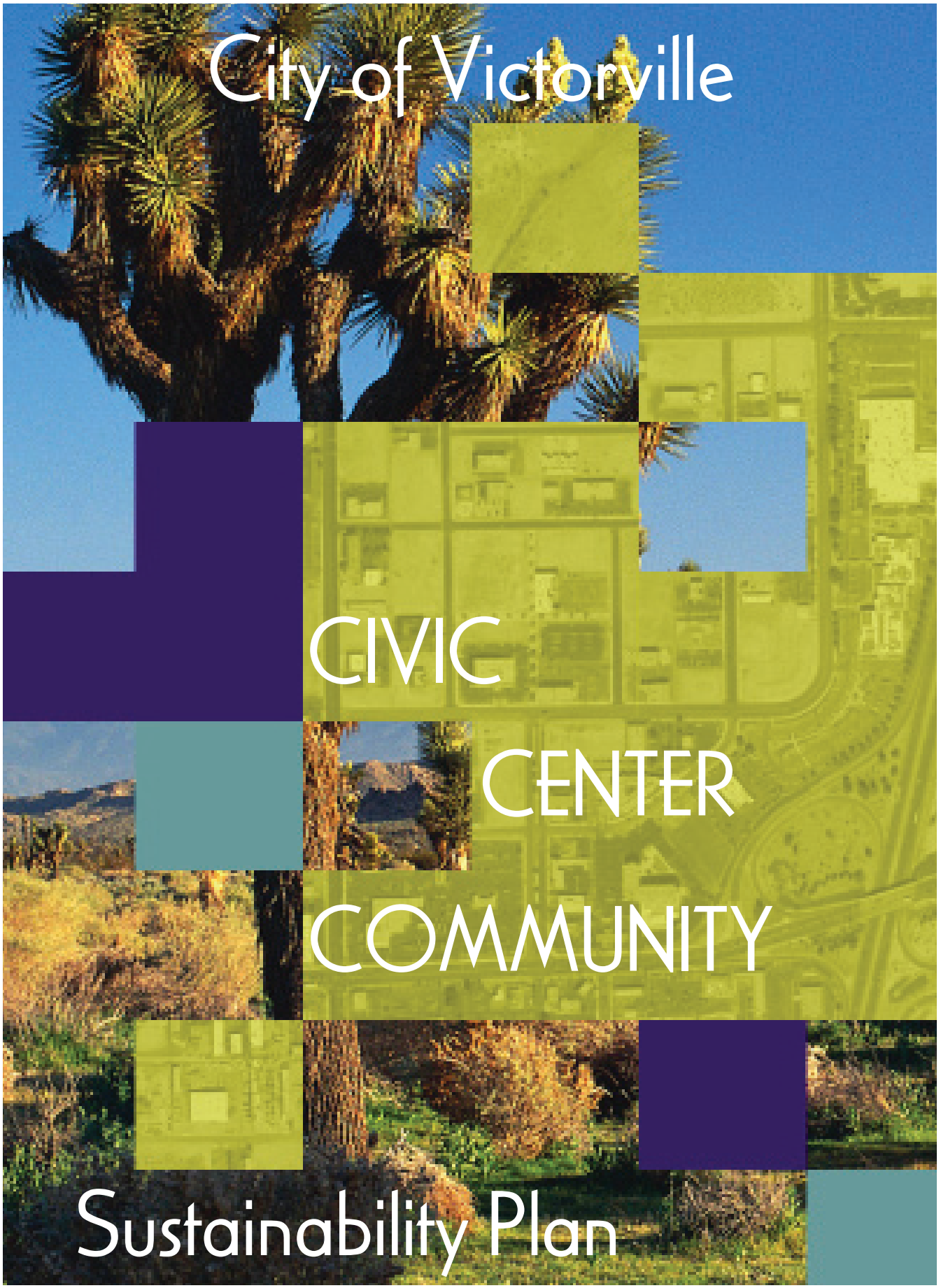

City of Victorville
CIVIC
CENTER
COMMUNITY
Sustainability Plan

CIVIC CENTER COMMUNITY SUSTAINABILITY SPECIFIC PLAN

APRIL 5, 2016

ACKNOWLEDGEMENTS

CITY OF VICTORVILLE

CITY COUNCIL

MAYOR, GLORIA GARCIA

MAYOR PRO-TEM, JIM COX

COUNCIL MEMBER, JIM KENNEDY

COUNCIL MEMBER, RYAN MCEACHRON

COUNCIL MEMBER, ERIC NEGRETE

PLANNING COMMISSION

CHAIR, ROBERT (BOB) WILSON

VICE-CHAIR, ROB KURTH

COMMISSIONER, LARRY HUBER

COMMISSIONER, PAULA PORTER

COMMISSIONER, LIONEL DEW

STAFF PROJECT TEAM

SENIOR PLANNER, MICHAEL SZARZYNSKI

CITY ENGINEER, BRIAN GENGLER

ASSOCIATE PLANNER, TRAVIS CLARK

ASSOCIATE PLANNER, ALEX JAUREGUI

"SUSTAINABLE DEVELOPMENT IS DEVELOPMENT THAT MEETS THE NEEDS OF THE PRESENT WITHOUT COMPROMISING THE ABILITY OF FUTURE GENERATIONS TO MEET THEIR OWN NEEDS."

-OUR COMMON FUTURE (BRUNDTLAND REPORT), UNITED NATIONS WORLD COMMISSION ON ENVIRONMENT AND DEVELOPMENT

TABLE OF CONTENTS

CIVIC CENTER
COMMUNITY SUSTAINABILITY PLAN
-PROPOSED LAND USE-

ROY ROGERS DRIVE
VALLEY PARK WAY
INVERNESS CIR
SWIFT CIR
CIVIC DRIVE
LA PAZ DRIVE
VALLEY CENTER DRIVE
LORENE DRIVE
SENECA ROAD
SAND STREET
SAGE STREET
AMARGOSA ROAD
CALIFORNIA AVENUE
CAJON STREET
PARK AVENUE
INTERSTATE 15
SEVENTH STREET
BOREGO ROAD
MCART ROAD
RAMONA AVENUE
KENTWOOD BLVD
GREEN TREE BLVD
PALMDALE ROAD
ANACAPA ROAD
PARK AVENUE

N
W
E
S

Development Department 2/25/2014 TC

LAND USE

- TARGET AREA
- CIVIC AUTO PARK
- CIVIC BUSINESS CENTER
- COMMUNITY COMMERCIAL
- CIVIC COMMERCIAL
- GOVERNMENT CENTER
- CIVIC COMMONS
- CIVIC MIXED
- OFFICE CAMPUS
- REGIONAL RESOURCE

Chapter 1:
INTRODUCTION

1. INTRODUCTION

1.1 OVERVIEW

The Civic Center Specific Plan is a sustainability plan for Victorville's Civic Center that intends to revitalize the area, promote infill development, reduce greenhouse gas emissions and encourage energy efficient development. Through land use, circulation, and development controls; the Plan aims to promote sustainable improvements, practices and development that exemplifies connectivity, environmental conservation and reduces the areas carbon footprint. The plan also seeks to provide options and opportunities for property owners, business owners, and developers to incorporate sustainable practices into their developments and/or operations above and beyond those that are required by the adopted building code. This Plan represents the City's commitment to healthy physical and built environments that are sustainable and will accommodate current and future residents of the City of Victorville.

Sustainability is the underlying force driving this Specific Plan, recognizing the importance of existing in harmony with the environment and providing a legacy for future generations. The Plan serves the entire City of Victorville, by providing regional services in a centralized location with efficient access while accommodating future residents and growth through contemporary land use design.

The Civic Center Specific Plan is centrally located within the City limits and boasts convenient access to Interstate 15, State Highway 18, mass transit, and bicycle routes. The idea of connectivity throughout the Specific Plan area via multiple modes of transportation is a central element that will drive sustainable development within the area. Providing a plethora of transportation options will serve residents of the City as well as the entire High Desert, aspiring to reduce automobile dependency and ultimately reducing environmental degradation.

This Specific Plan emerged from regional growth forecasts and current environmental concerns which indicated a need for additional housing and services in the future as well as the potential to combat mounting environmental concerns on a local, regional, and State level. The City had the opportunity to seek grant funding to create a Specific Plan that would support efforts to meet regional housing needs as well as provide a means to increase environmental conservation efforts, which led to the formation of this Specific Plan. Realizing the Civic Center will not resolve the City's housing needs or environmental concerns in their entirety, the Specific Plan exemplifies the City's willingness to make changes that will meet future needs and illustrates steps that can be taken to accomplish its goals.

1.2 ABOUT THE CIVIC CENTER SPECIFIC PLAN

At its core, the Civic Center Specific Plan is a result of the Sustainable Communities Planning Grant awarded by California's Strategic Growth Council to foster the development of sustainable communities throughout California. The grant was designed to help local governments adopt land use plans and strategies that transform communities and create long term prosperity, otherwise known as sustainable communities. Ultimately, the City of Victorville chose to apply for, and was awarded a grant to create a Civic Center Specific Plan that promoted sustainability and made progress in environmental conservation and housing needs.

Funding for the Sustainable Communities Planning Grant was provided by the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84), which was then added to Chapter 9 of the California Public Resources Code. The California Strategic Growth Council administers the Sustainable Communities Planning Grant that was used to complete this Specific Plan, and was the body responsible for reviewing and awarding grants to eligible organizations, which included cities, counties, metropolitan planning organizations, joint powers authorities, regional transportation planning agencies, and councils of governments. In an extremely competitive grant process, the City of Victorville was one of the twenty-four percent of total applicants to be awarded a grant during that cycle for the cities and counties portion of funding. This funding allowed the Civic Center Specific Plan to be created, composed, and organized completely by City Staff.

The Civic Center Specific Plan is designed to provide performance based incentives to business owners, land owners, and developers in order to realize many of the Plan objectives. The Plan is also not intended to impose additional fee's or unreasonably hinder new construction within the project area, rather complement development and ensure that sustainability and conservation is considered at all stages of the development process. Lastly, roadway designs, non-vehicular corridors, new connections and realignments are included in the Plan, to be implemented as required street improvements or through other grant and funding opportunities, so as not to impose on existing development or make new construction unfeasible.

1.3 LOCATION AND HISTORY

Located on approximately four-hundred and seventy-three acres of disturbed land at the heart of the City of Victorville, the Civic Center Specific Plan provides convenient access to major roadways and is linked by these connections to all local cities as well as much of Southern California. Many of the roadways existed at the time the project area originally subdivided in the 1960's, and therefore was designed to cater to automobiles with limited provisions for non-motorized vehicles. While the original design of the land division was contemporary for

its time, in the fifty years since its inception site development and transportation tendencies have changed, resulting in a design that does not accommodate the various land uses and transportation methods currently in use.

The Specific Plan will utilize and building upon some of the original designs and infrastructure such as the “Mall” pedestrian corridor and the centrally located civic uses such as City Hall and the County Courthouse as a basis for the future of the Civic Center. Additionally, many of the existing land use designations will remain or be slightly modified to accommodate additional users and current development trends, which is intended to promote infill development and create a true Civic Center core for the City.

Taking into consideration the history of the Civic Center area and integrating new and contemporary ideas with viable existing designs and infrastructure will drive infill development and not substantially alter the character of the area. Infill development, along with new development and new options for land use, transportation, and connectivity will ensure that the Civic Center is a prosperous and vibrant place in the future.

1.4 THE FUTURE OF THE CIVIC CENTER

Imagine a Civic Center where services, entertainment, restaurants, retail, and other businesses are all within walking distance of your residence. Weekend concerts, farmers markets, outdoor seating, and street fairs with vibrant pedestrian activity and social interaction are a common occurrence in the community. These examples would be typical happenings in a true mixed-use development within the Specific Plan. Different zone districts interconnected by pedestrian pathways and associated land uses would provide a means for residents and visitors to the area to not rely on an automobile, while providing convenient access for pedestrians and automobiles alike that need to exit Civic Center core.

Now envision buildings with solar panels and designs that provide natural shade for an afternoon break or a lunch date, and amenities that allow travel to work by bicycle or in an electric vehicle. These are all opportunities that would be possible within the Civic Center Specific Plan, an area where architecture, design, and conservation find a happy medium to produce a sustainable development that creates a sense of place and benefits the environment.

These scenarios are a small sample of the endless possibilities that could become realities within the Civic Center. Conservation, design, and social interaction; working together to create the vision of a sustainable future.

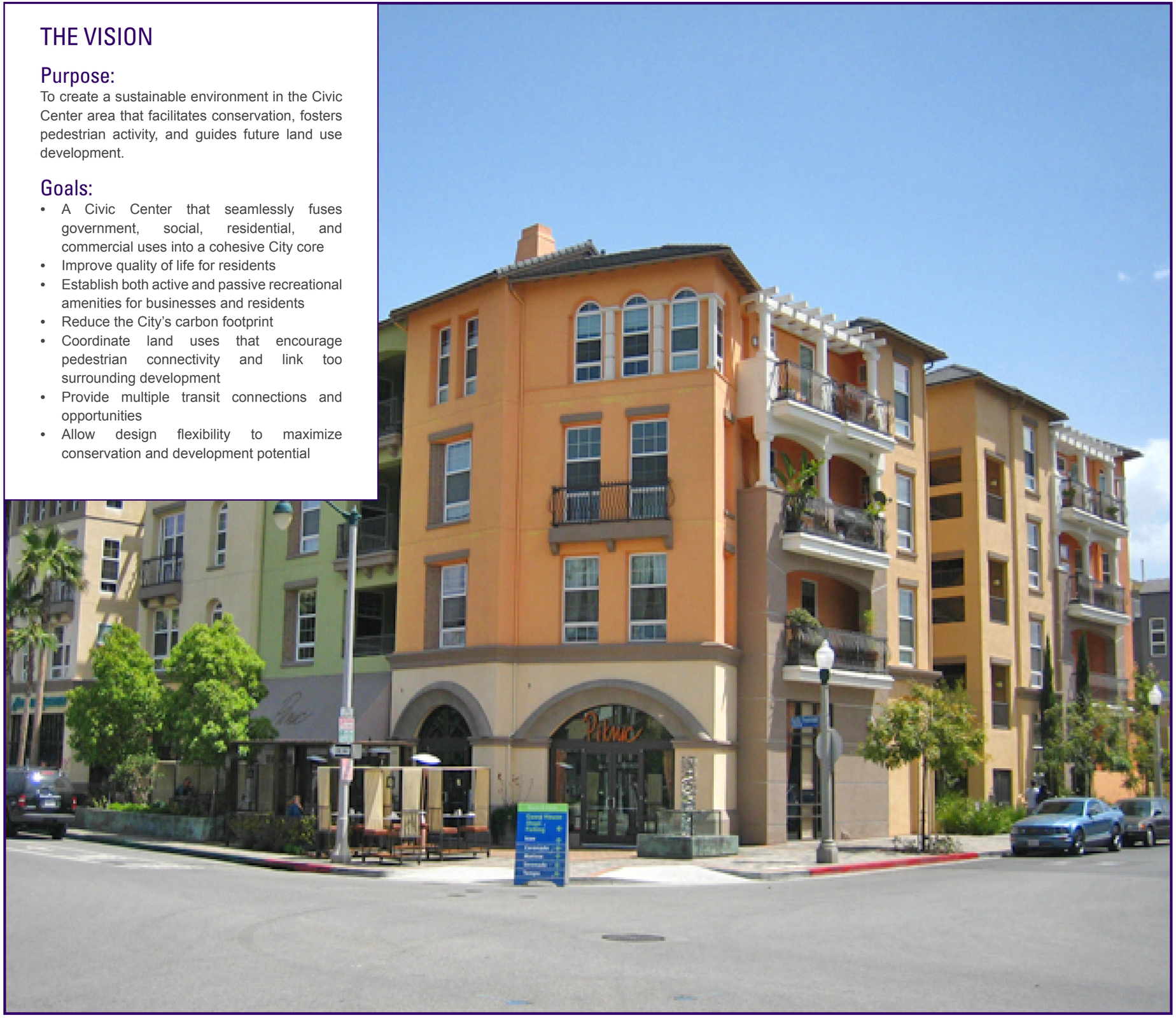
THE VISION

Purpose:

To create a sustainable environment in the Civic Center area that facilitates conservation, fosters pedestrian activity, and guides future land use development.

Goals:

- A Civic Center that seamlessly fuses government, social, residential, and commercial uses into a cohesive City core
- Improve quality of life for residents
- Establish both active and passive recreational amenities for businesses and residents
- Reduce the City's carbon footprint
- Coordinate land uses that encourage pedestrian connectivity and link too surrounding development
- Provide multiple transit connections and opportunities
- Allow design flexibility to maximize conservation and development potential



CHAPTER 2:
THE VISION

INTRODUCTION

The Civic Center Community Sustainability Specific Plan is a contemporary plan that promotes sustainability by encouraging green building practices and providing a cohesive framework for future development. It seizes the opportunity to augment existing conditions while benefiting the long term vitality of the community and the environment. The vision will be realized by providing development incentives along with ample land use allowances that will maximize the areas sustainable and economic potential. The Vision will highlight the goals and objectives of the Specific Plan as well as offer insight into its main components.

Sustainability, primarily in regards to the built environment and its human interaction, guides the Plan's development standards and land use pattern. The Plan's goals and objectives have been generated in order to advance the Vision and elevate the benchmark for development in the City.

Key Characteristics are:

- Green Construction - Requires some level of green building practices
- Conservation – Encourages conservation in construction and design
- Connectivity – Provides new routes and connects to existing improvements
- Mixed-use – Logically placed to utilize existing facilities and be served by future development
- Urban Design – Promotes pedestrian activity and reduces automobile usage within the Plan area

2.1 ELEMENTS OF THE VISION

The Civic Center Sustainability Plan is a Specific Plan that utilizes an existing partially developed area of the City, and promotes sustainable development to create a distinct City Center that advances environmental conservation. Development within the Civic Center will be guided by this Specific Plan, through which the vision will be implemented within the boundaries of the Plan.

The Specific Plan is based upon sustainable principles that promote conservation, pedestrian activity, and connectivity. It is also a Plan that supports vertical development, housing opportunities, and access to services by creating innovative land use districts and generous land use allowances. Together, these form the main structure and principles of the Specific Plan, which guides its direction and composition.

This chapter presents a broad overview of the vision and is a general summary of this Specific Plan and its overall goals and objectives

STRUCTURE PRINCIPLES

- Government and supporting office uses as the Plan's core
- Mixed-use areas are centrally located and within walking distance of essential services
- Pedestrian corridors link mass transit, parking, and business, reducing demand for parking and automobile usage
- Office Campus districts are self-sufficient, providing services and access in close proximity and/or on-site
- Green building practices are required with new development, insuring steady reduction in the areas carbon footprint as development/redevelopment occurs

GUIDING PRINCIPLES

- Create a Civic Core with urban open space that will foster pedestrian activity
- Allow for mixed-use development that provides services for residents on-site, in close walking distance and without the need for vehicle travel
- Provide connections to and from varying land uses that are safe and viable for a multitude of patrons
- Allow for a Office Campus district that operates as a single cohesive development
- Allow flexibility in green building requirements so their development is both desirable and economically feasible

SPECIFIC GOALS & OBJECTIVES

These Civic Center Goals and Objectives serve as the foundation for the remaining chapters of Specific Plan. The general objectives are directly related to the requirements of the original grant awarded by the California State Strategic Growth Council while the individual goals were formed in order to complete an initial outline for the direction of the Specific Plan. The following chapters of this text will build upon and shape these core objectives through individual policies, standards, and requirements intended to realize the following goals.

OBJECTIVE #1 - Improve Air & Water Quality

- Goal: Reduce vehicle emissions by introducing a non-motorized environment and infrastructure.
- Goal: Improve water quality by increasing permeable surfaces and retaining drainage for reuse.

OBJECTIVE #2 - Promote Public Health

- Goal: Introduce pedestrian paseos and/or bike paths with connections to transit and common areas.
- Goal: Provide exercise opportunities that are low maintenance and suitable for a variety of skill levels (i.e. body weight equipment, stretching stations, etc.).

OBJECTIVE #3 - Promote Equity

- Goal: Introduce mixed-use zoning and promote the development of public spaces with pedestrian connections.
- Goal: Create a sense of place by allowing for restaurant and retail uses abutting and/or within close proximity of public spaces.

OBJECTIVE #4 - Increase Affordable Housing

- Goal: Allow for government/social services within close proximity to existing and proposed mixed-use and high density residential.

OBJECTIVE #5 - Promote Infill and Compact Development

- Goal: Promote vertical land use with allowances for mixed-use and provide incentives to do such (i.e. allowance for rec. space, green building techniques, etc.).
- Goal: Establish minimum development/building site sizes in order to promote compact development and further the goal of vertical land use.

OBJECTIVE #6 - Revitalize Urban and Community Centers

- Goal: Allow for various land uses including public, government, office, retail and housing in order to bring additional patrons to the Civic Center area.
- Goal: Ensure that public facilities and open spaces are developed in conjunction with private development for the use of patrons and the general public alike.

OBJECTIVE #7 - Protect Natural Resources and Agricultural Lands

- Goal: Promote water retention, water reclamation, and the use of permeable surfaces to conserve water and advance sustainability objectives.

OBJECTIVE #8 - Reduce Automobile Usage and Fuel Consumption

- Goal: Increase transit options by providing a framework for pedestrian and bicycle connections to transit facilities and stops.
- Goal: Promote the use of reduced emission vehicles like LEV's and ZEV's by providing access to infrastructure and offering incentives that will make the use of such vehicles convenient and worthwhile.

OBJECTIVE #9 - Improve Infrastructure Systems

- Goal: Create a pedestrian oriented environment that encompasses land use, transportation, building design, public space and healthy living.
- Goal: Increase access to different types of media and literature in public spaces though land uses, temporary uses, and infrastructure.

OBJECTIVE #10 - Promote Water Conservation

- Goal: Incorporate on-site water reclamation and water retention techniques in new development and public spaces for landscaping and other uses where applicable.
- Goal: Increase permeable surfaces in new development, existing developments, public spaces and pathways in order to recharge aquifers.

OBJECTIVE #11 - Promote Energy Efficiency and Conservation

- Goal: Require green building methods and building designs that will allow for conservation of natural resources like the use of open air common areas and the use of natural light for enclosed spaces wherever possible.
- Goal: Require the use of energy efficient fixtures for all new development and promote the use of feasible energy producing technologies to off-set energy consumption.

OBJECTIVE #12 - Strengthen the Economy

- Goal: Create the framework for a pedestrian oriented City Core that promotes sustainability in development and the community.
- Goal: Create a sense of place that allows for the interaction of pedestrians and the built environment.
- Goal: Allow land uses that will attract business and provide patrons for each other.

SUSTAINABILITY

Purpose:

To recognize sustainable opportunities and promote sustainable development that exemplifies environmental conservation and reduces the areas carbon footprint.

Goals:

- Promote the use of on-site renewable and/or alternative energy resources
- Reduce automobile dependency and encourage alternative methods of transportation
- Require energy efficient building and site design
- Conserve water and provide for future generations water demand
- Improve air/water quality and reduce pollution
- Promote public health and well being
- Stimulate economic activity

CHAPTER 3:
SUSTAINABILITY

INTRODUCTION

The Civic Center Community Sustainability Plan is designed to provide an environmentally responsible area in the City that focus's on sustainability, conservation, and their associated effect on development. Per the U.S. Environmental Protection Agency: "Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, that permit fulfilling the social, economic and other requirements of present and future generations." This Specific Plan will implement sustainable development and smart growth practices in the project area; which are intended to progress ideas that preserve natural resources and provide a healthy environment for future generations. Environmental, economic, and physical prosperity of the Plan area are of paramount significance for the success of the Specific Plan, therefore, principles of smart growth, resource conservation and green construction will be utilized to realize the vision of the Plan.

The structure principles are:

- Sustainable practices required in all phases of development
- Smart growth principles utilized as a benchmark for development
- Alternative modes of transportation and non-vehicular connections throughout the area
- Utilize existing economic stimulants as the catalyst for new economic opportunies

3.1 OBJECTIVE:
Conserve finite energy resources through the use of renewable energy

The Sustainability Plan is the nucleus of the Specific Plan and the purpose of the Plan overall. Realizing the need to conserve finite resources in light of increased demands and dwindling supplies, the Plan requires the implementation of renewable energy sources and conservation efforts. Reliance on finite energy resources such as fossil fuels results in negative environmental impacts like air pollution and climate change, which also creates unhealthy living conditions for residents. Since finite energy resources are irreplaceable, a community dependent on fossil fuels is not sustainable.

Multiple options exist that can reduce reliance on fossil fuels for everyday life, and this plan intends to implement the use of various techniques to accomplish that objective. Renewable energy sources is a main component of that objective, as technologies such as solar power and wind power have become a common element of building construction. Intelligent building designs that take advantage natural sunlight and natural heating/cooling methods are also concepts that will further the objective reducing the use of finite energy resources while promoting renewable energy. This plan advances the use of such technologies and designs through minimum development requirements and incentives for improvements that surpass those benchmarks.

Solar energy is the most abundant energy resource on earth – 173,000 terawatts of solar energy strikes the Earth continuously. That's more than 10,000 times the world's total energy use.

Source: United States Department of Energy

POLICIES - OBJECTIVES #1:

3.1.1 Provide incentives for the use of on-site renewable energy sources such as wind turbines and solar panels

Development incentives for the use of renewable energy sources are provided within Table 3.2. Including such improvements in new development will result in relaxed development regulations that will offset the cost of installing those improvements. The intent of this policy is to encourage the use of these renewable sources through non-monetary incentives and provide sustainable, cost-effective solutions to energy consumption.

3.1.2 Reduce energy consumption by utilizing energy saving products, sustainable building design and natural light

Utilizing products, technologies and designs that harness renewable energy sources should be incorporated in all development and provided development incentives for their use, as listed in Table 3.2. Sunlight is abundant in the high desert climate, and with appropriate building/site designs this resource can be consumed perpetually to naturally illuminate interior spaces and power common energy consuming equipment.

3.2 OBJECTIVE:
Provide ample sustainable transit options, specifically, mass transit, bike paths, and pedestrian connections

The Civic Center Community Sustainability Plan is designed for higher densities, mixed-use development, infill development, connectivity, and walkability. These designs are included in order to promote alternative forms of transportation like mass transit, bicycles, low/zero emissions vehicles and other sustainable methods that conserve resources and the environment.

Through the inclusion of urban design measures like bike paths, bus stops and pedestrian connections, this plan will promote those alternative forms of transportation and reduce the areas dependency on the automobile. The use of these types of transportation not only conserve natural resources and the environment, but also helps the Plan area create a sense of place where pedestrian interactions promote equity and provide businesses with customers whose trips include a multitude of stops, rather than a single trip to and from in an automobile.

POLICIES - OBJECTIVE #2:

3.2.1 Evenly dispersed and accessible mass transit stops/stations available to a wide range of customers

Mass transit stops shall be evenly dispersed throughout the Plan area and be accessible to all residential, business, retail, and government uses. Mass transit stops should also be positioned to take advantage of bicycle/pedestrian connections wherever possible.

3.2.2 Interconnected non-motorized pathways that provide direct routes to mass transit, government services, and residential uses

Non-motorized pathways shall be interconnected and provide direct routes to mass transit. The interconnected pathway network, as described in the Circulation Chapter of this plan, shall be incorporated into all new development through convenient access and direct routes to either a mass transit stop or a connected pathway. Government services and residential uses shall also provide direct and convenient access to mass transit stops or connected pathways for patrons.

3.2.3 Bike racks incorporated into site design and public spaces

Permanent bicycle racks shall be included in all new developments. Bicycle rack locations shall be accessible to abutting right-of-way and/or

non-motorized pathways. Locations shall also be outside of motorized vehicle parking areas and be within close proximity to building entrances.

3.3 OBJECTIVE: Incorporate energy efficient building and site design into all development

Energy efficient building and site designs not only harness renewable energy sources, but also reduce energy consumption through the use of natural heating and cooling techniques. With seasonal temperatures in the local climate ranging from above 100 degrees in the summer to below freezing in the winter, utilizing available sunlight to heat, and creating shade to cool substantially reduces energy consumption overall.

Such energy efficient designs will reduce energy consumption and will not cause any substantial development fees. Additionally, incorporating energy efficient materials and process above and beyond standard design based principles are promoted through development incentive based models.

POLICIES - OBJECTIVE #3:

3.3.1 Promote LEED and/or CAL Green Code Tier 1/Tier 2 certification in development

Developments that include LEED certification or meet CAL Green Code Tier 1/Tier 2 requirements will be provided development incentives as indicated in Table 3.2. These incentives shall only be awarded in those instances where the improvements are above and beyond the requirements already mandated by the State of California.

3.3.2 Ensure all development activities account for environmental concerns

All development activities shall account for environmental matters including but not limited to reuse & recycling, windblown debris, waste water mitigation, and green construction methods. These topics shall be mitigated through applicable California Environmental Quality Act (CEQA) procedures and documentation and/or inclusion in the entitlements conditions of approval.

3.3.3 Open air common space incorporated into building and site design

Open air common space shall be incorporated into building and site designs. Open air common space can be included as either passive or active recreation space, and is of paramount importance in multi-tenant commercial

sites that incorporate pedestrian oriented designs. Attention shall be paid to prevailing winds and solar location to ensure the areas is sufficiently screened from wind and excessive sun exposure.

3.3.4 Reduce energy consumption through building design

Building design and placement shall be utilized to reduce energy consumption by harnessing natural light as well as natural ventilation aided by prevailing winds and window location. Attention shall be paid to window placement, locating opening windows at ceiling height allowing hot air to exit a room and minimizing breezes that would affect workspace, while window placement should also be directed utilize solar illumination.

3.3.5 Windows with awnings

Windows should be oriented towards the sun in order to harness natural light, however, this should be accomplished without direct sunlight. Permanent window awnings should be incorporated into building designs to reduce heat created by direct sunlight, and are able to encroach into building setbacks in certain circumstances in order to promote their use.

3.3.6 Incorporate energy efficient fixtures into new construction and existing sites

Energy efficient fixtures shall be incorporated into all new construction. Existing developments should upgrade to energy efficient fixtures as the need develops to replace existing non-efficient fixtures. Complete remodeling of a structure and/or tenant improvements to individual suites shall be required to incorporate energy efficient fixtures.

Energy efficiency means delivering the same (or more) services for less energy. Using less energy means power plants generate less, which reduces greenhouse gas emissions and improves air quality.

Source: United States Environmental Protection Agency

3.4 OBJECTIVE: Protect water resources and contribute to the growth of natural aquifers

Sustainably relies on the conservation of finite resources and augmenting their depletion whenever possible. Since the City of Victorville is located in a desert climate and the State of California experiences frequent droughts, protecting water resources and contributing to the growth of water resources is a paramount concern and a priority of this plan.

In accord with the goal of conserving water and providing for future water demands, this objective will ensure progress is being made towards achieving that goal within the Plan area. Utilizing development standards as a vehicle to require

water conservation, this objective will be implemented at all phases of development, including modifications to existing structures.

POLICIES - OBJECTIVE #4:

3.4.1 Incorporate water efficient fixtures into new construction and existing sites

Water efficient fixtures shall be incorporated into all new construction. Existing developments should upgrade to water efficient fixtures as the need develops to replace existing non-efficient fixtures. Complete remodeling of a structure and/or tenant improvements to individual suites shall be required to incorporate water efficient fixtures.

3.4.2 Install drought tolerant landscaping in all new development and modified landscape areas

Drought tolerant landscaping shall be installed in all new development in accordance with Chapter 13.60 of the Victorville Municipal Code titled Water Conservation, as well as in any modification to existing non-recreational landscaped areas. Landscaped areas shall provide vegetation, which is listed on the City's approved plant list, and be able to withstand extreme summer and winter temperatures. Landscaped areas shall also be designed in a manner that does not deter pedestrian enjoyment and usage.

3.4.3 Install permeable surfaces and discourage the use of materials that reduce permeability

The installation of permeable surfaces shall be incorporated into site design whenever possible. Landscaped areas, and any other areas approved for soil, groundcover, or other substrates shall include permeable base material that allows water to percolate into the ground. Additionally, permeable surfaces (i.e. concrete pavers, aggregate stone, etc.) should replace standard concrete and asphalt installations wherever possible, including but not limited to pedestrian connections, open air commons spaces, common spaces, etc.

3.4.4 Utilize reclaimed water through the installation of "purple pipe" and on-site retention basins wherever possible

Retention basins shall be permitted as a means to collect on-site drainage for water reclamation/reuse and recharge purposes. Installation of reclaimed water lines or "purple pipe" shall also be utilized whenever possible and/or required by the Victorville Municipal Code. Installation

of purple pipe or the use of on-site retention basins shall not preclude a developer from installing all required drainage improvements; however, other development incentives may be available as indicated in Table 3.2.

3.5 OBJECTIVE:
Minimize air quality degradation through systematic deductions in contamination sources

Air quality is of extreme importance within the City of Victorville and the State of California as a whole. In accordance with the passage of AB 32 in California, the City is participating with the San Bernardino Association of Governments (SANBAG) to produce a "San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan" which when complete, will provide the City with a Climate Action Plan (CAP). While a Climate Action Plan will produce implementation measures for the City to follow, this objective is intended to be implemented in conjunction with said CAP and provide measures above and beyond the required plan.

With the measures outlined in this objective, the Specific Plan area should be at the forefront of air quality efforts and aid in meeting present and future air quality improvement standards. Therefore, this objective serves to complement future and existing air quality improvement standards and is a powerful tool in improving the quality of life for current and future residents of the City.

POLICIES - OBJECTIVE #5:
3.5.1 Provide for the implementation of a Climate Action Plan

Any CAP or similar measure adopted by the City of Victorville shall be enforced in conjunction with this Specific Plan. Any requirements of a CAP or similar measure adopted by the City of Victorville that result in improvements similar or equal to those outlined in Table 3.1 or 3.3 shall not be provided development incentives.

Unlike gasoline-powered vehicles, electric cars emit no tailpipe pollutants when running on electricity -- cleaning the air we breathe

Source: United States Department of Energy

3.5.2 Promote the use of alternative fuel vehicles and mass transit

Alternative fuel vehicles and an increase in the use of mass transit are major components of improving air quality and should be promoted wherever possible. The use of alternative fuels in zero and low emission vehicles shall be promoted by providing infrastructure and development incentives (Table 3.3) in concurrence with new development, as well as through land use allowances that permit their enduring use. Additionally, mass transit connectivity shall be reviewed with all new and modified development, and should be easily accessible by pedestrians and customers using non-motorized vehicles.

3.5.3 Provide infrastructure for the use of zero and low emissions vehicles

Infrastructure that promotes the use of zero and low emissions vehicles shall be provided by developments which seek to relax parking requirements and other development standards. Development incentives as outlined in Table 3.1, 3.2, 3.3, provide incentives when sustainable improvements are incorporated, which include items such and electric vehicle charging stations, zero/low emission vehicle preferential parking, etc.

3.5.4 Pedestrian and non-vehicular connections provided to encourage non-vehicular transportation

Non-vehicular transportation should be easily navigated throughout the Specific Plan area through the use of connections tailored to suit pedestrians and bicycle riders alike. Non-vehicular connections, as outlined in Chapter 5-1, should provide a safe environment for pedestrians and bicyclists to travel throughout the Specific Plan area and should be shielded from right-of-ways shared with vehicular traffic whenever possible. Connections shall also be located to provide convenient access to mass transit and public facilities. Private development shall provide direct access to non-vehicular connections whenever those developments abut and/or utilize common area pathways.

3.5.5 Promote compatible/complementary land uses that reduce vehicle trips

Land uses should be compatible with neighboring uses and provide complementary land uses for area which it is located. Compatible/complementary land uses shall be designed to provide easy pedestrian access between uses without necessitating the use of an automobile. Land uses that provide services for neighboring land uses may utilize shared parking and/or common open space areas, providing these concepts increase pedestrian connectivity, promote walkabilty, and shall be approved in advance by the appropriate authority.

3.5.6 Prohibit land uses that are counterproductive to air quality improvements measures

Land uses that contribute substantial amounts of air pollution and that are counterproductive to air quality improvement measures shall be prohibited from the Specific Plan area. Unless required to serve the public's health, safety or welfare; land uses that degrade air quality shall be omitted from the approved land use table (Chapter 4-1), and shall only be permitted if approved by the Planning Commission as a conditional use and found to be vital to serve the public's health, safety, and welfare.

Electric vehicles are a highly efficient mode of transportation. Up to 80 percent of the energy in the battery is transferred directly to power the car, compared with only 14-26 percent of the energy from gasoline-powered vehicles.

Source: United States Department of Energy

3.6 OBJECTIVE:
Provide amenities for residents and patrons of the area that endorse healthy living

The establishment of well-connected walking and bicycling networks is an important component for livable communities… Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use.

Source: United States Department of Transportation

Sustainably pertains to not only the built environment and natural resources, but also concerns the residents of the Specific Plan area and their physical health. While changes to the built environment and resource management affects public health indirectly though improving the environment, this plan also aims to improve public health directly by providing amenities that endorse healthy living.

Required improvements like pedestrian connections, bike/walking paths, and open space areas will be incorporated into the design of buildings and public spaces in the Civic Center. Building upon amenities that will be integrated into all aspects of the Specific Plan, healthy living will be endorsed through the minor additions to these places that empower citizens to meet their health goals and track their ongoing results.

POLICIES - OBJECTIVE #6:

3.6.1 Require installation of recreational amenities within the open space and pathway areas

Recreational amenities, either passive or active, shall be installed in public and private open space and pathway areas. Amenities may consist of primarily passive amenities, but should include some active amenities that allow residents and patrons to utilize the areas for physical fitness. Combining active and passive recreational opportunities is preferable, and may be accomplished with simple signage (i.e. mile markers, established walk/run routes, etc.) or with low maintenance fitness structures (i.e. body weight exercise equipment, stretching bars, etc.) and informational kiosks.

3.6.2 Provide bike racks and amenities that promote the use of bicycles

Bike racks shall be included in all new developments. Bicycle rack locations shall be accessible to abutting right-of-way and/or non-motorized pathways. Shared pedestrian and bicycle connections should have delineated paths within the corridor's outlining specific areas for users during peak hours. Where pathways intersect rights-of-way, accessible ramps should be available for the public utilizing bicycles, which may be combined with handicapped accessible ramp locations.

3.6.3 Provide a connection to the City's Non-motorized Circulation Element

A connection to the City's Non-motorized Circulation Element shall be provided within the Specific Plan area. The connection should provide straight-forward access to the plan's route and should include connections from the pathway system. The Specific Plan should also build upon the existing plan's framework and provide enhanced connections and service areas within the Specific Plan boundaries.

3.7 OBJECTIVE: Promote new and infill development in the area

The Specific Plan area is considered an urbanized area in accord with the California Environmental Quality (CEQA) and, therefore, may be eligible for exemptions from certain portions of CEQA. While exemptions such as this will help streamline the entitlement process, it will also promote infill development by providing one less obstacle for development.

Reducing entitlement obstacles is only one benefit of infill development however, as infill development also serves sustainability goals by reducing the effects of urban sprawl such as; increased vehicle dependency, increased traffic, decreased open space, increased public safety response times, decreased public health, and high infrastructure costs. Therefore, infill development is interconnected with all of the goals and objectives outlined in this Chapter and serves to bond all aspects of sustainability together into a single cohesive concept.

"Infill development" refers to building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. Infill development is critical to accommodating growth and redesigning our cities to be environmentally and socially sustainable.

Source: State of California, Office of Planning & Research

3.7.1 Foster fiscal progression through compatible and interdependent land uses

Land uses located within the Specific Plan shall be compatible with one another and be interdependent with one another. Neighboring land uses should provide services and uses that serve the needs of one another as well as the Specific Plan area as a whole. Whenever possible, new construction should be located near other developments that serve the same customers or provide associated services.

3.7.2 Create demand for vacant properties

Demand for vacant properties shall be increased by the introduction of new land uses within the Specific Plan area. New land uses such as mixed use and social services should provide a customer base and accessory services for the neighboring land uses and districts, thereby encouraging the development of vacant properties in the area.

3.7.3 Foster pedestrian activity within the Plan area

Infill development on vacant properties within the Plan area shall be oriented to utilize existing non-vehicular corridors and provide convenient connections to those corridors. New development within the Plan area should provide site designs that allow for simple non-vehicular access to corridors and neighboring developments. Improvements to non-vehicular corridors should also be made during new development construction, including connections to existing facilities and provisions for future planned facilities.

3.8 OBJECTIVE: Introduce incentives that award sustainable development practices

Development incentives are a viable tool to promote the implementation of sustainable practices in development. Incentives based on development standards allow the City to encourage the use of sustainable practices without spending monetary resources and with minimal disruption to the developments daily functions.

Sustainable concepts can be incorporated into all levels of development ranging from construction actives, site designs, to landscaping. While some forms of sustainable development practices are required by the State of California, this objective will reward those practices that go above and beyond improvements mandated by the State.

3.8.1 Create an incentive table that dictates what practices receive what benefits

The Sustainable Improvements Table (Table 3.1) outlined in this chapter, provides incentives for the installation and incorporation of sustainable practices into development. While the Sustainable Incentives Table 3.2 shall be the utilized to decipher which incentives are provided for specific sustainable practices incorporated into development. These incentives should evolve over the life of the Specific Plan and their interpretation and enforcement, as well as the inclusion of provisions for future technologies are the duty of the Zoning Administrator. In no case shall incentives be provided when the State of California requires such sustainable improvements should the State's future regulations surpass this Specific Plan.

3.8.2 Utilize a hierarchy of incentives depending on the amount of sustainable improvements

Development incentives shall be provided for activities that incorporate sustainable concepts and practices into site designs and constructions activities. These incentives should be provided for a range of sustainable improvements that correspond to a range of development incentives. Those sustainable inclusions that require a greater amount of design, engineering and/or construction modifications will be provided larger incentives while those that can be easily incorporated into an existing design with minimal burden will receive smaller incentives. Development incentives discussed in this objective are those outlined in Table 3.1, 3.2, 3.3

3.8.3 Incentives awarded to be reviewed and approved during the entitlement stage only

Incentives shall only be awarded during the entitlement phase of a project and shall be incorporated into any appropriate approvals and findings associated with the development. Any incentives proposed after the original approvals and findings have been made shall require the review and approval of a modification of the original approval and findings, with the reviewing authority being that deemed necessary by the Zoning Administrator.

3.9 IMPROVEMENT/INCENTIVE TABLES

3.9.1 Purpose / Introduction

The purpose of tables 3.1, 3.2, 3.3 are to promote the use of sustainable improvements within the Plan area for all new construction, tenant improvements, operating procedures and mixed-use neighborhood developments. Incentives provided within the tables provide modifications to development standards and processing operations in order to increase the use of sustainable practices while maintaining a high level of accessibility, aesthetics, and logical site design.

3.9.2 Table Properties

Separate Improvements & Incentives tables guide the implementation of sustainable improvements and their equivalent incentives as well as a Specific Improvements table that awards specific incentives for certain improvements.

- Improvements - This table designates the improvements required in order to be awarded the resulting incentives credits that can be used in the Incentives Table.
  - Improvements within this table include those improvements meeting a predetermined level of sustainability as defined by the State of California or the US Green Building Council (USGBC).
  - Improvements within this table also include land donations to the City of Victorville for public uses such as parks, designated pathways, civic uses, etc.

- Incentives – This table provides incentives that can be utilized for development and processing as a result of the credits awarded by utilizing the Improvements Table.
  - Incentives within this table include modified development standards and processing allowances that are awarded based upon completed Certifications. Incentives are divided into three tiered areas (1, 2, & 3) that provide varying levels of incentives, with 3 being the highest and 1 being the lowest levels of incentives.
- Specific Improvements – This table indicates specific incentives that are awarded to improvements listed within the table.

3.9.3 Incentive Implementation

- The use of available development incentives listed in the Incentives Table (3.2) shall be approved by the same authority approving the associated entitlement or permit.
- The use of available development incentives listed in subsection D of Incentives Table (3.2) may be utilized subject to the following:
  - Projects utilizing the CalGreen certification process shall meet the minimum requirements of that Tier prior to the issuance of building permits; and remain in conformance with that Tier until final construction.
  - Projects utilizing the LEED certification process shall submit a bond payable to the City of Victorville for the discounted amount provided by the incentive.
  - Projects utilizing the LEED certification process shall meet the anticipated certification status within 12 months of Certificate of Occupancy issuance or forfeit the bond amount in full.
  - Bonds collected by the City shall only be returned upon the completion of the project in accord with LEED certification achieved within the required timeframe.
- The use of available development incentives listed in the Specific Improvements / Incentives Table (3.3) shall be approved by the same authority approving the associated entitlement or permit.

IMPROVEMENTS TABLE 3.1			
Improvements	Incentive Credits		
	Area 1 Credits	Area 2 Credits	Area 3 Credits
Certifications			
CALGreen – New Construction			
Tier 1	1	1	1
Tier 2	1	1	2
CALGreen - Additions			
Tier 1	1	1	N/A
Tier 2	2	1	N/A
CALGreen – Tenant Improvements			
Tier 1	1 - C, D, OR E	N/A	N/A
Tier 2	2 - C, D, OR E	N/A	N/A
LEED – Building Design & Construction			
Certified	1 - E	N/A	N/A
Silver	2 - C, D, OR E	N/A	N/A
Gold	N/A	2 - C, D, OR E	N/A
Platinum	N/A	N/A	3 - C, D, OR E
LEED – Interior Design & Construction			
Certified	N/A	N/A	N/A
Silver	1 - C, D, OR E	N/A	N/A
Gold	N/A	1 - C, D, OR E	N/A
Platinum	N/A	N/A	2 - C, D, OR E
LEED – Building Operations & Maintenance			
Certified	N/A	N/A	N/A
Silver	1 -E	N/A	N/A
Gold	N/A	1 - E	N/A
Platinum	N/A	N/A	2 - E
LEED – Homes & Neighborhood			
Certified	N/A	N/A	N/A
Silver	1 - C OR D	N/A	N/A
Gold	N/A	1 - C OR D	N/A
Platinum	N/A	N/A	1 - C OR D
Donations			
Land Donations			
0.5 - 1 Acre	1	N/A	N/A
1 - 5 Acre	1	1	N/A
5 + Acres	1	1	1

Table Notes - Following Page

Table 3.1 Notes

- Each area credit awarded allows the choice of an Incentive in Table 3.2 in a corresponding area.
- All projects utilizing CAL Green Tier 1 or 2 based incentives shall be designed to meet a minimum of 50% of the voluntary requirements not marked with an "X" prior to the issuance of building permits.
- Those projects meeting designated CAL Green Tier 1 or 2 thresholds and LEED certification requirements shall only receive incentives based upon one of the certification processes.
- Excepting for discounted permitting fees with approved bonds, LEED based incentives shall only be available after providing proof that LEED certification has been awarded by the USGBC.
- Land Donations
  - Do not include those areas required for public right-of-way purposes, including pathways incorporated into roadway cross-sections.
  - If full improvements provided (e.g. fully developed park sites or pathways outside of required rights-of-way), Area credits can be doubled as approved by the Planning Commission and subject to all applicability standards outlined in Table 3.2.
  - Incentive Credits awarded shall expire five years after land donation occurs, unless additional time is granted through the approval of land use entitlements or active plan checks, in which case credits shall expire in conjunction with the corresponding entitlement or plan check if in excess of five years.

TABLE 3.2
INCENTIVES TABLE

INCENTIVES	Areas		
	Area 1	Area 2	Area 3
A. Parking			
Required parking decrease	5%	10%	15%
Required parking as compact	5%	10%	15%
Required parking shared with neighboring parcel	5%	10%	15%
Required parking located off-site	5%	10%	15%
Required parking located in street	5%	10%	15%
B. Building / Site			
Increased building height (Non-residential uses)	5%	10%	15%
Decreased building setbacks	5%	10%	15%
Increased F.A.R.	5%	10%	15%
Increased freestanding sign height	5%	10%	15%
Increased freestanding sign area	5%	10%	15%
C. Permitting & Imaging			
Priority Plan Review	+	+	+
Priority Inspections	+	+	+
Reduced scanning fee	5%	10%	15%
D. Development Impact Fee's			
Reduced Fee – Parks (Residential Uses Only)	N/A	1%	2%
Reduced Fee – Roads (Commercial Uses Only)	N/A	1.5%	3%
Reduced Fee – Facilities	.5%	2%	3.5%
E. Land Use			
On-site accessory use increase	5%	10%	15%
Conditional accessory uses available	N/A	+	+
Conditional Use Permit available for non-listed use	N/A	N/A	+

+ = Available Incentive N/A = Not Applicable

Table 3.2 Notes

- When credits are awarded in multiple areas, individual incentives are valid for use in a single area only.
- Incentive credits shall only be used once per subsection in the designated area.
- Credits awarded for a higher tier area may be used in a lower tier area, subject to all noted regulations.
- In no case shall incentives that permit yard encroachments exceed the standards outlined in the City's adopted California Building Code.

TABLE 3.3
SPECIFIC IMPROVEMENTS / INCENTIVES

Improvement	Incentive
Energy	
Solar panels	5 feet additional height for roof mounted solar panels
Wind turbines	10 feet additional height roof / building mounted turbines
Building Design	
Awnings	2 ft. encroachment into minimum 5 ft. yard
	5 ft. encroachment into minimum 10 ft. yard
Private / employee gym	Eligible area is not included for parking calculations
Shade / Recreation structures	Maximum encroachment into front and rear yards permitted by adopted California Building Code
	Maximum encroachment into shared side yards (multiple parcels) permitted by adopted California Building Code
	50% encroachment into private side yards (single parcels)
Showers / Locker room	Eligible area is not included for parking calculations
Site Design	
Electric vehicle charging	2 charging stations equal 3 required parking spaces
Natural gas fueling	1 natural gas pump equals 2 required parking spaces
Lot consolidation	*CBC & CC-1 Districts without concurrent development:* Lot Merger entitlement fees waived & City produced legal description
	CBC & CC-1 Districts with concurrent development: Lot Merger entitlement fees waived, City produced legal description, and Amendment to Tract entitlement fees waived (for B.S.L. removal only)
Donations	
Land donations (0.5 Acres or more)	Applicable entitlement fees waived (i.e. Lot Line Adjustment, Parcel map); City produced legal description

Table Notes

- Specific Improvements/Incentives listed within this table are in addition to those available in Tables 3.1 & 3.2
- In no case shall incentives that permit yard encroachments exceed the standards outlined in the City's adopted California Building Code.
- For the purpose of this table; "Concurrent Development" is defined as Site Plan approval for a primary use in addition to associated Lot Merger or Amendment to Tract processed and approved at the same public hearing.

3.10 GENERAL PLAN CONSERVATION REQUIREMENTS

In accordance with the Resource Element of the City of Victorville General Plan 2030, the following requirements shall be implemented where applicable.

- All delivery and distribution trucks shall be limited to idling no more than five minutes per trip at all existing and new commercial businesses.
- All new commercial developments with loading facilities shall provide for electrical outlets for delivery and distribution trucks not equipped with auxiliary power units.
- All new commercial developments shall provide for secured electrical outlets within the parking and landscaping areas for electrical landscaping equipment.
- All new commercial developments shall include on-site electricity generation by means of small scale wind turbines or solar rooftop panels.
- All new mixed-use or multi-family residential developments containing more than 100 units shall provide on-site electricity generation by means of small scale wind turbines or solar rooftop panels.
- All new mixed-use or multifamily residential developments containing more than 20 units shall provide solar water heating and any new mixed-use or multifamily residential developments containing 20 units or less shall be pre-plumbed for solar water heating.
- All new City, County, State and Federal buildings shall provide for hybrid vehicle parking.
- All existing City, County, State and Federal buildings shall provide for hybrid vehicle parking within three years.
- Incandescent lighting is prohibited for all new projects. Only narrow spectrum lighting is permitted outdoors to reduce light pollution.

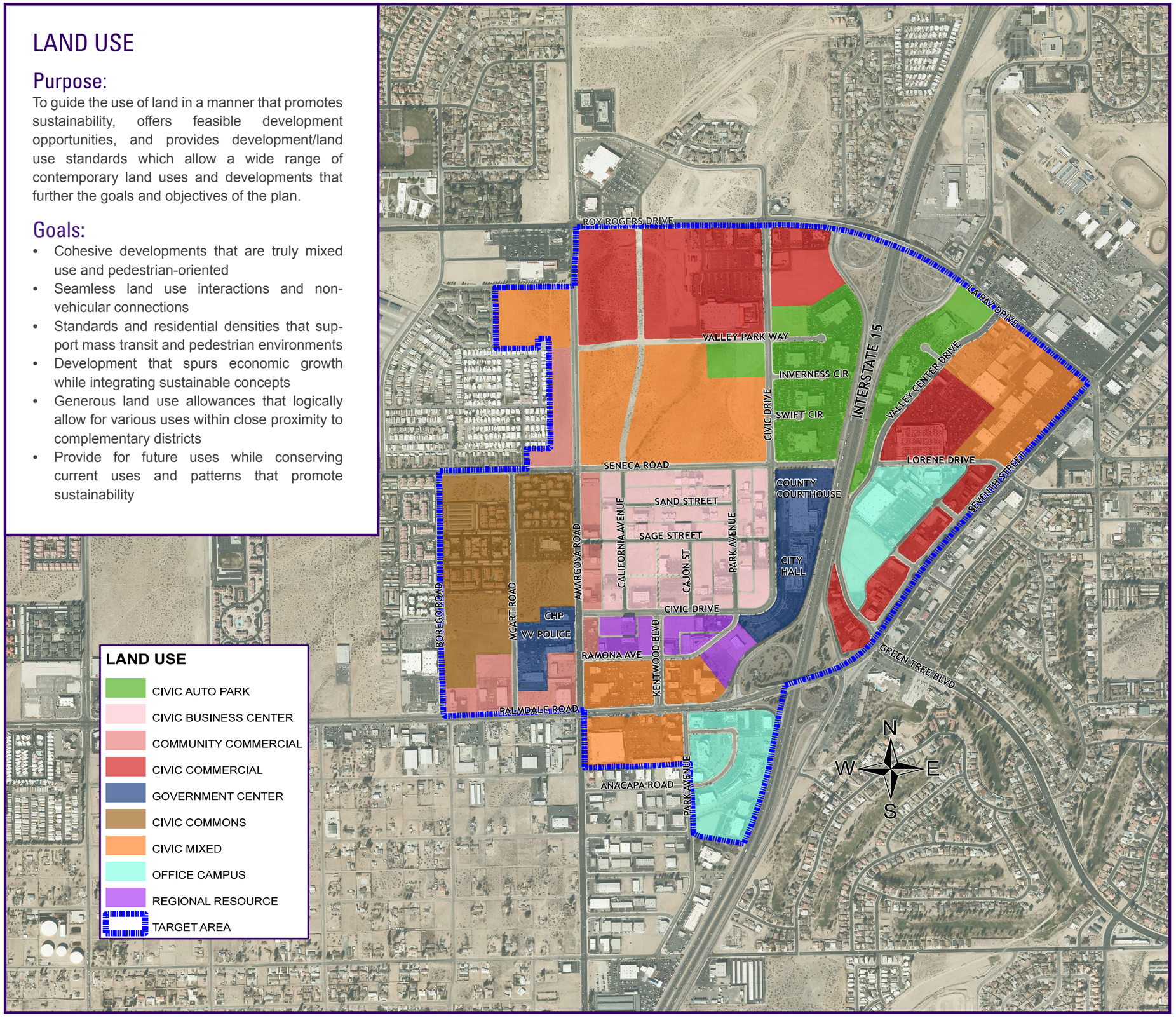
LAND USE

Purpose:

To guide the use of land in a manner that promotes sustainability, offers feasible development opportunities, and provides development/land use standards which allow a wide range of contemporary land uses and developments that further the goals and objectives of the plan.

Goals:

- Cohesive developments that are truly mixed use and pedestrian-oriented
- Seamless land use interactions and non-vehicular connections
- Standards and residential densities that support mass transit and pedestrian environments
- Development that spurs economic growth while integrating sustainable concepts
- Generous land use allowances that logically allow for various uses within close proximity to complementary districts
- Provide for future uses while conserving current uses and patterns that promote sustainability



CHAPTER 4:

LAND USE

INTRODUCTION

The land use plan outlines the development patterns and land use standards for the Civic Center that aim to foster growth and promote sustainability. The Plan utilizes smart growth principles including mixed land uses, walkability and various transportation options to position districts that create a strong sense of place and create the framework for a sustainable plan area. In addition to smart growth principles, a form-based code approach was taken when allowable land uses were established, focusing on a broad range of uses that plan for the present while also encompassing the future. Land uses will be distributed in a manner that accounts for surrounding districts and developments, as well as provides supplementary and complementary uses to one another. The introduction of residential components to areas that were previously commercial will aid in providing a customer base for surrounding non-residential uses, and likewise provide business within walking distance of residential. Providing for the future while simultaneously protecting existing vital and thriving land uses is a main component of sustainability, and the land use plan will be used to incorporate new ideas and provide a foundation for subsequent development.

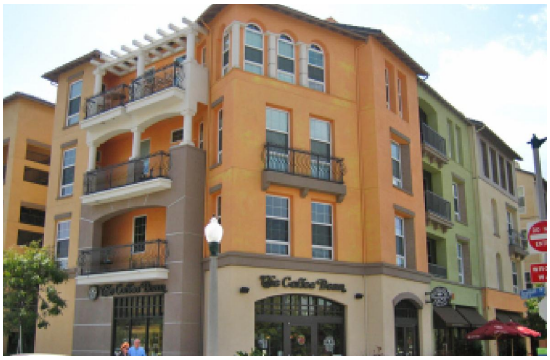
The structure principles are:

- A distribution of individual mixed-use and campus districts that are compatible and complement surrounding land uses and districts
- Land use districts that invite pedestrian interaction and support surrounding uses
- Planning primarily within the framework of existing roadways and circulation patterns
- Land uses guided by connectivity and localized walkability

4.1 OBJECTIVE:
Establish an appropriate combination of land uses that will provide functional relationships between each district.

The land use plan is the foundation for which the Sustainability Plan is implemented and the vision is accomplished. It will direct the other elements of this plan, and in conjunction with those elements, the Plan will be able to fulfill its intent of promoting sustainability and equity.

Sustainability principles such as mixed-use developments, pedestrian oriented design, and a multitude of transportation options are fundamental in guiding the land use plan. The land use pattern represents current and progressive designs which aim to create a walkable, pedestrian friendly environment that promotes conservation of natural resources and reduces automobile dependency in order to encourage sustainability and preserve the environment for future generations. Through the implementation of the land use plan, relationships between neighboring districts and throughout the Plan area will be mutually beneficial as clientele will not be limited to a single district, but rather have the ability to visit one location and comfortably visit a neighboring location without the need to travel in a motorized vehicle.



The Civic Center Community Sustainability Plan includes a unified mix of land uses that will support one another while being cognizant of established land uses and their unique needs and clientele. With this in mind, the land use plan establishes private and public service districts that support each other as well as existing government services; commercial districts that account for existing uses and provide for the future; a campus district that fulfills a need to accommodate medical and educational campuses; as well as residential and mixed-use districts that increase housing density and provide a local customer base that is not bound by the automobile. In addition to these districts, the infrastructure and land uses allowances that endorse human interaction will cumulatively further the goal of creating a sense of place that seamlessly blends and progresses sustainability.

Land use districts and their associated uses serve to implement the Plan by precisely regulating the use of land in the Plan area to its highest and best use. Permitted, conditional, and accessory land uses are established in order to guide to allowances while not restricting progression and yet to be determined uses in the marketplace.

POLICIES - OBJECTIVES #1:

4.1.1 A land use plan for the Civic Center Community Sustainability Plan

The map on page 4-1 is the land use plan for the Specific Plan. The land use plan depicts overall configurations of the districts and their boundaries. These boundaries are a result of collective input from the community, City officials, and City staff in order to guide the areas future land use in a manner consistent with smart growth principles and sustainable practices.

4.1.2 Land Use designations established

The land use designations establish a land use overview for this plan, as defined in Table (4.1). These designations regulate the use of land according to character, density, intensity, and uses. As defined in Table (4.1), each district has a distinct role and intent with the context of the entire plan, and future land uses appropriateness within a district should be measured against these designations.

4.1.3 Allowable Land Uses

Based upon the land use designation discussed in Policy 4.1.2, Land Use Table (4.2) establishes specific Permitted, Conditional, Accessory, Temporary, and Prohibited land uses for each district in the Plan.

4.1.4 Permitted Uses

Permitted uses listed in Land Use Table 4.2 are those uses that are permitted by right within the noted district. Some permitted uses listed in the noted table are ambiguous intentionally in order to allow for the evolution of the Plan and ensure that future unforeseen uses may be incorporated if they meet the intent and role defined in the land use designations (Table 4.1). It is the duty of the Zoning Administrator to decide which unforeseen uses would be considered consistent with Table 4.2, however, in no case shall a listed prohibited use be construed as permitted in the future without an amendment to this plan.

4.1.5 Conditional Uses

Conditional uses listed in Table 4.2 are those uses that are deemed to require discretionary approval due to potential effects on neighboring parcels and/or the community. Conditional uses are required to obtain a Conditional Use Permit in accordance with Title 16 of the Victorville Municipal Code prior to the establishment of the use. All processing and

functions of the Conditional Use Permit shall also be in accordance with Title 16 of the Victorville Municipal Code.

4.1.6 Accessory Uses

Accessory uses listed in Table 4.2 are those uses that are either permitted or conditionally permitted when accessory to an existing use. Permitted accessory uses are permitted by right, however, a Site Plan approval in accordance with Title 16 of the Victorville Municipal Code may be required in order to establish said use. Conditional accessory uses are permitted as accessory to an existing use, however, a Conditional Use Permit in accordance with Title 16 of the Victorville Municipal Code is required prior to the establishment of the accessory use.

4.1.7 Temporary Uses

Temporary uses listed in Table 4.2 are those uses that are permitted or conditionally permitted on a temporary basis. Due to their interim nature, temporary uses which take place outdoors are approved through a Temporary Use Permit in accordance with Title 16 of the Victorville Municipal Code, however, some outdoor events may require a Conditional Use Permit in accordance with Title 16 of the Victorville Municipal Code depending on the duration of the event as outlined in Table 4.2. Temporary uses which take place indoors, in an approved convention area are permitted without additional approvals.

4.1.8 Prohibited Uses

Prohibited uses listed in Table 4.2 are those uses that are neither permitted nor conditionally permitted as noted in Table 4.2. No listed prohibited use shall be construed as permitted in the future unless by amendment to the Plan; required by City ordinance; or specifically found to be a distinct and separate use by the Zoning Administrator that is not currently listed, in which case the Zoning Administrator shall determine the appropriate district and approval method.

4.1.9 Mixed Use Developments

Developments within the Civic Mixed district shall provide an adequate mix of residential, commercial and office components to achieve the vision for the district set forth in the land use designations (Table 4.1). Required

TABLE 4.1		
LAND USE CATEGORY	DENSITY & INTENSITY	DESCRIPTION
Commercial Districts		
Community Commercial	Max 0.5 FAR	This designation provides for neighborhood services intended for residents of the immediate area. Typical uses include small scale retail and office/professional developments with individual users typically below 5,000 sq. ft. in size. This district allows for the sale of both new and used items and permits limited educational and service uses.
Civic Commercial	Max 0.75 FAR	This designation provides for large scale commercial development intended to serve the community as a whole. Typical uses include retail, restaurant, and other tax generating complementary uses. Limited service uses that generate tax revenue and consumer are also permitted.
Auto Park	Max 0.7 FAR	This designation provides for auto dealers selling new vehicles and their associated uses. Limited accessory uses are permitted (i.e. retail) when located on-site of the primary use.
Business Districts		
Civic Business Center	Max 2.0 FAR	This designation provides for professional office uses and associated retail/service uses that serve the neighboring government/service districts. Typical uses include private entities such as lawyers, architects, doctors, real estate, insurance, etc. This district also allows public uses such as parks, parking lots, recreation/ entertainment facilities, and libraries.
Office Campus	Max 3.0 FAR	This designation provides for large medical, office and/or educational complexes with accessory uses on-site or within walking distance. The intent of this district is to allow for large primary uses with accessory uses like retail and service on-site that serve the patrons of the primary use.
Government / Service District		
Regional Resource	Max 4.0 FAR	This designation provides for public social services such as counseling (group or on-on-one), community health & welfare programs, housing authorities and the like. This district also serves privatized entities providing social services, including those funded by public resources.
Government Center	Max 4.0 FAR	This designation provides for Federal, State, County, and Local government entities. Accessory public uses such as plazas, courtyards, and public art are also permitted.
Mixed Use District		
Civic Mixed	Max 4.0 FAR & 30 Units / Acre	This designation is provided for mixed-use projects that incorporate housing, commercial and office uses in a single cohesive development. Live/Work, vertical or village type development concepts are intended and developments must include residential components. Existing development in this district is permitted to remain and fill vacancies, however, new development and modifications or additions will require mixed-use components.
Civic Commons	Max 2.0 FAR & 20-30 Units/ Acre	This designation is provided for high density residential developments with 20-30 units per acre and is intended to provide a customer base for surrounding commercial development. Developments are required to design for and provide enhanced pedestrian access to neighboring districts and on-site amenities for residents. Interconnectivity among developments is encouraged to fulfill pedestrian access requirements.

land use mixes and specific standards are included in the Urban Design Chapter, however, every mixed use development shall accommodate for a residential component and a commercial and/or office component.

4.1.10 Campus Developments

Developments within the Office Campus district shall provide an appropriate mix accessory and support services that serve the primary use. In accord with the land use designations (Table 4.1), campus development shall provide uses that enable patrons, employees, or students to stay on-site during their visit without the need to leave campus. In the event that accessory/support uses are not specifically listed as permitted, conditional or prohibited, the Zoning Administrator shall determine the appropriateness of the use and approval method.

4.2 OBJECTIVE: Coordinate complementary zoning designations around mixed-use and campus land uses

The land use strategy and the underlying sustainability approach is enhanced by the inclusion of mixed-use districts such as Civic Mixed and Office Campus. These mixed-use districts are dedicated to combing numerous uses and promoting patrons to utilize multiple businesses on a single site; however, in order for these districts to augment the entire Plan area, their surrounding districts need to complement the mixed-use districts and be compatible with one another.

In order accomplish the goal of spurring economic growth with integrated sustainable concepts, the surrounding districts will provide uses that due to size or operation are better suited as stand alone developments.

POLICIES - OBJECTIVE #2:

4.2.1 Create functioning nodes, where mixed-use campus developments act as a core

Mixed-use development should be designed in a manner that creates a sense of place and/or includes a public element that promotes pedestrian activity and connectivity. Public squares, open space, and pedestrian corridors should be the focal point of mixed use developments with primary and accessory uses built around or incorporated into the element. These designs will promote human interactions and draw patrons to frequent the services and businesses.

Mixed-use development is development that blends residential, commercial, cultural, and where appropriate, institutional uses.

Mixed-use development:

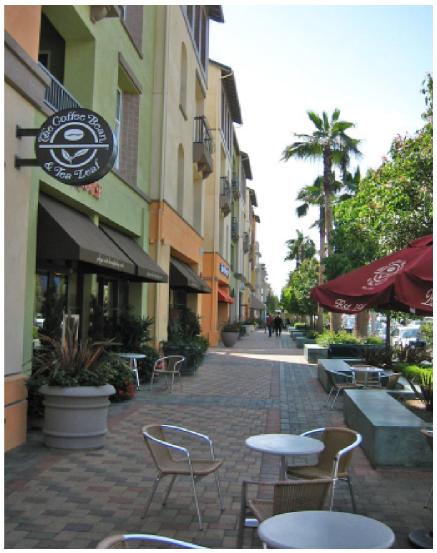
- allows for greater housing variety and density
- reduces distances between housing, workplaces, retail businesses, and other destinations
- encourages more compact development
- strengthens neighborhood character
- promotes pedestrian and bicycle friendly environments

Source: American Planning Association

4.2.2 Provide supplementary land use designations around mixed-use and campus zone districts

Land use designations around mixed-use districts should be those that allow supplementary uses. Supplementary land use designations are not intended to be dependent upon patrons from mixed-use development and should be viable stand alone developments. The ability to share customers and provide services or businesses that are not suited for a mixed-use district is vital in creating a cohesive plan that supports multiple land uses and land use interactions.

4.2.3 Ensure complementary districts do not create direct competition with mixed-use districts



Complementary/supplementary land uses that surround mixed-use districts should not create direct competition with permitted uses within mixed-use district. Businesses that provide large scale retail/service should be permitted within surrounding districts while small scale business of similar nature that provide specific services or cater to a niche market should be permissible within the mixed-use district. The mixed-use district should also account for the primary uses on-site, and provide businesses that are geared towards those patrons, which in some case may result in uses that are permitted in the mixed-use district and not in surrounding districts.

4.2.4 Offer ample transit opportunities near mixed-use and campus developments

Any opportunity to take advantage of existing or future transit options shall be taken and incorporated into development. Mixed-use developments shall provide convenient access to mass transit facilities, non-motorized connections, as well as parking facilities. Mixed-use parking facilities should also include resources for zero emissions vehicles, low emissions vehicles, rideshare vehicles, and non-motorized vehicles.

4.3 OBJECTIVE: Increase residential densities and allocate additional area to residential uses

The Civic Center Community Sustainability Plan intends to increase existing residential densities and include additional residential areas in an effort to provide an increased customer base, initiate pedestrian activity and reduce automobile dependency. An increased customer base and pedestrian activity serve to benefit all business and services in the area with increased transactions and patrons. This objective will also further the goals of the City's General plan by providing a

range of residential densities, maintaining existing high density residential areas, and promoting infill development of residential property.

POLICIES - OBJECTIVE #3:

4.3.1 Provide allowances for increased densities in multi-family residential zones

Multi-family residential developments that incorporate transit related amenities, and other sustainable improvements outlined in the Sustainability Chapter of this plan will be awarded additional housing densities allowances through increased floor to area ratios (FAR). Existing or new developments may take advantage of density increases under said chapter, providing the development remains in accord with the quantifiable development standards of this plan (i.e. parking standards, setbacks, open space, etc.).

4.3.2 Promote the use of California State Density Bonus law

The California State Density Bonus law requires density bonuses for a multitude of housing types, including low income, moderate income, and senior housing. These density bonuses can be utilized in any multifamily district within the plan area and in addition to any bonuses awarded through the Sustainability Chapter. Density bonuses granted though the California State Density Bonus law shall be processed in accordance with State guidelines and any provisions outlined in Title 16 of the Victorville Municipal Code.

4.3.3 Civic Mixed District shall require a multifamily residential component

Developments within the Civic Mixed district shall provide an adequate mix of residential, commercial and office components to achieve the vision for the district set forth in the land use designations (Table 4.1). Required land use mixes and specific standards are included in the Urban Design Chapter, however, in no case shall a mixed use development not contain a residential component and a commercial and/or office component.

"Resilient communities require more than decent housing, important as that is; they require an array of amenities that support the social fabric of the community and build the capabilities of community residents."

Ben S. Bernanke, Former Federal Reserve Chairman

4.4 OBJECTIVE:
Plan for social service land uses complementary to existing and future government uses

Social services and their complementary land uses are a central component of the Civic Center Community Sustainability Plan. Existing government services and private businesses in the area currently serve many of the same patrons, however, this plan will further solidify the relationship between public and private uses by incorporating land use standards that ensure that the private sector remains

private, and provides additional areas for the public services.

Private sector business within the Civic Business Center District are intended to provide a range of services that work in conjunction with public uses in the Regional Resource district, and vice versa. Together, these districts will form the core of Civic Center and provide a basis for a walkable, pedestrian oriented design.

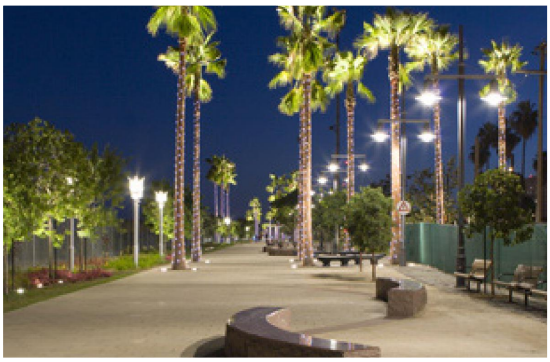
POLICIES - OBJECTIVE #4:

4.4.1 Establish government, social service and their supplemental districts that allow non-vehicular connections

In response to stakeholder input, the Civic Business Center, Government Center and Regional Resource districts are distinctly separated by roadways in order serve their patrons without obstructing neighboring districts. While the separation of the districts is essential, the uses require straightforward pedestrian access to one another as many serve the same clients. Crosswalks, enhanced pedestrian corridors and sidewalks are all included in this plan and will maintain a high level of pedestrian connectivity.

4.4.2 Avoid interim uses

Interim uses within the Civic Center Community Sustainability Plan area should be avoided except in extreme circumstances. Special attention to this avoidance should also be paid to the core of the plan area and the Civic Business Center, Government Center and Regional Resource districts as these districts are intended for specific interconnected uses whose future land use potential should take precedence over short term land uses. In situations where a proposed interim use is possible in other better suited neighboring districts, those options should be fulfilled and diligently pursued prior to initiating any interim use discussions.



4.4.3 Create a social service/government core for the City

By placing related land uses in a distinct and accessible area, the plan creates a City Core for the Civic Center Community Sustainability Plan. Interconnected land uses and public uses provide a foundation for a City Core that is pedestrian friendly, sustainable, and creates a sense of place.

4.5 OBJECTIVE:
Provide for future sustainable development while recognizing existing integral uses

Existing uses within the boundary of the Civic Center that are successful and vital to the City's well being will remain under this plan and are included as permitted or conditional uses under Land Use Table (4.2). While the Plan accounts for these types of thriving uses, it also maintains the plans overall goals of sustainability and conservation through updated land use allowances and all encompassing sustainable requirements.

Land use districts will allow for certain existing uses as noted above, however, new districts and new uses will ensure that future sustainable development and practices are incorporated in the future. Mixed use districts, complementary districts, and sustainable improvements are the keys to an accessible and enduring City Core.

POLICIES - OBJECTIVE #5:

4.5.1 Protect existing thriving and vital land uses

Existing land uses that contain vital business and services are identified in this plan by their inclusion as permitted or conditional uses in the plans land use table. While some existing uses may not be listed in the land use table, their ongoing operations are permitted, providing any improvements or additions to the site/use include sustainable components and allowances of the current zone district. The Plans aim is to transform existing non-conforming uses over time into permitted uses in accord with the Plans land use table.

4.5.2 Impose sustainable requirements on new developments and modification/additions to existing developments equally and reasonably

Sustainable improvements are required with modification or addition to an existing site/use. While the improvements may not encompass the entire site, they will be proportionately implemented based upon the scope of the change. It is not the intent of this plan to retroactively require sustainable improvements on all existing development. Rather, the intent is to the implement the Plans objectives over time on future developments, whether in association with new construction, or modifications/changes to existing development.

4.5.3 Coordinate new developments with existing uses to provide non-vehicular connections and interconnected development patterns

New development should incorporate connections to existing development for non-vehicular transportation. Regardless of the state of the existing developments connections, new development should establish a connection point that can be utilized by future redevelopment/revitalization efforts. Providing for the future while upgrading for the present will ensure the plans non-vehicular vision is fulfilled with this plan.

Infill development promotes compact development in order to:

- Reduce the distance between places people need to travel, resulting in a reduction of greenhouse gas emissions and dependency on oil, as well as improved regional air quality
- Reduce costs to build and maintain expensive infrastructure
- Facilitate healthy and environmentally friendly active transportation
- Bring vibrancy, community and social connection to neighborhoods

Source: State of California, Office of Planning & Research

TABLE 4.2

PERMITTED, CONDITIONAL, ACCESSORY AND TEMPORARY LAND USES - ALL ZONING DISTRICTS

Zoning Categories:

Residential Districts
CC-R Civic Commons
CVM Civic Mixed

Professional Districts
CBC: Civic Business Center
OC: Office Campus

Commercial District
AP: Auto Park
CC-1: Community Commercial
CC-2: Civic Commerical

Government Districts
GC: Government Center
RR: Regional Resource

USE LEGEND:

P: Permitted Use
C: Conditional Use Permit Required
-: Not Permitted

TYPE	USE	ZONE								
		Residential/Mixed		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
RESIDENTIAL	***1) DWELLING UNIT : TYPE***									
	Age-qualified housing	C	P	-	-	-	-	-	-	-
	Apartments	P	P	-	-	-	-	-	-	-
	Condominiums	P	P	-	-	-	-	-	-	-
	Housing over ground floor Commercial	-	P	-	-	-	-	-	-	-
	Townhouses	P	C	-	-	-	-	-	-	-
INSTITUTIONAL	***2) ASSEMBLY***									
	Assembly uses (i.e. church, club, lodge, mortuary, social hall)	C	-	-	-	-	C	-	-	-
	3) EDUCATION									
	Academic private college	-	-	C	P	-	-	-	-	-
	Charter schools	-	-	-	-	-	C	-	-	-
	Post-secondary educational campus	-	-	-	P	-	-	-	-	-
	Tutoring	-	-	-	P	-	C	-	-	-

TYPE	USE	ZONE								
		Residential		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
INSTITUTIONAL	***4) NON-PROFIT SERVICE***									
	Social service (i.e. counseling, health & welfare, assistance)	-	-	-	-	-	C	-	-	C
	5) PUBLIC									
	Amphitheater / Convention Center	-	P	P	-	-	-	-	P	P/C
	Government facility	-	-	C	-	-	-	-	P	C
	Library	-	-	P	-	-	-	-	P	C
	Museum	-	-	C	-	-	-	-	P	C
	Park	-	C	C	C	-	-	-	P	C
	Social Service (i.e. State/County programs & services)	-	-	-	-	-	-	-	C	P
	Community Garcen / Demonstration Garden	C	C	C	C	-	-	-	C	-
	6) TRANSIT/TRANSPORTATION									
	Mass transit terminal	-	-	C	C	-	-	C	C	C
	Carpool / park & ride facility	-	C	C	C	-	-	C	P	-
	Helipad	-	-	-	C	-	-	-	C	-
	Vehicle sharing stations	-	C	C	C	-	C	C	P	C
COMMERCIAL	***7) ALCOHOL (SUBJECT TO APPLICABLE TITLE 16 STANDARDS)***									
	Bar (Not accessory to a permitted use)	-	C	-	-	-	C	C	-	-
	Alcohol sales	-	C	C	C	-	C	P	-	-

TYPE	USE	ZONE								
		Residential		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
COMMERCIAL	***8) AUTOMOTIVE***									
	Auto repair / service	-	-	-	-	-	C	-	C	-
	Auto body and paint	-	-	-	-	-	C	-	-	-
	Car wash - automated	-	-	-	-	-	C	-	-	-
	Car wash - full service	-	-	-	-	-	C	C	-	-
	Fuel Station	-	-	-	C	-	C	C	C	-
	Parking structure	-	-	C	C	-	-	-	P	-
	Vehicle rental	-	-	-	-	-	C	-	-	-
	Vehicle sales - new	-	-	-	-	P	-	-	-	-
	Vehicle sales - used	-	-	-	-	-	C	-	-	-
	9) ENTERTAINMENT/RECREATION									
	Indoor	-	P	-	C	-	P	P	-	-
	Outdoor	-	-	-	-	-	-	C	-	-
	10) FOOD & BEVERAGE									
	Bakery / cafe	-	P	P	P	-	P	P	-	-
	Catering establishment	-	P	-	-	-	P	-	-	-
	Convenience store	-	C	C	C	-	P	P	-	-
	Grocery store	-	C	-	-	-	C	P	-	-
	Restaurant	-	P	C	C	-	P	P	-	-

TYPE	USE	ZONE								
		Residential		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
COMMERCIAL	***11) OFFICE***									
	Administrative / Professional office	-	P	P	P	-	P	P	-	-
	Medical campus / center	-	-	-	P	-	-	-	-	-
	Medical / dental office	-	P	P	P	-	P	P	-	-
	Pharmacy	-	P	P	P	-	P	P	-	-
	12) RETAIL									
	General merchandise - New	-	P	C	C	-	P	P	-	-
	General merchandise - Used	-	-	-	-	-	P	-	-	-
	13) SERVICE									
	Automatic teller machine (ATM) – freestanding and not accessory to a financial institution	-	C	C	C	-	C	C	-	-
	Barber / beauty salon	-	P	P	P	-	P	P	-	-
	Cobbler	-	P	P	P	-	P	P	-	-
	Copying / shipping	-	-	P	P	-	P	P	-	-
	Day nursery and day care facility	-	-	C	-	-	C	-	-	-
	Dry cleaner / alterations	-	P	P	P	-	P	P	-	-
	Financial institution	-	P	P	C	-	P	P	-	-
	Hotel	-	-	-	-	-	-	P	-	-
	Laundromat	-	-	-	-	-	C	-	-	-
	Massage	-	C	-	-	-	C	-	-	-
	Music Store	-	P	-	-	-	P	P	-	-
	Pet Grooming	-	-	-	-	-	P	P	-	-

TYPE	USE	ZONE								
		Residential		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
COMMERCIAL	***13) SERVICE***									
	Photography studio	-	P	P	-	-	P	P	-	-
	Small appliance / electronics repair	-	-	P	P	-	P	-	-	-
	Small medical supplies sales/rental	-	C	-	C	-	C	-	-	-
ACCESSORY	***15) COMMERCIAL***									
	Accessory uses up to 10% floor area	-	-	-	-	-	-	P	-	-
	Automatic teller machine (ATM)	-	P	P	P	-	P	P	P	-
	Bakery/Cafe	-	P	P	P	C	P	P	-	-
	Day nursery and day care facility	-	C	C	P	-	C	C	C	C
	Drive thru facility	-	C	-	C	-	C	P	-	-
	Outdoor display - retail	-	P	-	-	-	P	P	-	-
	Outdoor seating	-	P	P	P	-	P	P	-	-
	Parking Structure	-	P	C	C	-	-	P	P	-
	Restaurant w/outdoor cooking	-	-	-	-	-	C	C	-	-
	Vehicle paint/body	-	-	-	-	P	C	-	-	-
	Vehicle rental	-	-	-	-	P	C	-	-	-
	Vehicle repair/service	-	-	-	-	P	C	-	-	-
	Vehicle sales - used	-	-	-	-	P	C	-	-	-
	16) RESIDENTIAL									
	Dormitories / student housing	-	-	-	C	-	-	-	-	-
	Home business	P	P	-	-	-	-	-	-	-

TYPE	USE	ZONE								
		Residential		Professional		Commercial			Government	
		CC-R	CVM	CBC	OC	AP	CC-1	CC-2	GC	RR
ACCESSORY	***17) SUSTAINABLE***									
	Bicycle parking / rack	P	P	P	P	P	P	P	P	P
	Community garden	C	C	-	-	-	-	-	C	-
	Community plaza / square	P	P	P	P	-	-	P	P	P
	Rooftop gardens	P	P	P	P	P	P	P	P	P
	Solar panels	P	P	P	P	P	P	P	P	P
	Vehicle charging station	P	P	P	P	P	P	P	P	P
	Wind turbines	C	C	C	C	C	C	C	C	C
TEMPORARY	***18) TEMPORARY USES (Permit required & subject to applicable regulations of this Plan, V.M.C. or City Council Policy)***									
	Christmas tree, pumpkin lot & similar (30 day maximum)	-	P	-	-	P	P	P	-	-
	Construction trailer & incidental uses	P	P	P	P	P	P	P	P	P
	Farmers market*	-	P	P	P	-	-	-	P	P
	Indoor event (90 day maximum)	P	P	P	P	P	P	P	P	P
	Interim uses**	P	P	P	P	P	P	P	P	P
	Outdoor event (30-90 day maximum)	P	P	P	P	P	P	P	P	P
	Outdoor event (over 90 days)	C	C	C	C	C	C	C	C	C
	Parking lot sale	-	-	-	-	-	P	P	-	-
	Street fair*	-	P	P	P	-	-	-	P	-
	Special event sale	-	P	-	-	-	P	P	-	-
	Storage containers	-	-	-	-	-	-	P	P	-

* - IF LOCATED ON A DEVELOPED LOT OR DEDICATED AND IMPROVED RIGHT-OF-WAY

** - INTERIM USES MAY BE ISSUED TO ALL NON-PERMITTED USES ON A TEMPORARY BASIS AS SET FORTH AND REGULATED BY CITY COUNCIL POLICY. INTERIM USES SHALL ALSO MEET THE INTENT OF THE OBJECTIVES AND POLICIES OF THIS PLAN. THIS PROVISION DOES NOT APPLY TO ANY USES THAT ARE PROHIBITED CITYWIDE

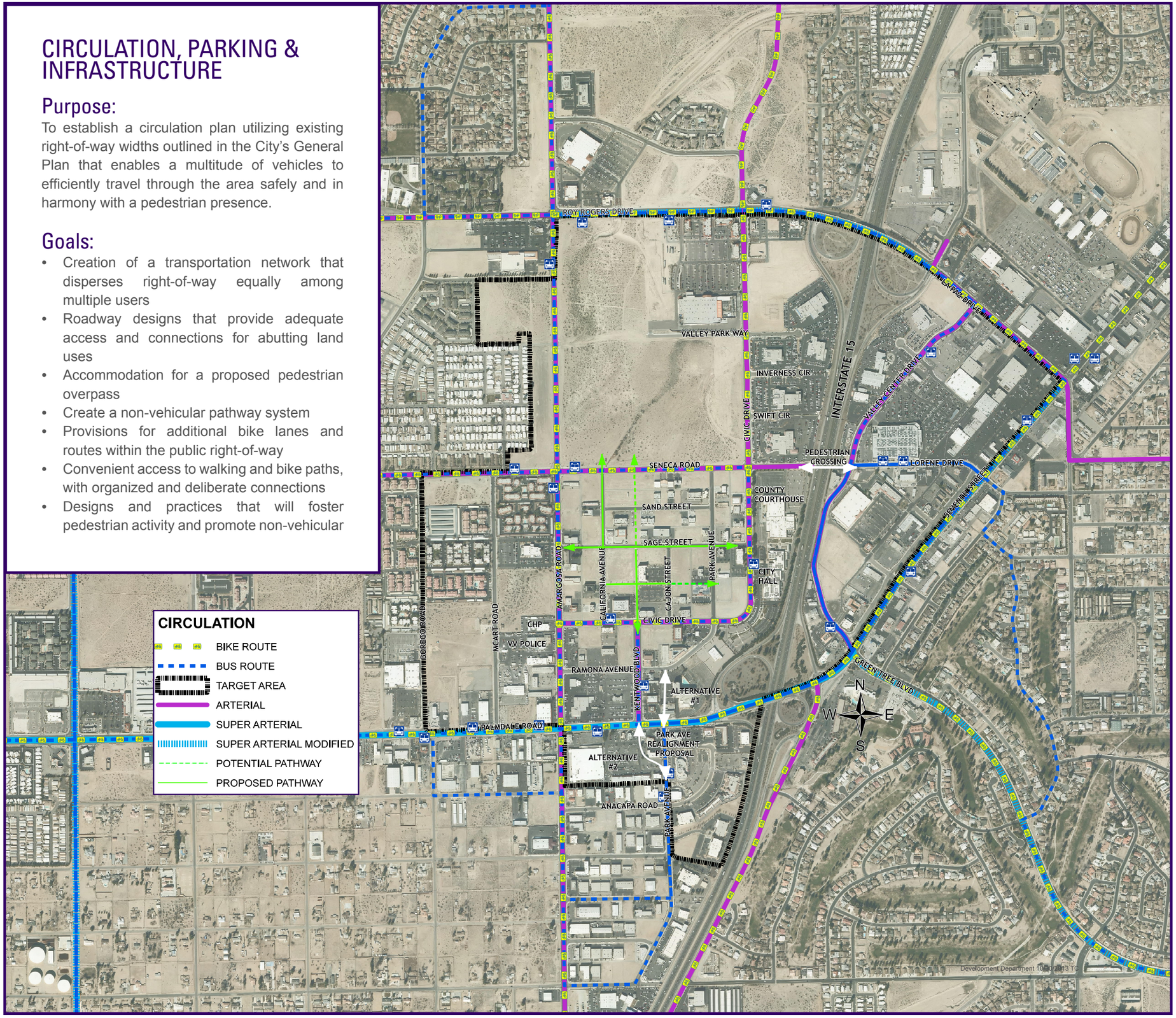
CIRCULATION, PARKING & INFRASTRUCTURE

Purpose:

To establish a circulation plan utilizing existing right-of-way widths outlined in the City's General Plan that enables a multitude of vehicles to efficiently travel through the area safely and in harmony with a pedestrian presence.

Goals:

- Creation of a transportation network that disperses right-of-way equally among multiple users
- Roadway designs that provide adequate access and connections for abutting land uses
- Accommodation for a proposed pedestrian overpass
- Create a non-vehicular pathway system
- Provisions for additional bike lanes and routes within the public right-of-way
- Convenient access to walking and bike paths, with organized and deliberate connections
- Designs and practices that will foster pedestrian activity and promote non-vehicular



CHAPTER 5:

CIRCULATION, PARKING & INFRASTRUCTURE

INTRODUCTION

Connectivity, ample transportation options, and the compatible interaction between users are the foundations of the Civic Center Sustainability Plan Circulation Plan. Efficient street designs that provide for all users, are aesthetically pleasing, and encompass safety are essential in creating a walkable, connected environment. Providing enhanced access for non-automobile users within the roadways will not only provide ample connectivity, but will also further the goals of the Circulation Plan. While realizing the need for automobile access, this plan will promote the use of alternative forms of transportation and non-motorized travel through various incentives and development standards. The Circulation Plan will guide the right-of-way design and standards with a focus on sustainability and with the intent of providing equally for all users and not strictly the automobile.

The structure principles are:

- Roadways that allocate right-of-way area for automobiles, non-motorized vehicles, pedestrians, and landscaping
- A roadway classification system that is designed to utilize existing right-of-way and afford various access for different land uses
- A multitude of transit options and an elevated level of connectivity
- Ample bike and pedestrian pathways outside of vehicular roadways

5.1 OBJECTIVE:
Position connectivity as the central element of the Circulation Plan

Connectivity is a major component of the Civic Center Community Sustainability Plan's goals of providing multiple transit connections and opportunities, encouraging pedestrian activity and links, and reducing the areas carbon footprint. The connectivity objective is supported by complimentary land uses, mixed use developments, development standards, and sustainability objectives that promote pedestrian activity and alternative forms of transportation. Connectivity is the component that fuses the many elements of the plan into a cohesive City core.

Positioning connectivity as a central element of the Circulation Plan, the following objectives and policies incorporate designs and strategies that will provide for the implementation of a Circulation Plan that focuses on connectivity in all aspects of the Specific Plan.

"Mobility is not just a question of building wider or longer roads; it is about providing appropriate and efficient systems that serve the most people in the best, most equitable manner. This includes encouraging a transition from car use to trains, buses and bicycles, and bringing more pedestrians onto well-lit sidewalks."

Ban Ki-moon, United Nations Secretary General

POLICIES - OBJECTIVES #1:

5.1.1 Provide interconnected Circulation Plan that links multiple transportation methods

The Circulation Plan on page 5-1 is a map of the major circulation routes within the plan area. This map includes all non-motorized routes and rights-of-way larger than local roadway within the plan area, and is intended to supplement the City's General Plan Circulation Element.

5.1.2 Design non-vehicular pathways with intermittent breaks at connecting transit locations

Non-vehicular pathways shall provide breaks for convenient user entry and exit through the corridors. Breaks shall be incorporated into new development and adjoining rights of way with access linking the pathways to building entries as well as existing and future transit terminus locations.

5.1.3 Ensure the Circulation Plan provides connecting routes for all areas within the Plan boundaries

The Circulation Plan shall provide routes that interconnect with one another and with the City's General Plan Circulation Element. Motorized, non-motorized and mass transit routes shall be accessible to multiple users and the Circulation Plan shall organize these in routes in a manner that provides a range of transportation options to all areas within the Plan boundaries.

5.2 OBJECTIVE:
Solidify and enhance connections to all districts via transit, roadways, and non-vehicular corridors

Focusing on fostering an easily accessible pedestrian environment and improving existing infrastructure for vehicular use, the Specific Plan will offer various connections such as pedestrian corridors and multi-user roadways, which will solidify and enhance connections to all districts. Providing connections to all districts of the Specific Plan through a range of transportation options will provide visitors efficient and convenient access to the area, which will promote economic prosperity, reduce automobile dependency and enhance connectivity.

Urban design policies and circulation designs included in this Plan encourage overall district and individual site connections, enabling future uses to be linked through various modes of transportation. The following policies will enable the Plan area to provide a range of transportation connections with multiple options to reach destinations.

POLICIES - OBJECTIVE #2:

5.2.1 Provide connections that are placed logically and arranged efficiently

Transportation routes shall be linked in close proximity to major intersections and near land use district boundaries. Connections shall link residential districts to all other districts within the plan area with multiple options that include non-motorized transportation. Combining multiple transportation routes (i.e. bike routes, pedestrian paths, mass transit, etc.) into a single connecting hub should be incorporated wherever possible.

5.2.2 Build upon and create new connections for a variety of transportation types

Existing pedestrian paths within the Civic Center area shall be utilized as the foundation for extensions and additions; and should be upgraded to allow for use by multiple forms of non-motorized transportation. New connections to the existing framework should utilize existing right-of-way wherever possible and support the redesign of roadways that provide for both motorized and non-motorized users as presented in the Roadway cross sections (Figure 5.1).

5.2.3 Determine new corridors that may foster the use of the transportation network

In order to increase the use of the transportation network and its multiple options, the Circulation Plan shall provide for improved non-vehicular

access over Interstate 15. Improved access linking the east and west sides of the highway shall utilize exiting interstate crossings and provide for future crossings designed for pedestrians as noted in the Circulation Map (Page 5-1). Additionally, the Circulation Plan should connect these crossings with existing bike paths and pedestrian networks to increase their use and functionality.

5.2.4 Examine existing connections and intersections, identifying those that require attention and possible redesign

The existing roadway network and pathways shall be reviewed with all new development and identified problems affected or caused by the project should be remedied. The realignment of the Palmdale Road and Park Avenue intersection to connect with Ramona Avenue shall be included in the Circulation Map (Page 5-1) as Alternative 1. Additionally, the realignment of the Palmdale Road and Park Avenue intersection to connect with Kentwood Boulevard shall be included in the Circulation Map (Page 5-1) as Alternative 2. Further, the portion of Amargosa Road traversing the plan area shall be reviewed in conjunction with new development abutting the roadway and new signaled intersections or pedestrian crossings should be added as needed.

5.3 OBJECTIVE: Provide a roadway classification system that distributes adequate right-of-way for multiple transportation uses

A hierarchy of roadway classifications and designs that ensure functionality for all users provide adequate allowances for multiple uses is essential in realizing the sustainability and connectivity goals and policies of this plan. The classifications shall provide for both vehicular and non-vehicular needs and provide designs that promote safety for all users. Roadway classifications in conjunction with non-vehicular pathways will reinforce the plans goals of connectivity and multi-modal transportation. Realizing these goals will develop a circulation plan that advances sustainability and provides a framework for future transportation needs.

POLICIES - OBJECTIVE #3:

5.3.1 Create roadway cross-sections and adjust within existing allowances

Using existing right-of-way allowances, roadway cross-sections shall be modified to reduce vehicle speed and expand non-vehicular areas. Roadway cross-sections included in Figure 5.1 designate revised designs that shall be installed during future road improvement projects in accord with new development. These roadway cross-sections shall work in conjunction with the Circulation Map (Page 5-1) indicating the locations of the improvements where applicable.

"Whether you live in a city or a small town, and whether you drive a car, take the bus or ride a train, at some point in the day, everyone is a pedestrian."

Anthony Foxx, United States Secretary of Transportation

5.3.2 Introduce a center median along Civic Drive

In order to reduce traffic speed, increase safety, add street crossings, and provide landscape features, a center median shall be included in the roadway cross-sections (Figure 5.1) along the portion of Civic Drive indicated in the approved traffic study.

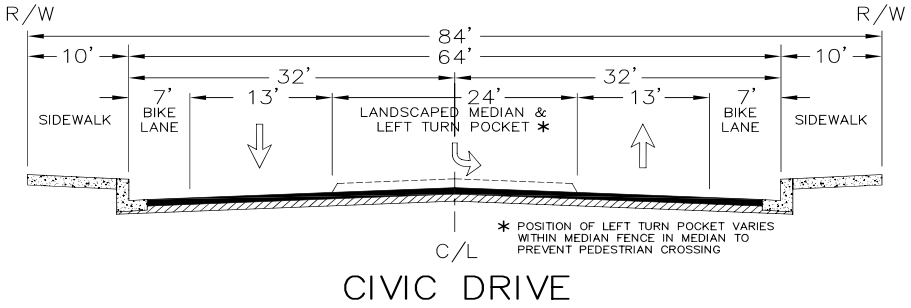


Figure 5.1 Civic Drive Cross-section

5.3.3 Modify on-street parking in areas where non-vehicular pathways are required

On-street parking shall be prohibited from the side of the roadway where additional sidewalk/pathway area is required to provide for pedestrian pathways noted on the Circulation Map (Page 5-1). The design of the sidewalk/pathway area shall be in accord with the roadway cross-sections outlined in Figure 5.2, and shall only be placed on the west side of California Avenue and the south side of Sage Street when located on a designated roadway. Additionally, non-vehicular pathways located on a designated roadway shall cause abutting development to include shared driveways with maximum separation from other driveways to the extent possible, as required by the City Engineer and/or Planning Commission.

Figure 5.2 Alternate Street Cross-section

5.4 OBJECTIVE:
Incorporate aesthetics into roadway design via enhanced landscaping and natural barriers

Utilizing aesthetics in roadway design is a valuable tool in facilitating the following policies. Enhanced landscaping and natural barriers not only beautify the Plan area, but also serve multiple purposes as safety barriers and shade structures that encourage the roadways use by non-motorized vehicles. Integrating aesthetics into roadway design will also contribute to the success of the Circulation Plan by providing for multiple forms of transportation to equally utilize the roadway.

With connectivity, accessibility, and non-motorized travel central elements of sustainability, including aesthetic elements into roadways will provide a transportation link that advances the sustainable ideas and blueprints incorporated into this Specific Plan.

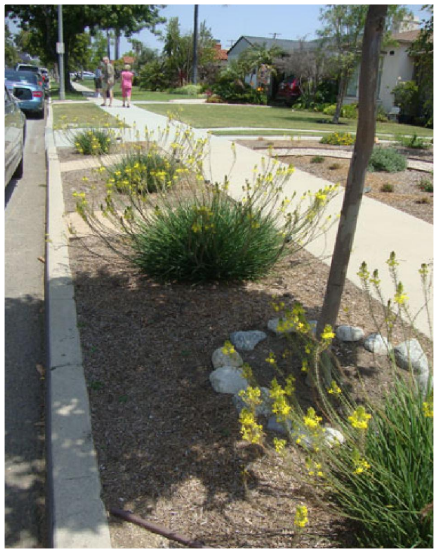
POLICIES - OBJECTIVE #4:

5.4.1 Provide landscape medians on major corridors

Landscape medians shall be provided on major roadways as noted on the Circulation Map (Page 5-1) and the roadway cross-sections outlined in Figure 5.1. Medians should be placed on roadways where lowering traffic speed and volume is a priority. Landscaping and interior design of the center medians shall be approved by the Zoning Administrator prior to review of construction permits and installation.

5.4.2 Incorporate landscape barriers between traffic lanes and sidewalks

A Landscape barrier shall be provided on roadways as noted in Policies 5.3.2, 5.3.3 and the roadway cross-sections outlined in Figure 5.2. Landscape barriers should be placed in roadways where pedestrian safety is a priority (i.e. sidewalks on rights-of-way with pathways abutting motorized traffic, etc.). Landscape barriers shall also be combined with pedestrian pathways where applicable. Landscaping and interior design of the barriers shall be approved by the Zoning Administrator prior to review of construction permits and installation.



5.4.3 Include crosswalks with enhanced paving and ground lighting

Enhanced paving and ground lighting should be included in crosswalk designs for major roadway crossings within the Specific Plan area. Crosswalk locations shall be as defined in a City approved traffic study and should provide safety features such as ground lighting and enhanced paving that is easily visible and of contrasting color from the roadway. Crosswalk locations shall also be added when approved by the Planning Commission with the intent of increasing connectivity, safety and encouraging non-motorized transportation.

5.5 OBJECTIVE:
Incorporate a network of non-vehicular pathways specifically for bicycle and pedestrian use

Dedicated non-vehicular pathways are a key element in facilitating alternative modes of transportation such as bicycle, pedestrian and mass transit use. The pathways provide recreation opportunities for pedestrians and bicyclists and provide a non-vehicular link between multiple land uses as well as mass transit stops. These pathways will also provide connections to individual land uses as development occurs.

The Civic Center Community Specific Plan incorporates landscaped multi-use roadways as well as dedicated non-vehicular pathways that will act as the core of the plan's connectivity goals. Many of the Plan's non-vehicular pathways are composed of existing "mall" corridors, which will be improved and used as a foundation for future expansions included in this plan.

POLICIES - OBJECTIVE #5:

5.5.1 Specify locations of pathway system and required dedications (if any)

Pathways shall be located as illustrated on the Circulation Map (Page 5-1). The design of the pathways, as well as modified street cross-sections where portions of existing right-of-way will be used shall be a depicted in the roadway cross-sections outlined in Figure 5.2. Roadway dedications should not be required for the implementation of the pathway system, however, should property owners choose or the Planning Commission require additional dedication, these additions shall only be instituted upon review and approval by the Planning Commission.

5.5.2 Improve existing pathway system in the Civic Business Center District; including improvements that promote healthy living and foster pedestrian activity

Pathways within the Civic Center Specific Plan area shall incorporate features that promote healthy living and foster pedestrian activity. Improvements may be made on public portions of the pathway or on private property abutting the pathways. Promoting healthy living and fostering pedestrian activity within the pathways should be achieved by integrating outdoor features that provide amenities for non-motorized transportation and pedestrians. Outdoor features should also enhance human interaction.

5.5.3 Connect Civic Business Center District pathways with neighboring commercial and residential districts

Mixed-use and commercial areas to the north as well as high density residential to the west of the Civic Business Center District shall be connected by the non-motorized pathways illustrated on the Circulation Map (Page 5-1). Connections shall allow for convenient and safe non-motorized transportation with routes providing signalized major intersections and access from residential areas to various services.

5.5.4 Design pathways to accommodate multiple users

Amenities that benefit pedestrians, bicyclists, and other non-motorized transportation shall be included within the design standards for the pathways. Pathways shall provide amenities such as design features and safety measures that clearly delineate use areas in order to manage the various users of the pathways. General design standards for these pathways are located within the roadway cross-sections outlined in Figure 5.2, with additional details found in the Urban Design Chapter of this Specific Plan.

"This is not about recreation; it's about transportation—about people using their bikes to get where they need to go. We're talking about making sure, when someone's only or best option to get to work is a bike, that they have an option to ride it, and ride it in safety."

Anthony Foxx, United States Secretary of Transportation

5.6 OBJECTIVE: Expand on existing bike routes outlined in the Non-motorized Circulation Element

Bike routes within the Specific Plan area are an important element of connectivity that facilitates the use of an alternative mode of transportation. Building upon existing bike routes outlined in the City's Non-motorized Circulation Element, this plan will provide additional connections that link all areas of the Specific Plan via non-motorized transportation and allow enhanced access and connections for bicyclists throughout the City.

The Specific Plan includes on-street bicycle lanes on appropriate roadways in order to connect to the existing network outside of the plan area. These dedicated bike lanes and connections will enhance connectivity within the Specific Plan area and promote overall sustainability goals by reducing automobile dependency.

POLICIES - OBJECTIVE #6:

5.6.1 Expand existing bike routes

The Civic Center Specific Plan shall include an additional east/west bike route connection over I-15. Bike routes included in the Specific Plan Circulation Element shall connect to existing bike routes located in the City's overall Non-motorized Circulation Element and provide enhanced

"It's simple — when you build a road, build a bike lane. When you're fixing up your street, build in a bike lane."

Ray LaHood, Former United States Secretary of Transportation

links and a greater amount of bicycle access.

5.6.2 Incorporate bike lanes into roadway designs

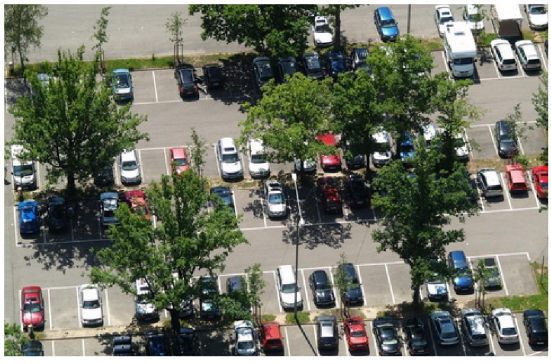
Bike lanes shall be included in revised roadway designs wherever possible. Roadways with designated bike lanes should provide areas for bike lanes and specifications that indicate bike lane size, striping, etc. The roadways without specific bike lane designs should utilize minimum requirements outlined in the City's Non-motorized Circulation Element.

5.6.3 Specify bike route locations

Bike routes shall be as illustrated on the Circulation Map (Page 5-1). Utilizing the City's existing Non-motorized Circulation Element, the Specific Plan shall delineate new bike routes and connections to existing routes to expand and build upon the existing Plan. The bike routes noted on the Circulation Map should ultimately improve the connectivity and user experience for all bicycle riders in the City.

5.7 OBJECTIVE: Provide parking flexibility that allows shared parking facilities, off-site parking and reduced parking requirements

The Specific Plan parking requirements will be generally based upon established Victorville Municipal Code Standards with changes and allowances that reflect sustainability and the goal of promoting non-motorized transportation. Mixed-use, connectivity, accessory land uses, and the pathway network allow for the sharing of parking between multiple users and sites. Additionally, sustainable improvements to reduce automobile reliance allow the Plan to provide reduced parking requirements for various developments.



5.7.1 Establish required parking and parking space standards

Required parking shall be as defined within the Required Parking Table 5.3. Parking space design, access, and size shall be as prescribed in the Victorville Municipal Code unless otherwise specifically modified by this Specific Plan.

5.7.2 Support sustainable improvements through parking incentives

Sustainable improvements in building and site design, amenities, and construction techniques shall be promoted though parking reductions and incentives outlined in the Sustainable Incentives Table (Table 3.2).

5.7.3 On-street parking permitted

On-street parking shall be permitted to be credited towards required parking counts for on-street parking areas adjacent to the front property line within the Civic Business Center District. Parking credits shall be calculated at one space for every twenty-one linear feet of on-street parking area not exceeding the width of the property they serve; additionally, for the purpose of this policy, all fractional numbers shall be rounded down to the next whole number. Properties whose frontage are designated “no parking” areas are not eligible for this credit.

5.7.4 Shared parking facilities permitted

Shared parking facilities shall be permitted for adjoining contiguous parcels within the Specific Plan area. Shared parking facilities shall provide enhanced access to the site and resident land use. When shared parking facilities traverse property lines, landscaping standards for these areas shall be required to conform to interior landscaping standards. Additionally, shared parking facilities for lots within the Community Commercial or Civic Business Center Districts with a combined lot area greater than 1 acre shall be awarded a 5% parking reduction. For the purpose of this policy, all fractional numbers shall be rounded down to the next whole number.

5.7.5 Parking facilities location

Parking facilities shall not be located adjacent to non-vehicular routes where present and should be placed away from primary street frontages whenever possible. Existing alley right-of-way should also be utilized whenever possible for parking facility access. Additionally, parking facilities shall not impede or dictate pedestrian or non-motorized access to development.

5.7.6 Mixed-use parking facilities

Mixed-use developments shall provide private/reserved residential parking in addition to public parking for guests and commercial patrons. Age-qualified, condominium/ townhouse, and multi-family housing private parking shall be provided as noted in the Required Parking Table 5.3.

PARKING TABLE 5.3			
	Land Use Type	Parking Requirement	Additional Parking or Parking Credit
Residential	**Residential**		
	Age-Qualified Housing	1 covered space per two units (garage spaces required for mixed-use developments)	½ of required parking may be in common garage parking for mixed-use developments
	Condominium or Townhouse	2 garage spaces per unit (1 garage space for studios and one bedroom units)	1 uncovered space per 2 units (not required for mixed-use developments)
	Multi-family Housing	2 spaces per unit – 1 space shall be covered	½ of required parking may be in common parking for mixed-use developments
Institutional	**Institutional**		
	Assembly uses (i.e. church, club, lodge, social hall)	1 space for every 4 seats (or 6 per 10 feet of a bench) for the main assembly area, or 1 per 35 sq. ft. of assembly area with non-fixed seats	1 space per classroom or secondary assembly area
	Government Buildings frequently visited	1 space per 200 sq. ft.	1 space per government/ service vehicle on-site
	Government Buildings not frequently visited	1 space per 400 sq. ft.	1 space per government/ service vehicle on-site
	Library	1 space per every 4 seats (or 6 per every ten ft. of a bench) for the main assembly area, or 1 per 35 sq. ft. of assembly area	1 space for every classroom or secondary assembly area
	Museum	<2,500 sq. ft. – 1 space per 100 sq. ft. of display area 2,500 – 5,000 sq. ft. – 1 space per 150 sq. ft. of display area >5,000 sq. ft. – 1 space per 200 sq. ft. of display area	1 additional space per 500 sq. ft. of display area over 10,000 sq. ft. Storage, work, and other non-visitor rooms excluded from required parking
	Outdoor Public Facilities	10 spaces per acre of active area and 5 spaces per acre of passive area	Public areas accessory to a private primary use excluded from required parking
	Schools		
	a)Academic Private College	1 space per ten students	1 space per classroom Private residential parking required per multi-family residential parking standards
	b)Charter Schools	1 space per ten students	1 space per classroom
	c)Post-secondary education	1 space per classroom	Determined by the Planning Commission per enrollment
	Social Service	1 space per 200 sq. ft.	1 space per government/ service vehicle on-site

PARKING TABLE 5.3 CONTINUED			
	Land Use Type	Parking Requirement	Additional Parking or Parking Credit
Residential	**Commercial**		
	Auditorium or Theater	1 space per every 4 seats or 6 per every 10 feet of a bench; or 1 space per 50 sq. ft. of non-fixed seating or assembly area	
	Bank, business and professional office	1 space per 200 sq. ft. up to 600 sq. ft. per individual user plus 1 space per 300 sq. ft. above 6000 sq. ft. per individual user	Utility rooms are excluded from required parking
	Childcare center, day care nursery, tutoring and similar uses	1 space per 5 persons as designed or licensed for	1 space per vehicle used in the operation
Commercial	Copying / shipping shop or photography studio	1 space per 400 sq. ft. of floor area	
	Funeral Home and Mortuary	1 space per every 4 seats counting 20 inches on a bench or 1 per 50 sq. ft. of floor area	
	Furniture and major appliance sales and repair	1 space per 750 sq. ft. of floor area	
	Hotel	1 space per sleeping or living unit	5 additional spaces
	Laundromat	1 space per 3 washers with 7 minimum spaces	
	Medical campus or center over 5 acres	4 spaces per 1000 sq. ft. of total non-residential floor area	Freestanding restaurants shall comply with restaurant parking requirements
	Medical or dental office	1 space per 200 sq. ft. of floor area	Utility rooms are excluded from required parking
	Multi-tenant commercial or mixed-use developments over 5 acres	4 spaces per 1000 sq. ft. of total non-residential floor area	Private residential parking required per residential parking standards Freestanding restaurants shall comply with restaurant parking requirements
	Pharmacy	1 space per 250 sq. ft. of floor area	Utility rooms are excluded from required parking
	Restaurant, café, cafeteria, bar, cocktail lounge, and similar uses	1 space per 100 sq. ft. of floor area	1 space credit per 20 lineal ft. of drive-thru stacking area
	Retail establishments, markets, or business not similar to a listed use	1 space per 200 sq. ft. of floor area	Utility rooms are excluded from required parking

PARKING TABLE 5.3 CONTINUED			
	Land Use Type	Parking Requirement	Additional Parking or Parking Credit
Commercial	**Commercial**		
	Medical supplies and small appliance / electronics sales and rental	1 space per 400 sq. ft. of floor area	
	Vehicle sales and repair only	1 space per 450 sq. ft. of floor area	
	Vehicle upholstery, accessory sales and installation, repair, paint and body, and similar uses	1 space per 400 sq. ft. of floor area plus 1 space per 200 sq. ft. of office area	1 space credit per 2 service bay spaces (not resulting in less than 4 required spaces)
Commercial Recreational	Arena or Sports Stadium	1 space per every 4 seats or 6 per every 10 feet of a bench or 1 per 50 sq. ft. of non-fixed seating or assembly area	
	Bowling Alley	5 spaces per lane	Additional spaces requires per separate uses within building
	Dance or gymnastics school	1 space per 400 sq. ft. of floor area	1 space per employee
	Health club, spa, and similar uses	1 space per 175 sq. ft.	
	Racquetball court	3 spaces per court	Additional spaces per separate uses or activities within the building
	Roller skating rink	1 space per 200 sq. ft. of rink area	Additional spaces per separate uses within the building

* Additional parking credits and standards located within the Sustainability Chapter (Table 3.2) and the Circulation and Parking Chapter (Policy 5.7.3).

* The Planning Commission or Zoning Administrator may require additional parking spaces as a condition of approval of any entitlement application under their review.

5.8 OBJECTIVE:
Provide a framework for infrastructure that supports the various land uses and does not aesthetically degrade the community

Infrastructure and the utilities they accommodate are a basic need within urbanized areas and most areas of the Specific Plan have such services in place. Therefore, this Specific Plan is intended to provide opportunities for innovative service delivery, alternative sources of energy, as well as efficient waste disposal and use of natural resources. The incorporation of power generating technologies and overall consumption reduction measures into development will ensure the existing infrastructure framework will be able to adequately accommodate future land uses and increased densities. Additionally, provisions for new technologies and their infrastructure that promote sustainability and increase social interactions should be considered in order to allow the Specific Plan to grow and adjust accordingly.

POLICIES - OBJECTIVE #8:

5.8.1 Water Consumption and Use

Water consumption should be reduced whenever possible through the use of water efficient fixtures and reclaimed water. In order to conserve natural resources, new development shall also incorporate drought tolerant landscaping, water retention/detention and rainwater harvesting basins wherever possible to reduce demand on domestic water supply. Permeable surfaces shall be utilized in all landscaped areas in order to replenish aquifers as much as possible. These sources should also consider the use of filtration methods either naturally (i.e. biofiltration) or through the use of engineered systems (i.e. hydrodynamic separation) in order to reduce contamination risks.

5.8.2 Sewer and Drainage Systems

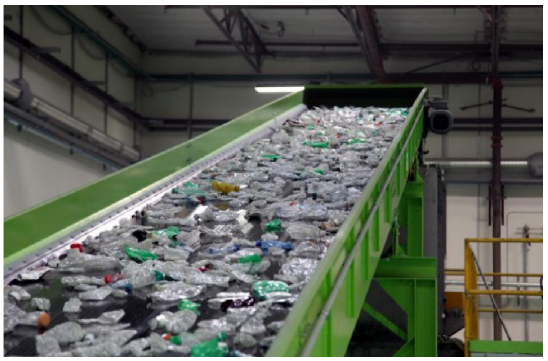
Demand for available sewer systems shall be reduced to the extent possible through the use of permeable surfaces within landscape areas, water efficient fixtures, and on-site retention/detention basins. Natural drainage courses should also be considered as potential sources of water for landscape and public space features, further reducing the demand to the City's sewer and drainage systems.

5.8.3 Energy Consumption and Use

Electricity and natural gas shall be conserved to the extent possible through the use of efficient fixtures and renewable energy resources. Development shall be designed to utilize existing infrastructure and modify and/or improve existing systems as needed. Additionally, efficient mechanical systems (i.e. HVAC) should be utilized in new development and building modification whenever possible.

5.8.4 Solid Waste and Recycling

Solid waste from business as well as construction waste should be minimized through recycling and reuse efforts. Utilizing CalGreen or LEED certifications, business should adapt sustainability plans that include items such as composting, recycling, reuse, etc. Reduce solid waste and increasing recycling and reuse efforts will result in less waste in landfills, less negative effects on the environment, and a reduced carbon footprint.



5.8.5 Telecommunications Systems

Providing a modern and adaptable telecommunications system should be a priority for the Specific Plan area and new development. Building upon the existing infrastructure, new development should look to incorporate technologies such as fiber optics, wireless local area networks (i.e. Wi-Fi), other wireless communication infrastructure that enable patrons and employees to utilize various telecommunications services. Commercial wireless communication infrastructure such as cell towers, shall be co-located with other buildings and structures, including compatible architectural designs to minimize visual impacts.

5.8.6 Sustainable Infrastructure

Renewable, power generating energy resources sources (i.e. solar power and wind turbines) shall be utilized on all new development to the maximum extent feasible within the allowance of this Specific Plan. These types of on-site energy resources should also be designed to store excess power for future use or send unused power to the local authority's power grid. Reclaimed water infrastructure should also be installed as required by the City in order to promote the use of reclaimed water via "purple pipe".

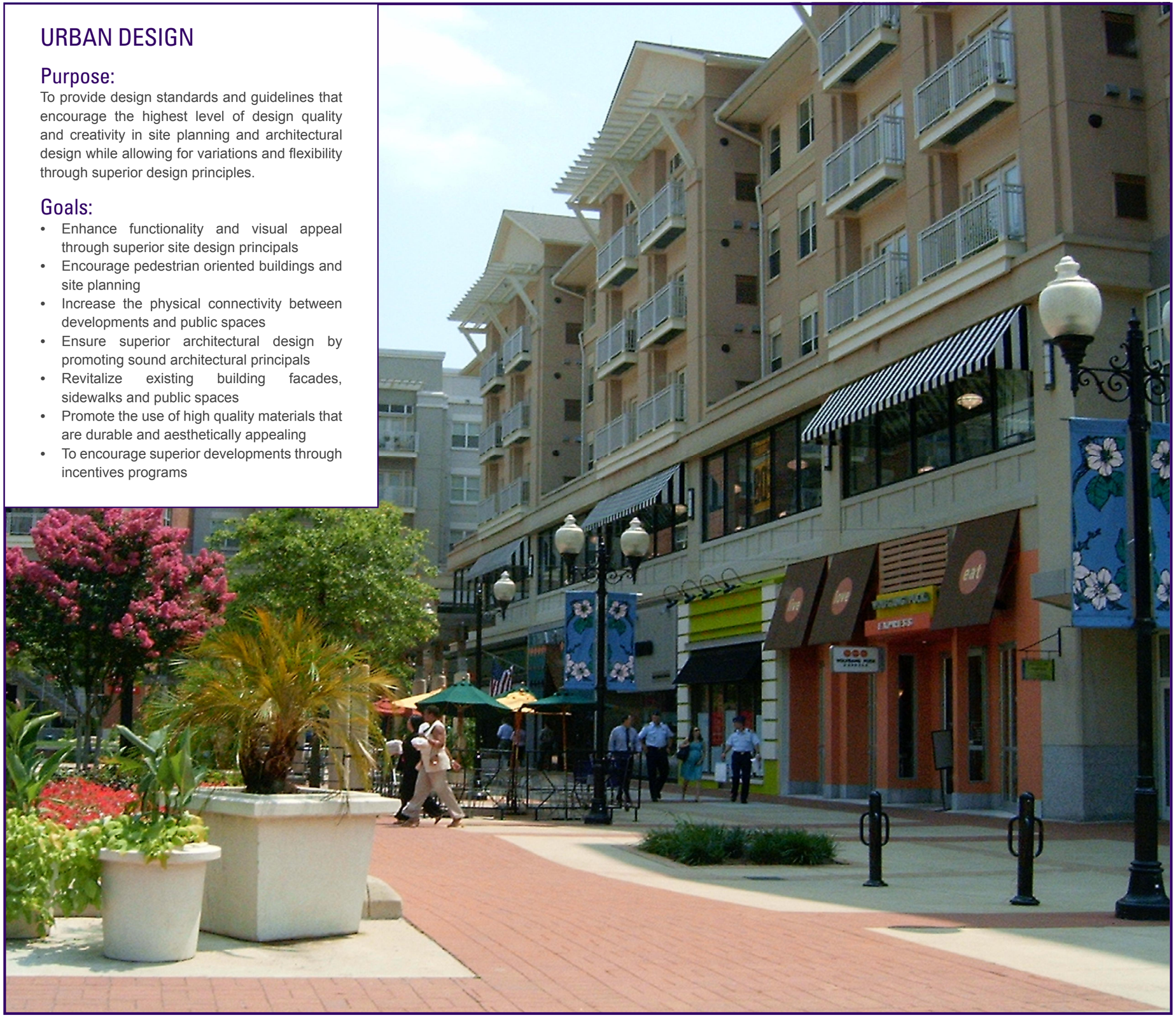
URBAN DESIGN

Purpose:

To provide design standards and guidelines that encourage the highest level of design quality and creativity in site planning and architectural design while allowing for variations and flexibility through superior design principles.

Goals:

- Enhance functionality and visual appeal through superior site design principals
- Encourage pedestrian oriented buildings and site planning
- Increase the physical connectivity between developments and public spaces
- Ensure superior architectural design by promoting sound architectural principals
- Revitalize existing building facades, sidewalks and public spaces
- Promote the use of high quality materials that are durable and aesthetically appealing
- To encourage superior developments through incentives programs



CHAPTER 6:
URBAN DESIGN

INTRODUCTION

The Urban Design Concept provides direction for public and private property development and will guide the form of new development, redevelopment, and modifications/additions within the plan area. These guidelines provide a defined framework of design principles that supplement zoning requirements while providing architectural concepts and site design standards to enhance the aesthetic quality of the community. The design guidelines are composed of written standards, statements and sample photographs, which articulate the City's goals and basic design philosophy for the Civic Center Sustainability Specific Plan Area.

The structure principles are:

- Development decisions that are predictable, fair and cost effective
- Encourage community and stakeholder collaboration during all stages of development
- Building and site design that fosters pedestrian activity and creates a sense of place
- Design focus on the buildings use and interaction with the surrounding environment
- Architecture that includes outdoor space in the overall building and site design

6.1 OBJECTIVE:
Provide comprehensive architectural design standards that are clear and concise

Providing architectural design standards that are clearly defined yet not overly restrictive or standardized will allow the project area to evolve aesthetically over time without a large financial burden to developers or property owners. Utilizing building design techniques and varying architectural styles, the architectural design standards within the Specific Plan are intended to provide a framework of design principles that allow architects and designers to incorporate the necessary design elements in a manner that fulfills the Plans requirements and is cost effective for the developer. The architectural design standards within this chapter will clearly and concisely guide future developments within the Civic Center Specific Plan area and ensure the plan's sustainability goals are effectively supported by building and site designs.

POLICIES - OBJECTIVE #1:

6.1.1 Introduce standards that allow for flexibility in architectural theme

Design standards contained within this plan shall not dictate a specific architectural theme; however, they shall provide a basis for consistent architecture and design within the Plan area through scale, massing, articulation, as well as varying building materials and colors.

6.1.2 Building designs should convey a sense of local identity and reflect the evolving character of the area

Architectural design of new developments should provide a link to the areas history and existing identity. Districts that abut the Historic Route 66 should utilize design techniques that were prevalent during the routes' time as a major interstate thoroughfare while integrating modern design elements. Other districts should incorporate architectural themes that reflect the character of the area combined with a modern approach to the underlying land use and development.

6.1.3 Utilize various materials and construction methods that are modern and cost effective

Building materials and construction techniques that complement building and site designs shall be included in all new development. The inclusion of various building materials on exterior elevations should be utilized whenever possible in order to shape the scale and massing of a structure. Construction methods that allow structures to increase height, articulation, and varying wall plans should be incorporated whenever possible.

6.2 OBJECTIVE:
Building facades should avoid repetitive elevations through the use of a variety of building forms

Building facades are an integral part of creating a pedestrian oriented environment that reduces reliance on motorized transportation and creates a sense of place. The use of varying building facades provides multiple opportunities for enhanced landscaping and gathering spaces that promote pedestrian use and encourage social interaction. Building facades that differ between developments also advance the purpose of the architectural design guidelines provided within this chapter and allow for diverse and aesthetically appealing architectural designs. Additionally, sustainable objectives can be fulfilled through the use of varying building facades as a number of natural light, shade, heating and cooling techniques can be incorporated into building design.

POLICIES - OBJECTIVE #2:

6.2.1 New developments and revitalized buildings should vary building height and mass along all elevations

All new development and modifications or renovations to existing buildings should include varying building heights along all elevations wherever possible. Developments with varying building heights can be achieved through the inclusion of actual usable space or parapets that create a visual break in the structures roof line. Varying building heights when combined with varying wall planes will also allow for designs that integrate appropriate massing and provide a framework for open spaces.

6.2.2 Include appropriate fenestration and varying wall planes of the building façade that support the architectural theme

Appropriate fenestration and varying wall planes shall be included on all new development. Attention should be given to the relationship between the proposed architectural theme, the amount of fenestration, and the extent that wall planes will vary in order to provide a superior development with enhanced visual appeal.

6.2.3 Incorporate open space such as outdoor seating or landscaping in order to blend interior and exterior spaces

The inclusion of appropriate massing, fenestration, and varying wall planes to building designs shall facilitate spaces that incorporate indoor and outdoor elements. Outdoor open space should be incorporated into interior spaces wherever possible and provide a unified area where users can utilize the natural amenities or the comfort of the interior spaces.

These types of shared spaces should also be designed to be partitioned off due to the harsh summer and winter temperature swings typical of the local climate.

6.3 OBJECTIVE: Assemble building frontages to form pedestrian corridors and frame public spaces

Building placement is a valuable tool in creating vibrant pedestrian corridors and public spaces. Utilizing building frontages to form these areas creates a framework for a pedestrian oriented environment that is inviting to patrons and develops connections between multiple uses that increase the opportunities for non-motorized trips. Providing pedestrian corridors and public spaces through the built environment will allow the Specific Plan to move towards its sustainability goals of reducing automobile dependency, enhancing walkabilty, and promoting social interaction.

POLICIES - OBJECTIVE #3:

6.3.1 Institute build-to or max setback lines along pedestrian corridors and street frontages

Buildings located along designated pathways or mall corridors shall incorporate minimum build to lines or maximum setbacks along these non-vehicular corridors. Development in these locations shall also provide access points along these corridors and should be designed to accommodate pedestrians and promote social interaction.

6.3.2 Cluster buildings to create active outdoor public spaces

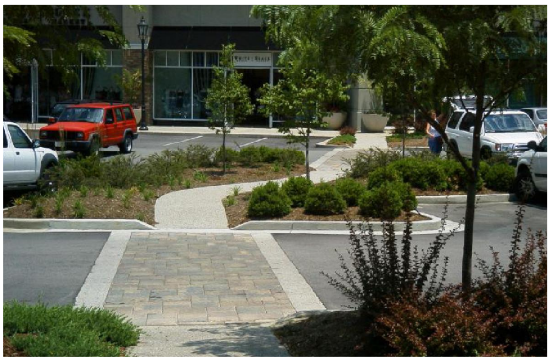
When located along pathways or the mall corridor, new development shall consider building placement and its relation to existing structures in order to provide clusters of buildings in close proximity to each other. Multiple developments in close proximity to each other at these locations should, through their design; promote non-vehicular travel, social interactions, and the creation of a sense of place.

6.3.3 Projects should be designed to integrate with adjacent properties

All new development shall be designed to integrate with adjacent properties whenever possible. Integrating with adjacent properties may include elements such as shared parking, open space, access, as well as common space for pedestrians or customers. Utilizing shared exterior amenities should be included whenever possible.

6.4 OBJECTIVE:
Ensure logical and progressive development through quality site design planning practices

Quality site design and progressive planning practices will enable the Specific Plan area to develop in a pattern that provides logical and efficient connections. Site design review at all stages of the development process will ensure pedestrian and non-vehicular corridors safely interact with each other while maintaining separations that allow for a pedestrian oriented environment along designated pathways. Ambiguous boundaries between public and private outdoor gathering spaces will provide new developments with design opportunities that take advantage of non-vehicular networks and integrate spaces that promote human scaled interaction.



POLICIES - OBJECTIVE #4:

6.4.1 Site design should be pedestrian oriented and minimize pedestrian and vehicle conflicts

Development should focus on pedestrian access and provide a safe means for both vehicular and non-multiple users vehice users and non-vehicular users to utilize the site. Pedestrian access and common areas should be separated from motorized vehicles through a combination of appropriate distance and landscape and/or building barriers that minimize potential conflicts or safety concerns.

6.4.2 Buildings should be sited close to and oriented toward the pathways and mall corridors

Buildings that are located along designated pathways or mall corridors shall incorporate minimum build to lines or maximum setbacks along these non-vehicular corridors. Buildings placed along these areas should also provide maximum accessibility for pedestrians and patrons, minimizing unusable space or space for motorized traffic. Buildings not located along pathways or mall corridors should also be oriented towards street frontages, with parking located in the rear of the site whenever possible and fitting within the existing context of the surrounding built environment.

6.4.3 Focal points such as fountains, public art works and plazas should be integrated into site design to establish a sense of place

Required open areas and common spaces should include elements such as fountains, public art works and enhanced landscaping that create a

sense of place. The developments that do not require open space should also consider integrating outdoor elements as noted that promote social interaction and outdoor activity. These spaces, when provided in commercial developments on private property, are also eligible to combine with public pathways and corridors in order to form a cohesive area.

6.5 OBJECTIVE:

Parking facilities should be conveniently located and designed to be attractive, compatible additions that provide a pedestrian friendly environment

Although sustainability principles promote pedestrian oriented development where parking does not dominate the site, parking facilities for automobiles remain a staple of transportation for many patrons of the area and their design remains an integral part of the site design process. Parking facilities that are integrated into new development while accounting for the non-vehicular or non-motorized users that cross paths or share the facilities provide a foundation for logical site design accessible by multiple forms of transportation with little or no safety concerns.

POLICIES - OBJECTIVE #5:

6.5.1 Parking areas should be located behind buildings where possible

Parking facilities on sites that abut mall corridors or pathways shall be located away from these pedestrian oriented areas, and accessed through limited driveways and/or alleys. Parking areas for other sites should be located behind buildings, away from street frontages and accessed from alleys whenever possible; however, existing conditions and/or access should also be accounted for in parking area location and may result in facilities located along street frontages.

6.5.2 Reciprocal access and shared driveways should be utilized whenever possible

Reciprocal access and shared driveways should be utilized whenever possible in order to enhance off-street access and reduce potential vehicular and pedestrian conflicts. Reciprocal access and driveway sharing should also be provided for abutting parcels where construction has not yet occurred in order to promote connectivity in the future.

6.5.3 Parking lots should be landscaped mainly with shade trees

Parking facilities shall abide by the design standards in Article 21 of Title 16 of the Victorville Municipal Code, including all requirements for trees

and landscaping. Where parking areas abut pedestrian common areas or gathering spaces, landscape barriers or building elements shall be installed to separate the two uses in an aesthetically appropriate manner.

6.5.4 Parcels abutting existing pedestrian "Mall" corridors and pathways should be developed to take advantage of these amenities

Developments abutting pathways and mall corridors should be designed to take advantage of these areas and provide access to pedestrians using them. Designs of these developments shall be unique and oriented towards the pathway and mall corridors in order to increase pedestrian activity and social interaction.

6.6 DESIGN REVIEW PROCESS

To ensure that the built environment reflects the quality design expected in the Civic Center, each development proposal and site and/or façade improvement will undergo design review to ensure consistency with the Specific Plan and the City wide design guidelines. The design standards included within this document are meant to complement the City approved design guidelines. Where a particular design element is not addressed within this document the City adopted design guidelines shall take precedence. Additionally, where a conflict exists, the guidelines with the superior design standard shall prevail subject to the review and approval of the Zoning Administrator.

6.7 MULTI-FAMILY RESIDENTIAL GUIDELINES

Multi-family developments are higher density developments such as apartments, townhomes or condominiums. These types of developments are typically comprised of attached units with common facilities such as parking, recreational areas and open space.

- Design goals - Multi-family residential development appears in a variety of forms throughout the City of Victorville. Multi-family developments, if not properly designed, can dominate their surroundings, increase neighborhood parking and circulation problems, as well as decrease common and private open space. These guidelines present common goals that encourage the highest level of design quality while allowing maximum flexibility in the design of multi-family residential development that will:
  - Create livable neighborhoods and residential areas, as well as safe and attractive streets by encouraging high-quality architecture, landscape, design and open space; and
  - Emphasize design compatibility within existing neighborhoods, both in site planning and architectural design;.

- Design objectives - The design of multi-family residential development projects shall:
  - Respect the scale, proportion and character of the surrounding area;
  - Provide pedestrian-friendly design solutions to adverse traffic patterns;
- Establish attractive, inviting, imaginative and functional site design;
- Provide adequate open space, parking and privacy;
- Create visual interest and variety;
- Maintain a sense of harmony and proportion along street frontages and other portions of the project exposed to public view;

TABLE 7.1
MIXED-USE / RESIDENTIAL DEVELOPMENT STANDARDS

Residential /Mixed Zoning Districts	CVM CIVIC MIXED	CC-R CIVIC COMMONS
Site Requirements		
Maximum FAR	4.0	2.0
Minimum Net Lot Area	1 Acre	10,000 Sq. Ft.
Maximum Dwelling Unit Density (Per Gross Acre)	Up to 30.0	Up to 30.0
Off-street Parking	Off-street Parking standards shall be provided pursuant to the Article 21 of Title 16 of the Victorville Municipal Code, unless expressly modified by this Specific Plan	
Minimum Landscaping	Landscaping shall be provided pursuant to Article 24 of Title 16 of the Victorville Municipal Code, unless expressly modified by the Specific Plan	
Minimum Site Dimensions (in FT)[1]		
Minimum Lot Width Interior Corner/Reverse Cul-de-sac (at front set-back)	200	 70 75 70
Minimum Lot Depth	200	100
Minimum Usable Area	Every building site shall have a usable area equal to the minimum lot width and depth	
Building Requirements (in FT)[2]		
Front Yard Setback	10	15
Side Yard Setback Street Side	10	10
Interior Side	None	5
Rear Yard Setback	None	15
From Alley or Street	10	
Maximum Building Height	95	35
Wall and Fence Standards (Subject to Section 7.7.1.7)		
Max. Fence/Wall Height(in FT) Front and Street Side Yard	4(3)	4(3)
Rear and Side Yards	6(3)	6(3)

MIXED-USE / RESIDENTIAL DEVELOPMENT STANDARDS - CONTINUED		
Residential /Mixed Zoning Districts	CVM CIVIC MIXED	CC-R CIVIC COMMONS
Open Space Requirements		
Minimum Recreational Living Space: Per Dwelling Unit (in Sq. Ft.) Private (Ground Floor Units)	150[4]	150[4]
Private (Units Above Ground Floor)	75[4]	75[4]
Common	200[5,6]	200[5]
Total	350	350
Accessory Structure Requirements [6](requires Site Plan Mod and arch design footnote)		
Maximum Height (in Ft.)	N/A	25
Rear & Side Yard Setbacks Structures that do not require a building permit		None, provided the roof system does not extend beyond the property line
Structures that require a building permit (in Ft.)		5
Maximum size of structure		400 Sq. Ft. in floor area or 40% of the Sq. Ft. of the main building it serves; whichever is greater. The sum of all accessory structures shall not exceed 20% of rear yard or common recreational space areas

Notes:

(1) Projects comprised of multiple parcels functioning as a single development or complex shall include minimum site requirements and dimensions as calculated by the dimensions of the overall development or complex.

(2) Non-structural elements such as unenclosed parking, landscaping and landscape features, common areas, unenclosed recreational areas, and non-vehicular pathways, as well as other allowances provided in this Specific Plan may encroach into setback areas.

(3) The Zoning Administrator or Planning Commission may approve a fence not to exceed eight feet in height based upon evidence of unique circumstances. The circumstances may include:
- (a) Documented safety and/or security problems which exceed those same problems incurred by other residential developments in the nearby vicinity; and/or
- (b) Location of the development adjacent to public property; and/or
- (c) Building or site designs that require additional fence height to separate residential uses from commercial uses or other common/public areas.

(4) All private recreational living space shall be provided within an outdoor or open air area.

(5) Common recreational open space areas may include outdoor spaces (e.g. sports/fitness facilities, picnic areas, grass areas, etc.) and indoor spaces (e.g. sports/fitness facilities, games rooms, media centers, etc.).

(6) Mixed-use developments can fulfill half of their common recreational space requirements within common commercial areas.

- Preserve and incorporate natural amenities unique to the site such as hillside views, topography, and mature trees; and
- Preserve and incorporate historically, culturally, or architecturally significant buildings into the project development proposal.

6.7.1 SITE DESIGN GUIDELINES

6.7.1.1 Grading. Grading should be minimized where possible to preserve the natural character of the land. When grading is unavoidable, incorporate the following guidelines:

- Follow the natural contours as much as possible.
- Slopes should be rounded and contoured to blend with the existing terrain.
- Emphasize and accentuate scenic vistas.
- Avoid large manufactured slopes in favor of several smaller slopes.
- Retain and incorporate significant natural vegetation into the project.
- When grading is unavoidable, minimize raising the grade significantly above the grade of adjacent properties, especially near interior property lines. When such grading is unavoidable, compensate by planning for reduced building heights within the raised grades.
- Implement slope-stabilizing landscaping and irrigation on manufactured slopes.

6.7.1.2 Compatibility. New units should be built in scale with the existing neighborhood. Therefore, in addition to the minimum code requirements for yards, height, lot coverage and floor area; the predominant setback, yards, size and height of the existing neighborhood should be considered in determining the overall size and situation of the buildings.

- The arrangement of structures, circulation and open spaces should recognize the particular characteristics of the site.
- Project design should relate to the surrounding built environment in pattern, function, scale, character and materials.
- Infill structures and new projects should exceed the standards of quality, have been set by surrounding development.
- Structures that are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project proposal.
- Residential units should be buffered from incompatible development through increased setbacks, intensified landscaping, and appropriate building orientation.

6.7.1.3 Building Siting

- Building Orientation - Primary building entries should be designed to front onto either a street, interior pedestrian paths or common open space. Up to 25% of all units in multi-family complexes may have building entries that do not front onto streets or common open space. All entries and common open spaces should have a direct connection to a street via a connecting walkway. Street frontages consisting of garages, carports and parking lots are prohibited unless approved by the Planning Commission.
- Garage Placement - Developments shall be designed to minimize the visual impact of garages along streets. Garages should not comprise more than

33% of a building's street frontage. If approved by the Planning Commission, the following standards should be utilized when street fronting garages are proposed:

- Place garages behind buildings (with access from driveways or alleys);
- Recessed garages that face or side the street behind the primary façade of buildings with a setback of at least one foot (1') from the primary façade for every two feet (2') of garage width.

- Setbacks - The structures shall be set back from the front property line either the distance required by this plan or the average of existing setbacks on the street, whichever is greater.

6.7.1.4 Driveways and Guest Parking Areas

- Main driveways shall incorporate no more than one lane in each direction, separated by a four foot wide, interior width, curbed, planted divider within the required street setback area.
- Guest parking facilities may be located directly off the main driveway, outside the required street setback area, provided they are screened from view from the street by a 42-inch high wall.
- Main driveways shall be enhanced by an entry feature consistent with the architectural style of the buildings, consisting of a pergola, fountain, rotunda or similar feature.
- All driveways shall incorporate an enhanced paving strip consisting of unit pavers or textured/scored concrete at the entrance and at 100 foot-intervals thereafter, of at least 10 feet in width.

6.7.1.5 Open Space and Landscaping

- Common Open Space - Common open space areas include shared gardens, plazas, water elements, courtyards, recreation facilities, or equivalent landscaped areas. The following open space guidelines shall be followed:

• Connecting Walkways - An interconnected path system should be provided and should be integrated with the public sidewalk, where available. The path system should serve the guest parking areas. Entry points to the path system shall have special paving or scored concrete.

• Location and Surrounding - Common open space should be designed to integrate buildings and other structures. At least seventy-five percent (75%) of common open spaces shall be bounded by building walls with windows, by architectural elements such as low walls or trellises, by landscape features such as hedges or rows of trees, or by some combination of these elements. Required open space should be conveniently located near the majority of units.

- Size - Common open space areas shall be a minimum of 1,000 square feet, while providing amenities and identity through appropriate design.
- Landscaping and Features - Landscaping and open space must be designed as an integral part of project design, enhance the building design, enhance public views, and provide buffers where needed. Every

site shall contain at least one 24-inch box size tree for each dwelling unit.

- Common Recreational Facilities - The minimum number of recreational facilities for a development is based on the amount of residential units within a complex and is listed in the following table:

Number of Residential Units*	4-24	25-50	51-75	76-99	100-200
Required Number of Recreational Facilities	1	2	3	4	5

* For each 100 units above the first 200 units, 4 additional recreational facilities should be provided.

Developments shall select from the following recreational facilities, subject to Planning Commission review and approval:

- Large open lawn with one of the dimensions no less than 100 feet;
- Pool and spa;
- Multiple tot lots with various play equipment, conveniently located throughout the site;
- Community multi-purpose room equipped with indoor or outdoor kitchen, with attached patio area;
- Court facilities (i.e. tennis, volleyball, basketball, etc.);
- Barbecue facility equipped with grill, picnic benches, etc.

- Private Open Space - All private open space shall be fenced or walled for the private use of the occupants of the unit it is intended to serve. Ground-level private open space shall be located adjacent to the dwelling unit. Aboveground private open space (i.e. decks and balconies) should be set back at least 10 feet from interior property lines.

6.7.1.6 Utilities. Transformers, post-indicator valves, backflow-preventers and similar apparatus shall either be undergrounded or located in inconspicuous areas, and screened with landscaping.

6.7.1.7 Walls and Fences. Fences and walls shall be designed as an integral part of the whole project.

- Materials - Fences and walls shall use materials and design elements that make it consistent with the design of the whole project. Fences and walls in public view should be built with attractive, durable materials including, but not limited to, wrought iron with pilasters, textured concrete block, or formed concrete with reveals. Chain link fencing, corrugated metal or fiberglass fencing and “tennis windscreens” are prohibited. All fences and walls should have a distinctive cap of different width, material or texture.

- Height - Fences and walls should not exceed a height of six feet (6') without being made of textured concrete block, textured interlocking blocks, formed concrete with reveals, or similar materials.

- Special Design Considerations - Short fences, walls, hedges and gates are encouraged along sidewalks to contribute to an attractive streetscape. Decorative gates are encouraged near the sidewalk. To maintain some visual connection between entries and a street or walkway, walls and fences should be accompanied by a gate. Gates should be accompanied by pilasters or other special architectural or landscape treatment.

- Fence and Wall Styles - While site plans should avoid placing tall walls and fences along local streets and collectors, sometimes it is unavoidable. Treatments should be used to avoid long and monotonous street fronts. Appropriate designs include:
  - A solid wall with pilasters;
  - A short wall with fencing and pilasters;
  - Wrought fencing with pilasters, staggered walls (i.e. change-in-plane);
  - Gated openings, and planters integrated with walls;
  - Exterior security fencing should be considered in the initial design stage to avoid the need for future modifications to the plan.

6.7.1.8 Refuse Enclosures and Equipment. Refuse Enclosures should be designed to be integrated into the whole project and conveniently accessed by residents. Refuse containers and equipment should be easily accessed by service vehicles and located within a screened enclosure. Facilities shall reflect the architectural style of adjacent buildings in the design of enclosures, and use similar, high quality materials. Landscaping or trellises are encouraged where screened enclosures are visible from a street or connecting walkway and shall be permanently maintained.

6.7.1.9 Drainage. Using various control techniques to limit off-site drainage helps to create a healthier watershed. There are many ways to capture water on-site and divert water underground. Residential development should integrate water runoff best management practices into the site design.

6.7.2 ARCHITECTURAL DESIGN GUIDELINES

6.7.2.1 Architectural Style. The architecture chosen should reflect a style that characterizes or complements the predominant neighborhood design. The architectural style should be consistent across all units, however, variation in color schemes and design details should be evident. Some commonly found styles in Victorville are described below, along with their defining elements.

- Craftsman - Heavy exposed beams and porch columns; full-width front porch-

es; use of natural materials such as stone and brick for base treatments; low-pitched roofs with wide eve overhangs; wood or stucco siding; darker earth tone exterior colors; double- or single-hung windows.

- Mediterranean - Low-pitch, tile or flat roofs with parapet; arched windows and entries, sometimes recessed; trowel stucco finish; cream or light earth tone color; front porches accented with decorative columns or pilasters; if two-story, upper windows smaller and less ornate than lower windows.

- Spanish - Low-pitch red tile roof, usually with little or no eave overhang; typically with one or more prominent arches placed above door or principal window, or beneath porch roof; wall surface usually stucco; façade normally asymmetrical.

- Pueblo Revival - Flat roof with a parapet wall above; wall and roof parapet with irregular, rounded edges; projecting wooden roof beams extending through walls; stucco wall surface, usually earth-colored.

- International - Multi level flat roof, windows (usually metal casements) set flush with outer wall, some floor to ceiling windows; smooth, unornamented wall surfaces with no decorative detailing at doors or windows; façade asymmetrical.

- Ranch - Low-pitched, hipped roof with wood or wood-look shingles and wide eves; wide windows; variety of siding with base treatment, including stucco, lap, board-and-baton, brick or stone cladding.

6.7.2.2 Scale and Massing. At a minimum, the following guidelines should be implemented. Exceptions to these requirements are permissible, if the architectural style dictates otherwise:

- Attached units should incorporate elements of this plan, which provide distinction to individual units or small groups of units, such as wall breaks, projections, individual roof treatments, porches and decks.
- The front wall mass of each unit should be broken up into two or three planes, with a break depth of at least two (2) feet. No required plane should be less than 25 percent of the length of the front wall.
- Units adjacent to property lines should incorporate a third floor setback of at least 10 feet from lower-story walls facing the property line. Units adjacent to pedestrian paths and common open spaces should incorporate a third floor setback of at least 5 feet from the wall facing the path or common open space.
- All front, rear and interior facing wall planes should be proportionately fenestrated, including garage, sidewalls and dormers.
- Use variation in the building footprints, facades, and roof forms.
- Use a variety of shapes and forms including architectural projections such as

roof overhangs bay windows, entry elements such as porches, stoops, balconies, trellises, and cantilevers that create shadows on the building.

- Use contrasting vertical and horizontal elements that help break the visual mass of facades into small areas.
- When appropriate to the architectural style of the building, a minimum of a 12-inch roof overhang should be provided.
- For multi-family buildings, higher tower elements or similar features are encouraged at focal points, such as plazas, major entrances, street intersections, or where walkways meet streets.
- Buildings constructed on corner lots should incorporate a well-defined architectural focal element addressing the corner. The corner element should complement existing design elements on other buildings adjacent to the intersection, in size, scale and composition, and should be proportionate in size to the street intersection it addresses.

6.7.2.3 Garage Design. Garage and carport structures should exhibit designs, which are compatible, supportive, and fully integrated into the overall architectural theme. Garage design should be implemented through the following provisions:

• Fenestrated indoor living space or balcony space should be built over the garage;
• Strong shadow lines should be created around the garage face by recessing the door one foot behind the adjacent wall plane;
• For multiple car garages, no garage door should exceed nine feet (9') in width and intervening posts should be at least one foot in width;
• Long structures present difficulties in keeping proportions appropriate with the design intent with the main structures, and therefore, the garage/carport should be limited to 8-12 cars;

- Integrate substantial design elements (i.e. columns, beams, roof design) into carport structures to convey a more permanent concept. Prefabricated metal carports are prohibited.

6.7.2.4 Entries and Windows

- Entries - Main entries should be given prominent treatment, by incorporating the following elements:
  - Front entries should be clearly identified using porches, stoops or canopied outdoor areas;
  - Front door surround treatment, including a cover for weather protection, utilizing decorative trim appropriate to the style, a recess, or sidelights;
  - A decoratively-paved walkway leading to the sidewalk;
  - A decorative, shaded porch light appropriate to the architectural style.

- Windows -The following window guidelines should be followed:
  - Windows should either be inset or framed to create a more substantial appearance. All windows should have trim or other treatments consistent

with the style or architecture of the building.

- Windows should be arranged to avoid direct views into the windows of neighboring units.
- Windows should be designed to open vertically or swinging. Horizontal sliding windows should be avoided.
- Windows should not be placed in the path of vehicle headlights.
- Interior window coverings should be included on all bedroom and bathroom windows, as well as those windows, which are within the view of a public right-of-way. Acceptable types of window coverings include drapes, blinds, and shades. Window coverings should match throughout the development.

6.7.2.5 Architectural Trim and Finish Materials. The following elements are common to all multi-family development and should be incorporated into the design of the house/unit, unless the style dictates otherwise:

- A base treatment (wainscot) shall be in proportion to the scale of the building, at least four feet in height and incorporate at least a one-inch projection from the wall surface above. The base treatment should be of a darker color and/or material than the wall surface above, as appropriate to the style, and should incorporate a cap course or capping element.
- Gable/attic/chimney vents should incorporate an integrated, decorative design appropriate to the style.
- Chimneys should be sided with natural stone, masonry or stucco, as is visually appropriate to their function.
- Pitched roofs should be tiled as appropriate to the architectural style of the house.
- Rain gutters and downspouts should be inconspicuously located (not visible from the public right-of-way), and painted to match the building color.
- Architectural details and trim, including siding, should be carried onto all sides of the dwelling. Rear units should not be afforded significantly less architectural detail than front units.
- The wall and trim colors should be appropriate to the architectural style of the units, as described above.
- All finish materials should be of high quality. Faux materials are not encouraged, but are permissible if a high quality imitation is selected, especially if using faux stone or brick.
- In all cases, outside corner material changes are not permitted. Additionally, foam may not be used for trim or details except on upper stories.

6.7.2.6 Additions and Accessory Buildings. Additions should be constructed as an integral part of the structure to which they are attached. Detached garages and/or carports for all multi-family development should reflect the architectural style of the primary building to which they relate by incorporating the following guidelines:

- The existing siding should be carried onto the addition or building.
- The windows should be of the same style as the main house, including opening mechanisms and trim.
- The existing roofline should be carried onto the addition. Shed-roof additions are not permitted, unless integral to the style of the dwelling. For detached structures, the roof style should be the same as that of the main building.
- Overall proportion should be maintained.
- Integrate substantial design elements (i.e. columns, beams, roof design) into carport structures to convey a more permanent concept.
- Prefabricated metal carports are not permitted.

6.7.2.7 Exterior Lighting. Lighting should be provided by a combination of porch lights, bollards and/or a ground-level decorative landscape and path lighting system. Proportionately sized light standards are acceptable for large area lighting in larger projects. Where flood lighting is deemed essential, lighting should be provided by shaded fixtures, which are complementary to the architectural style of the units (typical shoebox light fixtures are prohibited). “Wal-pac” style, high intensity security lights produce unnecessary light pollution in the form of glare and are not acceptable. Additionally, only light sources which emit a narrow spectrum light shall be utilized to avoid light pollution.

6.8 CIVIC MIXED GUIDELINES

Mixed-use projects combine commercial, office, and/or residential uses into one single development. The uses can be combined in multiple ways, such as each use located on a separate floor or wing of a building or each use in separate buildings on the site. Both types of mixed use development are encouraged. Mixed-use projects can create unique design issues, such as the need to balance the requirements of residential uses with the needs of commercial uses. When designing mixed-use developments, it is important that commercial and office uses are sensitive to the residential uses of the project, and comply with the intent of each districts residential guidelines and commercial guidelines.

• Where possible, provide clearly marked and separated driveways and parking areas for each proposed use.
• Mixed-use projects should only use a minimal amount of commercial signage, and only place signs where they are most appropriate.
• The entire mixed-use development should have a consistent architectural style and use of materials.

- Commercial uses should attempt to shield parking lot and security lighting from impacting the surrounding residential uses.
- A residential development in a mixed-use project can be benefited by the addition of a private open space, which is only accessed by the residents.
- Security gates and fencing should be used for the residential access into a mixed-use development.

- When multiple uses are proposed in the same building, they should have separate and convenient entrances for each use.
- Mixed-uses, when located on the same site and in separate buildings, shall provide landscaped pedestrian walkways or multi-use paths, promenades, squares, amphitheaters to connect the mixed-uses, structures, and open spaces.
- Loading and service areas for commercial uses shall not be located within residential parking areas and shall not block access ways for the residential areas.
- Loading areas and trash and recycling enclosures for commercial uses shall be located away from residential units.
- Special consideration should be given to the location and screening of noise-generating equipment, such as refrigeration units and air conditioning and exhaust fans. Noise-reducing screens and insulation may be required if any equipment has the potential to create a negative impact on residential uses.
- For new construction, required ground floor retail space shall be provided to an average depth of 50 feet from the front façade and shall include an average 14'-0" floor-to-ceiling height or as approved by the Planning Commission. This standard does not apply to the adaptive reuse of existing buildings.

The Planning Commission may grant residential uses on the ground floor in a project subject to the findings below if the residential frontage of the project does not exceed 25% of the linear frontage of the total linear street frontage of the project site. For example, if a property has a 200 foot frontage, no more than 50 feet may be used on ground floor residential uses. This requirement applies to each face of the project that fronts a street.

- The project is a mixed use project with both commercial and residential components.
- The project provides an additional public benefit or amenity, such as but not limited to a public pathway, public courtyard, etc.

TABE 7.2
PROFESSIONAL/COMMERCIAL DEVELOPMENT STANDARDS

Commercial Zoning Districts	CBC CIVIC BUSINESS CENTER	OC OFFICE CAMPUS	AP AUTO PARK	CC-1 COMMUNITY COMMERCIAL	CC-2 CIVIC COMMERCIAL
Site Requirements[1]					
Maximum FAR	2.0	3.0	.7	.5	.75
Minimum Net Lot Area	10,000 sq ft	1 Acre	20,000 sq ft	10,000 sq ft	15,000 sq ft
Off-street Parking	Off-street Parking standards shall be provided pursuant to the Article 21 of Title 16 of the Victorville Municipal Code, unless expressly modified by this Specific Plan				
Minimum Landscaping	Landscaping shall be provided pursuant to Article 24 of Title 16 of the Victorville Municipal Code, unless expressly modified by the Specific Plan				
Minimum Site Dimensions (in FT)[1]					
Minimum Lot Width	75	100	100	75	75
Minimum Lot Depth	N/A	N/A	N/A	N/A	N/A
Building Requirements (in FT)[2]					
Front Yard Setback	10	10	10	10	10
Minimum Front Yard Build To Line (if abutting paseo)	20	N/A		20	N/A
Side and Rear Yard Setback					
Street side	10	10	10	10	10
Street side abutting paseo	None	N/A		None	N/A
Interior side and rear	None	None	None	None	None
From Alley or Street	10	10	10	10	10
Mall Corridor	None	N/A			
Minimum Mall Corridor Build To Line	10	N/A			
Setback from Residential District	N/A			30[3]	N/A
Maximum Building Height	120[4]	95[4]	95[4]	45[4]	95[4]
Wall and Fence Standards (Subject to Section 16-3.10.030 VMC					
Max. Fence/Wall Height(in FT)					
Front and Street Side Yard	4				
Rear and Side Yards	8				
Yards abutting a paseo or the mall corridor	Walls and Fences Prohibited[5]				

Notes:
(1) Projects comprised of multiple parcels functioning as a single development or complex shall include minimum site requirements and dimensions as calculated by the dimensions of the overall development or complex.
(2) Non-structural elements such as unenclosed parking, landscaping and landscape features, common areas, unenclosed recreational areas, and non-vehicular pathways, as well as other allowances provided in this Specific Plan may encroach into setback areas.

(3) The setback shall be provided along any rear or side lot line that abuts a residential district (excluding the Civic Mixed District) not separated by a public right-of-way. The area within the required setback shall consist of a minimum fifteen-foot wide landscape strip planted with evergreen trees adjacent to the masonry wall required by this Title, unless in the opinion of the Zoning Administrator it is deemed unnecessary due to building and site design and/or site constraints.

(4) Unless otherwise approved by the Planning Commission.

(5) The Zoning Administrator or Planning Commission may approve a fence or wall abutting a pathway not to exceed four feet in height based upon evidence of unique circumstances. The circumstances may include:

(a) Documented safety and/or security problems which exceed those same problems incurred by other commercial/office developments in the nearby vicinity; and/or

(b) Location of the development adjacent to public property; and/or

(c) Building or site designs that require a fence or wall to separate commercial/office uses from common/

TABLE 7.3
GOVERNMENT DEVELOPMENT STANDARDS

Government Zoning Districts	GC GOVERNMENT CENTER	RR REGIONAL RESOURCE
Site Requirements[1]		
Maximum FAR	4.0	4.0
Minimum Net Lot Area	10,000 Sq Ft	10,000 Sq Ft
Off-street Parking	Off-street Parking standards shall be provided pursuant to the Article 21 of Title 16 of the Victorville Municipal Code, unless expressly modified by this Specific Plan	
Minimum Landscaping	Landscaping shall be provided pursuant to Article 24 of Title 16 of the Victorville Municipal Code, unless expressly modified by the Specific Plan	
Minimum Site Dimensions (in FT)[1]		
Minimum Lot Width	75	75
Minimum Lot Depth	100	100
Building Requirements (in FT)[2]		
Front Yard Setback	20	10
Side and Rear Yard Setback		
Street Side	10	10
Interior side and rear	None	None
From Alley or Street	10	10
Setback from residential District	30[3]	N/A
Maximum Building Height	40[4]	95[4]
Wall and Fence Standards (Subject to Section 16-3.10.030 VMC		
Max. Fence/Wall Height(in FT)		
Front and Street Side Yard	4[5]	
Rear and Side Yards	8	

public areas that are detrimental to essential business functions.

Notes:

(1) Projects comprised of multiple parcels functioning as a single development or complex shall include minimum site requirements and dimensions as calculated by the dimensions of the overall development or complex.

(2) Non-structural elements such as unenclosed parking, landscaping and landscape features, common areas, unenclosed recreational areas, and non-vehicular pathways, as well as other allowances provided in this Specific Plan

may encroach into setback areas.

(3) The setback shall be provided along any rear or side lot line that abuts a residential district (excluding the Civic Mixed District) not separated by a public right-of-way. The area within the required setback shall consist of a minimum fifteen-foot wide landscape strip planted with evergreen trees adjacent to the masonry wall required by this Title, unless in the opinion of the Zoning Administrator it is deemed unnecessary due to building and site design and/or site constraints.

(4) Unless otherwise approved by the Planning Commission.

(5) The Zoning Administrator or Planning Commission may approve a fence not to exceed eight feet in height based upon evidence of unique circumstances. The circumstances may include:

(a) Documented safety and/or security problems which exceed those same problems incurred by other residential developments in the nearby vicinity; and/or

(b) Location of the development adjacent to public property; and/or

(c) Building or site designs that require additional fence or wall height to separate government uses from common/public areas that are detrimental to essential business functions.

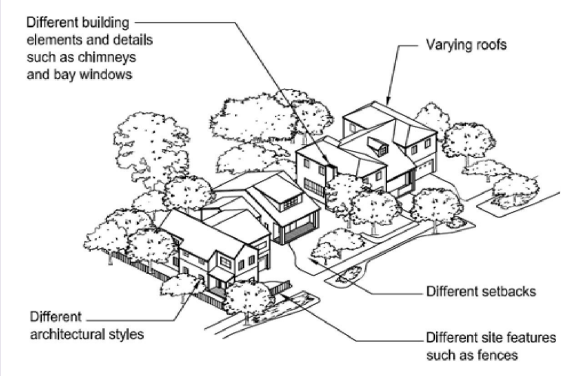
6.9 COMMERCIAL GUIDELINES

6.9.1 SITE PLANNING AND DESIGN

Site planning refers to the arrangement of buildings and parking areas, the size and location of pedestrian spaces and landscaping, and how these features relate to one another. Site design addresses the scale and size of outdoor spaces, spaces between buildings and parking areas and the relationship of site elements that create a comfortable pedestrian environment.

6.9.1.1 Site Grading. Grading should be minimized, where possible, to preserve the natural character of the City. Where grading is unavoidable, consider the following guidelines:

- Follow the natural contours as much as possible.
- Round and contour slopes to blend with the existing terrain.
- Emphasize and accentuate scenic vistas.
- Avoid large manufactured slopes in favor of several smaller slopes.
- Retain and incorporate significant natural vegetation into the project.
- Grading should be performed in such manner as to optimize water retention.



6.9.1.2 Building Placement and Orientation. Location and orientation of buildings within the network of streets, pedestrian connections and open spaces on a site largely establishes the character of the development.

• Building orientation should be coordinated to establish positive relationships with adjacent streets and structures.

• Building orientation should allow for natural light and ventilation when feasible.

• Continuous blank building elements should not be placed adjacent to principal streets. Walls that run in the same direction for

more than 50 feet should incorporate significant offsets.

6.9.1.3 Buffers. Most land uses can be compatible when adjacent uses are taken into consideration in the site design process. The use of visual buffers in the form of setbacks, landscaping, walls, berms or a combination of some or all will assist in transitioning between land uses. Where commercial uses are adjacent to residential development, the placement of the buffers, buildings, and parking areas should be considered to minimize any negative impact to the surrounding residential development. Buffers shall be used to transition between commercial development and natural features.

6.9.1.4 Off-Site Connections. Each project is encouraged to have its own identity, yet any site development should be integrated with adjacent compatible uses to provide functional and aesthetically designed vehicular and pedestrian circulation. Where complementary land uses are close (e.g. residential & employment) and conditions make it feasible, vehicular connections and pedestrian paths to neighborhood-serving retail are encouraged. Pedestrian paths should be well lighted and have entries or windows facing them. For additional security, they may be gated at certain hours and designed to accommodate emergency vehicles (while prohibiting other motorized vehicles).

6.9.1.5 Parking and Circulation. This Section is intended to ensure that parking lot designs are attractive and functional, while at the same time meet parking regulations. Adequate parking is necessary for a successful project; however, such facilities do not need to be provided in a single large field of parking. Parking lots should be located out of sight from the public right-of-way and should be clearly identifiable with directional signs located at the street edge.

- Site plans should balance the need to provide adequate vehicular access, with the need to eliminate unnecessary driveway entrances and provide reciprocal access points which are coordinated with other properties.
- Parking access points from public streets should be located as far as possible from street intersections so that adequate stacking room is provided.
- Dead end drive aisles and intersections should be minimized.
- The site area adjacent to the street should not be dominated with parking. Parking should be concentrated in areas behind buildings at the front of the property and away from the street when possible. Special consideration shall be given to projects that front the pathway system.
- Reciprocal access should be provided so that vehicles are not required to enter the street in order to move from one area to another on the same site.
- Parking lots on corner sites should not be placed adjacent to the street edge.
- Screening at the periphery of all parking lots should be provided, via landscaping or other approved means.

- Structures and on-site circulation should be designed to minimize pedestrian/vehicle conflicts where possible.
- Parking lots should provide areas for motorcycle parking.
- Drive-through restaurants should have a drive-through lane that measures a minimum of 144 feet in length from entry to pick-up window, accommodating 6 vehicles. The lane should not enter from the street or be located adjacent to an entry drive. The lane should have a minimum width of 11 feet on straight sections and 12 feet on curved section. Drive-through lanes should be screened through building orientation, landscaping, low screen walls or a trellis feature and be located away from the street.
- Large parking areas on sites with five (5) acres or more should be designed with a clear hierarchy of circulation: major access drives with no parking, and parking aisles for direct access to parking spaces.
- Provide connectivity for bicyclist and bicycle racks for all sites.

6.9.1.6 Project Entry Design. Walls, signage, enhanced paving, and planting should be incorporated into a well-designed entry into the project site to visually link the site entry to the buildings. Parking lots with more than 100 stalls should incorporate the following entry elements:

- A minimum 7-foot wide landscaped center median from the public street to the first bisecting parking aisle.
- A minimum a 5-foot wide sidewalk on at least one side of the drive aisle should be provided to connect the street to the front cross aisle.
- Two 10-foot landscaped parkways flanking both sides of the entry drive.
- Enhanced paving treatments, refer to Section 6.9.1.12.
- The entry drive aisle should have a sufficient depth in excess of 20 feet exclusive of parking spaces and bisecting parking aisles to allow for stacking as vehicles leave the site and to eliminate interferences as vehicles enter the site.
- One way drive aisles shall measure a minimum of 20 feet.

6.9.1.7 Pedestrian Access. The following pedestrian guidelines shall be adhered to:

• Parking areas should be designed so that cars and pedestrians are separated. The need for pedestrians to cross parking aisles should be minimized. Landscape islands and pedestrian walkways should be used to connect parking and building entries.
• Where connecting walkways pass through parking lots, they should be at least five (5) feet wide (excluding car overhangs) and should be accompanied by a landscape buffer.
• Pedestrian access should be provided and clearly defined between transit/bus stops and building entrances.
• Where possible, connecting walkways should follow an alignment that connects building entries and should be at least eight (8) feet

wide in these locations.

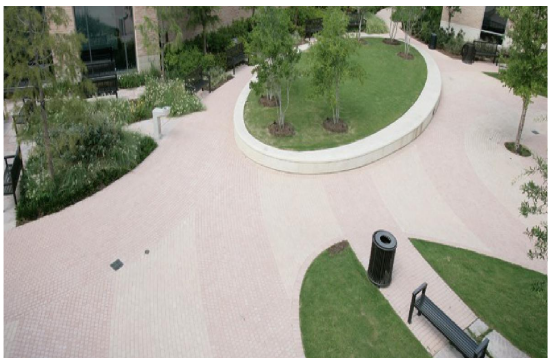
- Walkways should consist of special pavers or scored concrete with modules that should not exceed three (3) feet in width.
- The on-site pedestrian circulation system should be directly connected to public sidewalks.

6.9.1.8 Plazas, Courtyards, Outdoor Patios and Arcades.

Outdoor spaces should have clear, recognizable edges that reflect careful planning and are not simply "left over" areas between structures. Features used within a plaza shall be consistent with the architectural style of the project. Plazas are encouraged where high-levels of pedestrian-activity are expected, such as adjacent to major entrances and food services like delis, restaurants and bakeries. Building entries and windows should boarder onto plazas to enhance activity and security. Public art is encouraged as an on-site amenity for large-scale commercial and mixed-use projects. The following guidelines shall be adhered to:

- Well designed public spaces should provide opportunities for activities that create an interactive space, build a sense of community, and create opportunities for events, entertainment and gatherings.
- Plazas should provide articulated edges (buildings, benches, landscaping, etc.) to define the plaza and create a comfortable space.
- Planter areas shall incorporate wide edges and raised planter beds that provide additional seating areas were possible.
- Landscaping that is attractive, highly functional and incorporates canopy trees shall be utilized to create shade for pedestrians.

6.9.1.9 Loading and Delivery



- Loading and delivery areas shall be located in the rear of a site as opposed to the front where it is difficult to adequately screen them from view.
- Loading docks, overhead doors and storage areas should not face streets and freeways, and preferably be located behind or to the side of buildings. Where oblique views of these features are possible from streets, freeways, connecting walkways or residences, the features should be screened through the use of walls, trellises, tall landscaping, or equivalent features. Loading docks and storage areas should not conflict with connecting walkways.
- Loading and delivery areas shall not be located in required setbacks.
- When residential properties are located directly adjacent to commercial properties, loading and delivery facilities should be located at the side of the building away from the residences or screened with mature vegetation and decorative block walls.
- Overhead doors for auto-service uses should not front onto streets unless

architecturally compatible. Avoid facing auto-service bays, loading areas, and blank walls toward the street; orient these features to the side or rear while presenting windows, entries and landscaping to the street. Trees or other landscaping should be used to further screen these features when viewed from the street.

6.9.1.10 Cart Return. Cart returns shall be incorporated into projects wherever shopping carts will be provided on-site. The following guidelines shall be adhered to:

- Cart return facilities shall be consistent with the design of the project and building architecture. Similar or matching materials shall be used on the return as the buildings.
- Cart return areas adjacent to the building shall be integrally designed as a part of the building.
- Cart returns shall be distributed evenly throughout the parking area to encourage usage by the customer.

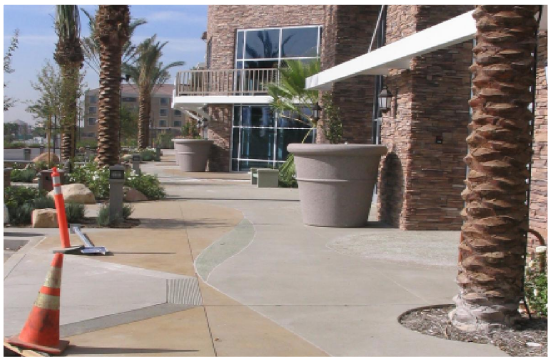
6.9.1.11 Sidewalk Cafes. A sidewalk café is any group of tables and chairs, and its authorized decorative and accessory devices, situated and maintained upon the public sidewalk, mall or private space for use in connection with the consumption of food and beverage sold to the public from or in an adjoining indoor restaurant.

- Sidewalk café areas may be screened with semi-permanent decorative screens, walls, or planters. Screens can be made of wood, plastic, glass or metal and shall attach to the sidewalk with recessed anchors allowing for seasonal removal, leaving no tripping hazard in its absence.
- A sidewalk café may be located on the public sidewalk immediately adjacent to and abutting the indoor restaurant which operates the café, provided that the area in which the sidewalk café is located extends no further along the sidewalk's length than the actual sidewalk frontage of the operating indoor restaurant and all other applicable provisions of this section are fulfilled.

- An indoor restaurant may be permitted to operate only one sidewalk café and each sidewalk café shall be confined to a single location on the sidewalk.
- A sidewalk café may be permitted only where the sidewalk is wide enough to adequately accommodate both the usual pedestrian traffic in the area and the operation of the proposed café. There shall be a minimum 48" clear distance free of all obstructions, in order to allow adequate pedestrian movement.
- Any sidewalk café shall be established and operated so as to be consistent with ADA standards and criteria.
- No signage shall be allowed at any outdoor café except for the name of the establishment on an awning or umbrella valance excepting for a chalkboard daily special sign.
- The outdoor preparation of food and busing facilities are prohibited at side-

walk cafes. All exterior surfaces within the café shall be easily cleanable and shall be kept clean at all times by the business.

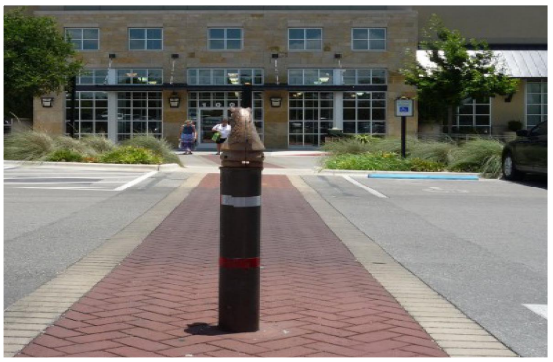
- Restrooms for the café shall be provided in the adjoining indoor restaurant and the café seating shall be counted in determining the restroom requirements of the indoor restaurant.
- Trash and refuse storage for the sidewalk café shall not be permitted within the outdoor dining area or on adjacent sidewalk areas and the permittee shall remove all trash and litter as it accumulates. The business shall be responsible for maintaining the outdoor dining area, including the sidewalk surface, furniture, and adjacent areas in a clean and safe condition.



- Hours of operation shall be identical to those of the indoor restaurant. All furniture used in the operation of an outdoor café shall be removed from the sidewalk and stored indoors whenever the indoor restaurant is closed.
- The City shall have the right to prohibit the operation of a sidewalk café at any time because of anticipated or actual problems or conflicts in the use of the sidewalk area. Such problems and conflicts may arise from, but are not limited to, scheduled festivals and similar events, parades, repairs to the street or sidewalk, or emergencies occurring in the area. To the extent possible, the permittee will be given prior written notice of any time period during which the operation of the sidewalk café will be prohibited by the City.

6.9.1.12 Paving Treatment

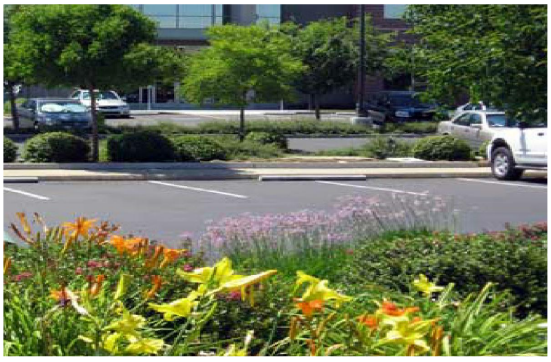
- Paved areas between privately owned properties and the street right-of-way should be paved with a different enhanced material than the sidewalk to accentuate entryways or other pedestrian ways.
- Plazas, courtyards, outdoor patios and arcades should have detailed and well-defined paving design. Materials should include brick pavers, tile, and scored, colored, and textured concrete. These spaces should be provided adjacent to building entries or facades, in plaza or seating areas, at intersections, mid-block between buildings, and adjacent to parks. Use permeable paving systems whenever possible.



- Durable, smooth and even surfaces should be used in well-traveled areas while other materials which are appropriate for minimal use should be used in less traveled areas.
- Patterns and colors should be installed in paving treatments using tile, brick or textured concrete in order to provide clear identification of pedestrian access points into buildings, parking features (i.e., handicap spaces, pedestrian loading, bus stops, etc.), entry drives, and at pedestrian crossings within the site.
- Colors shall not be painted on the surface of the enhanced paving. Colors shall permeate through the entire material used.

6.9.1.13 Parking Lot Area Planting. Landscaping within parking lots should be given special consideration. These guidelines should provide a parking lot design that creates a functional and attractive parking environment.

- Appropriate lighting and landscaping should be provided, including shade trees and lampposts style (Refer to lighting Section of these Guidelines).
- Areas not used for vehicle parking or maneuvering, or for the movement of pedestrians to and from vehicles should be used for landscaping and open space.
- Trees should be distributed throughout the parking lot so as to maximize the aesthetic effect and compatibility with adjoining uses.



- Urban runoff can be greatly reduced by diverting stormwater from impervious areas such as roofs and paths to landscape areas and infiltration basins where water can be used to recharge groundwater. The use of bio-swales represents an evolution in the conventional civil engineering solutions addressing stormwater runoff. While acting as a functional stormwater management system the bio-swales redesign traditional curbs and gutters to redirect stormwater into planter strips, rather than capturing runoff in pipes and diverting it to a remote location. These low impact techniques maximize efficiency by irrigating landscaping and filtering and reducing stormwater runoff.
- Permeable surfaces (see section 3.4.3);
- Planter islands and landscape fingers should have a minimum interior dimension of five(5) feet and should be located throughout the parking lot and the end of parking rows.
- Trees should be located throughout a parking lot and not merely at the ends of parking rows. Trees should be sized at 24-inch box or larger at the time of installation so as to provide shade to parked cars and add aesthetic appeal to the project.
- Where parking spaces or drive aisles abut an interior lot line, a landscaped planter strip should be installed.
- Trash enclosures and loading zones provided in the parking areas shall be screened with landscaping and decorative masonry walls.
- Trash enclosures should be separated from adjacent parking stalls by minimum 3-foot wide planters with low-growing plant materials to ensure adequate space is available for passengers to access a vehicle in an adjacent parking space.

6.10.2 ARCHITECTURAL DESIGN GUIDELINES

Building forms and facades influence cohesiveness, comfort, and aesthetic pride and at the same time can encourage shopping, increase a sense of security, and generate pedestrian activity. Where commercial buildings are neighbors to residential buildings or where infill buildings are being constructed, consideration of scale, detail and materials is very important. The following guidelines are intended

to provide a general framework for design, and do not mandate specific architectural styles, themes or details.

6.10.2.1 Continuity. Continuity among individual buildings in the area contributes to community identity, levels of pedestrian activity, and economic vitality.

- Subdivision of vacant commercial land and the development of 5 acres or more will require a site plan for the entire site, to ensure continuity in site layout, landscaping, and building design.
- Infill buildings that are much wider than the existing facades should be broken down into a series of appropriate proportioned structural bays or components.
- New development height should "transition" from the height of adjacent development to the maximum height of the proposed structure.
- Selected materials should complement adjacent buildings and their surroundings.
- Designs should take into account the physical scale of the area and adjacent buildings.

6.10.2.2 Massing. Mass is defined as a three-dimensional form such as a cube, box, cylinder, pyramid, and cone. The way the forms are sized directly relates to the way building elements are emphasized or de-emphasized. Voids, projections or open spaces in the forms can change their appearance and make the building more interesting and less imposing. The following massing guidelines should be followed:

- Variation in the wall planes (project and recess). Wall planes should not run in one continuous direction without a significant offset.
- Variation in wall height. The height of the building should appear to be divided into distinct massing elements.
- Roofs located at different levels. Multi-form roofs, gabled, and shed roof combinations should be used to create an interesting and varying roof form that will lessen the mass of the building and add visual appeal.
- Higher tower elements or similar features are encouraged at focal points, such as plazas, major entrances, and/or street intersections.
- Recessed or projecting entries and articulation in the store-front mass is encouraged.
- New development should express its own uniqueness of location, tenant, or structure, designed especially for the particular building site and not as a copy of a generic building type which might be used anywhere.
- The use of corporate prototype "chain" architecture that detracts from the unique character of the community is strongly discouraged. Corporate tenants should design their buildings to fit the scale and character of the community/ development.

- Varying setbacks on upper floors to accommodate balconies and other architectural treatments should be considered.
- Outdoor or covered play areas associated with fast-food restaurants shall be architecturally integrated with, and subordinate in size and height to, the principal structure.

6.10.2.3 Scale. Scale is the proportion of one object to another. "Human" or "intimate" scale incorporates building and landscape elements that are modest in size. "Monumental" scale incorporates large or grand building elements. The individual components of a building relate with each other and create the overall scale of a building.

- Building scale should be reduced through the proper use of window patterns, structural bays, roof overhangs, siding, awnings, molding, fixtures and other details.
- The scale and proportions that have historically been related to the selected architectural style should be utilized.
- Architectural storefronts with carefully arranged doors, windows, arches, trellises or awnings, rather than blank walls, should face onto pedestrian spaces and streets.
- Projections and recesses should be added to create texture and differentiation between buildings.
- Minor surface detailing shall not be substituted for distinctive building massing. Minor surface detailing includes score lines or changes in color, rather than a change or relief in the wall plane.

6.10.2.4 Roof Forms and Parapets

- Roof materials and colors should be consistent with the desired architecture.
- Long, unbroken, horizontal roof lines are discouraged.
- Deep roof overhangs are encouraged to create pedestrian arches, verandas, and passive solar benefits.
- Parapets should be used to screen roof mounted equipment and provide a contrast to other roof forms.
- Rooftop equipment on flat roofs should be screened and not visible from ground level. Buildings with flat or low-pitched roofs should incorporate parapets, pitched facades, or architectural elements designed to screen roof mounted mechanical equipment and to be architecturally compatible with the design of the building façade.
- Parapets should not appear "tacked on" and should convey a sense of permanence. Parapets should have sufficient depth, receive appropriate detail, and proper application of materials should be utilized when the side or rear of the parapet is visible from streets and/or pedestrian areas.
- If the interior side of a parapet is visible from pedestrian view, it should be finished with the same materials and a similar level of detail as the front façade.

6.10.2.5 Roof Drains

- Roof drains (i.e. scuppers and down spouts) should not be visually exposed on a building.
- Roof drains should be internally located or covered in a manner that is architecturally integrated into the design of the building.

6.10.2.6 Sides and Backs of Buildings

- Architectural treatments indicated on the front of a building should be included on the sides and back of the building when these areas are visible from streets and/or pedestrian areas.
- Architecturally compatible wall mounted lighting should be provided between buildings to ensure security.
- Marquee display cases should be provided between buildings in pedestrian linkage areas. Such display cases should include theater movie posters, upcoming civic events, retail displays, art displays or shows.

6.10.2.7 Windows and Doors

- Window type, material, shape, and proportion should complement the architectural style of the building.
- Windows should be located to maximize daylighting and views.
- Doors, windows, and openings should be used to add extra texture to the wall plane.
- Recessed windows and doors provide depth and should be used to break up the mass of a large wall.
- Windows and doors should be in scale with the building elevation on which they appear.
- Windows on upper floors should relate to the window pattern established on the ground floor with similar shape, rhythm, and style.
- Awnings, landscaping, tinted glass, and controllable blinds should be provided to reduce heat gain through windows. South facing windows should be shaded with a roof overhang, deciduous trees, or awnings to reduce summer exposure. Reflective or mirrored glass is not permitted.
- Retail storefronts with display windows are encouraged within a creatively designed façade. Large expanses of glass, glass curtain walls, or glass buildings are discouraged.

6.10.2.8 Awnings and Umbrellas

- Awnings add color, forms, relief, and pedestrian protection from the elements.
- Awnings and umbrellas should be made of metal and should match the architectural style of the building.
- Awnings and umbrellas shall be regularly maintained and kept free from tears, fading, and stains. The life of an awning is generally not expected to exceed eight to ten years. Property owners should not propose installing awnings

unless they are prepared to replace the awning.

- Awnings should not be wrapped around buildings in continuous bands. Awnings should only be placed on top of doors, windows, and other openings where arcades are not utilized.

6.10.2.9 Arches, Porches and Covered Walkways

• Buildings that contain multiple tenants should utilize pedestrian connection elements, i.e. arcades and internal courtyards.

• Covered walkways should occur at building street frontages, between buildings, from building to parking lots, and within a parking lot.

• Covered walkways associated with buildings should utilize the material and style of that building.

6.10.2.10 Building Materials and Texture

- The selection and placement of building materials should provide visual interest at the pedestrian level.
- Different parts of a building's façade should be articulated by the use of color, arrangement of façade elements, or change in materials.
- Brick, stone, and painted wood are appropriate as primary materials.
- Blank walls should be avoided. Consider utilizing windows, trellises, wall articulation, arcades, changes in materials or other features to break up the massing of the building.
- Details such as wall surfaces constructed with patterns, changes in materials, building pop-outs, columns, and recessed areas should be used to create shadow patterns and depth on the wall surfaces.
- Building materials and finishes should be true to the structures architectural style.

• Material changes should occur at intersecting planes to appear substantial and integral to the façade. Material or color changes at the outside corners of structures give an impression of thinness and artificiality and should be avoided.

• High quality building materials are encouraged. Veneers that are visibly prefabricated are prohibited. Materials and detailing should look natural and have a long lasting appearance.

• To avoid the false appearance of lightweight veneers, material changes should not occur at the external corners. Material changes may occur at "reverse" or interior corners.

6.10.2.11 Colors. The following guidelines are intended to promote well-coordinated color palettes that integrate with the other exterior features of a building.

- For large building surfaces (excluding trim), colors should be muted and lighter in value. Subdued colors usually work best for overall building color, bright or accent colors are typically appropriate for trim, windows, doors, and key architectural elements.

- Buildings should keep a balanced color palette between base colors and "brighter" or "darker" accent colors on each building.
- Flat muted colors should be used to reduce sun glare on wall planes. Avoid using bright whites.
- Door and window trims, awnings, and wall tiles should be used to provide an opportunity for color that adds interest and texture to storefronts or building bases. Color of trim should be coordinated with the wall colors.
- Colors should coordinate with natural/unpainted materials used on the facades such as tile, brick and stone.

6.10.2.12 Utility & Mechanical Equipment Screening.

Utility service areas are project components that are essential to the buildings function. These elements should be incorporated into the early stages of the design process, rather than as an afterthought at the construction phase.

- All utility equipment including, but not limited to, electric and gas meters, electrical panels, cable boxes, and junction boxes should be located in a utility room within the building or placed within an enclosure that is architecturally integrated into the building design.
- Any outdoor equipment, whether on a roof, side of a structure, or on the ground shall be appropriately screened from view and should not be placed adjacent to paths of travel.
- Roof access should be provided from the interior of the building. Exterior roof access ladders should be avioded.
- Where walls are used at property frontages to conceal storage and equipment areas, they should be designed to blend with the site's architecture.

6.10.2.13 Trash and Recycling Enclosures

- The trash/recycle enclosure should be consistent with the design of the project and building architecture. Similar or the same materials should be used on the enclosure as the building.
- Every property should provide a trash enclosure that is capable of handling the refuse generated by that site.
- A pedestrian entrance to the trash enclosure should be provided so that the large access gates do not have to be opened as often (Section 16-3.24.110 of the Victorville Municipal Code).
- Trash/recycle enclosures should be easily accessed by service vehicles.
- Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.
- Landscaping or trellis work should screen enclosures visible from a street or connecting walkway and shall be permanently maintained.
- Trash enclosures should be separated from adjacent parking stalls by minimum 3-foot wide planters with low-growing plant materials to ensure that adequate space is available for passengers to access a vehicle in an adjacent

parking space.

6.10.2.14 Lighting. Effective lighting provides safety and direction for vehicles and pedestrians, visibility and security for businesses, while enhancing architectural building and landscape details. These guidelines apply to on-site lighting of parking areas and lights associated with the exterior of the building. Lighting types could include pole lights, spotlighting, wall-mounted sconces, parking and landscape lighting.

6.10.2.15 Light Design

- Light fixtures should be designed or selected to be architecturally compatible with the main structure or theme of the building (typical shoe-box light fixtures are prohibited).
- Lighting should be designed to provide ambiance, safety, and security without unnecessary spillover or glare onto adjacent properties.
- Height of a light pole should be appropriate in scale for the building or complex and the surrounding area.
- Landscape lighting should be used to accent walkways and entries and/or seating areas and focal plants/trees
- Parking lot lighting should be designed to have a minimal effect on surrounding properties and buildings. Lighting should be directed downward to minimize glare, and light intensity should be of satisfactory quality to ensure visibility, safety, and security.
- Pedestrian areas, pathways, sidewalks, and building entrances should be adequately lit to provide safety and security.

6.10.2.16 Glare

- The quality of light, level of lights as measured in footcandles, and the type of bulb or source should be carefully addressed. Lighting levels should not be so intense as to draw attention to the glow or glare of the project.
- Spotlighting or glare from any site lighting shall be shielded from adjacent properties and directed at a specific object or target area.
- Exposed bulbs should not be used. Cut-off lighting is preferred.
- Uplighting of building elements and trees shall use the lowest wattage possible to minimize impacts to the night sky.
- Timers and sensors shall be incorporated to avoid unnecessary lighting.
- When security lighting is necessary, it shall be recessed, hooded and located to illuminate only the intended area. Off-site glare and light trespass should be prevented.
- Narrow spectrum light sources shall be utilized outdoors.

6.10.2.17 Corporate Architecture

- Corporate tenants shall design their building to fit the scale and character of the community.
- Typical “chain” prototypes are discouraged.

- Gas station canopies shall be consistent with the design of the project and building architecture. The roof structure should be designed to be architecturally compatible.
- Play ground structures and enclosures, typically associated with fast food restaurants, shall be consistent with the design of the main building.
- Corporate signage shall not dominate the building façade.

6.11 PARKING GARAGE STANDARDS

- The maximum height of a parking structure shall not exceed the maximum building height limitation of the zone and shall be measured in feet from the adjacent street grade, without restrictions on the number of internal stories.
- Parking structures shall be subordinate in size to the primary structure, excepting when not the primary use.
- The deck and railing should not dominate the elevation of the structure.
- Substantial massing should occur at the corner of the structure to anchor the building, and give the structure proportions similar to a regular commercial building.
- The architectural style of the structure should complement the adjacent structure.
- Awnings shall be added at vehicular and pedestrian entrances to create more pedestrian scale.
- Horizontal openings shall be broken up with vertical columns to create a rhythm of openings, reflecting the proportions of the building.
- Framing shall be added to openings that mimic windows. The framing should have vertical members to de-emphasize the horizontal lines of the building.
- Landscaping along the perimeter of the building is required.
- Retail uses are encouraged on the ground floor of the structure.

6.12 LIBRARY / AMPHITHEATER DESIGN STANDARDS

- The initial phase of construction should be planned so that the entire site will be landscaped including all site improvements during the initial phase.
- Outdoor spaces, including plazas and gardens should be integrated throughout the Library/Amphitheater site resulting in an “indoor/outdoor” environment.
- The vehicular entrance(s) shall be located so that it is clearly identifiable, convenient and safe.
- A drop-off/pick-up driveway and or lane shall be provided. The drop-off/pick-up area should be located near the entrances to the library and have convenient access to adjacent parking.
- Service areas for deliveries and trash pick-up should be completely screened from public view.
- Pedestrian walkways to building entry(s) shall be prominent, identifiable and provide a direct connection to public parking areas.

- The building form should be interesting and unique to the community while meeting the design criteria as outlined in section 6.9 of the Commercial Guidelines.
- The incorporation of a strong vertical design element, such as a bell tower or campanile is preferred to create emphasis and to become a major identifying element for the Civic Center.
- The main building entry(s) shall be emphasized by strong design elements such as oversized doors, arches or large windows. Main building entries should be “grand”.
- Individual building elements should be in scale with each other.
- Create hierarchy of scale of building elements as perceived by the pedestrian from parking areas to walkways to building entrances.
- Entry(s), walkways and plazas should have design elements that relate to pedestrian scale and should be comfortable and inviting.
- An amphitheater should be a welcoming place for community performances, gatherings and celebrations of art and music.
- The amphitheater design shall be open air and consist of fixed seating in the form of concrete or stone seating areas.

6.13 SIGNAGE

Signs play an important role in the success of any business by providing identification and necessary advertising. When signs are integrated into the building design, they provide a personal quality that contributes to the ambiance of the commercial complex or streetscape. Conversely, signs that are applied as an afterthought can diminish the aesthetic appeal of a building or commercial complex. These guidelines are intended to balance the advertising needs of businesses with the need to prevent visual clutter. The City’s sign regulations and guidelines as stated in section 16.3.22 of the Municipal Code shall be adhered to in accordance with the corresponding district as approved by the Zoning Administrator except for when deviated from as described below.

6.13.1 Building Signage

• A single development with more than 5 users shall provide a unifying sign theme through a sign program.
• Signs shall coordinate with the building design, materials, color, size, and placement.
• Signs shall not cover up windows or important architectural features.
• Damaged wall surfaces should be resurfaced and/or painted when removing an existing sign or prior to installing a new replacement sign.
• Sign cabinets (i.e. can signs) are strongly discouraged.

- Signs that reflect the type of business through design, shape, or graphic form are encouraged.
- Hanging signs attached to buildings that project perpendicular to the building

should be a minimum of 8 feet from ground level to the bottom of the sign. Signs that project should be small and reflect the use of the business by incorporating symbols or logos of the business.

- Wall mounted signs should align with the others in the commercial complex so as to maintain the existing pattern.
- Wall mounted signs should be appropriately positioned within architectural features, such as a wall surface or parapet above the storefront. The size of a sign should not exceed 70% of the wall surface within an architectural feature.
- Sign supports and brackets shall be integrated into the overall sign design and shall be compatible with the design and scale of the sign.
- Lighting of all exterior signs should illuminate the sign without producing glare on pedestrians, automobiles, or adjacent residential units.
- Electrical connections should not be visible on signage.
- Signs that rotate and flash are prohibited.

6.13.2 Freestanding Signs (Monument, Pylon and Pole Sign)

- Pole signs are prohibited, unless architecturally integral to the overall development of the site.
- Freestanding signs shall match the architectural style and materials of the project.
- Freestanding signs should be accented with landscaping. The signs should be in scale with the adjacent buildings and landscape areas.
- Freestanding signs shall incorporate complementary colors, materials, and lettering fonts used on the buildings. More than one material is recommended on the sign structure.
- Freestanding signs should match the scale and proportion of the building(s).
- Internally illuminated sign cabinets should have matching opaque backgrounds that allow the illumination of graphics and lettering only.

6.13.3 Awning Signs

- Signs shall be limited to the front facing awning panel.
- Messages shall be limited to the business name and logo.

6.13.4 Tenant Directory Signs

- Tenant directory signs shall be located and oriented to the pedestrian rather than to the street.
- Tenant directory signs shall constructed of high quality materials that possess a professional appearance and complement the permanent signs on site.
- Hand lettered signs on temporary materials, such as wood, paper or cardboard, are prohibited.

6.13.5 Non-Conforming Signs. The abatement of non-conforming signs shall be in accordance with the provisions of Section 16-3.05.050 of the Municipal Code.

6.13.6 Maintenance of Signs. All signs shall be maintained in good condition and function properly at all times. All repairs to signs shall be of equal or better in quality of materials and design as the original sign. The Zoning Administrator shall have the authority for determining the maintenance status of all signs. Signs which are not properly maintained are deemed to be a public nuisance, and may be abated pursuant to the City of Victorville Municipal Code.

6.13.7 Wayfinding Signage. Way-finding signage is essential for visitors and residents to navigate around the Civic Center as well as highlighting its attractions and offerings in an appealing and informative manner. Easy to read and visually attractive, wayfinding signage facilitates easy movement of pedestrians and vehicles alike to different areas within the Civic Center. A unified signage program will also create a visual identity for the area which is key to a successful plan. The following conceptual sign criteria was created to build off of the existing Civic Center identity. Examples shown will need to be detailed further as an implementation item but are intended to illustrate different sign types and potential design characteristics for the purposes of this document. Should modifications to these concepts and design criteria become necessary discretion is given to the Zoning Adminitrator to make such changes.

6.13.8 Gateway Signs. Gateways and entry monuments will be instrumental in providing a sense of arrival and transition into the Civic Center. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity of the Civic Center. In addition to serving as entryways, gateways and entry monuments are important places for directional and informational signs to guide motorists to their destinations. The visual design of gateways should be attractive as well as functional, conveying a ceremonial sense of entry that reflects the traditional importance of a Civic Center. Physical elements of the entry, including medians, signs, paving materials, and landscape planting materials, should function together to physically define the entry and establish a positive first impression of the Civic Center.

Gateway treatments are proposed to be located at the intersection of Palmdale Road and Kentwood Boulevard, Civic Drive and Seneca Road, Valley Center Drive and Lorene Drive and the intersection of Seventh Street and Valley Center Drive.

6.13.9 Directional Signs

These signs are intended to provide a sense of arrival and direction to important services and destinations such as public parking, library, government services, parks, transportation facilities, etc. The following are guidelines for the development of a directional sign for the Civic Center.

- Directional signs shall be utilized with directional arrows and labeling to denote locations of key shopping areas, public parking, civic buildings and

public spaces.

- Directional signs shall be oriented to vehicular traffic. Selected signs should be lit, landscaped, and placed permanently at roadsides at key locations around the Civic Center.
- The directional signs shall reflect design, materials and components of the gateways and street signs to provide consistency and unity.

6.13.10 Business Directory Signs. Unique to the Civic Center, business directory signs will provide plan area businesses with an additional tool to help residents and visitors navigate to a place of business. The following criteria shall be used to determine which businesses may participate in the business directory sign program:

- The business provides goods or services to visitors and residents who may require assistance in determining its location.
- The priority for allocation of available sign space will be assigned by the type of use. First tier priority includes the following commercial use types: retail, restaurants, hospitality, and service related businesses. Second tier priority includes office uses and noncommercial points of interest or public facilities.
- The business must be located within the boundaries of the Civic Center Specific Plan.
- The business must be open on Saturday or Sunday.
- Exceptions to the above eligibility criteria may be considered where such exceptions will serve the purpose of avoiding blank spaces on underutilized sign faces while being otherwise consistent with purposes of the wayfinding sign program.

6.13.11 Sign Content for Business Directory

- Each sign plaque shall prominently display the business name on a single top line with an optional subordinate second line below that identifies the type of business or service. Specific products and other information such as phone numbers, address, and website address may not be included on sign plaques and redundant descriptions should be avoided.
- Each business identification sign plaque shall incorporate a directional arrow.
- A maximum of two identification sign plaques per business may be approved per double-sided sign, with a maximum of four total sign plaques per business on all posts; however, additional signs may be permitted on a space available basis.
- Sign space for each post is allocated on a “first come, first served” basis.
- Applications that are unable to be accommodated will be placed on a waiting list if there is not space available at the requested location at the time of application. First priority assignment of sign space that is subsequently vacated and becomes available will be from applicants on the waiting list.
- Generally, the business identification plaques will be placed on post locations that approach a business that is street fronting or located on post in adjacent

proximity to a business having restricted visibility from the street. Businesses with existing sign visibility to the street shall not select post locations directly adjacent to the business.

6.13.12 Sign Design Criteria

- The material for all identification signs and directional arrow plaques shall be porcelain enamel on an enameling steel tile.
- Plaque colors shall be white with blue lettering.
- Text shall be all capitals in arial font.

6.13.13 Program Authority

- The first applicant and or business shall be responsible for the guidelines and application processing of the business directory signage program.
- The program is administered by the Development Department. Their responsibilities shall include reviewing and approving sign applications; ensuring enforcement of program standards; procuring the signs from the sign producer; installing the business identification signs; maintaining the waiting list; and ensuring signs and posts are maintained in good condition.
- The wayfinding sign program is structured as a voluntary subscription program open to eligible participants as outlined above.
- Subscribers assume all risks for damage to their individual signs and are responsible for replacement costs of damaged signs.

6.13.14 Subscription Program and Costs

- Subscription costs, including the initial application fee and the annual subscription renewal fee, shall be paid to the City of Victorville in the amount approved by the City Council.
  - The actual cost for the production of each individual business identification sign shall be paid for by the subscriber directly to the sign producer.
  - Subscribers shall pay an annual renewal fee to defray City funded capital costs and ongoing administrative and maintenance costs.

6.13.15 Application Process

- Application for approval of a sign plaque may be made to the Development Department accompanied by a processing fee as required.
- The Development Department shall review the application for consistency with the approved business directory sign program standards and consult with the applicant if revisions are necessary.
- Approved applications will be forwarded to the sign supplier who will produce a layout proof for review and final approval by the applicant and the Development Department prior to sign production.

- Applications will be placed on a waiting list if no spaces are available at the requested location at the time of application.

6.13.16 Street Banners. Banners or flags for use on area light standards shall be permitted subject to Zoning Administrator review and approval. Banners with an

appropriate logo and graphic representing a City sponsored community-wide special event or festival shall be developed. Banners may be changed periodically to provide advertisement for City sponsored special events and promotions. Banners should include a Civic Center logo and graphic and should be designed to complement the streetscape improvements. Alternatively, proposed banners may include designs by local artists and/or themes of local culture.

6.13.17 Temporary Signs. Temporary signs shall be regulated pursuant to Section 16.3.22.080 of the Victorville Municipal Code with the addition of the following:

The following standards are exclusive to new vehicle sales within the Civic Center Specific Plan. For the purpose of this addition temporary signs shall include promotional signs, grand opening signs, inflatable advertising, interim signs, special event signs, display tents and other signs made up of temporary materials or used in a temporary fashion. Temporary signs discussed in this section are permitted subject to the following regulations:

- All promotional signs shall be located on the site where the use or activity is located.
- All signs and tents shall be well maintained and legible with no visible damage or wear. Damaged signs shall be replaced promptly.
- All temporary signage shall be affixed to a permanent wall surface. Signage attached to vehicles, temporary structures or placed within landscaped areas are prohibited.
- Temporary signs shall be limited to one (1) sign per building elevation and shall not exceed 20 percent of the total wall area of said elevation.
- Banners and pendant signs shall be limited to two signs per light pole and shall be maintained in good condition. Freestanding pendant signs are prohibited.
- Temporary tent structures used for the display of vehicles and/or merchandise shall be limited to one tent for every one hundred and fifty (150) feet of street frontage. Tents shall be completely unenclosed and shall not exceed 700 square feet. Tents placed closer than twelve (12) feet apart shall not exceed 700 square feet cumulatively.
- Inflatable devices shall be limited to one (1) device per development.
- Secondary tenants/services provided by another business on the same parcel are subject to the temporary sign regulations as stated in section 16.3.22.080 of the Victorville Municipal Code.
- No such sign or device shall pose a hazard to the safe movement of traffic and shall not block the visibility of permanent signs or business activities on adjoining properties.
- Temporary signs exceeding the allowances provided by this section shall be subject to review and approval of a temporary use permit as regulated by Title 16 of the Victorville Municipal Code.

6.14 LANDSCAPE DESIGN STANDARDS

Employing water efficient irrigation techniques is a simple and effective way to conserve water within the Plan area. A drip irrigation system should be used to water trees, shrub beds and areas of groundcover to eliminate evaporation losses. Plants should be grouped with similar water requirements on common zones to match precipitation heads and emitters. The controllers should be selected that offer adjustable watering schedules and moisture sensors to account for seasonal variations, and calibrated appropriately. Automatic water controllers should be scheduled for night irrigation to reduce losses due to evaporation and wind drift. If efficient irrigation techniques are implemented water use can be reduced significantly.

Trees are an effective means to reducing the heat island effects. They help to keep areas cool by providing shade and consequently keeping streets, parking areas, and building surfaces cooler. In addition trees use evapotranspiration to cool themselves and the surrounding air. Evapotranspiration is the process by which trees “perspire” from both their leaves and the root systems. The result is, as the water evaporates it dissipates the heat in and around the tree which leads to cooler air in the area encompassing the tree. The leaves on a tree can also help reduce air pollution by “capturing” airborne particles, such as Nitrogen dioxide (NO2), Nitrogen oxide (NO), and Sulfur dioxide (SO2), while at the same time they are releasing Oxygen (O2). In addition, trees intercept and absorb rain through their leaves and roots, thus reducing the amount of water falling on the pavement and hard surfaces which will in turn reduce stormwater runoff.

Landscaping within commercial developments shall conform to Victorville Municipal Code section 16-3.24.030 and shall incorporate the following design standards:

• Native and low water use plants shall be used in developing the landscaping palette for a project (Victorville Municipal Code section 16-3.24.030).
• Landscaping should consist of 24-inch, 36-inch and 48-inch box trees (15-gallon size in slopes), 5 and 15-gallon shrubs, and ground cover.

- Where possible, infill projects should connect with adjacent landscaping by using similar plant types, sizes and arrangements.
- Evergreen and deciduous or flowering trees should be used in combination to create visual interest and a dynamic landscape.
- Landscaping should occur around the entire base of the building to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.

- Provide special landscaping treatments such as intensifying density (size and/or number) of trees and accent trees at all project entries.
- Formal planting designs and color-spots are encouraged in courtyards, plazas and in tree wells along the street frontages.
- Planting should be used to screen less desirable areas from public view, i.e., trash enclosures, parking areas, storage areas, loading areas and public utilities. Use evergreen trees to screen unsightly features on-site or off-site.

6.15 PARKS AND PUBLIC SPACES DESIGN STANDARDS

Essential to creating a sense of place and community identity, public space features aesthetically enhance a space while providing a variety of outdoor areas for public interaction. This section describes the improvements that help in creating a unique identity for the parks and public spaces. Features are chosen for their ability to create visual appeal, upgrade the function and attractiveness of the urban core while reducing solar heat gain and improving community sustainability.

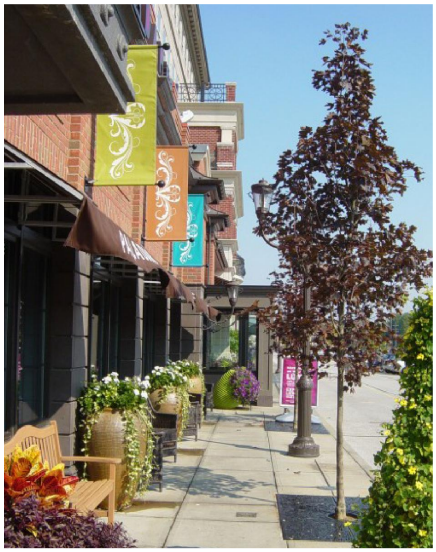
- Shade trees improve the aesthetic quality of the built environment while reducing the area to a pedestrian scale. A comprehensive plant palette shall be selected to ensure a cohesive design is created throughout the green space and sidewalk system.
- Tree grates shall be installed in areas with considerable pedestrian activity to increase the usable walkway while reducing safety hazards and compaction on the root ball. (Photo Example)
- Bike racks encourage bicycle ridership by providing a safe secure location for riders to lock their bicycles and provide an attractive alternative to securing bikes to light poles, trees and other structures. (Photo Example)
- Benches shall be placed throughout the paseo system and other passive recreational spaces for rest and relaxation. (Photo Example)

- Pedestrian scaled lighting shall be provided at regular intervals along sidewalks and pedestrian pathways, particularly in areas where street beautification and higher pedestrian activity is desired.
- Trash receptacles shall be provided along pedestrian pathways and sidewalks at regular intervals to improve cleanliness while creating a more pedestrian friendly environment.
- Way-finding signage is essential for visitors and residents to navigate around the Civic Center as well as highlighting its attractions and offerings in an appealing and informative manner. See wayfinding section 6.13.7.
- Public art is an opportunity for a community to express its character and contribute to its local identity by providing a forum for art works ranging from sculpture, mosaics and murals.
- Water features provide a relief from the arid climate by providing an oasis in a

space predominantly landscaped with desert vegetation. Water features will be encouraged in public spaces as well as private developments.

6.15.1 Pathways

- Buildings facing the paseo should open onto the pathway and/or have windows facing it to improve visibility and pedestrian safety.



- A paseo should be pleasant and comfortable to travese with clear sightlines with places to pause and rest throughout the space.
- Outdoor dining and seating is encouraged but should not obstruct visibility.
- Benches and trash receptacles shall be placed at frequent intervals for pedestrian comfort and use.
- Lighting shall be incorporated into the pathway design.
- Landscaping shall be utilized that is attractive, highly functional and incorporate canopy trees to create shade for pedestrians.

6.16 STREETSCAPE STANDARDS

Street furnishings serve an aesthetic as well as utilitarian function and can enliven and provide variety to outdoor spaces used for public interaction. Street furniture includes all items placed within the public right-of-way, such as benches, bus shelters, trash receptacles, plant containers, tree grates and guards, bicycle racks, bollards, kiosks, and fountains. Proper design and placement of such amenities will reinforce a unified Civic Center design theme and create a lively and festive atmosphere. Locations shall be determined through the implementation of this Specific Plan and review of public improvement design plans. Some of the envisioned public improvements may require private property owner participation and/or cooperation at the time of project development. Others can be implemented by the City as a part of the Capital Improvements Program. The following imagery represents recommended furnishings; however, final selection is to be coordinated with the Community Services Department to ensure maintainability, durability, adequacy, and vandal resistance.

6.16.1 General Street Furnishings Guidelines

• Street furniture shall be located along the street edge of sidewalk. Provisions to accommodate persons with disabilities shall be incorporated into the design and location of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.

• To create a more organized and efficient use of sidewalk space, furnishings shall be grouped together rather than scattered. Trash and recycling receptacles shall be located near benches. A greater frequency of the number of furnishings should be located in higher-use pedestrian traffic areas.

- Items should be securely anchored to the sidewalk, and a graffiti-resistant coating shall be applied to street furniture elements to ensure a good longer-term appearance.

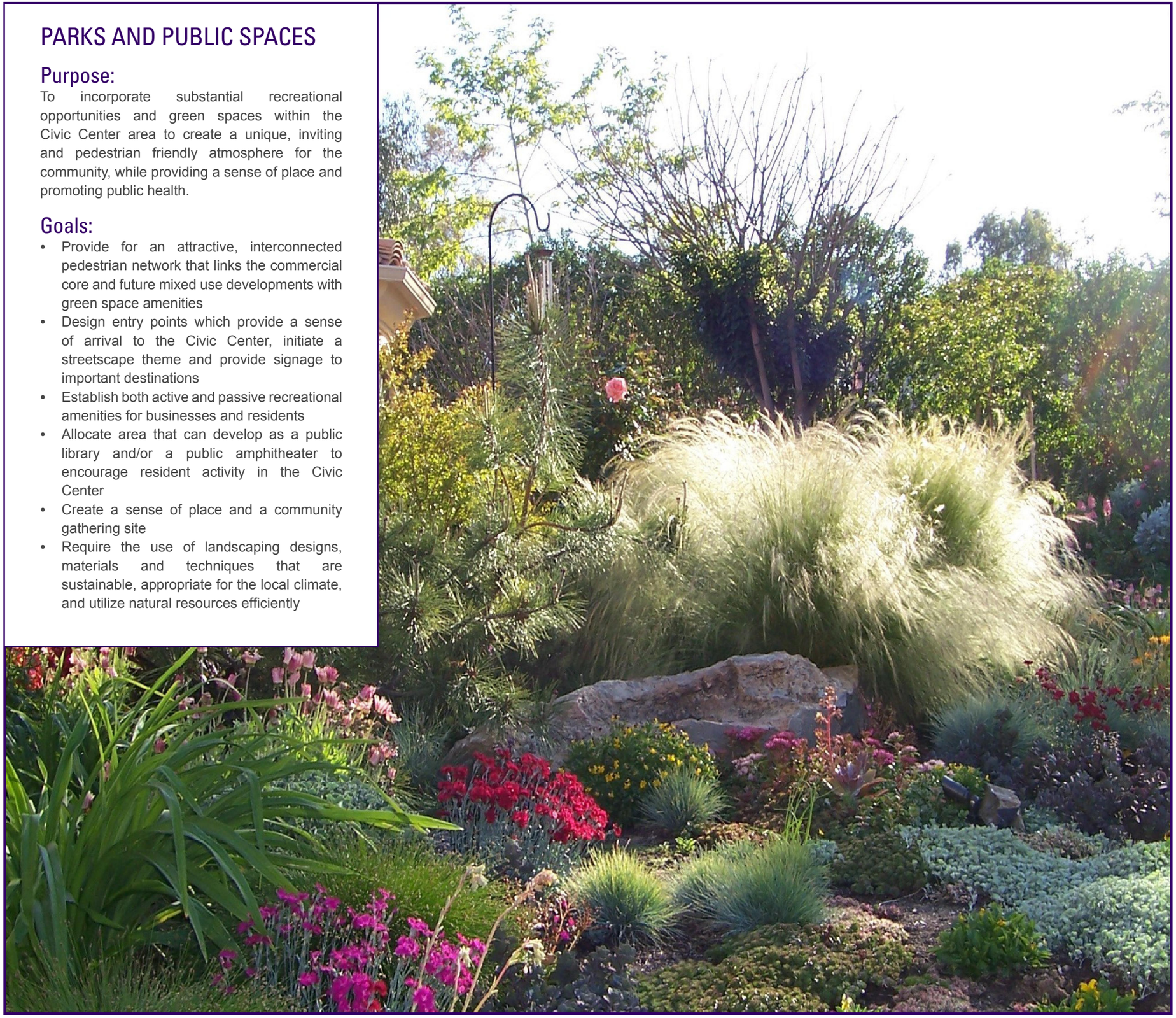
PARKS AND PUBLIC SPACES

Purpose:

To incorporate substantial recreational opportunities and green spaces within the Civic Center area to create a unique, inviting and pedestrian friendly atmosphere for the community, while providing a sense of place and promoting public health.

Goals:

- Provide for an attractive, interconnected pedestrian network that links the commercial core and future mixed use developments with green space amenities
- Design entry points which provide a sense of arrival to the Civic Center, initiate a streetscape theme and provide signage to important destinations
- Establish both active and passive recreational amenities for businesses and residents
- Allocate area that can develop as a public library and/or a public amphitheater to encourage resident activity in the Civic Center
- Create a sense of place and a community gathering site
- Require the use of landscaping designs, materials and techniques that are sustainable, appropriate for the local climate, and utilize natural resources efficiently



CHAPTER 7:

PARKS AND PUBLIC SPACES

INTRODUCTION

Parks, pathways and plazas establish a framework of green space and recreational opportunities that are vital to the development and health of a vibrant community. Collectively, these green spaces provide a break from the built environment, while providing areas for relaxation and physical activity within the business core. The Civic Center Specific Plan will incorporate recreational opportunities such as plaza's, pathways and areas for a public library and an amphitheater. To better link the business community with recreational opportunities and adjacent uses, a new pathway system will link the current mall corridor with future developments to the north and a future pedestrian overpass to better link the business core with commercial property to the east.

7.1 OBJECTIVE:
Provide pedestrian connections throughout the Civic Center

A comprehensive pedestrian network is an essential part of the Civic Center Plan that will provide a functional and attractive link to the various districts throughout the project area while creating a walkable, sustainable green space within the Civic Center. Capable of connecting the business core with adjacent government services and the retail/office spaces with future residential developments, the pedestrian network will provide a safe inviting public space intended to improve pedestrian mobility, add visual interest, reduce vehicle trips and reduce the heat island effect.

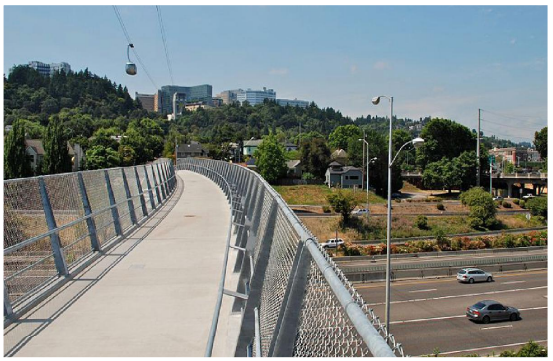
POLICIES - OBJECTIVE #1:

7.1.1 Incorporate pathways linking City Hall, the County Courthouse and other civic uses into the current "mall" corridor in addition to extending the paseo system to the north connecting to future mixed use developments

A pedestrian network, as depicted on page 5-1, has been configured to connect the existing "pedestrian Mall", within the Civic Business Center District, with adjacent districts and ancillary services throughout the Civic Core. Added active space amenities along the route will enhance the functionality of the mall corridor while providing areas for recreation and relaxation.

7.1.2 Provide a pedestrian overpass at Seneca Road linking the western portion of the Specific Plan with developments on the east side of Interstate 15

Pedestrian connections throughout the Civic Center are essential to provide the community with links to vital services without imploring the use of an automobile. Access to the east side of the plan area is currently limited to Roy Rogers Drive and Palmdale Road, with a 1 mile span between overpasses. To improve accessibility throughout the Plan and to link the Civic Core with adjacent uses in addition to the current transportation hub on Lorene Drive, a pedestrian overpass at Seneca Road has been incorporated to improve pedestrian mobility. Funding measures shall be pursued to ensure its construction.



7.1.3 Provide a pathway system that ensures pedestrians maintain a sense of safety and comfort while utilizing the space

The pedestrian network shall be designed so as to provide buffers from

the vehicular traffic where the walkway may abut a roadway while remaining a pleasant and comfortable space with clear sightlines with places to pause and rest. Buffers may consist of raised planter beds, large landscape planters or the placement of decorative boulders.

7.2 OBJECTIVE:
Incorporate active recreational amenities into public green spaces

Active recreational opportunities within the civic core will provide the community with functional dynamic spaces that encourage physical activity and frequent use while being aesthetically appealing. Through the inclusion of active amenities users will be afforded spaces to improve their physical health while traversing the plan area on safe, comfortable pedestrian paths.

POLICIES - OBJECTIVE #2:

7.2.1 Exercise opportunities that are low maintenance, easy to use, and suitable for a variety of skill levels (i.e. body weight equipment, stretching stations, demonstration signage etc.)

Exercise opportunities will help improve the health and mobility of the community through the use of active spaces within the pathway system. Amenities may include items such as low maintenance exercise stations, mile markers and healthy living stations.

7.2.2 Incorporate a pedestrian/bike lane within the paseo system to improve access within the plan area while connecting to the existing bike lane system throughout the City

The multipurpose pedestrian/bike path incorporated into the plan will afford the community with a dedicated non-vehicular path that will link the office core with adjacent uses and the City's existing bike path system. Additionally, as outlined in the Circulation, Parking, Infrastructure Chapter the inclusion of a pedestrian overpass at Seneca Road will improve access to the existing transportation hub on Lorene Drive.

7.3 OBJECTIVE:
Provide passive recreational amenities through out the plan area

To encourage pedestrian travel throughout the plan area, comfortable shaded pathways that include passive amenities such as benches, garden spaces, foun-

tains and or plazas shall be included for the users. Such spaces will aid the community member in the various districts with a pleasant safe connection to adjacent uses while improving the aesthetic character of the Civic Center.

POLICIES - OBJECTIVE #3:

7.3.1 To provide areas for relaxation and aesthetic enjoyment through the use of ample shade trees, various seating options, informal field space, public art exhibits and water features

Well designed green spaces should provide opportunities for relaxation and public interaction through the use of a variety of seating options including benches, raised planter beds and plazas in addition to green belts that offer respite from the arid climate. Additionally, water features should be incorporated to provide a welcome relief from the desert climate in an area predominantly landscaped with drought tolerant vegetation. Water features and public art are encouraged in public spaces as well as private developments.

7.3.2 Incorporate a variety of landscape themes alternating the plant material throughout the green spaces to enhance the visual appeal

Shade trees improve the aesthetic quality of the built environment while reducing the area to a pedestrian scale. A comprehensive plant palette including ample shade trees shall be selected to ensure a cohesive design is created throughout the pathway system.

7.4 OBJECTIVE:
Designate areas within the Civic Center that allow for pubic assembly and public scholarly uses to enrich the lives of our community and support place-making activities

Opportunities for community interaction and place making activities will be instrumental in uniting the dynamic population of the plan area by providing a central location for community interaction, activity and education. To foster such growth, allowances have been included to integrate a public library and community amphitheater to empower residents and encourage public involvement throughout the plan area.

POLICIES - OBJECTIVE #4:

7.4.1 Introduce allowances for a public library to provide the community with access to information, ideas, books and technology to empower residents

To spur learning and provide scholastic growth opportunities the plan will include land use opportunities for the establishment of a public library. The design concept for this state of the art facility is further discussed in section 6.12 of this plan.

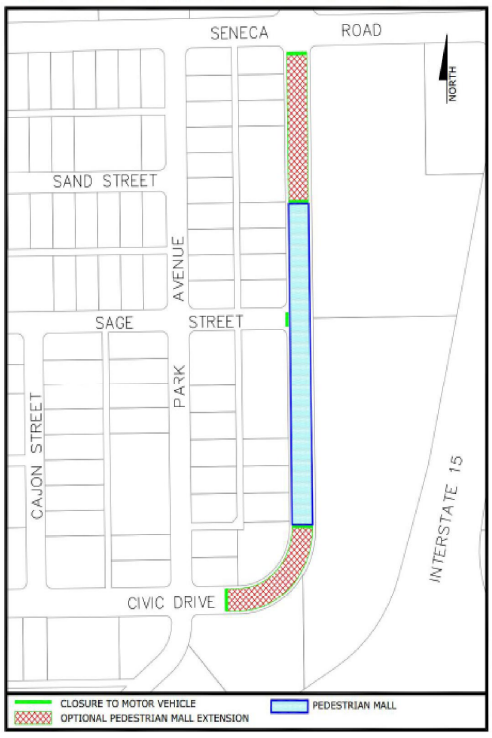
7.4.2 Introduce allowances for a public assembly space (i.e. open air amphitheater) to increase resident activity within the plan area by providing an event facility to accommodate uses such as concerts or movies in the park

Opportunities for public assembly create vibrant active spaces for community members to gather and enjoy shared interests. To encourage these types of place making activities allowances have been added to include a public outdoor amphitheater consisting of formal paved areas to broaden the cultural opportunities in the City of Victorville.

7.4.3 Provide areas for future community events such as farmers markets, a street faire and other City sponsored events

Focused around the future public library and public amphitheater uses other community gathering opportunities shall be permitted and consist of uses such as farmers markets, street faires and other City events subject to operating constraints and Zoning Administrator review and approval.

CIVIC DRIVE PEDESTRIAN MALL CONCEPT



7.4.4 Civic Center Public Square - Plan for permanent closure of Civic Drive between Ramona Avenue and Seneca Drive to allow for a primary City gathering area for community themed events, recreation and public art

This long term land use option would see the closure of Civic Drive from the southerly drive entrance of City Hall employee parking lot, just east of Ramona Avenue, continuing to the intersection with Seneca Road. Shorter options would be available if there are access issues at the County Courthouse or at other private parcels. Additionally, parking structures could be utilized for parking near one or both ends of the closure. This area would become the premier gathering area for City and community events, including the Fall Festival, street faires and farmers markets. The area could also be utilized for some recreation activities, including walking and stationary exercises. Public art would also be an important component of the new public square.

7.5 OBJECTIVE:
Utilize landscaping in public spaces as model installation demonstrations and best practices examples

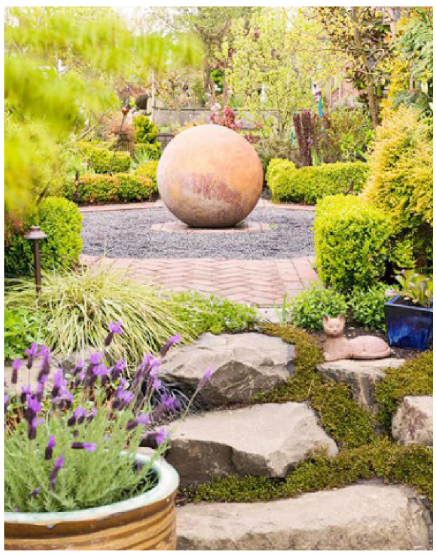
The Civic Center Sustainability Plan will serve as a model desert landscape and conservation area through the use of demonstration gardens and model active areas and public spaces. Quality design concepts will aesthetically improve the Civic Center while complementing the climatic conditions of the region through the implementation of a comprehensive sustainable landscape concept.

POLICIES - OBJECTIVE #5:

7.5.1 Install landscaping in public spaces that is not water intensive and appropriate for the local climate

To ensure diverse landscaping themes and amenities are achieved, a comprehensive landscape concept plan shall be drafted in accord with Chapter 13.60 of the Victorville Municipal Code when deemed necessary due to project development, and be subject to the review and approval by the Zoning Administrator.

7.5.2 Make public landscaping places recreation friendly and interactive (i.e. species identification and information signs, potential uses, etc.)



To increase community exposure to the diversity of plant life that flourishes in the arid high desert climate, small species identification signs should be installed in demonstration areas throughout the pedestrian network while remaining accessible and interactive.

7.5.3 Identify materials and explain why they are required/used (i.e. information on permeable surfaces, tree grates, etc.)

To increase the communities understanding of water conservation efforts and material selection, landscape methods demonstration areas should include sustainable materials designed to reduce run-off and improve percolation.

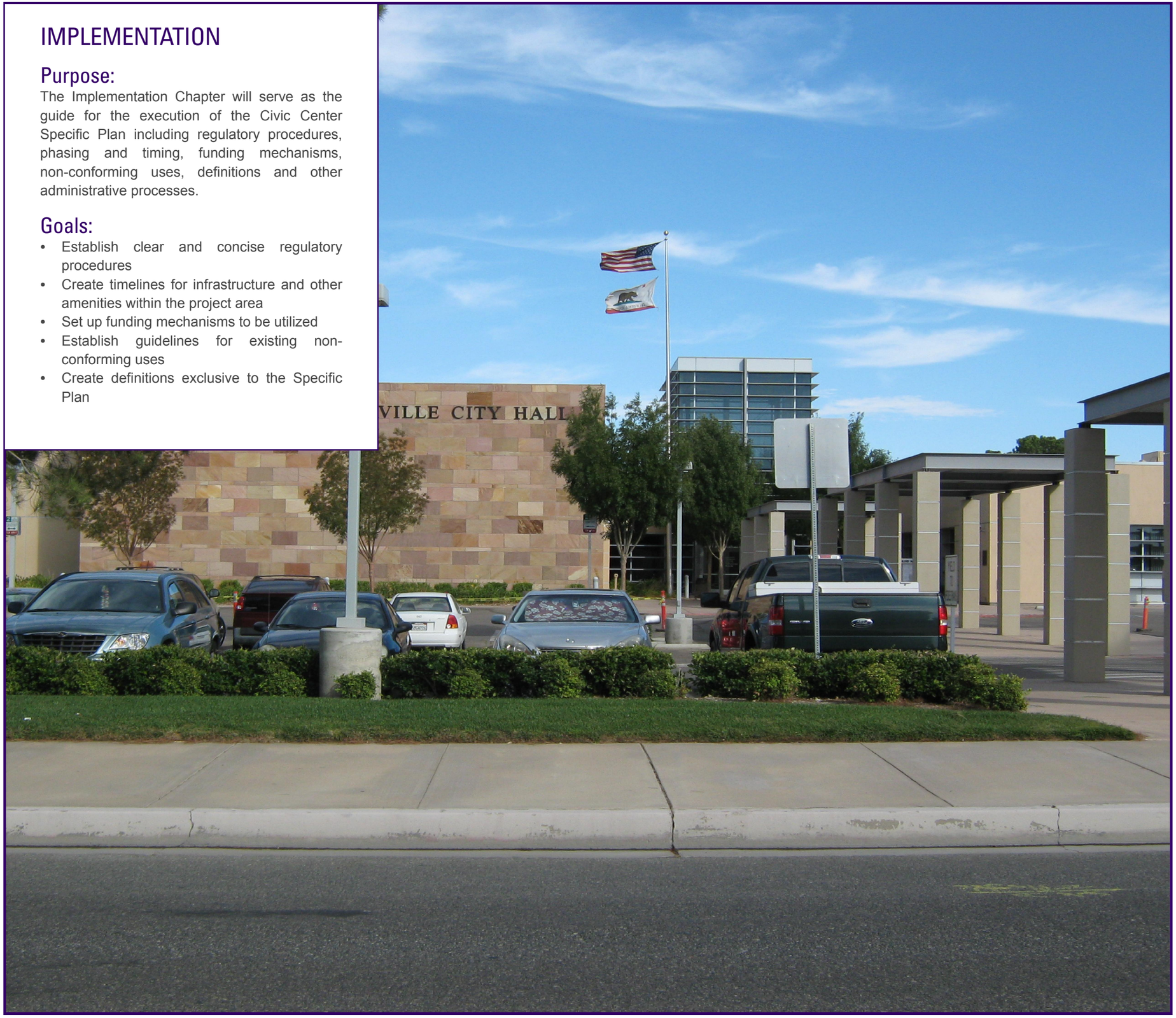
IMPLEMENTATION

Purpose:

The Implementation Chapter will serve as the guide for the execution of the Civic Center Specific Plan including regulatory procedures, phasing and timing, funding mechanisms, non-conforming uses, definitions and other administrative processes.

Goals:

- Establish clear and concise regulatory procedures
- Create timelines for infrastructure and other amenities within the project area
- Set up funding mechanisms to be utilized
- Establish guidelines for existing non-conforming uses
- Create definitions exclusive to the Specific Plan



CHAPTER 8:
IMPLEMENTATION

INTRODUCTION

The Implementation Chapter defines how the Specific Plan will be accomplished and sets the regulatory guidelines to accomplish the vision and overall development of the Sustainability Plan. A key component to achieve this vision and the development of the Plan is the installation of infrastructure. It is important to set realistic goals to install medians, pathways and bike lanes in a timed, orderly manner. Additionally, infrastructure, which will benefit all users of the Plan area, needs funding. This Chapter establishes a variety of financing tools to assist in the funding of the Specific Plan. Further, this chapter will determine how to properly regulate existing non-conforming uses.

The structure principles are:

- The regulatory methods and procedures of the Plan shall be effective without being unreasonable
- Timing of the infrastructure shall consider realistic growth rates and the overall 20-30 year life cycle of the plan
- Components of the Plan which require funding shall utilize many sources
- The overall vision, including revitalization and sustainability, shall be considered within the objectives and policies of implementation
- Be sensitive to existing uses which become non-conforming with implementation of the plan
- The Implementation of the Specific Plan shall be flexible
- Definitions will be tailored to the Specific Plan

8.1 ADOPTION OF THE SPECIFIC PLAN:

In accordance with California Government Code Section 65453(a) and Victorville Municipal Code Section 16-3.14.010, the City of Victorville adopted the Specific Plan by Ordinance No. 2311 on April 5, 2016. To create the Plan, Staff utilized public input as well as 'best planning practices' to produce an overall superior sustainability development plan. With its adoption, the Specific Plan became the regulatory document and will guide the revitalization and development of the Specific Plan area in a sustainable manner.

8.2 GENERAL PLAN CONSISTENCY:

The Specific Plan is consistent with the Victorville General Plan's Goals and Policies. The Plan's vision and purpose help to achieve many of the General Plan's Goals including Land Use, Circulation, Housing and Resource Conservation.

8.3 IMPLEMENTATION OF ZONING:

The Plan establishes Zoning Districts and designations which are unique to the City and the Civic Center Plan area. The Plan establishes nine distinct Land Use Districts including:

Civic Auto Park
Civic Business Center
Community Commercial
Civic Commercial
Government Center
Civic Commons
Civic Mixed
Office Campus
Regional Resource

With adoption of the Specific Plan, the zoning designation of each District is determined by boundaries as depicted on the Land Use Map. Each Zoning District has distinct intents and regulations. A Zoning District is subject to change through a Specific Plan Amendment. However, the Planning Commission may adjust district boundaries of adjacent zoning when it is determined to promote the vision of the Specific Plan in conjunction with a proposed project. Where an uncertainty exists and the Zoning is inconsistent or undetermined because of a lot line, street, alley or other, the Zoning Administrator shall determine the zoning.

8.4 IMPLEMENTATION OF LAND USE REGULATIONS:

With adoption of the Specific Plan, the land uses regulations shall supersede the Victorville Municipal Code Land Use Regulations. Each District has Development Standards and Land Use Regulations which are unique and shaped by the intent of the individual Land Use District. While utilizing sustainability concepts, land uses and standards are both practical and flexible for the business and development community, while improving the environment for the community. Should there be a discrepancy between land uses or an unlisted use, the Zoning Administrator shall determine if the use is appropriate within a given district, however a prohibited use shall not be permitted without an Amendment to the Plan.

8.5 IMPLEMENTATION OF SUSTAINABILITY MEASURES:

The sustainability measures within the Plan assist to create a truly sustainable environment. The measures are flexible, adaptable and are not overbearing to the community. The sustainable measures are applied as incentives and not as requirements, whereas developers are encouraged to utilize a variety of sustainable measures and are rewarded by doing so with reductions in development requirements, i.e. building setbacks, height restrictions, etc. The measures are also created to adapt and will always be more intensive than State and City green building regulations, as these regulations evolve over time as well.

8.6 IMPLEMENTATION OF URBAN DESIGN GUIDELINES:

With adoption of the Specific Plan, the Civic Center Urban Design Guidelines shall supplement the Victorville Municipal Code Design Guidelines. These Guidelines will direct the aesthetic development of the Civic Center Plan Area. Consequently, some aspects may rely on the Title 16 Design Guidelines, however the Zoning Administrator shall make a determination of a visual design characteristic if it is not certain or listed in either document.

8.7 PERIODIC MAINTENANCE OF THE SPECIFIC PLAN:

Although the Plan has a 20 to 30 year life cycle and Amendments to the Plan will be proposed as they arise, Staff shall review the entire Plan at 5-year intervals after its adoption and as long as the Plan is effective. The review is to be comprehensive and shall take into account the progression toward the Specific Plan's goals, including sustainability and revitalization, while adhering to all new State Laws and City Codes. The Specific Plan should be flexible and evolve with market needs, planning trends and sustainable advances.

8.8 INFRASTRUCTURE/AMENITIES INSTALLATION TIMING:

Although most of the infrastructure exists within the Civic Center Plan area, the following is a list of infrastructure projects and improvements associated with the Specific Plan. They are listed in the order of time in which they would be realistically installed. As with any public infrastructure project, this depends on a variety of factors such as funding, permitting and community needs.

• Way Finding Signage Program	1 to 3 years
• Installation of Bike Lanes	Within 5 years
• Installation of Pathways	Within 5 years
• Installation of Landscaped Medians	Within 5 years
• Improvements to Civic Drive	Within 5 years
• Pedestrian Bridge on I-15	5 years
• I-15/Roy Rogers Drive Improvements	10 to 20 years
• Realignment of Park Avenue	10 to 20 years
• The Closure of Civic Drive	20 Years

8.9 INFRASTRUCTURE/AMENITIES FUNDING MECHANISMS:

As mentioned above, most of the infrastructure exists within the Civic Center, however certain projects have been identified to support the development and revitalization of the Plan Area. Through public, and some private financing methods, substantial public benefit will occur with the installation of these improvements. Consequently, funding is the key to successfully install planned infrastructure. The following is a list of, but not limited to, the funding mechanisms that may be used to implement the Civic Center Specific Plan.

- SANBAG, SCAG, State and Federal Grants and Programs
- Development Impact Fees
- Special Assessment District for Shared Parking
- Owner Associations for Private Amenities
- Landscaped Maintenance Assessment District
- Development Sustainable Improvement Measure
- New Development Project Condition of Approval
- Way Finding Signage Program Fees

8.10 NONCONFORMING USES, STRUCTURES, AND SIGNS:

8.10.1 PURPOSE:

Nonconformance provisions are established:

(a) To bring all uses, structures, sites and signs into conformance with the developmental requirements and design guidelines in the Specific Plan;

(b) To limit the occurrences and extent of nonconformance by prohibiting expansion, intensification, reinstatement, alteration, restoration after destruction, and reestablishment after abandonment; and

(c) To gradually phase out nonconforming uses, structures, sites and signs.

8.10.2 APPLICABILITY:

(a) Nonconforming uses, structures, signs and lots may be maintained, expanded, altered and/or abated only in accordance with the provisions of this Section.

(b) Any Designated Historic Landmark, contributing structure within a Designated Historic District, or any property listed on the California Register of Historical Resources or National Register of Historic Places, shall be exempt from the provisions of this Section with respect to the restoration and maintenance of structures.

8.10.3 NONCONFORMING USES:

A use which lawfully occupied a building or land at the time this Specific Plan became effective, and which does not conform to the use regulations of the zoning district in which it is located, is deemed a "nonconforming use." A nonconforming use may continue, subject to the following:

(a) Discontinuation of use.

(1) Loss of legal nonconforming status. If a legal nonconforming use is discontinued for a period of 90 or more consecutive days, regardless of the owner's intent, it shall lose its legal nonconforming status and the use of the property shall be required to conform to all provisions of this Specific Plan.

(2) Reestablishment of nonconforming use. No nonconforming use shall be reestablished unless first approved by the Planning Commission pursuant to Article 2 of Title 16 of the Victorville Municipal Code, entitled "Conditional Use Permit" and providing the entire building in which a nonconforming use was established has not been subsequently occupied by a conforming use. In granting the reestablishment of a nonconforming status, the Planning Commission shall find that the nonconformity will not be injurious or detrimental to the public heath, safety and welfare and may attach reasonable conditions and restrictions to the request, in addition to those required by this Specific Plan, which will ensure that the use:

(i) Will not endanger the public health, safety or general welfare;

(ii) Will not injure the value of adjoining or abutting property;

(iii) Will not result in any significant environmental impacts;

and

(iv) Will be in harmony with the area in which it is located.

(b) Change in ownership, tenancy or management. A change in ownership, tenancy or management of a nonconforming use shall not affect its legal nonconforming status, provided that the use did not discontinue pursuant to the preceding Section (Loss of legal nonconforming status) or the type of use and/or intensity of use does not change.

(c) New development – All Districts. New development on any lot or parcel upon which a legal nonconforming use exists shall require that all uses on the property conform to the provisions of this Specific Plan. These requirements for Mixed-Use, Office Campus and Regional Resources Districts shall only be enforced as outlined in subsection (d) of this section.

(d) New development - Mixed Use, Office Campus and Regional Resources Districts. New development on any lot or parcel where a legal non-conforming use exists within these districts shall itself conform to the provisions of this Specific Plan; however, those existing legal non-conforming uses not modified in size or scope by the new development may continue to operate provided a minimum of 50 percent of the area of the property remains non-conforming and unchanged. New development that exceeds 50 percent of the area of the property shall cause all uses on that property to be subject to the requirements outlined in subsection (c) of this section.

(e) Intensifications, alterations and expansions of use.

(1) A nonconforming use shall not be enlarged or extended in such a way as to occupy any part of any structure or property that it did not occupy prior to the creation of the nonconformity, unless otherwise provided by this section.

(2) A structure fully or partially occupied by any nonconforming use shall not be moved, altered or enlarged, unless required by law, or unless the moving, alteration or enlargement will result in the elimination of the nonconforming use, unless otherwise provided by this section.

(3) A nonconforming use shall not be intensified in such a way as to increase the discrepancy between existing conditions and the standards set forth in this Specific Plan, unless otherwise provided by this section.

(4) Any non-conforming use that was previously permitted and occupies a structure within the Mixed-Use, Office Campus or Regional Resources Districts that were existing at the time of adoption of this Specific Plan may continue to operate and

alter/expand the use provided the alteration/expansion is located completely within a structure that was existing prior to the adoption of the Specific Plan.

(5) The Planning Commission, pursuant to Article 2 of this Chapter, entitled "Conditional Use Permit", may approve the intensification, alteration and expansion of a nonconforming use, provided said intensification, alteration or expansion will not be injurious or detrimental to the public health, safety and welfare; unless otherwise provided in this section.

(f) Abatement of nonconforming uses. Nonconforming uses shall be abated as follows:

(1) A use that is nonconforming because of an operation or process which poses a threat to the public health, safety, or welfare, as determined by the Building Official, and which fails to discontinue such operation or process or to fully mitigate the hazard involved shall be discontinued upon the issuance by the City of a cease and desist order;

(2) A use that does not occupy a structure or which occupies a structure having an assessed valuation of less than $2,500 and which causes a public or private nuisance, shall be discontinued within 5 years from the effective date of the ordinance codified in the Development Code; and

(3) A use that has been abandoned shall comply with subsection (a) of this Section.

(4) Every nonconforming use shall be terminated within 20 years after the use became nonconforming upon direction from the City Council.

8.10.4 NONCONFORMING STRUCTURES:

A structure lawfully existing at the time this Specific Plan became effective, any portion of which does not comply with the requirements of the zoning district in which it is located, including setbacks, separations, height and design, is deemed a "nonconforming structure." A nonconforming structure may continue to exist, subject to the following:

(a) Damage or destruction.

(1) A nonconforming structure that is damaged or partially destroyed by fire, flood, wind, earthquake or other calamity, or the public enemy, or other cause which is beyond the control of the property owner, and which could not otherwise have been prevented by reasonable care and maintenance of the structure, may be reconstructed up to the original size, placement and density, provided that total cost of such reconstruction does not exceed more than 50 percent of the structure's fair market value. The structure may be restored and the non-

conforming use may be resumed, provided that restoration is started within 12 months and diligently pursued.

(2) In the event that the cost of repairing such damage exceeds 50 percent of the fair market value of the structure prior to such damage occurring, the structure may be reconstructed up to the original size, placement and density, subject to the following:

(i) The Planning Commission, at a duly noticed public hearing, must find that continuing the nonconforming use will not result in an annoyance to and/or reduction of any surrounding property. A public hearing and Planning Commission finding shall not be required for a parcel of land that is designated for a residential land use by the General Plan and contains a single-family dwelling;

(ii) The extent of damage or partial destruction shall be based upon a comparison of the estimated cost of restoring the structure to its condition prior to such damage or partial destruction with its value at the time the structure was damaged or partially destroyed. Estimates for such purpose shall be made by or reviewed by the Building Official;

(iii) The restoration is commenced within 12 months and diligently pursued to completion; and

(iv) Nothing in this Section shall be construed to permit the continuation of conditions that will endanger the health, safety and welfare of building occupants or the residents of the area, or which constitute a public or private nuisance.

(3) A multiple family dwelling or development that has been involuntarily damaged or destroyed by fire, flood, wind, earthquake, or other calamity, or by public enemy, or other cause which is beyond the control of the property owner, and which could not otherwise have been prevented by reasonable care and maintenance of the structure may be reconstructed up to the original size, placement and density, except a multiple family dwelling or development which has been abandoned for a period of 90 or more consecutive days prior to being involuntarily damaged or destroyed, or a multiple family dwelling or development constituting a public nuisance prior to being involuntarily damaged or destroyed may not be reconstructed unless the structure is made to comply to all provisions of the Specific Plan.

(b) Alterations and expansion.

(1) A nonconforming structure shall not be moved, altered or enlarged so as to increase the discrepancy between existing conditions and the most current standard as prescribed by the zoning district in which the structure is located, excepting alteration and/or enlargement to a single-family dwelling conducted pursuant to subsection (g) of this Section (Nonconforming single-family residential structures).

(2) Within residential zoning and land use districts, necessary repairs and desirable alterations, as deemed appropriate by the Development Director, may be made to legal nonconforming residential structures.

(3) Within nonresidential zoning and land use districts, reasonable repairs and alterations may be made to nonconforming nonresidential structures, provided that no structural alterations shall be made which would prolong the life of supporting members of a structure, such as bearing walls, columns, beams or girders. Structural elements may be modified only if such modification or repair is immediately necessary to protect the public health and safety, occupants of the legal nonconforming structure, or adjacent property, as determined by the Building Official. The total cost of such repairs or alterations may not exceed 50 percent of the replacement cost of the nonconforming structure. However, improvements required to reinforce an unreinforced masonry structure shall be permitted without replacement cost limitations, provided that such retrofitting is strictly limited to compliance with current earthquake safety standards.

(c) Interior Modifications. Changes to interior partitions or other nonstructural improvement(s) and repair(s) may be made to nonconforming structures provided that, over any consecutive five year period, the total cost of the desired improvement(s) or repair(s) does not exceed 50 percent of the replacement cost of the structure. For the purpose of these provisions, the replacement cost shall be determined by the Development Director.

(d) New Structures. Any new structure constructed on a lot or parcel with an existing legal nonconforming structure shall be constructed in conformance with all applicable provisions of this Specific Plan. However, in no case may a new nonresidential structure be constructed on the same lot as an existing legal nonconforming residential structure.

(e) Abatement of nonconforming structures posing a threat to the public health, safety and general welfare. A structure which is nonconform-

ing because of a violation or deficiency that poses a threat to the public health, safety or general welfare, as determined by the Building Official, and which fails to resolve, repair or improve such, or to fully mitigate the hazard involved, shall be abated, condemned or demolished upon the issuance by the City of a nuisance abatement, condemnations or demolition order.

(f) Nonconforming single-family residential structures. In addition to the requirements of subsections (a) through (e), above, nonconforming single-family residential structures shall be subject to the following:

(1) None of the provisions of this Chapter shall require the termination, discontinuance or removal or so as to prevent the expansion, modernization, repair, maintenance, alteration, reconstruction or rebuilding and continued single-family residential use of buildings intended for such, located within a residential district, and deemed non-conforming solely due to current zoning regulations, and provided that any alteration or enlargement shall itself be fully conforming;

(2) A single-family dwelling with a nonconforming side yard setback, which is added to, extended or enlarged, may continue such nonconforming setback, provided that the addition, extension or enlargement maintains a side yard setback equal to or greater than the existing side yard setback, but no less than 5 feet, and is no greater than 15 feet in height.

8.10.5 NONCONFORMING SIGNS:

A sign lawfully existing at the time this Specific Plan became effective, any portion of which does not comply with the requirements of the Signs Chapter (6.13), is deemed a “nonconforming sign.” A nonconforming sign may continue to exist, subject to the following:

(a) A sign which presents a hazard to public safety, as determined by the City, shall be removed upon the issuance of a cease and desist order by the City;

(b) A nonconforming sign may not be altered, enlarged, extended, or moved, except in conformity with the requirements of the Signs Chapter (6.13), or as otherwise required by law;

(c) Where a use or a structure associated with a nonconforming sign is abandoned or discontinued, any sign associated with a new use of the site shall be in full conformity with the requirements of the Signs Chapter (6.13); and

(d) A nonconforming sign that is destroyed by any means, to the extent of greater than 50 percent of its replacement value as determined by the Building Official, may be restored and the nonconforming sign resumed, provided that restoration is started within 12 months and diligently pursued to completion, and provided further that the Zoning Administrator, after holding a duly noticed public hearing, finds that continuing the nonconforming sign will not result in an annoyance to and/or reduction of any surrounding property.

(e) In considering whether the nonconforming sign results in annoyance to and/or reduction of any surrounding property, the Zoning Administrator shall consider the following:

(1) The number of additional nonconforming signs on the property;
(2) Whether the nonconforming sign(s) impede visibility toward other conforming signs on this and adjacent properties;
(3) The extent to which the nonconforming sign(s) contribute to sign clutter in the surrounding area; and
(4) The extent to which such nonconforming sign(s) provide the property and/or use with its only means of identification.

8.10.6 NONCONFORMING SITES:

(a) A lot or parcel that is not in compliance with the site development standards prescribed by the regulations of the zoning district in which the lot or parcel is located, including area, coverage, configuration, dimensions, parking, landscaping, screen walls, fences and enclosure trash receptacles, is deemed a “nonconforming site,” provided such lot or parcel was lawfully created and existing at the time this Specific Plan was adopted, which created the nonconformity, became effective.

(b) A lot or parcel that is nonconforming as to minimum area or dimension shall be granted all development rights and uses of the zoning district within which it is located.

(c) A lot or parcel that is nonconforming as to landscaping, parking standards, screen walls, fences and enclosure of trash receptacles, shall be altered to comply with the district regulations covering the following standards, within 20 years following the effective date of this Specific Plan, or as a condition of any subsequent site plan or Conditional Use Permit approval, upon direction from the Planning Commission and/or City Council.

8.10.7 ABATEMENT OF NONCONFORMING USES, STRUCTURES, SIGNS AND SITES:

Whenever a use, structure, site or sign becomes nonconforming because of a change of zoning district boundaries or a change of the regulations prescribed for the district in which the site is located, the period of time prescribed in this Specific Plan for the abatement period for the elimination of the use, the removal of the structure or sign, or the improvement of the lot or parcel shall begin on the effective date of the change of district boundaries or regulations.

8.10.8 NON-CONFORMING USES AND STRUCTURES WITHIN THE MIXED-USE, OFFICE CAMPUS AND REGIONAL RESOURCES DISTRICTS:

Non-conforming uses and structures within the Mixed-Use, Office Campus, and Regional Resource Districts existing at the time this Specific Plan was adopted shall be permitted to fill vacancies within their developments subject to the guidelines within this Section, unless otherwise regulated in this Chapter.

(a) Mixed-Use District. Developments within the Mixed-Use District that contain non-conforming uses or structures shall be permitted to fill vacancies in accordance with the commercial land uses provided for the Mixed-Use District without the required residential component. Each separate building that becomes completely conforming to the underlying Mixed-Use District shall no longer be afforded the allowances provided in this Section.

(b) Office Campus District. Developments within the Office Campus District that contain non-conforming uses or structures shall be permitted to fill vacancies in accordance with the commercial land uses provided for the Civic Commercial District. Each separate building that becomes completely conforming to the underlying Office Campus District shall no longer be afforded the allowances provided in this Section.

(c) Regional Resource District. Developments within the Regional Resource District that contain non-conforming uses or structures shall be permitted to fill vacancies in accordance with the professional land uses provided for the Civic Business Center District. Each separate building that becomes completely conforming to the underlying Regional Resource District shall no longer be afforded the allowances provided in this Section.

8.11 DEFINITIONS FOR THE SPECIFIC PLAN:

The following definitions are in addition to those definitions listed in the Victorville Municipal Code Section 16-1.03.010. Where a definition exists in both documents, the Specific Plan definition shall supersede the Municipal Code definition. Any discrepancies with a definition shall be resolved by the Zoning Administrator. Additions, modifications or deletions to the Definition Section of the Specific Plan may be approved administratively by the Zoning Administrator as the Specific Plan evolves or needs adjusting as circumstances arise.

Academic private college – A private college which primarily offers courses and degrees in academia as opposed to teaching trades or specific jobs.

Age-qualified housing – A planned community, either single or multi-family development, which is restricted to housing at least one person aged 55 and over for a minimum of 80% of the units. The planned community contains amenities such as clubhouses and typically offers activities.

Alternative fuel vehicle – Any vehicle that is powered by a fuel other than traditional petroleum (gasoline and diesel). This includes electric, hybrid, natural gas and solar vehicles.

Apartment – A residential dwelling unit within a multiple dwelling of at least two units available to rent or lease.

Campus and medical campus – A development of multiple uses consisting of primarily schools, offices and medical uses with a minimum area of one acre.

Floor Area Ratio (FAR) – A measure of development intensity. FAR is the ratio of floor area of a building to the area of its site. For instance, both a two-story building that covers an entire lot and a four-story building that covers half of a lot have FARs of 2.

Mixed-use building – A mixed-use building is a type of building which has a commercial use on the bottom floor and a residential use on the top floor. This type of building is found in mixed-use developments and allows for live/work opportunities as well as benefits such as compact developments, interactive neighborhoods and walkability.

Music store – A commercial retail business that sells music, musical instruments and accessories and may offer ancillary music lessons and small music performances.

Non-motorized transportation – This includes most forms of non-mechanized transportation such as walking, jogging and bicycling for leisure, exercise and

travelling between destinations such as work, home and businesses.

Open space – An area of generally unimproved land designated for public use or for the aesthetic value of the land. Open Space may not be unusable land unless the land itself is visually pleasing. For instance, open space may not be a drainage basin or utility corridor unless usable. Or an unusable hillside may be open space for its aesthetic value, whereas a drainage basin or a utility corridor generally is not.

Pathway – A path, paseo or walkway utilized by pedestrians for leisure, exercise or traveling.

Post-secondary educational campus – A university, college or institute consisting of multiple buildings located on a minimum area of one acre as opposed to the same operating from a suite or single small building.

Recreation space, common – A usable open space area for the exclusive use of the residents and their guests of a residential complex.

Recreation Space, private – A private usable open space area that is reserved for the use of the occupants of a single residential unit as part of a larger residential complex.

Shared parking – Parking between two individual businesses or uses, which occupy the same parking spaces and parking lot that satisfies the minimum number of parking spaces for both uses.

Social Service – A use either provided directly or indirectly from the government which provides local or regional public assistance or services to the disadvantaged, needy or lawfully obligated members of the community. These services include, but are not limited to welfare, behavioral, rehabilitation or parole services. Public services which do not solely serve this portion of the community are not considered social services, such as City Hall, court offices and public safety offices.

Solar panel – A solar photovoltaic module composed of individual photovoltaic cells that are typically part of a system of modules which generates electricity from the sun to be used for the on-site electrical needs of residential, commercial, light industrial or public developments.

Street parking – Parking of a vehicle within the curb side eight feet of a designated local or greater sized street, unless designated as a no parking zone.

Sustainability – The Planning and Zoning of an area which takes into consideration the economical, environmental and social aspects to create and maintain a higher standard of living for the community.

Townhouse – A multi-family unit that typically contains multiple stories for each unit, is attached to another townhome, is often in a row of townhomes and it may be stacked. It differs from an apartment in that it has multiple stories and the access is from the front typically along a street with a minimal porch and no front yard.

Vehicle – any motorized transportation device, including automobiles, motorcycles, boats and recreation vehicles.

Vehicle sharing station – A type of vehicle transportation service that allows for the short term rent or 'sharing' of vehicles. Different than car rental services, the service requires membership or a deposit and in turn is more convenient for the user. It offers the user an alternative to vehicle ownership and insurance.

Wind turbine – A machine of any size which converts the energy from wind into electrical energy to be used for the on-site electrical needs of residential, commercial, light industrial or public developments.

CHAPTER 9:
APPENDICES

Civic Center Community Sustainability Plan

Traffic Study

January, 2014

Prepared by Brian Gengler, PE, City Engineer

Brian W. Gengler

Civic Center Community Sustainability Plan

Traffic Study

1.0 Introduction
- 1.1 Traffic Study Goals
- 1.2 Study Area
- 1.3 Analysis Methodology

2.0 Existing Conditions
- 2.1 Circulation System
- 2.2 Level of Service
- 2.3 Traffic Volumes & Level of Service

3.0 Circulation Alternatives
- 3.1 Civic Drive as Two-Lane Divided Road
- 3.2 Civic Drive / Sage Street Pedestrian Signal
- 3.3 Re-alignment of Park Ave. / Kentwood Blvd.
- 3.4 Roy Rogers / Northbound I-15 Ramp Intersection Improvements
- 3.5 Pedestrian and Bicycle Bridge over I-15

4.0 Forecast Conditions
- 4.1 Proposed Project
- 4.2 Traffic Model Methodology
- 4.3 2035 Conditions without Project
- 4.4 2035 Conditions with Project

5.0 Mitigation Measures

6.0 Recommendations

Exhibits

1 – Specific Plan Map
2 – Existing Circulation System
3 – Traffic Count Locations
4 – Proposed Civic Drive Cross Section
5 – Proposed Civic Drive Preliminary Plan
6 – Proposed Re-alignment of Park Ave. / Kentwood Blvd.
7 – Proposed Roy Rogers / La Paz / I-15 On and Off Ramp Intersection Improvements

Tables

1 – Level of Service Volumes for Roadway Capacity
2 – Existing and Forecast Segment Volumes & Levels of Service

Appendices

1 – 2013 Traffic Count Data
2 – Traffic Forecast Model Methodology
3 – Traffic Analysis Zone Map
4 – Model Run Plots for 2035

1.0 Introduction

The Civic Center Community Sustainability Plan purpose is "to develop a comprehensive specific plan for the City's Civic Center...". In this traffic study the "Specific Plan" shall refer to the Civic Center Specific Plan and its supporting documents. The Planning Division is the lead for the Specific Plan preparation and implementation. Changes in land uses and development intensities from the adopted General Plan are proposed. The Engineering Division prepared this traffic study and has collaborated with Planning on developing proposed changes to the circulation system. Some circulation changes are proposed for motor vehicle (including transit), bicycle and pedestrian traffic. This traffic study is a technical document supporting the preparation of environmental documentation to comply with CEQA requirements.

1.1 Traffic Study Goals

This study has several goals: (1) to compare the associated traffic volumes and levels of service resulting from the proposed land uses to those resulting from General Plan land uses; (2) to analyze the traffic volumes and levels of service with the proposed circulation changes and; (3) to identify access and mobility alternatives for bicycles and pedestrians; (4) to document alternatives and opportunities for connectivity with transit routes.

1.2 Study Area

The Plan encompasses 473 acres and extends to the north to Roy Rogers Drive and La Paz Drive; to the east, on the east side of I-15, to Valley Center Drive; to the south to Bonanza Road (east of Park Avenue) and to Palmdale Rd west of Amargosa; to the west to Borego Road (between Palmdale Road and Seneca Road) and up to 750 feet west of Amargosa Road (between Seneca Road and Roy Hook Blvd.) Refer to Exhibit 1, the Specific Plan Map.

1.3 Analysis Methodology

This study analyzes traffic volumes and levels of service for three scenarios: existing 2013 conditions; 2035 General Plan conditions and 2035 Specific Plan conditions. For all three scenarios the Average Daily Traffic (ADT) or 24-hour volumes were compared for certain street segments (between intersections). For the 2035 conditions, the City of Victorville traffic forecast model was used. This traffic model was developed by Parsons Brinckerhoff (PB), under contract with the City, and used for the last citywide General Plan update which was adopted in 2008. The 2035 traffic volumes for this traffic study were generated using the same traffic model, still managed by PB, who is under contract to the City.

2.0 Existing Conditions

Existing conditions were documented at the time of this study preparation in the fall of 2013. The circulation system, traffic controls, traffic volumes and level of service are documented as a bench mark for comparison to the 2035 scenarios.

2.1 Circulation System

The existing circulation system consists mainly of local roads and some arterial roads. Refer to Exhibit 2, the Existing Circulation System.

2.2 Level of Service

Level of Service (LOS) is a measure related to the traffic service to a given flow rate of traffic volume, which can be expressed as vehicles per hour or vehicles per day. The Highway Capacity Manual uses six LOS letters, namely A, B, C, D, E, and F, where "A" denotes the best quality of service and "F" denotes the worst. There will be an associated service volume for each of the LOS levels. A service volume or service flow rate is the maximum number of vehicles which can be accommodated by a given street segment under given conditions at a given LOS. Table 1, Levels of Service for Roadway Capacity Volumes gives generally accepted LOS for various road segments and average daily traffic volumes. The General Plan LOS standard is "D or better at intersections (as defined by the most current version of the Highway Capacity Manual), except in certain high activity areas designated by the Planning Commission, where an LOS E is acceptable", according to Policy 1.1.1 in the Circulation Element. The LOS D standard was applied to the street segments.

2.3 Traffic Volumes & Level of Service

Street segment 24-hour volume traffic counts were taken at selected locations from March 7, 2013 to May 8, 2013 on days when schools were in session. Refer to Exhibit 3 for traffic count locations. Refer to Table 2 for segment volumes for 2013 compared to forecast 2025 volumes. The existing traffic count data reports are in Appendix 1.

3.0 Circulation Alternatives

Several alternatives were studied for this Specific Plan that would potentially improve circulation, mobility and safety for motor vehicles, bicycles and pedestrians

3.1 Civic Drive as Two-Lane Divided Road

Civic Center Dive (between Amargosa Road and Seneca Road) is proposed to be modified from an arterial road with two lanes in each direction with a center left turn lane to a collector with one lane in each direction, bike lanes and a raised landscaped median with turn pockets at certain intersections and major driveways. Refer to Exhibit 4, Proposed Civic Drive Cross Section. A preliminary plan has been prepared, Exhibit 5, of Civic Drive showing the median and turn pocket locations. A relatively wide raised median (22 to 25 feet) is proposed with a fence to prevent pedestrians crossing Civic Drive at uncontrolled mid-block locations. Pedestrian crossings will be maintained at the existing traffic signal at Seneca Road and at Sage Street as discussed below.

3.2 Civic Drive / Sage Street Pedestrian Signal

A pedestrian signal will be proposed at Civic Drive and Sage Street to accommodate an anticipated increase in pedestrian traffic across Civic Drive. The court house is already a significant attractor for pedestrians who use the facility, both the general public and professionals from nearby offices. The signal would provide a protected crossing and enhance pedestrian safety along Civic Drive.

3.3 Re-alignment of Park Ave. / Kentwood Blvd.

On Palmdale Road (State Route 18) there is substandard intersection spacing that contributes to traffic congestion and delay. On Palmdale Road, the following spacing exists (measured in the vehicle storage lengths between the intersections): I-15 southbound exit ramp to Park Avenue is 480 feet; Park Avenue to Kentwood Drive is 160 feet; Kentwood Drive to Amargosa Road is 700 feet. Re-aligning Park Avenue to intersect with Kentwood Drive would result in a spacing of 720 feet from the I-15 southbound exit ramp to Kentwood Drive. Refer to Exhibit 6 – Proposed Re-alignment of Park Ave. / Kentwood Blvd. The realignment would have to be constructed through an area that is currently private property. Right of way would have to be acquired and the realignment would result in the loss of shopping center parking spaces and changing the parking lot circulation. It appears that the realignment could be constructed with a reversing horizontal curve radius of approximately 200 feet, which is lower than the City standard. However, a design exception with a 200 foot radius could likely be justified considering the constraints of existing development and the existing congested condition of Palmdale Road. The construction of this realignment would depend on the feasibility, environmental clearance, right of way acquisition and availability of funding.

3.4 Roy Rogers Drive / La Paz Drive / I-15 Northbound Ramp Intersection Improvements

The intersection of Roy Rogers Drive / La Paz Drive and the I-15 northbound ramps is typically congested at peak hours. The intersection was studied to identify improvements to achieve a better level of service. The following added lanes are proposed: a 3rd eastbound through lane on Roy Rogers Dr. and La Paz Dr; a separate eastbound right turn lane from Roy Rogers Dr. to the northbound entrance ramp; a 2nd left turn lane at the northbound exit ramp; a dedicated 2nd left turn from south to east on La Paz dr. Intersection widening and the installation of new traffic signal poles at the southeast and southwest quadrants would be required. The construction of intersection improvements depends on the availability of funding. Refer to Exhibit 7, Roy Rogers Drive / La Paz Drive / I-15 On & Off Ramp Intersection Improvements.

3.5 Pedestrian and Bicycle Bridge over I-15

To achieve connectivity for pedestrians and bicyclists across I-15 to the eastern part of the Specific Plan area, a pedestrian / bicycle bridge is proposed between the northeast side of Seneca Road cul-de-sac and the west side of Valley Center Drive at Lorene Drive. The bridge would allow pedestrians and bicyclists to access the Victor Valley Transit Authority (VVTA) bus stops on Lorene Drive. This is a significant stop for VVTA with multiple routes and six bus stops. At the Seneca Road cul-de-sac, there may be adequate existing right of way for a bridge landing area and ramps although additional right of way may need to be acquired. On the west side of Valley Center Drive right of way would need to be acquired from a vacant area adjacent to a parking lot. A preliminary design will need to be developed to determine the bridge location, right of way requirements and estimated costs. Grant fund sources are available for non-motorized projects such a pedestrian bridge. This project would be dependent on grant funds to be constructed.

4.0 Forecast Conditions

The forecast traffic conditions in this study are analyzed for the year 2035. The new land use for the Specific Plan is compared to the 2008 General Plan land uses.

4.1 Proposed Project

The propose project is the Specific Plan and its associated land use changes. The project definition is described in the planning and environmental documentation on file with the Planning Division of the Development Department.

4.2 Traffic Model Methodology

An abbreviated explanation of the traffic model methodology is in Appendix 2. A more detailed explanation of the methodology is on file in the Engineering Division. The traffic model uses Traffic Analysis Zones (TAZ), each with its socio-economic variables converted from the land uses in the Specific Plan. Each TAZ has centroid connectors that link the traffic to the network, that is, the street system. Appendix 3 shows a TAZ map of the study area. The 2035 mode 24-hour volume plots are shown in Appendix 4.

4.3 2035 Conditions without Project

The 2035 traffic conditions without the Specific Plan project are the same as the General Plan traffic conditions that were analyzed for the 2008 General Plan update.

4.4 2035 Conditions with Project

The 2035 traffic conditions with the Specific Plan project assume a level of development estimated by Planning. The planned street network remains the same except for Civic Drive between Amargosa Road and Seneca Road. This segment is proposed to change from two lanes in each direction to one lane in each direction with a raised median and left turn pockets only at intersections and 3 major driveways. The conditions with and without the project are shown in Table 2, Existing and Forecast Segment Volumes & Levels of Service.

As can be seen in Table 2, all road segments are either at an acceptable level of service in accordance with the City's General Plan standards or have not degraded to a worse level of service.

5.0 Mitigation Measures

Because all road segments are either at an acceptable level of service in accordance with the City's General Plan standards or have not degraded the level service to a worse level of service, as stated in Section 4.4 above, there are no specific mitigation measures required for traffic impacts. General Plan goals, objectives, policies and implementation measures as described in the Circulation Element will continue to be followed. Development projects in or adjacent to the Specific Plan area, of a size significant enough to cause impacts that potentially could require mitigation, will be required to submit a traffic study to document the traffic impacts and mitigation measures for the project. It has been the practice of the City to require a traffic study for any project generating 250 or more peak hour trips. This is consistent with SANBAG Congestion Management Program requirements. A traffic study can still be required for a project generating fewer than 250 peak hour trips, if in the judgment of the Engineering Division, there would be potentially significant traffic impacts.

6.0 Conclusions

Based on the results of this traffic study, the following conclusions can be made:

1. The proposed land use changes in the Specific Plan can be implemented without significant traffic impacts exceeding the traffic impacts compared to land uses previously approved in the General Plan.
2. Implementation of the circulation alternatives discussed above will not result in significant traffic impacts exceeding the traffic impacts compared to the circulation previously approved in the General Plan. In fact, traffic impacts could be reduced by the implementation of the alternatives by reducing motor vehicle trips and increasing more bicycle and pedestrian trips.
3. The level of service for the streets within the Specific Plan will be acceptable and in accordance with General Plan standards.

6.0 Recommendations

The following recommendations are made for this traffic study:

Implement the transportation alternatives discussed in Section 3.0 above. Preliminary designs and cost estimates of the projects should be developed. Grant funding should be sought for the projects.

1. Convert Civic Drive to a two-lane divided road with a center raised median and bicycle lanes.
2. Install a new pedestrian signal at Civic Drive / Sage Street.
3. Realign Park Avenue with Kentwood Blvd. at Palmdale Road.
4. Improve the Roy Rogers / Northbound I-15 Ramp intersection.
5. Construct a pedestrian and bicycle bridge over I-15 extending from Seneca Road to Lorene Drive / Valley Center Drive.

Table 1
Level of Service Volumes for Roadway Capacity

Roadway Classification			Level of Service					
General Plan Classification	No. of Lanes		A	B	C	D	E	F
SA - Super Arterial	6	D	33,900	39,400	45,000	50,600	56,300	>56,300
A - Arterial	4	D	22,500	26,300	30,000	33,800	37,500	>37,500
A - Arterial	4	U	15,000	17,500	20,000	22,500	25,000	>25,000
C - Collector	2	D	11,300	13,200	15,000	17,000	18,800	>18,800
L - Local	2	U	7,500	8,800	10,000	11,300	12,500	>12,500

"D" denotes "divided" is defined as a median (rasied or painted) or two-way left turn lane

"U" denotes "undivided" and is defined as having no median or two-way left turn lane

Table 2
Existing & Forecast Segment Volumes & Level of Service

			Existing				General Plan			Specific Plan		
			2013				2035			2035		
Street	From	To	Existing	Signals / Stop Spacing (mile)	ADT	LOS	Proposed Change from Existing	ADT	LOS	Proposed Change from GP	ADT	LOS
Amargosa Rd	Roy Rogers Dr	Seneca Rd	4D	0.5	13,677	A	-----	23,200	A	-----	25,950	B
Amargosa Rd	Seneca Rd	Palmdale Rd	4D	0.5	14,621	A	-----	25,550	B	-----	29,940	D
Amargosa Rd	Palmdale Rd	Dos Palmas Rd	4D	0.5	13,830	A	-----	28,670	C	-----	30,410	D
Borego Rd	Palmdale Rd	Seneca Rd	2U	----	3,050	A	-----	3,965	A	-----	4,270	A
Civic Drive	Roy Rogers Dr	Seneca Rd	4D	0.65	8,188	A	-----	14,630	A	-----	19,000	A
Civic Drive	Seneca Rd	Amargosa Rd	4D	0.5	6,420	A	2D	10,630	A	2D	11,660	B
Kentwood	Palmdale Rd	Civic Dr	4D	0.2	6,510	A	-----	13,220	A	-----	13,950	A
La Paz Dr	I-15 NB Ramps	Valley Center Dr	4D	0.1	25,909	C	5D	41,720	D	-----	40,630	D
La Paz Dr	Valley Center Dr	7th St	4D	0.3	-----	-----	-----	23,050	B	-----	24,220	B
Palmdale Rd	Green Tree Blvd	I-15 SB Ramps	4D	0.1, 0.2	34,428	E	6D	68,597	F	-----	65,830	F
Palmdale Rd	I-15 SB Ramps	Amargosa Rd	4D	0.1, 0.5, 0.15	44,971	F	6D	60,310	F	-----	59,610	F
Palmdale Rd	Amargosa Rd	Borego Rd	4D	1.0	30,700	D	6D	54,527	D	-----	51,003	D
Park Ave	Palmdale Rd	Anacapa Rd	2D	----	11,056	A	-----	14,373	C	-----	15,478	D
Park Ave	Anacapa Rd	Dos Palmas Rd	2D	----	4,850	A	-----	6,305	A	-----	6,790	A
Roy Rogers Dr	Civic Dr	I-15 SB Ramps	6D	0.14	32,179	A	-----	36,070	D	-----	36,800	D
Roy Rogers Dr	Amargosa Rd	Civic Dr	6D / 5D	0.1, 0.25	23,044	D	6D	26,020	B	-----	25,100	B
Seneca Road	Borego Rd	Amargosa Rd	4D	----	7,887	A	-----	14,620	A	-----	18,567	A
Seneca Road	Amargosa Rd	Civic Dr	4D	0.37	3,469	A	-----	4,750	A	-----	10,980	A
7th St	La Paz Dr	Green Tree Blvd	4D	0.4, 0.25	16,988	C	6D	31,780	A	-----	32,850	A

Exhibit 1

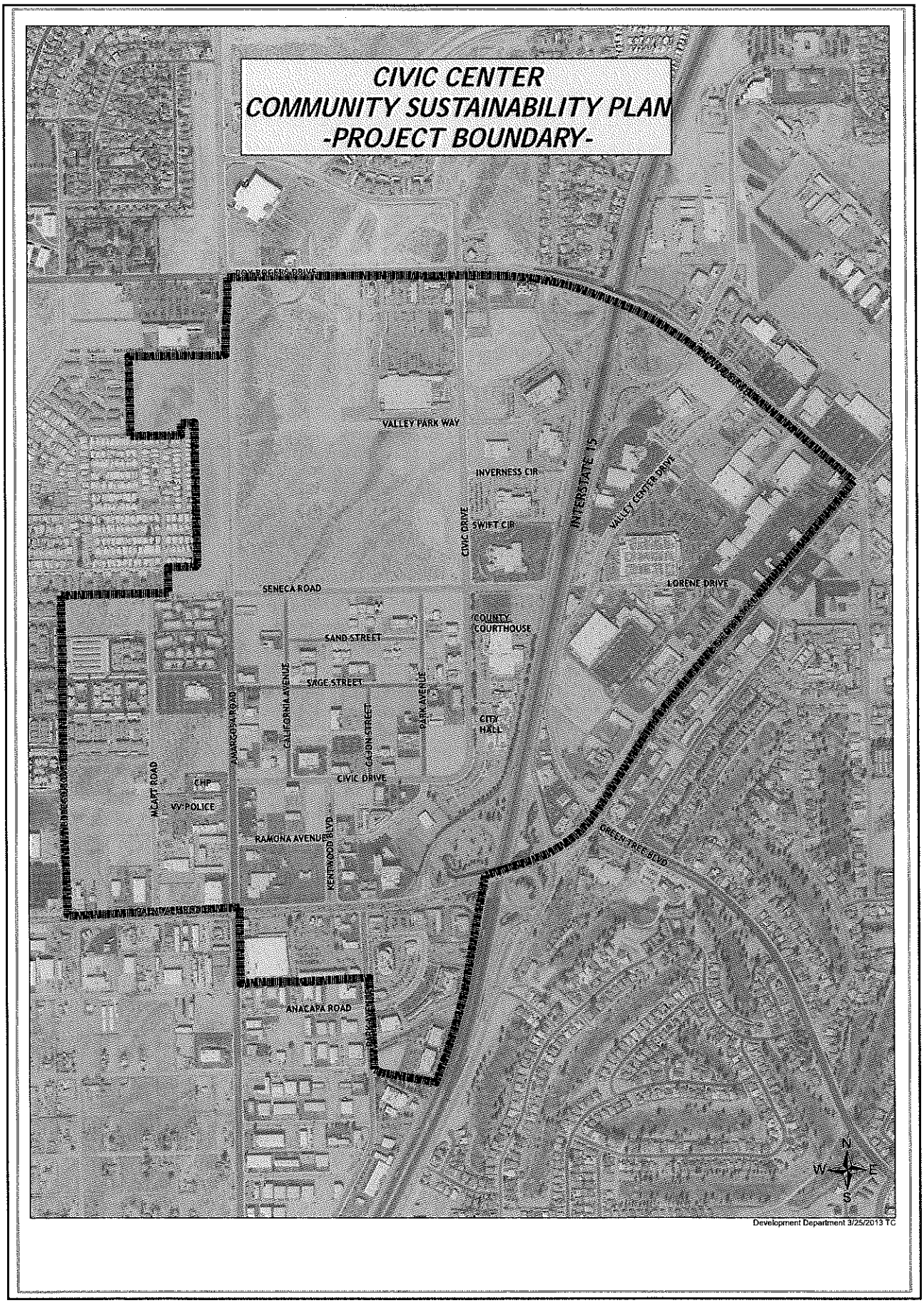

CIVIC CENTER
COMMUNITY SUSTAINABILITY PLAN
-PROJECT BOUNDARY-
VALLEY PARK WAY
INVERNESS CIR
SWIFT CIR
CIVIC DRIVE
INTERSTATE 15
VALLEY CENTER DRIVE
LORENE DRIVE
SENECA ROAD
COUNTY COURTHOUSE
SAND STREET
SAGE STREET
CALIFORNIA AVENUE
CAJON STREET
PARK AVENUE
CITY HALL
CIVIC DRIVE
CHP
VV POLICE
MCART ROAD
RAMONA AVENUE
KENTWOOD BLVD
GREEN TREE BLVD
ANACAPA ROAD
N
W
E
S
Development Department 3/25/2013 TC

Exhibit 2

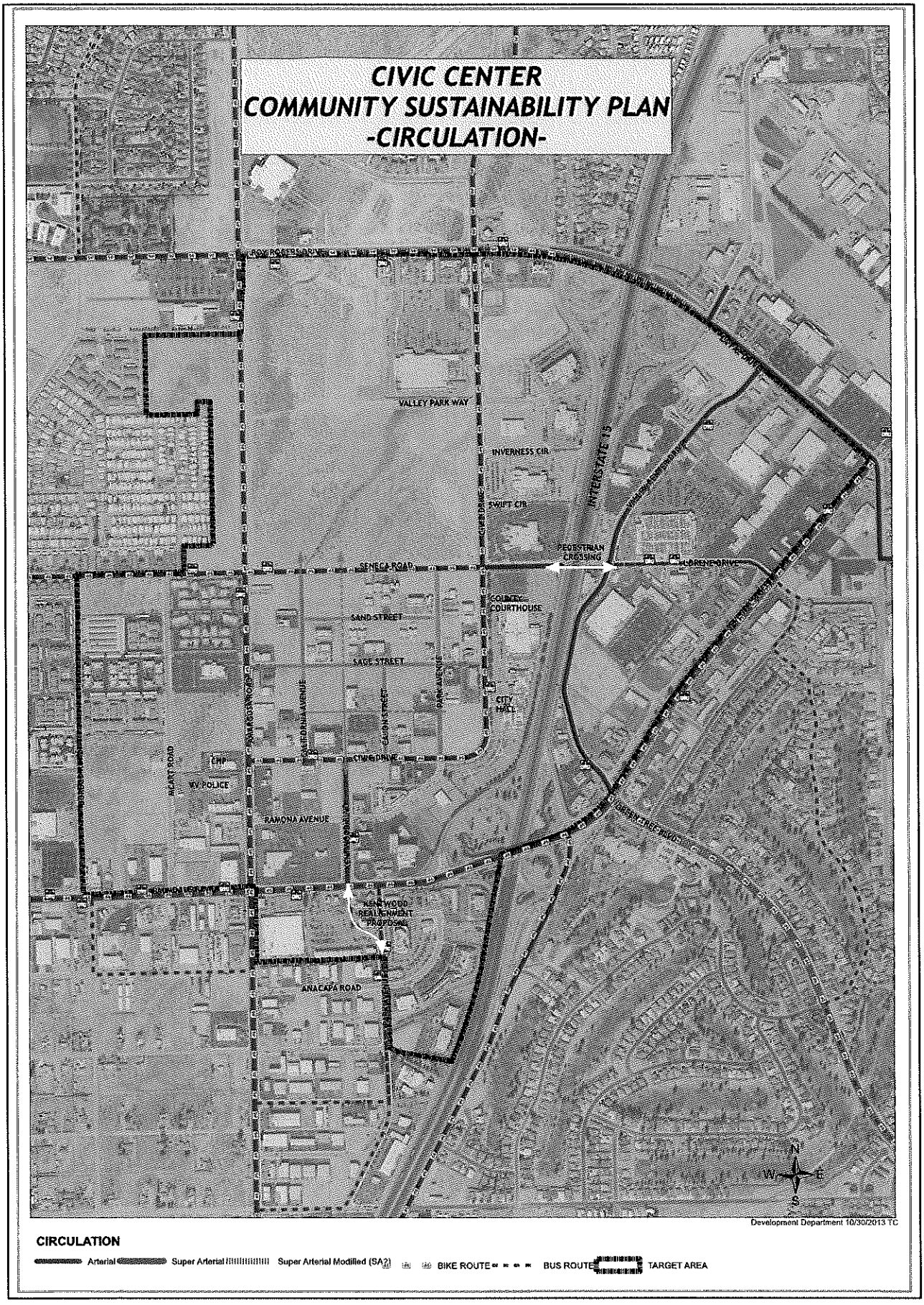
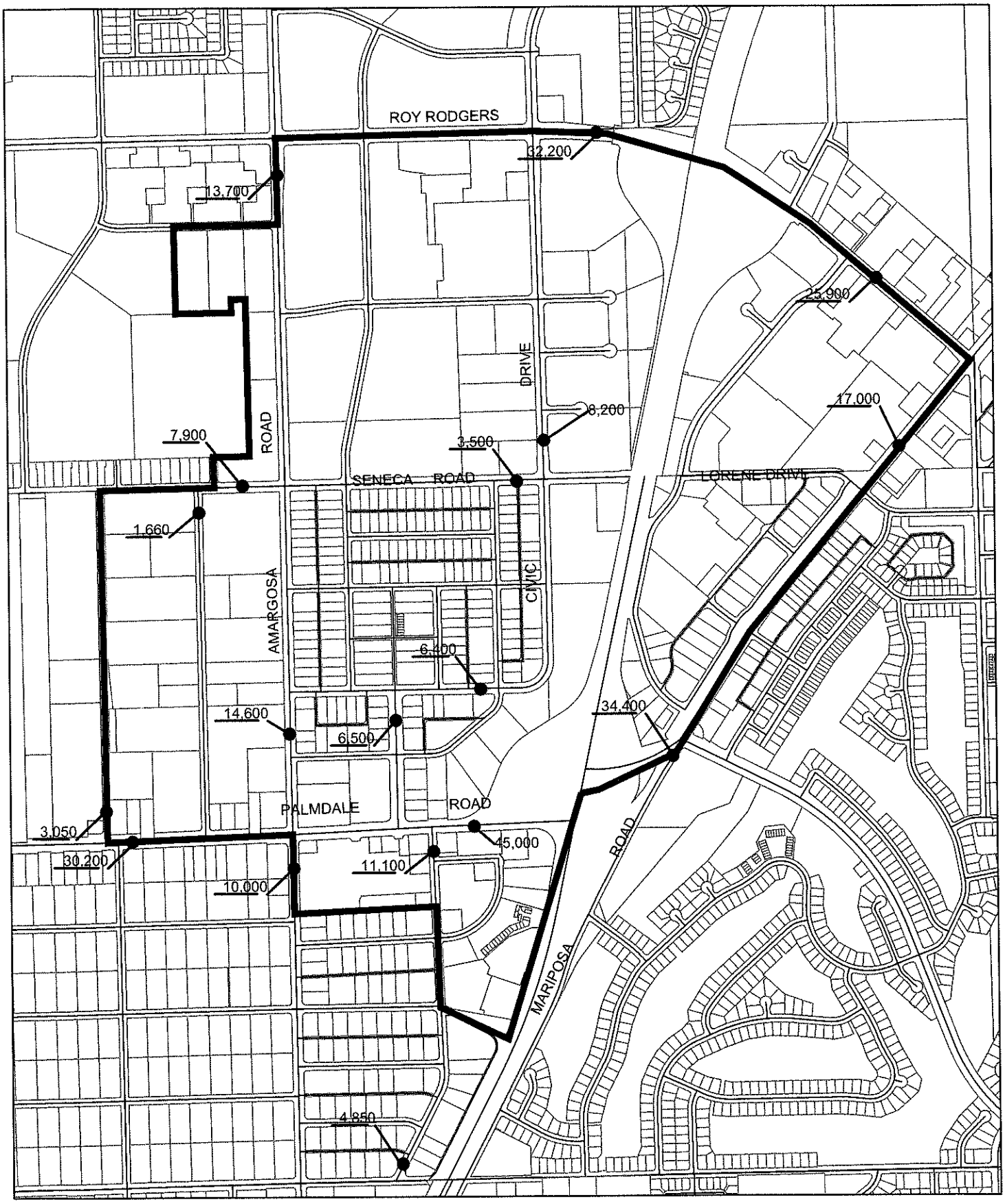
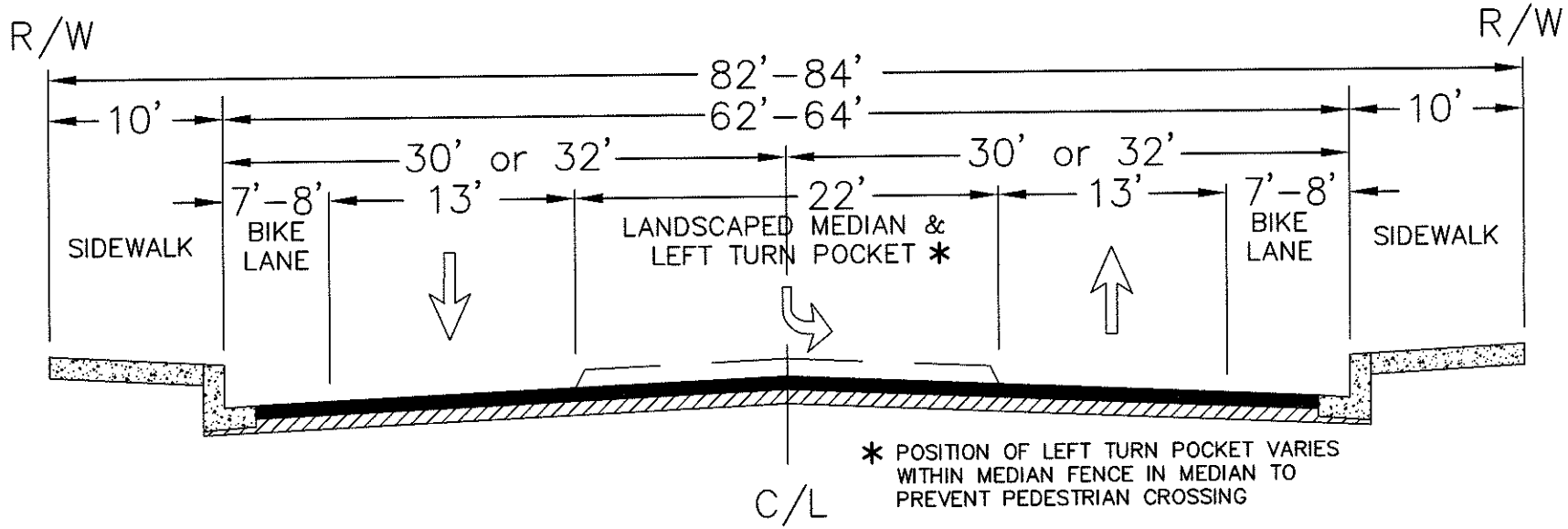

CIVIC CENTER
COMMUNITY SUSTAINABILITY PLAN
-CIRCULATION-
VALLEY PARK WAY
INVERNESS CIR
SWIFT CIR
INTERSTATE 15
PEDESTRIAN CROSSING
SENECA ROAD
SAND STREET
SAGE STREET
CITY HALL
CIVIC DRIVE
CHP
KV POLICE
PLAZA ROAD
RAMONA AVENUE
KENWOOD REALIGNMENT PROPOSAL
ANACAPA ROAD
Development Department 10/30/2013 TC
CIRCULATION
Arterial
Super Arterial
Super Arterial Modified (SA2)
BIKE ROUTE
BUS ROUTE
TARGET AREA
N
W
E
S

EXHIBIT 3

24-HOUR TRAFFIC VOLUME



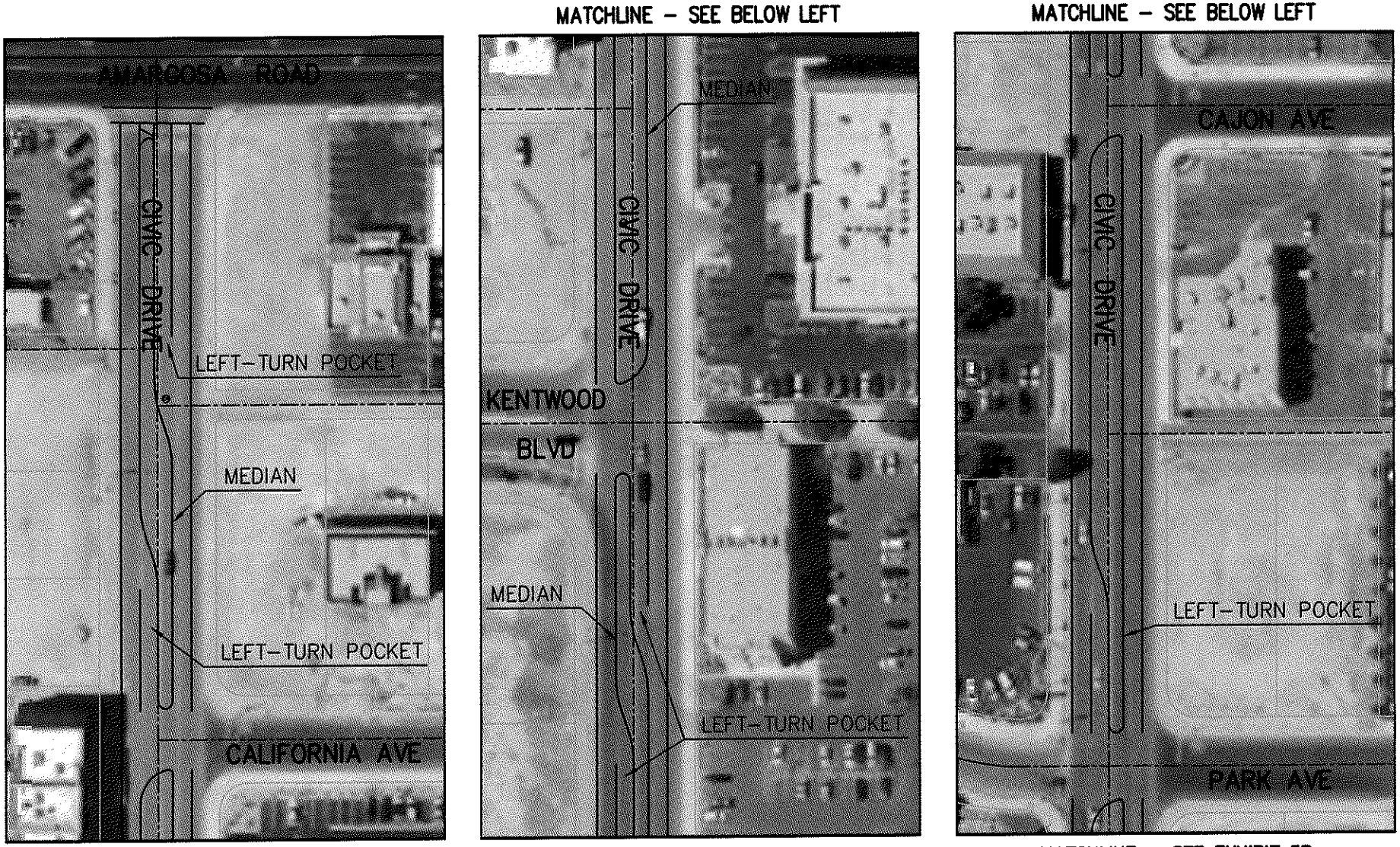


CIVIC DRIVE

PREPARED BY:

CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
14343 Civic Drive, Victorville, CA 92392 (760) 955-5158

EXHIBIT 4
PROPOSED CIVIC DRIVE
PRELIMINARY PLAN

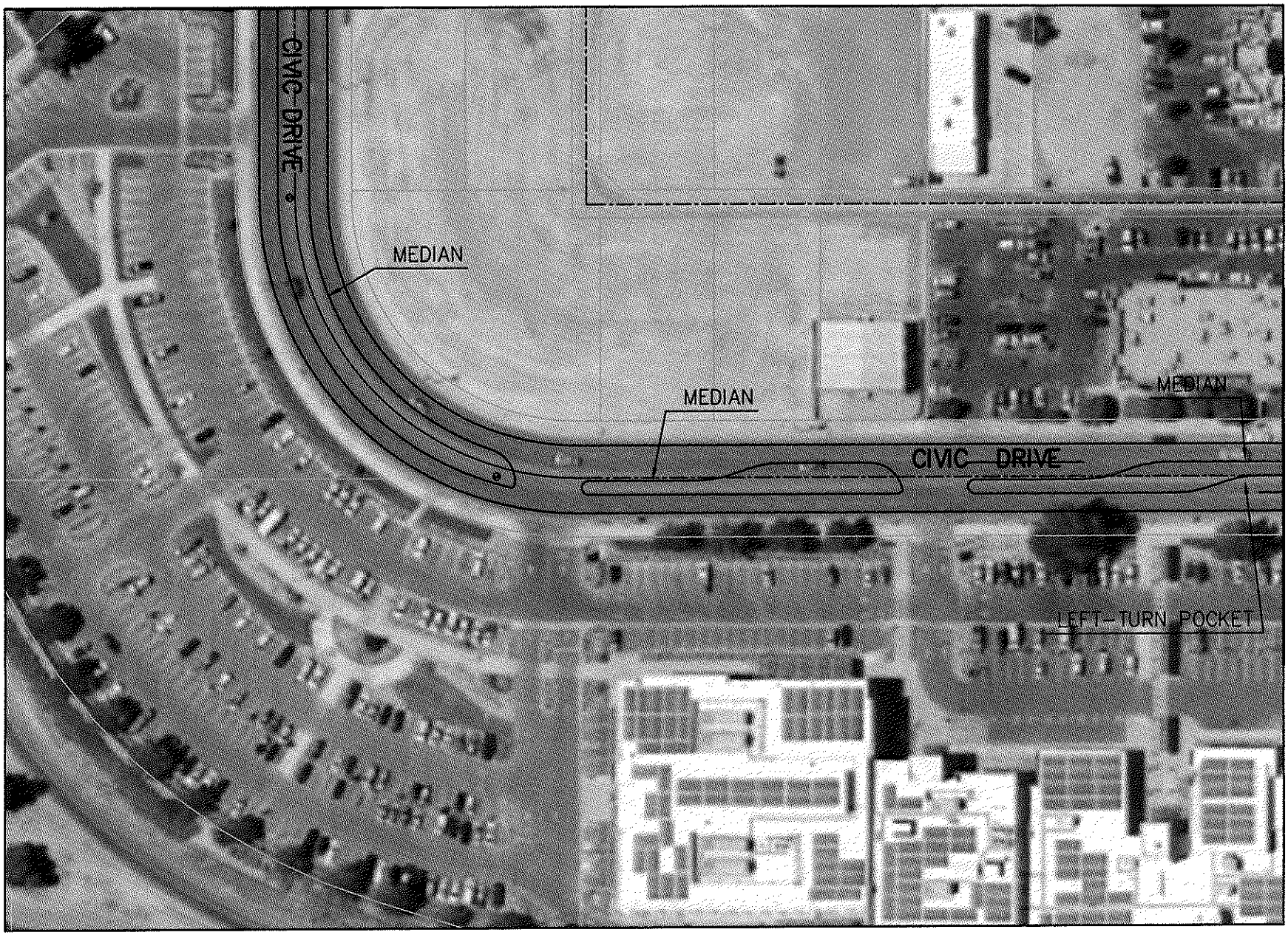


PREPARED BY:

CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
14343 Civic Drive, Victorville, Ca. 92392 (760) 955-5158

EXHIBIT 5A
PROPOSED CIVIC DRIVE
PRELIMINARY PLAN

MATCHLINE – SEE EXHIBIT 5A

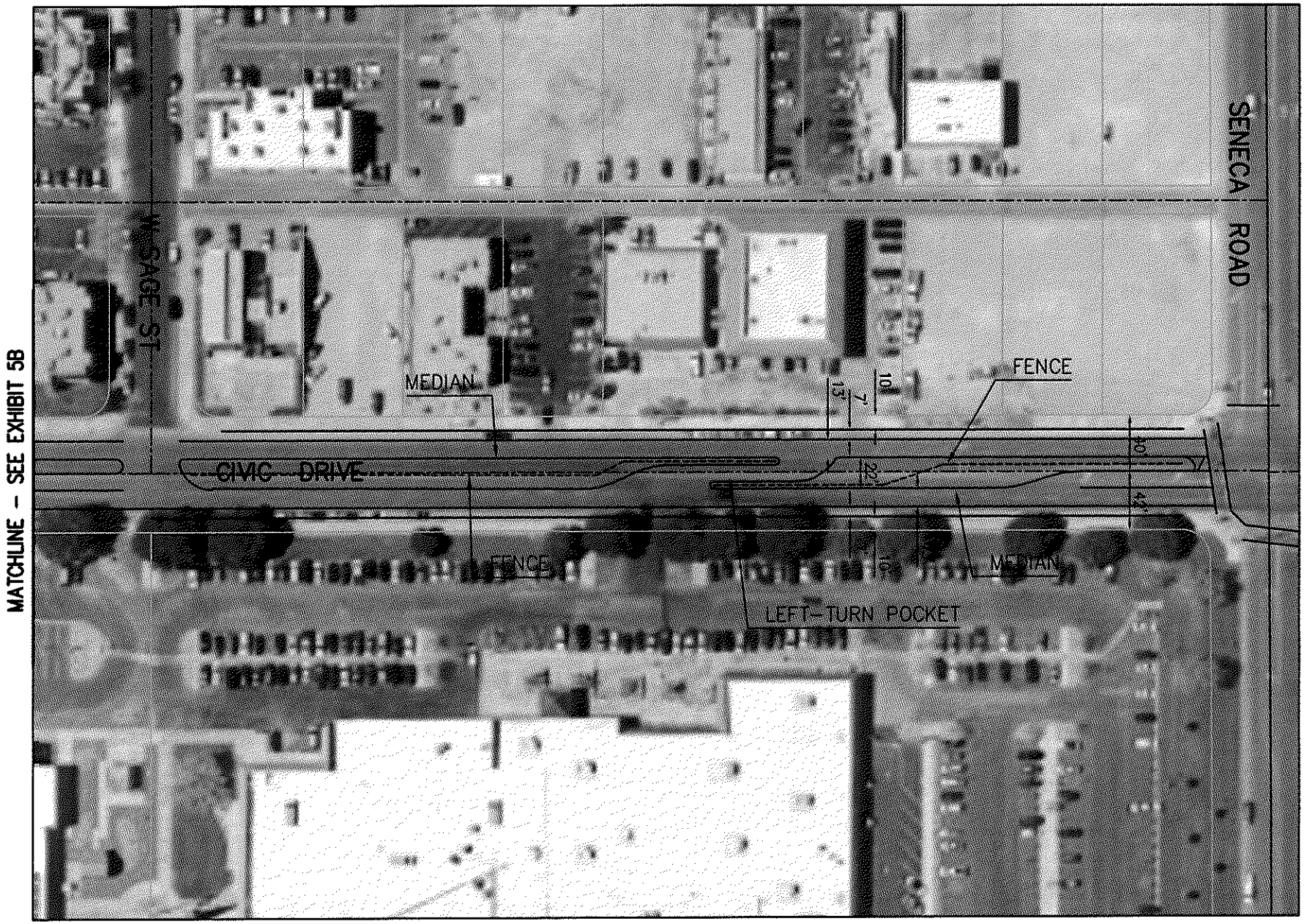


MATCHLINE – SEE EXHIBIT 5C

PREPARED BY:

CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
14343 Civic Drive, Victorville, Ca. 92392 (760) 955-5158

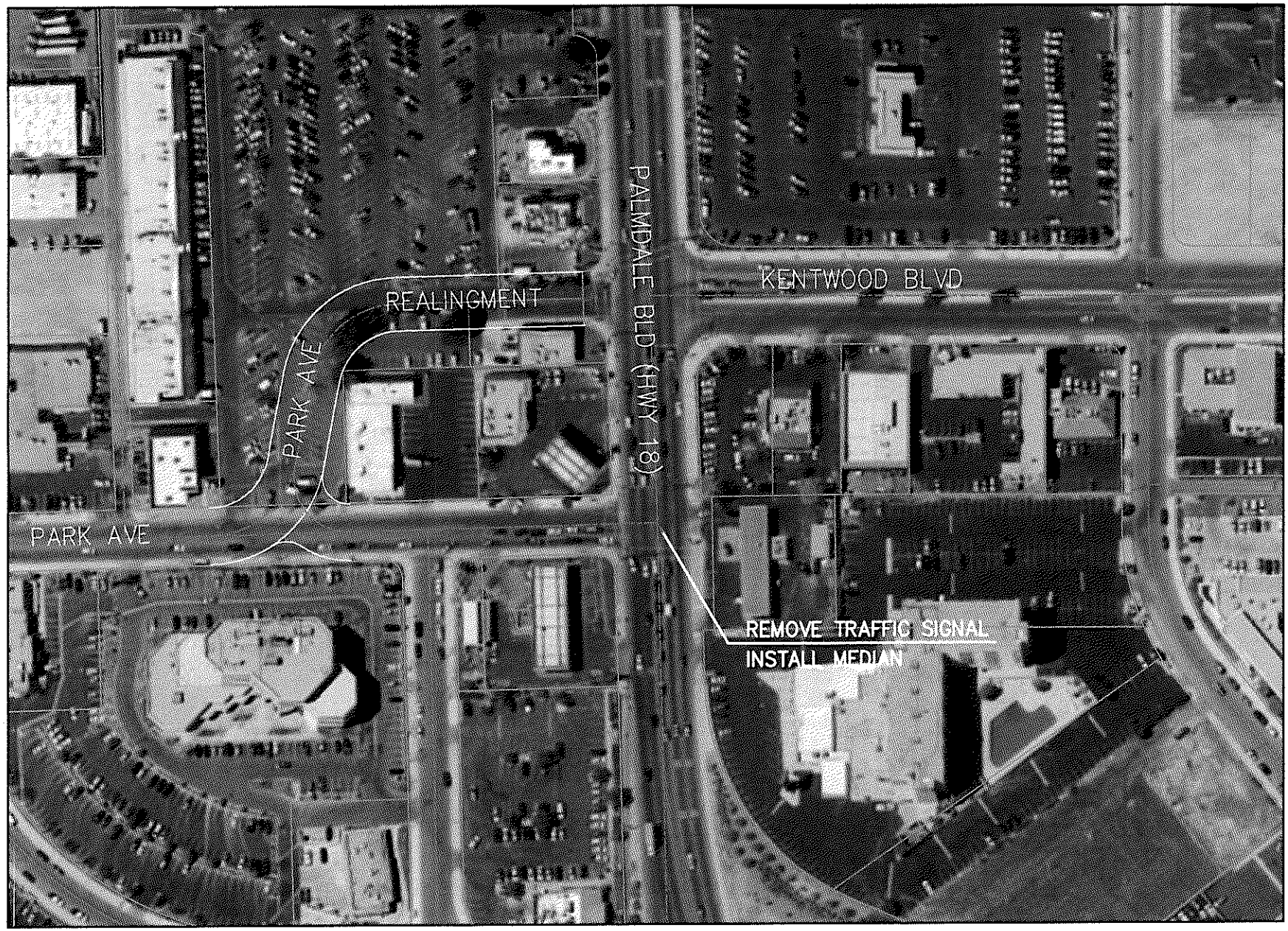
EXHIBIT 5B
PROPOSED CIVIC DRIVE
PRELIMINARY PLAN



PREPARED BY:

CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
14343 Civic Drive, Victorville, Ca. 92392 (760) 955-5158

EXHIBIT 5C
PROPOSED CIVIC DRIVE
PRELIMINARY PLAN

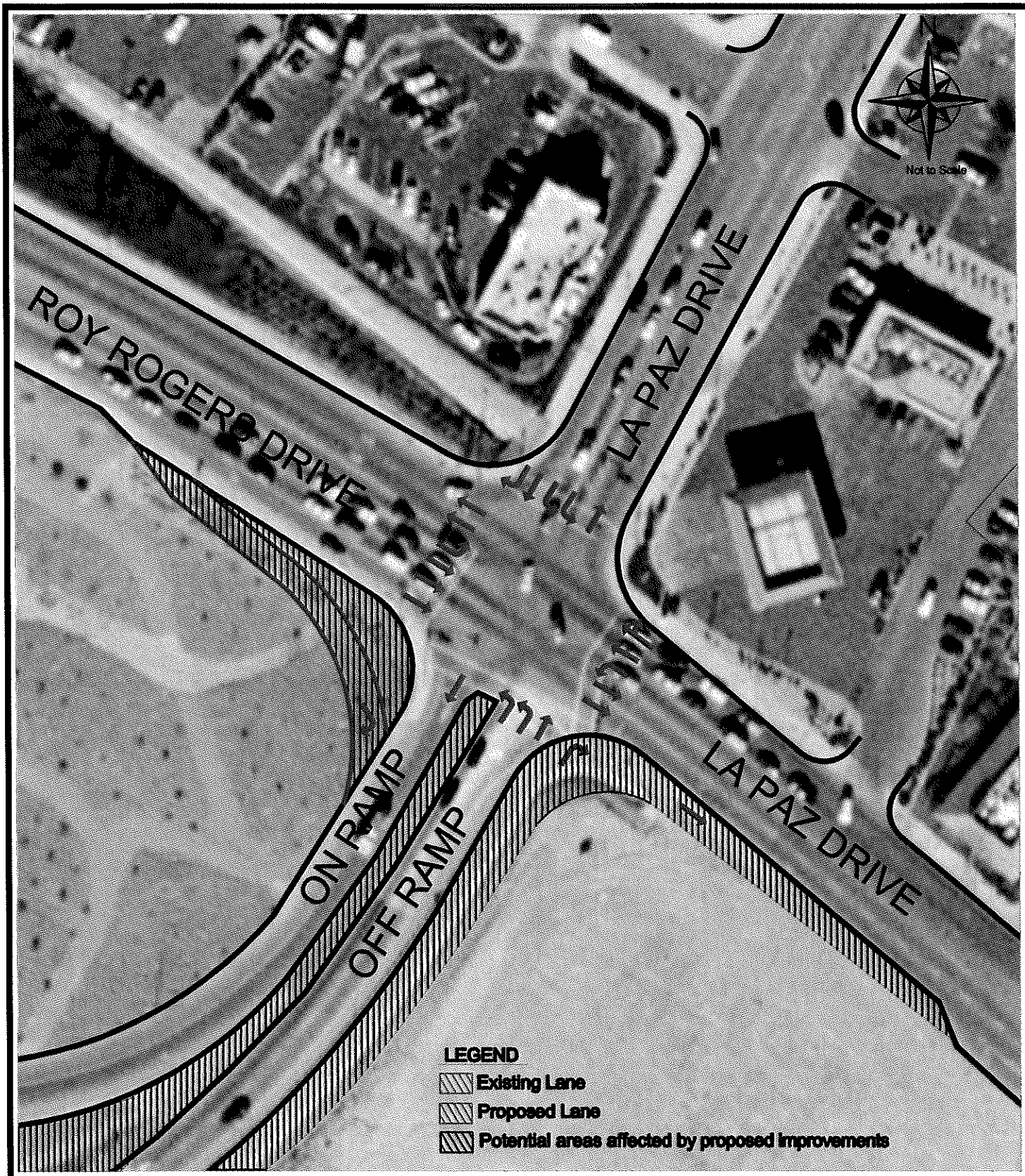


PREPARED BY:

CITY OF VICTORVILLE
ENGINEERING DEPARTMENT
14343 Civic Drive, Victorville, CA. 92392 (760) 955-5158

EXHIBIT 6
PROPOSED PARK AVE REALIGNMENT
PRELIMINARY PLAN

Exhibit 7



NOTE: Improvements include relocation of existing utilities and traffic signal as needed.

Roy Rogers Drive/La Paz Drive/ I-15 On & Off Ramp Intersection Improvements	Proposed Intersection

Appendix 1

2013 Traffic Count Data

A. Amezola

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Victorville
~~Amethyst~~ Road
S/ Palmdale Road
24 Hour Directional Volume Count

VIC013
Site Code: 189-13064E
Date Start: 23-Apr-13
Date End: 23-Apr-13

Start Time	23-Apr-13 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	59			8	66				
12:15		3	45			10	69				
12:30		4	68			6	89				
12:45		5	59	19	231	7	69	31	293	50	524
01:00		4	87			5	62				
01:15		3	72			5	63				
01:30		2	63			3	59				
01:45		4	77	13	299	2	86	15	270	28	569
02:00		2	70			1	97				
02:15		2	**91**			5	123				
02:30		2	**97**			2	85				
02:45		2	**157**	8	415	2	149	10	454	18	869
03:00		1	**106**			1	120				
03:15		5	88			1	95				
03:30		2	70			7	89				
03:45		10	71	18	335	4	102	13	406	31	741
04:00		5	73			4	98				
04:15		11	74			5	96				
04:30		19	86			14	109				
04:45		18	67	53	300	12	**134**	35	437	88	737
05:00		27	68			6	**129**				
05:15		25	75			11	**130**				
05:30		31	69			14	**132**				
05:45		29	94	112	306	17	102	48	493	160	799
06:00		26	75			14	94				
06:15		44	90			20	100				
06:30		64	56			25	76				
06:45		51	81	185	302	63	86	122	356	307	658
07:00		57	76			71	74				
07:15		82	87			72	68				
07:30		**153**	60			**61**	48				
07:45		**142**	67	434	290	**106**	56	310	246	744	536
08:00		**126**	57			**152**	65				
08:15		**121**	75			**85**	57				
08:30		80	54			45	50				
08:45		46	38	373	224	39	68	321	240	694	464
09:00		53	54			32	52				
09:15		54	51			67	47				
09:30		52	30			51	32				
09:45		49	34	208	169	52	33	202	164	410	333
10:00		62	39			60	19				
10:15		48	30			70	23				
10:30		64	32			46	18				
10:45		57	28	231	129	46	16	222	76	453	205
11:00		54	17			40	11				
11:15		59	8			57	19				
11:30		76	12			47	17				
11:45		59	15	248	52	58	11	202	58	450	110
Total		1902	3052	1902	3052	1531	3493	1531	3493	3433	6545
Combined Total		4954		4954		5024		5024		9978	
AM Peak		07:30				07:30					
Vol.		542				404					
P.H.F.		0.886				0.664					
PM Peak			02:15				04:45				
Vol.			451				525				
P.H.F.			0.718				0.979				
Percentage		38.4%	61.6%			30.5%	69.5%				
ADT/AADT		ADT 9,978		AADT 9,978							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
7th Street
W/ Lorene Drive
24 Hour Directional Volume Count

VIC003
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	185			13	**188**				
12:15		4	**201**			12	**173**				
12:30		11	**184**			7	**169**				
12:45		13	**217**	39	787	5	**190**	37	720	76	1507
01:00		12	**209**			7	171				
01:15		4	179			6	161				
01:30		5	188			4	151				
01:45		6	162	27	738	9	155	26	638	53	1376
02:00		8	159			10	167				
02:15		3	200			5	170				
02:30		5	161			2	156				
02:45		5	139	21	659	2	159	19	652	40	1311
03:00		7	196			2	153				
03:15		3	178			7	141				
03:30		6	184			6	150				
03:45		5	176	21	734	6	187	21	631	42	1365
04:00		6	157			5	145				
04:15		2	168			7	140				
04:30		13	165			10	143				
04:45		15	147	36	637	9	161	31	589	67	1226
05:00		21	150			8	144				
05:15		12	170			17	149				
05:30		17	166			14	151				
05:45		36	169	86	655	19	132	58	576	144	1231
06:00		29	138			24	133				
06:15		50	146			23	134				
06:30		95	105			41	121				
06:45		137	106	311	495	71	131	159	519	470	1014
07:00		57	106			90	121				
07:15		70	96			53	87				
07:30		97	89			60	92				
07:45		129	88	353	379	70	90	273	390	626	769
08:00		108	65			77	77				
08:15		127	86			85	65				
08:30		133	61			98	85				
08:45		154	71	522	283	83	65	343	292	865	575
09:00		122	49			87	55				
09:15		120	52			95	38				
09:30		131	49			126	41				
09:45		168	46	541	196	98	47	406	181	947	377
10:00		148	34			135	29				
10:15		145	30			129	29				
10:30		161	33			117	33				
10:45		174	23	628	120	146	18	527	109	1155	229
11:00		**147**	22			**153**	21				
11:15		**205**	20			**167**	14				
11:30		**174**	21			**173**	16				
11:45		**193**	16	719	79	**167**	14	660	65	1379	144
Total		3304	5762	3304	5762	2560	5362	2560	5362	5864	11124
Combined Total		9066		9066		7922		7922		16988	
AM Peak		11:00				11:00					
Vol.		719				660					
P.H.F.		0.877				0.954					
PM Peak			00:15				12:00				
Vol.			811				720				
P.H.F.			0.934				0.947				
Percentage		36.4%	63.6%			32.3%	67.7%				
ADT/AADT		ADT 16,988		AADT 16,988							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
7th Street
B/ Green Tree Boulevard - Mariposa Road
24 Hour Directional Volume Count

VIC004
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		28	354			27	306				
12:15		26	341			17	294				
12:30		23	319			15	275				
12:45		38	311	115	1325	14	**330**	73	1205	188	2530
01:00		23	341			11	**331**				
01:15		17	355			10	**320**				
01:30		27	350			12	**304**				
01:45		16	325	83	1371	14	314	47	1269	130	2640
02:00		16	364			18	338				
02:15		18	357			10	307				
02:30		19	343			6	291				
02:45		11	335	64	1399	16	305	50	1241	114	2640
03:00		16	373			13	292				
03:15		9	395			8	283				
03:30		12	355			23	299				
03:45		14	357	51	1480	23	312	67	1186	118	2666
04:00		12	362			18	321				
04:15		16	350			29	282				
04:30		35	322			31	298				
04:45		29	**369**	92	1403	32	303	110	1204	202	2607
05:00		35	**407**			48	303				
05:15		41	**376**			76	319				
05:30		44	**389**			47	288				
05:45		75	361	195	1533	75	288	246	1198	441	2731
06:00		63	315			94	262				
06:15		101	266			96	219				
06:30		186	245			140	205				
06:45		172	237	522	1063	161	206	491	892	1013	1955
07:00		120	195			178	243				
07:15		156	179			209	204				
07:30		225	175			204	178				
07:45		321	164	822	713	215	161	806	786	1628	1499
08:00		245	165			231	145				
08:15		242	160			216	138				
08:30		266	135			215	168				
08:45		297	105	1050	565	183	138	845	589	1895	1154
09:00		238	127			227	103				
09:15		279	99			221	88				
09:30		295	103			238	79				
09:45		313	91	1125	420	228	85	914	355	2039	775
10:00		268	79			252	64				
10:15		305	73			267	74				
10:30		282	50			258	65				
10:45		308	49	1163	251	269	39	1046	242	2209	493
11:00		**299**	46			**277**	58				
11:15		**308**	52			**292**	35				
11:30		**333**	59			**312**	40				
11:45		**313**	32	1253	189	**275**	30	1156	163	2409	352
Total		6535	11712	6535	11712	5851	10330	5851	10330	12386	22042
Combined Total		18247		18247		16181		16181		34428	
AM Peak		11:00				11:00					
Vol.		1253				1156					
P.H.F.		0.941				0.926					
PM Peak			04:45				00:45				
Vol.			1541				1285				
P.H.F.			0.947				0.971				
Percentage		35.8%	64.2%			36.2%	63.8%				
ADT/AADT		ADT 34,428		AADT 34,428							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Amargosa Road
S/ Roy Rogers Drive
24 Hour Directional Volume Count

VIC011
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	120			14	122				
12:15		12	115			7	132				
12:30		8	137			10	130				
12:45		7	127	34	499	3	**149**	34	533	68	1032
01:00		11	154			2	**152**				
01:15		9	104			11	**152**				
01:30		4	122			5	**142**				
01:45		2	**130**	26	510	3	149	21	595	47	1105
02:00		0	**138**			7	139				
02:15		1	**153**			1	119				
02:30		6	**136**			2	141				
02:45		1	123	8	550	0	167	10	566	18	1116
03:00		6	118			3	131				
03:15		2	132			4	126				
03:30		4	125			3	138				
03:45		7	119	19	494	3	151	13	546	32	1040
04:00		6	125			7	142				
04:15		9	125			3	145				
04:30		5	136			6	111				
04:45		11	127	31	513	14	163	30	561	61	1074
05:00		11	146			6	147				
05:15		17	117			6	119				
05:30		24	134			7	163				
05:45		23	114	75	511	22	128	41	557	116	1068
06:00		24	109			25	116				
06:15		33	110			40	89				
06:30		50	82			37	112				
06:45		44	76	151	377	55	107	157	424	308	801
07:00		49	93			68	92				
07:15		59	110			84	90				
07:30		84	83			96	116				
07:45		81	62	273	348	101	62	349	360	622	708
08:00		80	82			107	59				
08:15		71	98			95	61				
08:30		69	62			109	44				
08:45		79	57	299	299	88	42	399	206	698	505
09:00		76	63			98	30				
09:15		85	48			96	32				
09:30		81	57			125	42				
09:45		92	70	334	238	115	44	434	148	768	386
10:00		102	48			89	33				
10:15		81	37			97	16				
10:30		91	30			106	23				
10:45		**124**	27	398	142	121	18	413	90	811	232
11:00		**82**	14			**141**	22				
11:15		**117**	15			**124**	10				
11:30		**107**	18			**148**	5				
11:45		107	18	413	65	**123**	10	536	47	949	112
Total		2061	4546	2061	4546	2437	4633	2437	4633	4498	9179
Combined Total		6607		6607		7070		7070		13677	
AM Peak		10:45				11:00					
Vol.		430				536					
P.H.F.		0.867				0.905					
PM Peak			01:45				00:45				
Vol.			557				595				
P.H.F.			0.910				0.979				
Percentage		31.2%	68.8%			34.5%	65.5%				
ADT/AADT		ADT 13,677		AADT 13,677							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Amargosa Road
B/ Ramona Avenue - Civic Drive
24 Hour Directional Volume Count

VIC012
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	139			6	172				
12:15		12	135			4	139				
12:30		11	**146**			8	132				
12:45		7	**170**	39	590	6	154	24	597	63	1187
01:00		10	**154**			4	136				
01:15		7	**138**			4	**152**				
01:30		0	137			3	**151**				
01:45		1	149	18	578	5	**157**	16	596	34	1174
02:00		1	147			6	**173**				
02:15		3	142			2	132				
02:30		1	131			3	160				
02:45		3	132	8	552	0	166	11	631	19	1183
03:00		4	120			3	152				
03:15		2	143			4	152				
03:30		1	134			3	149				
03:45		7	130	14	527	3	148	13	601	27	1128
04:00		9	139			8	149				
04:15		7	136			6	141				
04:30		8	121			9	144				
04:45		4	132	28	528	7	142	30	576	58	1104
05:00		16	128			10	163				
05:15		15	123			13	117				
05:30		13	114			8	166				
05:45		16	105	60	470	19	130	50	576	110	1046
06:00		12	119			34	117				
06:15		28	118			39	84				
06:30		33	95			40	99				
06:45		38	99	111	431	56	91	169	391	280	822
07:00		51	128			65	86				
07:15		83	116			72	70				
07:30		67	83			98	77				
07:45		107	77	308	404	114	74	349	307	657	711
08:00		105	88			105	72				
08:15		91	77			102	68				
08:30		93	69			105	55				
08:45		103	57	392	291	103	37	415	232	807	523
09:00		106	66			110	46				
09:15		81	60			100	59				
09:30		101	60			132	67				
09:45		108	53	396	239	125	52	467	224	863	463
10:00		94	43			122	29				
10:15		102	31			120	23				
10:30		112	38			116	27				
10:45		114	15	422	127	130	21	488	100	910	227
11:00		**103**	18			**144**	27				
11:15		**116**	25			**169**	14				
11:30		**112**	17			**142**	23				
11:45		**138**	17	469	77	**153**	7	608	71	1077	148
Total		2265	4814	2265	4814	2640	4902	2640	4902	4905	9716
Combined Total		7079		7079		7542		7542		14621	
AM Peak		11:00				11:00					
Vol.		469				608					
P.H.F.		0.850				0.899					
PM Peak			00:30				01:15				
Vol.			608				633				
P.H.F.			0.894				0.915				
Percentage		32.0%	68.0%			35.0%	65.0%				
ADT/AADT		ADT 14,621		AADT 14,621							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Civic Drive
E/ Cajon Avenue
24 Hour Directional Volume Count

VIC008
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	81			0	72				
12:15		1	70			0	78				
12:30		0	**86**			2	82				
12:45		0	**95**	1	332	5	79	7	311	8	643
01:00		1	**107**			1	60				
01:15		0	**108**			2	71				
01:30		0	83			0	85				
01:45		1	75	2	373	1	71	4	287	6	660
02:00		2	57			0	87				
02:15		0	55			3	89				
02:30		1	63			0	72				
02:45		0	63	3	238	1	78	4	326	7	564
03:00		0	50			0	89				
03:15		0	57			0	51				
03:30		0	53			0	73				
03:45		0	56	0	216	0	79	0	292	0	508
04:00		0	47			0	54				
04:15		0	51			0	73				
04:30		0	37			0	**70**				
04:45		1	40	1	175	4	**122**	4	319	5	494
05:00		5	52			3	**65**				
05:15		8	32			1	**85**				
05:30		4	16			1	49				
05:45		3	27	20	127	1	31	6	230	26	357
06:00		10	24			4	23				
06:15		19	15			5	24				
06:30		18	12			7	14				
06:45		35	15	82	66	17	22	33	83	115	149
07:00		43	17			8	23				
07:15		98	14			21	16				
07:30		**84**	4			21	12				
07:45		**103**	10	328	45	28	17	78	68	406	113
08:00		**124**	11			28	15				
08:15		**99**	8			36	7				
08:30		83	8			42	16				
08:45		78	8	384	35	55	13	161	51	545	86
09:00		74	2			68	5				
09:15		66	10			56	6				
09:30		56	8			55	9				
09:45		81	4	277	24	62	6	241	26	518	50
10:00		54	1			57	2				
10:15		63	2			55	4				
10:30		52	3			70	5				
10:45		62	2	231	8	82	9	264	20	495	28
11:00		68	3			**70**	2				
11:15		71	6			**67**	7				
11:30		61	2			**91**	2				
11:45		50	1	250	12	**134**	2	362	13	612	25
Total		1579	1651	1579	1651	1164	2026	1164	2026	2743	3677
Combined Total		3230		3230		3190		3190		6420	
AM Peak		07:30				11:00					
Vol.		410				362					
P.H.F.		0.827				0.675					
PM Peak			00:30				04:30				
Vol.			396				342				
P.H.F.			0.917				0.701				
Percentage		48.9%	51.1%			36.5%	63.5%				
ADT/AADT		ADT 6,420		AADT 6,420							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Civic Drive
N/ Seneca Road
24 Hour Directional Volume Count

VIC009
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	**180**			4	78				
12:15		2	**122**			1	76				
12:30		0	**98**			1	99				
12:45		2	**114**	6	514	2	**109**	8	362	14	876
01:00		1	109			6	**133**				
01:15		0	95			1	**96**				
01:30		0	101			2	**101**				
01:45		0	86	1	391	1	75	10	405	11	796
02:00		2	97			1	82				
02:15		0	117			0	46				
02:30		2	90			2	86				
02:45		0	88	4	392	2	74	5	288	9	680
03:00		2	109			1	66				
03:15		0	93			0	72				
03:30		0	92			0	64				
03:45		3	77	5	371	0	80	1	282	6	653
04:00		3	95			1	71				
04:15		8	84			2	51				
04:30		4	110			0	70				
04:45		11	80	26	369	1	66	4	258	30	627
05:00		16	167			5	78				
05:15		22	79			5	58				
05:30		11	100			9	47				
05:45		11	66	60	412	7	45	26	228	86	640
06:00		17	58			7	38				
06:15		21	58			17	38				
06:30		20	37			19	35				
06:45		31	35	89	188	25	23	68	134	157	322
07:00		28	46			41	29				
07:15		38	19			69	34				
07:30		43	22			**74**	25				
07:45		70	17	179	104	**83**	21	267	109	446	213
08:00		49	28			**79**	22				
08:15		59	20			**71**	18				
08:30		55	14			63	8				
08:45		66	18	229	80	62	24	275	72	504	152
09:00		62	8			66	25				
09:15		70	19			72	10				
09:30		77	9			52	10				
09:45		72	13	281	49	62	9	252	54	533	103
10:00		81	2			58	10				
10:15		73	8			60	7				
10:30		90	8			56	3				
10:45		69	4	313	22	58	9	232	29	545	51
11:00		**83**	4			56	6				
11:15		**86**	5			66	5				
11:30		**111**	8			87	5				
11:45		**124**	1	404	18	82	5	291	21	695	39
Total		1597	2910	1597	2910	1439	2242	1439	2242	3036	5152
Combined Total		4507		4507		3681		3681		8188	
AM Peak		11:00				07:30					
Vol.		404				307					
P.H.F.		0.815				0.925					
PM Peak			12:00				00:45				
Vol.			514				439				
P.H.F.			0.714				0.825				
Percentage		35.4%	64.6%			39.1%	60.9%				
ADT/AADT		ADT 8,188		AADT 8,188							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Borego Road
N/ Palmdale Road
24 Hour Directional Volume Count

VIC016
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	18			1	37				
12:15		3	25			2	17				
12:30		1	23			1	29				
12:45		0	29	4	95	1	28	5	111	9	206
01:00		2	18			1	21				
01:15		0	22			2	22				
01:30		3	26			1	18				
01:45		2	29	7	95	0	34	4	95	11	190
02:00		5	23			2	26				
02:15		0	**31**			2	34				
02:30		0	**29**			2	24				
02:45		1	**31**	6	114	0	24	6	108	12	222
03:00		1	**30**			2	28				
03:15		4	31			3	30				
03:30		1	24			2	26				
03:45		0	23	6	108	2	22	9	106	15	214
04:00		1	32			2	27				
04:15		0	17			2	**30**				
04:30		3	28			3	**49**				
04:45		2	21	6	98	8	**39**	15	145	21	243
05:00		5	24			7	**35**				
05:15		3	24			5	26				
05:30		1	26			6	30				
05:45		3	30	12	104	11	28	29	119	41	223
06:00		1	32			9	20				
06:15		1	22			9	16				
06:30		10	25			14	20				
06:45		**47**	17	59	96	7	12	39	68	98	164
07:00		**60**	16			10	15				
07:15		**49**	25			21	18				
07:30		**37**	16			25	15				
07:45		21	20	167	77	24	15	80	63	247	140
08:00		24	21			20	15				
08:15		22	18			20	12				
08:30		15	21			23	14				
08:45		17	12	78	72	23	10	86	51	164	123
09:00		16	18			26	9				
09:15		14	11			20	8				
09:30		15	6			14	7				
09:45		17	11	62	46	33	15	93	39	155	85
10:00		21	13			23	5				
10:15		20	12			29	11				
10:30		20	9			19	6				
10:45		20	10	81	44	15	3	86	25	167	69
11:00		17	5			**36**	7				
11:15		24	2			**35**	4				
11:30		15	6			**21**	5				
11:45		20	11	76	24	**21**	2	113	18	189	42
Total		564	973	564	973	565	948	565	948	1129	1921
Combined Total		1537		1537		1513		1513		3050	
AM Peak		06:45				11:00					
Vol.		193				113					
P.H.F.		0.804				0.785					
PM Peak			02:15				04:15				
Vol.			121				153				
P.H.F.			0.976				0.781				
Percentage		36.7%	63.3%			37.3%	62.7%				
ADT/AADT		ADT 3,050		AADT 3,050							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Kentwood Boulevard
S/ Civic Drive
24 Hour Directional Volume Count

VIC010
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	82			3	118				
12:15		1	72			1	66				
12:30		0	**94**			0	71				
12:45		0	**86**	2	334	4	79	8	334	10	668
01:00		3	**107**			5	73				
01:15		3	**101**			1	57				
01:30		0	72			2	76				
01:45		2	80	8	360	0	64	8	270	16	630
02:00		2	58			0	64				
02:15		1	64			0	85				
02:30		2	63			4	79				
02:45		1	60	6	245	2	62	6	290	12	535
03:00		2	52			2	77				
03:15		2	67			0	77				
03:30		2	51			0	46				
03:45		0	60	6	230	1	78	3	278	9	508
04:00		2	50			1	70				
04:15		0	70			0	47				
04:30		4	57			0	71				
04:45		1	44	7	221	1	**71**	2	259	9	480
05:00		5	54			4	**135**				
05:15		7	45			2	**65**				
05:30		3	33			1	**92**				
05:45		7	33	22	165	1	49	8	341	30	506
06:00		18	29			6	33				
06:15		23	25			7	30				
06:30		24	21			8	28				
06:45		33	21	98	96	14	13	35	104	133	200
07:00		52	19			16	23				
07:15		96	21			12	20				
07:30		60	15			22	12				
07:45		**118**	11	326	66	11	15	61	70	387	136
08:00		**111**	18			26	17				
08:15		**89**	16			25	15				
08:30		**76**	20			44	13				
08:45		77	14	353	68	40	17	135	62	488	130
09:00		66	9			45	5				
09:15		65	11			67	5				
09:30		63	15			57	4				
09:45		72	11	266	46	57	7	226	21	492	67
10:00		62	4			53	7				
10:15		56	5			41	0				
10:30		60	8			53	3				
10:45		61	7	239	24	49	5	196	15	435	39
11:00		70	3			**79**	6				
11:15		75	3			**57**	2				
11:30		65	3			**66**	10				
11:45		56	4	266	13	**89**	2	291	20	557	33
Total		1599	1868	1599	1868	979	2064	979	2064	2578	3932
Combined Total		3467		3467		3043		3043		6510	
AM Peak		07:45				11:00					
Vol.		394				291					
P.H.F.		0.835				0.817					
PM Peak			00:30				04:45				
Vol.			388				363				
P.H.F.			0.907				0.672				
Percentage		46.1%	53.9%			32.2%	67.8%				
ADT/AADT		ADT 6,510		AADT 6,510							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
McArt Road
S/ Seneca Road
24 Hour Directional Volume Count

VIC017
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	17			5	12				
12:15		0	18			3	6				
12:30		4	6			0	10				
12:45		0	17	6	58	1	8	9	36	15	94
01:00		3	15			5	7				
01:15		2	22			3	**20**				
01:30		1	**24**			1	**23**				
01:45		1	**27**	7	88	1	**14**	10	64	17	152
02:00		0	**23**			0	**23**				
02:15		0	**26**			1	18				
02:30		1	6			1	22				
02:45		0	12	1	67	0	16	2	79	3	146
03:00		0	20			0	15				
03:15		0	10			1	11				
03:30		1	28			1	6				
03:45		3	9	4	67	0	17	2	49	6	116
04:00		3	12			4	14				
04:15		2	13			0	14				
04:30		0	14			2	10				
04:45		0	15	5	54	5	8	11	46	16	100
05:00		1	15			1	13				
05:15		9	8			1	11				
05:30		3	10			1	13				
05:45		2	12	15	45	1	12	4	49	19	94
06:00		9	12			8	9				
06:15		10	8			13	10				
06:30		13	11			2	14				
06:45		14	11	46	42	7	12	30	45	76	87
07:00		**27**	16			**10**	19				
07:15		**29**	6			**12**	15				
07:30		**15**	10			**24**	19				
07:45		**15**	10	86	42	**10**	8	56	61	142	103
08:00		18	6			9	2				
08:15		17	4			4	6				
08:30		14	10			7	11				
08:45		14	4	63	24	3	6	23	25	86	49
09:00		7	4			1	3				
09:15		12	13			5	5				
09:30		4	10			4	9				
09:45		13	5	36	32	13	4	23	21	59	53
10:00		9	1			8	7				
10:15		18	4			5	4				
10:30		13	0			12	5				
10:45		10	2	50	7	4	3	29	19	79	26
11:00		10	4			11	2				
11:15		13	4			9	2				
11:30		14	3			15	2				
11:45		10	2	47	13	13	4	48	10	95	23
Total		366	539	366	539	247	504	247	504	613	1043
Combined Total		905		905		751		751		1656	
AM Peak		07:00				07:00					
Vol.		86				56					
P.H.F.		0.741				0.583					
PM Peak			01:30				01:15				
Vol.			100				80				
P.H.F.			0.926				0.870				
Percentage		40.4%	59.6%			32.9%	67.1%				
ADT/AADT		ADT 1,656		AADT 1,656							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Palmdale Road
E/ Borego Road
24 Hour Directional Volume Count

VIC007
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	293			35	253				
12:15		12	241			22	255				
12:30		15	232			24	231				
12:45		10	253	49	1019	18	277	99	1016	148	2035
01:00		20	273			23	260				
01:15		16	231			19	282				
01:30		10	**260**			10	298				
01:45		14	**276**	60	1040	17	331	69	1171	129	2211
02:00		18	**315**			19	293				
02:15		15	**310**			8	279				
02:30		20	235			6	261				
02:45		18	290	71	1150	14	269	47	1102	118	2252
03:00		17	293			10	265				
03:15		16	295			14	275				
03:30		29	249			15	284				
03:45		41	280	103	1117	27	269	66	1093	169	2210
04:00		24	233			19	300				
04:15		34	230			12	294				
04:30		64	264			29	278				
04:45		68	248	190	975	34	314	94	1186	284	2161
05:00		89	235			33	**362**				
05:15		108	232			45	**343**				
05:30		87	215			32	**337**				
05:45		112	203	396	885	56	**328**	166	1370	562	2255
06:00		130	231			74	247				
06:15		152	208			55	263				
06:30		203	185			101	215				
06:45		234	200	719	824	118	224	348	949	1067	1773
07:00		168	163			177	221				
07:15		234	151			178	206				
07:30		**322**	140			189	201				
07:45		**354**	139	1078	593	166	179	710	807	1788	1400
08:00		**326**	134			177	156				
08:15		**307**	119			157	185				
08:30		277	111			160	168				
08:45		274	104	1184	468	152	200	646	709	1830	1177
09:00		222	100			157	150				
09:15		240	91			166	129				
09:30		237	74			180	118				
09:45		249	83	948	348	192	153	695	550	1643	898
10:00		241	59			176	98				
10:15		247	52			188	98				
10:30		227	66			212	86				
10:45		238	51	953	228	206	71	782	353	1735	581
11:00		256	42			**210**	67				
11:15		270	41			**212**	58				
11:30		240	35			**230**	47				
11:45		253	21	1019	139	**235**	56	887	228	1906	367
Total		6770	8786	6770	8786	4609	10534	4609	10534	11379	19320
Combined Total		15556		15556		15143		15143		30699	
AM Peak		07:30				11:00					
Vol.		1309				887					
P.H.F.		0.924				0.944					
PM Peak			01:30				05:00				
Vol.			1161				1370				
P.H.F.			0.921				0.946				
Percentage		43.5%	56.5%			30.4%	69.6%				
ADT/AADT		ADT 30,699		AADT 30,699							

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Victorville
Palmdale Road
B/Park Avenue - Interstate 15 SBND Ramps
24 Hour Directional Volume Count

VIC006
Site Code: 189-13064E
Date Start: 07-Mar-13
Date End: 07-Mar-13

Start Time	07-Mar-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		31	437			33	390				
12:15		32	425			31	380				
12:30		19	411			24	377				
12:45		32	390	114	1663	22	384	110	1531	224	3194
01:00		19	357			28	385				
01:15		19	396			31	409				
01:30		21	399			22	409				
01:45		25	442	84	1594	16	**423**	97	1626	181	3220
02:00		23	424			29	**385**				
02:15		25	447			12	**432**				
02:30		30	433			26	**415**				
02:45		19	446	97	1750	14	400	81	1632	178	3382
03:00		27	464			24	380				
03:15		34	482			18	410				
03:30		34	433			16	377				
03:45		39	455	134	1834	38	421	96	1588	230	3422
04:00		39	451			28	397				
04:15		49	394			21	421				
04:30		62	**469**			51	381				
04:45		81	**454**	231	1768	49	388	149	1587	380	3355
05:00		100	**512**			40	415				
05:15		90	**445**			48	408				
05:30		122	420			62	413				
05:45		127	350	439	1727	82	414	232	1650	671	3377
06:00		128	373			124	358				
06:15		171	337			133	320				
06:30		225	293			166	281				
06:45		286	249	810	1252	275	272	698	1231	1508	2483
07:00		218	264			290	257				
07:15		253	205			362	234				
07:30		385	177			**400**	204				
07:45		387	162	1243	808	**421**	223	1473	918	2716	1726
08:00		350	182			**349**	197				
08:15		351	151			**376**	170				
08:30		343	142			349	125				
08:45		381	123	1425	598	352	149	1426	641	2851	1239
09:00		363	165			275	159				
09:15		339	124			320	119				
09:30		375	99			330	109				
09:45		380	87	1457	475	318	129	1243	516	2700	991
10:00		383	97			334	89				
10:15		373	93			341	89				
10:30		335	83			357	83				
10:45		362	54	1453	327	350	89	1382	350	2835	677
11:00		**349**	54			345	45				
11:15		**417**	55			347	53				
11:30		**421**	47			380	50				
11:45		**382**	50	1569	206	378	58	1450	206	3019	412
Total		9056	14002	9056	14002	8437	13476	8437	13476	17493	27478
Combined Total		23058		23058		21913		21913		44971	
AM Peak		11:00				07:30					
Vol.		1569				1546					
P.H.F.		0.932				0.918					
PM Peak			04:30				01:45				
Vol.			1880				1655				
P.H.F.			0.918				0.958				
Percentage		39.3%	60.7%			38.5%	61.5%				
ADT/AADT		ADT 44,971		AADT 44,971							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Park Avenue
N/ Dos Palmas Road
24 Hour Directional Volume Count

VIC015
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	53			5	51				
12:15		1	52			4	49				
12:30		2	41			1	48				
12:45		3	66	7	212	1	47	11	195	18	407
01:00		4	51			2	46				
01:15		0	45			2	47				
01:30		3	63			1	48				
01:45		2	**52**	9	211	3	37	8	178	17	389
02:00		2	**74**			2	46				
02:15		1	**64**			2	29				
02:30		0	**65**			0	32				
02:45		0	42	3	245	3	35	7	142	10	387
03:00		4	56			1	41				
03:15		1	45			0	39				
03:30		4	63			2	48				
03:45		2	38	11	202	2	36	5	164	16	366
04:00		0	40			0	47				
04:15		2	52			0	36				
04:30		7	38			0	**52**				
04:45		4	60	13	190	5	**65**	5	200	18	390
05:00		11	71			1	**55**				
05:15		7	55			1	**60**				
05:30		7	46			1	33				
05:45		17	37	42	209	4	40	7	188	49	397
06:00		7	42			2	30				
06:15		19	32			7	35				
06:30		28	32			11	30				
06:45		50	34	104	140	20	36	40	131	144	271
07:00		25	30			12	30				
07:15		32	23			17	22				
07:30		47	14			13	25				
07:45		**67**	34	171	101	17	21	59	98	230	199
08:00		**49**	29			26	18				
08:15		**58**	20			15	27				
08:30		**61**	17			18	16				
08:45		52	17	220	83	14	17	73	78	293	161
09:00		35	8			23	12				
09:15		55	7			33	15				
09:30		35	10			25	4				
09:45		46	12	171	37	39	13	120	44	291	81
10:00		44	8			31	5				
10:15		38	13			35	4				
10:30		33	5			37	7				
10:45		47	4	162	30	36	2	139	18	301	48
11:00		30	6			**34**	4				
11:15		43	3			**33**	7				
11:30		39	6			**44**	3				
11:45		59	10	171	25	**37**	4	148	18	319	43
Total		1084	1685	1084	1685	622	1454	622	1454	1706	3139
Combined Total		2769		2769		2076		2076		4845	
AM Peak		07:45				11:00					
Vol.		235				148					
P.H.F.		0.877				0.841					
PM Peak			01:45				04:30				
Vol.			255				232				
P.H.F.			0.861				0.892				
Percentage		39.1%	60.9%			30.0%	70.0%				
ADT/AADT		ADT 4,845		AADT 4,845							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Park Avenue
S/ Palmdale Road
24 Hour Directional Volume Count

VIC014
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	137			4	**109**				
12:15		1	**136**			9	**100**				
12:30		9	**137**			4	**91**				
12:45		4	**158**	15	568	5	**104**	22	404	37	972
01:00		6	**152**			6	99				
01:15		2	126			8	97				
01:30		3	125			3	87				
01:45		13	121	24	524	7	105	24	388	48	912
02:00		9	122			5	103				
02:15		9	144			4	89				
02:30		8	118			5	86				
02:45		5	123	31	507	2	104	16	382	47	889
03:00		10	121			0	90				
03:15		0	129			3	115				
03:30		4	133			4	85				
03:45		6	128	20	511	7	104	14	394	34	905
04:00		2	123			1	94				
04:15		6	113			6	98				
04:30		5	145			1	83				
04:45		4	133	17	514	5	99	13	374	30	888
05:00		12	134			5	85				
05:15		6	154			8	98				
05:30		14	120			12	65				
05:45		26	104	58	512	16	72	41	320	99	832
06:00		17	105			21	72				
06:15		27	76			26	62				
06:30		38	77			36	47				
06:45		49	63	131	321	56	55	139	236	270	557
07:00		22	62			39	35				
07:15		58	46			53	38				
07:30		58	46			60	38				
07:45		79	66	217	220	91	32	243	143	460	363
08:00		68	50			90	28				
08:15		74	45			110	28				
08:30		92	42			97	25				
08:45		78	34	312	171	105	24	402	105	714	276
09:00		70	34			92	17				
09:15		84	21			85	21				
09:30		83	33			81	10				
09:45		94	19	331	107	**115**	15	373	63	704	170
10:00		104	29			**102**	5				
10:15		117	19			**110**	6				
10:30		111	18			**90**	13				
10:45		110	13	442	79	83	12	385	36	827	115
11:00		**86**	13			93	8				
11:15		**117**	5			99	10				
11:30		**129**	10			89	7				
11:45		**115**	12	447	40	104	10	385	35	832	75
Total		2045	4074	2045	4074	2057	2880	2057	2880	4102	6954
Combined Total		6119		6119		4937		4937		11056	
AM Peak		11:00				09:45					
Vol.		447				417					
P.H.F.		0.866				0.907					
PM Peak			00:15				12:00				
Vol.			583				404				
P.H.F.			0.922				0.927				
Percentage		33.4%	66.6%			41.7%	58.3%				
ADT/AADT		ADT 11,056		AADT 11,056							

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Victorville
Roy Rogers Drive
B/ I-15 NBND Ramps - Valley Center Drive
24 Hour Directional Volume Count

VIC002
Site Code: 189-13064E
Date Start: 23-Apr-13
Date End: 23-Apr-13

Start Time	23-Apr-13 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		18	236			19	277				
12:15		22	256			13	263				
12:30		14	223			21	258				
12:45		9	259	63	974	15	247	68	1045	131	2019
01:00		13	237			9	249				
01:15		10	239			8	267				
01:30		4	243			13	233				
01:45		8	242	35	961	7	269	37	1018	72	1979
02:00		8	232			5	260				
02:15		5	213			9	245				
02:30		6	240			10	257				
02:45		9	225	28	910	10	256	34	1018	62	1928
03:00		4	243			9	260				
03:15		5	243			6	238				
03:30		11	**270**			10	**262**				
03:45		9	**258**	29	1014	7	**282**	32	1042	61	2056
04:00		7	**303**			15	**267**				
04:15		11	**257**			16	**250**				
04:30		10	259			16	220				
04:45		21	246	49	1065	26	250	73	987	122	2052
05:00		31	283			34	287				
05:15		40	262			35	264				
05:30		32	225			50	245				
05:45		49	239	152	1009	48	230	167	1026	319	2035
06:00		41	184			65	226				
06:15		76	206			59	219				
06:30		90	163			79	196				
06:45		122	178	329	731	92	207	295	848	624	1579
07:00		106	143			110	209				
07:15		127	137			112	159				
07:30		146	145			133	157				
07:45		211	117	590	542	112	166	467	691	1057	1233
08:00		165	117			155	183				
08:15		198	90			144	137				
08:30		200	83			149	171				
08:45		218	121	781	411	155	126	603	617	1384	1028
09:00		173	75			171	120				
09:15		178	75			165	110				
09:30		179	50			186	95				
09:45		230	37	760	237	171	71	693	396	1453	633
10:00		216	57			177	57				
10:15		200	35			189	42				
10:30		209	34			203	48				
10:45		236	28	861	154	194	29	763	176	1624	330
11:00		**257**	40			**224**	30				
11:15		**237**	22			**224**	23				
11:30		**241**	21			**229**	30				
11:45		**255**	23	990	106	**243**	29	920	112	1910	218
Total		4667	8114	4667	8114	4152	8976	4152	8976	8819	17090
Combined Total		12781		12781		13128		13128		25909	
AM Peak		11:00				11:00					
Vol.		990				920					
P.H.F.		0.963				0.947					
PM Peak			03:30				03:30				
Vol.			1088				1061				
P.H.F.			0.898				0.941				
Percentage		36.5%	63.5%			31.6%	68.4%				
ADT/AADT		ADT 25,909		AADT 25,909							

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Victorville
Roy Rogers Drive
B/Civic Drive - Interstate 15 SBND Ramps
24 Hour Directional Volume Count

VIC001
Site Code: 189-13064E
Date Start: 07-Mar-13
Date End: 07-Mar-13

Start Time	07-Mar-13 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		26	341			28	330				
12:15		13	294			32	311				
12:30		14	261			33	313				
12:45		14	281	67	1177	19	288	112	1242	179	2419
01:00		15	265			25	315				
01:15		12	291			16	290				
01:30		12	256			8	298				
01:45		10	282	49	1094	19	314	68	1217	117	2311
02:00		10	278			14	306				
02:15		11	297			17	278				
02:30		12	301			12	322				
02:45		12	299	45	1175	11	301	54	1207	99	2382
03:00		20	307			17	286				
03:15		26	302			16	332				
03:30		15	292			4	324				
03:45		22	281	83	1182	12	290	49	1232	132	2414
04:00		40	318			21	328				
04:15		36	261			16	325				
04:30		35	**363**			31	**320**				
04:45		52	**322**	163	1264	45	**388**	113	1361	276	2625
05:00		60	**389**			27	**327**				
05:15		76	**308**			40	**359**				
05:30		85	288			49	306				
05:45		110	259	331	1244	54	298	170	1290	501	2534
06:00		97	252			57	300				
06:15		135	211			72	280				
06:30		179	216			112	254				
06:45		213	177	624	856	166	236	407	1070	1031	1926
07:00		150	169			153	256				
07:15		158	145			195	208				
07:30		218	141			209	179				
07:45		223	121	749	576	239	168	796	811	1545	1387
08:00		188	107			212	158				
08:15		192	79			210	146				
08:30		264	88			246	157				
08:45		213	71	857	345	246	121	914	582	1771	927
09:00		250	91			204	116				
09:15		255	71			261	122				
09:30		241	61			203	93				
09:45		277	56	1023	279	218	92	886	423	1909	702
10:00		273	53			241	64				
10:15		254	39			255	73				
10:30		261	43			228	56				
10:45		259	38	1047	173	239	66	963	259	2010	432
11:00		**250**	55			**248**	44				
11:15		**282**	33			**266**	37				
11:30		**282**	19			**259**	48				
11:45		**338**	24	1152	131	**327**	38	1100	167	2252	298
Total		6190	9496	6190	9496	5632	10861	5632	10861	11822	20357
Combined Total		15686		15686		16493		16493		32179	
AM Peak		11:00				11:00					
Vol.		1152				1100					
P.H.F.		0.852				0.841					
PM Peak			04:30				04:30				
Vol.			1382				1394				
P.H.F.			0.888				0.898				
Percentage		39.5%	60.5%			34.1%	65.9%				
ADT/AADT		ADT 32,179		AADT 32,179							

Counts Unlimited, Inc
PO Box 1178
Corona, CA 92787
(951) 268-6268

City of Victorville
Seneca Drive
W/ Civic Drive
24 Hour Directional Volume Count

VIC019
Site Code: 189-13064E
Date Start: 08-May-13
Date End: 08-May-13

Start Time	08-May-13 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	57			3	**57**				
12:15		1	45			1	**41**				
12:30		0	**41**			1	**33**				
12:45		1	**53**	2	196	1	**50**	6	181	8	377
01:00		1	**53**			2	43				
01:15		0	**60**			2	34				
01:30		0	39			0	39				
01:45		0	30	1	182	1	22	5	138	6	320
02:00		1	42			0	27				
02:15		0	34			0	33				
02:30		0	41			0	41				
02:45		1	22	2	139	1	36	1	137	3	276
03:00		1	39			2	39				
03:15		0	38			0	40				
03:30		0	44			0	35				
03:45		4	26	5	147	0	33	2	147	7	294
04:00		3	26			1	31				
04:15		4	35			2	20				
04:30		3	39			0	45				
04:45		6	28	16	128	0	33	3	129	19	257
05:00		9	49			2	50				
05:15		10	18			1	38				
05:30		4	33			2	33				
05:45		5	18	28	118	1	21	6	142	34	260
06:00		10	21			1	30				
06:15		7	23			7	23				
06:30		14	14			2	12				
06:45		21	19	52	77	6	10	16	75	68	152
07:00		23	19			17	13				
07:15		23	8			9	8				
07:30		30	15			16	16				
07:45		46	8	122	50	12	10	54	47	176	97
08:00		42	12			20	11				
08:15		33	5			21	10				
08:30		27	5			25	3				
08:45		31	6	133	28	22	6	88	30	221	58
09:00		38	6			25	13				
09:15		30	9			33	4				
09:30		25	7			22	6				
09:45		31	5	124	27	31	3	111	26	235	53
10:00		23	3			28	6				
10:15		23	6			33	7				
10:30		32	5			26	1				
10:45		28	5	106	19	23	1	110	15	216	34
11:00		**27**	2			**18**	5				
11:15		**35**	1			**34**	2				
11:30		**48**	2			**35**	2				
11:45		**43**	0	153	5	**40**	4	127	13	280	18
Total		744	1116	744	1116	529	1080	529	1080	1273	2196
Combined Total		1860		1860		1609		1609		3469	
AM Peak		11:00				11:00					
Vol.		153				127					
P.H.F.		0.797				0.794					
PM Peak			00:30				12:00				
Vol.			207				181				
P.H.F.			0.863				0.794				
Percentage		40.0%	60.0%			32.9%	67.1%				
ADT/AADT		ADT 3,469		AADT 3,469							

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Victorville
Seneca Road
W/ Amargosa Road
24 Hour Directional Volume Count

VIC018
Site Code: 189-13064E
Date Start: 18-Apr-13
Date End: 18-Apr-13

Start Time	18-Apr-13 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	71			9	58				
12:15		3	82			4	58				
12:30		1	80			8	59				
12:45		2	99	12	332	3	51	24	226	36	558
01:00		4	78			4	73				
01:15		2	63			3	84				
01:30		3	69			4	66				
01:45		2	**83**	11	293	3	72	14	295	25	588
02:00		4	**122**			5	71				
02:15		1	**82**			2	55				
02:30		2	**71**			2	65				
02:45		0	69	7	344	2	62	11	253	18	597
03:00		2	83			2	65				
03:15		4	79			1	65				
03:30		6	105			1	68				
03:45		2	89	14	356	2	76	6	274	20	630
04:00		1	65			0	71				
04:15		5	73			1	77				
04:30		12	111			0	72				
04:45		15	66	33	315	4	67	5	287	38	602
05:00		18	68			2	**80**				
05:15		22	73			2	**101**				
05:30		17	69			3	**72**				
05:45		19	72	76	282	5	**72**	12	325	88	607
06:00		28	67			9	72				
06:15		46	76			15	53				
06:30		68	48			23	62				
06:45		64	60	206	251	34	54	81	241	287	492
07:00		56	52			49	45				
07:15		**82**	65			41	49				
07:30		**118**	42			30	58				
07:45		**113**	48	369	207	35	48	155	200	524	407
08:00		**81**	39			34	35				
08:15		64	45			33	40				
08:30		57	28			18	39				
08:45		65	20	267	132	31	40	116	154	383	286
09:00		60	26			39	37				
09:15		53	29			34	38				
09:30		65	25			34	32				
09:45		62	23	240	103	32	27	139	134	379	237
10:00		68	15			36	21				
10:15		59	12			37	20				
10:30		68	14			51	14				
10:45		63	11	258	52	49	25	173	80	431	132
11:00		62	8			**49**	8				
11:15		76	5			**44**	12				
11:30		61	11			**46**	10				
11:45		61	7	260	31	**56**	6	195	36	455	67
Total		1753	2698	1753	2698	931	2505	931	2505	2684	5203
Combined Total		4451		4451		3436		3436		7887	
AM Peak		07:15				11:00					
Vol.		394				195					
P.H.F.		0.835				0.871					
PM Peak			01:45				05:00				
Vol.			358				325				
P.H.F.			0.734				0.804				
Percentage		39.4%	60.6%			27.1%	72.9%				
ADT/AADT		ADT 7,887		AADT 7,887							

Appendix 2

VTAM Methodology Summary

The Victorville Traffic Analysis Model (VTAM) was developed as a tool to assist the City of Victorville measure traffic impacts due to changes in land use and roadway facility assumptions throughout the City, specifically in the analysis of a citywide General Plan Update land use strategies. VTAM is a focused model developed directly from the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) 2004 Interim model and shares some consistency with the Victor Valley Area Transportation Study (VVATS) Model.

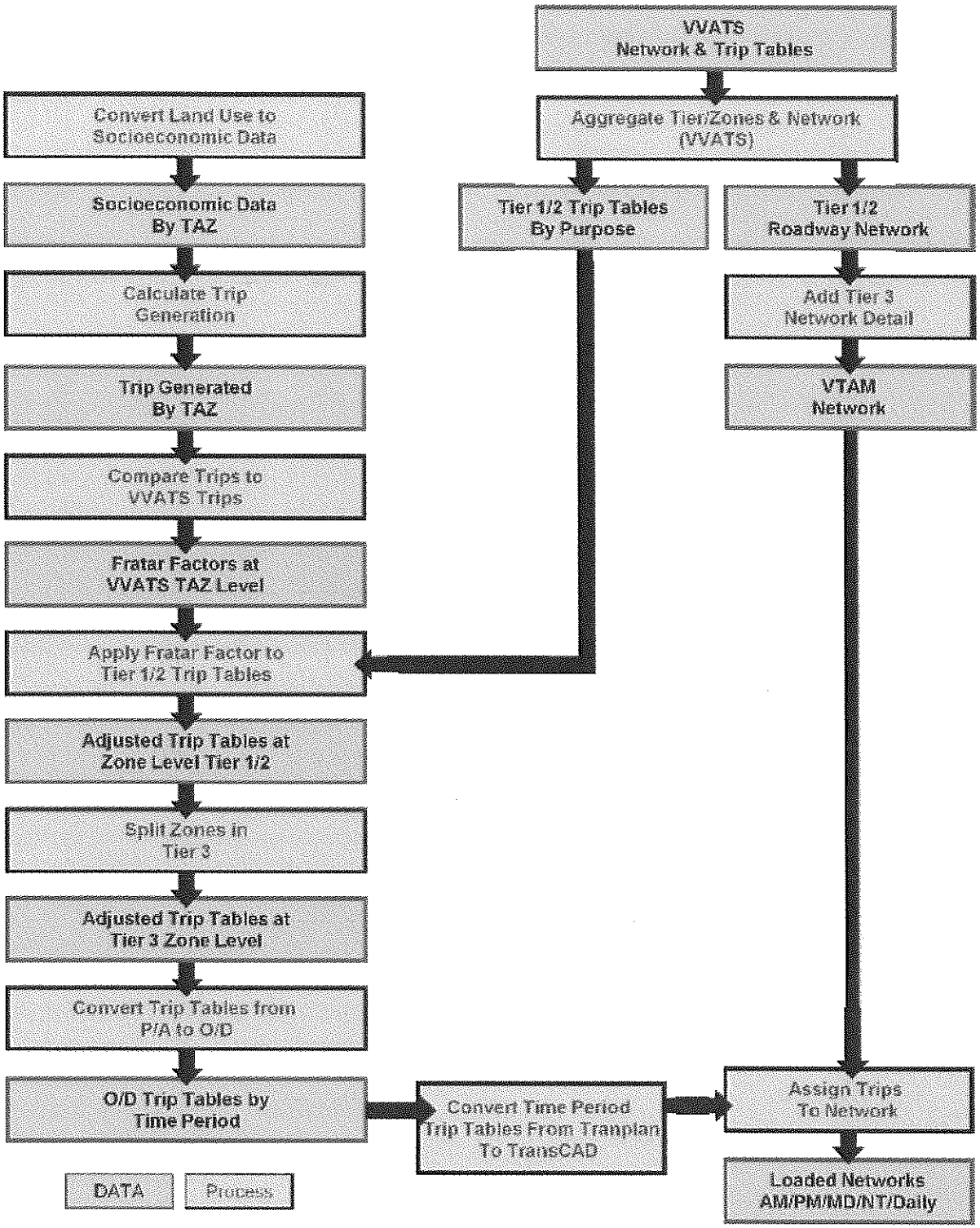
An overview of the VTAM modeling process is shown in Figure 1. VTAM follows the process of a typical sub-area model and is based on a three step process of Trip Generation, Trip Distribution, and Trip Assignment. VTAM covers the same area as the SCAG RTP model but with additional detail in the City of Victorville, its Sphere of Influence and the Desert Gateway Area to provide more accuracy in forecasting traffic on individual city streets. Roadway network detail was also incorporated to correspond to the smaller zone structure throughout the City.

Like most focused models, VTAM uses land use as the basis for generating trips. Land use is converted into socioeconomic data (dwelling units and employment) prior to calculating trip generation. Since the SCAG RTP model does not have any published guidelines for development of focused area models for consistency with the regional model, VTAM trip generation rates are derived from the Orange County Subarea Modeling Guidelines Manual (June 2001) published by the Orange County Transportation Authority (OCTA), but adjusted to depict trip making patterns in the Victor Valley Area. After trip generation has been calculated by trip purpose, the model compares its trip generation with that of VVAT's, and calculates ratios (fratar factors) which are applied to the VVATS trip tables. These tables of trip productions and attractions (by trip purpose) are converted to tables of trip origins and destinations (by time period). The resulting trip tables are assigned to the VTAM roadway network in the TransCAD platform.

VTAM consists of Microsoft Excel spreadsheets for trip generation and TRANPLAN batch files for generation of trip tables. The resulting trip tables generated in TRANPLAN are converted to TransCAD trip tables for the highway assignment in TransCAD.

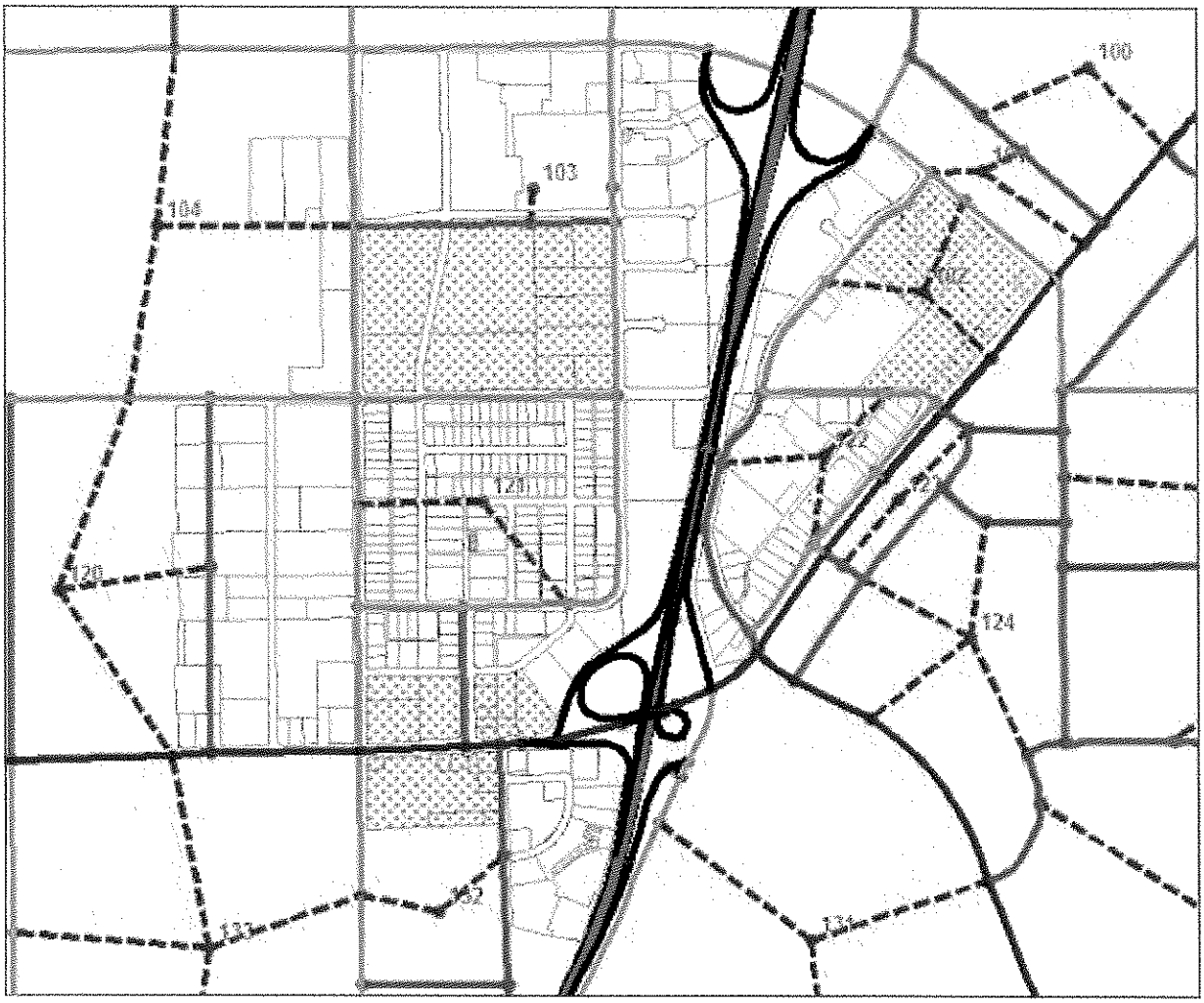
The base year in VTAM reflects 2005 conditions with a horizon year of 2035 for General Plan purposes. In the meantime, a buildout scenario was also developed to evaluate long-term circulation system impacts of citywide buildout. For the purpose of the Civic Center Specific Plan analysis, a model scenario is built upon the 2035 General Plan, with updated land use and network details associated with the specific plan.

Figure 1: VTAM Model Flow Chart



Appendix 3

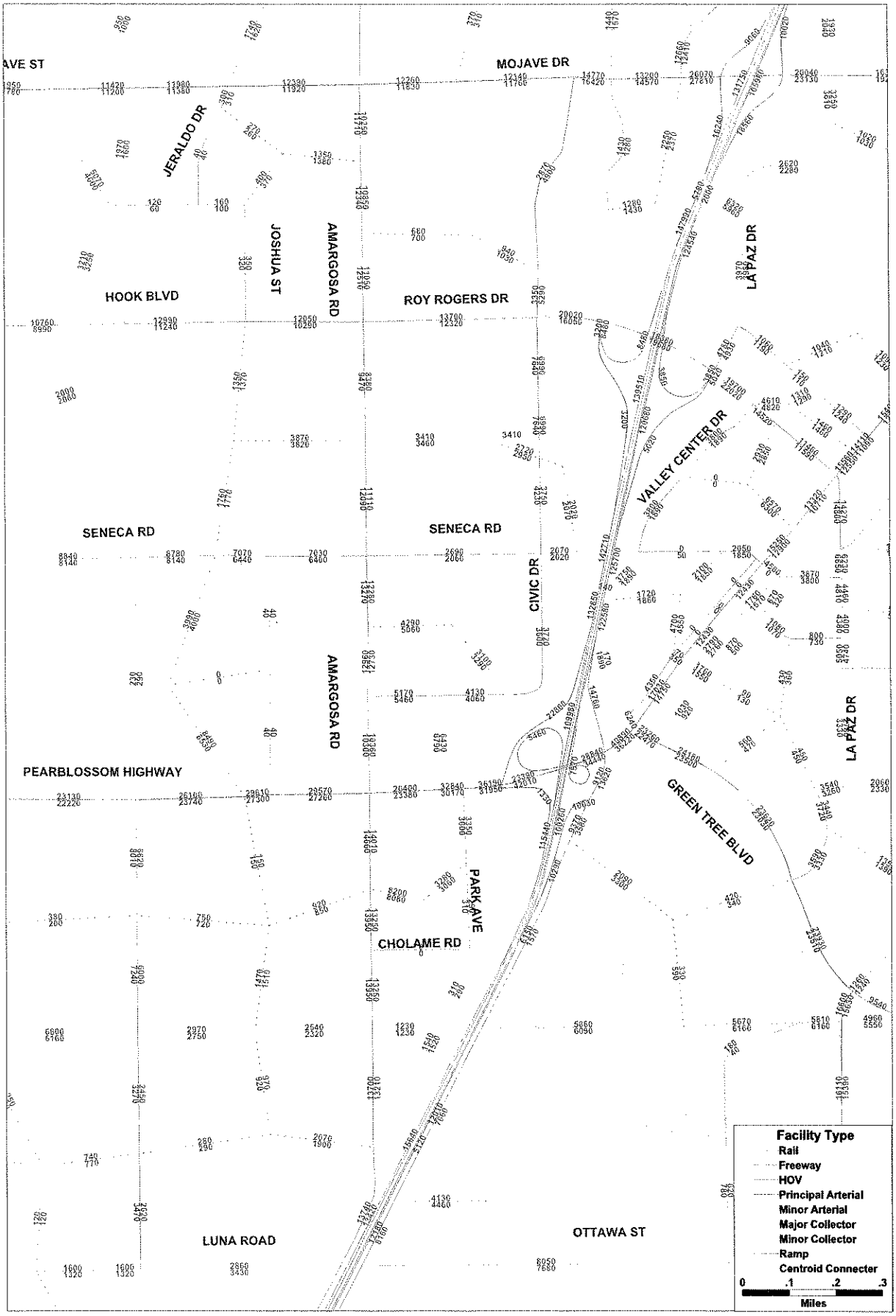
Traffic Analysis Zone Map



Appendix 4

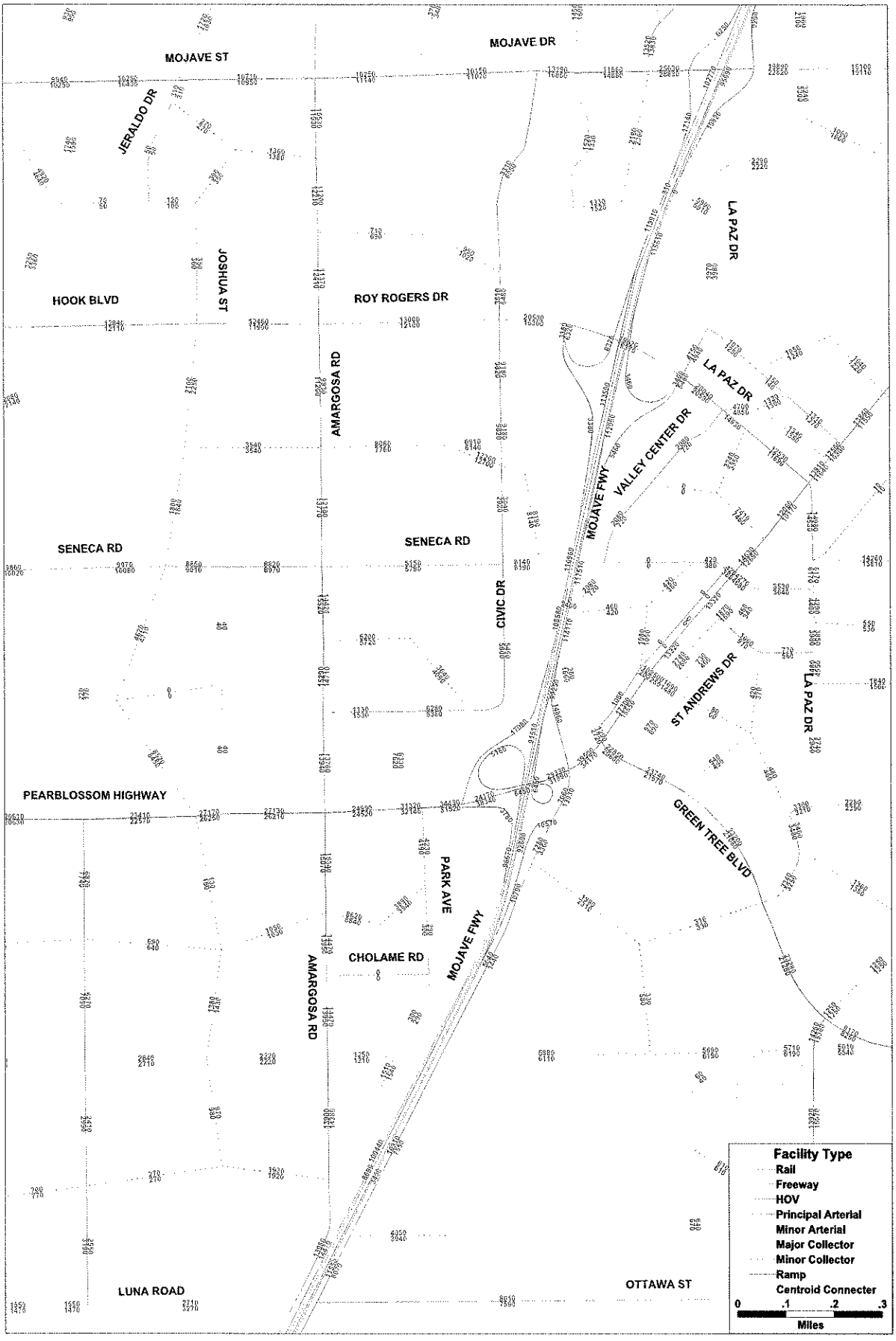
Model Run Plots for 2035

ADT Plot for the Revised 2035 General Plan Model Run

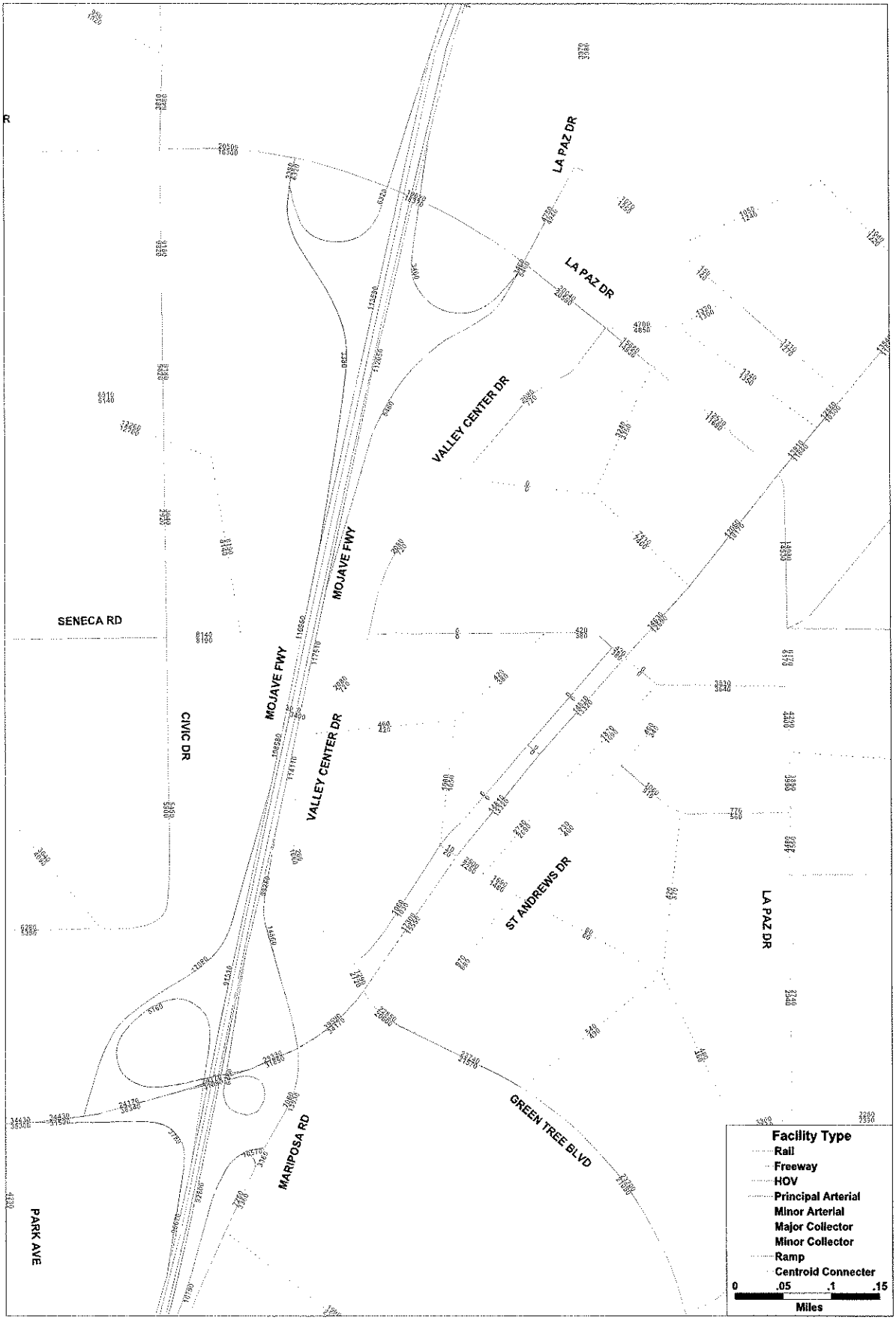


ADT Plot for the Revised 2035 General Plan Model Run

ADT Plot for the Civic Center Specific Plan



ADT Plot for the Civic Center Specific Plan



Consumer Spending Report

2012 Annual Spending (in Thousands)	1 Mile	3 Mile	5 Mile
Total Specified Consumer Spending	**$78,142**	**$679,406**	**$1,505,673**
Total Apparel	**$3,078**	**$25,875**	**$56,648**
Women's Apparel	984	8,329	18,599
Men's Apparel	585	4,992	11,085
Girl's Apparel	240	2,044	4,453
Boy's Apparel	204	1,750	3,786
Infant Apparel	219	1,793	3,724
Footwear (excl. Infants)	471	3,970	8,678
Other Apparel Prod/Services	375	2,998	6,324
Total Entertainment	**$7,094**	**$62,686**	**$141,430**
Sports and Recreation	322	2,859	6,408
TV, Radio and Sound Equipment	2,847	24,045	52,806
Reading Materials	302	2,614	5,986
Travel	3,547	32,498	74,742
Photographic Equipment	76	670	1,488
Total Food At Home	**$7,726**	**$65,227**	**$142,432**
Cereal Products	519	4,314	9,379
Bread & Bakery Products	1,035	8,595	18,916
Seafood	367	3,161	6,904
Meat/Poultry/Fish/Eggs	2,500	21,127	45,871
Dairy Products	1,181	9,991	21,892
Fruits and Vegetables	2,124	18,040	39,470
Total Food Away From Home	**$6,683**	**$58,209**	**$127,484**
Breakfast and Brunch	676	5,786	12,569
Dinner	3,069	26,650	58,656
Lunch	2,269	20,039	43,628
Snacks and Non Alcoholic Bev	504	4,300	9,279
Catered Affairs	165	1,435	3,352

Annual Spending (in Thousands)	1 Mile	3 Mile	5 Mile
Total Alcoholic Beverages	**$1,166**	**$9,944**	**$21,909**
Alcoholic Bev. at Home	674	5,949	13,226
Alcoholic Bev. away from Home	491	3,995	8,684
Total Furniture/Appliances	**$6,477**	**$57,552**	**$128,703**
Bedroom Furniture	366	3,245	7,110
Living Room Furniture	493	4,332	9,662
Other Living & Family Room Furniture	97	843	1,932
Other Furniture	165	1,478	3,399
Major Appliances	538	4,980	11,307
Small Appliances & Housewares	1,493	13,180	29,317
Misc Household Equipment	3,325	29,495	65,975
Total Transportation/Maint.	**$16,892**	**$148,377**	**$327,918**
New Autos/Trucks/Vans	3,351	30,442	69,611
Used Vehicles	4,128	35,806	77,504
Purchase of RVs or Boats	270	2,512	6,082
Gasoline	6,714	58,135	126,918
Diesel Fuel	112	1,081	2,396
Automotive Maintenance/Repair	2,317	20,402	45,407
Total Health Care	**$3,319**	**$29,374**	**$66,859**
Medical Services	2,048	18,466	42,011
Prescription Drugs	933	7,967	18,145
Medical Supplies	338	2,941	6,703
Total Education/Day Care	**$7,070**	**$57,108**	**$127,983**
Education	3,213	25,470	56,690
Room and Board	266	2,507	5,900
Tuition/School Supplies	2,835	22,322	50,285
Day Care, Nursery & Preschool	756	6,809	15,108

Daytime Employment Report

1 Mile Radius

Business Employment by Type	# of Businesses	# Employees	#Emp/Bus
Total Businesses	**867**	**8,237**	**10**
Total Retail	**187**	**2,526**	**14**
Home Improvement Stores	8	152	19
General Merchandise Stores	4	268	67
Food Stores	19	210	11
Auto Dealers & Gas Stations	44	745	17
Apparel & Accessory Stores	10	32	3
Furniture & Home Furnishings	16	66	4
Eating & Drinking Places	55	911	17
Miscellaneous Retail Stores	31	142	5
Finance-Insurance-Real Estate	**122**	**555**	**5**
Banks, Saving & Lending Inst.	22	144	7
Security Brokers & Investments	7	16	2
Insurance Carriers & Agencies	33	114	3
Real Estate-Trust-Holding Co.	60	281	5
Services	**398**	**2,741**	**7**
Hotels & Lodging	7	193	28
Motion Picture & Amusement	22	145	7
Health Services	47	473	10
Legal Services	53	253	5
Educational Services	14	340	24
Auto Services	43	227	5
Other Services	212	1,110	5
Agriculture/Mining	**8**	**29**	**4**
Construction	**16**	**153**	**10**
Manufacturing	**27**	**601**	**22**
Transportation/Comm/Publ Util	**32**	**105**	**3**
Wholesale Trade	**15**	**104**	**7**
Government	**62**	**1,423**	**23**
Daytime Population	**8,237**		
Daytime Population/Business	**9**		

Demographic Detail Report

Radius	1 Mile		3 Mile		5 Mile	
Population						
2017 Projection	10,134		86,004		172,447	
2012 Estimate	9,941		81,563		164,086	
2010 Census	9,906		79,655		159,892	
Growth 2012 - 2017	1.90%		5.40%		5.10%	
Growth 2010 - 2012	0.40%		2.40%		2.60%	
2012 Population by Age	**9,941**		**81,563**		**164,086**	
Age 0 - 4	1,015	10.21%	7,586	9.30%	13,659	8.32%
Age 5 - 9	861	8.66%	7,315	8.97%	13,778	8.40%
Age 10 - 14	832	8.37%	7,362	9.03%	14,597	8.90%
Age 15 - 19	835	8.40%	7,195	8.82%	14,197	8.65%
Age 20 - 24	921	9.26%	6,343	7.78%	11,961	7.29%
Age 25 - 34	1,473	14.82%	11,600	14.22%	23,500	14.32%
Age 35 - 44	1,096	11.03%	9,993	12.25%	21,615	13.17%
Age 45 - 49	545	5.48%	4,793	5.88%	10,387	6.33%
Age 50 - 54	523	5.26%	4,597	5.64%	9,773	5.96%
Age 55 - 59	432	4.35%	3,802	4.66%	8,217	5.01%
Age 60 - 64	368	3.70%	3,138	3.85%	6,592	4.02%
Age 65 - 74	571	5.74%	4,459	5.47%	9,008	5.49%
Age 75 - 84	346	3.48%	2,485	3.05%	4,952	3.02%
Age 85 and over	123	1.24%	895	1.10%	1,848	1.13%
Age 65 and over	1,040	10.46%	7,839	9.61%	15,808	9.63%
Median Age	**28.10**		**29.20**		**30.90**	
Average Age	**32.30**		**32.50**		**33.40**	

Demographic Detail Report

Radius	1 Mile		3 Mile		5 Mile	
2012 Population By Race	**9,941**		**81,563**		**164,086**	
White	4,417	44.43%	38,944	47.75%	85,253	51.96%
Black or African American	1,972	19.84%	12,995	15.93%	23,103	14.08%
American Indian and Alaska Native	136	1.37%	1,108	1.36%	2,245	1.37%
Asian	304	3.06%	3,212	3.94%	6,311	3.85%
Native Hawaiian and Pacific Islander	37	0.37%	311	0.38%	688	0.42%
Other Race	2,383	23.97%	19,422	23.81%	36,168	22.04%
Two or More Races	692	6.96%	5,572	6.83%	10,317	6.29%
2012 Population by Hispanic Origin	**9,941**		**81,564**		**164,085**	
Not Hispanic or Latino	5,172	52.03%	41,027	50.30%	86,769	52.88%
Hispanic or Latino	4,769	47.97%	40,537	49.70%	77,316	47.12%
2012 Age 5+ Language at Home	**8,323**		**69,244**		**137,984**	
Speak Only English	5,527	66.41%	45,056	65.07%	92,731	67.20%
Speak Asian or Pacific Island	317	3.81%	2,162	3.12%	3,666	2.66%
Speak IndoEuropean	45	0.54%	807	1.17%	1,988	1.44%
Speak Spanish	2,355	28.30%	20,807	30.05%	38,593	27.97%
Speak Other Language	79	0.95%	412	0.59%	1,006	0.73%
2012 Median Age, Male	**26.80**		**28.00**		**30.30**	
2012 Average Age, Male	**30.90**		**31.40**		**32.70**	
2012 Median Age, Female	**29.40**		**30.40**		**31.60**	
2012 Average Age, Female	**33.60**		**33.50**		**34.10**	
2012 Population by Occupation Classification (Age 16+)	**3,054**		**26,541**		**53,517**	
Blue Collar	810	26.52%	7,496	28.24%	15,197	28.40%
White Collar	1,353	44.30%	12,924	48.69%	27,525	51.43%
Service	891	29.17%	6,121	23.06%	10,795	20.17%
2012 Population by Marital Status (Age 15+)	**6,786**		**54,280**		**109,157**	
Total, Never Married	2,559	37.71%	17,743	32.69%	34,886	31.96%
Married	2,778	40.94%	27,059	49.85%	56,705	51.95%
Widowed	306	4.51%	2,686	4.95%	5,244	4.80%
Divorced	1,143	16.84%	6,792	12.51%	12,322	11.29%

Demographic Detail Report

Radius	1 Mile		3 Mile		5 Mile	
2012 Population by Education	**4,888**		**41,436**		**83,792**	
Less Than 9th Grade	286	5.85%	2,969	7.17%	5,310	6.34%
Some High School, No Diploma	785	16.06%	5,844	14.10%	10,628	12.68%
High School Grad (Incl Equivalency)	1,767	36.15%	13,165	31.77%	25,711	30.68%
Some College, No Degree	1,126	23.04%	11,084	26.75%	22,976	27.42%
Associate Degree	414	8.47%	3,411	8.23%	7,548	9.01%
Bachelor Degree	409	8.37%	3,832	9.25%	8,098	9.66%
Advanced Degrees	101	2.07%	1,131	2.73%	3,521	4.20%
2012 Population by Occupation (Age 16+)	**3,944**		**32,660**		**64,315**	
Management, Business, & Financial	667	16.91%	6,193	18.96%	13,043	20.28%
Professional & Related Occupations	114	2.89%	542	1.66%	1,580	2.46%
Services	2,066	52.38%	16,284	49.86%	30,957	48.13%
Sales & Office	364	9.23%	3,374	10.33%	6,184	9.62%
Farming, Fishing, & Forestry	3	0.08%	115	0.35%	158	0.25%
Construction, Extraction & Maint	249	6.31%	2,103	6.44%	4,282	6.66%
Production & Transportation	481	12.20%	4,049	12.40%	8,111	12.61%
2012 Workers by Travel Time to Work (Age 16+)	**3,157**		**27,396**		**54,840**	
Less Then 15 Minutes	874	27.68%	7,197	26.27%	13,336	24.32%
15 to 29 Minutes	1,080	34.21%	7,299	26.64%	14,214	25.92%
30 to 44 Minutes	293	9.28%	2,783	10.16%	6,086	11.10%
45 to 59 Minutes	232	7.35%	2,696	9.84%	5,566	10.15%
60+ Minutes	678	21.48%	7,421	27.09%	15,638	28.52%
2010 Households by HH Size	**3,379**		**23,980**		**46,601**	
1-Person Households	744	22.02%	4,134	17.24%	7,393	15.86%
2-Person Households	896	26.52%	5,865	24.46%	11,870	25.47%
3-Person Households	639	18.91%	4,148	17.30%	8,039	17.25%
4-Person Households	489	14.47%	4,024	16.78%	8,060	17.30%
5-Person Households	318	9.41%	2,852	11.89%	5,538	11.88%
6-Person Households	158	4.68%	1,571	6.55%	3,036	6.51%
7 or more Person Households	135	4.00%	1,386	5.78%	2,665	5.72%
2012 Average Household Size	**2.91**		**3.30**		**3.31**	

Demographic Detail Report

Radius	1 Mile		3 Mile		5 Mile	
Households						
2017 Projection	3,416		25,566		49,531	
2012 Estimate	3,396		24,588		47,701	
2010 Census	3,379		23,982		46,601	
Growth 2012 - 2017	0.60%		4.00%		3.80%	
Growth 2010 - 2012	0.50%		2.50%		2.40%	
2012 Households by HH Income	**3,397**		**24,589**		**47,697**	
Income: Less than $15,000	790	23.26%	3,909	15.90%	5,583	11.71%
Income: $15,000 - $24,999	536	15.78%	3,101	12.61%	5,038	10.56%
Income: $25,000 - $34,999	454	13.36%	2,908	11.83%	5,282	11.07%
Income: $35,000 - $49,999	601	17.69%	4,112	16.72%	7,895	16.55%
Income: $50,000 - $74,999	594	17.49%	5,358	21.79%	10,900	22.85%
Income: $75,000 - $99,999	174	5.12%	2,408	9.79%	5,898	12.37%
Income: $100,000 - $149,999	138	4.06%	2,030	8.26%	4,742	9.94%
Income: $150,000 - $199,999	69	2.03%	585	2.38%	1,703	3.57%
Income: $200,000+	41	1.21%	178	0.72%	656	1.38%
2012 Avg Household Income	**$44,005**		**$53,170**		**$61,174**	
2012 Med Household Income	**$32,736**		**$42,394**		**$50,070**	
2012 Per Capita Income	**$15,032**		**$16,255**		**$19,027**	
2012 Occupied Housing	**3,396**		**24,588**		**47,701**	
Owner Occupied	1,242	36.57%	13,419	54.58%	29,500	61.84%
Renter Occupied	2,154	63.43%	11,169	45.42%	18,201	38.16%
2010 Housing Units	**3,609**		**25,674**		**49,121**	
1 Unit Attached	59	1.63%	225	0.88%	575	1.17%
1 Unit Detached	1,597	44.25%	18,836	73.37%	39,784	80.99%
2 Units	104	2.88%	578	2.25%	748	1.52%
3 - 19 Units	1,136	31.48%	3,241	12.62%	4,463	9.09%
20 - 49 Units	94	2.60%	538	2.10%	680	1.38%
50 or more Units	242	6.71%	708	2.76%	830	1.69%
Mobile Home or Trailer	377	10.45%	1,520	5.92%	1,992	4.06%
Boat, RV, Van, Etc.	0	0.00%	28	0.11%	49	0.10%

Demographic Detail Report

Radius	1 Mile		3 Mile		5 Mile	
2012 Housing Value - Owner Occupied	**1,243**		**13,419**		**29,500**	
Value < $50,000	98	7.88%	471	3.51%	719	2.44%
Value $50,000-$99,999	305	24.54%	2,488	18.54%	4,387	14.87%
Value $100,000-$149,999	486	39.10%	5,530	41.21%	10,599	35.93%
Value $150,000-$199,999	225	18.10%	3,398	25.32%	7,668	25.99%
Value $200,000-$249,999	90	7.24%	946	7.05%	2,756	9.34%
Value $250,000-$299,999	12	0.97%	228	1.70%	1,196	4.05%
Value $300,000-$399,999	10	0.80%	218	1.62%	1,225	4.15%
Value $400,000-$499,999	9	0.72%	72	0.54%	451	1.53%
Value $500,000-$749,999	5	0.40%	39	0.29%	334	1.13%
Value $750,000-$999,999	3	0.24%	28	0.21%	138	0.47%
Value $1,000,000+	0	0.00%	1	0.01%	27	0.09%
2012 Median Home Value	**$122,473**		**$133,907**		**$145,493**	
2012 Housing Units by Yr Built	**3,611**		**25,673**		**49,121**	
Built 2005 to Present	286	7.92%	2,958	11.52%	5,412	11.02%
Built 2000 to 2004	432	11.96%	4,212	16.41%	8,521	17.35%
Built 1990 to 1999	488	13.51%	4,317	16.82%	9,791	19.93%
Built 1980 to 1989	763	21.13%	6,434	25.06%	13,393	27.27%
Built 1970 to 1979	867	24.01%	3,771	14.69%	6,518	13.27%
Built 1960 to 1969	545	15.09%	1,983	7.72%	2,579	5.25%
Built 1950 to 1959	102	2.82%	1,147	4.47%	1,701	3.46%
Built 1940 to 1949	87	2.41%	504	1.96%	616	1.25%
Built 1939 or Earlier	41	1.14%	347	1.35%	590	1.20%
2012 Median Year Built	**1982**		**1988**		**1989**	

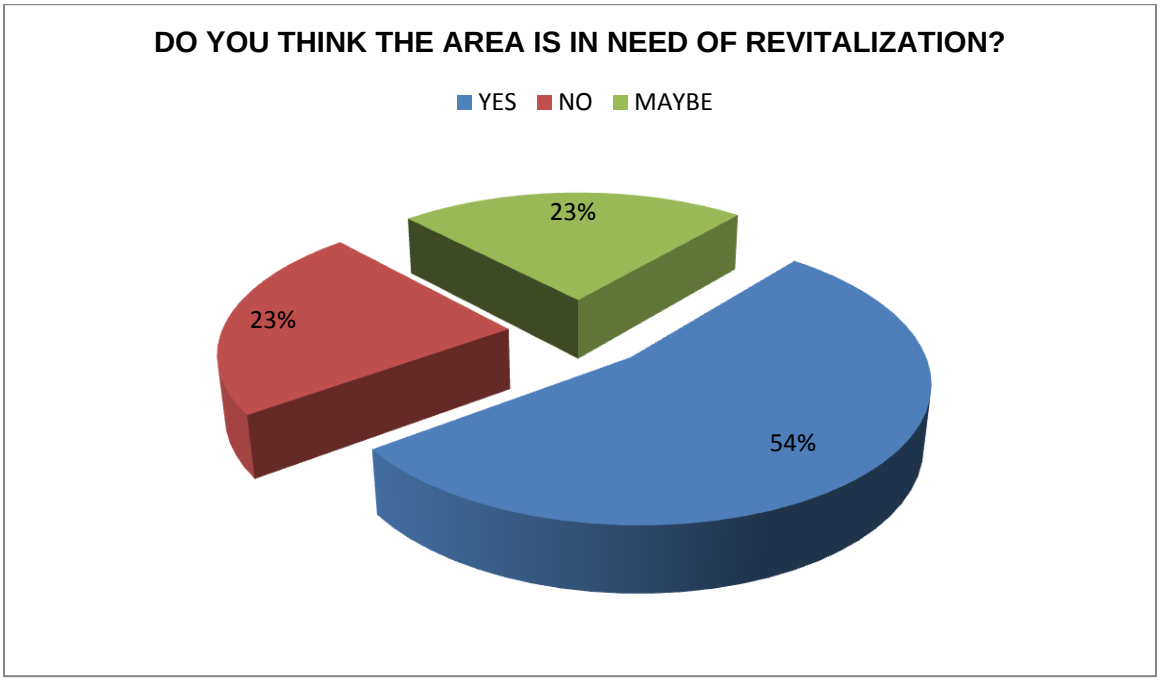
Demographic Summary Report

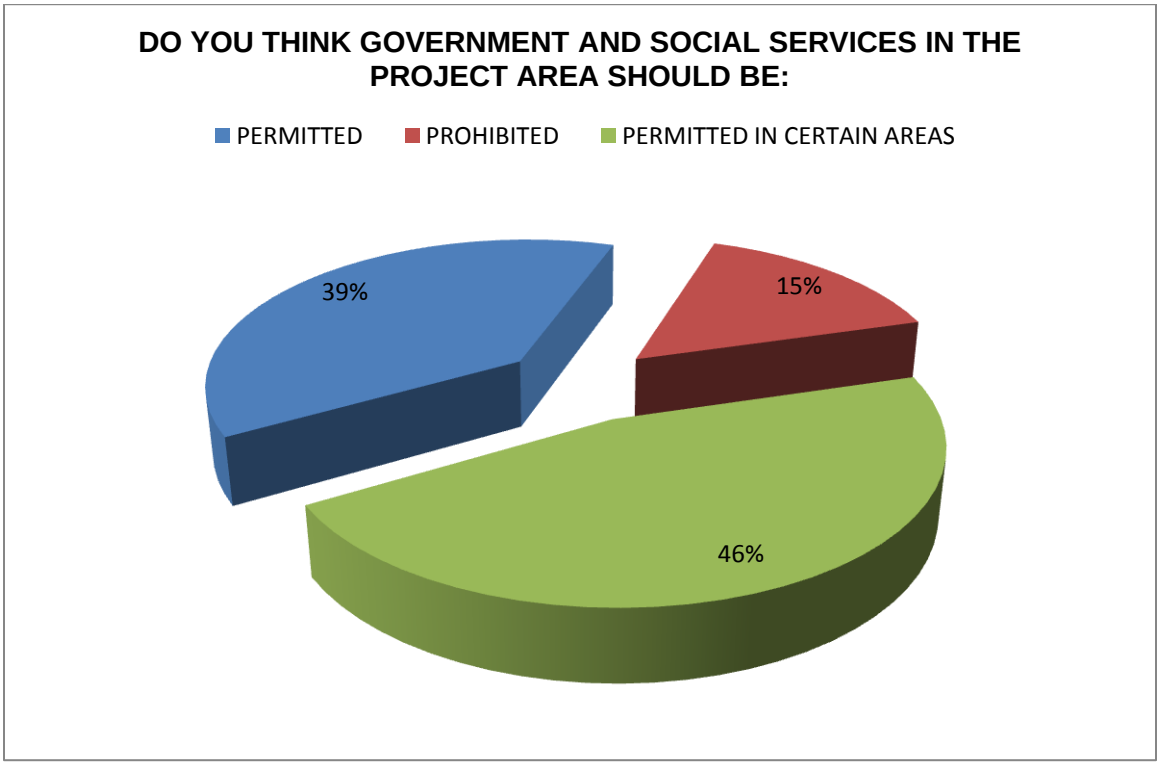
Radius	1 Mile		3 Mile		5 Mile	
Population						
2017 Projection	10,134		86,004		172,447	
2012 Estimate	9,941		81,563		164,086	
2010 Census	9,906		79,655		159,892	
Growth 2012 - 2017	1.90%		5.40%		5.10%	
Growth 2010 - 2012	0.40%		2.40%		2.60%	
2012 Population by Hispanic Origin	4,769		40,537		77,316	
2012 Population By Race	9,941		81,563		164,086	
White	4,417	44.43%	38,944	47.75%	85,253	51.96%
Black or African American	1,972	19.84%	12,995	15.93%	23,103	14.08%
American Indian and Alaska Native	136	1.37%	1,108	1.36%	2,245	1.37%
Asian	304	3.06%	3,212	3.94%	6,311	3.85%
Native Hawaiian and Pacific Islander	37	0.37%	311	0.38%	688	0.42%
Other Race	2,383	23.97%	19,422	23.81%	36,168	22.04%
Two or More Races	692	6.96%	5,572	6.83%	10,317	6.29%
Households						
2017 Projection	3,416		25,566		49,531	
2012 Estimate	3,396		24,588		47,701	
2010 Census	3,379		23,982		46,601	
Growth 2012 - 2017	0.60%		4.00%		3.80%	
Growth 2010 - 2012	0.50%		2.50%		2.40%	
Owner Occupied	1,242	36.57%	13,419	54.58%	29,500	61.84%
Renter Occupied	2,154	63.43%	11,169	45.42%	18,201	38.16%
2012 Households by HH Income	3,397		24,589		47,697	
Income Less Than $15,000	790	23.26%	3,909	15.90%	5,583	11.71%
Income: $15,000 - $24,999	536	15.78%	3,101	12.61%	5,038	10.56%
Income: $25,000 - $34,999	454	13.36%	2,908	11.83%	5,282	11.07%
Income: $35,000 - $49,999	601	17.69%	4,112	16.72%	7,895	16.55%
Income: $50,000 - $74,999	594	17.49%	5,358	21.79%	10,900	22.85%
Income: $75,000 - $99,999	174	5.12%	2,408	9.79%	5,898	12.37%
Income: $100,000 - $149,999	138	4.06%	2,030	8.26%	4,742	9.94%
Income: $150,000 - $199,999	69	2.03%	585	2.38%	1,703	3.57%
Income: $200,000+	41	1.21%	178	0.72%	656	1.38%
2012 Avg Household Income	$44,005		$53,170		$61,174	
2012 Med Household Income	$32,736		$42,394		$50,070	
2012 Per Capita Income	$15,032		$16,255		$19,027	

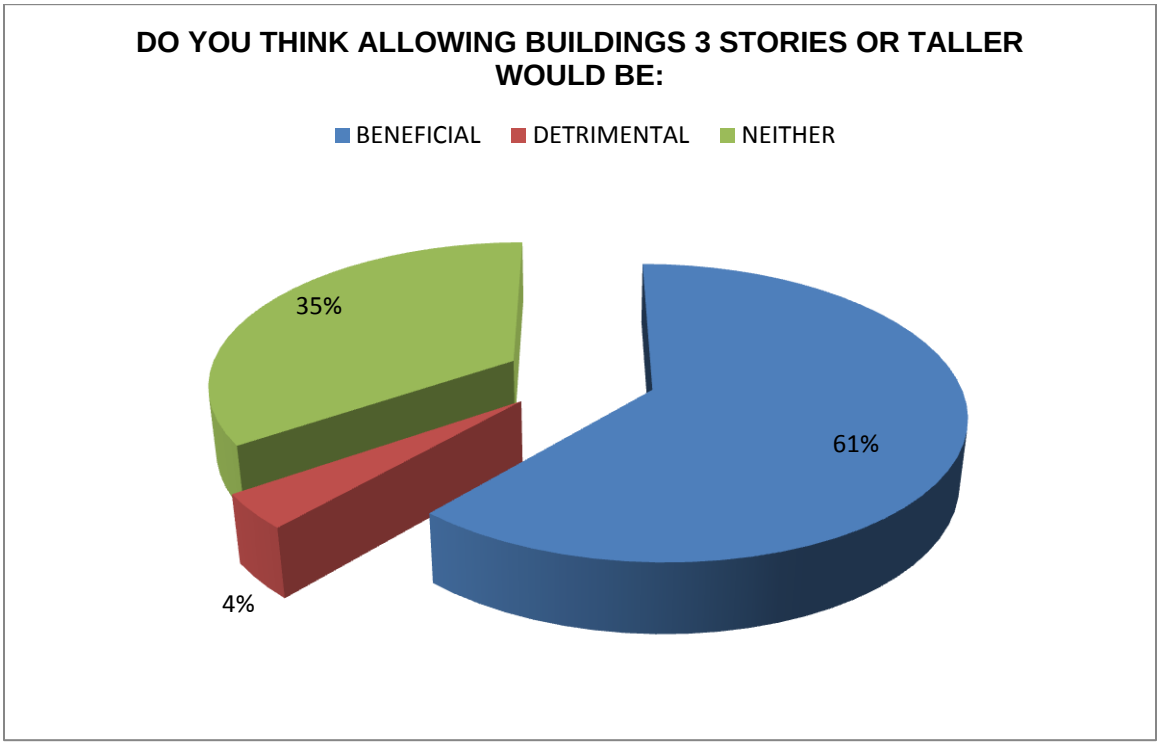
Description	2010		2012		2017	
Population	**9,906**		**9,941**		**10,134**	
Age 0 - 4	1,022	10.32%	1,015	10.21%	1,027	10.13%
Age 5 - 9	862	8.70%	861	8.66%	875	8.63%
Age 10 - 14	841	8.49%	832	8.37%	855	8.44%
Age 15 - 19	873	8.81%	835	8.40%	813	8.02%
Age 20 - 24	907	9.16%	921	9.26%	859	8.48%
Age 25 - 34	1,452	14.66%	1,473	14.82%	1,505	14.85%
Age 35 - 44	1,124	11.35%	1,096	11.03%	1,096	10.82%
Age 45 - 49	572	5.77%	545	5.48%	520	5.13%
Age 50 - 54	519	5.24%	523	5.26%	496	4.89%
Age 55 - 59	413	4.17%	432	4.35%	459	4.53%
Age 60 - 64	341	3.44%	368	3.70%	407	4.02%
Age 65 - 74	527	5.32%	571	5.74%	712	7.03%
Age 75 - 84	340	3.43%	346	3.48%	377	3.72%
Age 85+	114	1.15%	123	1.24%	137	1.35%
Age 15+	7,005	70.71%	7,233	72.76%	7,381	72.83%
Age 20+	6,135	61.93%	6,398	64.36%	6,568	64.81%
Age 65+	981	9.90%	1,040	10.46%	1,226	12.10%
Median Age	**28**		**28**		**29**	
Average Age	**32**		**32**		**33**	
Population By Race	**9,906**		**9,941**		**10,134**	
White	4,472	45.14%	4,417	44.43%	4,369	43.11%
Black or African American	2,022	20.41%	1,972	19.84%	1,907	18.82%
American Indian and Alaska Native	132	1.33%	136	1.37%	141	1.39%
Asian	290	2.93%	304	3.06%	345	3.40%
Native Hawaiian and Pacific Islander	37	0.37%	37	0.37%	39	0.38%
Other Race	2,299	23.21%	2,383	23.97%	2,570	25.36%
Two or More Races	653	6.59%	692	6.96%	765	7.55%

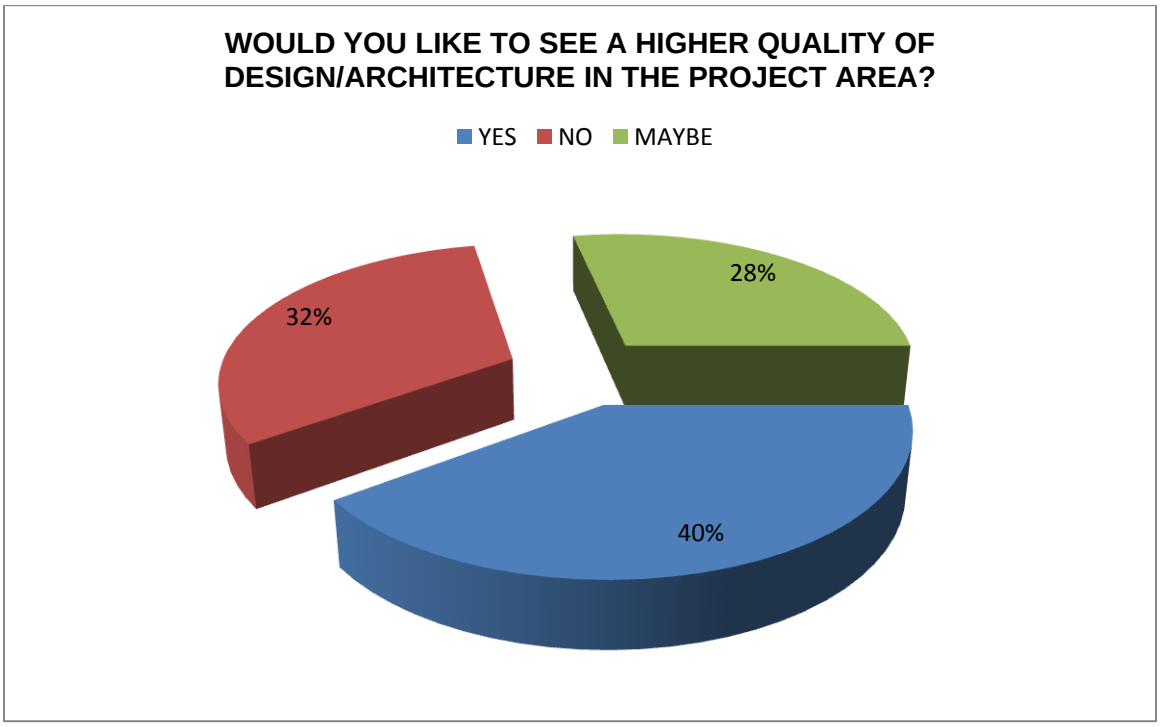
Description	2010		2012		2017	
Population by Race (Hispanic or Latino)	**4,601**		**4,769**		**5,235**	
White	1,785	38.80%	1,849	38.77%	2,073	39.60%
Black or African American	81	1.76%	84	1.76%	96	1.83%
American Indian & Alaska Native	80	1.74%	82	1.72%	88	1.68%
Asian	33	0.72%	35	0.73%	42	0.80%
Native Hawaiian & Pacific Islander	5	0.11%	5	0.10%	6	0.11%
Other Race	2,284	49.64%	2,368	49.65%	2,555	48.81%
Two or More Races	333	7.24%	346	7.26%	375	7.16%
Household by Household Income	**3,176**		**3,397**		**3,416**	
Income Less than $15,000	662	20.84%	790	23.26%	795	23.27%
Income $15,000 - $24,999	649	20.43%	536	15.78%	460	13.47%
Income $25,000 - $34,999	328	10.33%	454	13.36%	369	10.80%
Income $35,000 - $49,999	518	16.31%	601	17.69%	556	16.28%
Income $50,000 - $74,999	452	14.23%	594	17.49%	643	18.82%
Income $75,000 - $99,999	304	9.57%	174	5.12%	260	7.61%
Income $100,000 - $149,999	176	5.54%	138	4.06%	182	5.33%
Income $150,000 - $199,999	50	1.57%	69	2.03%	100	2.93%
Income $200,000+	37	1.16%	41	1.21%	51	1.49%
Average Household Income	**$0**		**$44,005**		**$50,309**	
Median Household Income	**$0**		**$32,736**		**$36,651**	
Per Capita Income	**$0**		**$15,032**		**$16,932**	

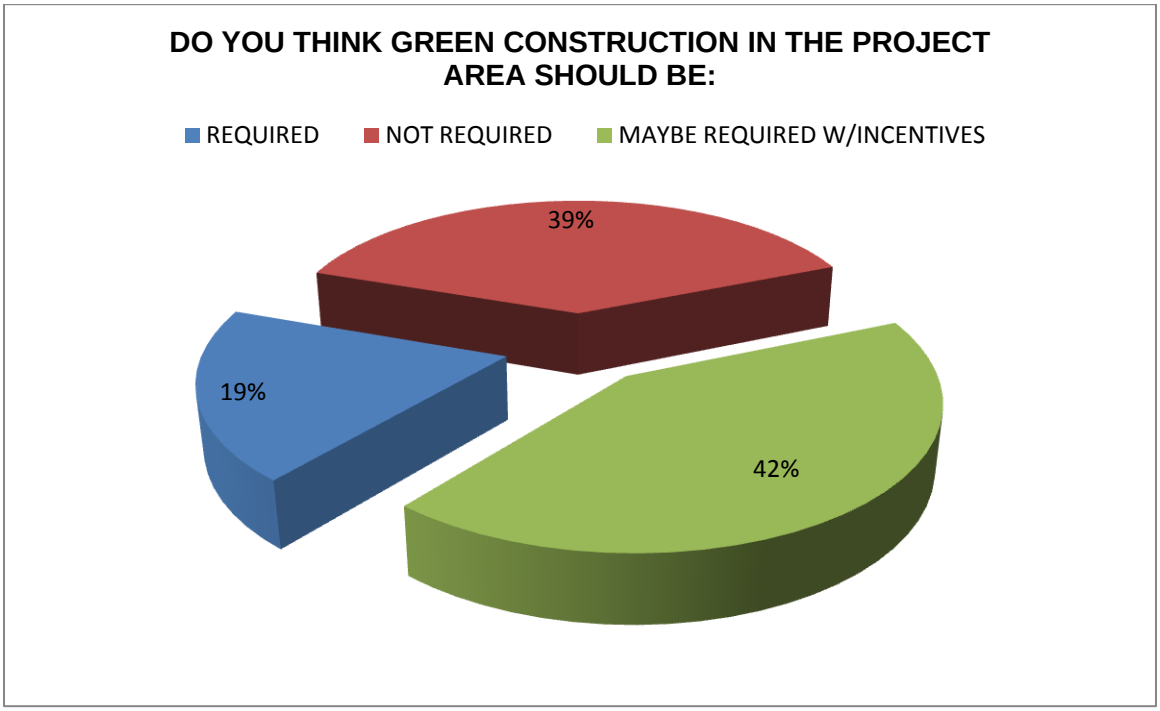
PROPERTY OWNER SURVEY RESULTS

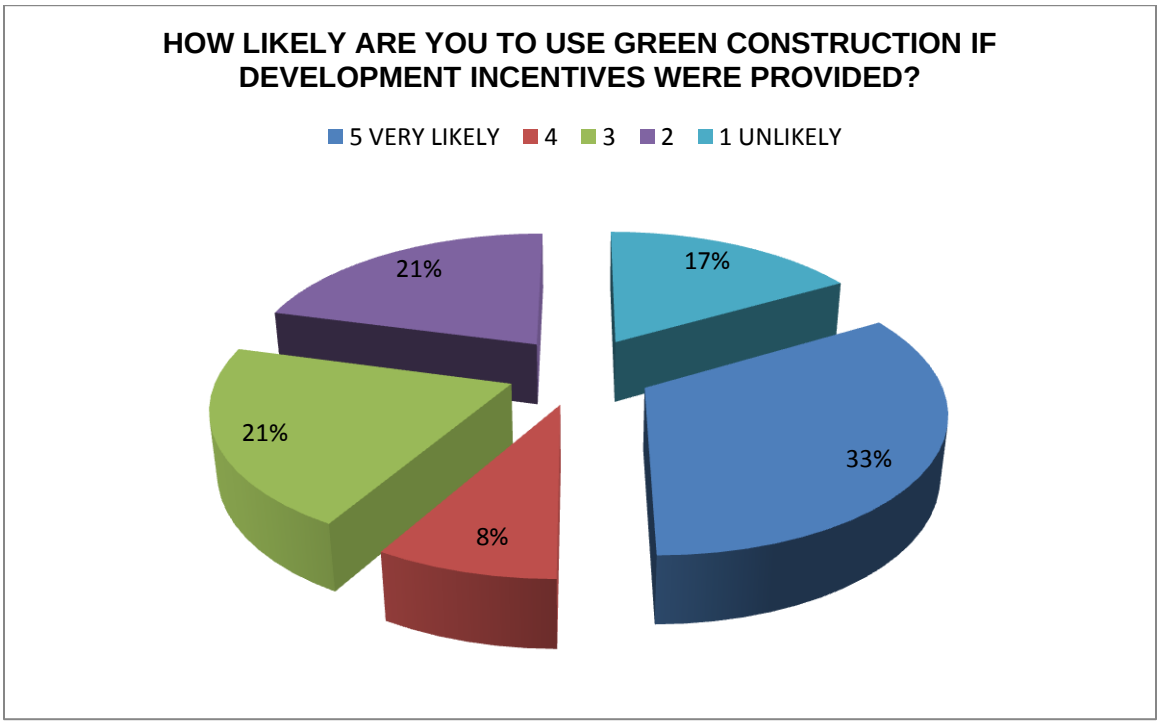


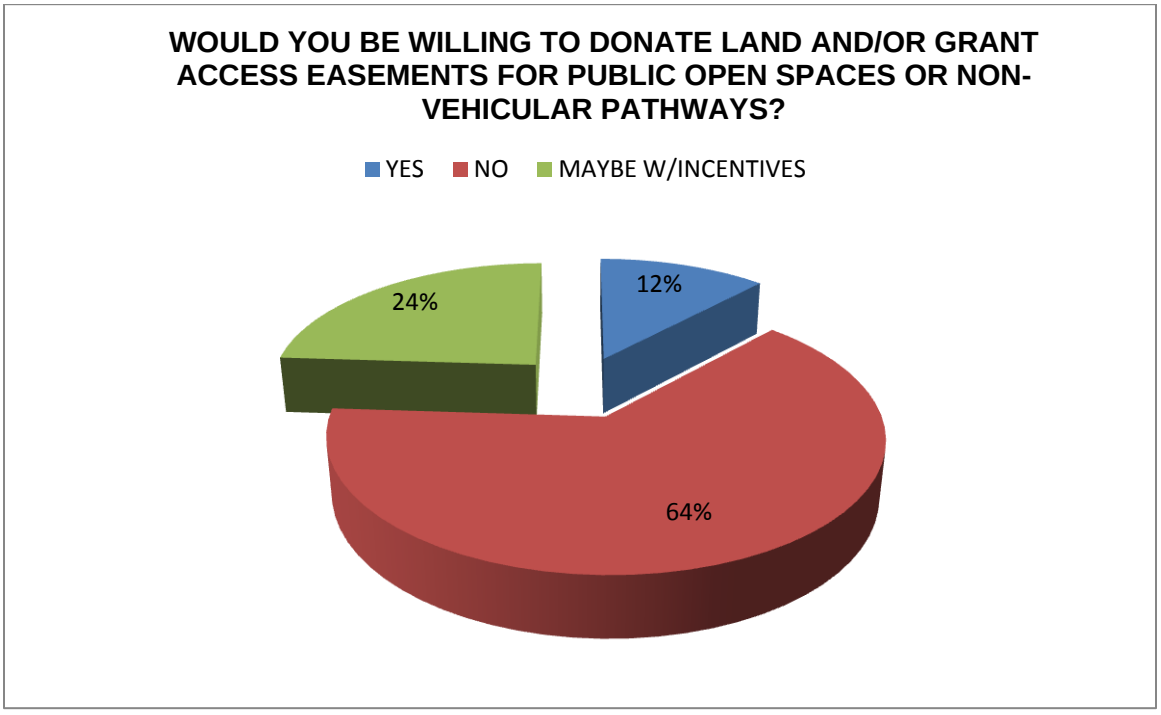


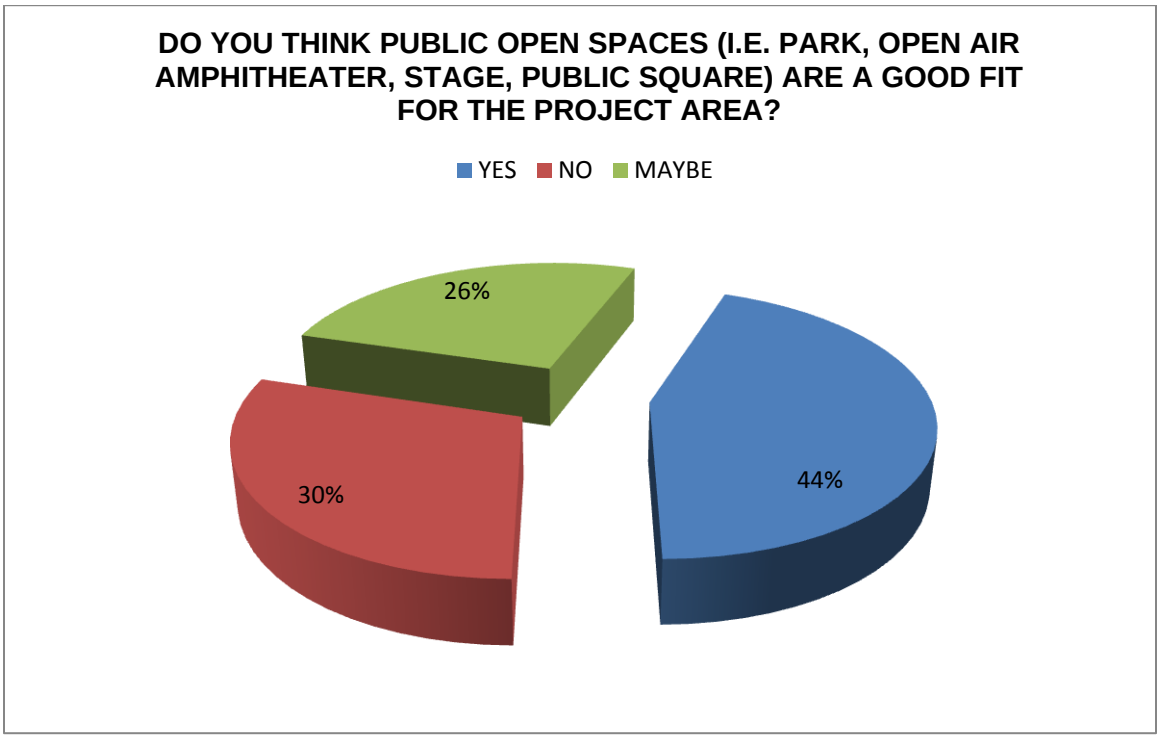

DO YOU THINK ALLOWING BUILDINGS 3 STORIES OR TALLER WOULD BE:
BENEFICIAL
DETRIMENTAL
NEITHER
35%
61%
4%

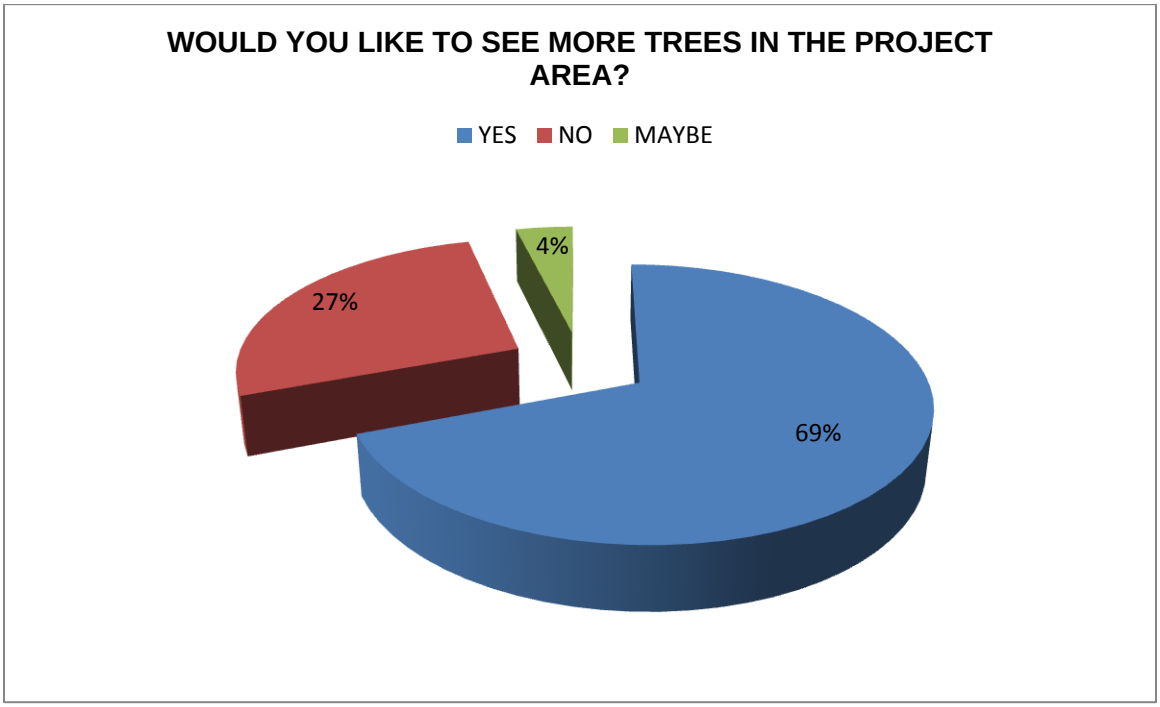

WOULD YOU LIKE TO SEE A HIGHER QUALITY OF DESIGN/ARCHITECTURE IN THE PROJECT AREA?
YES
NO
MAYBE
28%
32%
40%

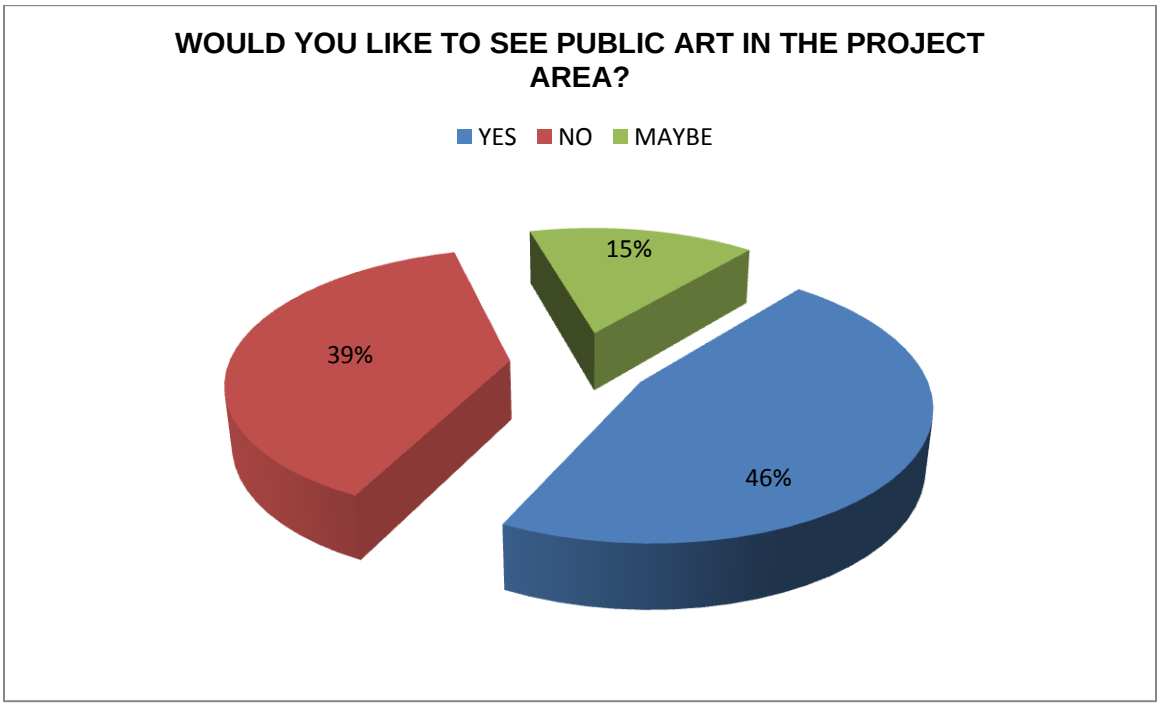

DO YOU THINK GREEN CONSTRUCTION IN THE PROJECT AREA SHOULD BE:
REQUIRED
NOT REQUIRED
MAYBE REQUIRED W/INCENTIVES
39%
19%
42%

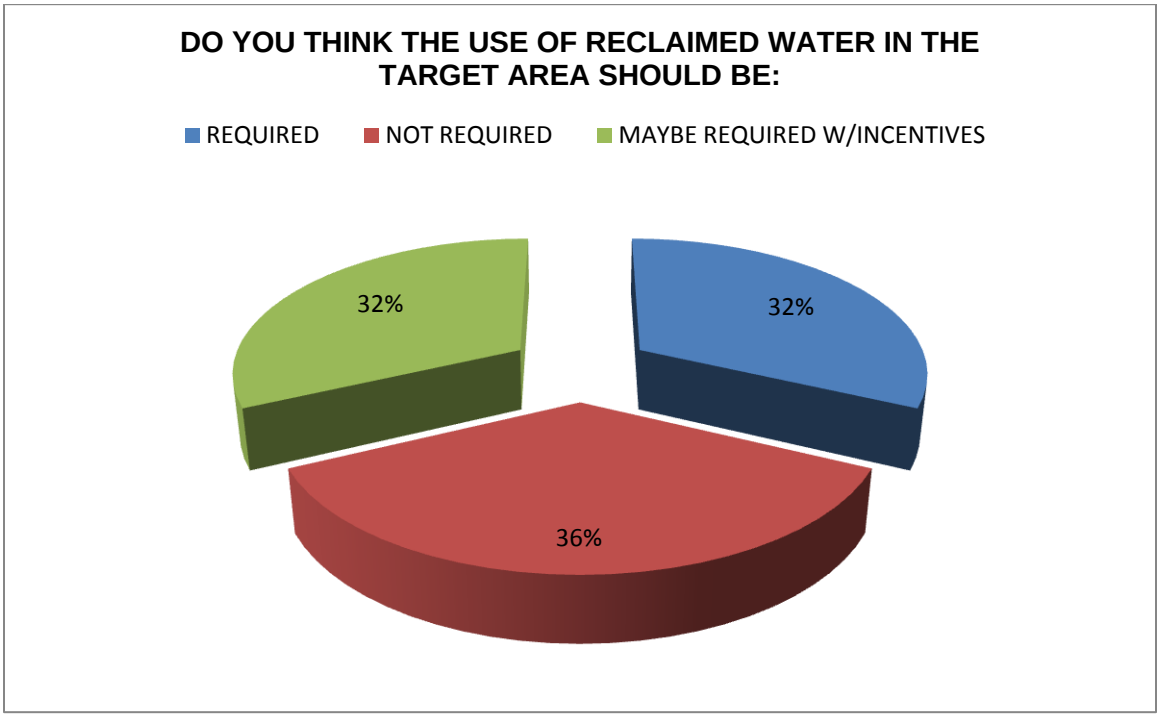

HOW LIKELY ARE YOU TO USE GREEN CONSTRUCTION IF DEVELOPMENT INCENTIVES WERE PROVIDED?
5 VERY LIKELY
4
3
2
1 UNLIKELY
21%
17%
21%
33%
8%

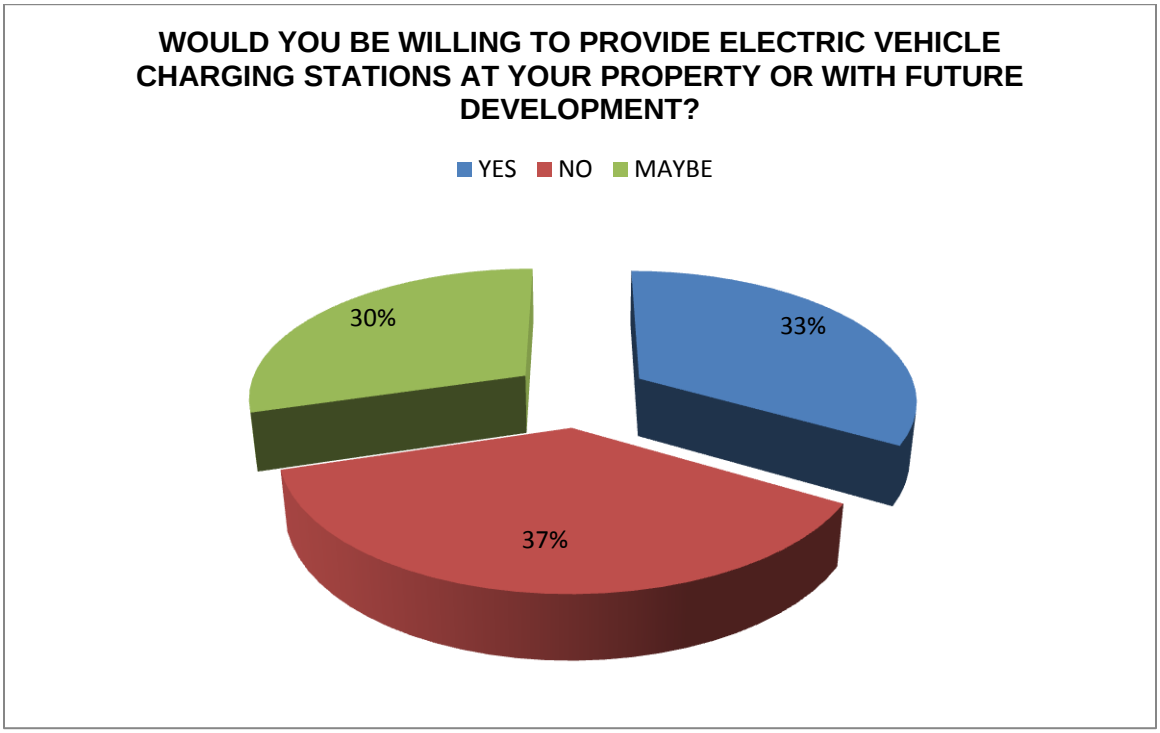

WOULD YOU BE WILLING TO DONATE LAND AND/OR GRANT ACCESS EASEMENTS FOR PUBLIC OPEN SPACES OR NON-VEHICULAR PATHWAYS?
YES
NO
MAYBE W/INCENTIVES
12%
24%
64%

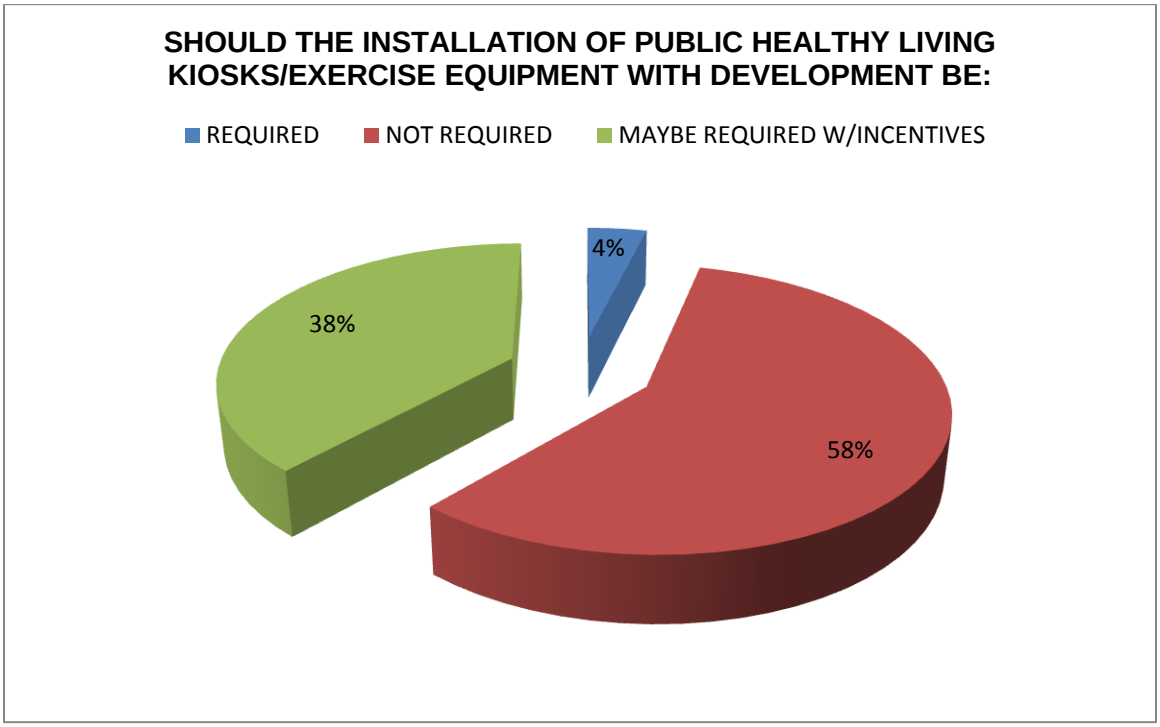

DO YOU THINK PUBLIC OPEN SPACES (I.E. PARK, OPEN AIR AMPHITHEATER, STAGE, PUBLIC SQUARE) ARE A GOOD FIT FOR THE PROJECT AREA?
YES
NO
MAYBE
26%
30%
44%

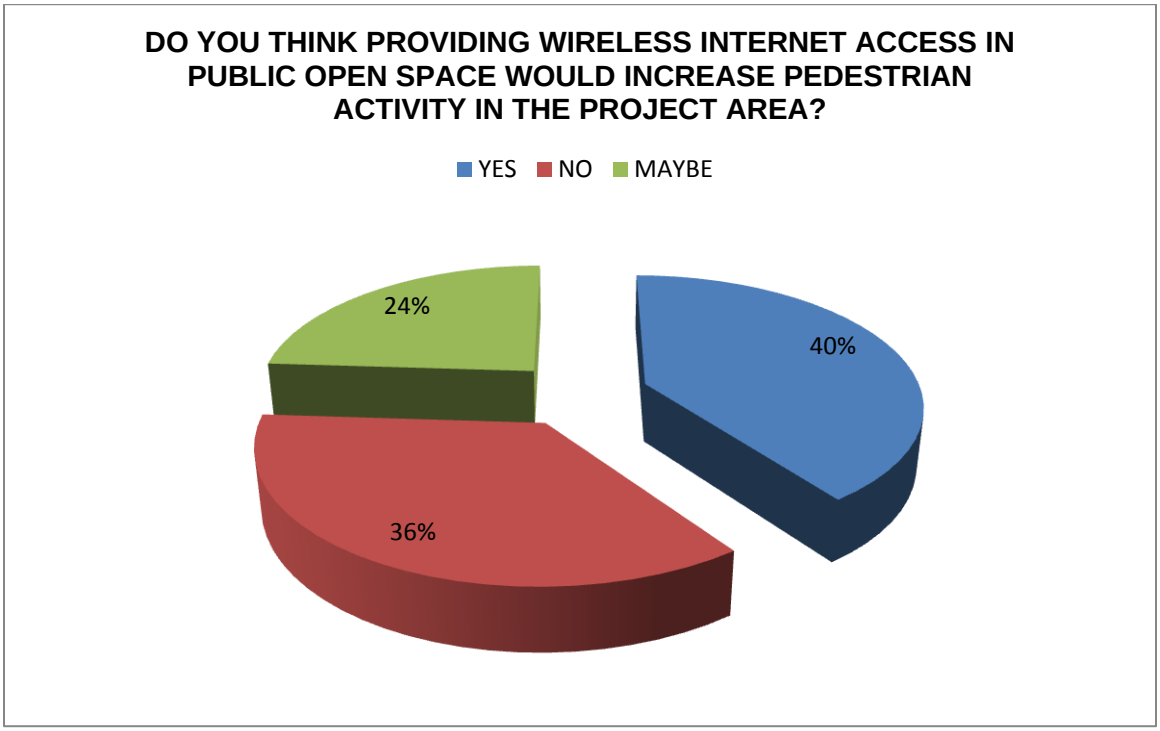

WOULD YOU LIKE TO SEE MORE TREES IN THE PROJECT AREA?
YES
NO
MAYBE
4%
27%
69%

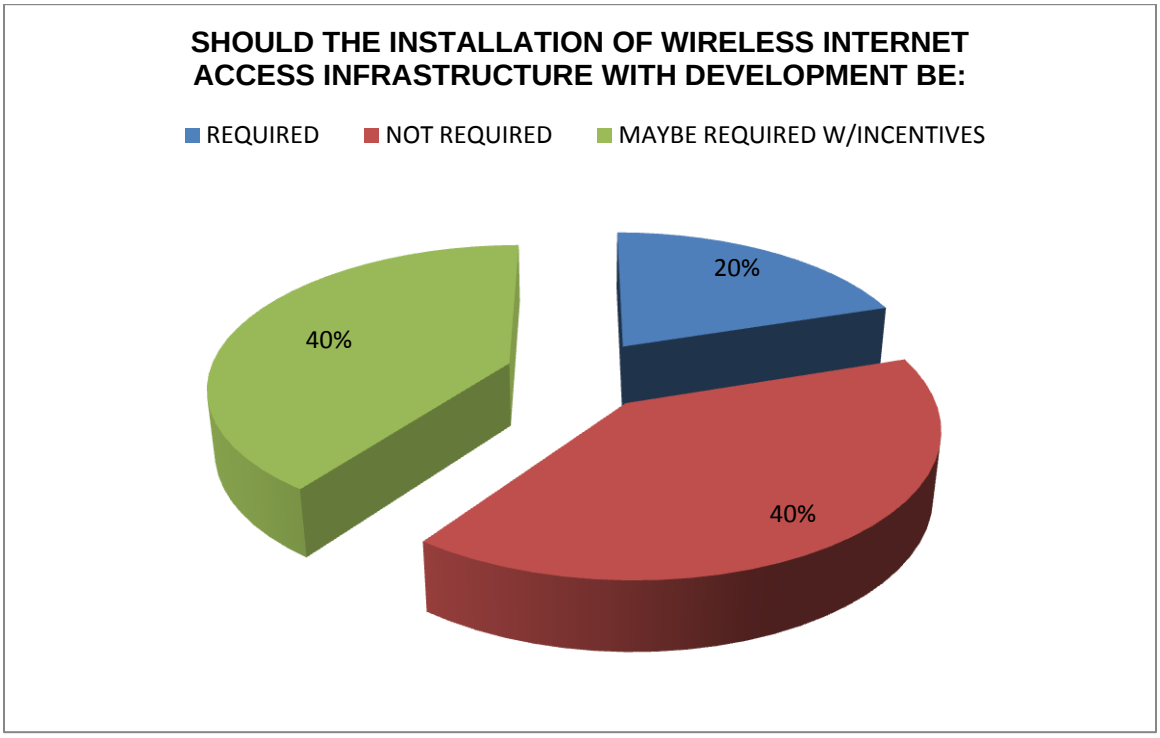

WOULD YOU LIKE TO SEE PUBLIC ART IN THE PROJECT AREA?
YES
NO
MAYBE
15%
39%
46%


DO YOU THINK THE USE OF RECLAIMED WATER IN THE TARGET AREA SHOULD BE:
REQUIRED
NOT REQUIRED
MAYBE REQUIRED W/INCENTIVES
32%
32%
36%

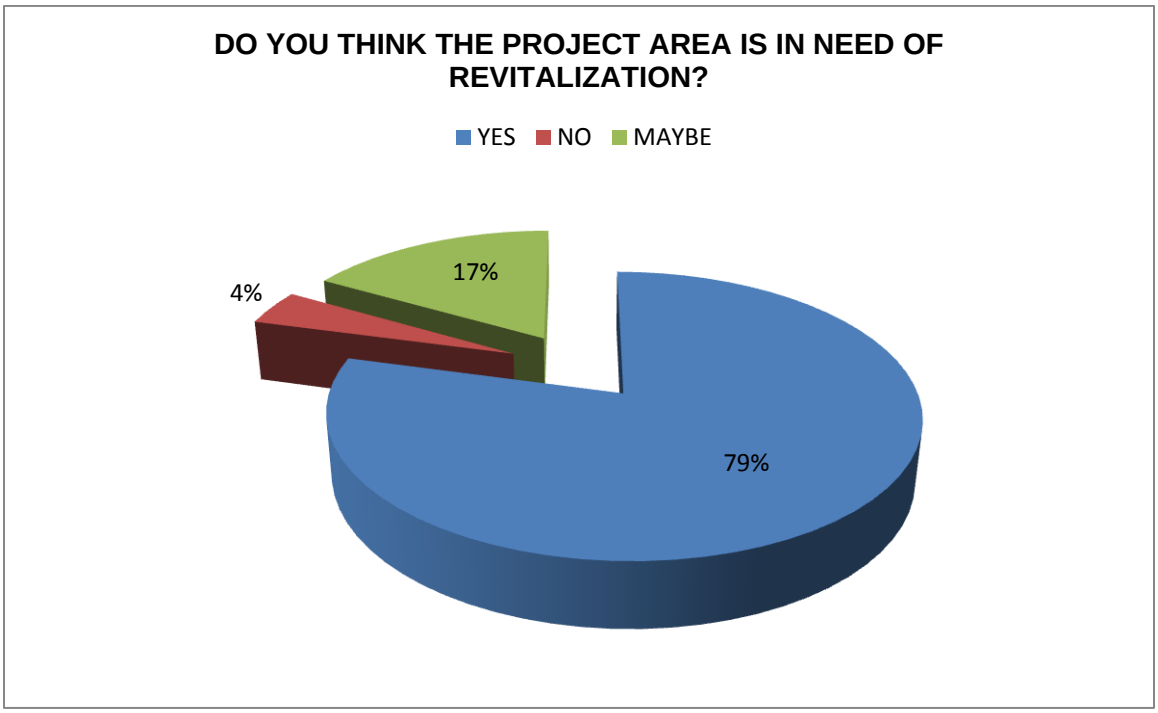

WOULD YOU BE WILLING TO PROVIDE ELECTRIC VEHICLE CHARGING STATIONS AT YOUR PROPERTY OR WITH FUTURE DEVELOPMENT?
YES
NO
MAYBE
30%
33%
37%

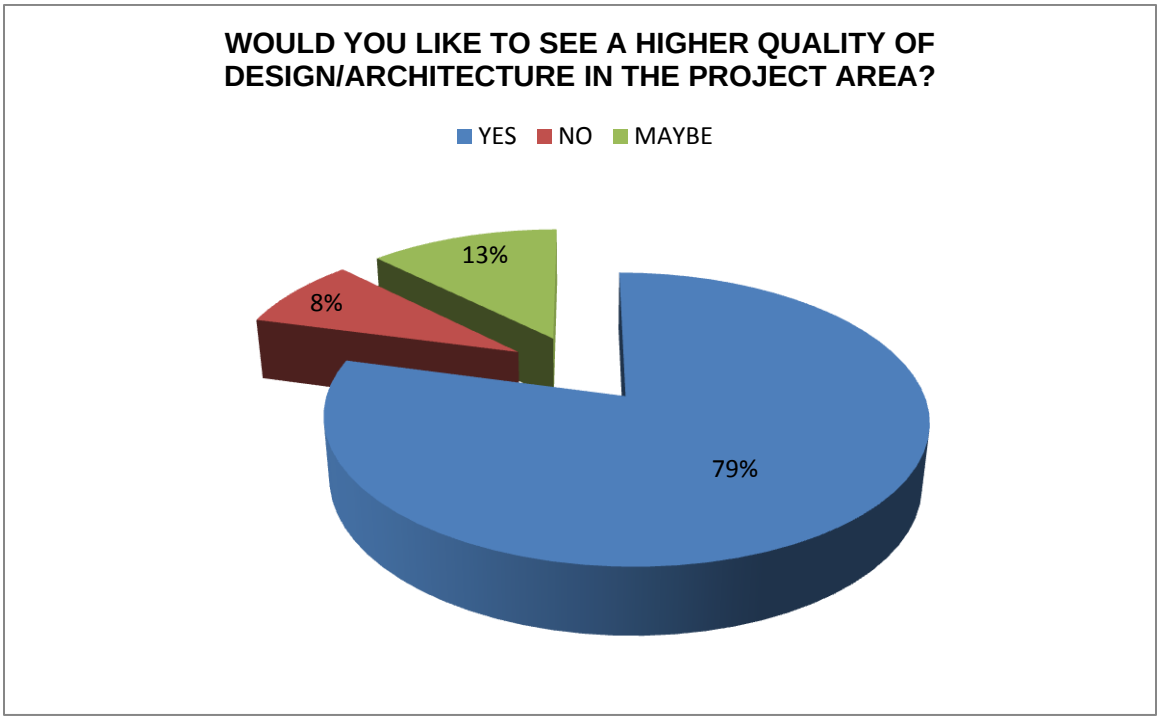

SHOULD THE INSTALLATION OF PUBLIC HEALTHY LIVING KIOSKS/EXERCISE EQUIPMENT WITH DEVELOPMENT BE:
REQUIRED
NOT REQUIRED
MAYBE REQUIRED W/INCENTIVES
4%
58%
38%

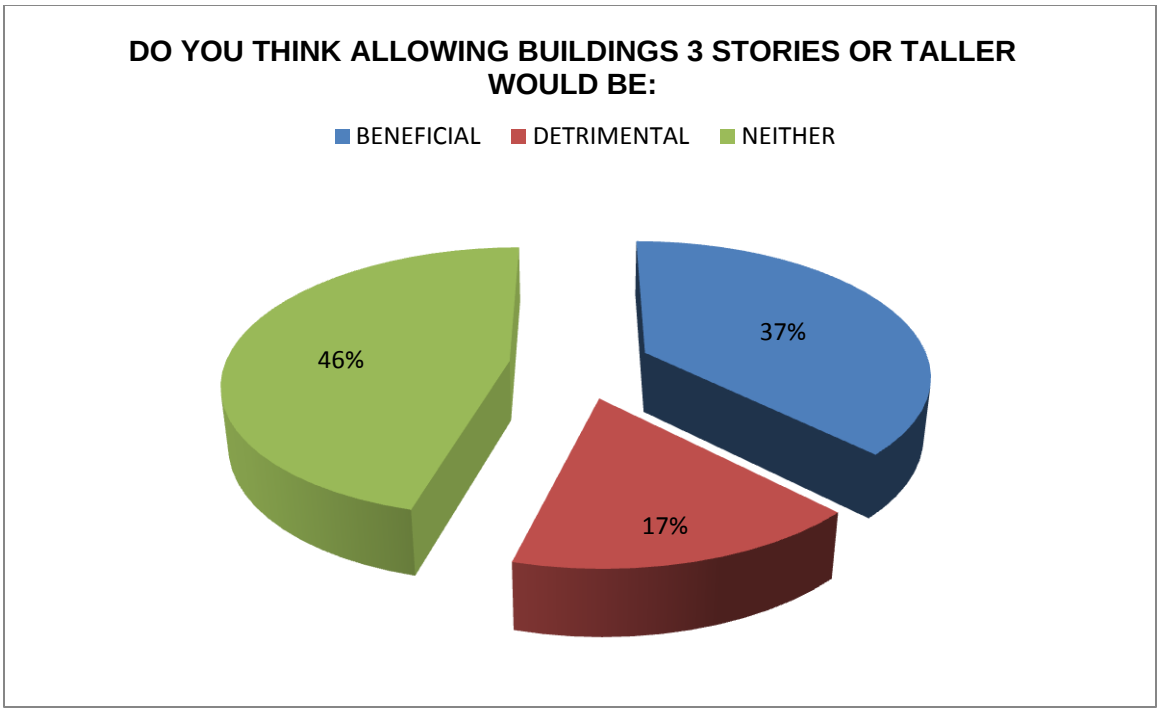

DO YOU THINK PROVIDING WIRELESS INTERNET ACCESS IN PUBLIC OPEN SPACE WOULD INCREASE PEDESTRIAN ACTIVITY IN THE PROJECT AREA?
YES
NO
MAYBE
24%
40%
36%

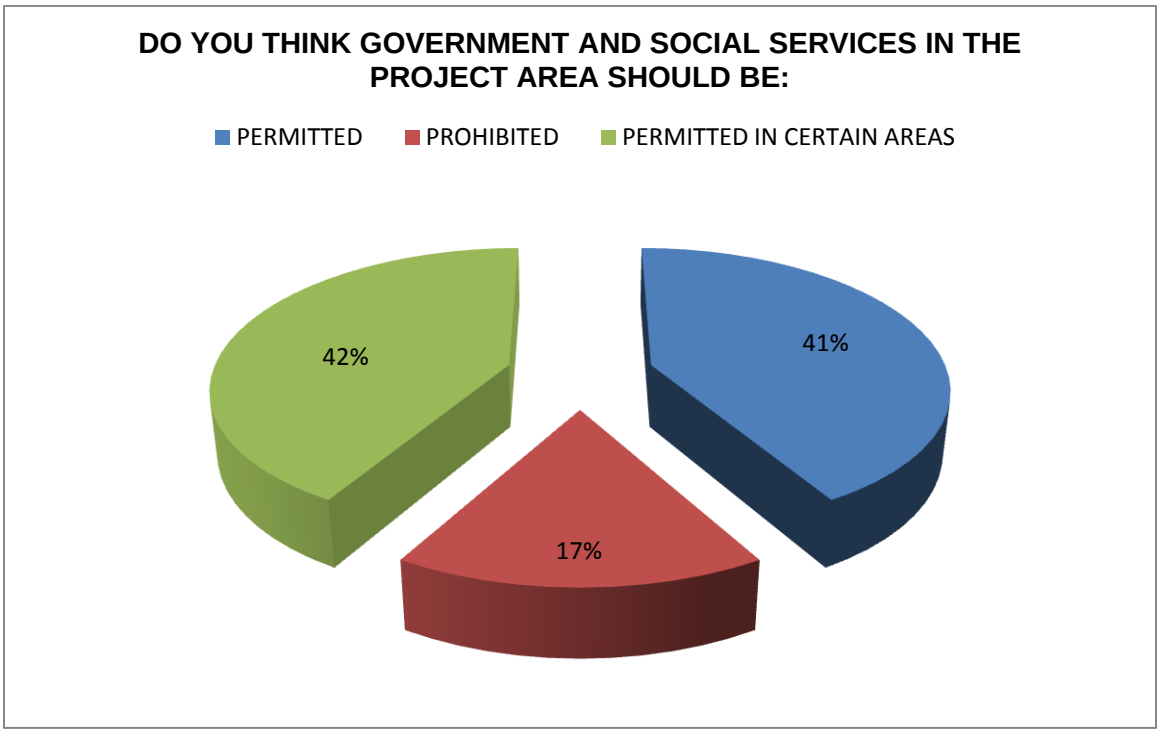

SHOULD THE INSTALLATION OF WIRELESS INTERNET ACCESS INFRASTRUCTURE WITH DEVELOPMENT BE:
REQUIRED
NOT REQUIRED
MAYBE REQUIRED W/INCENTIVES
20%
40%
40%

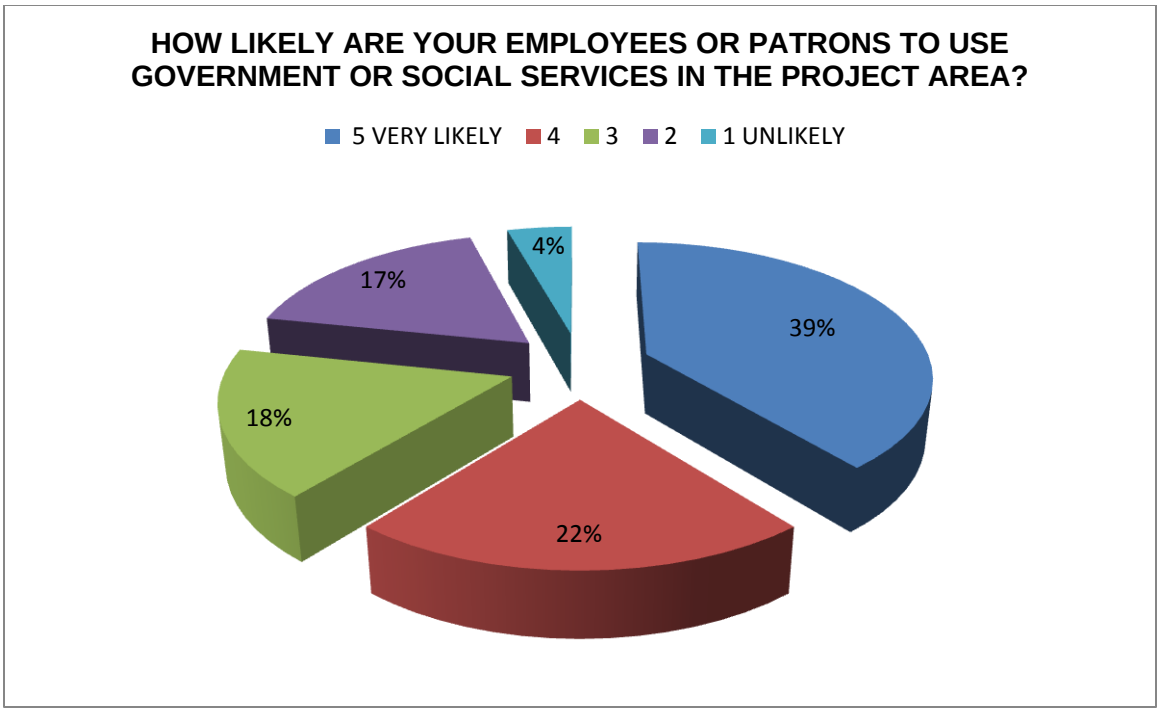
BUSINESS OWNER SURVEY RESULTS

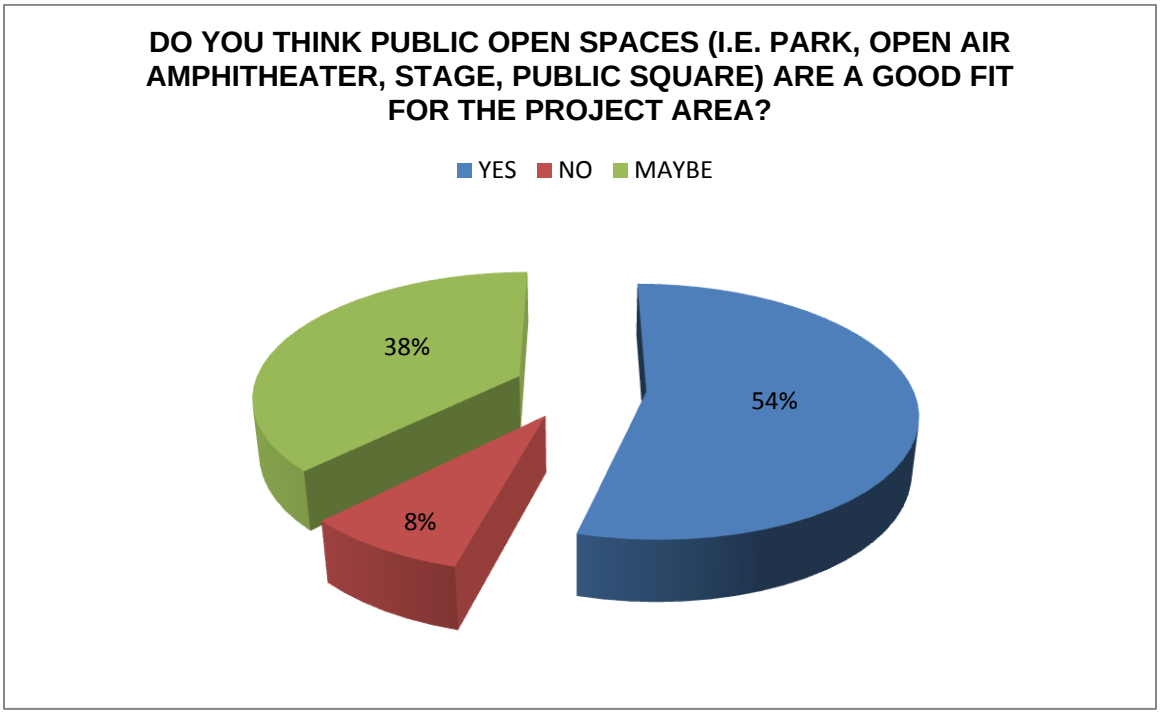


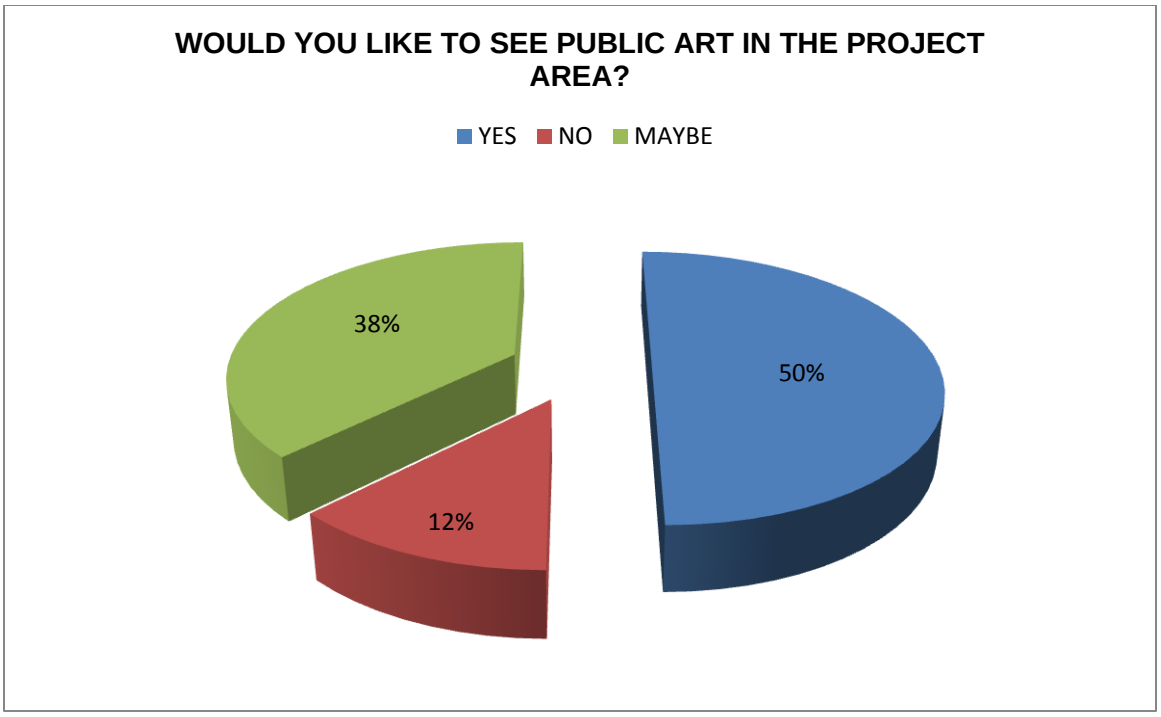


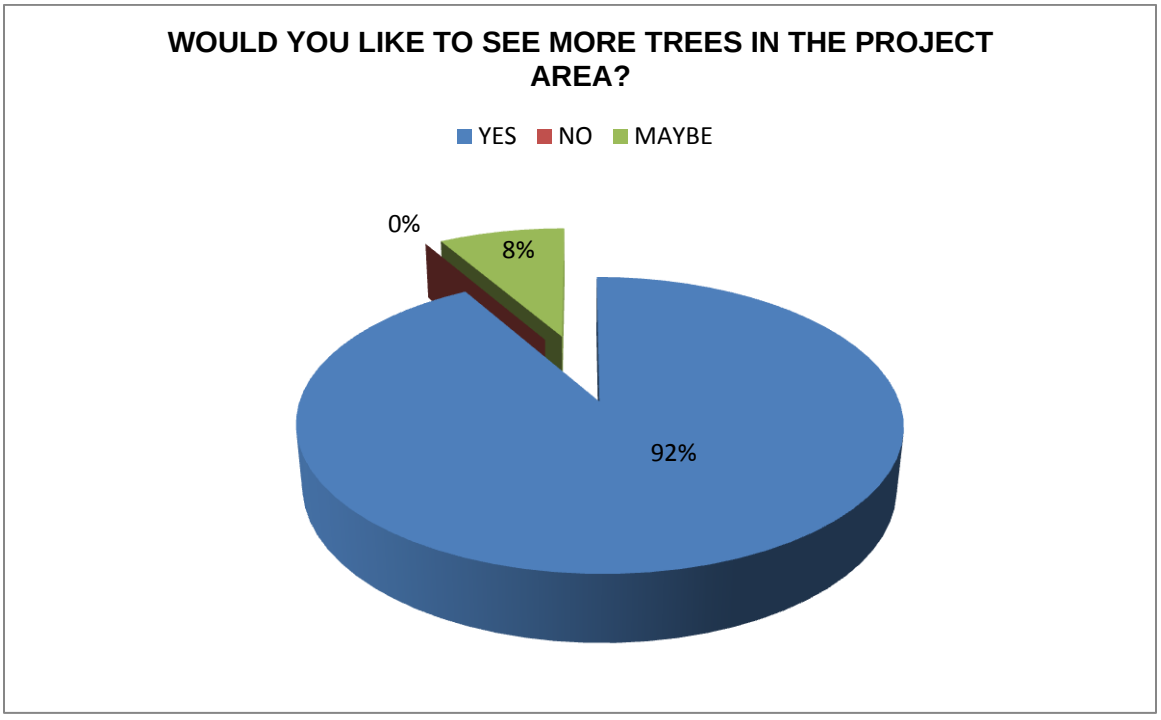

DO YOU THINK ALLOWING BUILDINGS 3 STORIES OR TALLER WOULD BE:
BENEFICIAL
DETRIMENTAL
NEITHER
46%
37%
17%

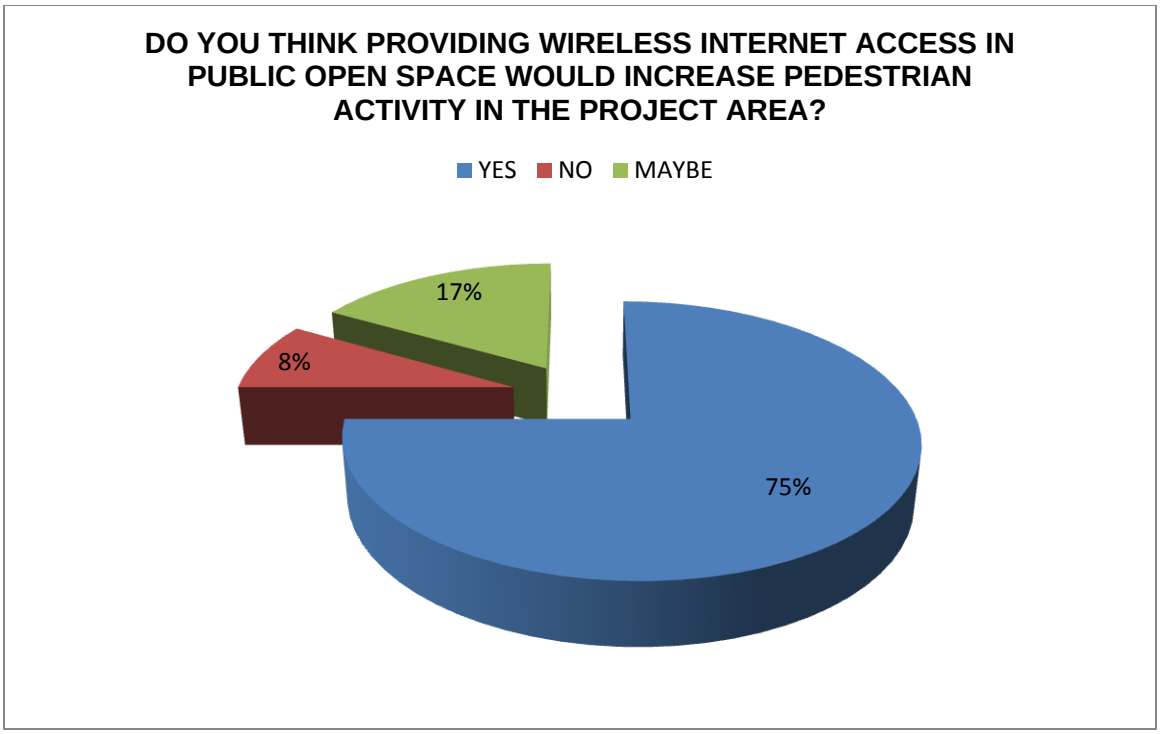

DO YOU THINK GOVERNMENT AND SOCIAL SERVICES IN THE PROJECT AREA SHOULD BE:
PERMITTED
PROHIBITED
PERMITTED IN CERTAIN AREAS
42%
41%
17%

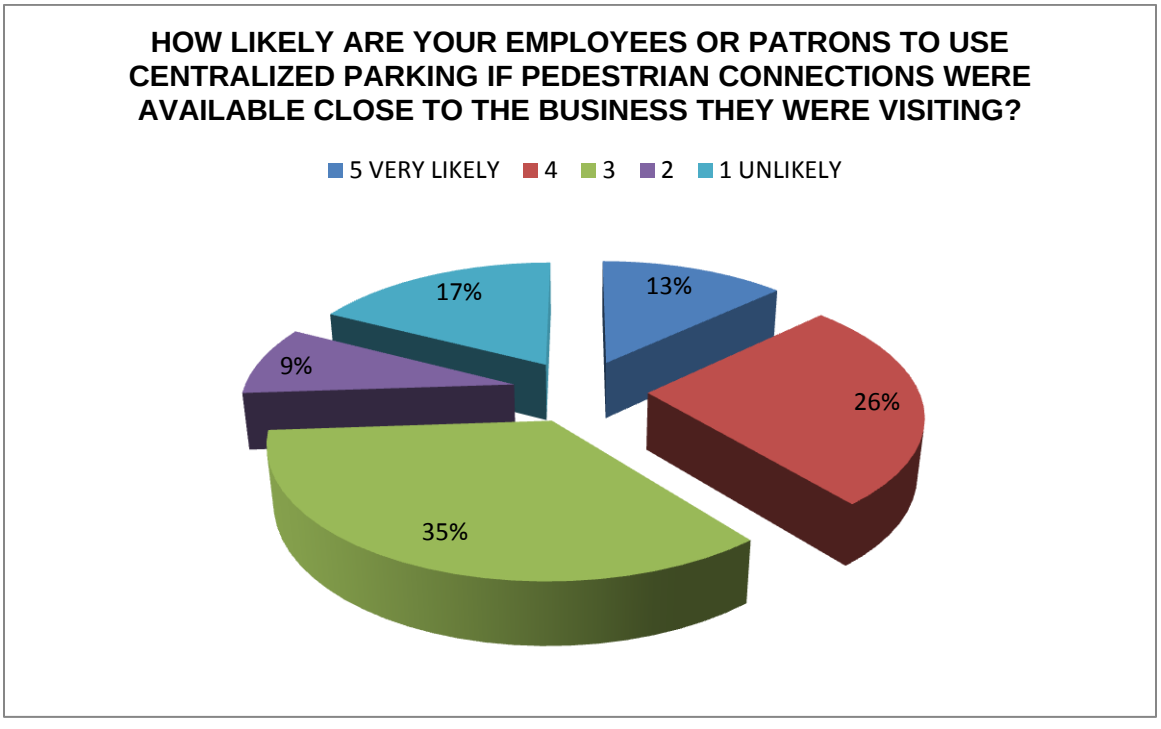

HOW LIKELY ARE YOUR EMPLOYEES OR PATRONS TO USE GOVERNMENT OR SOCIAL SERVICES IN THE PROJECT AREA?
5 VERY LIKELY
4
3
2
1 UNLIKELY
4%
17%
39%
18%
22%


DO YOU THINK PUBLIC OPEN SPACES (I.E. PARK, OPEN AIR AMPHITHEATER, STAGE, PUBLIC SQUARE) ARE A GOOD FIT FOR THE PROJECT AREA?
YES
NO
MAYBE
38%
54%
8%

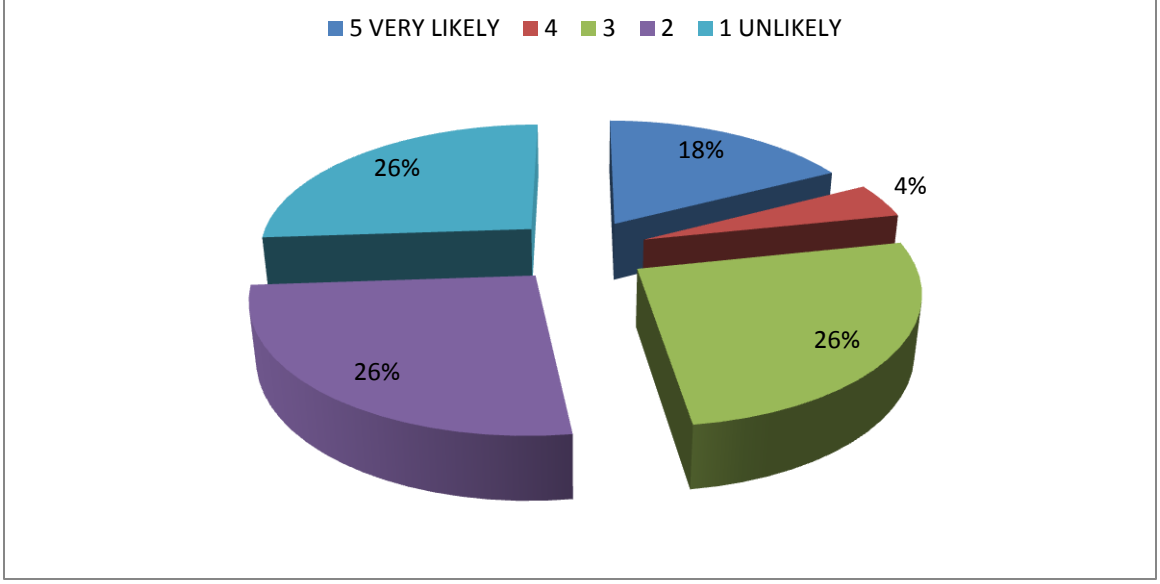

WOULD YOU LIKE TO SEE PUBLIC ART IN THE PROJECT AREA?
YES
NO
MAYBE
38%
12%
50%


WOULD YOU LIKE TO SEE MORE TREES IN THE PROJECT AREA?
YES
NO
MAYBE
0%
8%
92%

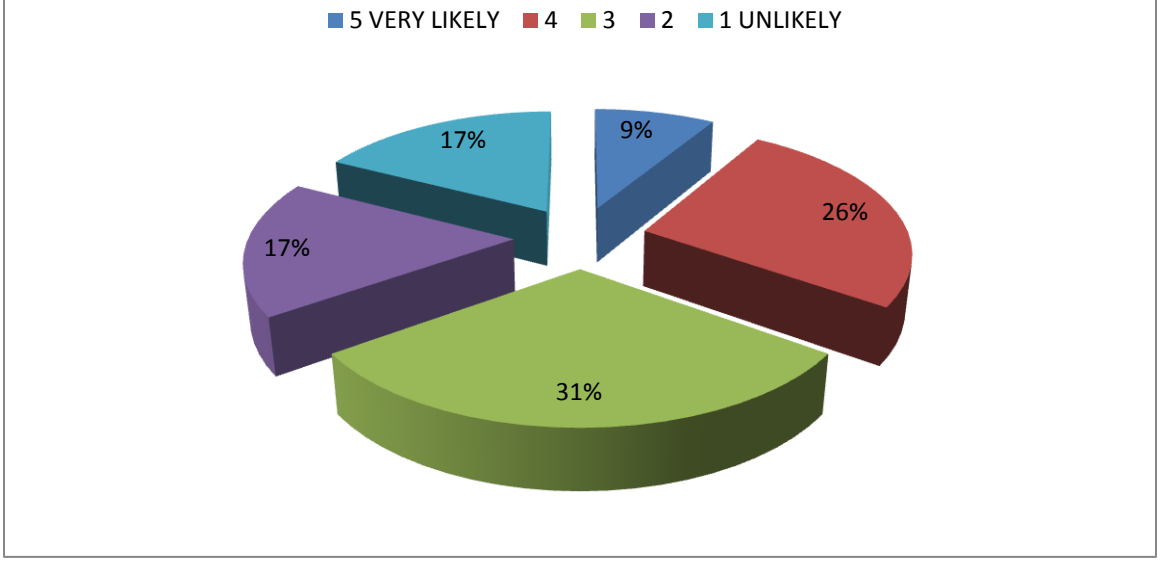

DO YOU THINK PROVIDING WIRELESS INTERNET ACCESS IN PUBLIC OPEN SPACE WOULD INCREASE PEDESTRIAN ACTIVITY IN THE PROJECT AREA?
YES
NO
MAYBE
17%
8%
75%


HOW LIKELY ARE YOUR EMPLOYEES OR PATRONS TO USE CENTRALIZED PARKING IF PEDESTRIAN CONNECTIONS WERE AVAILABLE CLOSE TO THE BUSINESS THEY WERE VISITING?
5 VERY LIKELY
4
3
2
1 UNLIKELY
17%
13%
9%
26%
35%

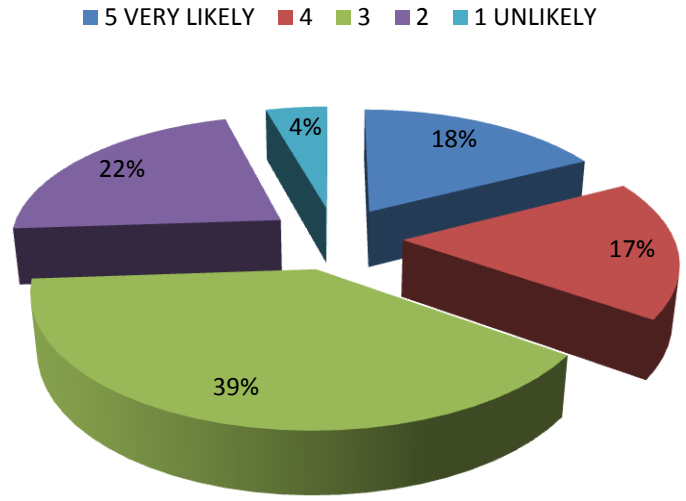
HOW LIKELY ARE YOUR EMPLOYEES OR PATRONS TO UTILIZE ELECTRIC VEHICLE CHARGING STATIONS IF THEY WERE AVAILABLE IN THE TARGET AREA?



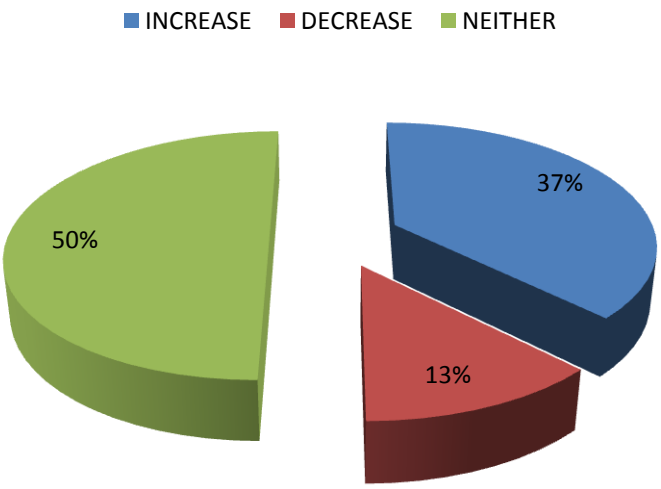
HOW LIKELY ARE YOUR EMPLOYEES OR PATRONS TO USE MASS TRANSIT IF PEDESTRIAN/BIKE CONNECTIONS WERE AVAILABLE AT THE STOPS?

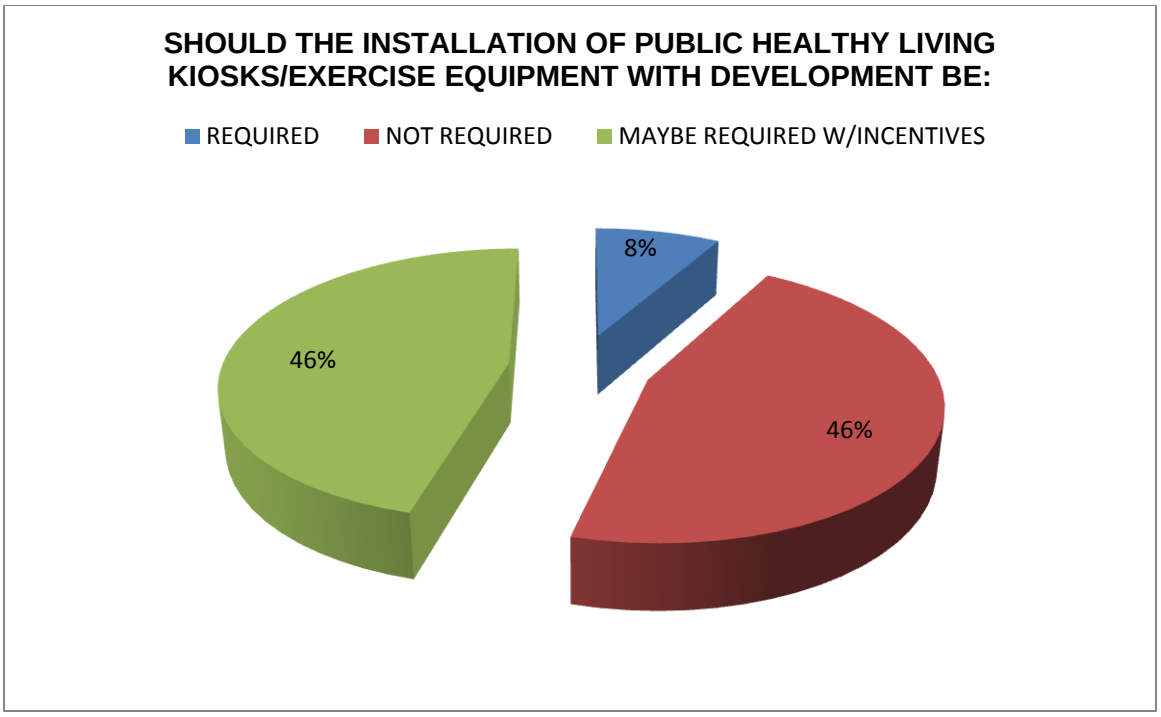


HOW LIKELY ARE YOUR EMPLOYEES OR PATRONS TO UTILIZE PUBLIC SPACES AND WALKING/BIKE PATHS IF PROVIDED?



WOULD ADDING HEALTHY LIVING INFORMATIONAL KIOSKS/EXERCISE EQUIPMENT INCREASE OR DECREASE YOUR EMPLOYEES OR PATRONS USE OF WALKING/BIKE PATHS?




SHOULD THE INSTALLATION OF PUBLIC HEALTHY LIVING KIOSKS/EXERCISE EQUIPMENT WITH DEVELOPMENT BE:
REQUIRED
NOT REQUIRED
MAYBE REQUIRED W/INCENTIVES
8%
46%
46%