



City of Victorville

General Plan 2030

Development Department
Planning Division

City of Victorville General Plan 2030

City Council

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Introduction



INTRODUCTION

ABOUT THE CITY OF VICTORVILLE



The City of Victorville is at an exciting crossroads. During the forty years that it has been a City, Victorville has grown from a community of 8,110 residents and an area of 9.7 square miles to a community of 107,221 residents and an area of 74.16 square miles. It has become the major business and commercial center for the Victor Valley. Yet it is still a young city, with tremendous opportunities for continued growth and prosperity ahead.

Incorporated as a general law city in September 21, 1962, Victorville began its transition to a modern day community in about 1885, known then as the “Town of Victor” after Jacob Nash Victor, a construction superintendent for the California Southern Railroad (Santa Fe Railroad). Victor established the town around the original railroad station, which was built approximately one mile northwest of the narrows of the Mojave River. With its abundance of potable water and rich bottom lands, new town residents established farms and agricultural production prospered. By 1901, the town was renamed “Victorville”, and large deposits of limestone and granite brought cement manufacturing to surrounding areas. During World War II, Victorville Army Airfield, later renamed George Air Force Base, was constructed. At its peak capacity, the base employed approximately 6,000 civilian and military personnel. The base was deactivated on December 15, 1992; and on July 21, 1993, it was annexed into the City and has since been developed as the Southern California Logistics Airport (SCLA).

City residents recently voted to approve a change from a general law city to a charter city, which became effective July 18, 2008. A charter will give the city leaders more flexibility in running the city, rather than what is required under California Government Code. Some benefits of a charter which led to its proposal include not having to pay prevailing wages and the ability to accept bids by taking other considerations outside of the lowest cost.

REGIONAL LOCATION

The City of Victorville is located in southwestern San Bernardino County, in the geographic sub-region of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the “High Desert” due to its approximate elevation of 2,900 feet above sea level. The Victor Valley is separated from other urbanized areas in Southern California by the San Bernardino and San Gabriel mountains. The City’s regional location is shown in Figure 1. Although the City is separated from larger urbanized areas of Southern California, it is easily accessible via Interstate 15, U.S. Highway 395, California State Highway 18 and historic Route 66.

ABOUT THE GENERAL PLAN

In California, every city must adopt “a comprehensive, long term general plan” (§65300). The General Plan must cover a local jurisdiction’s entire planning area and address the broad range of issues associated with the city’s development. The General Plan is the city’s constitution or blueprint for its long-range physical development.

Through this General Plan, Victorville looks ahead to its next twenty years. It defines a path that recognizes the City’s many as-



Figure 1
City of Victorville Vicinity Map

sets, including its established presence as the commercial hub of the High Desert, the SCLA and logistics industry, and its abundant supply of affordable land. The General Plan addresses the critical issues that will shape Victorville's future, specifically:

- The optimum type and mix of land uses that will both secure its economic solvency and maintain a high quality of life.
 - Transportation systems needed to accommodate planned growth.
 - Infrastructure systems need to accommodate planned growth.
 - Important natural resources to be protected and integrated with planned growth.
- The community facilities needed to accommodate planned growth.
 - The community amenities needed to provide a balanced and pleasing place to live, work, shop, play and learn.

ORGANIZATION OF THE PLAN

This General Plan incorporates the following seven elements mandated by State Government Code (Section 65302):

- Land Use Element
- Circulation Element
- Housing Element
- Noise Element

- Safety Element
- Resource Element (incorporating two of the mandated elements, Open Space and Conservation.

PLAN CONSISTENCY

General Plan consistency is probably the single most important consideration surrounding the General Plan. Without consistency, there is little chance of the Plan working. The consistency requirement has five dimensions:

1. **Equal Status Among Elements:** All elements of the general plan have equal legal status.
2. **Consistency Between Elements:** All elements of a general plan must be consistent with one another.
3. **Consistency Within Elements:** Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. Established goals, data, and analysis must form the foundation for any ensuing policies.
4. **Area Plan Consistency:** All principles, goals, objectives, policies, and plan proposals set forth in an area or community plan must be consistent with the overall general plan.
5. **Text and Diagram Consistency:** The

general plan's text and its accompanying diagrams are integral parts of the plan. They must be in agreement.

PARTS OF A GENERAL PLAN

Each element of the General Plan begins with a Vision Statement describing the purpose of the element and the future vision it seeks to achieve. Next, a brief summary highlighting the major issues addressed by the element are present.

The body of each element is comprised of text describing goals, objectives, policies and implementation measures, as well as a set of maps and diagrams. These parts, described below, work together to paint a picture of the community's future development.

- **Goal:** A goal is a general direction-setter. It is an ideal future end related to the public health, safety, or general welfare.
- **Objective:** An objective is a specified end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable and, when possible, measurable and time-specific. An objective may pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.
- **Policy:** A policy is a statement that guides decision-making and action. It indicates a commitment of the local legislative body to a particular course of

action. A policy is based on and helps implement a General Plan's objectives.

- **Implementation Measure:** An implementation measure is an action, procedure, program, or technique that carries out General Plan policy. Each policy must have at least one corresponding implementation measure.

AMENDMENT OF THE PLAN

Amending the General Plan requires compliance with certain provisions of the State Government Code. The General Plan must be amended in the same manner as its original adoption: by resolution of the City Council upon recommendation by the Planning Commission.

The City may adopt no more than four amendments per element per year. However, this limitation does not apply under the following conditions, which could be applicable to Victorville:

- Optional elements
- Amendments requested and necessary for affordable housing
- Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the General Plan
- Amendments after January 1, 1984, to bring a General Plan into compliance with an airport land use plan.

In addition, the State of California recognizes the dynamic nature of the General Plan and provides for periodic review of the document to ensure that it is consistent with the conditions, values, expectations and needs of the community. This is necessary because all development proposed within the community must be consistent with the General Plan and that is a key part of the project's analysis. The City annually prepares a General Plan Progress Report detailing the status of the General Plan and progress in its implementation. The annual progress report assists the City in determining the ongoing effectiveness of the General Plan and identifying necessary "course adjustments" to land use and environmental goals, policies and implementation measures. The State requires update of the Housing Element portion of the plan every five years.

Land Use Element



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Land Use Element

PURPOSE OF THIS ELEMENT

The Land Use Element functions as a guide to the ultimate pattern of development for Victorville, both within its incorporated boundaries and sphere of influence.

As required by Section 65302(a) of the state Government Code, this Land Use Element describes the proposed general distribution, location and extent of land uses within the City of Victorville, as well as their relationship to the all elements of the General Plan. Specifically, this Land Use Element addresses the following issues:

1. Distribution of housing, business, and industry
2. Distribution of open space, including agricultural land
3. Distribution of mineral resources and provisions for their continued availability
4. Distribution of recreation facilities and opportunities
5. Location of educational facilities
6. Location of public buildings and grounds
7. Location of future solid and liquid waste facilities
8. Identification of areas subject to flooding
9. Other categories of public and private uses of land

RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element is the driving element in the General Plan, to which all the Elements must relate. Because it establishes the type, intensity and pattern of land uses, it inherently shapes housing, transportation, noise, air quality, infrastructure, public services, natural resources, safety, open space and recreation. For example, the Land Use Element provides for a wide variety of residential dwelling unit densities, allowing for a diversity of housing unit types and sizes that will ultimately be priced to accommodate the needs of all community households. In turn, the Housing Element builds its policies and programs from this land use information.

This land use information also dictates the Circulation Element local transportation network as well as the distribution of public utilities such as water, electricity, natural gas, sewer, and telephone and cable lines. Flood plain areas identified in the Resource Element are designated as Open Space in the Land Use Element.

Although the Land Use Element seeks to separate hazards and noise emitting uses from sensitive uses, such as residential and schools, this does not always occur. Therefore, noise impacts as addressed in the Noise Element, are considered when individual projects consistent with the Land Use Element are reviewed to ensure negative impacts do not occur. For example, if noise impacts from an existing source would create a negative impact on a proposed residential development, the residential development must incorporate noise reducing mitigation measures prior to its approval and development. Similarly, the Safety Element contains policies to ensure that existing and potential hazards are considered in future land use decision-making processes. Because of this close inter-relationship of General Plan Elements, each of the Ele-

ments have equal legal status under State law.

OTHER LAND USE REGULATORY DOCUMENTS

The General Plan establishes the long-range direction, or blueprint, for the City. Several regulatory mechanisms are used to implement the General Plan on a day-to-day basis:

Zoning Code

The Land Use Element establishes the primary basis for the City's Zoning Code. As required by Government Code Section 65860, zoning must be consistent with the General Plan. An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.

The Zoning Code translates the land use designations provided in the Land Use Element into detailed descriptions of permitted uses, development standards and other regulations intended to implement the General Plan.

Specific Plans

Specific plans also are required to conform to the General Plan. Specific Plans typically serve as both General Plan and zoning document for a particular area, providing more focused guidance and regulation. They generally include a land use plan, circulation plan, infrastructure plan, development standards, design guidelines, phasing plan, financing plan, and implementation plan.

Subdivision Ordinance

The Victorville Subdivision Ordinance ensures that all subdivisions within the City

are designed with the infrastructure necessary to support the proposed development, including road access, drainage, parks, school sites, utilities and related easements, and lot size and configuration.

Redevelopment Plans

Redevelopment Plans are tools for implementing the provisions of the General Plan. Through redevelopment, cities are empowered to participate in various programs and activities aimed at turning blighted, deteriorating areas into revitalized, productive community assets. Pursuant to State of California Community Redevelopment Law, Redevelopment Plans also are required to be consistent with General Plan land use policies.

Victorville currently manages 3 Redevelopment Plans. These include the following:

- Bear Valley Road Redevelopment Project Area
- Old Town/Midtown Redevelopment Project Area
- Victor Valley Redevelopment Project Area

VISION – LAND USE

Good land use planning balances the community's vision with its physical attributes and constraints. This Land Use Element considers both Victorville's physical attributes and constraints as it lays the foundation for the City's future. Through its goals, objectives, policies and implementation measures, this element envisions a Victorville that has each of the following characteristics:

1. A balance of jobs and housing
2. High quality development
3. A balanced distribution of public and private land uses
4. Smooth transition between land use intensities
5. Separation of incompatible uses and integration of complementary ones
6. Attractive, secure neighborhoods
7. A mix of residential neighborhoods in terms of housing type and densities
8. Attractive amenities, such as parks, schools, community centers and open space
9. Large and medium-sized retail development concentrated along major arterial intersections
10. Mixed use development that locates multifamily housing adjacent to retail development
11. Lifestyle center development that combines retail with office, cultural, entertainment and residential uses
12. Industrial development near free-way and rail access
13. Annexation of areas presently within the City sphere of influence and expanding the sphere northward
14. Locations for commercial uses with strong vehicular and pedestrian access
15. Locations for institutional uses with strong vehicular and multimodal access

LAND USE PLAN

The Land Use Plan describes graphically the proposed, location of these land use designations. (Reference Figure LU-1, *General Plan Land Use Map*.) The Land Use Plan is supported by Table LU-1, *General Plan 2030 Land Uses by Acres*; and Table LU-2, *General Plan 2030 Land Use Designation Descriptions*.

Table LU-1

**GENERAL PLAN 2030 LAND USES BY AMOUNT OF ACREAGE
AND PERCENT OF ACREAGE**

Land Use Category	General Plan 2030 Acres
Very Low Density	8,097
Low Density	26,968
Medium Density	510
High Density	2,255
Mixed Density	78
Subtotal Residential	37,908
Office Professional	393
Commercial	6,685
Subtotal Commercial	7,078
Light Industrial	5,220
Heavy Industrial	1,501
Subtotal Industrial	6,721
Mixed Use-High Density	609
Public/Institutional	1,200
Open Space	22,348
Subtotal Public Institutional & Open Space	24,157
Specific Plan	23,042
TOTAL ACREAGES	98,906
Percent of Residential to Total Acres	38%
Percent of Commercial to Total Acres	7%
Percent of Industrial to Total Acres	7%
Percent of Public Institutional & Open Space to Total Acres	25%
Percent of Specific Plan to Total Acres	23%

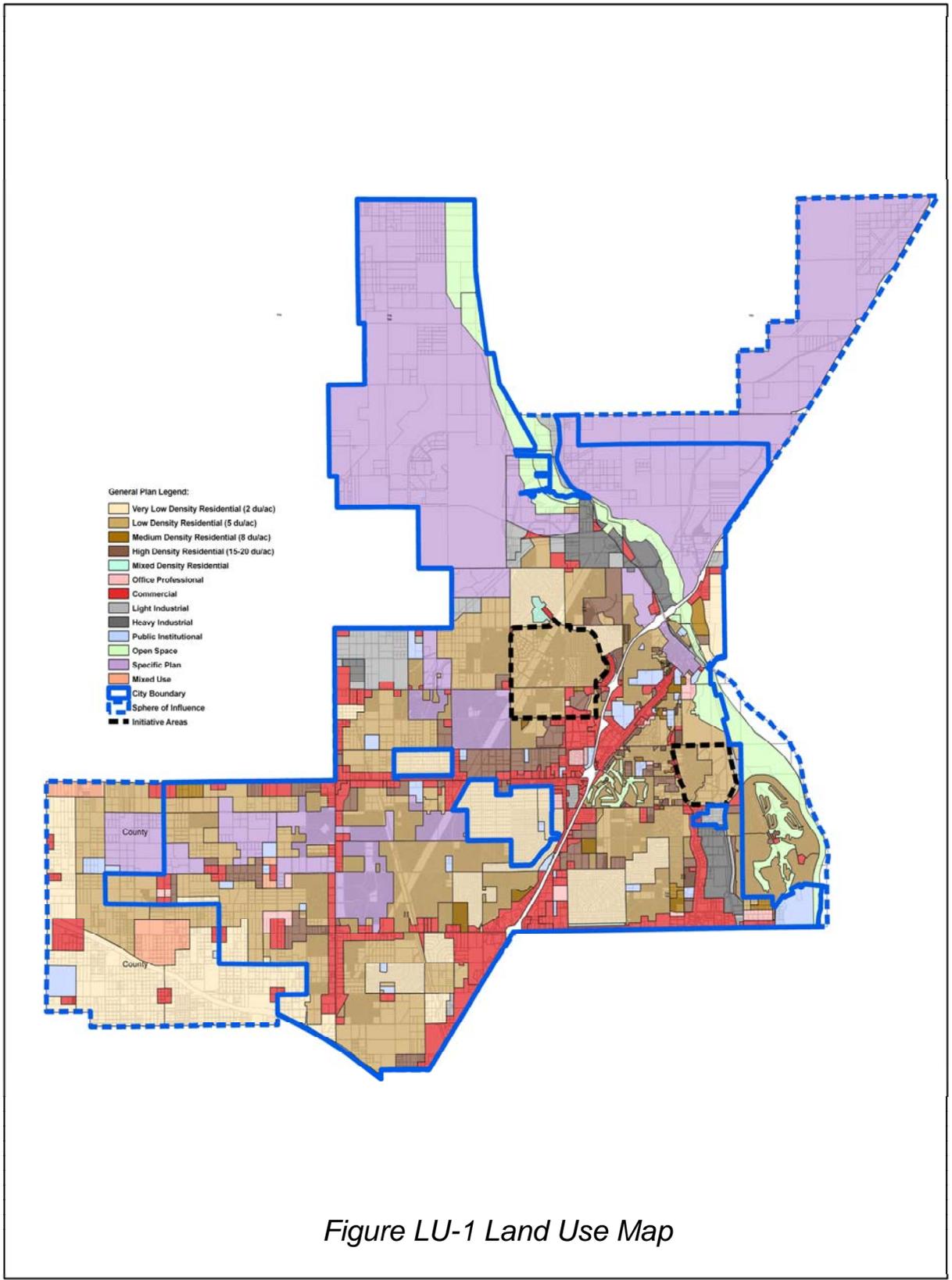


Figure LU-1 Land Use Map

LAND USE DESIGNATIONS

Physical development in the City of Victorville is classified according to land use type such as residential, mixed use, commercial, or industrial. Each land use classification, or designation, is defined in Table LU-2 in terms of permissible uses and intensity of physical development.

Table LU-2 GENERAL PLAN 2030 LAND USE DESIGNATION DESCRIPTIONS		
Designation	Definition	Development Standards
RESIDENTIAL [1]		
Very Low Residential (VLR)	This category of residential land use is characterized by single-family detached homes located on lots with a minimum area of one half acre which allows for a maximum density of two dwelling units per acre.	2 du/ac*; maximum height of a principal building is 30 feet and 25 feet for an accessory; maximum lot coverage is 40%
Low Density Residential (LDR)	This residential land use category is characterized by single-family detached residential development.	5 du/ac; maximum height of a principal building is 30 feet and 20 feet for an accessory; maximum lot coverage is 40%
Medium Density Residential (MEDR)	Residential development in this category is typified by attached townhome units or garden type multifamily development.	8-12 du/ac; maximum height of a principal building is 30 feet and 20 feet for an accessory; maximum lot coverage is 40%
High Density Residential (HDR)	Residential development in the High Density Residential land use category corresponds to multiple family development characterized by apartments and condominiums.	12-20 du/ac; maximum height of principal building is 35 feet and 25 feet for an accessory; maximum lot coverage is 40%
Mixed Density (MDR)	This Mixed Density Residential land use category is intended to facilitate single-family infill development in the event that extraordinary developmental constraints, such as a lack of required sewer infrastructure, make the continued development of the permitted high-density uses impractical or infeasible. Residential development in the Mixed Density Residential land use category ranges from single-family detached units to multi-family attached units, such as apartments. The MDR (Mixed Density Residential) zone district corresponds to this General Plan land use designation.	1-15 du/ac for infill; maximum height is 35 feet; maximum lot coverage is 40%

¹Residential is permitted in certain areas when the underlying zone district is AE, Exclusive Agriculture.

**Table LU-2
GENERAL PLAN 2030 LAND USE DESIGNATION DESCRIPTIONS**

Designation	Definition	Development Standards
MIXED USE [2]		
Mixed-Use (MU)	This Mixed-Use High Density Residential land use category is intended to facilitate well integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses multi-family residential up to a density of 60 du/ac; retail, office, civic, open space and other similar uses as defined through the PUD process.	Maximum density 60du/ac; maximum lot coverage is 50%; maximum building height is 150 feet; residential may occupy 50% of the site area; requires PUD with open space elements and pedestrian linkages.
COMMERCIAL		
Commercial (COM)	This Commercial district corresponds to a wide range of retail commercial, service commercial, and office commercial activities.	Maximum height 120 feet. Maximum lot coverage is 40% - 60%.
Office Professional (OP)	The Office Professional district is established to provide for the location of offices for professional services and for business activities which involve a relatively low volume of direct consumer contact and to regulate such development. Limited retail and assembly that supports office/professional uses is permitted	Maximum site coverage is 50% of the area of the property. Maximum building height is 150 feet.
INDUSTRIAL		
Light Industrial (LI)	This category of land use is characterized by industrial development either located in industrial and/or business parks or in mixed-use areas. The main feature of industrial activities in this category is that they do not require any significant site or structure requirements that are so specialized that would limit future use of the structures and/or site by another industrial activity. There are two zone districts that implement the Light Industrial land use designation including the I.P.D. zone (Industrial Park District), and M-1 zone (Light Industrial).	The maximum development density for the IPD zone is governed by lot coverage requirements which permit structures to cover up to 60% of the total site area. The M-1 Zone District does not have a maximum lot coverage. The maximum building height within this land use district is 50 feet.

Table LU-2

GENERAL PLAN 2030 LAND USE DESIGNATION DESCRIPTIONS

Designation	Definition	Development Standards
Heavy Industrial (HI)	The Heavy Industrial land use category refers to industrial and manufacturing uses that are more specialized in nature and require special consideration in terms of use of the property as well as impacts on adjacent properties.	The maximum building height within this land use district is 50 feet. There is no maximum lot coverage.
PUBLIC, INSTITUTIONAL AND OPEN SPACE		
Public/Institutional (P-I)	This General Plan land use designation refers to those land uses and activities that are predominately used for public purposes or owned or operated by a public entity. Activities within this category include city and county buildings, public and private schools, colleges, and public utilities and city yards.	The maximum lot coverage for development in this category is 40%. The maximum building height within this land use district is 50 feet.
Open Space (OS)	The Open Space land use designation refers to: land that is to remain undeveloped due to severe development constraints, lake or river bodies and floodplains; and reserved public open space in parks and golf courses. The purpose of this district is to provide for the protection of the public health, safety and general welfare in those areas of the city which, under present conditions, are subject to periodic flooding and accompanying hazards and to conserve natural resources of benefit to the general public interest.	In the Open Space district, areas outside the flood plain are permitted one single family dwelling is allowed on a five acre minimum lot and agricultural uses.
SPECIFIC PLAN		
Specific Plan	The land use policy provides for a number of specific plans within the city. The specific plans identify the location, extent, and density of new development and also indicate specific development standards that are applicable.	All land use regulations and development standards shall be those as set forth in the adopted specific plan.
<p><u>Notes:</u></p> <p>[1] No institutional or commercial uses permitted in any residentially designated districts, including VLR, LDR, MEDR, HDR, MDR.</p> <p>[2] No institutional uses permitted in the MU district.</p> <p><u>Abbreviations:</u></p> <p>* du/ac = dwelling unit per acre</p>		

LAND USE DEVELOPMENT INTENSITY

The type and amount of physical development that could occur in the City is governed by the *General Plan Land Use Map* and the densities promulgated in Table LU-2, *General Plan Land Use Designations*. Table LU-3

Land Use Acreage Designations by Acreage and Development Intensity – City Boundaries, projects the development intensity, including the maximum amount of dwelling units and employment square footage, that could occur in the City's currently incorporated boundaries. Table LU-4, *Land Use Acreage Designations by Acreage and Development Intensity – Existing Sphere*, projects the development intensity, including the maximum amount of dwelling units and employment square footage, that could occur in the City existing sphere of influence. Table LU-5, *Land Use Acreage Designations by Acreage and Development Intensity – Proposed Sphere (Northern Expansion Area)*, projects the development intensity of the Land Use Plan, including the maximum amount of dwelling units and employment square footage, that could occur in the proposed Northern Expansion Area. Table LU-6, *Land Use Acreage Designations by Acreage and Development Intensity – City Boundaries + Existing Sphere + Proposed Sphere (Northern Expansion Area)*, projects the development intensity of the Land Use Plan, including the maximum amount of dwelling units and employment square footage, that could occur in the City, inclusive of both the City's currently incorporated boundaries, the existing SOI and the proposed SOI.

Table LU- 3
Land Use Acreage Designations by Acreage and Development Intensity
CITY BOUNDARIES

	Acres	Square Feet	Total Dwelling Units	Single Family Units	Multi-family Units
Very Low Density Residential	3,280		3,071	3,071	
Low Density Residential	13,967		26,151	26,151	
Medium Density Residential	525		2,212		2,212
High Density Residential	2,242		15,742		15,742
Mixed Density Residential	78		183	183	
Mixed Use	47	32,927	715		715
Commercial	5,108	7,164,574			
Office Professional	352	470,541			
Light Industrial	1,235	2,078,061			
Heavy Industrial	1,228	2,067,592			
Open Space	2,211		243		
Public Institutional	964	1,081,239			
Specific Plan	15,556	4,835,282	36,674	19,509	17,165
TOTALS	46,791	17,730,215	84,746	48,913	35,833

Table LU-4
Land Use Acreage Designations by Acreage and Development Intensity
EXISTING CITY SPHERE OF INFLUENCE

	Acres	Square Feet	Total Dwelling Units	Single Family Units	Multi-family Units
Very Low Density Residential	4,786		4,624	4,624	
Low Density Residential	2,384		4,497	4,497	
Medium Density Residential	0				
High Density Residential	14		98		98
Mixed Density Residential	0				
Mixed Use	562	1,407,692	8,549		8,549
Commercial	400	1,999,853			
Office Professional	0	-			
Light Industrial	198	1,216,503			
Heavy Industrial	5	-			
Open Space	1,202				
Public Institutional	267	1,068,766			
Specific Plan	5,423	5,976,041	12,692	6,752	5,940
TOTALS	15,241	11,668,853	30,461	15,873	14,588

Table LU-5

**Land Use Acreage Designations by Acreage and Development Intensity
PROPOSED SPHERE OF INFLUENCE – NORTHERN EXPANSION AREA**

	Acres	Square Feet	Total Dwelling Units	Single Family Units	Multi-family Units
Very Low Density Residential					
Low Density Residential	10,604		20,884	20,884	
Medium Density Residential					
High Density Residential					
Mixed Density Residential					
Mixed Use					
Commercial	1,115	7,547,663			
Office Professional					
Light Industrial	3,800	22,827,655			
Heavy Industrial	343	2,062,951			
Open Space	18,934				
Public Institutional					
Specific Plan	2,049		1,345	1,345	
TOTALS	36,845	33,628,525	23,411	22,228	

Table LU-6					
Land Use Acreage Designations by Acreage and Development Intensity					
GENERAL PLAN 2030					
CITY BOUNDARIES + EXISTING SPHERE OF INFLUENCE + PROPOSED SPHERE OF INFLUENCE (NORTHERN EXPANSION AREA)					
	Acres	Square Feet	Total Dwelling Units	Single Family Units	Multi-family Units
Very Low Density Residential	8,097		7,695	7,695	
Low Density Residential	26,968		51,532	51,532	
Medium Density Residential	510		2,212		2,212
High Density Residential	2,255		15,840		15,840
Mixed Density Residential	78		183	183	
Mixed Use	609		9,264		9,264
Commercial	6,685	1,525,287			
Office Professional	393	35,135,280			
Light Industrial	5,220	1,680,504			
Heavy Industrial	1,501	31,465,805			
Open Space	22,348	-			
Public Institutional	1,200	4,930,332			
Specific Plan	23,042	24,435,162	51,891	27,604	24,287
TOTALS	98,906	99,172,369	138,617	87,014	51,603

LAND USE CATEGORIES

The primary categories of land uses permitted by the Land Use Plan consist of Housing, Business, Public Facilities and Institutional, Open Space and Specific Plan.

Housing

The Land Use Element provides for a wide variety of residential land use designations which provides a broad range of dwelling unit densities and allows for a diversity of housing unit types. Residential designations include: Very Low Residential, Low Density Residential, Medium Density Residential, High Density Residential, Mixed Density, and Mixed-Use Density. Within these designations, residential housing types vary from single family estate at a maximum density of 2 dwelling units per acre, to high-rise multifamily mixed-use development at a maximum density of 60 dwelling units per acre.

The majority of the Specific Plans in the City are primarily residential. Most of the Specific Plan dwelling units are single family detached. However, the number of dwelling units per acre varies considerably in the Specific Plans.

The development intensities presented in Tables LU-3 through LU-6 are intended as reasonable estimates of future development. Actual development densities may vary based particular design and zoning requirements, such as setbacks, landscape, and right of way. The potential development capacity of the Victorville community may be better estimated by determining its effective development capacity which assumes that a community will be developed to about fifty percent (50%) of its potential density. Therefore, if the effective development capacity is achieved, it is estimated that there

will be 138,617 dwelling units and, assuming an average household size of 2.94 persons per unit, 407,534 persons within Victorville by year 2030.

Business

The City of Victorville has historically been and continues to be the primary commerce center of the Victor Valley. The Land Use Element provides for a wide variety of businesses to locate or expand in the City. Designated business categories include both commercial and industrial, and consist of the following: Commercial, Office Professional, Light Industrial and Heavy Industrial. The Mixed-Use High Density designation allows for business components, including retail, office and civic.

Public/Institution uses are businesses, creating a variety of types of jobs, including those related to education, civic, and cultural operations. Open Space uses also may be business related, generating jobs operating golf courses or maintaining parks.

The Southern California Logistic Airport Specific Plan focuses on business related activities. It provides for airport and industrial land uses.

As depicted in Table LU-5, approximately 13,785 acres of land in Victorville is designated for directly business related development, including commercial, office and industrial development. Development of these business related land uses would generate approximately 118,794 jobs.

With 138,617 dwelling units projected by 2030, Victorville's expected 118,794 jobs to housing ratio balance of 0.86 to 1.0. Jobs/housing balance is based on the premise that commuting, the overall number of vehicle trips, and the resultant vehicle miles traveled can be reduced when sufficient jobs are available locally to balance the employment demands of the community and

when commercial services are convenient to residential areas. A jobs/housing balance of 0.86 to 1.0 means that there is less than one job in the City for every Victorville dwelling unit. While it is not likely that most employees of a local business will also live in the community, the fact that there are options for most Victorville workers to live in the City is an important component of the Victorville Land Use Plan.

Commercial

Approximately 6,623 acres of land area in the Planning Area allows for the development of Commercial land uses, including retail, office and professional and personal service. Additional commercial acreage is planned in the Mixed-Use and Specific Plans areas.

During the past decade, Victorville has been the dominant retail center for the Victor Valley. The City's taxable sales have been almost four times greater than that of its neighboring cities, and more than 50 % greater than San Bernardino County as a whole. This dominance is attributable to the City's strategic location along Interstate 15 and major arterials, and its large residential and employment population. To maintain this dominance in the future, commercial development should be concentrated at key nodes along major arterial roadways, particularly at arterial intersections and near freeway interchanges.

Industry

Approximately 6,810 acres in the Victorville Planning Area is designated with an industrial land use. Additional industrial acreage is planned in the Southern California Logistic Airport Specific Plan and the North Mojave Specific Plan area. Some of the significant industrial land uses occurring within the city include the Southern California Logistic Airport, which is creating a niche in the aircraft painting and maintenance sec-

tor, and distribution with the construction of a multi-modal rail facility. The City also provides space for the cement industry, glass manufacturing, paint manufacturing, and waste recycling.

Public Facilities / Institutional

The Land Use Element provides for 1,230 acres of public facilities and institutional uses. These uses provide important educational, civic and infrastructure services within the community.

Education Facilities

As the local population continues to grow, new schools will be necessary to accommodate additional students. Therefore, parochial, private, public or charter schools which satisfy the requirements of the compulsory education laws of the State can be allowed in areas designated as Very Low Density Residential, Low Density Residential, Medium Density Residential, High Density Residential or Public/Institutional. Prior to the development of a new school in the City, approval of a conditional use permit by the Planning Commission is required. As separate agencies with governing boards, each school district is responsible for determining the location and timing for construction of new schools. However, before a school district acquires property for its potential use as a school site the district must notify the City in writing pursuant to Public Resource Code Section 21151.2. The City will investigate the potential school site and report all findings and recommendations to the school district.

Numerous education facilities exist in the Victorville Planning Area which offer elementary through post-baccalaureate course work. Currently, there are 17 public elementary schools, 5 public junior high schools, 2 public high schools, a community college, and a university (extension) in the Planning Area.

Public Buildings and Grounds

Several public buildings and grounds exist in the Victorville Planning Area. The Civic Center designated land use area serves as the governmental core for the City of Victorville. This area contains local, county, state and federal government offices, as well as the courthouse. Other facilities such as the library, community centers, and parks are located throughout Victorville. Park facilities and their development are discussed in the Parks and Recreation Element.

Infrastructure

Infrastructure includes roadways, public utilities, water, and sewer and is generally installed as a function of development as it serves the development or is reasonably related to serving the development. Infrastructure facilities are discussed in the Circulation Element.

Solid and Liquid Waste Disposal Facilities

Non-hazardous solid waste generated in the Planning Area is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino. This landfill is located at 17080 Stoddard Wells Road in the northeastern quadrant of the City, and designated in the Land Use Plan as 'Specific Plan'. This designation ensures that any development in the northeast quadrant will be planned in consideration of surrounding properties, and that required infrastructure will be master planned with adjoining areas.

The Victorville Landfill property area is approximately 491 acres in total, with an approximately 80-acre parcel currently in use for landfill operations. The 80-acre parcel includes 67 acres that are in active use for land filling, a 7-acre expansion area that was formerly used as septic ponds, and 6 acres of former "borrow pit" (excavation

area) which had been used to generate daily cover for refuse. Due to future development plans in the North Mojave specific plan area, the City is working towards an alternative location for the County landfill.

Liquid waste disposal in the Planning Area is primarily handled by the Victor Valley Water Reclamation Plant (VWVRA). The VWVRA is the primary liquid waste disposal facility serving the Planning Area. The reclamation plant is located at 20111 Shay Road on an approximately 300 acre site, and designated in the Land Use Plan as 'Open Space'.

The VWVRA was originally formed by the Mojave Water Agency to help meet the requirements of the federal Clean Water Act and provide wastewater treatment for the growing area. The VWVRA is now a joint powers authority and public agency of the state of California. The regional treatment plant is currently capable of treating a portion of the flow to a tertiary level and the remaining flow to a secondary level for percolation. A majority of the highly treated wastewater is discharged into the Mojave River Basin and a smaller amount is currently used to irrigate landscaping at the treatment plant and the nearby Westwinds Golf Course.

The Resource Element provides further information on waste disposal options/facilities.

Open Space

Section 65560 of the Government Code states: "Open space land is any parcel or area of land or water which is essentially unimproved and devoted to an open-space use..." Open space is used for the preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety. Approximately 22,348 acres of the Planning Area has been designated as Open Space or equiva-

lent, which includes land used for golf courses, lakes, flood plains, and parks. The Resource Element provides a discussion of Victorville's open space resources.

Flooding

The Victorville Planning Area is located on top of a gently sloping alluvial fan situated to the northeast of the San Bernardino Mountains. Local hydrology is dominated by the Mojave River which drains the mountainous areas located to the south. Several smaller intermittent streams located within the Planning Area drain into the Mojave River. The Federal Emergency Management Agency through the National Flood Insurance Program has identified and mapped those areas of Victorville that are at risk due to periodic flooding. The resulting Flood Insurance Rating Map (FIRM) is designed for flood insurance and flood plain management applications. The "FIRM" map includes flood zone designations which refer to specific areas which may be subject to flooding based on engineering and hydrologic studies. The map identifies 100-year and 500-year flood plains, floodways, location of selected cross-sections used in the hydrologic studies, and the anticipated floodwater depths. Portions of the Planning Area which are located in flood plains have been designated as Open Space. The Safety Element provides further information on flooding.

Specific Plans

The Land Use Element provides for Specific Plans, which allow for a wide variety of residential and business uses to locate or expand in the City. A Specific Plan identifies the location, extent, and density of new development and also indicates specific development standards that are applicable. In the event that a Specific Plan is proposed for an area which exceeds existing residential densities or introduces changes in land use designations not provided for on

the Land Use Policy Map, a General Plan amendment will be required to designate the area as 'Specific Plan' and to establish the development limits for the Specific Plan.

Victorville currently has 14 Specific Plans, governing land use development in designated areas throughout the City. However, the Midtown and Southdown Industrial specific plans are proposed for deletion and therefore are not shown.



Industrial facility at Southern California Logistics Airport

Table LU-7
SPECIFIC PLAN AREAS

	<i>Land Use</i>	<i>Acres</i>
VISTA VERDE		
	<i>Residential</i>	
	Very Low Density	68
	Low Density	118
	Medium Density	275
	Total Residential	461
	<i>Non-Residential</i>	
	Commercial	36
	Park / School	23
	Total Nonresidential	59
	TOTAL	520
BRENTWOOD		
	<i>Residential</i>	
	Low Density	99
	Medium Density	232
	High Density	140
	Total Residential	471
	<i>Nonresidential</i>	
	Commercial	23
	School	7
	Open Space	90
	Roads	52
	Total Nonresidential	172
	TOTAL	643
MESA VERDE		
	<i>Residential</i>	
	Low Density	213
	Medium Density	275
	High Density	16
	Total Residential	504
	<i>Non Residential</i>	
	Commercial	48
	Industrial	21
	School	8
	Open Space	24
	Roads	47
	Total Nonresidential	148
	TOTAL	652

Table LU-7
SPECIFIC PLAN AREAS

FOXFIRE RANCH		
	<i>Residential</i>	
	Very Low Density	8
	Low Density	34
	Medium Density	152
	Total Residential	194
	<i>Non Residential</i>	
	Commercial	6
	School	10
	Open Space/Roads	18
	Total Nonresidential	34
	TOTAL	228
RANCHO TIERRA		
	<i>Residential</i>	
	Very Low Density	78
	Low Density	88
	Medium Density	77
	Total Residential	238
	<i>Non Residential</i>	
	Commercial	12
	Light Industrial	3
	Park	6
	Roads	21
	Total Nonresidential	42
	TOTAL	308
TALON RANCH		
	<i>Residential</i>	
	Low Density	52
	Medium Density	8
	Total Residential	238
	<i>Non Residential</i>	
	Commercial	19
	Open Space/Roads	38
	Total Nonresidential	42
	TOTAL	280

Table LU-7		
SPECIFIC PLAN AREAS		
THE CROSSINGS		
	<i>Residential</i>	
	Low Density	127
	Medium Density	209
	High Density	22
	Total Residential	358
	<i>Non Residential</i>	
	School/Park	12
	Open Space/Roads	74
	Total Nonresidential	86
	TOTAL	444
MOJAVE VISTAS		
	<i>Residential</i>	
	Low Density	100
	High Density	52
	Total Residential	158
	<i>Non Residential</i>	
	School/Park	18
	Open Space	39
	Total Nonresidential	65
	TOTAL	223
WEST CREEK		
	<i>Residential</i>	
	Low Density	198
	Medium Density	115
	Total Residential	313
	<i>Non Residential</i>	
	School	12
	Open Space/Roads	81
	Total Nonresidential	93
	TOTAL	406

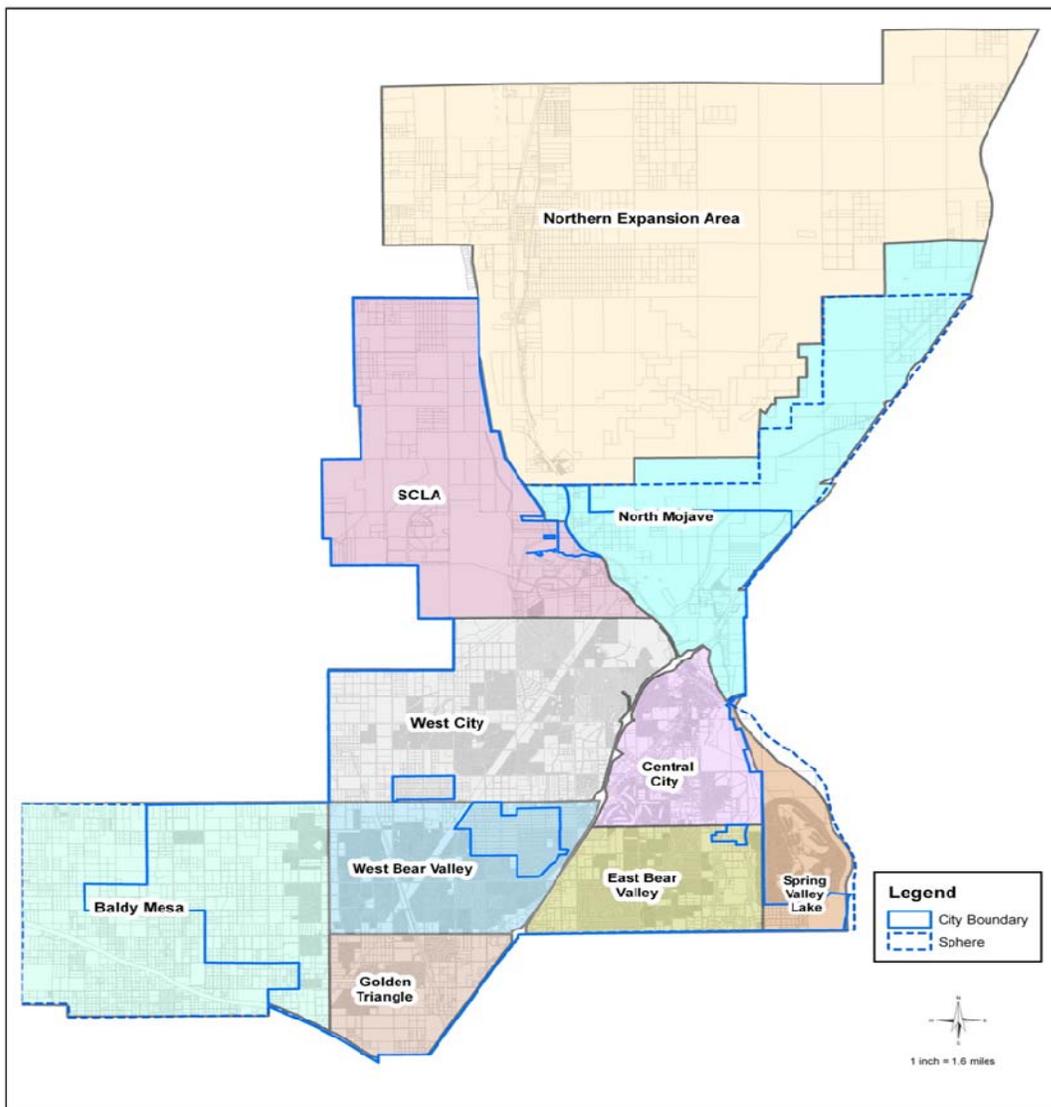
**Table LU-7
SPECIFIC PLAN AREAS**

OLD TOWN		
	<i>Residential</i>	
	Low Density	52
	High Density	20
	Total Residential	72
	<i>Non Residential</i>	
	Commercial	138
	Total Nonresidential	138
	TOTAL	210
SOUTHERN CALIFORNIA LOGISTICS AIRPORT (SCLA)		
	Open Space	350
	Business Park	1,160
	Industrial	4,773
	Airport & support facilities	2,120
	Runway protection zone	300
	Total Nonresidential	333
	TOTAL	9,036
DESERT GATEWAY (Draft estimates)		
	<i>Residential</i>	
	Very Low Density	1,042
	Low Density	1,575
	Medium Density	789
	High Density	333
	Mixed-Use	500
	Total Residential	4,239
	<i>Non Residential</i>	
	Commercial	438
	Light Industrial	965
	Public / Institutional	640
	Open Space	3,850
	Total Nonresidential	5,893
	TOTAL	10,132
Notes:		
1) Acreages are approximate		
2) Dwelling units are maximum		
3) Commercial includes retail and office.		

PLANNING AREAS

Land Use by Density and Square Footage

Given the wide range of development which presently exists and what is anticipated, the diversity of the natural environment within the Victorville Planning Area, and the large area governed by the General Plan, the City and sphere of influence areas are divided into ten Planning Areas. The boundaries of the ten Planning Areas were delineated using topographic features, man-made features, and land use characteristics. The Planning Areas are indicated in Figure LU-2 and in the individual Planning Area land use maps as identified in Figures LU-3 through LU-12.



City of Victorville - Development Department - 11/25/08 BD

Figure LU-2 Planning Area Map

The Planning Areas are as follows:

Baldy Mesa Planning Area: Includes incorporated and unincorporated sphere of influence land west of U.S. Highway 395 and south of Palmdale Road. Boundaries and acreages by land use are depicted in Figure LU-3.

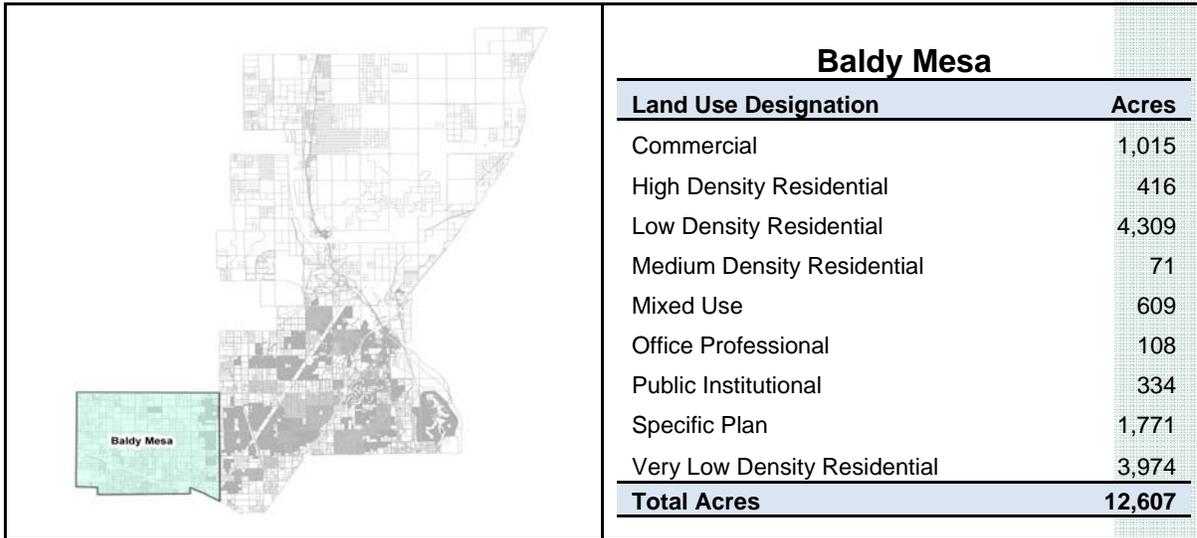


Figure LU-3. Baldy Mesa Planning Area

Central City Planning Area: Includes land east of Interstate 15, north of Yates Road/Green Tree Boulevard, west of the Burlington, Northern and Santa Fe railroad line, and south of the Mojave River. Boundaries and acreages by land use are depicted in Figure LU-4.

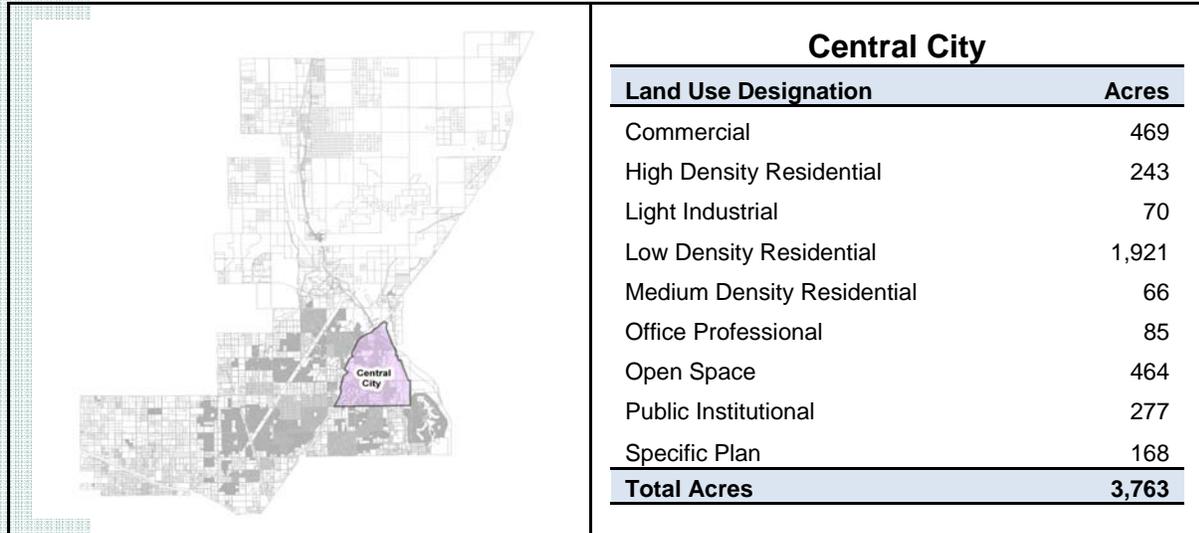


Figure LU-4. Central City Planning Area

East Bear Valley Planning Area: Includes land east of Interstate 15, north of Bear Valley Road, west of the Ridgecrest Road, and south of Yates Road/Green Tree Boulevard. Boundaries and acreages by land use are depicted in Figure LU-5.

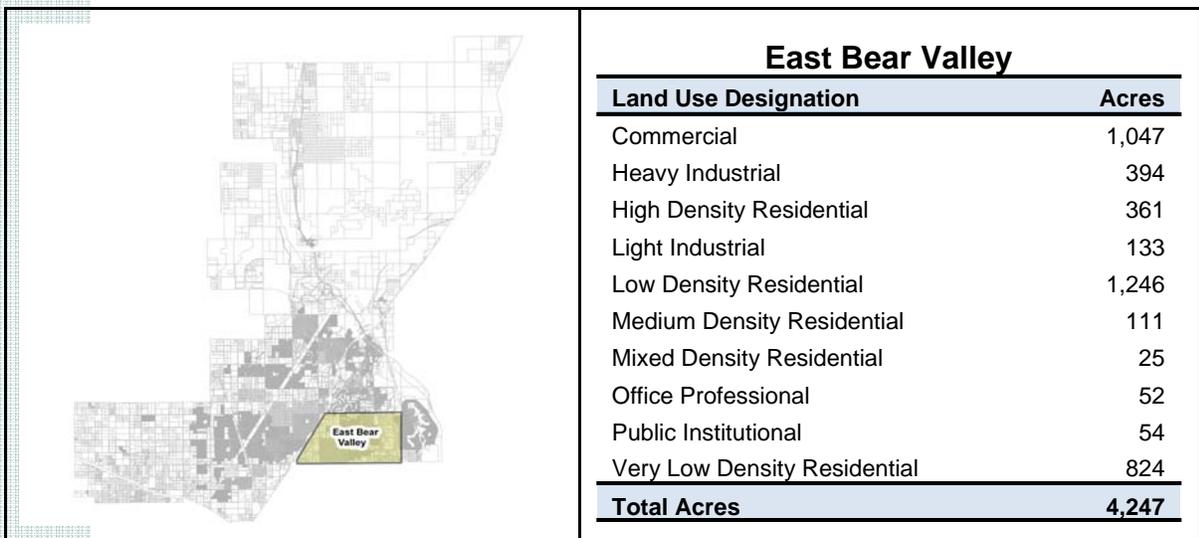


Figure LU-5. East Bear Valley Planning Area

Golden Triangle Planning Area: Includes land north of the California Aqueduct, south of Bear Valley Road, east of U.S. Highway 395, and west of Interstate 15. Boundaries and acreages by land use are depicted in Figure LU-6.

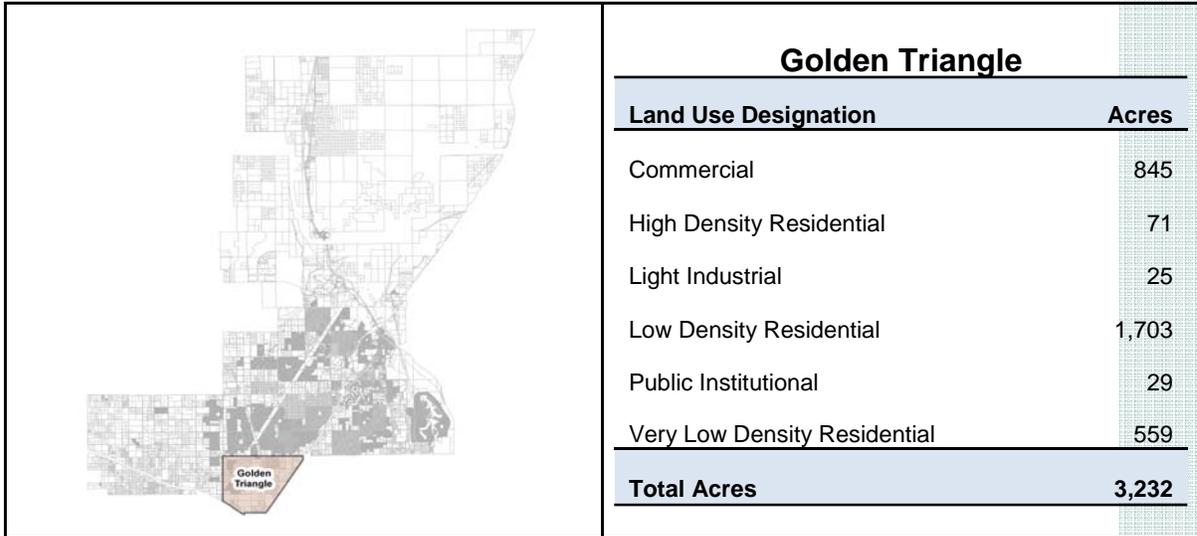


Figure LU-6. Golden Triangle Planning Area

North Mojave Planning Area: Includes incorporated and unincorporated land generally northeast of National Trails Highway and northwest of Interstate 15. A portion of this planning area extends southeast of Interstate 15 and northeast of the Mojave River. Boundaries and acreages by land use are depicted in Figure LU-7.

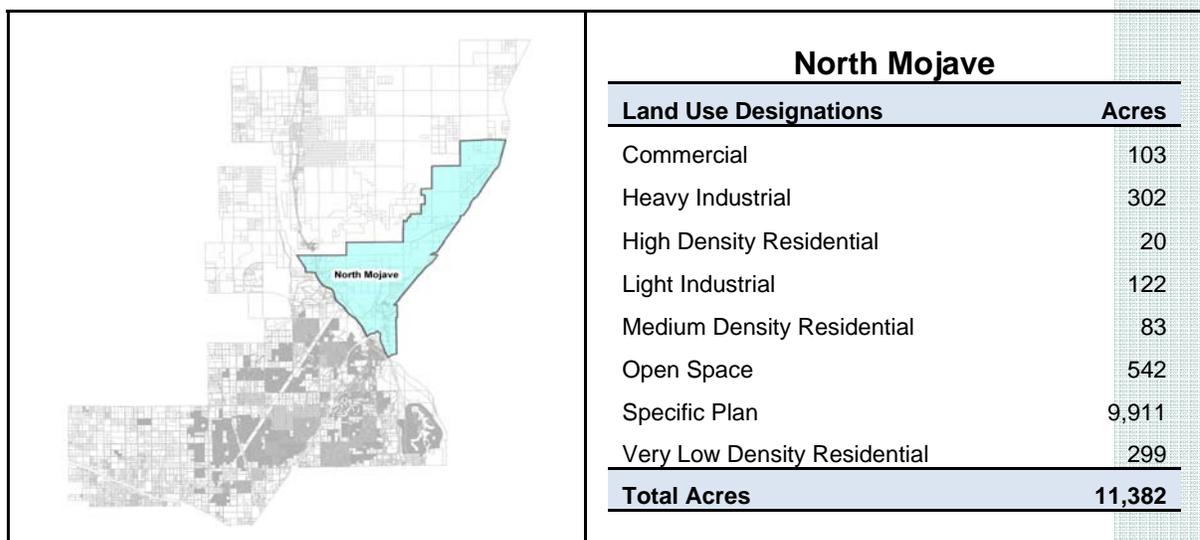


Figure LU-7. North Mojave Planning Area

Southern California Logistics Airport Planning Area (SCLA): Includes all the land within the former George Air Force Base and an area north to the existing City boundary, and east towards the Mojave River and along the north side of Air Expressway of the former base. Boundaries and acreages by land use are depicted in Figure LU-8.

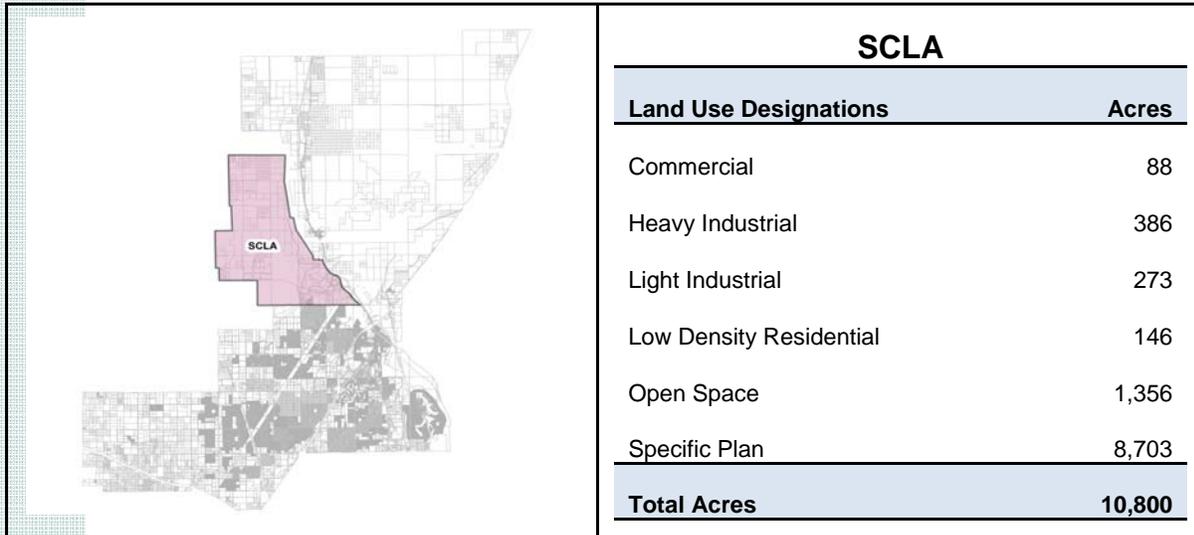


Figure LU-8. SCLA Planning Area

Spring Valley Lake Planning Area: Includes incorporated and unincorporated land north of Bear Valley Road, south of and west of the Mojave River and east of Ridgecrest Road and the Atchison, Topeka, and Santa Fe Railroad line. Boundaries and acreages by land use are depicted in Figure LU-9.

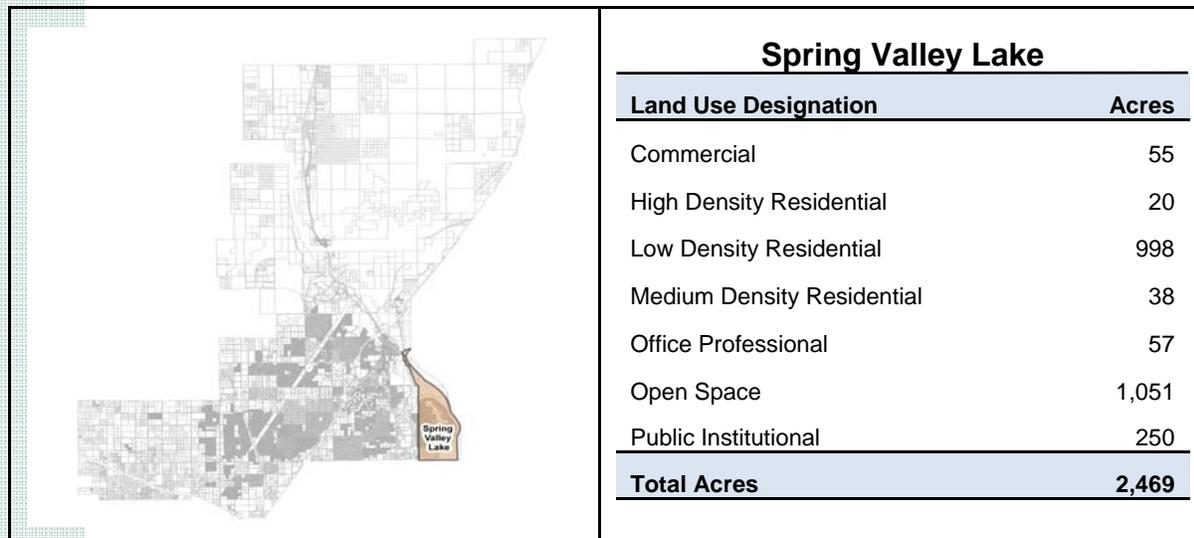


Figure LU-9. Spring Valley Planning Area

West City Planning Area: Includes land generally north of Palmdale Road, south of Rancho Road, east of U.S. Highway 395, and west of El Evado Road. A small portion of this planning area is located at the southwest corner of Palmdale Road and El Evado Road. Boundaries and acreages by land use are depicted in Figure LU-10.

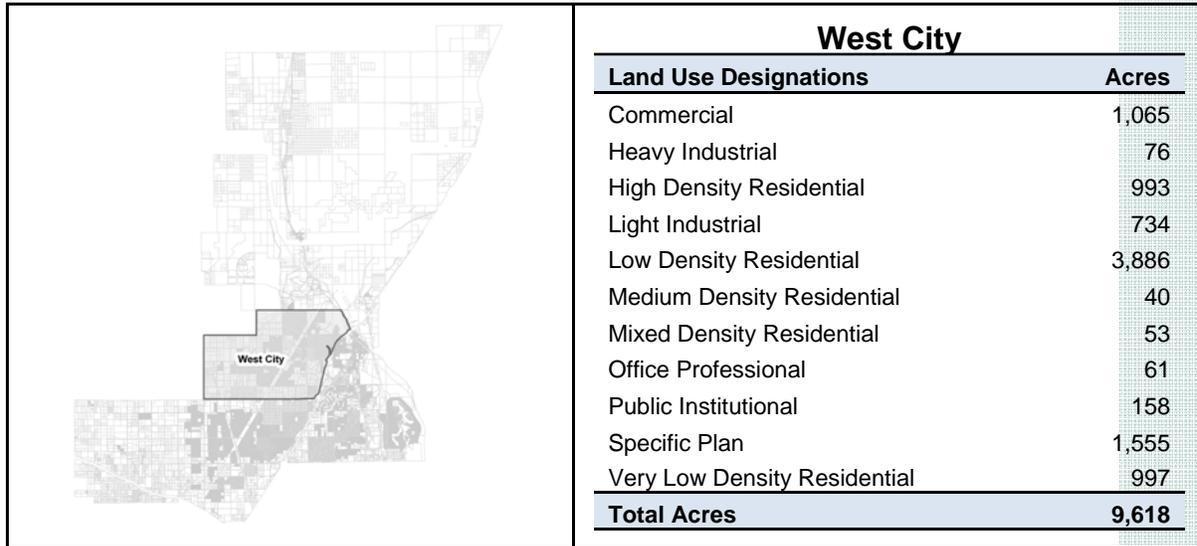


Figure LU-10. West City Planning Area

West Bear Valley Planning Area: Includes land north of Bear Valley Road, south of Palmdale Road, east of U.S. Highway 395, and west of Interstate 15 and Amargosa Road. Boundaries and acreages by land use are depicted in Figure LU-11.

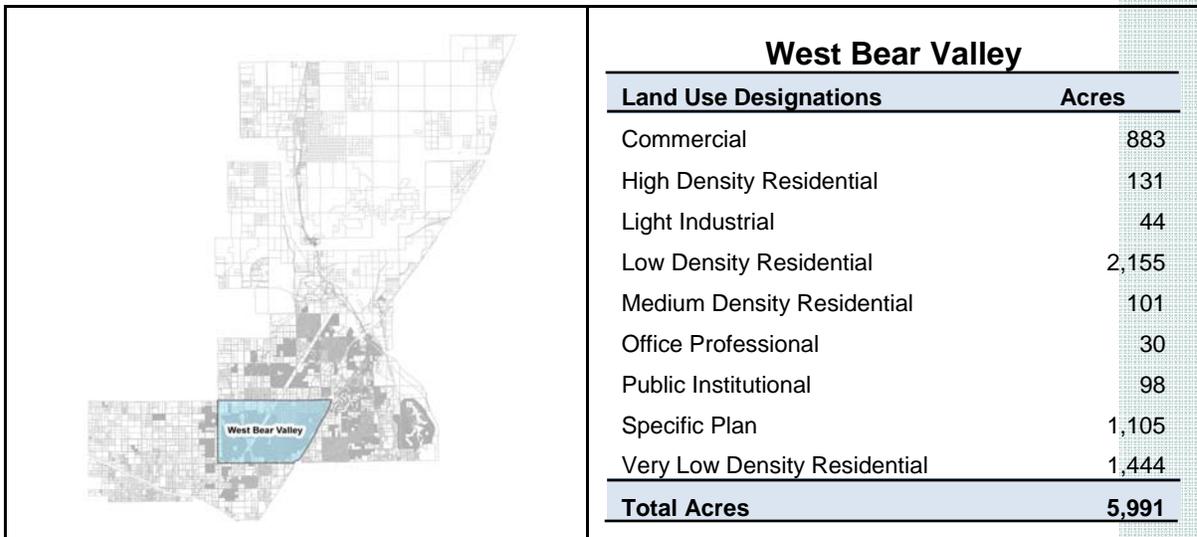


Figure LU-11. West Bear Valley Planning Area

Northern Expansion: Includes unincorporated land north of the North Mojave Planning Area, east of the Mojave River and west of Interstate 15. Boundaries and acreages by land use are depicted in Figure LU-12.

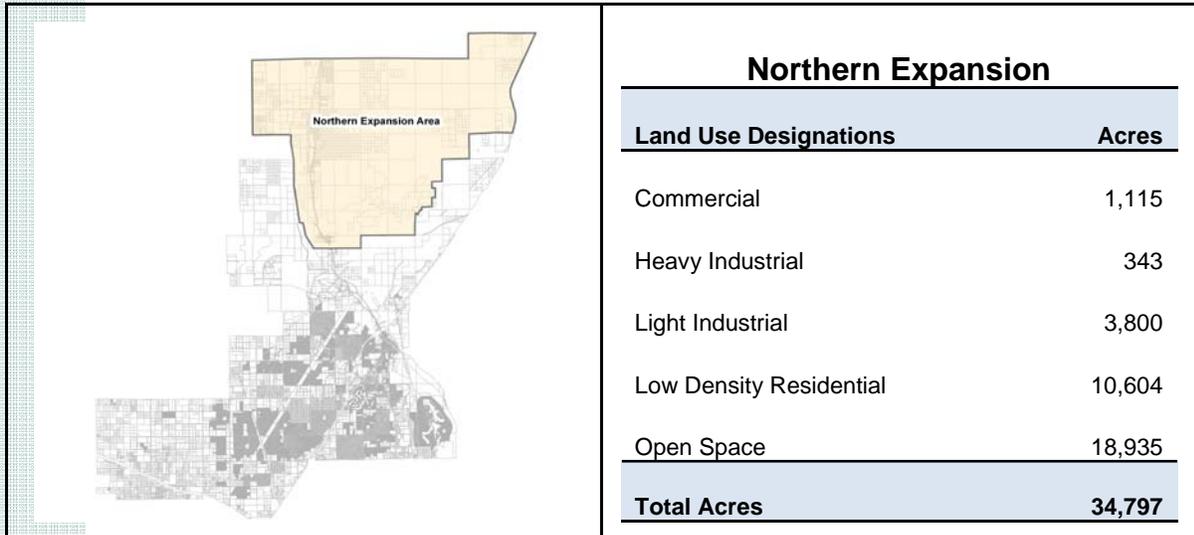


Figure LU-12. Northern Expansion Planning Area

GOALS, OBJECTIVES, POLICIES & IMPLEMENTATION

GOAL#1: BALANCED LAND USES
 PROVIDE FOR A BALANCED COMMUNITY WITH RESIDENTIAL, COMMERCIAL AND INDUSTRIAL DEVELOPMENT

Objective 1.1: Plan new development that complements surrounding land uses and minimizes environmental impacts.

Policy 1.1.1: Encourage development that does not conflict with or adversely affect other existing or potential developments.

Implementation Measure 1.1.1.1: Continue to require the review of new industrial development by the zoning administrator and/or the Planning Commission and when necessary, apply appropriate conditions to the project so that it does not adversely affect other existing or potential developments.

Implementation Measure 1.1.1.2: Continue to review, and amend as necessary, the zoning ordinance to ensure that a wide-range of industrial uses is available.

Implementation Measure 1.1.1.3: Offer incentives through the City Redevelopment Agency to developers to develop in the Redevelopment Project Area.

Implementation Measure 1.1.1.4: Continue to develop design guidelines for all categories of development to ensure compatibility and quality projects within the city.

Policy 1.1.2: *Maintain Victorville as the commercial center for the Victor Valley.*

Implementation Measure 1.1.2.1: Ensure that sufficient commercial lands are available by monitoring local and regional needs.

Implementation Measure 1.1.2.2 Encourage the development of major commercial centers along arterial roadways, major arterial intersections and in the vicinity of freeway interchanges by providing appropriate zoning.

Implementation Measure 1.1.2.4: Periodically review and update the zoning ordinance to ensure it allows a wide array of commercial uses.

Implementation Measure 1.1.2.5: Work with land owners and developers to maximize the development of the northeast quadrant, including development of commercial and mixed uses.

Implementation Measure 1.1.2.6 : Work with local merchants and business groups to retain and expand retail uses that provide desired community services and products.

Policy 1.1.3: *Encourage continued development of tourist related activities.*

Implementation Measure 1,1.3.1: Encourage and allow, in appropriate locations through the zoning ordinance, uses such as museums and regional recreational activities that make Victorville a destination.

Implementation Measure 1,1.3.2: Develop zoning policies that direct hotel type uses to the North Mojave Planning Area and Civic Center Commercial districts, or other areas suitably planned through a Specific Plan.

Implementation Measure 1,1.3.3: Seek

development of a hotel node in the Victorville area, particularly in connection with a rail connection to and from Las Vegas.

Policy 1.1.4: *Encourage continued development of a variety of residential uses and residential densities meeting the needs of those desiring to live in Victorville.*

Implementation Measure 1,1.4.1: Assist in the development or rehabilitation of low and very low income housing by using redevelopment agency set-aside monies as required by State law.

Implementation Measure 1,1.4.2: Actively participate in discussions with the San Bernardino County Housing Authority to determine the best methods for providing housing for all segments of the City's population. (Reference Housing Element)

Implementation Measure 1,1.4.3: Continue to maintain minimum densities in some residential areas to ensure development of multiple-family residential units. (Reference Housing Element)

Implementation Measure 1,1.4.4: Continue to provide for a wide range of residential densities through zoning which allows flexibility in meeting the housing needs of all economic segments of the population.

Objective 1.2: Protect existing development from intrusion by new incompatible land uses.

Policy 1.2.1: *Manage development in a manner that does not conflict with the operations of Southern California Logistics Airport (SCLA).*

Implementation Measure 1.2.1.1: Reserve the space around SCLA for airport compatible uses and specifically bar residential development within the flight pattern and noise cones of the airport.

Implementation Measure 1.2.1.2: Coordinate with the County of San Bernardino and the City of Adelanto to ensure land uses surrounding Southern California Logistics Airport are compatible.

Implementation Measure 1.2.1.3: Continue to implement the Southern California Logistics Airport Specific Plan.

Implementation Measure 1.2.1.4: Require avigation easements from all new residential development to ensure over flights do not become a development hindrance to SCLA.

Policy 1.2.2: *Ensure that the integrity of each land use district is maintained.*

Implementation Measure 1.2.2.1: Carefully consider requests for amendments to the General Plan Land Use Map so that they do not vary from the intent of the goal for balanced and well integrated land uses.

Implementation Measure 1.2.2.2: Carefully consider requests for determination so that they do not vary from the intent of zone districts.

Implementation Measure 1.2.2.3: Evaluate the feasibility and potential benefits to the community of relocating the Victorville landfill.

Implementation Measure 1.2.2.4: Evaluate the feasibility and potential benefits to the community of relocating the County Fairgrounds.

Implementation Measure 1.2.2.5: Augment Code Enforcement Department ef-

forts by monitoring code compliance of rental properties, including the identification of single family homes converting to rentals through a subscription with Data-Quick Information Services and reporting of code compliance violations to the local Department of Housing & Urban Development (HUD) office responsible for Section 8 housing.

Implementation Measure 1.2.2.6: Install a landlord paid annual rental inspection program for all rented dwellings in the city, including single family detached rentals.

Policy 1.2.3: *Ensure that new development is compatible with existing developments and public infrastructure.*

Implementation Measure 1.2.3.1: Continue to require the use of walls and other buffers to ensure compatibility of new developments with existing developments. The buffers shall be installed by the new development.

Implementation Measure 1.2.3.2: For new residential developments, provide adequate buffers between residential uses and traffic intensive commercial, industrial and institutional uses. Buffers shall be achieved through a combination of setbacks, fence/walls and landscaping.

Implementation Measure 1.2.3.3: Require new residential development to mitigate traffic noise by the use of space, walls and berms as buffers when necessary.

Implementation Measure 1.2.3.4: Establish policies to promote drought resistant landscaping and water conservation irrigation systems to help preserve water supplies.

GOAL #2: ECONOMIC DEVELOPMENT – ENCOURAGE A DIVERSIFIED ECONOMIC BASE

Objective 2.1: Support Victorville as a major regional center for business and commerce.

***Policy 2.1.1:** Encourage development of land uses and infrastructure to support growth of businesses and commerce.*

Implementation Measure 2.1.1.1: Ensure adequate zoning for retail, office and industrial uses by periodically reviewing land uses.

Implementation Measure 2.1.1.2: Work with the Southern California Air Quality Management District to obtain their support on BNSF's third rail through Cajon Pass since it will be beneficial to lowering the level of congestion and vehicle pollution on the I-15 freeway through the pass.

Implementation Measure 2.1.1.3: Continue to offer incentives through the Redevelopment Agency to attract employers to develop within the Redevelopment Project Area.

Implementation Measure 2.1.1.4: Work with local and regional organizations to undertake a long term public relations campaign to attract businesses to Victorville.

***Policy 2.1.2:** Promote development and expansion of logistic operations at SCLA*

Implementation Measure 2.1.2.1: Coordinate with the Victor Valley Community College to facilitate and expand their use of the SCLA as an aircraft service industry training facility in order to increase the

community's supply of a trained workforce.

Implementation Measure 2.1.2.2: Work towards the completion of the rail spur to SCLA.

Implementation Measure 2.1.2.3: Work with Burlington Northern Santa Fe (BNSF) to finalize an agreement for building an intermodal rail yard next to SCLA.

Implementation Measure 2.1.2.4: Offer technical assistance to SCLA to promote a reputation for quality and to create a series of performance measures to ensure that quality service occurs.

Implementation Measure 2.1.2.5: Work with southern California port cities to explore opportunities to cooperate on the goods movement issue.

Implementation Measure 2.1.2.6: Work with U.S. Armed Services logistics commands toward becoming the agile port center for the West Coast.

Implementation Measure 2.1.2.7: Work with San Bernardino County's Asian trade missions to engage Chinese air cargo carriers in discussions about creating a hub at SCLA.

***Policy 2.1.3:** Encourage the revitalization of existing commercial areas.*

Implementation Measure 2.1.3.1: Involve the community through formation of citizen and business advisory groups in select target areas to provide an impetus for revitalization.

Implementation Measure 2.1.3.2: Pursue grant monies as well as other funding sources for road and public infrastructure improvements to revitalize areas in need.

Implementation Measure 2.1.3.4: Consider conversion of existing underperforming commercial properties to mixed-use projects that include multifamily housing components.

Policy 2.1.4: *Consider annexations which will improve the City's economic base and contribute to quality development.*

Implementation Measure 2.1.4.1: Evaluate all prospective annexations to determine the level of urban services necessary and whether or not the revenues from the annexation area will pay for those services.

Implementation Measure 2.1.4.2: Evaluate existing infrastructure in prospective annexation areas to determine the costs necessary to bring such infrastructure up to City standards.

Objective 2.2: Seek a balance of jobs to housing.

Policy 2.2.1: *Encourage development of land uses which provide jobs for those who choose to both live and work within the Planning Area.*

Implementation Measure 2.2.2.1: Work with Victor Valley College, local regional occupational programs, local adult schools, and the California Employment Development Department to establish systems that will increase the flow of information on job needs from employers to the agencies that can help fill them, as well as accelerate the pace at which public or private schools and institutions can respond to training needs.

Implementation Measure 2.2.2.2: Encourage Victor Valley College to adopt an On-Line College program.

Implementation Measure 2.2.2.3: Through the City Economic Development Department, join and participate in CORENET, the national organization in which networking takes place between location executives and consultants.

Implementation Measure 2.2.2.4: Through the City Economic Development Department, work with other economic development agencies (EDA) plus San Bernardino County's WIB, representatives of Victor Valley College, local ROPs and adult schools, San Bernardino County's TAD, and the CA Employment Development Department on a long term effort to establish a Labor Force Coordination Council of mid-level staff to facilitate the monthly flow of job information and training between them.

GOAL #3: AMPLE CITY SERVICES – ENSURE PROVISION OF ADEQUATE CITY SERVICES AND INFRASTRUCTURE

Objective 3.1: Permit development in areas where such uses are appropriate and provide for adequate roadways, infrastructure, and public services.

Policy 3.1.1: *Provide mechanisms through which development can pay the cost of its infrastructure and services needs.*

Implementation Measure 3.1.1.1: Collect and apply development impact fees to pay for infrastructure improvements as identified in the capital improvement plan.

Implementation Measure 3.1.1.2: Continue to review and add projects to the capital improvement plan as deemed necessary to ensure the orderly growth of the City.

Implementation Measure 3.1.1.4: Continue to require new development to pay the capital costs of public facilities and services needed to serve those developments.

Implementation Measure 3.1.1.5: Continue to contact utility companies, school districts, and special districts as necessary when new projects are submitted to ensure their capability to serve the new projects.

Policy 3.1.2: Discourage speculation in the undeveloped portions of the City.

Implementation Measure 3.1.2.1: Constantly monitor the potential for land speculation and react with specific zoning proposals to help ensure that it is minimized.

**GOAL #4: BEAUTIFY VICTORVILLE
– PROVIDE FOR AN AESTHETICALLY PLEASING COMMUNITY**

Objective 4.1: Enhance the appearance of the Victorville community to increase its desirability as an attractive place to live, work and play.

Policy 4.1.1: Promote high quality development.

Implementation Measure 4.1.1.1: Utilize Specific Plans and/or redevelopment project areas in areas deemed appropriate for design themes.

Implementation Measure 4.1.1.2: Continually monitor and upgrade the design guidelines for all types of development.

Implementation Measure 4.1.1.3: Consider a policy to promote or require public art in major developments.

Policy 4.1.2: Promote high quality public spaces.

Implementation Measure 4.1.2.1: Develop and install streetscape design themes for major corridors into and through key City commercial districts.

Implementation Measure 4.1.2.1: Enhance entries to the City with integrated signage and design.

Circulation Element



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Circulation Element

PURPOSE OF THIS ELEMENT

The Circulation Element is one of the required General Plan elements identified in State Planning and Zoning Law. As specified in California Government Code (Section 65302(b)), a Circulation Element is required to identify the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, airports and other local public utilities and facilities in the City's Planning Area. This Element is intended to provide guidance to decisions that expand and improve the transportation system for local and regional trips, and to accommodate the diverse transportation needs of the residents of the Planning Area. Furthermore, this Element is intended to specify the City's policies for coordination of transportation infrastructure planning with planning of public utilities and facilities, where joint benefits can be achieved.

A well-planned circulation system is an essential component of the community infrastructure that supports and can determine the general pattern of settlement. Conversely, the location, type and intensity of development determine, to a major extent, the physical parameters of the transportation system, especially the local roadway network. Failure to achieve an efficient roadway network could have negative economic consequences that could adversely affect the quality of life for local residents and businesses. The design, location and constituent modes of travel can have significant effects on air quality, plant and animal habitat, environmental noise, energy use, and community appearance. Both economic and environmental considerations have been incorporated into the development of this Circulation Element.

RELATIONSHIP TO OTHER ELEMENTS

Land use policy depends upon and assumes there is an integrated circulation system to effectively move people and goods in and through the Planning Area. A primary purpose of this element is to correlate the transportation network with the land use plan, so that movement of people and goods is maintained in an efficient manner, with a minimum of congestion. This correlation is achieved, in part, through a projection of roadway system capacity requirements associated with the mixture, location and intensity of land uses envisioned in the land use element. Those projections have been translated into roadway design standards and the distribution of roadway classifications and transportation infrastructure throughout the planned circulation network. Please refer to the Circulation Plan described later in this Element.

To the extent that the Circulation Plan ("Plan") is successfully implemented, traffic will move efficiently through the Planning Area, with minimal congestion. Minimizing congestion will yield air quality benefits, because automobiles and trucks that flow smoothly along roadways, as opposed to slow/stop/start conditions, operate more efficiently and generate lower volumes of air pollutants through their exhaust systems. The Plan is also designed to foster development of mixed uses, compact development patterns, transit-oriented development, and to facilitate use of alternative modes of travel that reduce total trips by single-passenger automobiles. The combination of these land use strategies, together with a circulation network that will support those strategies, will help reduce total vehicle miles traveled, thereby reducing total vehicular exhaust emissions. These air quality benefits are directly correlated with goals, policies and objectives relating to air quality in the Resources Element.

Traffic modeling developed in support of this updated Circulation Element was applied to the assessment of noise impacts associated with implementation of the proposed Circulation Plan. This effort has supported development of the Noise Element policy framework to protect existing and future residents and other noise-sensitive land uses from the adverse effects of exposure to excessive traffic noise. Results of traffic forecast modeling were also considered in the development of air quality management strategies, in the Resources Element.

VISION – CIRCULATION

A long-term, sustainable transportation system serving the Victorville Planning Area is envisioned as one that:

- Provides safe and efficient travel modes and facilities that enhance access for residential and business communities, including those with special needs;
- Satisfies the transportation infrastructure needs of existing and future travel demands and the movement of economic goods, with convenient, multi-modal alternatives;
- Achieves a high level of mobility for the movement of goods and people, in a cost-effective manner, without serious consequences to the environment;
- Is coordinated with and effectively integrated into regional transportation systems;
- Develops infrastructure systems that are coordinated with transportation networks and support Victorville's residential and business communities.

ANALYSIS OF BASELINE CONDITIONS

Existing Transportation System

Regional Setting

Located in the heart of San Bernardino County, the Planning Area for the City of Victorville includes its sphere of influence as illustrated in **Figure Circ-1**. It is located approximately 35 miles northeast of the City of San Bernardino and about 97 miles northeast of the City of Los Angeles. Nestled just north of the San Bernardino Mountains and at the edge of the Mojave Desert, the City is in an area known as Victor Valley and commonly referred to as the "High Desert". The City shares boundaries with the City of Adelanto to the northwest, the Town of Apple Valley to the east, the City of Hesperia to the south and unincorporated San Bernardino County to the southwest and to the north. There are also portions of unincorporated San Bernardino County nested within the City of Victorville. The Mojave Freeway (Interstate 15 or I-15) and United States Federal Highway 395 (US-395) serve as the primary regional connections to other San Bernardino County cities, while State Route 18 (SR-18) provides connection to San Bernardino County communities east and west of the City. In addition, major rail routes pass through the City and Southern California Logistics Airport (SCLA) is a commercial airport in place of the decommissioned George Air Force Base.

Figure 1.1: Analysis Area

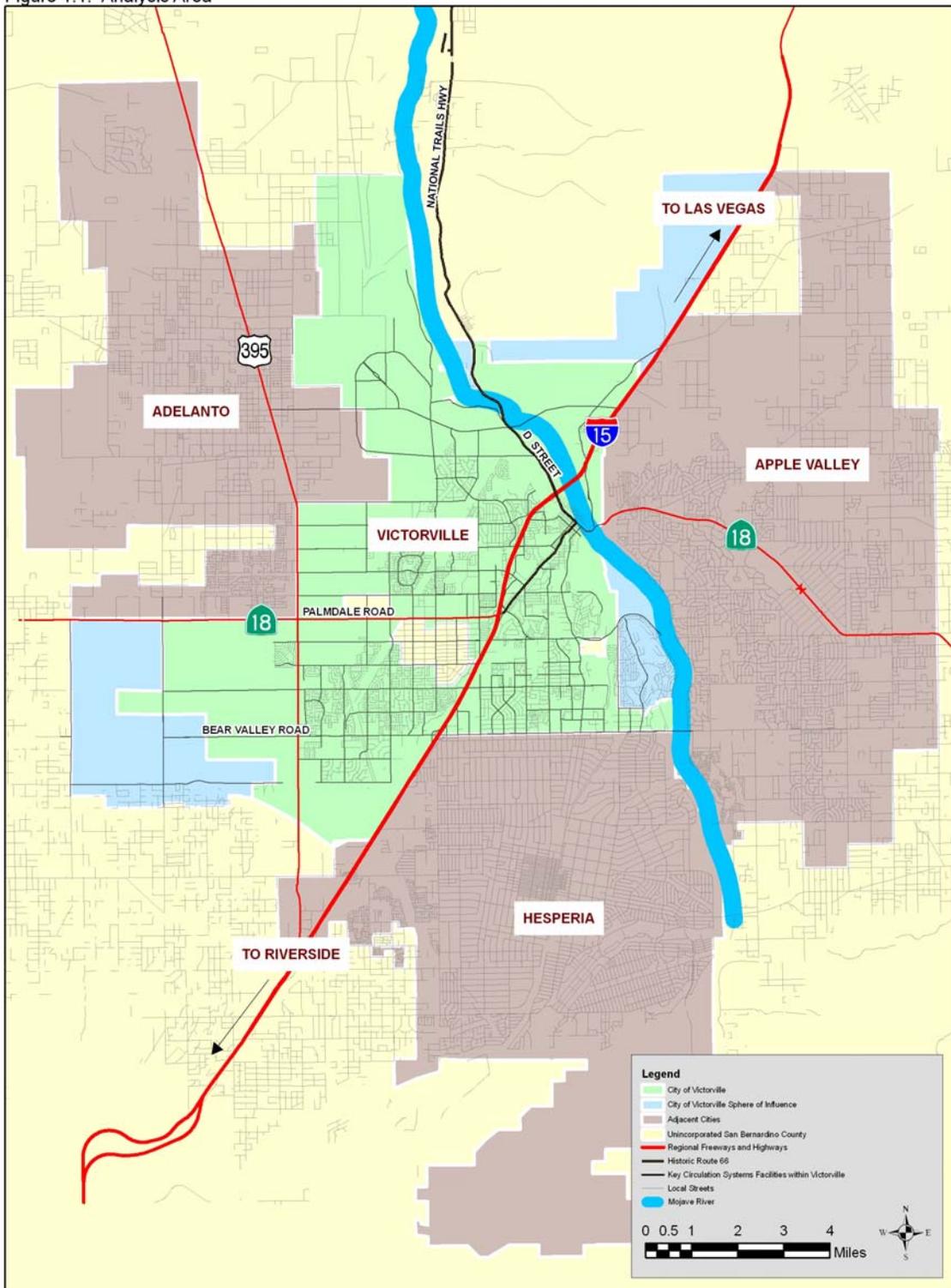


FIGURE CIRC-1: Circulation Planning Area

With a residential population approaching 105,000 and growing rapidly, the City of Victorville also serves the employment and retail needs of the more than 300,000 people who call the Victor Valley area their home. Victorville is home to the largest enclosed regional shopping center between San Bernardino and Las Vegas, located along the I-15 corridor. It is an emerging commercial hub that benefits from its business-friendly environment and central location.

Southern California Logistics Airport

“The SCLA Specific Plan is designed to accommodate airport and aviation as well as industrial and commercial land uses”

Victorville is strategically situated along the “e-Corridor” (a portion of the I-15 between Ontario and Barstow), with global access provided by the all-cargo Southern California Logistics Airport (SCLA). SCLA is located in the northwest corner of the City of Victorville and is within 30-40 minutes of driving from the Ontario International Airport. It is planned to be a domestic and international air cargo facility, with a 4,740-acre business complex integrating manufacturing, industrial multimodal and office facilities. The SCLA Specific Plan was adopted by the City to provide a planning tool for implementing the reuse plan established by the Victor Valley Economic Development Authority (VVEDA) pursuant to the Base Closure Realignment Act (BCRA), and to implement related policies of the General Plan Land Use, Noise and Safety Elements. The SCLA Specific Plan is designed to accommodate airport and aviation uses as well as industrial and commercial land uses. Its circulation plan includes establishing a mass transit system to serve the site; designating Phantom Road as a minimum six-lane Super Arterial to connect to Air Expressway; introducing a

new north/south road, ‘Perimeter Road’ which will connect future Colusa Road from the north to Phantom East Street to the South; and upgrading several roads to arterials, which will eventually connect Phantom East and West Street to the rest of the site.

Existing Roadway Network

The City’s circulation system is comprised of freeways and their interchanges, arterial, collector and local streets, public transportation and non-motorized transportation. In addition to these facilities and services, the implementation and management of the circulation system includes parking policies and goods and freight movement.

Figure Circ-2 illustrates the existing circulation network, including the City’s local thoroughfares and limited access freeways. Regional access to the City of Victorville is provided primarily by the I-15 freeway and several other highways.



Large distribution facility at Southern California Logistics Airport

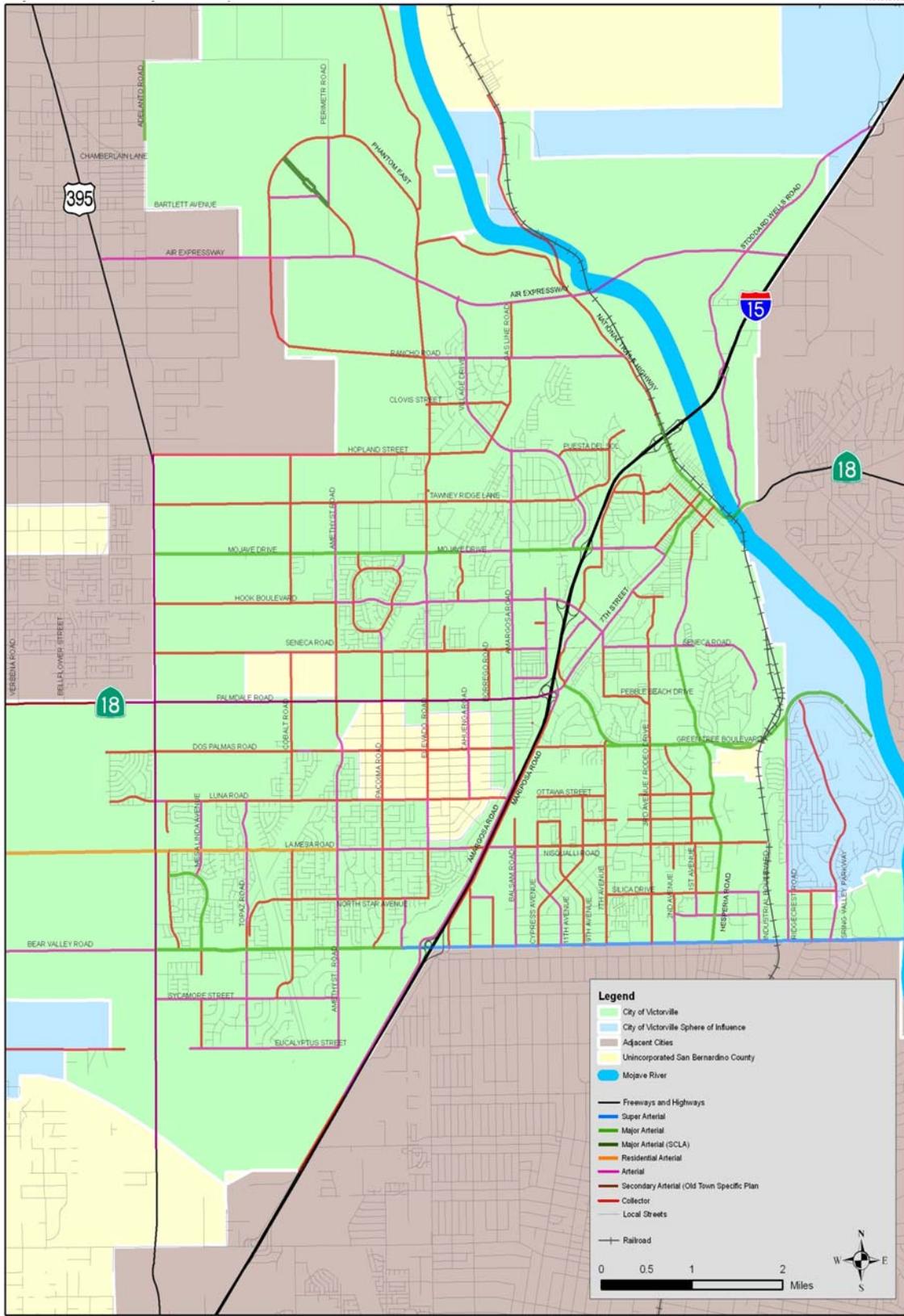


FIGURE Circ-2: EXISTING ROADWAY NETWORK

MAJOR CIRCULATION COMPONENTS

Freeways



Interstate 15

Over the years, the I-15 has emerged as a multi-faceted corridor, serving commuters in the cities of the Victor Valley. For the City, it provides access to and from Riverside County to the south and Barstow, continuing to Nevada, to the north. Also called the Mojave Freeway, this is a major north-south corridor, with three lanes through Victorville in each direction. According to the California Department of Transportation (Caltrans), the section of the I-15 within Victorville carried an annual average daily traffic (AADT) of 60,000 to 104,000 vehicles in 2006, of which approximately 17% to 24% was comprised of truck traffic. In Victorville, seven full-service interchanges with the I-15 are currently provided at the following streets:

- Bear Valley Road
- Palmdale Road (SR-18) / 7th Street
- Roy Rogers Drive / La Paz Drive
- Mojave Drive
- National Trails Highway / D Street
- E Street
- Stoddard Wells Road
- Stoddard Wells Road North (Sphere of Influence)
- Dale Evans Parkway (Sphere of Influence proposed)

I-15 Comprehensive Corridor Study

A Major Investment Study (MIS) examined potential improvements on I-15 between the State Route 60 (SR-60) interchange in Mira Loma (Riverside County) and the Mo-

jave River crossing in Victorville. This effort evaluated possible solutions to problems of higher than average truck volumes (10 to 15% of total traffic), steep grades approaching 6% through the Cajon Pass, roadway design limitations particularly at the I-15/I-215 interchange, heavy traffic demand on both weekdays and weekends, and limited alternative travel options. Five alternatives were selected for detailed evaluation, from an initial set of nine alternatives, including:

- No-Build;
- Transportation Demand Management/Transportation System Management (TDM/TSM);
- High Occupancy Vehicle (HOV) Lanes;
- Full Corridor Dedicated Truck Lanes; and
- Reversible Managed Lanes.

The Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), and the California Department of Transportation (Caltrans) jointly sponsored this study. The Final Report was completed December 20, 2005. Based on the report findings, two alternatives will be carried forward for further corridor development efforts: Alternative D and Alternative C/E hybrid.

New Interchanges

A new interchange at La Mesa/Nisqualli Road is being planned, approximately 1.2 miles north of the I-15/ Bear Valley Road interchange and about 1.7 miles south of the I-15/Palmdale Road/SR 18 interchange. This project also includes realignment of two frontage roads adjacent to I-15: Amargosa Road and Mariposa Road. The objectives of the project are to provide vehicular access to existing nearby residential, commercial, and industrial areas within the City of Victorville; relieve traffic congestion

and reduce traffic delays during peak hours at adjacent interchanges and on adjacent arterial and collector roads; and improve mainline operations by relieving back-ups on the existing Bear Valley Road off-ramp. The City of Victorville is the lead agency and project proponent, and is working in partnership with Caltrans and the Federal Highway Administration (FHWA). A preliminary design and environmental assessment was approved by FHWA in August 2006.

Another new interchange is being planned at Eucalyptus Street, approximately 1.2 miles south of I-15/Bear Valley Road Interchange and about 2.3 mi north of the I-15/Main Street Interchange. This is a joint project between the City of Victorville and the City of Hesperia. This project is intended to reduce congestion at the Bear Valley Road interchange and Main Street interchange, and is expected to reduce operational conflicts, accidents and provide levels of service that are consistent with the goals of the local components of the countywide Congestion Management Plan. A Project Study Report/Project Development Support (PSR/PDS) for this new interchange was approved by Caltrans on May 18, 2005. There has been no further activity on the project since approval of the PSR/PDS.

U. S. Highway 395 – Existing Alignment



U.S. Highway 395 is a second north-south highway that passes through the western part of the City. Predominantly a two-lane highway, this facility has a stretch of four lanes just south and north of its intersection with Palmdale Road. In the City of Victorville, it currently has eight at-grade intersections with the following arterials:

- Eucalyptus Street
- Sycamore Street

- Bear Valley Road / Duncan Road
- Dos Palmas Road
- Luna Road
- Palmdale Road (SR-18)
- Mojave Drive
- Cactus Road

Caltrans traffic data shows that for Victorville in 2006, this facility carried an AADT of approximately between 16,000 and 25,000 vehicles, of which about 13% to 18% was truck traffic. With the southern terminus of this facility at its junction with I-15 in the City of Hesperia, this facility connects the City of Victorville to the City of Adelanto and unincorporated northwestern San Bernardino County, before continuing on to adjacent Kern County.

This alignment within the City of Victorville, from the aqueduct to Adelanto / Hopland Road (about 6.9 miles in length) is two-lane with existing 4-lane segments as follows:

- 1.3 miles, south of Eucalyptus Street to Bear Valley Road (1.4 miles long)
- Luna Road to 0.3 miles north of Palmdale Road (1.3 miles long).

A memorandum of understanding (MOU) regarding the existing US-395 among Victorville, Caltrans, SANBAG, San Bernardino County, Hesperia and Adelanto became effective on October 18, 2002. The MOU established US-395 in the local agency general plans as a 6-lane conventional highway with the minimum right of way width of 130 feet. Typical cross sections for segments and signalized intersections are included in the MOU. Development projects adjacent to or with significant impacts to US-395 are required to submit a traffic report to the Caltrans District 8 Intergovernmental Review California Environmental Quality Act (IGR/

CEQA review process and required to reasonably mitigate impacts.

Caltrans is the lead agency and is proceeding with the Project Approval / Environmental document to widen the existing US-395 from two to four lanes from I-15 to SR-58.

U. S. Highway 395 – Realignment

In October 2006, the SANBAG Board approved the contract for the preparation of a program level Environmental Impact Report (EIR) for the realignment of US-395 from I-15 in Hesperia to current US-395 in the northern parts of the City of Adelanto. Concurrent with the EIR, the United States Environmental Protection Agency (EPA) has issued a notice of its intent to prepare an Environmental Impact Statement (EIS) for this project. The facility is proposed to be a six-lane freeway from I-15 to Palmdale Road (SR-18); a four-lane freeway from Palmdale Road to Desert Flower Road; and a four-lane expressway from Desert Flower Road north to SR-58 at Kramer Junction.

The SANBAG program level EIR has been suspended. Caltrans is the lead agency and is proceeding with an environmental document for the US-395 realignment from I-15 to SR-18. The southern portion of the alignment from I-15 to the north side of Adelanto will most likely be a program level EIR sufficient for incorporating a preferred alignment into local agency General Plans. If the entire local agency General Plan updates included the same preferred alignment, there would be sufficient legal means for preserving right of way for the alignment.

State Route 18

The existing SR-18 is a four-lane divided highway with turn lanes in the Town of Apple Valley, where it is also called Happy

Trails Highway, and a four-lane divided road with a continuous left turn lane through most of the City of Victorville (D Street). When SR-18 joins I-15, travelers must follow I-15 south to Palmdale road, where SR-18 proceeds west and is called Palmdale Road. A designated truck route within the City of Victorville, this facility carried an AADT of 19,000 to 48,000 vehicles in 2006, of which approximately 7% to 9% was truck traffic. SR 18 provides access to and from Antelope Valley to the west and the Town of Apple Valley, continuing further eastward to Lucerne Valley.

High Desert Corridor

This proposed project will realign SR-18 to a new alignment from about one mile south of Yucca Loma Road in the Town of Apple Valley, through the City of Victorville, to US-395 in the City of Adelanto. It would be the first phase of the 21-mile long High Desert Corridor linking the Victor Valley to SR-14 in the Antelope Valley. The proposed alignment proceeds northwest until it nears the Apple Valley Airport, where it turns west. The alignment continues west near SCLA in the City of Victorville and proceeds on to US-395. The new facility will be a four-lane expressway between the connection to existing SR-18 and I-15 with at-grade intersections and an interchange at I-15. From I-15 to US-395, the facility will be a six-lane freeway with grade separated interchanges at Phantom East, Phantom West and either Adelanto Road and existing US-395.

The project is jointly funded by the City of Victorville and Town of Apple Valley, using Federal Demonstration and Measure 1 funds. The City of Victorville is the lead agency. Preparation of the Project Approval and Environmental Document (PA/ED) began in 2003.

Historic Route 66

One of the original federal routes, Route 66 or Will Rogers Highway was established in 1926. Its original length of approximately 2,500 miles connected the cities of Chicago, Illinois and Los Angeles, California, traversing through the states of Missouri, Kansas, Oklahoma, Texas, New Mexico and Arizona. As a major migratory path west, especially during the Dust Bowl of the 1930s, it supported the economies of the communities through which it passed. These communities later fought to keep it alive when the new interstate freeway system began dominating the country's transportation network. This route was officially decommissioned after the interstate freeways began to define this country's surface transportation and segments of this route that were not replaced by interstate freeway alignments were designated as national scenic byways and renamed 'Historic Route 66' (Hist-66).

Today, from the southern limit of the City of Victorville, Hist-66 follows the current alignment of I-15 to the freeway's interchange with Palmdale Road (SR-18) / 7th Street. North of this interchange, Hist-66 follows the alignment of 7th Street to D Street. Continuing northeast on D Street it follows the National Trails Highway alignment into the community of Oro Grande on the northwestern edge of the City.

Roadway Classifications

There are several different types of roadway classifications maintained by the City of Victorville that range from two lane, undivided collectors to super arterials with six lanes and a positive separation (raised median). The City has developed design standards and specifications for fourteen different street classifications, which are illustrated by their standard cross-sections shown in **Figure Circ-3**, and described below.

The roadways are designated by their primary function and level of mobility. The typical roadway cross-sections illustrated in **Figure Circ-3** are general standards and in certain cases, where implementation of the standard street width may not be possible due to various constraints, such as right of way, existing development, etc., these may be modified. Median, shoulder, lane widths and other features may be modified to the non-desired widths but still provide the functionality and safety designated in standard roadways. The function of the street will still remain the same to serve the City's traffic demand.

Super Arterials

Super Arterials transport large volumes of intercity, intra-city, and regional traffic at higher speeds with limited access control points. Super arterials generally connect to freeways to distribute traffic to other facilities such as major and secondary arterials, and collector facilities serving the City and other regional networks. At a minimum, super arterials have a 124-foot wide right of way consisting of six travel lanes, two parking lanes, and may have a raised median up to twelve-feet wide. On-street parking, if permitted, is restricted to distances 300 feet or greater from the signalized intersections. This classification is modified in the SCLA Specific Plan area.

Super arterials can also have the lane configuration of six travel lanes; a center left turn lane and additional No. 4 lanes to accommodate right turn lanes at intersections and for right in / right out, merge in / merge out movement for commercial driveway access. This lane configuration requires a curb to curb 116 foot width and 136 foot wide right of way. At intersections, the super arterial can have a double left, three through lanes and a right turn lane. The lane configuration requires a centerline to curb of 64 width and centerline to right of way of 74 foot width.

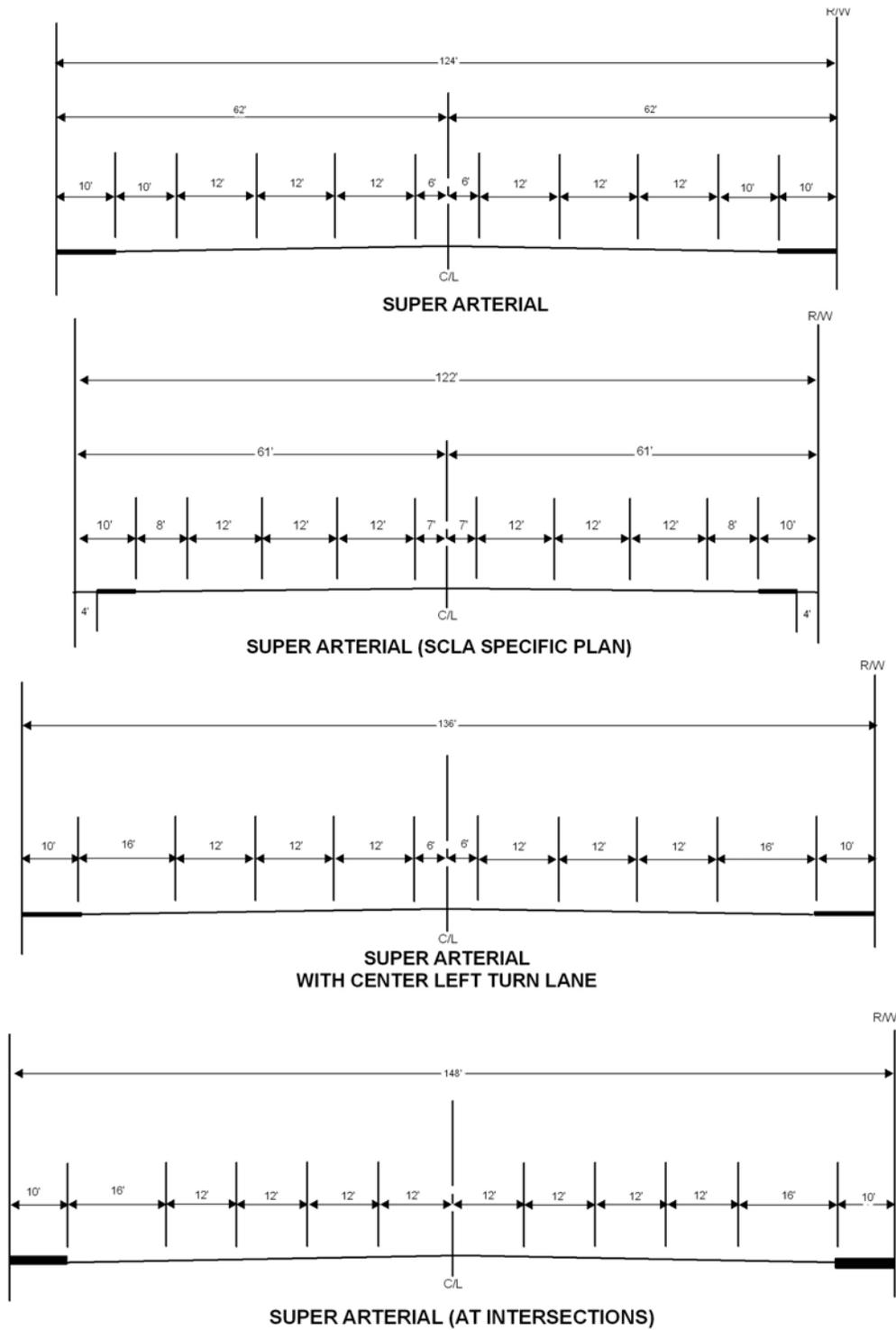


FIGURE Circ-3a: Roadway Classification Standards

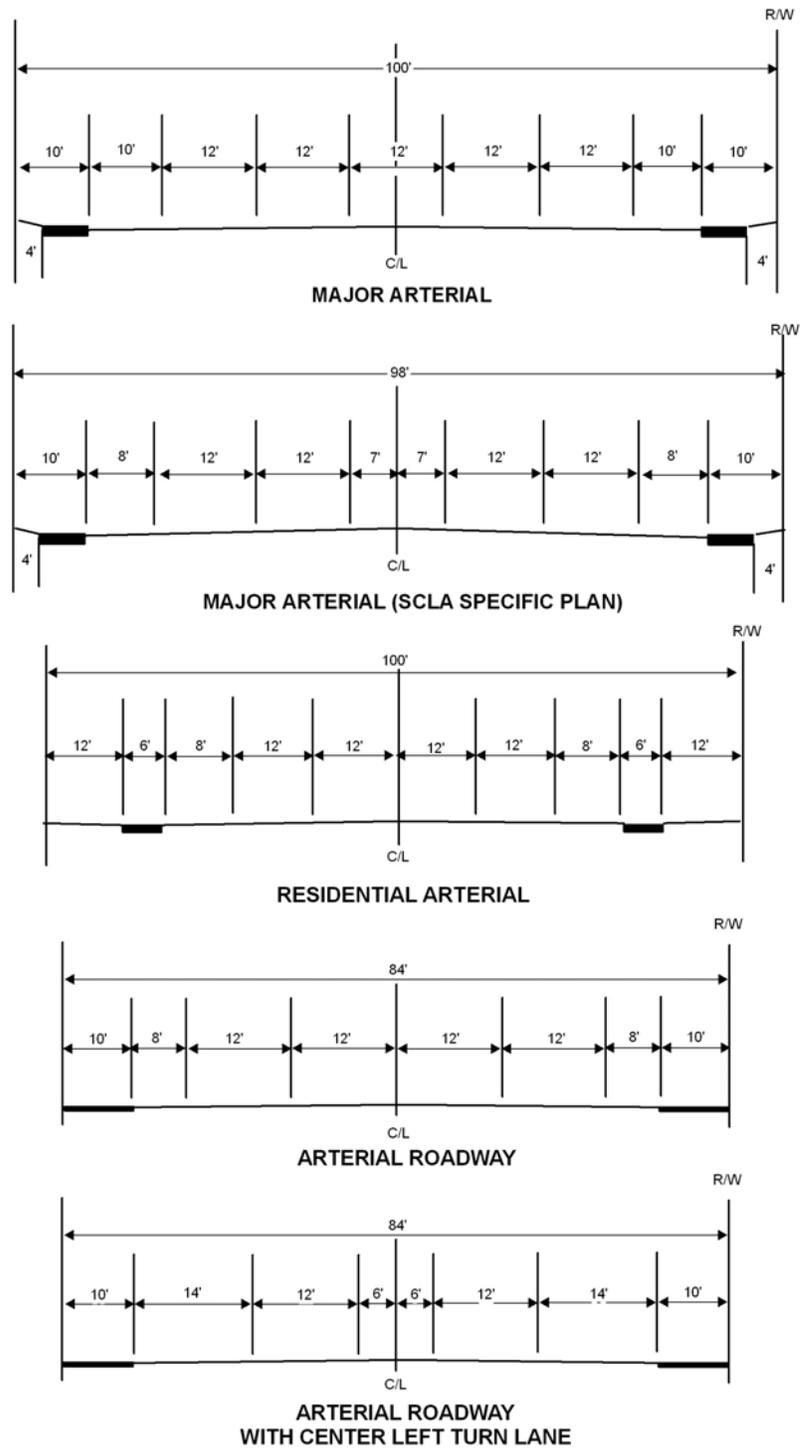


FIGURE Circ-3b: Roadway Classification Standards

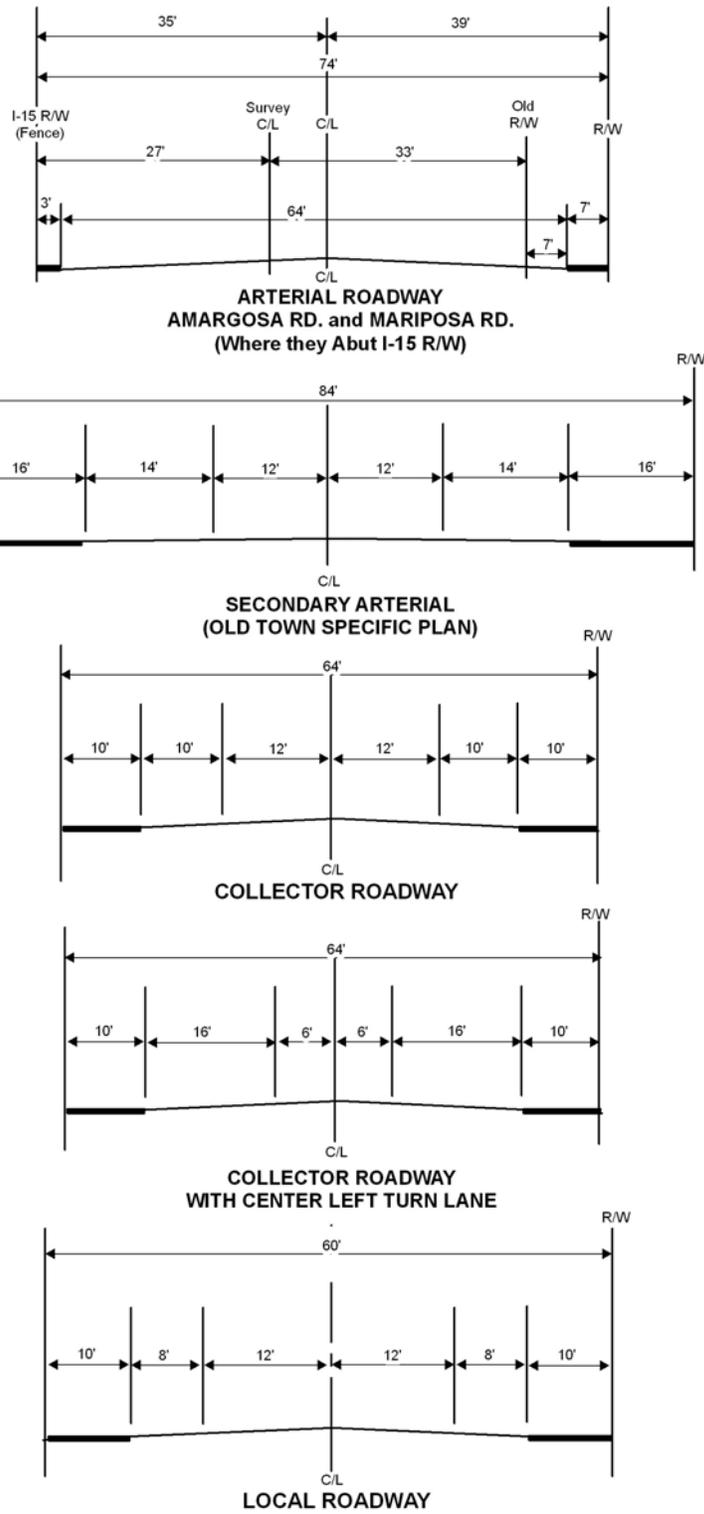


FIGURE Circ-3c: Roadway Classification Standards

Currently, this category includes Bear Valley Road east of Petaluma Road. The City's recently updated Circulation Map at build-out indicates that the full extent of Bear Valley Road, Palmdale Road, Mojave Drive, and US-395 are designated as Super Arterials.

Major Arterials

Major Arterials facilitate mobility of large volumes of intra-city traffic. These streets access freeways or super arterials and distribute traffic to secondary arterials or collector streets. Major Arterials have a 100-foot minimum right of way consisting of a minimum of four travel lanes, two parking lanes and a 12-foot wide, two-way left-turn median lane. Traffic signals are located at major intersections. Parking may be prohibited near intersections or in segments. Similar to the Super Arterials, this roadway is modified in the SCLA Specific Plan area. Existing major arterials in the Planning Area include: 7th Street, Amethyst Road, El Evado Road, Green Tree Boulevard, Hesperia Road, and La Mesa Road east of Amethyst Road

Residential Arterials

Residential Arterials transport large volumes of intra-city traffic to and from residential areas. These streets connect to major arterials, arterials, and collectors. Residential arterials have a minimum right of way of one hundred feet, four traffic lanes, and two eight-foot parking lanes. Traffic signals are located at major intersections. Parking may be prohibited near intersections or in segments. La Mesa Road west of Amethyst Road is the only designated Residential Arterial.

Arterials

Arterials serve the same function as Major Arterials, although serving relatively lower

traffic demands. The standard 84-foot right of way contains four travel lanes with a center left turn lane with parking prohibited. Alternatively, parking may be allowed without a center turn lane and may be prohibited near intersections or in segments. Left-turn and right-turn lanes are provided, as needed, at intersections. Some of the Arterials in Victorville include Amargosa Road, Eagle Ranch Parkway, Hook Boulevard, Mariposa Road, Mesa Linda Avenue, Topaz Road, Village Drive, and most of El Evado Road.

Secondary Arterials

Secondary Arterials are localized in the Old Town area, situated in the northeastern part of the City, bounded by I-15 in the west, Hesperia Road in the east, Mojave Drive/Verde Road in the south and to the north by E Street. The 84-foot R.O.W facilitates for wider sidewalks and four travel lanes. Exclusive parking and turning lanes (left and right) are not provided. 7th Street between Forrest Avenue and D Street is the only Secondary Arterial.

Collectors

Collectors are street that provide circulation within a defined geographic area and connect this area to intra-city traffic routes. Some motorists may use collectors as through routes, but the primary function of a collector is to connect local traffic to larger streets and to provide access to nearby destinations.

Collectors contain two travel lanes and two parking lanes with a 64-foot right of way. Alternatively, collectors may have two travel lanes and a center left turn lane with parking prohibited near intersections or in segments. Collector streets in the Planning Area include 1st Avenue, 9th Avenue, Cobalt Road, Cypress Avenue, Luna Road,

Pacoima Road, Reno Loop, Sycamore Street, and Tawney Ridge Lane.

Local Streets

Local Streets provide direct access to adjacent properties and transport local traffic from these properties to higher volume, higher speed facilities. In general, local streets are not intended to carry through traffic. The 60-foot right of way contains two traffic lanes and two parking lanes. Sidewalks are generally provided within a ten-foot, right of way. Most streets in residential neighborhoods are designed as Local Streets.

Modification of Design Standards in Specific Plans

The above street classification system may be modified for Specific Plans. For example, the SCLA Specific Plan specifies a slightly altered section for Super Arterials and Major Arterials. The Super Arterials in the airport area have a 122-foot wide right of way, with a continuous 14-foot wide left turn pocket and narrower parking lanes. Similarly, Major Arterials have a 98-foot right of way, continuous 14-foot wide left turn pocket and narrower parking lanes. Despite varying standards, functionality of the right of way does not deviate from the respective classification hierarchy.

Roadway Components

Super Arterial Components

Traffic Signals – Super Arterials

Locations for new traffic signals shall be at a minimum of one-half mile spacing, or at collector street classifications or above. Proposed traffic signal locations shall be justified by a traffic study and are subject to the approval of the City Engineer.

Driveway Access – Super Arterials

Residential driveway access is not allowed to a super arterial. Commercial driveway access, if allowed, should be as far away from a street intersection or other driveways as feasible. Shared driveway access with other parcels or other developments may be required. If a commercial driveway access is allowed, an additional number 4, merge in / merge out, lane is required. New driveway access shall allow right in / right out access only. Left turns in and out shall be prohibited. The design of the access control, whether raised median or other controls, is subject to the approval of the City Engineer.

Street Connections – Super Arterials

New street connections to super arterials, including Bear Valley Road, Mojave Drive, Palmdale Road and US-395 will be restricted. Only streets classified as collector or higher may connect to a super arterial. No new local street connections shall be allowed.

Major Arterial, Arterial and Collector Street Components

Traffic Signals – Major Arterial, Arterial and Collector Street

Proposed traffic signals locations shall be justified by a traffic study and are subject to the approval of the City Engineer.

Driveway Access – Major Arterial, Arterial and Collector Street

Residential driveway access is not allowed to new segments or for new subdivisions fronting on existing segments. For infill single family homes on existing segments, forward egress for residential driveways is required by either a standard circular or hammerhead driveway. Commercial driveway access should be as far away from a street intersection or other driveways as feasible,

or connect to a street of lower classification. Shared driveway access with other parcels or other developments may be required. To accommodate commercial driveway access, an additional merge in / merge out may be required. New driveway access may be restricted to right in / right out access only, or left turns out may be prohibited. The design of the access control, whether raised median or other controls, is subject to the approval of the City Engineer. Full access driveways, if allowed, should line up with driveways on the other side of the street.

Intersections

At intersections, more turn lanes may be required to accommodate acceptable levels of service for future traffic. The City may require augmentation at existing intersections that necessitates requirements including dedication of additional right of way, relocation of existing facilities, road widening, medians, restriping, signage changes and traffic signal modifications. The City may also require augmentation of new intersections that necessitates requirements above the minimum standards including dedication of additional right of way, relocation of existing facilities, road widening, medians, striping, signage changes and traffic signal construction.

The additional turn lanes may be master planned by the City or justified by a traffic study subject to the approval of the City Engineer.

Segments

Standard roadway classification widths and cross sections can be modified as discussed below to accommodate additional merge in / merge out lanes for driveway access. School site or commercial site access may also necessitate additional center turn lanes or parking lanes and thus additional right of way dedication, relocation of exist-

ing facilities, road improvements, medians, striping, signage,

Alignments

The alignment of roads on the Circulation Map is not depicted as precise alignments. Most of the arterial and collector alignments in the City have been laid out along section lines or half section lines. Usually, the centerline of the right of way is located on or between property lines. Usually, arterial and collector roads are straight. However, several constraints can dictate arterial and collector road alignments that may shift the alignments, introduce reversing curves or result in slight skews at intersections. The constraints can include, crossing SCE or LADWP power line easements, meeting clearance requirements for SCE or LADWP transmission towers or transmission lines, crossing or running parallel to major washes, crossing the aqueduct, avoiding the relocation of major utilities or avoiding impacts to existing development.

Public Transportation

Public transportation (bus and train) provides an alternative means of travel to the automobile and offers additional mobility choices, while making more efficient use of available roadway capacity. Transit service in the Victor Valley area has expanded from providing approximately 4,480,200 passenger miles in 1998 to approximately 11,055,700 passenger miles in 2003, with the number of average weekday transit trips rising from about 2,579 daily trips in 1998 to roughly 3,766 average weekday transit trips in 2003. This growth in transit services correlates to associated growth in Victorville and surrounding areas.

Bus Service

Bus service in the City of Victorville is provided by the Victor Valley Transit Authority (VVTA), a joint powers agency serving Vic-

torville and adjacent areas. The VVTA service area is comprised of the cities of Adelanto, Hesperia, and Victorville, the Town of Apple Valley, and San Bernardino County. Within the joint powers area, the VVTA currently operates 13 fixed-routes with various transfer points to adjoining routes, with additional subscriber services for certified riders. There are ten fixed-routes providing service within or through Victorville. Transit service currently is offered from 6:00 AM to 9:00 PM, Monday through Friday, and from 7:00 AM to 8:00 PM on Saturdays, with no service on Sundays and national holidays.

VVTA buses are equipped with bicycle racks that facilitate intermodal bicycle-transit trips. These racks can accommodate two bicycles at a time. For physically challenged patrons, Direct Access Transit is available by reservation only. Direct Access Transit is available the same dates and times as general transit service and observes the same holidays.

Regional commuter bus service from the City of Victorville was initiated in July 2002 but discontinued in July 2005. The commuter service was a three-year demonstration project funded with a Congestion Mitigation Air Quality (CMAQ) grant from the Federal Transit Administration (FTA), which at the end of the three-year period would be funded by the VVTA. The VVTA does not provide commuter service beyond the Victor Valley region; however, Amtrak Motor Coach service provides two daily round trips to Bakersfield.

Passenger Rail

Passenger rail service to the City is provided by Amtrak. **Figure Circ-4** illustrates passenger rail routes serving the City of Victorville. Amtrak's Southwest Chief Liner connecting Chicago, Illinois with Los Angeles, California, via Arizona, New Mexico, Colorado, Kansas and Missouri, offers daily service from the City of Victorville to Los

Angeles. This train offers a morning and an evening commute to and from Los Angeles. Westbound, travelers can connect to the Coast Starlight in Los Angeles and the Pacific Surfliner in Fullerton.

While currently in the environmental review phase, the Desert Xpress passenger train is proposed to the north of Victorville, within the sphere of influence. As proposed, travelers who are headed to Las Vegas can stop, park, and board the train. This train will travel at speeds up to 125 mph and will reach Las Vegas in approximately 90 minutes. The entire area, often referred to as the "Northern Triangle", has been designated as Specific Plan to further plan the appropriate mix of uses which will capitalize on development around the station.

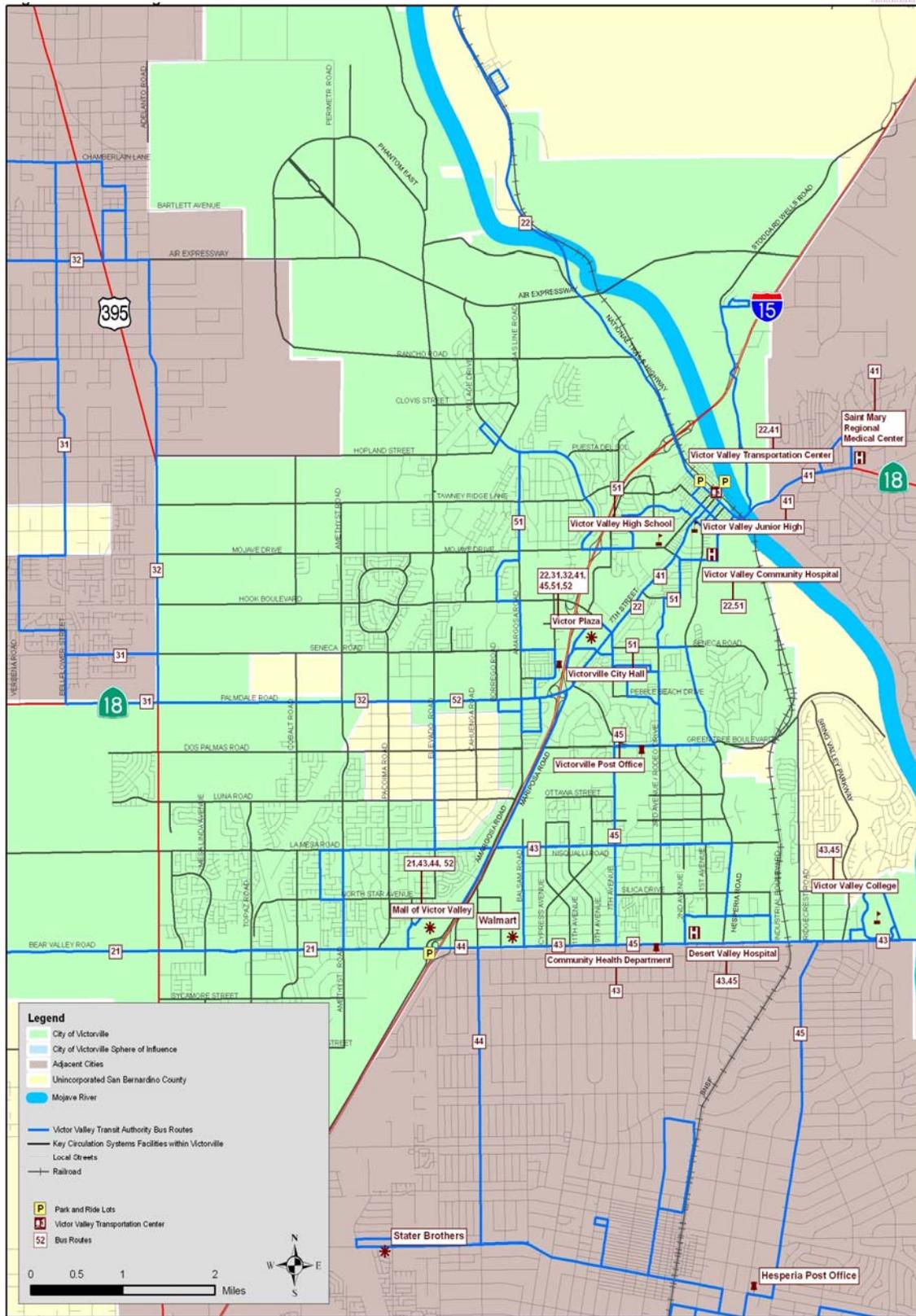


FIGURE Circ-4: Existing Public Transit Facilities

Victor Valley Transportation Center

Located on the north side of D Street, between 2nd Street and 6th Street, in the northeastern section of the City, the Victor Valley Transportation Center offers travelers multi-modal services and facilities. The transportation center is fully accessible to persons using wheelchairs, and is a transfer point for Amtrak national rail service and local bus. It contains 145 automobile parking spaces in a lighted, fenced parking lot and bicycle lockers. Since the station is not staffed by Amtrak, tickets, baggage, or package express shipments are not handled at this location. The nearest stations offering these services are in Los Angeles or Bakersfield.

Park-and-Ride Lots

Public transportation within the City of Victorville is supported by the convenience of park-and-ride lots. As shown in **Figure Circ-4**, the City has two existing park-and-ride lots, and one proposed in 2006. The existing lots are located at the following locations:

- Victor Valley Transportation, off D Street – 145 parking spaces
- Southwest corner of Amargosa Road and Bear Valley Road – 70 parking spaces, with space to expand to 203).

A new park-and-ride lot is planned at the northeast corner of Bear Valley Road and Fish Hatchery Road, adjacent to the Victor Valley College with 412 spaces.

Freight and Goods Movement

Freight Train Service

Southern California's major inter-modal cargo loading facilities are located in ports of Long Beach and Los Angeles. In the future, with the expansion of the SCLA, the

City will function as a major hub for inter-modal cargo transfer and distribution. As shown in **Figure Circ-5**, the City is served by a major freight rail corridor. The Burlington Northern Santa Fe Company ("BNSF") operates freight rail services through the City of Victorville, with a double main line and lead tracks for industrial uses. The services offered include transporting containers, trailers, and chemical/oil tankers. Union Pacific Railroad also operates on the double main line and Victorville is within its service area.

Southern California's major inter-modal cargo loading facilities are located in the ports of Long Beach and Los Angeles. In the future, with the expansion of the SCLA, the City will function as a major hub for cargo transfer and distribution. Potentially encompassing 1,600 acres and creating 1,500 permanent jobs, the City has begun construction of the first phase of rail lines leading to a new inter-modal/multi-modal rail yard. This facility will allow transfer of freight from rail-to-truck and rail-to-rail and include storage areas for automobiles and storage containers.

The City's Foxborough Industrial Park currently offers freight rail accessed parcels. Companies such as Goodyear, Mars M&M, Nutro and ConAgra utilize rail spurs in their day-to-day operations. This service will also be offered in the industrial area at the north end of the SCLA.

Truck Routes

Various size trucks and other types of vehicles are the primary mode of transporting goods from storage and distribution centers in and out of the Victor Valley, to their user destinations throughout the Planning Area. In concert with Noise Element policies, truck routes are restricted to arterials that minimize disturbance to noise sensitive land uses, such as residences, hospitals,

churches, schools, etc., with the exception of existing truck routes adjacent to existing developed areas such as along Hesperia Road, Green Tree Boulevard, Amargosa Road and Nisqualli Road. Chapter 12.36 of the Victorville Municipal Code establishes truck route regulations for commercial vehicles exceeding a maximum gross weight limit of 12,000 pounds. With the exception of making pickups or deliveries of goods, wares and merchandise from or to any building or structure located on non-truck routes, or for building construction or repair in these locations, trucks exceeding the specified weight limit are mandated to drive on City arterials that are clearly marked as a 'Truck Traffic Route'. All designated truck routes have access to the regional free-ways within the Victor Valley area.

As **Figure Circ-5** indicates, the following streets are designated as truck routes within the City of Victorville:

- Air Expressway
- National Trails Highway / D Street
- Hesperia Road from Bear Valley Road to D Street
- Green Tree Boulevard from 7th Street to Hesperia Road
- Mariposa Road from Bear Valley Road to Green Tree Boulevard
- Bear Valley Road within the City limits
- Amargosa Road from Bear Valley Road to Dos Palmas Road.
- Nisqualli Road from Hesperia Road to I-15.

Bicycle and Pedestrian Facilities

In 2001, SANBAG updated the *San Bernardino County Non-Motorized Transportation Plan*. It is intended to coordinate and guide San Bernardino County and local jurisdictions in taking measurable steps to promote

and facilitate the use of non-motorized modes for recreational travel and for commuting and other purposes. The Plan includes regional and intra-jurisdictional bicycle connections and pedestrian facilities. To develop a successful and widely used bicycle route network, the *San Bernardino County Non-Motorized Transportation Plan* identifies the following four key issues to be addressed: safety, access, quality of life and effective implementation. A main goal of this Plan is to upgrade existing facilities, implement new facilities and develop a countywide non-motorized network.

A majority of the non-motorized facilities include both shared-use and exclusive bicycle use facilities. Shared-use facilities, include shared paths for pedestrians and bicycles, and shared right of ways with bicycles and automobiles. Non-motorized facilities, specifically bike routes or shared-paths are defined in Section 890.4 of the California Streets and Highway Code. The design standards for such facilities are described in the Caltrans Design Manual and are consistent the criteria documented in the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for the Development of Bicycle Facilities.

The City's bikeway network consists of three types of facilities, as follows:

- Class I bikeways, such as 'bike paths', provide a completely separated right of way designated for exclusive use of bicycles and pedestrians with minimum cross flows by motorists. These are shared use paths that may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.
- Class II bikeways, such as 'bike lanes', provide a restricted right of

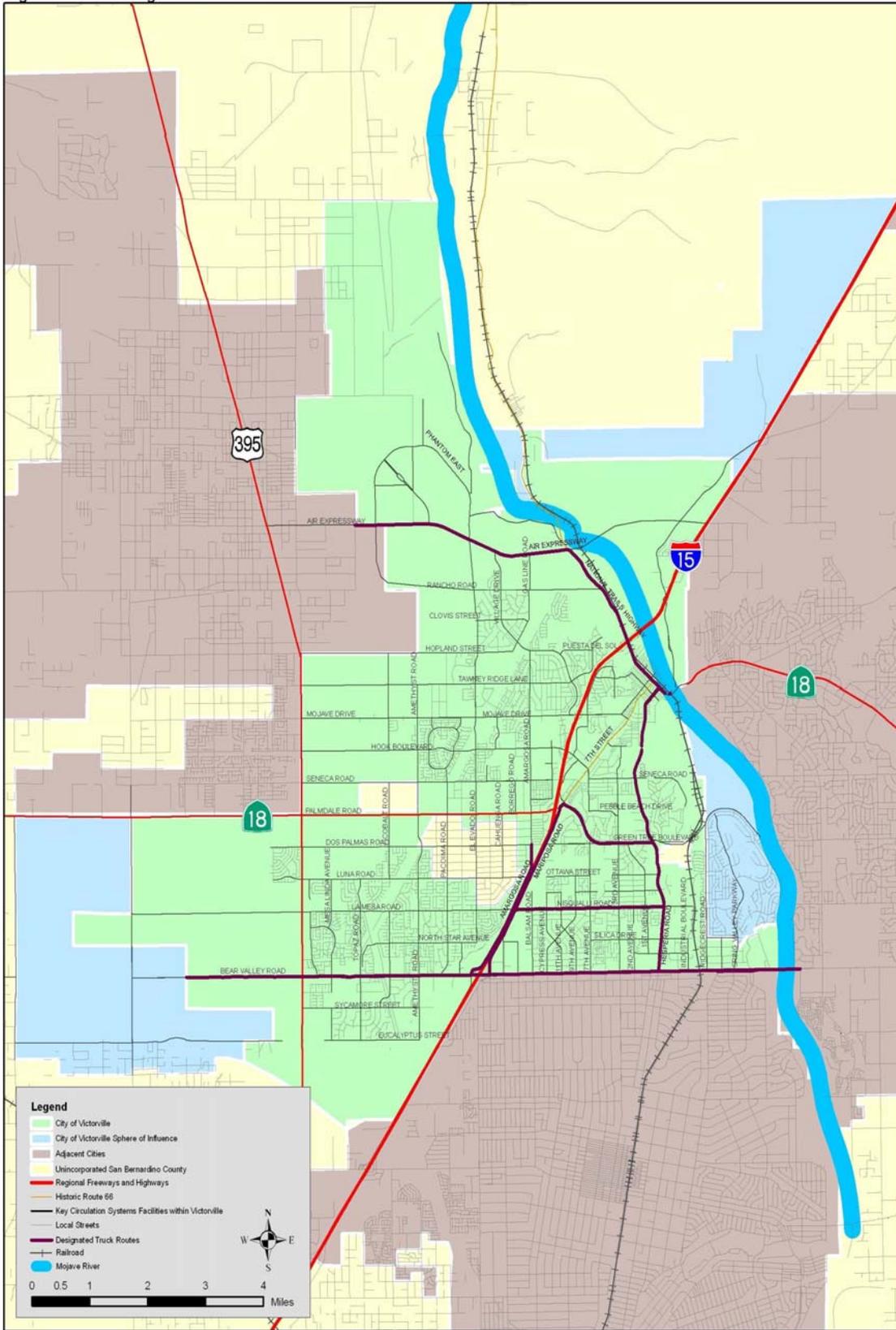


FIGURE Circ-5: Freight Rail and Truck Routes

way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with permitted vehicle parking and cross flows by pedestrians and motorists. This is a portion of roadway that has been designated by striping, signing, pavement delineation, and pavement markings for preferential or exclusive use of bicyclists.

- Class III bikeways, such as on-street or off-street 'bike routes,' provide a right of way designated by signs or permanent markings and shared with pedestrians or motorists. Under the Caltrans Design Standards, Class III bikeways are designated by signage as a preferred route for bicycle use and routes.

Congestion Management Program

The need to maintain a comprehensive and functional regional circulation system throughout the Victor Valley and San Bernardino County was one of the main objectives in the creation of the San Bernardino Associated Governments (SANBAG). SANBAG is the council of governments and acts as the transportation planning agency for San Bernardino County. There are currently 25 member jurisdictions that, through appointed representatives, are responsible for the cooperative regional planning of local and regional roadway improvements, train and bus transportation, deployment of intelligent transportation systems and long term planning studies. As designated by statute, SANBAG serves in the capacity of County Transportation Commission, which is responsible for allocating and programming state and federal funds for regional transportation projects throughout the County.

SANBAG also serves as the County Transportation Authority and is responsible for administering Measure I, the half-cent transportation sales tax originally approved by voters in 1989 and extended for an additional 30 years in November 2004. SANBAG also has been designated as the Service Authority for Freeway Emergencies and as the Congestion Management Agency responsible for establishing, maintaining, and enforcing San Bernardino County's Congestion Management Program (CMP). San Bernardino County's CMP was created in June 1990 as a provision of Proposition 111. Under this proposition, urbanized areas with populations of more than 50,000 were required to undertake a congestion management program that was adopted by a designated Congestion Management Agency (CMA). As stated earlier, SANBAG was designated as the CMA by the County Board of Supervisors.

The CMP's level of service (LOS) standard requires all CMP segments to operate at LOS E or better, with the exception of those facilities identified in the list below. The following Victor Valley roadway segments have been designated LOS F in the 2001 CMP, updated in December of 2001:

- Bear Valley Road, between Amargosa Road and Mariposa Road
- Bear Valley Road, between Hesperia Road and Peach Avenue
- SR-18, between I-15 (North) and Stoddard Wells Road

The procedures in the 2000 Highway Capacity Manual (HCM) were adopted as the LOS procedures to be utilized in analyzing CMP facilities. Through the use of traffic impact analysis (TIA) reports and Comprehensive Transportation Plan (CTP) model forecasts, the CMP evaluates proposed land use decisions to ensure adequate transportation network improvements are

developed to accommodate future growth in population. If a CMP facility is found to fall below the level of service standard, either under existing or future conditions, a deficiency plan must be prepared, adopted, and implemented by local jurisdictions that contribute to such situations.

Deficient Intersections

Deficient intersections are those with an Intersection Capacity Utilization (ICU) value greater than 0.95 or Highway Capacity Manual (HCM) delay LOS worse than D (i.e., E or F). Intersections under this category would require mitigations to improve the LOS to satisfactory levels, that is to an ICU less than 0.95 or an HCM delay LOS of D or better. Specific critical movements that are LOS F require mitigation to satisfactory levels. For existing deficiencies, a determination can be made to mitigate for future impacts to avoid degrading the LOS of the intersection.

Near-Deficient Intersections

Near-deficient intersections are those with an ICU value greater than 0.90 but less than 0.95 and HCM delay LOS equal to or better than D. Intersections under this category are technically operating satisfactorily, under the given conditions, but could become deficient if traffic volumes increase slightly or if the growth in traffic volumes or land use projections become higher than those assumed in the model.

Satisfactory Intersections

All intersections that operate at ICU less than 0.90 but less than 0.95 and HCM delay LOS D or better are considered to be operating satisfactorily.

Wet and Dry Utilities

Water, sewer and storm drainage infrastructure (wet utilities) and electricity, natural gas, and telecommunications infrastructure (dry utilities) are also essential components of the circulation system. Such infrastructure is typically installed in conjunction with development to serve that development or be reasonably related to it. Utility systems usually follow the street system and are installed within the public right of way. Planning and maintenance of wet utilities is the City's responsibility. Private and quasi-public entities own and manage the dry utilities systems. An exception is that the City of Victorville Utility Department provides service for dry utilities (exclusive of telephone service) in the SCLA and Foxborough industrial area.

Through its annual Capital Improvement Program (CIP), the City identifies anticipated major infrastructure needs for the next five years, including street improvements, traffic signals, sewer improvements, water system improvements and storm drains. Planning and programming of water system improvements are handled by County Service Area 64. CIP projects include those for which funding is anticipated, from Federal, State and local sources. Since priorities and funding levels are subject to change, the CIP is subject to annual review and revisions. The CIP is designed to:

1. Provide a centralized and comprehensive mechanism for forecasting and defining capital improvement needs;
2. Assign priorities among capital projects;
3. Budget projects in accordance with City priorities;

4. Develop a projected revenue program for financing;
5. Schedule projects on a fixed-time basis and provide for appropriate implementation;
6. Coordinate activities of various City departments and outside entities in meeting schedule objectives
7. Monitor and evaluate the progress of capital improvements; and
8. Inform the public and private developers of projected capital improvements needs and implementation projects

While the CIP can save the City money by facilitating purchase of land and materials in advance of actual need, careful consideration is necessary when programming projects to ensure that physical improvements do not outpace need. The City's policy has and continues to be that infrastructure should be installed only when necessary and only to the extent warranted to avoid excessive maintenance costs.

CIRCULATION PLAN

To support future travel demand and land use growth, the following circulation plan changes are recommended for the 2035 build-out year. The 2035 circulation plan modifications are based on future average daily traffic (ADT) volumes generated by the validated City of Victorville travel demand model. The City of Victorville travel demand model is sub-regional model of the SANBAG regional model that provides more detail and accuracy for the City of Victorville and the adjacent areas of the Victor Valley. The City of Victorville travel demand model takes into account planned land uses changes, roadway and transportation improvements and modifications, infrastructure changes, modal usage, demographic forecasts, and regional growth.

Recommendations, to the 2035 circulation network have been developed based on an evaluation of roadway capacities by facility classifications compared to future ADT volumes forecasted from the model. The recommendations to the circulation network and plan are discussed below.

Changes to the Roadway Network

The following roadway changes, consisting of new extensions and/or realignments, are planned for implementation prior to the 2035 build-out year.

- The extension of Topaz Road from Sycamore Street to Bear Valley Road
- The extension of La Mesa Road west of Cantina Drive
- The extension of Dos Palmas Road from Mesa Linda Avenue to US-395
- The extension of Pacoima Road from Maricopa Road to Seneca Road
- The extension of Seneca Road from Amethyst Road to US-395
- The extension of Hook Boulevard from Diamond Road to US-395
- The extension of Cobalt Road from Mojave Drive to Hopland Street
- The extension/realignment of Tawney Ridge Lane from Ferndale Road to US-395
- The extension of Hopland Street from Cobalt Road to US-395
- The extension of El Evado Road from Haver Hill Street to Air Expressway Boulevard
- The extension of Rancho Road from Amargosa Road to National Trails Highway
- The extension/realignment of Rancho Road from El Evado Road to Air Expressway Boulevard
- The extension of Air Expressway Boulevard from National Trails Highway to the I-15 Freeway

- The extension of Green Tree Boulevard from Hesperia Road to Yates Road
- The extension of Seneca Road east of Hesperia Road
- The extension of Silica Drive from 3rd Avenue to west of Highgate Avenue
- The extension of 3rd Avenue from south of Mayapan Lane to Bear Valley Road
- The realignment of Spring Valley Parkway from Huerta Street to Bear Valley Road
- The extension of Ottawa Street from Arrowhead Drive to Ottawa Plane

Revised Roadway Classifications

The roadway classification standards used for the 2035 circulation system are shown in **TABLE Circ-1** below. This table shows that, in the SCLA Specific Plan area, super arterials and major arterials have a decreased ADT capacity, when compared to other areas of the City. In addition, certain roads, including Amargosa Road, Mariposa Road, and all roads in the Old Town Specific Plan, are limited by their built-out environments and have a set ADT capacity.

TABLE Circ-1: 2035 Roadway Classifications

Facility Type	Number of Lanes	Two-Way Turn Lane	Positive Median (Divided)	Parking	Total Minimum Width (Feet)	ADT Capacity
Super Arterial	6	N	Y	Y/N	124	56,000
Super Arterial (SCLA Specific Plan)	6	N	N	Y/N	122	56,000
Major Arterial	4	Y	Y	Y	100	37,500
Major Arterial (SCLA Specific Plan)	4	N	N	Y	98	37,500
Arterial	4	Y/N	N	Y/N	84	30,000
Amargosa Road & Mariposa Road ¹	4	N	N	N	74	30,000
Secondary Arterial (Old Town Specific Plan)	4	N	N	N	84	26,000
Residential Arterial	4	N	N	Y	100	20,000
Collector	2	Y/N	N	Y/N	64	14,500
Local	2	N	N	Y	60	10,000

¹Certain segments only.

The following roadway classification changes are recommended for the 2035 circulation system.

Super Arterials

- Bear Valley Road from west of the I-15 Freeway to west of US-395
- Amethyst Road from Bear Valley Road to Palmdale Road
- Palmdale Road from the I-15 Freeway to Bellflower Street
- La Mesa Road from El Rio Road to Balsam Road
- El Evado Road from Palmdale Road to Mojave Drive
- Mojave Drive from Village Drive to La Paz Drive
- Roy Rogers Drive from Amargosa Road to Civic Drive
- Green Tree Boulevard from Hesperia Road to Yates Road (planned extension)

Super Arterials (SCLA Specific Plan)

- Phantom East from Air Expressway Boulevard to Perimeter Road

Major Arterials

- La Mesa Road from Amethyst Road to El Rio Road
- El Evado Road from La Mesa Road to Palmdale Road
- Amargosa Road from north of Luna Road to Dos Palmas Road
- Mojave Drive from Amargosa Road to Ashley Glen Drive
- Roy Rogers Drive from Civic Drive to La Paz Drive
- La Paz Drive from La Paz Drive to Valley Center Drive
- El Evado Road from Mojave Drive to Air Expressway Boulevard
- Air Expressway Boulevard from El Evado Road to National Trails Highway

- Nisqualli Road from Balsam Road to 11th Avenue

Major Arterials (SCLA Specific Plan)

- Phantom West from Perimeter Road to Air Expressway Boulevard
- Air Expressway Boulevard from west of Phantom West to El Evado Road

Arterials

- Topaz Road from Bear Valley Road to San Miguel Street
- Seneca Drive from Amargosa Road to US-395
- Hook Boulevard from Amethyst Road to US-395
- Hopland Street from west of Amethyst Road to US-395
- Rancho Road from El Evado Road to Air Expressway Boulevard (planned extension/realignment)
- Ridgecrest Road from Chinquapin Drive to Yates Road
- Yates Road from Ridgecrest Road to Fortuna Lane
- Spring Valley Parkway from Bear Valley Road to Pahute Road
- Silica Road from Hesperia Road to 1st Avenue
- Nisqualli Road from east of Hesperia Road to 11th Street
- 7th Avenue from Bear Valley Road to Nisqualli Road
- Arrowhead Drive from Nisqualli Road to Yates Road
- Ottawa Street from Arrowhead Drive to 11th Street
- Balsam Road from Nisqualli Road to north of Nisqualli Road

Secondary Arterials (Old Town Specific Plan)

All roadways in the Old Town Specific Plan area should be classified as a secondary arterial or smaller, with a maximum ADT of

26,000. This is due to the existing built-out environment, which prevents future expansion. Including the following:

- D Street from the I-15 Freeway to 11th Street
- Hesperia Road from Verde Street to B Street

Amargosa Road and Mariposa Road

Amargosa Road, from north of Bear Valley Road to Luna Road, and Mariposa Road, from north of Bear Valley Road to Yates Road, will have a maximum ADT of 26,000. This is due to the existing built-out environment, which prevents future expansion.

Residential Arterial

- La Mesa Road from Cantina Drive to west of US-395

Collectors

- Topaz Road from La Mesa Road to Luna Road
- Cobalt Road from Hook Boulevard to Mojave Drive
- Pacoima Road from Maricopa Road to Seneca Road
- Luna Road from Cantina Drive to US -395
- Dos Palmas Road from west of Cobalt Road to US-395 (planned extension)
- Tawney Ridge Lane from west of Amargosa Road to US-395 (planned extension/realignment)
- Rancho Road from El Evado Road to National Trails Highway
- 5th Street from Yucca Avenue to D Street
- 11th Avenue from Bear Valley Road to Nisqualli Road
- Cypress Avenue from 9th Avenue to Nisqualli Road

- Yates Road from the I-15 Freeway to Arrowhead Drive
- Jasmine Street from Industrial Boulevard to Hesperia Road
- 2nd Avenue from Bear Valley Road to Jasmine Street
- 3rd Avenue from Bear Valley Road to south of Mayapan Lane
- Hughes Road from La Paz Drive to Hesperia Road

Local Streets

- Puesta Del Sol Drive from Village Drive to Tawney Ridge Lane
- West Trail from Mojave Drive to Reno Loop Road
- East Trail from Mojave Drive to Reno Loop Road
- Reno Loop Road
- South Trail from Reno Loop Road to Seneca Road

The recommended circulation network and plan changes are illustrated in **Figure Circ-6**. **Figure Circ-6** represents the changes and modifications planned to the City of Victorville's circulation network and the recommended roadway classifications based on the expected 2035, build out travel demands.



2035 Roadway Classification

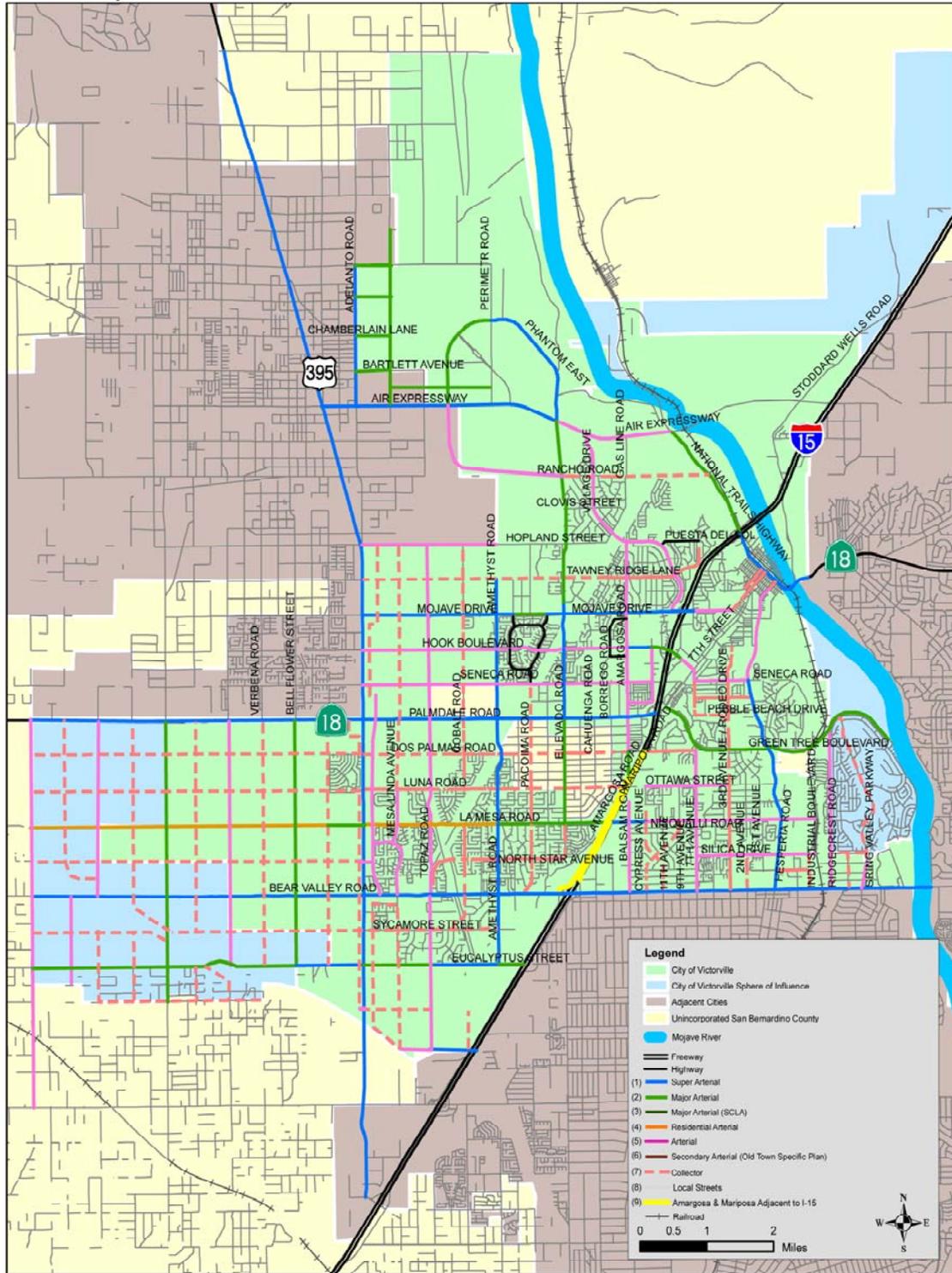


FIGURE Circ-6: 2035 Vehicular Circulation System

City of Victorville General Plan Circulation Map

- Legend**
- City Sphere
 - High Desert Corridor
 - Bridge
 - BNSF Railroad
 - City Rail
 - City Boundary
 - Collector
 - Arterial
 - Major Arterial
 - Major Arterial (SCLA Specific Plan)
 - Residential Arterial
 - Super Arterial
 - Super Arterial Modified (SAZ)
 - Super Arterial (SCLA Specific Plan)
 - Eight Lanes Divided (8D)
 - Freeway

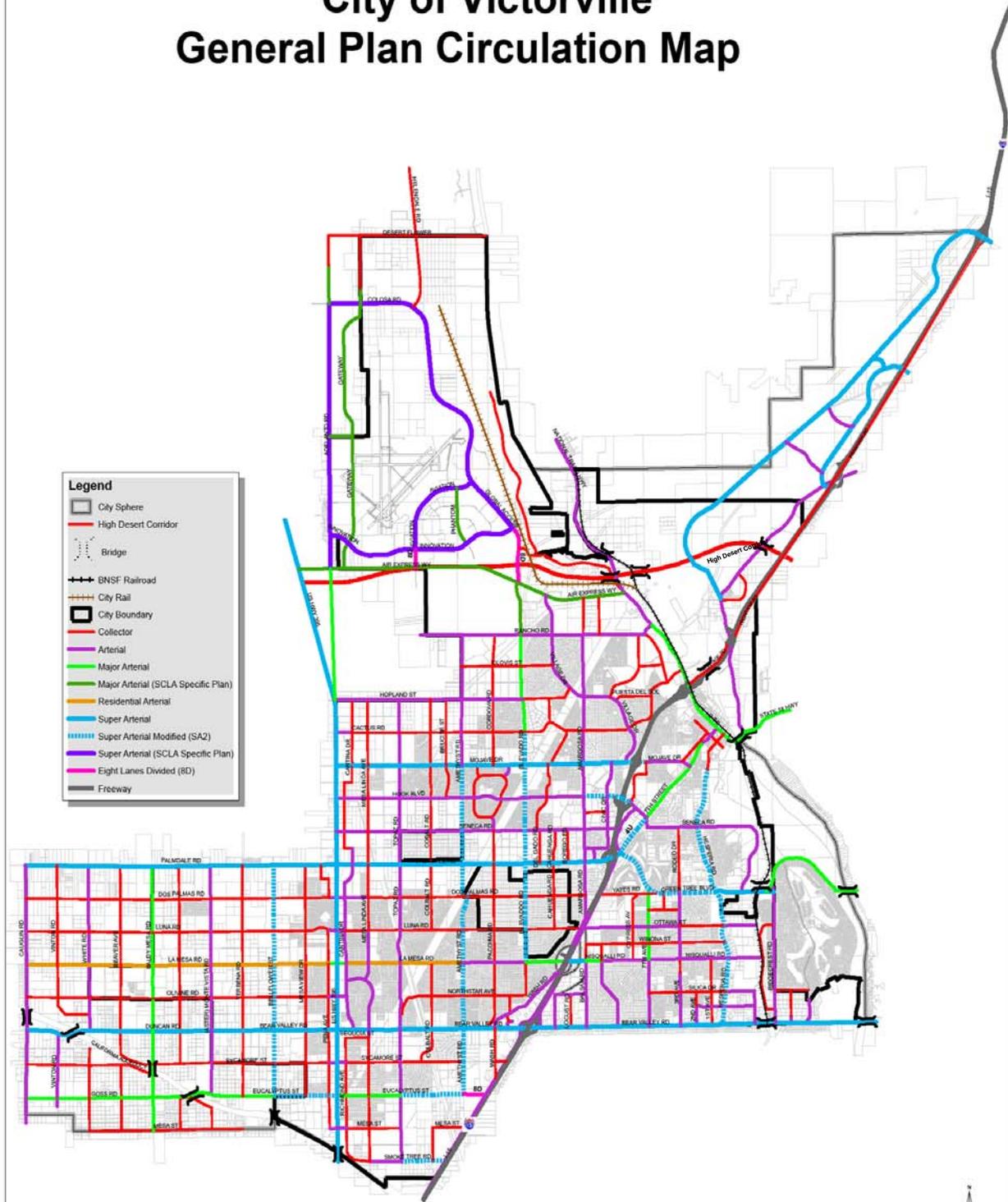


Figure Circ - 7 Circulation Map

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION

The following goals, objectives, policies and implementation measures are intended to achieve the Vision of this Circulation Element and to guide the City's efforts to continue to build and maintain an efficient transportation and circulation infrastructure to support the community development policies set forth in the Land Use Element.

GOAL #1: GOOD MOBILITY - PROVIDE A SAFE, EFFICIENT TRANSPORTATION SYSTEM THAT ENHANCES MOBILITY FOR LOCAL RESIDENTS AND BUSINESSES, AND FACILITATES REGIONAL TRAVEL FOR AUTOMOBILES AND TRUCKS.

Objective 1.1: Provide sufficient traffic carrying capacity at intersections throughout the roadway network, to achieve level of service performance standards.

Policy 1.1.1: *Maintain LOS "D" or better at intersections (as defined in the most current version of the Highway Capacity Manual), except in certain high activity areas designated by the Planning Commission, where a LOS E is acceptable.*

Implementation Measure 1.1.1.1: Assess traffic impacts of significant new development and redevelopment projects to determine whether the projects would cause affected intersections to operate at deficient levels of service or would substantially worsen the LOS at already deficient LOS. A threshold for determination of what classes of projects trigger a traffic impact analysis or traffic study shall be established by the City Engineer.

Policy 1.1.2: *If a development project would worsen an intersection peak hour LOS to E or worse, it is considered a significant impact that must be mitigated. If a development project would worsen an already deficient intersection by two percent or more, it is considered a significant impact that must be mitigated.*

Policy 1.1.3: *Require new development and redevelopment projects to bear responsibility for traffic system improvements necessary to mitigate the project's significant impacts at affected intersections, concurrently with construction of such projects.*

Implementation Measure 1.1.3.1: Typically, developers will construct necessary traffic system improvements. Alternately, in lieu of developer-provided improvements, the City will impose exactions, dedications and/or fees on new development and redevelopment projects to fund improvements that mitigate significant safety and/or congestion impacts on the roadway network. These shall be based on a clear and proportional nexus between the level of project impact and the estimated cost of providing the improvements required to mitigate the impact.

Policy 1.1.4: *Complete deficiency plans to mitigate near-deficient and deficient intersections to an acceptable level of service or to prevent degrading to a worse level of service.*

Implementation Measure 1.1.4.1: Incorporate deficiency plan projects into the five-year Capital Improvement Program or into longer range plans.

Objective 1.2: Achieve and maintain mobility goals set forth in county-wide CMP, on local CMP segments.

Policy 1.2.1: *Support and cooperate with all aspects of the countywide CMP for maintaining levels of service for CMP segments located in the Planning Area.*

Implementation Measure 1.2.1.1: The City will be responsible for requiring, reviewing and approving traffic impact analyses and traffic studies for all applicable private and public projects, in accordance with CMP standards for these studies.

Implementation Measure 1.2.1.2: Incorporate deficiency plan projects into the five-year Capital Improvement Program or into longer range plans.

Objective 1.3: Complete the planned highway improvements.

Policy 1.3.1: *Participate with Caltrans and SANBAG on the environmental documents for the realignment of Highway 395 through the Planning Area.*

Policy 1.3.2: *Complete the project approval and environmental document for the High Desert Corridor Project.*

Policy 1.3.3: *Prioritize General Plan improvements for new interchanges, interchange modifications, new road constructions and road widenings.*

Implementation Measure 1.3.3.1: Incorporate deficiency plan projects into the five-year Capital Improvement Program or into longer range plans.

Objective 1.4: Maintain smooth traffic flow, reduce and minimize traffic conflicts

Policy 1.4.1: *Restrict residential driveway access to arterial roadways to locations where a finding can be made that such access will not result in a significant safety problem, will not conflict with traffic movements and will not result in a congestion impact.*

Policy 1.4.2: *Minimize through traffic in residential neighborhoods through a variety of land use controls, traffic control devices, signs, traffic calming techniques, etc.*

Policy 1.4.3: *Support and participate in regional efforts to improve/expand freight movement via trucks and train services, without increasing conflicts with passenger car traffic and without increasing congestion on the highway and arterial roadway networks.*

Policy 1.4.4: *Continue to enforce truck route restrictions throughout the Planning Area.*

Objective 1.5: Ensure adequate planning and programming of roadway improvements.

Policy 1.5.1: *Review and prioritize Transportation Systems Management (TSM) measures and incorporate into Capital Improvement Programming (CIP) as appropriate.*

Implementation Measure 1.5.1: Each year, as part of the CIP effort, select a specific set of TSM measures to complete in the next fiscal year, to optimize the efficiency

of the local roadway network. TSM measures include, but are not limited to:

1. Intersection widening
2. Installation of traffic control devices – signals and stop signs
3. Signal timing optimization
4. Signal synchronization
5. Channelization
6. Exclusive turn lanes
7. Continuous, two-way left turn lanes
8. Turn prohibitions
9. Parking prohibitions
10. One way streets
11. Intelligent Transportation System technologies
12. Traffic surveillance and incident control

GOAL #2: EFFICIENT MULTI-MODAL TRANSPORTATION NETWORK - MEET DIVERSE TRANSPORTATION NEEDS OF EXISTING AND FUTURE RESIDENTS AND BUSINESSES IN THE PLANNING AREA THROUGH CONVENIENT, SAFE, MULTI-MODAL MEANS.

Objective 2.1: Complete the Non-Motorized components of the Circulation Plan by 2020

Policy 2.1.1: *Each year, as part of the CIP effort, consider allocation of funds toward completion of some portion of the Non-Motorized components of the Circulation Plan.*

Objective 2.2: Expand public transit in conjunction with population growth

Policy 2.2.1: *Require new development and redevelopment projects (public and private), to incorporate needed public transit facilities as identified by the Victor Valley Transit Authority (VVTA).*

Implementation Measure 2.2.1.1: Consult with the VVTA during planning/design of major new development and redevelopment projects and public facilities, to incorporate appropriate public transit improvements, in optimal locations.

Implementation Measure 2.2.1.2: Consult with VVTA regarding regular assessments of special transit needs for low-income, elderly, handicapped and other residents who do not have access to private automobiles or the public bus system.

GOAL #3: ADEQUATE INFRASTRUCTURE - DEVELOP AND MAINTAIN INFRASTRUCTURE THAT SUPPORTS THE TRANSPORTATION AND CIRCULATION NEEDS OF THE COMMUNITY IN A COST-EFFECTIVE AND ENVIRONMENTALLY SENSITIVE MANNER.

Objective 3.1: Meet multiple infrastructure needs within common public rights-of-way.

***Policy 3.1.1:** Planning and design of new roadways and expansion/completion of existing roadways shall include consideration of water, sewer, storm drainage, communications, and energy facilities that can be co-located within the road right of way.*

Implementation Measure 3.1.1.1: Establish specifications for construction of utility infrastructure within each roadway functional classification.

Objective 3.2: Design infrastructure that minimizes impacts to the environment.

***Policy 3.2.1:** Minimize or prohibit the use of landscape materials that require regular watering in the design of landscaping for public streets.*

***Policy 3.2.2:** Include in the design specifications for public and private streets structural and non-structural techniques to filter storm water runoff prior to conveyance to storm drain inlets.*

***Policy 3.2.3:** Program the funding and construction of wet and dry utilities within City service areas concurrent with the actual need for those improvements.*

Objective 3.3: Provide adequate infrastructure improvements in conjunction with new development and redevelopment projects

***Policy 3.3.1:** Require private and public development projects to be responsible for constructing road improvements along all frontages abutting a public street right of way, in accordance with the design specifications for that roadway. Such road frontage improvements shall be constructed concurrently with and completed prior to opening of the project.*

Implementation Measure 3.3.1.1: Require private and public development projects to be responsible for constructing roads, traffic control devices, wet and dry utility improvements necessary to meet the needs of the project, and to properly integrate into the established and planned infrastructure systems. Such improvements shall be constructed concurrently with and completed prior to opening of the project.

Housing Element



Draft



Housing

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2008 Update of the Housing Element of the General Plan

City of Victorville

EXECUTIVE SUMMARY

This Housing Element Update addresses the planning period from 2006-2014 in accordance with applicable state law, and consistent with the City of Victorville General Plan and the community's vision of its housing needs and objectives. It reflects the City's continuing efforts to retain and expand housing opportunities in the community. Since the beginning of this planning period in 2006, the City of Victorville has undertaken a series of actions to support affordable housing. These actions have resulted in the following accomplishments:

- Update of the City General Plan for the 2030 planning period that represents a 276% increase in housing supply over the City 2007 dwelling unit count..
- Update of the City General Plan to permit a new Mixed Use High Density land use category on 609 acres, with a maximum density of 60 dwelling units per acre, and an expected average residential density of 40.6 dwelling units per acre.
- Construction of the Casa Bella Family Phase II and III Projects, which resulted in a total of 288 Units of which 191 were affordable rental housing units.

- Provision of 817 Section 8 Vouchers for lower income renter households.
- Provision of a Mortgage Assistance Program that provides assistance for first-time homebuyers in the form of closing costs or down payments.
- Provision of the CDBG Senior/Disabled Repair Grants that provides a onetime grant of labor and materials for eligible senior/disabled homeowners for minor home repairs.
- Permitting and/or approval of 2,983 multi-family housing units since beginning of this planning cycle, January 2006.
- Provision of 139 inclusionary housing units affordable to lower income households.
- Adoption of a Reasonable Accommodations in Housing to Disabled or Handicapped Individuals Ordinance.

INTRODUCTION

A. COMMUNITY OVERVIEW

The City of Victorville is located in southwestern San Bernardino County in the geographic sub-region of the southwestern Mojave Desert known as the Victor Valley and commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. Areas surrounding the Planning Area are largely undeveloped and contained within the unincorporated County boundaries. Surrounding urbanized areas include the City of Adelanto to the northwest, Town of Apple Valley to the east, City of Hesperia to the south, and the unincorporated community of Phelan to the west. (Reference Figure 1, *Victorville General Plan Vicinity Map*.)

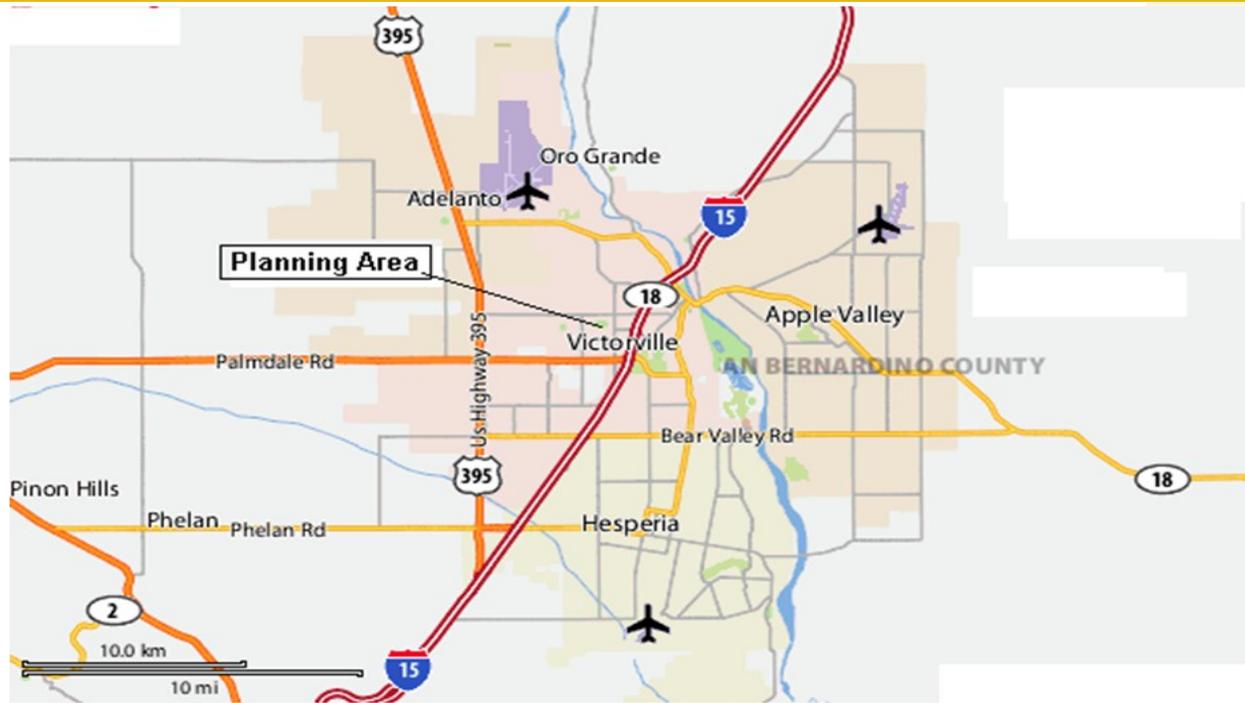


Figure 1
City of Victorville Vicinity Map

During the past decades, Victorville has grown rapidly. From 1990-2007, Victorville's population increased from 40,674 to 107,408, a 164% increase. The primary impetus for this growth is the fact that the Inland Empire's valley areas are becoming built out and the High Desert is the next place with large tracts of modestly priced residential land.

Faced with this significant growth, the City of Victorville began its General Plan update process in 2004. This updated Housing Element has been prepared as part of the overall General Plan update. Although the planning horizon for this Housing Element is 2014, it incorporates the long-term perspective contained in the City's General Plan 2030, which was adopted by the City in October 2008.

Major changes proposed in the General Plan 2030 include the expansion of its northern sphere of influence encompassing approximately 37,000 acres and the definition of a new Mixed Use High Density land use category. This category, which encompasses 609 acres, is intended to facilitate well integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses include multi-family residential up to a density of 60 dwelling units per acre; retail, office, civic, open space and other similar uses. The land use designation requires that residential occupy a minimum of 50% of the site.

Assuming the new Mixed Use High Density develops with an average residential density of 40.6 dwelling units per acre, this category is expected to generate up to 9,264 very high density units during the next 20 years. These mixed use dwellings, along with other residential development permissible by the General Plan 2030, is expected to result in a total of 138,617 units in the Planning Area, consisting of 87,014 single family and 51,503 multifamily units. This represents a 276% increase in housing supply over the 2007 count of 36,797 dwelling units.

B. PURPOSE OF THE ELEMENT

The provision of adequate housing for families and individuals of all economic levels is an important public goal. It has been a main focus for state and local governments. The issue has grown in complexity due to rising land and construction costs, as well as increasing competition for physical and financial resources in both the public and the private sectors.

In response to this concern, the California Legislature amended the Government Code in 1980. The amendment instituted the requirement that each local community include a specific analysis of its housing needs and a realistic set of programs designed to meet those needs. This analysis is to be set forth in a Housing Element and incorporated in the General Plan of each municipality.

The requirements of the law are prefaced by several statements of State policy set forth in Section 65580 of the Government Code:

“... The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.”

“... Local and State governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.”

“... The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the State in addressing regional housing needs.”

C. LEGISLATIVE REQUIREMENTS

State law requires each municipality to accomplish the following tasks:

- To identify and analyze the current and projected housing needs of all economic segments of the community.
- To evaluate the current and potential constraints to meeting those needs, including identifying the constraints that are due to the marketplace and those imposed by the government.
- To inventory and assess the availability of land suitable for residential use.
- To establish a series of goals, objectives, policies and programs aimed at responding to the identified housing needs, the market and governmental constraints, and the housing opportunities.

D. SCOPE AND CONTENT

The Housing Element consists of five major components:

- An analysis of the City's demographic and housing characteristics and trends.
- A summary of the existing and projected housing needs of the City's households.
- A review of the potential market, governmental, and environmental constraints to meeting the City's identified housing needs.
- An evaluation of the resources available to achieve the City's housing goals.
- A statement of the Housing Plan for the years 2006 through 2014 to address the City's identified housing needs, including the housing goals, policies and programs.

E. RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Government Code requires internal consistency among the various elements of a General Plan. Section 65300.5 of the Government Code states that the General Plan and the parts and elements thereof shall comprise an integrated and an internally consistent and compatible statement of policies. The Victorville General Plan 2030 contains the following six elements:

- 1) Land Use Element
- 2) Circulation Element
- 3) Housing Element
- 4) Noise Element
- 5) Safety Element
- 6) Resource Element (incorporating two of the mandated elements, Open Space and Conservation).

The Victorville General Plan is internally consistent. Policy direction introduced in one element is reflected in the other elements.

Relative to housing, the General Plan identifies both constraints and opportunities to providing new affordable housing. The Land Use Element identifies areas of expected increased urbanization and high density housing; the Circulation Element identifies roadways to support future development; and the Public Safety Element ensures that hazards, such as areas of flooding remain in open space.

The City's residential and mixed use densities allow for an adequate diversity and supply of housing to satisfy the requirements of the Regional Housing Needs Assessment (RHNA) presented in this Housing Element. This Housing Element builds upon the other General Plan elements. It is entirely consistent with the policies and proposals set forth by the General Plan.

Pursuant to Government Code Section 65400, the City will annually review its progress in implementing this Housing Element and ensuring consistency between this and the City's other General Plan Elements.

F. PUBLIC PARTICIPATION

Section 65583(c)(5) of the Government Code states that:

"The local government shall make a diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort."

To gain public input to its General Plan 2030 inclusive of the 2008 Housing Element Update, the City of Victorville conducted a series of public workshops. In total five workshops were held between November 2005 and March 2008. All residents, businesses and service providers were invited to attend the workshops through a variety of venues, including:

- Notice published in the local newspaper, two weeks and one week prior to the workshop.
- Notice posted on the on the community access cable channel that repeated frequently during the two weeks prior to the workshop.
- Flyers posted at public facilities and library.
- Flyers mailed direct to all local social service providers, housing service providers, homeless service providers, homeowners associations and other identified civic groups.

At each workshop, between 25-50 community members attended. Regarding housing, community members expressed interest in mixed use multifamily housing. No other housing related comments were received. This interest in mixed use development has been incorporated in the new Mixed Use

High Density land use district promulgated in the City's recently adopted General Plan and reiterated in this Element.

G. SOURCES OF INFORMATION

A number of data sources were used to create the Victorville Housing Element. These resources include:

- City of Victorville General Plan, current.
- City of Victorville General Plan 2030, adopted October 2008.
- City of Victorville Zoning Code, current.
- The Apple Valley/ Victorville Consolidated Plan, FY 2007-2012.
- City of Victorville Building Division building permit records.
- Southern California Association of Governments (SCAG) Final Regional Housing Needs Assessment (RHNA), July 12, 2007.
- Department of Finance Population and Housing data, January 2007.
- 2006, 2000 and 1990 U.S. Census Reports.

Various other informational sources were also referenced where appropriate. References to these informational sources are cited where they appear within the text.

II. HOUSING NEEDS ASSESSMENT

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. This section of the Housing Element reviews the previous elements performance, along with the major components of housing need including trends in Victorville's population, households, and the type of housing available. These changes reflect both local and regional conditions. Consequently, the regional context is also presented.

The analysis that follows is broken down into four major subsections:

- Section A, Population Characteristics, analyzes the City of Victorville in terms of individual persons and attempts to identify any population trends that may affect future housing needs.
- Section B, Household Characteristics, analyzes Victorville in terms of households, or living groups, to see how past and expected household changes will affect housing needs.
- Section C, Housing Stock, analyzes the housing units in Victorville in terms of availability, affordability, and condition.
- Section D, Assisted Housing At Risk of Conversion, analyzes housing units that have expiring use restrictions, such as project-based Section 8 contracts and early tax-credit financing contracts. Such projects are at risk of losing those rent restrictions within the next few years, which can result in significant rent increases for their tenants.

This assessment of Victorville's housing needs is used as the basis for identifying appropriate policies and programs in this Element.

A. POPULATION CHARACTERISTICS

Victorville's population characteristics are important factors affecting the type and extent of housing needs in the City. Population growth, age, race/ethnicity and employment characteristics are discussed in this section.

1. Population Change

Victorville is a rapidly growing community. Between 2000 and 2007, Victorville's growth was almost more than twice its closest neighbor. As shown in Table 1, during those seven years, Victorville's population increased by 91%. San Bernardino County's population grew by 20% and the State of California by 11%. Neighboring cities grew from between 10% - 50%. The City of San Bernardino, the most urbanized of the cities listed in Table 1, grew by 10%; Hesperia by 37%, Adelanto by 50%, and Apple Valley by 30%. Figure 2 illustrates the population change for Victorville, neighboring cities, the County and state, graphically.

	2000	2008	% Change 2000-2008
VICTORVILLE	53,691	107,408	99.95%
HESPERIA	62,582	87,820	40.32%
ADELANTO	18,130	28181	55.44%
APPLE VALLEY	54,239	70,092	29.22%
SAN BERNARDINO CITY	186,351	205493	10.27%
SAN BERNARDINO	1,689,281	2,028,013	21.69%
STATE OF CALIFORNIA	33,871,648	37,662,518	11%

Source: Census 2000, U.S. Census Bureau; Table 2: E-5 City/County Population and Housing Estimates, 1/1/2008, State of California Department of Finance.

Table 1
Total Population of Victorville, Neighboring Cities, San Bernardino County and State in 2000& 2008

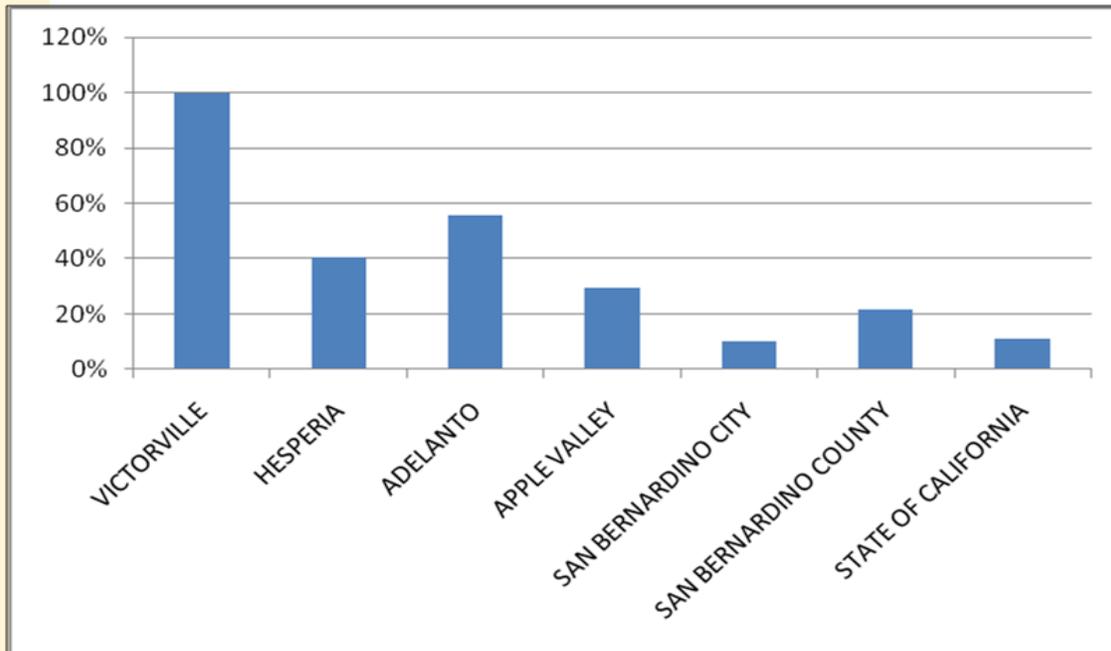


Figure 2
Percent Population Change for Victorville, Neighboring Cities, San Bernardino County and State in 2000& 2008

2. Age Characteristics

The age structure of a population is an important factor in evaluating housing needs and planning future housing development. For example, if a city is experiencing an out-migration of young adults (ages 25-34), there may be a shortage of first-time homebuyer opportunities and/or well-paying employment opportunities. If a city has a substantial elderly population, special housing types or services may be needed, such as assisted living facilities, housing rehabilitation programs, paratransit, meals on wheels, and home health care services, in order to enable seniors to remain in the community. Table 2 shows the number and percentages of Victorville residents in each age group according to data from the Census 2000. The table also shows the median age for the City, County of San Bernardino and state of California.

Victorville is a young community. Between 1990 and 2000, the median age of Victorville residents decreased from 31 to 30.7 years, or by 1 percent. As shown in Table 2, the County also has a young population with its median age decreasing from 31 years to 30.3 years, a 2 percent decrease. By comparison, the State's median age increased from 31 to 33.3 years, or by approximately 7 percent.

3. Race and Ethnicity

The racial and ethnic mix of Victorville's population is somewhat different than the mix of both the County and the state. As shown in Table 3, the 2000 Census reported that 64.0% of Victorville's population was white, which was higher than the County at 58.9%, and the state at 59.5%. As shown in Table 3, about 10.7% of Victorville residents

was Hispanic or Latino. For the County, 39.2% of the residents was Hispanic or Latino, and for the state, 32.4% of the residents was Hispanic or Latino. Victorville's Black or African American population at 1.1%, notably lower than the County percentage of 9.1% and the state percentage of 6.7%. Asians comprised over a quarter (25.8%) of Victorville's population, notably higher than the County at 4.7% and the state at 10.9%. American Indian or Alaskan Native and Native Hawaiian or other Pacific Islander comprised a small percentage (0.4 %) for the City, and 0.3% for the County and state. Approximately 4.0% of Victorville's residents indicated that they are of "other race". For the County and state, the percentage of people identifying themselves as "other race" was larger, 20.8% for the County and 16.8% for the state.

4. Employment

According to the 2000 Census, over 56% of Victorville residents were employed outside the home. The average commute time for these workers was 35.4 minutes each way. Most of these workers were employed in education and retailing.

Since the 2000 Census, employment opportunities in Victorville have grown. From 1991-2004, California Employment Development Department data show that Victorville's employment rose from 14,068 to a 25,212, up 11,145 jobs or 79.2%. In the 1990s, the city's job level sagged due to the national recession and the closure of George Air Force Base. Since 1998, employment has grown in every year. In 2004, the city's job base was led by population serving sectors including retail (8,188), education (3,526), health (2,513) and other consumer services (2,234).

According to the City of Victorville March 2008 data, the largest employers in the City are as follows:

**Table 2
Population by Age Group: City of Victorville and San Bernardino County,
Census 2000**

Age Range	City of Victorville		State of California	San Bernardino County	
	# of Persons	% of Population	% of Population	# of Persons	% of Population
0-4	5,537	8.6%	7.3%	143,076	8.4%
5-14	13,081	20.5%	14.6%	322,062	18.9%
15-19	5,120	8.0%	7.2%	141,130	8.3%
20-24	3,662	5.7%	7.0%	121,579	7.1%
25-34	8,427	13.5%	15.4%	243,028	14.2%
35-44	9,882	15.4%	16.1%	272,633	15.4%
45-54	6,779	10.6%	12.8%	203,670	11.9%
55-64	2,366	6.8%	7.7%	115,797	6.8%
65-74	1,794	6.2%	5.6%	81,244	4.7%
75-84	2,771	4.0%	3.8%	49,965	2.9%
85 and over	614	1.0%	1.2%	15,250	0.9%
Total	64,029	100%	100%	2,944,537	100%
Median Age 2000	30.7		33.3	30.3	
Median Age 1990	31.0		31.0	31.0	

**Table 3
Population by Race and Hispanic or Latino Origin, 2000**

Race	City of Victorville		San Bernardino County		State of California	
	No. Persons	% of Total	No. Persons	% of Total	No. Persons	% of Total
One Race	52,616	95.7%	1,623,393	95%	32,264,002	95.3%
White	39,091	64.0%	1,006,960	58.9%	20,170,059	59.5%
Black or African America	7,630	1.1%	155,348	9.1%	2,263,882	6.7%
American Indian or Alaskan Native	713	0.5%	19,915	1.2%	333,346	1.0%
Asian	14,165	25.8%	80,217	4.7%	3,697,513	10.9%
Native Hawaiian or other Pacific Islander	220	0.4%	5,110	0.3%	116,961	0.3%
Some Other Race	2,172	4.0%	355,843	20.8%	5,682,241	16.8%
Two or More Races	2,362	4.3%	86,041	5.0%	1,607,646	4.7%
Total	64,029	100%	1,709,434	100%	33,871,648	100%
Hispanic or Latino Origin						
	No. Persons	% of Total	No. Persons	% of Total	No. Persons	% of Total
Hispanic or Latino (of any race)	5,870	10.7%	669,387	39.2%	10,966,556	32.4%
Not Hispanic or Latino	49,108	89.3%	1,004,007	60.8%	22,905,092	67.6%
Total	64,029	100%	1,709,434	100%	33,871,648	100%

Census 2000

Largest Employers

- Southern California Logistics Airport - 2,073
- City of Victorville – 1,280
- Victor Valley College - 1,150
- Desert Valley Hosp./Medical Group – 1,000
- Verizon - 940
- Victor Valley Union High School District - 877
- Victor Elementary School District - 848
- Federal Correction Complex Victorville - 844
- Walmart - 830
- Victor Valley Community Hospital - 548

Today, there are 0.66 jobs for each occupied dwelling in the Victorville area. The Southern California’s average is 1.25 jobs per dwelling. Consequently, despite its continued growth, Victorville’s jobs-to-housing is only about half that of the region. This means that most Victorville residents will continue to commute to areas outside the High Desert to work.

B. HOUSEHOLD CHARACTERISTICS

Information on household characteristics is an important indicator of housing needs in a community. Income and affordability is best measured at the household level, as are the special housing needs of certain groups such as large families and female-headed households. As an example, if a community has a substantial number of young family households whose incomes combined with local housing costs preclude the option of home purchase, the city may wish to initiate a home-buyer assistance program or participate in or

publicize the programs that are available elsewhere.

The Bureau of the Census defines a "household" as "all persons who occupy a housing unit, which may include families, singles, or other." Boarders are included as part of the primary household by the Census. Families are households related through marriage or blood, and a single household refers to individuals living alone. "Other" households reflect unrelated individuals living together (e.g., roommates). Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

1. Household Type

As shown in Table 4, there were a total of 28,589 households in Victorville according to the 2006 US Census Report. More than three quarters of these households (78.3%) are family households, similar to the 77.1% family households for the County. Singles comprised less than one fifth (16.3%) of Victorville households, similar to the 18.1% for the County.

Victorville’s average household size for all households is 3.43 persons per household and average family household size is 3.87 persons per household. These household sizes are notably higher than the County, which had an average household size for all households of 3.30 persons per household. Average family household size in Victorville is 3.75 persons per household.

The household statistics for Victorville shown in Table 4 coincide with the age distribution data presented in Table 2, previously: Victorville has a relatively high percentage of children less than 19 years of age when compared to the County and the State.

**Table 4
Household Type
City of Victorville and San Bernardino County**

Household Type	City of Victorville		San Bernardino County	
	No. of Households	% of Total	No. of Households	% of Total
Families	22,385	78.3%	456,933	77.1%
Singles	4,660	16.3%	107,269	18.1%
Other Non-family	1,543	5.4%	22,520	3.8%
Total	28,589	100%	592,650	100%
Average Household Size (all households)	3.43		3.30	
Average Family Household Size	3.87		3.75	

Census 2006

2. Overcrowding

Overcrowding is another indicator of housing affordability. Unit overcrowding is caused by the combined effect of low earnings and high housing costs in a community, and reflects the inability of households to buy or rent housing that provides sufficient living space for their needs. The Census defines overcrowded households as units with greater than 1.01 persons per room, excluding bathrooms, hallways and porches.

According to the 2000 Census, the incidence of overcrowding in Victorville was minimal, with approximately 4.7% or 1,352 of the City's households defined as overcrowded, compared with 7.6% county-wide. Of Victorville's overcrowded households, 498 (37%) were owner households, and 854 (63%) were renter households. Although household size is larger in Victorville compared to the County, it has less overcrowding. However, for Victorville's renter households, finding adequately sized housing could be a housing problem.

3. Household Income

An important factor in housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate-income households are more limited in the range of housing they can afford.

State-Defined Income Categories

According to the Federal Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD), the area median income for a four-person household in San Bernardino County was \$59,200 in 2007¹.

¹Correspondence from Cathy E. Creswell, Deputy Director, Division of Housing Policy Development, State of California Department of Community Development, April 18, 2007.

California law and some federal housing programs define several income categories generally based on a percentage of the area median income (AMI) determined by HUD and HCD, as follows:

- Extremely Low Income—30% of the area median income and below
- Very Low Income – between 31% and 50% of the area median income
- Lower Income - between 51% and 80% of the area median income
- Moderate Income – between 81% and 100% of the area median income
- Above Moderate Income – between 101% and 120% of the area median income

These income ranges are used to determine eligibility for various subsidized housing programs. The 2007 income limits for these categories by household size are presented in Table 5, below:

**Table 5
San Bernardino County 2007 Area Median Incomes and Income Limits
Adjusted by Household Size**

Income Category	Maximum Income by Household Size			
	1 Person Household	2 Person Household	3 Person Household	4 Person Household
Extremely Low Income	\$ 14,000	\$ 16,000	\$ 18,000	\$ 20,000
Very Low Income	\$ 23,300	\$ 26,650	\$ 29,950	\$ 33,300
Lower Income	\$ 37,300	\$ 42,650	\$ 47,950	\$ 53,300
Median Income	\$ 43,400	\$ 49,600	\$ 55,800	\$ 62,000
Moderate Income	\$ 52,100	\$ 59,500	\$ 67,000	\$ 74,400

Source: CA Dept. of Housing and Community Development, April 18, 2007

Household Income

According to the Income, Earnings and Poverty report from the U.S. Census Bureau, median household income in Victorville was \$50,531 in 2006, compared to \$52,941 for the County and \$56,645 for the state. These figures represent gross annual income. Although lower than the County and State, Victorville’s median household income is a little above average when compared to surrounding communities. As shown in Table 6, median incomes were \$43,018 in Hesperia, \$46,751 in Apple Valley and \$36,676 in city of San Bernardino.

Table 7, below, shows the percent of Victorville’s households by income range and income group based on the 2006 Census and 2006 HCD established income limits. These income figures suggest that approximately 4,214 households (15% of households surveyed) were Extremely Low Income; 3,929 (14%) Very Low Income; 4,505 (16%) Low Income; 2,654 (9%) Median Income; 9,501

(33%) Above Moderate. Victorville’s median household income (\$50,531) remained below the County median (\$52,941).

4. Special Needs Groups

Certain segments of the population may have more difficulty finding decent, affordable housing due to special circumstances. These “special needs” groups include the elderly, large families, disabled persons, female-headed households, farm workers, and the homeless. Under State law, the housing needs of each group are required to be addressed in the Housing Element. The identified special needs groups are defined below:

**Table 6
City of Victorville, Surrounding Cities, San Bernardino County, and
State of California–
2006 Median Household Income**

Median Household Income – all households	
VICTORVILLE	\$50,531
HESPERIA	\$43,018
APPLE VALLEY	\$46,751
SAN BERNARDINO CITY	\$36,676
SAN BERNARDINO COUNTY	\$52,941
STATE OF CALIFORNIA	\$56,645

U.S. Census Bureau, Income, Earnings & Poverty, 2006 American Community Survey

**Table 7
2006 Victorville Household Income**

2005 Income	Number Of Households	Percent of Households	Cumulative Percent of Households	Number of Households in Income Group [1] (% of Households in Income Group [2])
Less than \$15,159	4,214	15%	15%	Extremely Low = 4,214 (15%)
\$ 15,160 - \$25,266	3,929	14%	29%	Very Low = 3,929 (14%)
\$25,267 - \$40,425	4,505	16%	45%	Low = 4,505 (16%)
\$ 40,426 - \$50,531	3,786	13%	58%	Moderate = 3,786 (13%)
\$ 50,532 - \$60,637	9,501	33%	91%	Above Moderate = 9,501 (33%)

City of Victorville 2006 Median Household Income: \$50,531

County of San Bernardino 2006 Median Household Income: \$52,941

Note:

[1] Income Group Categories based on 2006 HCD Income Limits, assuming average household size of 3.43 persons. Upper limit of Extremely Low Income is approximately \$16,000, Very Low \$27,000, Low\$ 44,000, Median \$55,000, Moderate \$66,000.

[2] Based on an estimated 2006 household count of 28,589

Elderly and Frail Elderly

The special needs of many elderly households result from their fixed incomes, higher rate of physical disabilities and common need for assistance from others. For the purposes of the Housing Element, elderly or senior citizen is defined as age 65 or older. In 2000, 7,152 or 11% of Victorville's residents were elderly. Approximately 752, or nearly 10.6% of Victorville residents with incomes below the poverty level, were elderly. For the 2000 Census, poverty level was defined as having an annual income of \$8,494 or less.

Elderly households, those headed by a person 65 year or older, comprised 4,286 or 24% of all Victorville households in 2000. By comparison, 64,457 or 14% of the County population were elderly, 6% of which lived in poverty.

Senior citizen households are likely to be on fixed low incomes and at a greater risk of housing over payment. In terms of housing, seniors typically require smaller, more affordable housing options and/or assistance with accessibility and home maintenance. They often require ramps, handrails, lower cupboards and counters to allow greater access and mobility for wheelchairs or walkers. Because of their limited mobility, the elderly also often need to live close or have transportation assistance to shopping and medical facilities.

According to the 2000 Census, almost half (49%) of Victorville elderly residents are considered frail, having disabilities which include sensory, physical and mental disabilities.

City Approach to Meeting Elderly Needs: Victorville currently has a number of existing housing programs that are available exclusively or primarily to senior citizens. These include:

- CDBG Senior/Disabled Home Repair (SHRP) Grants – The sponsor of this program is the Economic Development Department of the City of Victorville. This program provides a one time grant of labor and materials for eligible senior/disabled homeowners for minor home repairs. Grant amounts are up to \$10,000.
- Repair Service Program for Senior Homeowners – This program is sponsored through Community Action Partnership. One time grant of labor and material for eligible homeowners for minor repairs and weatherization and insulation.
- Land Assemblage and Write-Down – The Victorville Redevelopment Agency can make funding available to write down the cost of land for the development of senior citizen and/or affordable housing projects by a private (usually not-for-profit) developer.
- Planned Unit Development (PUD-1-87) Reduced Standards for Senior Housing: Designed for senior citizen living, the standards allow for a minimum lot size of 3,445 square feet, with minimum yards as follows: front, twenty feet; rear, five feet; side, three feet; and street side, ten feet. The reduced lot size and yards allow the development to be more affordable and attractive to seniors on fixed incomes.

Through these programs, the City promotes safe and adequate housing for its senior residents, and encourages the development of new affordable senior housing.

Large Households

Large households are identified in State housing law as a "group with special housing needs based on the generally limited availability of adequately sized, affordable

housing units.” Large households are defined as those with five or more members. As illustrated in Table 2, Victorville has a larger percentage of children than the County or state. Similarly, Victorville has a larger average household size and a larger percentage of family households. According to the 2000 Census, 16% of Victorville households have five or more members, only 9% of the County households have five or more members.

As discussed in Section B.2, the incidence of overcrowding in Victorville was minimal, suggesting that the City has an adequate supply of larger homes to accommodate its households. However, because 63% of the overcrowded households are renters, large renter households are a special needs group in Victorville.

City Approach to Meeting Large Family Needs: The City offers programs to assist housing affordability for large families, specifically large renter households:

- Mortgage Assistance Program – This program provides assistance for homebuyers in the form of closing costs and/or down payments. Through this program, low to moderate income families can obtain the needed assistance in financing the purchase of a home. Focus of this program is on first-time homebuyers, transitioning from renter to owner status.
- Section 8 Vouchers – 923 or 63% of the Section 8 rental vouchers in Victorville are provided to larger households.

Through these programs, Victorville’s affordable land base and large supply of single family housing, the City promotes affordable housing for its large households.

Disabled Persons

Physical and mental disabilities can hinder access to housing units of conventional design as well as limit the ability of the disabled individuals to earn an adequate income. The proportion of physically disabled individuals is increasing nationwide due to overall increased longevity and lower fatality rates. Mentally disabled individuals include those disabled by a psychiatric illness or injury, including schizophrenia, Alzheimer’s disease, AIDS-related infections and conditions related to brain trauma. Disabilities tabulated by the Census include sensory, physical and mental limitations.

According to the 2000 Census, 12,139 Victorville residents (approximately 21% of the City civilian non-institutionalized population) were identified as disabled. Disabilities of these residents included each of the categories tabulated by the Census, with most persons having physical disabilities.

Of Victorville’s disabled residents, 1,301 (or 11% of the disabled population) were aged 5 to 20 years old, 7,387 (or 61% of the disabled population) were aged 21 to 64 years old, and 3,451 (or 28% of the disabled population or 49% of the elderly population) were aged 65 years or older. Of the disabled adults aged 21 to 64, 48% were employed outside the home, compared to 69% of non-disabled adults.

Roughly similar to the City, the countywide proportion of disabled persons is also 19.8%. Of these disabled County residents, 12% were aged 5 to 20 years old, 66% were aged 21 to 64 years old, and 22% were aged 65 years or older. Of the disabled County adults aged 21 to 64, 55% were employed outside the home, compared to 70% of non-disabled adults aged 21 to 64. Compared to the County, Victorville has a greater percentage of unemployed disabled adults.

Access and affordability are the major hous-

ing needs of a disabled person. Physically disabled persons often require specially designed dwellings to permit access within the unit, as well as to and from the site. The disabled, like the elderly have special needs with regard to location. Because of their limited mobility, the disabled often need to live close or have transportation assistance to shopping and medical facilities.

City Approach to Meeting Disabled Needs: Fair Housing Accessibility Standards and California Administrative Code Title 24 sets forth access and adaptability requirements for the physically handicapped (disabled). These regulations apply to public buildings such as motels, employee housing, factory-built housing and privately funded newly constructed apartment houses containing five or more dwelling units. The regulations also require that ramp ways, larger door widths, restroom modifications, etc. be designed to enable free access. Such standards, however, are not mandatory of new single family residential construction. The City of Victorville provides grants and loans to low and moderate income disabled persons for accessibility modifications to the single family homes, and assistance to disabled renters. These programs include:

- Senior/Disabled Home Repair Program (SHRP) – The sponsor of this program is the Economic Development Department of the City of Victorville. This program provides a one time grant of labor and materials for eligible senior/disabled homeowners for minor home repairs. Grant amounts are up to \$10,000.
- Shelter Plus Care Program - Provides rental assistance that is either tenant-based, project based, or sponsor-based to maximize independence for disabled homeless persons (Sponsor: Department of Housing and Urban Development).

In August 2006, the City adopted a Reasonable Accommodations in Housing to Dis-

abled or Handicapped Individuals Ordinance. The purpose of this ordinance is to provide a process for individuals with disabilities to make requests for, and be provided, reasonable accommodation in the application of zoning regulations to housing. This ordinance will comply with Fair Housing Laws, and is administered by the City Development Department.

Female-Headed Households

Single-parent households require special consideration and assistance because of their greater needs for day care, health care, and other facilities. Female-headed households with children in particular tend to have lower incomes, thus limiting housing availability for this group.

According to the 2000 US Census Report, Victorville has 3,373 female-headed households, representing 16% of all households. (The 2000 Census counts 20,893 households in the City.) Of those female headed households, 2,288 or 11% of all households, had children 18 years or younger and living in poverty. These special needs households comprise 0.8% of the City's total households. Female headed households represents almost half (48%) of the family households living below the poverty level, all or most of which have children 18 years or younger. By comparison, countywide, female-headed households comprise 11% of the population.

An issue affecting all family households, especially those headed by females, is finding quality, affordable childcare. Many households find this a severe constraint, and in the case of a single parent household, the parent may become unable to work. As a result, the parent cannot provide basic necessities, such as food and housing to their children.

Although female-headed households in Victorville represent a smaller special needs group than elderly and disabled persons, the Housing Element provides for the needs of

this group through policies that promote maintenance and construction of affordable housing, specifically in areas close to commercial districts and transportation corridors.

City Approach to Meeting Female-Headed Households Needs: The City has been active increasing the supply and ensuring the preservation of affordable housing through such programs as the Senior Home Repair Program (SHRP) and Owner Occupied Rehabilitation (OOR) Programs. Additionally, the Mortgage Assistance Program (MAP) is also made available. The Section 8 Housing Program is provided by the County of San Bernardino, which administers financial assistance to lower income households seeking to rent housing in the private market.

The City has a number of housing projects that provide affordable housing to female-headed households. These include:

- Northgate Village makes available 138 affordable housing units in one, two and three bedrooms for households with incomes between 40% to up to 80% of area median income.
- Impressions at Valley Center makes available 99 affordable housing units located at 1550 Midtown Drive affordable to 45% of the area median and to 60% of the area median households.
- Mortgage Assistance Program – This program provides assistance to homebuyers in the form of closing costs and/or down payments. Through this program, lower income families are assisted in obtaining the needed financing to purchase a home.

Farm workers

The special housing needs of many agricultural workers stem from their low wages and seasonal nature of their employment. Estimates of the "farm worker" population in the City is extrapolated from individuals who categorize their employment as "Agriculture, Forestry, Fishing and Hunting, and Mining" in the 2000 Census. This category also includes people who work in such non-agricultural fields as boating, veterinary services, and landscape and horticultural.

Based on these estimates, there were 174 persons in Victorville, or .8% of the City population aged 16 or older, engaged in this broad category of agricultural employment.

There are no designated agricultural uses in or adjacent to Victorville. Persons employed in this broad category are most likely associated with landscape and horticultural jobs. Consequently, farm workers are not a special housing needs group in Victorville.

Homeless People

Throughout the County, homelessness has become an increasing problem. Factors contributing to the rise in homeless include the general lack of housing affordable to very low income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, the de-institutionalization of the mentally ill, and increasing drug abuse.

The High Desert Homeless Services, Inc. (HDHS) is a local, private, non-profit 501(c)(3) organization, located in Victorville that has been assisting homeless persons since June 1988. The mission of HDHS is to assist residents of the Victor Valley and High Desert area of San Bernardino County who have been displaced from long-term housing due to natural disaster or loss of income, and to assist non-residents by providing short-term

emergency shelter. HDHS has been maintaining data on clients' and shelter needs for those clients contacting the organization. That data estimates that they serve approximately 1,800 -2,000 clients each year, with 16 to 19% listing Victorville as their last place of residence. According to the High Desert Homeless Services, approximately fifty percent (50%) of the homeless persons con-

tacted choose to remain homeless regardless of what assistance is offered.

City Approach to Meeting Homeless Needs: The City of Victorville works jointly with the Town of Apple Valley as a consortium to provide housing to their jurisdictions. Together, the two cities participate in the San Bernardino County's Continuum of Care

**Table 8
Victorville Homeless Resources**

Facility	Location	Description
High Desert Homeless Services, Inc.	14049 Amargosa Road Victorville, CA. 92392	Provides residential services to a maximum of 55 people at one time, for up to 90 days, with a possible 30-day extension in extenuating circumstances
Samaritan's Helping Hand	15527 Eighth Street Victorville, CA 92392	Provides motel vouchers; food, clothing; emergency services
Set Free Christian Fellowship	16058 Cajon Street Hesperia, CA 92345	Clothing, outreach, shelter, food, counseling; 12beds for women w/ children 18 beds for single men, 30 beds
St. John of God	13333 Palmdale Rd. Victorville, CA 92392	Drug and alcohol rehab, 50 beds
The Lord's Table	15512 6th Street Victorville, CA 92392	Soup kitchen, meals served daily
Victor Valley Domestic Violence	PO Box 3825 Victorville, CA 92393	Provides emergency shelter and related services to victims of domestic violence.
St. Mary's Regional Medical Center –	18300 Highway 18 P. O. Box 7025 Apple Valley, CA 02307-0725	Healthy Communities
The Gospel Shelter for Women	15083 Roan Circle Victorville, CA 92394	15 Bed Shelter for women in the High Desert
First Baptist Church of Apple Valley	22434 Nisqually Rd. Apple Valley, CA 92308	Food Pantry
Holy Family Catholic Church	9974 "I" Avenue Hesperia, CA 92345	Emergency food for people in the parish.

<http://www.co.san-bernardino.ca.us/csd/hcresourcedir.htm#Barstow/High%20Desert>, accessed March 28, 2008

(COC), which provides funding and a network of resources for homeless abatement. The COC provides emergency shelter, supportive services, transitional housing and permanent housing. Victorville commits staff to the COC planning and implementation process, and provides the COC Steering Committee critical information regarding the types of resources and programs Victorville currently funds that assist the homeless.

Current facilities located in Victorville and the Victor Valley are shown in Table 8. These facilities offer emergency and short-term shelter, as well as financial, employment and family counseling.

Homeless and emergency shelters are currently permitted in the Commercial (C-1 only), Mixed Density, Medium Density and High Density Residential zones within the City pursuant to a Conditional Use Permit. To conform to recent changes in state law, specifically California Government Code Section 65583 (SB2), City staff is currently inventorying potential sites for emergency shelters to determine which would be the best for allowing them as permitted uses. The City plans to amend this zone and set operational requirements consistent with current legal requirements.

**Table 9
Total Number of Housing Units, City of Victorville, Pre-1940 through 2007**

Year	Housing Units	Percent of Total Housing Stock	Annual Percent Change from Previous Period
2007 ^[1]	36,797	100%	10%
2005 ^[2]	33,509	91%	10%
2000 ^[3]	22,656	62%	5%
1990 ^[4]	14,833	40%	12%
1980 ^[4]	6,630	18%	8%
1970 ^[4]	3,750	10%	10%
1960 ^[4]	1,923	5%	14%
1950 ^[4]	791	2%	13%
1940 or earlier ^[4]	340	1%	-

Notes:

- [1] Based on City building permit data as of February 2008.
- [2] City Traffic Model, existing housing units as of December 2005.
- [3] Census 2000.
- [4] The Apple Valley/ Victorville Consolidated Plan, FY 2007-2012.

The City will complete its adoption of code revisions related to emergency shelters and transitional housing no later than eighteen months after the adoption of this revision to its housing element and certification by HCD.

the building or through a common hall. A community's housing stock is the compilation of all its housing units.

C. HOUSING CHARACTERISTICS

A housing unit is defined as a house, apartment, mobile home, or a single room occupied as a separate living quarter or, if vacant, intended for occupancy as a separate living quarter. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of

1. Housing Growth

Since 1950, Victorville's housing supply has been increasing at a rate of approximately 10% per year. Most of the housing development in Victorville (60%) has occurred since 1990, with 38% of the current housing stock constructed since 2000. Table 9 summarizes the City's historical housing development activity.

**Table 10
Victorville Housing Supply by Type, 2000**

Housing Type	# of Housing Units	Percent of Total Units
Single Family Detached	16,181	71%
Single Family Attached	392	2%
<i>Subtotal Single Family</i>	<i>16,573</i>	<i>73%</i>
Duplex	449	2%
3-4 Unit Multifamily	893	4%
5-9 Unit Multifamily	1,078	5%
10-19 Unit Multifamily	443	2%
20 or More Unit Multifamily	1,451	6%
<i>Subtotal Multifamily</i>	<i>4,314</i>	<i>19%</i>
Mobile Home	1,769 ^[1]	8%
Total	22,656	100%

Notes: [1] Includes boats, RVs, vans, etc.

2. Housing Type

Victorville is primarily a community of single family houses. As shown in Table 10, the 2000 Census reports that 16,573 (73% of the City's total housing stock) are single family units, most of which are detached units. Multifamily units range in size from duplex to over 20 units in a complex, and total 4,314 (19%) of the City housing stock. Mobile homes units total 1,769 (8%) of the City housing stock.

3. Age and Condition of Housing Stock

Most homes begin to exhibit signs of decay when they approach thirty years of age. Common repairs needed include new roofs, wall plaster and stucco. Homes thirty years or over with deferred maintenance require more substantial repairs, such as new siding, plumbing or multiple repairs to the roof, walls, etc. As illustrated in Table 9, above, 60% of Victorville's housing stock is less than 20 years old, built after 1990; and 38% is less than 10 years old, built after 2000.

Given the young age of the Victorville housing stock, the number of substandard units is limited. According to the 2000 Census, 118 housing units in Victorville lacked complete plumbing facilities, indicating substandard conditions. These units represent less than 1% of the City's 2000 housing supply (22,656 units).

As part of the City's ongoing code enforcement efforts, code enforcement officers make quarterly windshield inspections through Victorville's residential communities. These surveys confirm that less than 1% of the residential structures appear to be in substandard conditions, most of which are in the Old Town area. The City has been actively pursuing a number of different grant opportunities which could provide funding to begin maintenance and rehabilitation of these.

City Housing Maintenance Efforts: As part of an ongoing effort to preserve and enhance its residential neighborhoods, the City of Victorville offers federal and state funded home improvement grants, rebates and loans to qualified homeowners. Eligible improvements include interior/exterior painting; accessibility modifications; stucco repair; roofing; plumbing, electrical and heating systems; termite eradication and damage repair; weatherization; and room additions in overcrowded situations. These programs are focused on the City Old Town area, where most of the units over 30 years of age are occupied, and on the senior citizen homeowners who are often on fixed income and likely to need assistance with basic home maintenance. Qualified households may receive assistance through the following home improvement programs: Senior Home Repair Program; Old Town Owner Occupied Residential Rehabilitation Program.

The City also tests homes for lead based paint, and provides funding assistance for the removal of the lead-based paint through their Rehabilitation Program.

4. Housing Costs

Housing costs are driven by the price of raw land, infrastructure costs (e.g. sewer and water), construction costs, supply relative to demand, and financing costs. The diminishing supply of developable land in Victorville and the recent rapid rise in residential real estate prices that has occurred throughout the southern California region, have driven up the cost of both ownership and rental housing in Victorville.

Ownership Housing

As indicated in Table 10, above, 73% of the housing in Victorville is single family homes, most of which are expected to be owner-

occupied. The value of these homes varies based on the type, size and location. Smaller condominium units are typically the least expensive, while large upgraded single family homes are typically the most expensive.

Recent sales data from March 2008 show a relatively large range of housing prices available in Victorville. For-sale prices for small older houses start from under \$125,000. New homes on large lots go up above \$800,000². According to this 2008 sales data, the median price for a Victorville home is \$219,000.

For-sale home prices had risen dramatically in Victorville and neighboring areas during the past decade. Table 11 compares sales prices for Victorville and other nearby San Bernardino County cities for years 2000 and 2008. Victorville's median housing price increased 105% between 2000 and 2008. During the same period, Hesperia's median housing price increased by 111%, Adelanto's by 99%, Apple Valley's by 86% and San Bernardino city by 71%.

Despite the substantial gains in housing values since 2000, in recent months, housing prices throughout the state have begun to decline. The decline reflects the current over supply of housing and the sharp rise in foreclosures in the subprime mortgage market³. As this decline continues, Victorville and its

neighboring cities are expected to experience a lowering of housing prices.

Rental Housing

The rental housing market in Victorville is comprised mostly of single family homes and some apartments. Rental rates have continued to increase at a steady pace over the past years. According to the 2000 Census, the median rental rate in Victorville was \$584 per month. According to the existing 2000 City Housing Element, Victorville rental rates ranged from \$395 for a 1-bedroom apartment to about \$1,000 for a 3 to 4-bedroom house.

Table 12, below, provides an overview of current rents in Victorville. One bedroom apartments start at about \$713 per month, with up to \$2,250 per month for a 3 to 4-bedroom house. Because most rentals are 3+ bedroom single family homes, the median monthly rent is expected to be \$1,350, the same as for 3+ bedroom rentals.

²Home sale data for the City of Victorville, March 2008; Yahoo Real Estate; Realtor.com – March 2008.

³The subprime mortgage market offered adjustable rate mortgages at below market rates, and reduced both the income and down payment qualifications for prospective home loan borrowers. While these mortgages made it easier for lower income buyers to qualify for a home loan, they also made for high risk investments.

**Table 11
Owner-Occupied Housing Costs for Victorville and Neighboring Cities
2000 and 2008**

City	Median Sales Price 2000 Census	Median Sales Prices 2008	% Change in Median Sales Prices 2000 - 2008
Victorville	\$98,700	\$202,500	105%
Hesperia	\$95,900	\$202,000	111%
Adelanto	\$81,700	\$162,500	99%
Apple Valley	\$112,700	\$210,000	86%
San Bernardino City	\$98,700	\$169,000	71%

Source: 2000 data from 2000 Census; 2008 Data from CAR, May 2008

Table 12
Apartment Rental Rates for Victorville, 2000 and 2007

Unit Size	2000	2007	2009
1 Bedroom	\$395	\$713	\$603
2 Bedroom ----	\$475	\$1,012	\$733
3+ Bedroom	\$1,000	\$1,350	\$838
Average	\$584	\$1,350	\$725
% Average Increase 2000 -2007	1.31%		
Source: 2000 rental rates are from the City of Victorville 2000 Housing Element; Average 2000 rental from 2000 Census; 2007 rates from Yahoo Real Estate, October 2007; Realtor.com, October 2007; 2009 rates based on phone survey of 24 apartment complexes .			

Vacancy Rates

The residential vacancy rate, a translation of the number of unoccupied housing units on the market, is a good indicator of the balance between housing supply and demand in a community. When the demand for housing exceeds the available supply, the vacancy rate will be low. Concurrently, a low vacancy rate drives the cost of housing upward to the disadvantage of prospective buyers or renters.

In a healthy housing market, the vacancy rate would be between 5.0 and 8.0 percent. These vacant units should be distributed across a variety of housing types, sizes, price ranges and locations within the City. This allows adequate selection opportunities for households seeking new residences.

According to the 2000 Census, Victorville's owner-occupied housing units have a vacancy rate of 2.8% and rental units have a rate of 7.9%. The State of California Department of Finance reports that the overall City

vacancy rate was 7.71% in January 2008⁴. These rates indicate that the housing market is still within the healthy range, but approaching over supply.

Household Tenure

According to the 2000 Census, there were 20,893 households residing in Victorville. Of these households, 65.17% were homeowners and 34.9% were renters. Countywide, there were 64.5% owner households and 35.5% renter households, similar to that for Victorville.

Housing Affordability and Overpayment

Federal and state guidelines specify that households should not spend more than 30 percent of their gross income on housing. 2000 Census information reports that 46.4% of Victorville renter households paid more

⁴ State of California Department of Finance Table 2: E-5 City/County Population and Housing Estimates - Revised 1/1/2007

than 30% of their income for housing. Of the Victorville households owning their home, 32.1% paid more than 30% of their income for housing. Countywide, 46.0% of renter households paid more than 30% of their income for housing. Of the county households owning their home, 31.0% paid more than 30% of their income for housing. The county percentages of overpaying are similar to that for Victorville.

According to the 2000 Census, 83% of Victorville lower-income renters and 73% of Victorville lower-income owners are overpaying paid more than 30% of their incomes for housing.

Table 13, below, estimates the maximum housing costs affordable to Extremely Low, Very Low, Low, Median and Moderate Income households based on HCD established income criteria. In the case of rent, the 30 percent assumes utilities are included in the monthly rental cost. Utilities may include water, sewer, trash pickup, electric and gas, and may add \$100 - \$200 to the monthly cost of a rental unit.

In the case of purchase, the 30 percent includes payment on mortgage principal and interest, plus property tax, homeowner insurance and utilities. To purchase a home, the buyer typically needs to put 20% of the housing cost down at the time of purchase. A median priced house in Victorville, which costs \$202,000 in 2008, would require a \$40,400 down payment. Monthly payments on the median priced house, assuming a 6.25% 30 year loan, and adding in utilities, taxes and insurance, would be approximately \$1,284.

As indicated in Table 13, maximum housing costs affordable to an Extremely Low Income

four-person household are \$87,271 to purchase a home and \$444 per month to rent a home. For a Very Low Income four-person household, maximum costs are \$145,533 to purchase a home and \$740 per month to rent a home. For a Low Income four-person household, the maximum affordable housing costs are \$232,804 to purchase a home and \$1,184 per month to rent a home. For a Median Income four-person household, the maximum affordable housing costs are \$291,067 to purchase a home and \$1,480 per month to rent a home. For a Moderate Income four-person household, the maximum affordable housing costs are \$349,083 to purchase a home and \$1,775 per month to rent a home.

Real estate listings for Victorville in September 2008 showed about 95 for sale residences in Victorville below \$88,000 (affordable to Extremely Low Income); about 780 residences for sale between \$88,000 and \$146,000 (affordable to Very Low Income); about 1,100 residences for sale between \$146,000 and \$233,000 (affordable to Low Income); about 100 residences for sale between \$233,000 and \$292,000 (affordable to Median Income); and about 110 residences for sale between \$292,000 and \$350,000 (affordable to Moderate Income). These figures indicate that there is a wide price range of for sale houses in Victorville, with housing opportunities for every income group.

However, although there appears to be ample for-sale housing supply at prices affordable to lower income households, the households still have to come up with a down payment equal to about 20% of the purchase price. This can be a difficult hurdle for lower income households, indicating a need for homebuyer down payment assistance.

As presented in Table 12, above, a 1- bedroom Victorville apartment rents at an average \$713 per month and a 2-bedroom at \$1,012. An average 1-bedroom apartment is beyond the reach of a one- and two-person Extremely Low Income household and a one-person Very Low Income household. An average 2-bedroom apartment is beyond the reach of a one- and two-person Extremely Low and Very Income household. This information indicates a need for rental housing in Victorville affordable to the Extremely and Very Low Income households.

As discussed above, 63% of overcrowded households in the City are renter households. Consequently, the need for affordable rental housing may be more accurate for large households with 4 or more persons.

D. ASSISTED HOUSING

State law requires the City to identify, analyze, and propose programs to preserve housing units that are currently deed restricted to low income housing use and will possibly be lost as low-income housing as these deed restrictions expire. This section identifies those units in Victorville, analyzes their potential to convert to non-low income housing uses and analyzes the costs to preserve and/or replace those units.

This section also identifies assisted low income housing not at risk of converting to market rate. Goals, policies and programs to preserve these assisted units are presented later in Section V.B. of this Housing Element.

1. Inventory of At-Risk Housing

This section identifies all of the low income rental housing units in the City of Victorville that are at risk of converting to losing their affordability because of expiring use restric-

tions or contracts during the current planning period (2006-2014) or the next ten years (through 2018). The inventory of assisted units included a review of all rental units assisted under federal, state and/or local programs, including HUD programs, state and local bond programs, and local in lieu of fees, inclusionary, density bonus, or direct assistance programs. The inventory also covers all units that are eligible to change to non-low income housing units due to termination of a subsidy contract, mortgage prepayment, or expiring use restrictions. The inventory was compiled based on information provided by City staff.

Description of At-Risk Projects

The City of Victorville has thirteen housing projects that are funded with federal housing programs and/or local sources. These funding sources include:

- Section 8 Rental Assistance Program which provides rental subsidies which represent the difference between the excess of thirty percent (30%) of the gross monthly income and the actual rent;
- FHA 203(b) which provides loan guarantees in the form of mortgage payment insurance.
- Section 42 Tax Low-Income Housing Tax Credit Program which offers federal and state income tax credit to encourage low-income housing production and lower rents.
- California Tax Credit Allocation Committee (CTCAC) which administers tax credits to encourage private investment in affordable rental housing.
- Mortgage Revenue Bond Financing which are bonds issued through San Bernardino County to support the development of housing for low and moderate income households.

**Table 13
County of San Bernardino
Affordable Housing Prices and Rents by Income Group: 2008**

	1 Person Household	2 Person Household	3 Person Household	4 Person Household
Extremely Low Income (per month)	\$1,038	\$1,183	\$1,333	\$1,479
Maximum Home Purchase Price	\$61,213	\$102,440	\$78,667	\$87,271
Maximum Home Rental Rate	\$311	\$355	\$400	\$444
Very Low Income (per month)	\$1,725	\$2,888	\$2,221	\$2,467
Maximum Home Purchase Price	\$101,775	\$170,392	\$131,029	\$145,533
Maximum Home Rental Rate	\$518	\$866	\$666	\$740
Low Income (per month)	\$2,763	\$3,158	\$3,550	\$3,946
Maximum Home Purchase Price	\$162,988	\$186,342	\$209,450	\$232,804
Maximum Home Rental Rate	\$829	\$948	\$1,065	\$1,184
Median Income (per month)	\$3,450	\$3,950	\$4,442	\$4,933
Maximum Home Purchase Price	\$203,550	\$233,050	\$262,058	\$291,067
Maximum Home Rental Rate	\$1,035	\$1,185	\$1,333	\$1,480
Moderate Income (per month)	\$4,142	\$4,733	\$5,325	\$5,917
Maximum Home Purchase Price	\$244,358	\$279,267	\$314,175	\$349,083
Maximum Home Rental Rate	\$1,243	\$1,420	\$1,598	\$1,775

Source: Incomes per month derived from HCD, reference Table 5 above.

- 1) Rental affordability based on 30% of income. Assumes utilities included
- 2) Home purchase based on monthly payment of 30% of income, with 20% down, 6.5% interest rate for 30 years. Assumes tax, insurance and utilities are included.

- HOME Program which is a federally sponsored program that provides grants to state and local governments and non-profit organizations to assist low-income housing.
- Redevelopment Set-Aside (RDA) which are the funds generated by the Victorville Redevelopment Agency. These funds are the twenty percent low and moderate income housing fund generated by the City Redevelopment Project Areas for

purposes of serving the affordable housing needs within the project areas and City.

The thirteen housing projects provide affordable rental housing units for low and moderate-income households, including the elderly and disabled, in the City. Table 14 lists these projects, number of affordable units, total number of units, type of financing, and expected year that affordability requirement terminates.

Table 14
Government Subsidized Housing Projects

Name/Location	Number of Subsidized Units	Total Number of Units per Project	Type of Financing	Expiration of Affordability Requirement
Northgate Village Aptmnts 17251 Dante Street	68	\ 68	Section 8, State, RDA	N/A
Rodeo Drive Apartments 14200 Rodeo Drive	99	99	Section 8, FHA	2011
Sherwood Villa Aptmnts 14900 Arlette Drive	101	101	Section 8, FHA	2011
Gold West Apartments 15252 Seneca Road	18	88	MF Mortgage Revenue Bonds	2011
Summer Breeze Aptmnts 14959 Seneca Road	34	168	MF Mortgage Revenue Bonds	2017
Newporter Apartments 15251 Seneca Road	40	200	MF Mortgage Revenue Bonds	2018
Wimbledon Apartments 16950 Jasmine Street	58	289	MF Mortgage Revenue Bonds	2015
Village Oak Apartments 14449 Begonia Road	116	116	Section 42 Tax Credit Units	2031
Northside Commons 16733 Sunhill Drive	82	83	Section 42 Tax Credit Units	N/A
Kimberly Park Aptmnts 15135 Kimberly Drive	131	132	Section 42 Tax Credit Units	N/A
Impressions at Valley Center 15500 Midtown Drive	99	100	CTAC, HOME, RDA	N/A
Village at Victorville 16711 Chalon Road	79	80	CTAC	N/A
Casa Bella Family Aptmnts 16980 Nisqualli Road	286	288	CTAC	N/A

Source: Apple Valley/Victorville Consolidated Plan, FY 2007-2012

Units At Risk

1. Of the thirteen projects listed above, five have potential to convert to market-rate by 2018. These projects contain a total of 729 assisted housing units. Of these units, 200 are currently available to Very Low Income, 38 to Low Income and 54 to Moderate Income. Rodeo Drive Apartments – 99 Very Low units
2. Sherwood Villa Apartments – 101 Very Low units
3. Gold West Apartments – 8 Low Income, 10 Moderate Income units (Total 18 units)
4. Summer Breeze Apartments – 14 Low Income, 20 Moderate Income units (Total 34 units)
5. Newporter Apartments – 16 Low Income, 24 Moderate Income units (Total 40 units).

There are essentially three ways in which an existing affordable multi-family rental housing project in the City of Victorville can lose its designated low income units.

1. Prepayment of Low Interest Loan Prior to its Maturity Date. This type of loan financed under the National Housing Act provides an underlying subsidized mortgage with maximum rents based upon the lower financing costs of the owner and the rent levels that low-income households could be expected to afford. While the mortgage usually runs for 40 years under this program, owners are allowed to pre-pay the loan and regulate the rents after 20 years. The Rodeo Drive Apartments has this kind of financing and was eligible to prepay its loan in

1994. Ninety-nine assisted units would have been lost if the loan was prepaid. However, as of November 1, 1991, the Rodeo Drive Apartments had applied for, and been granted, Section 8 certification for all 99 units. The units will remain very low income units for a 20 year period, until 2011.

The Sherwood Villa Apartments has financing similar to the Rodeo Drive Apartments, with Section 8 certification for 101 units expected to expire by 2011. The City is currently working with both the Sherwood Villa Apartments and Rodeo Drive Apartments to extend their Section 8 participation for 20 years, until 2031. With the current sluggish housing market, both apartment projects are pursuing the Section 8 extensions.

2. Cancellation/Expiration of Section 8 Rental Assistance Contract. Under these Section 8 contracts, the federal government provides the project owner with the difference between a tenant's rent contribution (thirty percent of income) and a higher rent set by HCD. These subsidies are tied to the project and cannot be used by tenants if they move elsewhere. The Section 8 contracts are set for a number of years, ranging from five to forty. Some of the contracts permit owners to opt out after every five-year interval. If the owner decides not to renew for the subsequent five-year term because, for example, he/she no longer wants Section 8 tenants or could get higher rents in the open market than HUD will pay, the tenants living in those units will lose their rent assistance and will have to move or pay higher rents. These higher rents either will be the regulated rents set by

an underlying FHA-insured mortgage or the actual rents that can be gotten in the open market in projects where there are no other rent restrictions.

As noted above, the Sherwood Villa Apartments and Rodeo Drive Apartments are expected to extend their Section 8 participation for 20 years, until 2031.

3. Expiration of Affordable Housing Component of Mortgage Revenue Bonds. These tax-exempt bonds require that 20 percent of the units meet low to moderate income rental rate limits for the term of the bond or a minimum of 10 years. Four multi-family apartment projects in Victorville are assisted with mortgage revenue bonds. These are: Gold West Apartments, Summer Breeze Apartments and Newporter Apartments, with bonds expected to expire on 2017, 2018 and 2015, respectively; and Wimbledon Apartments, with a bond expected to expire on 2031.

The County is currently working with the Gold West Apartments, Summer Breeze Apartments and Newporter Apartments to extend their affordability through Section 8 participation for 20 years, until 2037, 2038 and 2035, respectively. With the current sluggish housing market, these apartment projects have expressed interest in pursuing the Section 8 commitments.

Methods for Preservation

As discussed in Section II.C.4, market rate housing in Victorville is generally in the low and moderate income range. According to the Housing Authority of San Bernardino County (HASBC), the current maximum allowable contract Section 8 rents for Victorville are:

Bedrooms	0	1	2	3	4	5
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Payment

Standard	\$807	\$882	\$1028	\$1460	\$1707	\$1963
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http://www.hacsb.com/payment_utility.htm, accessed March 28, 2008)

Table 15 compares the current maximum allowable Section 8 contract rents for Victorville to the current market rents. The Section 8 contract rents exceed that of the market. Consequently, property owners of at-risk units are expected to find continuation of their Section 8 contracts preferable to market conditions.

As discussed above, to ensure the City maintains its affordable housing stock, the City is currently working with the identified at-risk apartment project owners and the HASBC to obtain the requisite Section 8 rental vouchers.

In addition, the City is examining the availability of its RDA low-moderate income housing set-aside fund. These funds, as they become available, may be used to construct new multiple family units restricted to Extremely Low and Very low Income households. These funds also can be used to subsidize market rents in a manner similar to the Section 8 program. The RDA has subsidized units for Low and Moderate Income households to reside at Northgate Village Apartments.

The City also is an “entitlement city”, which allows it to receive a greater share of CDBG

Table 15
Comparison of Market Apartment Rental Rates for Victorville to
Section 8 Contract Rents

Unit Size	Current Victorville Market Rents (average) ^[1]	Current Section 8 Contract Rents ^[2]	Comparison of Section 8 Contract Rents vs. Market Rents
0-1 Bedroom	\$713	\$807-882	+\$94 to \$169
2 Bedroom	\$1,012	\$ 1,028	+ \$16
3+ Bedroom	\$1,350	\$ 1,460+	+ \$110+

Notes: ^[1] From Table 12.
^[2] From: (http://www.hacsb.com/payment_utility.htm, accessed March 28, 2008)

funding directly from the Department of Housing and Urban Development. These funds can be utilized to aid in the development of assisted units through a non-profit corporation.

III. CONSTRAINTS ON HOUSING PRODUCTION

A variety of factors add to the cost of housing in Victorville and constrain the provision of affordable units. These include market and governmental constraints. Potential and actual constraints to the development, maintenance and improvement of housing for persons with disabilities also impact housing production and availability.

The extent to which these constraints are affecting the supply and affordability of housing in the City of Victorville is discussed below.

A. MARKET CONSTRAINTS

As indicated in Table 11, housing prices in Victorville are generally comparable to

neighboring communities. As indicated in Table 13, there are for sale dwelling units priced at ranges affordable to every income group within the City. However, lower income households may find it difficult to come up with the requisite 20% down payment. Extremely and Very Low Income renter households in Victorville will have a hard time finding affordable units.

1. Land Costs

Victorville’s large supply of available, relatively inexpensive land is the major factor for the rapid growth of housing that has occurred during the past decade. Cost of residential land in Victorville is estimated to be 10% lower than other areas of San Bernardino County, 45% lower than land in Los Angeles County and 65% lower than land in Orange County⁵. Land costs are not considered a constraint to development.

⁵*Demographic, Economic & Quality of Life Data*, Economics & Politics, Inc.; March 8, 2005; available at City of Victorville Planning Division offices.

2. Construction Costs

During the past decade, construction costs throughout the Southern California region have been very high due to the demand for materials and labor that has occurred regionally and internationally. Recent estimates of residential construction in the San Bernardino/Los Angeles area indicate that residential construction cost is currently between \$91 and \$112 per square foot for a standard two story stucco on stud frame house⁶. These costs are expected to drop somewhat as the housing market continues to slacken.

3. Financing

Home mortgage interest rates have been at historic lows during the past ten years. However during the past year, there has been a sharp rise in foreclosures in the subprime mortgage market. Recent increases in interest rates coupled with declining property values in the High Desert has caused many home owners to default on the mortgages. Unable to recoup their investments, a number of lenders have had to shut down or file for bankruptcy.

This mortgage crisis had made qualifying for a home loan more difficult. Although 30-year fixed rate mortgages are still available at about 6.5%, the income and down payment requirements are more stringent. There are also fewer flexible loan programs to bridge the gap between the amount of a required down payment and a potential homeowner's available funds.

The Mortgage Assistance Program (MAP) has become a big incentive for those households eligible to qualify for a first mortgage by utilizing the program's down payment option to housing affordability.

B. GOVERNMENTAL CONSTRAINTS

Housing affordability is influenced by factors in both the private and public sectors. Actions by the City and by the surrounding jurisdictions influence the amount of housing developed, its type, form, location, and ultimate price. Land use controls, site improvement requirements, building codes, fees and other local programs intended to improve the overall quality of housing may have the unintended consequence of serving as a constraint to housing development.

1. Land Use Controls

The Victorville General Plan and Zoning Ordinance provide for a range of housing types and densities with adequate amounts of available land for development. The City offers for varying zoning standards to encourage lower cost housing.

Through the Planned Unit Development process, a developer may use alternative methods which assure a wide range of housing costs, including small lots such as those in existing PUD developments ranging from 2,400 to 6,000 square feet. For example, in an existing planned unit development (PUD-1-87) designed for senior citizen living, it allows for a minimum lot size of 3,445 square feet, with minimum yards as follows: front, twenty feet; rear, five feet; side, three feet; and street side, ten feet. The reduced lot size and yards allow the development to be more affordable and attractive to seniors on fixed incomes.

The Zoning Ordinance also permits reduced sized units, with minimum dwelling unit sizes as follows: bachelor apartments – 500 square

⁶<http://www.saylor.com/lacosts/economy.html#Economy>, accessed June 3, 2008.

feet, one and two bedroom apartments – 600 square feet, and single family dwelling – 1,200 square feet. These minimum sizes offer flexibility for a variety of income categories. The City R-3 and R-4 zones allow for Single Room Occupancy (SRO) developments, which permit units as small as 120 square feet and as large as 300 square feet which would be designed to accommodate up to two persons per unit. SRO's are conditionally permitted, subject to the following development standards: parking is required

at 1 space for every two units; setbacks and height follow the zone district.

The Zoning Ordinance allows for the installation of one single manufactured dwelling within the single family residential zone district. Additionally, it allows for mobile home subdivisions/parks within the multiple family residential zone districts. All of the aforementioned options authorized by the Zoning Ordinance provides for a wide variety of housing types which helps to ensure affordability.

Development Standards by Residential Zoning District: A summary of City residential zoning districts is provided below.

Very Low Residential	This category of residential land use is characterized by single-family detached homes located on lots with a minimum area of one half acre which allows for a maximum density of two dwelling unit per acre.	2 du/ac*; maximum height of a principal building is 30 feet and 25 feet for an accessory; maximum lot coverage is 40%; Setbacks are 25 feet front, 20 feet rear and 10 feet sides. Two covered or enclosed parking spaces per unit are required.
Low Density Residential	This residential land use category is characterized by single-family detached residential development.	5 du/ac; maximum height of a principal building is 30 feet and 20 feet for an accessory; maximum lot coverage is 40%; Setbacks are 20 feet front, 10-20 feet rear; 5 feet side, and 10 feet street side. Two enclosed parking spaces per unit are required.
Medium Density Residential	Residential development in this category is typified by single-family detached or attached units or duplexes.	8-12 du/ac; maximum height of a principal building is 30 feet and 20 feet for an accessory; maximum lot coverage is 40%; Setbacks are 20 feet front, 20 feet rear; 5 feet side, and 10 feet street side. Parking is required at two spaces per unit, half of which must be covered.

Mixed Use Residential District: As part of its General Plan 2030, the City established a new mixed use residential district that allows a residential density of up to 60 dwelling units per acre. The General Plan designates 609 acres of this mixed use density. Based on the development standards described below and expected development trends, this designation is expected would allow for development of up to 9,264 very high density dwelling units (at an expected average of 40.6 dwelling units per acre):

Mixed-Use High Density Residential (MU)

This Mixed-Use High Density Residential land use category is intended to facilitate well integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses multi-family residential up to a density of 60 du/ac; retail, office, civic, open space and other similar uses as defined through the PUD process.

Maximum density 60du/ac; maximum lot coverage is 50%; residential may occupy 50% of the site area; requires PUD with open space elements and pedestrian linkages. Maximum building height is 150 feet; except when within 500 feet of a residentially designated land use area, in which case maximum height is 35 feet. Parking standards are determined through the PUD process.

Density Bonus: The City follows the state mandated density bonus allowance requirements. Bonuses are provided based on the following percentages:

- Provide at least ten percent (10%) of the total units of the housing development for lower income households, as defined in Health and Safety Code Section 50079.5; or
- Provide at least five percent (5%) of the total units of the housing development for very low income households, as defined in Health and Safety Code section 50105; or
- Provide a senior citizen housing development as defined in Civil Code Sections 51.3 and 51.12, or mobile home park that limits residency based on age requirements for housing for older persons pursuant to Civil Code Sections 798.76 and 799.5; or
- Provide at least ten (10%) of the total dwelling units in a common interest development as defined in Civil Code Section 1351 for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided

that all units in the development are offered to the public for purchase.

Second Units: Second units are governed by Section 18.13.040 of the Victorville Zoning Code, which defines second units as a detached or attached dwelling unit which provides complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking and sanitation, on the same parcel as is situated the primary unit. The Zoning Code prohibits second units for the following reasons:

- a) Additional units on residential lots generate the need for additional off-street parking. Many areas of the City are presently impacted by a lack of adequate off-street parking, resulting in the use of the public right-of-way for parking purposes. The efficiency of public rights-of-way as transportation corridors lessens proportionate to the increase of their use for parking. Drivers entering, and exiting their vehicles cause a reduction in through traffic speeds, as well as constituting a safety hazard.

b) The City General Plan specifies certain maximum densities for residential areas. Many areas within the city have been, and are being developed to maximum density in order to attain the most intensive land use allowed. The introduction of second units to existing residential areas could increase densities beyond the intent of the general plan and corresponding zone classification, changing the character of the neighborhood to the detriment of its residents.

c) The City acknowledges that the preclusion of second units within the city may limit housing opportunities of the region. This limitation is justified, based on concerns for neighborhood preservation. Moreover, the City participates in federally assisted housing programs and has accepted a share of the regional housing allocation model. Also, the City has adopted ordinances that provide for discretionary relief from restrictions that increase the cost of housing. These ordinances, combined with the low cost of land and construction labor in the city, create a favorable environment for the development of affordable rental and owner-occupied housing. Because of these mitigating factors, the preclusion of second units will not significantly affect housing opportunities in the region.

Building Codes: The City of Victorville recently adopted the International Building Code. This building code is followed uniformly by cities across the country, and consequently, is not considered a constraint to development of affordable housing. Victorville's code enforcement is very pro-active when it comes to construction without a permit, especially if there is an imminent threat to public health, safety, and welfare.

Site Improvements: For new development on unimproved sites, the City requires the developer to construct on-site improvements

and contribute to its fair share of off-site improvements. Typical residential street widths are 40 feet. There are water and sewer connections on all existing City streets. New development will connect to the adjacent infrastructure connections.

New single family development in Victorville occurs on large expanses of land, often through the Specific Plan process. A requirement of Specific Plan development is that all roads and infrastructure be planned and implemented as part of the development. This requirement enables infrastructure costs to be shared amongst a large number of houses (typically 200+ units), thereby reducing the per unit site improvement cost. As previously discussed, because of the low land costs, housing in Victorville is substantially lower than in other areas of San Bernardino County, and other southern California counties⁷. Site improvement costs are not considered a constraint to development.

2. Development Fees

Development fees that apply to residential development in Victorville are low relative to most areas in California. Fees are not set based on the actual cost of services, but rather on a set schedule adopted by the City Council. As a result, most development fees are set substantially below the cost of the actual services. The typical process for single family development involves a tentative and final tract map, stock housing plans and building permits. Current City Planning Division fees are as follows:

⁷*Demographic, Economic & Quality of Life Data*, Economics & Politics, Inc., March 8, 2005; available at City of Victorville Planning Division offices.

Tentative Parcel Map:	\$700 + \$5 per lot
Tentative Tract Map:	\$1,100 + \$15 per lot
Specific Plan:	\$4,450
Site Plan	\$800 + \$75 per acre
Environmental Assessment	\$100 for negative declaration
Building Plan Check:	sliding scale based on valuation (\$15 - \$ 1,381.50)
Development Impact Fee:	\$10,947 per single family; \$7,405 per multifamily
Sewer Connection:	\$35 per unit
Residential School	
Impact Fee:	\$3.84 (Adelanto Elementary School District)
Varies by district	\$1.97 (Adelanto – High School)
	\$4.43 (Hesperia Unified School District)
	\$4.80 (Snowline Joint Unified School District)
	\$2.84 (Victor Elementary School District)
	\$3.14 (Victor Valley Union High School District)

There are no planning or impact fees or exactions beyond those listed above. Because City fees are lower than actual costs and lower than many other San Bernardino County cities, they do not act as a constraint to development.

3. Local Processing and Permit Procedures

The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately reflected in the unit's selling price. The City's goal is to expedite processing of all residential development applications.

In Victorville, project approval requires an application to the Planning Commission for all projects except individual single-family homes. Certain applications also require approval by the City Council. Residential projects are reviewed to ensure compliance with

City General Plan, zoning and subdivision requirements; no other criteria are applied during the City review process. Most tentative tracts and site plans can be processed and forwarded to the Commission within 60 days and do not need Council approval. Projects such as specific plans, Planned Unit Developments (PUD's) and General Plan Amendments, which are only processed four times a year, require Council approval. Mixed use developments are permitted through the PUD process.

Victorville's development approval process is designed to accommodate development. Construction of the project can begin quickly

as the Development Department takes care of all plan check responsibilities, including fire and engineering. The result is a streamlined and efficient review, cutting the time the plans are within the city. If complete, all plans are turned around within 2 weeks of submittal.

Currently, the City does not have a formal procedure for expediting projects with affordability components. Because of the reasonable and relatively quick processing times provided by the City, these requirements are expected to facilitate, rather than hinder, new residential development.

C. CONSTRAINTS TO HOUSING FOR PERSONS WITH DISABILITIES

Constraints to the development, maintenance and improvement of housing for persons with disabilities impact housing production and availability. Recent changes to state law, including Government Code Sections 65583(a)(4) and 65583(c)(3), address the provision of accessible housing for disabled persons. These changes require that the Housing Element include an analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels and for persons with disabilities, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. These changes also require that the Housing Element address methods for removing governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

Victorville endeavors to accommodate disabled access and to comply with the recent changes to state law. The City is in the process of preparing a reasonable accommodation ordinance. The ordinance will allow individuals to apply to the City for exemptions from City housing related land use, zoning, or building laws, rules, policies, practices and/or procedures in order to reasonably accommodate their disability. The ordinance will require that a written determination be issued within thirty (30) days of the date of receipt of a completed application and may (1) grant the accommodation request, (2) grant the accommodation request subject to specified nondiscriminatory conditions, (3) deny the request, or (4) may refer the matter to the Planning Commission, which shall render a decision on the application in the same manner as it considers an appeal.

Other City efforts to accommodate the disabled include the fitting of arterial streets with curb cuts, disabled access signal controls and seeing impaired crossing signals. The City has adopted the California Building Code, including all provisions related to facilitating disabled access. These provisions are strictly enforced by the City Building Official. Further, according to the City Zoning Ordinance, ramps and platforms necessary to accommodate disabled access are permitted to intrude into required setbacks. Should added allowances be needed to accommodate disabled access, these may be processed as a Reasonable Accommodation application. The City of Victorville provides grants and loans to low and moderate income disabled persons for accessibility modifications to the single family homes.

Residential Care Facilities: Residential care facilities often provide care to the disabled, including the physically and mentally disabled. State law allows residential care facilities of 6 or fewer persons in any single family zone, in effect requiring a residential

care household to have the same housing rights as a typical family household.

Consistent with state law, the City permits small residential care facilities that serve 6 or fewer clients in every residential zone. The City Zoning Code does not regulate concentrations of group homes or contain specific site planning criteria for group homes. Any group home would be regulated by the zoning district in which it locates.

Regarding business licenses, the City follows California Health and Safety Code Section 1566.2, for residential facilities with six or fewer persons. The code says that they shall not be subject to any business taxes, local registration fees, use permits, fees, or other fees.

D. ENVIRONMENTAL CONSTRAINTS

Environmental constraints to housing include natural hazards that limit the development potential of land or increase the cost of development. In Victorville, environmental constraints that could impact housing development include: Flooding hazards; Seismic hazards; and Hillside/Slopes.

Flooding

The Land Use and Safety Elements identify those areas of the City that are subject to periodic flooding. The Federal Emergency Management Agency (FEMA) has prepared Flood Insurance Rate Maps (FIRM) for the City of Victorville and the unincorporated areas. In order to mitigate potential flooding the City

refers to the San Bernardino County Flood Control District Master Drainage Plan and requires private development to design drainage systems according to this plan. This Master Drainage Plan has not been adopted by the City Council and no fees are collected. However, the north western portion of the City is covered by a drainage plan adopted by City Council (Ordinance no. 1460) for which fees are collected prior to issuance of building permits for affected development projects. The above noted drainage plans give direction for the efficient mitigation of flooding allowing for the development of those affected properties. Finally, Ordinance No. 1460 allows for the equitable assignment of cost to property within the area of benefit.

The most costly constraint tied to flooding is the requirement to get a permit from the Army Corps of Engineers, or California State Department of Fish and Game if the property is adjacent to or modifying a drainage wash which is deemed to be under the definition of “waters of the United States”. This permit can take months to process from each department. In addition, the entire project may need to be altered to prevent the loss or damage of the drainage area. None of the potential affordable housing sites identified in Table 18 are located in a designated floodplain.

Seismicity

Like the entire Southern California region, Victorville is located in an area of high seismic activity. The probability of a major earthquake from the San Andreas, Helendale, and the San Jacinto Faults is considered to be high. No faults or fault traces are known or suspected to exist within the planning area and, as a result, no Alquist-Priolo Special

Studies Zones are located within the planning area. However, because of the high probability of seismic activity, consistent with Seismic Safety Zone IV of the California Code, new development is required to employ design and construction techniques that will reduce the potential for loss of life, injury, and property damage in the event of a major earthquake. These requirements add to the cost of building residential structures. None of the potential affordable housing sites identified in Table 18 are located near identified faults on in special seismic study zones.

Hillside/Slope

Portions of the City have areas where slopes exceed 15 percent. The development on slopes with this degree of inclination is difficult and should be avoided if possible to prevent property damage resulting from slope failure. The Safety Element contains specific goals and policies that address hazards related to the development of hillside areas. The Zoning Ordinance contains a Slope Protection District (SLP) which regulates the maintenance and protection of sloped areas in excess of five feet in vertical height. These slope protected areas reduce the amount of land available for residential development. None of the potential affordable housing sites identified in Table 18 are located in slope protected areas.

IV. HOUSING ASSESSMENT SUMMARY

Housing Element law requires cities to meet both local and regional housing needs. Victorville's local housing needs are discussed in Sections II and III above. Victorville's regional housing needs are established by the

Southern California Association of Governments (SCAG), and are summarized below.

The Housing Plan, presented in Section VI that follows, establishes specific policies and programs to address these identified housing needs.

A. LOCAL HOUSING ASSESSMENT

Local housing needs, as discussed in Section II, have been identified based on input from available Census data, Planning and Building Divisions records, and City Redevelopment Agency plans. Based on this information, areas of local housing needs in Victorville include:

- More affordable rental housing to accommodate the Extremely Low, Very Low, Median and Moderate Income households.
- Down payment assistance for low to moderate income first time homebuyers. (currently available)
- Extension or acquisition of Section 8 rental vouchers to ensure the continued affordability of potential at-risk housing projects.
- Monitoring and future maintenance of other federal, state and local assistance programs to preserve assisted units that will become at-risk
- Minor and moderate repair assistance for older housing structures. (currently available).

B. REGIONAL HOUSING ASSESSMENT

State law requires jurisdictions to provide for their share of regional housing needs. As part of the Regional Housing Needs Assess-

ment (RHNA), the Southern California Association of Governments (SCAG) determines the housing growth needs by income category for cities within its jurisdiction, which includes the City of Victorville. RHNA determinations for the City of Victorville during this planning period are presented in Table 16. As illustrated in the Table, Victorville is required to provide adequate sites for the construction of 8,618 new dwelling units during this planning period. Of these new units, 986 should be affordable to Extremely Low Income households, 987 to Very Low Income households, 1,401 to Low Income households, 1,630 to Moderate income households, and 3,614 to above moderate income households.

V. HOUSING OPPORTUNITIES

This section of the Housing Element evaluates the potential additional residential development that could occur in Victorville under the existing General Plan, along with existing and modified zoning classifications and regulations. Opportunities for energy conservation in residential development are reviewed and encouraged. This section also identifies the financial resources available to support the provision of affordable housing in the community.

Table 16
RHNA New Housing Construction Needs by Income Group
for the City of Victorville

Income Category	Housing Unit Construction Need by Income Group	Percent of Need by Income Group
	<u>Current Planning Period 2006-2014</u>	
Extremely Low (0-30% County median income) [1]	986	11%
Very Low (31-50% County median income)	987	12%
Low (50-80% County median income)	1,401	16%
Moderate (80-120% County median income)	1,630	19%
Above Moderate (over 120% County median income)	3,614	42%
Total Housing Unit Construction Need	8,618	100%

Source: SCAG Adopted Regional Housing Needs Determinations (July 2007)

[1] Extremely Low contains half (or 51) of the City Very Low Income allocation, which is 1,972 units.

[2] A 1-unit adjustment is made to SCAG RHNA Very Low Income Units to account for rounding.

A. AVAILABILITY OF SITES FOR HOUSING

As a rapidly growing community, the City has been active planning for the continued availability of housing sites. Victorville is updating its General Plan through year 2030, including major amendments to the Land Use Element that will provide for future housing sites. Major changes promulgated in the General Plan 2030 include the expansion of its 37,000 acre northern sphere of influence, and establishment of a new Mixed Use High Density land use category that permits residential of up to 60 dwelling units per acre.

In addition to these General Plan changes, Victorville's efforts include commitments of its Redevelopment Agency and City resources, as well as other Federal and State resources as they may become available.

1. Housing Constructed or Approved 2006-2007

During the first two years of this planning period (from January 2006 through February 2008), the City has utilized its zoning powers and resources to facilitate the following new units:

- a) **New Single Family Homes**— From January 2006 through March 2008, the City has issued building permits for 3,688 new single family homes, most of which have been constructed⁸. These units are market rate and because of the downturn in the housing market are expected to sell at prices affordable to Moderate Income households.
- b) **Multifamily Homes** – From January 2006 through March 2008, 302 multifamily housing units have been constructed; the City has issued 513 building permits, and has approved plans for an additional

2,468 multifamily units. These units total 2,981, and are listed by case number, address, number of units, site size, density and status in Table 17.

- c) **Assisted Units** – During 2006-2007, the City approved two affordable housing projects and 139 inclusionary housing units, all of which were constructed:

Casa Bella Family Phase II, located at 16980 Nisqualli Road, consisting of multifamily 80 units, all of which are affordable. Of the affordable units, 56 are affordable to Extremely Low and Very Low Income households, and 24 to Low Income Households. This project is funded through the Section 42 Tax Low-Income Housing Tax Credit Program and Mortgage Revenue Bond financing. Affordability is secured for 55 years through TCAC and 2 years through the Victorville Redevelopment Agency for a total of 57 years. Project density is 15.84 dwelling units per acre.

Casa Bella Family Phase III, located at 16980 Nisqualli Road, consisting of multifamily 112 units, 111 of which are affordable. Of the affordable units, 77 are affordable to Extremely and Very Low Income households, and 34 to Low Income Households. This project is funded through the Section 42 Tax Low-Income Housing Tax Credit Program and Mortgage Revenue Bond financing. Affordability is secured for 55 years through TCAC and 2 years through the Victorville Redevelopment Agency for a total of 57 years. Project density is 15.84 dwelling units per acre.

⁸Based on City building permit data as of March 2008.

**Table 17
Multifamily Units Built and Approved by Case No., Address, Number of
Units, Site Size, Density and Status
City of Victorville – January 1, 2006 to December 30, 2008**

Case No.	Address	Number of Units	Site Size	Density	Status
PLN07-00081	Northeast of Palm- dale and El Evado	76	5.0	15.20	Approved
PLN07-00079	Northeast of Mid- town and Amargosa	128	8.32	15.38	Approved
PLN07-00076	Southeast of El Evado and Seneca	353	29.94	11.79	Approved
PLN07-00050	14779 Seneca	203	16.78	12.40	In construction
PLN07-00045	Southwest of Palm- dale and Mesa View	180	20	9.0	Approved
PLN07-00034	Northwest of Mo- jave and Vasquez	18	1.36	13.24	Approved
SP-06-074	15579 Barranca Way	19	1.5	12.67	Approved; in plan check
SP-06-052	15388 Midtown	196	29.45	6.66	Approved; in plan check
SP-06-060	14202 Rodeo Drive	99	4.85	20.41	Approved; in plan check
SP-06-037	Northeast of La Mesa and Joshua	400	20	20.0	Approved
SP-05-059	14825 Seneca	204	20.68	9.86	Approved; in plan check
TR 17556	17825 Huerta	20	2.5	8.0	Approved; final map
TR 17614	16545 Seneca	41	3.42	11.99	Approved; build- ing permits is- sued
SP-05-027	14921 Center	20	1.19	16.74	Approved; in plan check
SP-05-026	14374 Borego	220	11.12	19.78	Constructed
SP-05-021	14416 McArt	52	2.6	20.0	Constructed
SP-05-010	14330 Bonanza	20	2.5	8.0	Approved; in plan check
TR 17129	17915 Huerta	10	1.25	8.0	Approved; final map
TR 17200	17005 Silica	32	3.06	10.46	Approved; final map
TR 17255	16662 Green Tree	136	8.7	15.63	Approved; in plan check
TR 17019	13520 Third	168	9.03	18.60	Constructed
SP-04-005	14344 McArt	84	5.4	15.56	Approved; build- ing permits is- sued
SP-02-002	16980 Nisqualli	302	19.07	15.84	Approved; 112 units con- structed
TOTAL MULTIFAMILY UNITS		2,981			

Inclusionary Housing Units, totaling 139, were provided through the City RDA housing set-aside fund. From January 1, 2006 through present, 47 inclusionary housing units were produced within the Bear Valley/Hook Blvd Project Area; 34 units were within the Very Low Income category, and 13 were within the Low Income category. In Victorville's portion of Victor Valley Economic Development Authority (VVEDA) 92 units were produced; 14 units were within the Very Low Income category, 57 were within the Low Income category, 21 were within the Low/Moderate Income category.

- d) **Mixed Use High Density Units** – As part of the General Plan Update, the City has established a new Mixed Use High Density category, which is intended to facilitate well integrated multi-family and commercial developments, located adjacent to retail development. Permitted mix of uses multi-family residential up to a density of 60 dwelling units per acre; retail, office, civic, open space and other similar uses. The land use designation, which encompasses 609 acres, requires that residential occupy a minimum of 50% of the site.

Three mixed use sites are designated by the General Plan. One is 160 acres and is comprised of the following parcels: 3092-461-01 through 04, 3092-471-01 through 05, 3092-491-01 through 19, 3092-501-01 through 07 (portion of 1-3). The second is approximately 430 acres and is comprised of the following parcels: 3070-441-01 through 31, 3070-451-01 through 20, 3071-011-01 through 18 and 20 through 27, 3071-031-01 and 03 through 16, 3071-051-01 through 16. Both of these mixed use sites are currently vacant, and located within the Sphere of Influence, and aren't expected to develop within the next five years. A smaller site

of approximately 50 acres is located within City limits near the intersection of La Mesa Road and Bellflower Street. Those Assessor's parcels are: 3133-141-05 (portion), 06, 07, 08, and 3133-251-05, 06 and 08. This site is closer to existing infrastructure and could develop within a five year timeframe. Considering the strong demand for mixed use development that has occurred region-wide, these sites are expected to be highly desirable once the housing market rebounds. Assuming the new Mixed Use High Density develops with an average residential density of 40.6 dwelling units per acre, this category has the potential to generate over 12,000 very high density units during the next 20 years. Of these units, only the 50 acre site, or approximately 1,000 units, has the potential to develop during the next six years of this planning period (through year 2014).

- e) **General Plan Update Residential Counts** – While the size and scope of the proposed additional sphere area is still being studied, the addition of the sphere expansion and other land use changes promulgated by the General Plan 2030, there is a potential for a total of 138,617 units in the Planning Area at build-out. This represents a 276% increase in housing supply over the 2007 count of 36,797 dwelling units.

The mix of the General Plan designated units consists of 87,014 single family (62.7% of build-out density) and 51,503 multifamily units (37.3% of build-out density). This demonstrates a notable shift toward more multifamily units when compared to the 2000 Census tabulation for Victorville of 73% single family to 19% multifamily and 8% mobile homes.

It is expected that once the housing market rebounds, the demand for single family homes will also rebound. The number of additional single family units to be constructed during the remaining 6 years of this planning period are expected to, at a minimum, equal the 3,688 units already permitted and/or constructed since January 2006. (Reference discussion in V.A.1.a.)

close proximity to infrastructure, bus routes, shopping centers and other items often looked at in an affordable housing subsidy program.

Affordable Multifamily Housing Sites

HCD, pursuant to AB 2348 and recent amendments to Housing Element Law, established a new default methodology to determine the affordability of a potential housing site or development. In a metropolitan city like Victorville, the amendments require that a site be zoned to permit at least 30 dwelling units per acre in order to qualify as a housing site potentially affordable to households in the Extremely Low, Very Low or Low Income

Future Multifamily Housing Sites – Multifamily housing sites that have and are expected to develop during this planning period are shown in Figure 3, *Available Housing Sites – Current Planning Period*. The corresponding information in Table 18 lists each parcel. These sites were chosen due to their

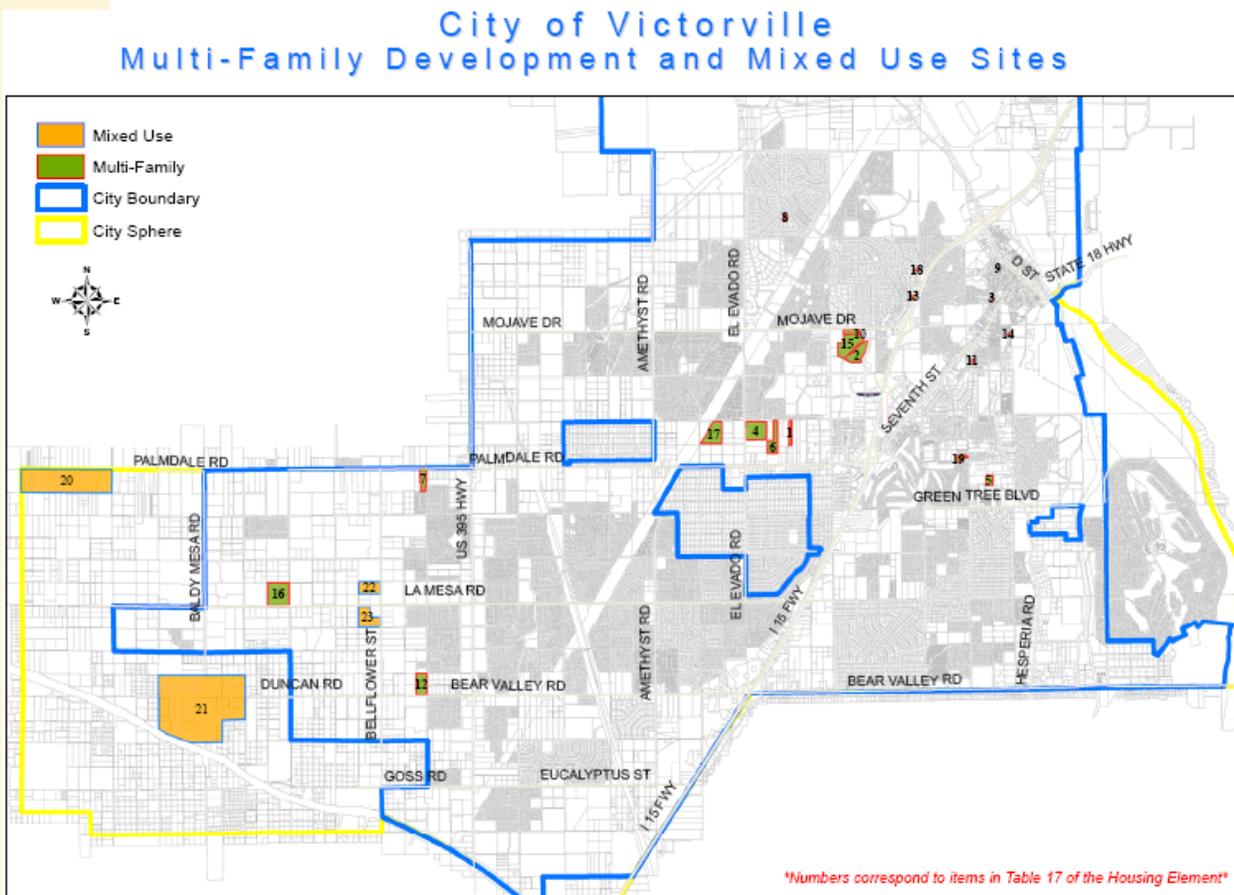


Figure 3. Available Multifamily Housing Sites – Current Planning Period

**Table 18
Comparison of Available Housing Sites to RHNA by Income Category**

Project	Acres	DU/AC	Units	Ex Low [1]	Very Low [2]	Low	Mod	Above Mod
Housing Constructed or Planned 2006-2014								
Victorville Mediterranean Gardens	29	14.7	428					
Signature at Valley Center	8.9	14	128					
Casa Bella Phase II [3]	6	13.3	80	28	28	24		
Casa Bella Phase III [3]	8	14	112	38	39	34		
Inclusionary Housing [3]	N/A	N/A	47		34	13		
Mixed Use High Density [4]	80	40.6	3,242	920	886	1,436		
Multi-Family [5]	Varies	Varies	2,983				2,983	3,688
Single Family	Varies	Varies	3,688					3,688
Totals			10,152	986	987	1,507	2,983	7,376
RHNA			8,618	986	987	1,401	1,630	3,614
Difference (Available Units vs. RHNA)			1,534	-	-	106	1,353	3,762

Notes:

- [1] Extremely Low contains half of the City Very Low Income allocation.
- [2] A 1-unit adjustment is made to SCAG RHNA Very Low Income Units to account for rounding.
- [3] Units allocated to affordable category based on actual rent restrictions.. (Reference Section V.A.1(c), above.
- [4] Units allocated to affordable category based on permitted density of up to 60 du/ac, and expected average of 40.6 du/ac. (Reference Section V.A.1(d), above.
- [5] Units allocated to moderate category based on actual costs/rent of 112 units at 16980 Nisqualli (Reference Section V.A.1(b), above.

ranges. Alternately, a city can present market information or provide subsidies to demonstrate the affordability of a housing site or new development.

2. Comparison of Available Sites and Units Constructed with RHNA

Table 18, below, tallies the units already developed during this planning period with those likely to be approved or constructed by December 2014. Together, these existing and likely units total 10,152. Table 18 then compares these units, by income category, to the RHNA goals established by HCD for the City. Units are placed in the Extremely Low, Very Low and Low income categories based on affordability commitment or anticipated density above 30 dwelling units per acre. As depicted in Table 18, the City meets or exceeds the RHNA goals in each category.

B. REMOVAL OF HOUSING CONSTRAINTS

1. Availability of Public Services and Facilities

Victorville is a developing community. As new development occurs, new roads and infrastructure will be required. To prepare for this growth, the City has undertaken preparation of numerous technical studies, including a city-wide traffic model, water and wastewater master plan, sewer master plan, fiscal impact report, commercial zoning market analysis, and an economic issues and strategy report.

Future residential development is expected to occur through infill and through new large

developments. Most of the new development is expected to be planned through the Specific Plan process. Approximately 24% of the City Planning Area is designated Specific Plan. A requirement of Specific Plan development is that all roads and infrastructure be planned and implemented as part of the development. These Specific Plans will be required to provide roads and infrastructure in compliance with the General Plan and applicable master plans.

The City’s roadway and infrastructure system is planned and expected to be in place and capable of accommodating additional residential development pursuant to the City General Plan. There is adequate water volume and sewer capacity available to accommodate residential development pursuant to the City General Plan, including the City’s RHNA requirements.

All new development projects in the City are required to comply with the National Pollution Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for San Bernardino County. To comply with NPDES requirements, the City has incorporated the Stormwater Program developed by the County of San Bernardino. The City’s Stormwater Program is a reference document that serves as the basis for its storm water management program. The City’s version consists of the following programs: development planning; development construction; illicit connection/discharge detection and elimination program; industrial/commercial inspection, and public information.

There are minimum water quality protection requirements for development construction projects. Unless exempted, all development construction projects will be required to implement best management practices (BMPs) necessary to reduce pollutants to the Maximum Extent Practicable (MEP) to meet the minimum water quality protection requirements. Construction activities include activi-

ties such as clearing, grading, excavation, road construction, structure construction, or structure demolition that result in soil disturbance.

As previously discussed, because of the lower land costs, housing in Victorville is lower in cost than in other areas of San Bernardino County, and other southern California counties⁹. Site improvement costs associated with public services and facilities are not considered a constraint to development.

2. Removal of Market Constraints

As indicated in Table 11, housing prices in Victorville are generally lower than neighboring communities and within reach of most households, regardless of income. The primary market constraints affecting affordable ownership housing are related to the required down payment for homebuyers and the availability of rental housing affordable to Extremely, Very Low Income and Moderate Income households.

Recognizing the high cost of ownership housing, the City has established the Mortgage Assistance Program. This program enables homebuyers to purchase a home in the City of Victorville, by providing up to \$65,000 or 30% of the sales price the lesser of the two in down payment and/or closing costs. During this planning period, the program was awarded \$792,500 in RDA housing set-aside funds and \$350,498 in HOME federal funds. These funds are issued to homebuyers in the form of a deferred second trust deed loan. Eligibility for this program is based on family size and HUD/HCD established income limits. Since the start of this planning period, the City has issued mortgage assistance to ten Low and one Moderate Income households. The City has established a goal of issuing up to five to ten Homebuyer loans each year.

The City continues to assist with the provi-

sion of affordable rental housing through its available zoning and financing tools. The City is proposing a new mixed use zoning designation that is expected to result in thousands of new multifamily units at densities up to 60 dwelling units per acre. The City has and continues to use available financing tools to assist in, providing rental housing affordable to Extremely Low, Very Low, Low and Moderate Income households.

3. Removal of Governmental Constraints

As discussed under Section III.B. above, the City Zoning Code provides ample opportunity for residential development of varying types and densities. The City also endeavors to provide expedited processing of all residential development applications. The City is in the process of preparing a reasonable accommodation ordinance to ensure the accessibility of housing to disabled persons.

The zoning code currently requires 2 parking spaces per unit for multi-family development, with one-half of those required to be covered. There is no requirement for guest parking and no differentiation between the number of bedrooms. This standard does not appear to be a hindrance to affordable development and often results in fewer required spaces than other cities.

The City allows the use of density Current City land use and development processes therefore have not been considered a constraint to housing development.

⁹*Demographic, Economic & Quality of Life Data*, Economics & Politics, Inc.; March 8, 2005; available at City of Victorville Planning Division offices.

C. OPPORTUNITIES FOR ENERGY CONSERVATION

The Legislature in 1974 created the California Energy Commission to deal with the issue of energy conservation. The Commission in 1977 adopted conservation standards for new buildings. The Legislature directed the Commission to periodically improve the standards to account for state-of-the-art energy efficient building design. The Commission has adopted revised energy standards for new residential buildings. The revised energy conservation standards for new residential buildings have been placed in Title 24 of the California Administrative code. The standards apply to all new residential buildings (and additions to residential buildings) except hotels, motels, and buildings with four or more habitable stories and hotels. The regulations specify energy saving design for walls, ceilings and floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards and the use of non-depleting energy sources, such as solar energy or wind power.

In relation to new residential development, and especially affordable housing, construction of an energy efficient building does add to the original production costs of ownership and rental housing. Over time, however, the housing with energy conservation features should have reduced occupancy costs because the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures is one way of achieving affordable housing costs when those costs are measured in monthly carrying costs as contrasted to original sales price or production costs.

Strategies a developer can undertake to achieve energy efficient construction include:

- Locating the structure on the northern portion of the sunniest area on the site.
- Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure to extreme weather conditions.
- Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry rooms, power core, and garages along the north face to the building to serve as a buffer between heated spaces the colder north face.
- Making the main entrance a small, enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.
- Locating window openings to the south and keeping east, west and north windows small, recessed, and double-glazed.

The City also follows the latest state legislation regarding energy efficiency and sustainable development, including AB 32. As specific implementation measures are promulgated pursuant to AB 32, the City will adopt these measures as feasible and as required, including adoption of the California Energy Code and the California Green Building Standards Code and operation of low emission City vehicles. These and other potential energy efficient opportunities are evaluated and promoted by the City during the site plan review process.

D. FINANCIAL RESOURCES

There are a variety of potential funding sources available to support affordable housing in the City of Victorville. They include the following:

1. HOME INVESTMENT PARTNERSHIPS (HOME) Funds

The Home Investment Partnerships (HOME) Program is a federal program, created as a result of the National Housing Affordability Act of 1990. HOME funding is provided to jurisdictions to assist either rental housing or home ownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Also possible is tenant-based rental assistance, property acquisition, site improvements, and other expenses related to the provision of affordable housing and for projects that serve a group identified as having a special need related to housing. The City has used HOME funds to assist with the development of affordable rental housing projects and the Mortgage Assistance Program. To further expand the opportunities in 2004, the City joined the Town of Apple Valley to form a HOME consortium to become an entitlement jurisdiction resulting in an annual allocation of approximately \$300,000.

2. Community Development Block Grant (CDBG) Program

Through the federal CDBG program, HUD provides funding for a range of community development activities. CDBG grants are awarded for housing activities, including acquisition, rehabilitation, homebuyer assistance, economic development, homeless ser-

vices and public services. CDBG funds are subject to certain restrictions and generally cannot be used for new housing construction. CDBG grants primarily benefit households with incomes not exceeding 80% of the county median family income.

The City of Victorville is a CDBG entitlement city based upon its demographics and receives CDBG funds annually. These funds are used for a variety of housing purposes, including:

- Owner Occupied Rehabilitation Loans - This program, provides no interest rate housing rehabilitation loans of up to \$60,000.00 to lower income homeowners throughout the City. All health and safety problems must be corrected before any other home improvements can be made.
- The Owner Occupied Rehabilitation (OOR) provides up to \$60,000 in the form of a deferred loan to income eligible households to make repairs of owner occupied homes. During this period the program was awarded \$282,121 in State funds and \$78,209 in Housing Set-Aside. The OOR assisted two low and seven very low income households.
- Senior/Disabled Home Repair Program (SHRP) – The sponsor of this program is the City of Victorville. This program provides a one time grant of labor and materials for eligible senior/disabled homeowners for minor home repairs. The grant amount has been raised to its current limit of \$10,000.00. This program is funded with CDBG and HOME funds. It assisted 59 senior households, 55 to date all of who were Very Low and Low Income. Total number of female head of households was 27.

3. Section 108 Program

Section 108 is the loan guarantee provision of the CDBG program. This provision provides communities with a source of financing for a variety of housing and economic development activities. All rules and requirements of the CDBG program apply, and therefore all projects and activities must principally benefit low and moderate income persons, aid in the elimination or prevention of blight, or meet urgent needs of the community.

Monies received per the Section 108 loan guarantee program are limited to no more than five times the applicant's most recently approved CDBG amount, less prior Section 108 commitments. Activities eligible for these funds include: economic development activities eligible under CDBG; acquisition of real property; rehabilitation of publicly owned property; housing rehabilitation eligible under CDBG; construction, reconstruction or installation of public facilities; related relocation, clearance or installation of public facilities; payment of interest on the guaranteed loan and issuance costs of public offerings; debt service reserves; and public works and site improvements.

Section 108 loans are secured and repaid by pledges of future and current CDBG funds. Additional security requirements may also be imposed on a case by case basis.

4. Section 8 Housing Choice Voucher Program

The federal Section 8 program provides rental assistance to low-income households. With a Section 8 voucher, households pay 30-40% of their income towards housing and

the HASBC pays the rest, up to certain maximum rent limits. The vouchers are paid directly to the landlords. The HASBC inspects its tenants' units annually to ensure that health and safety standards are met. This program also allows households to use their vouchers toward the purchase of a home.

The HASBC manages approximately 927 Section 8 household vouchers in the City of Victorville. To ensure the affordability of its potential at-risk units, the County is working to extend the term of its existing vouchers and increase the number of vouchers during this planning period.

5. Section 202/811 Housing for Elderly or Disabled

Under this federally administered program, direct loans are made to eligible, private non-profit organization and consumer operative sponsors to finance development of rental or cooperative housing facilities for occupancy by elderly or disabled persons. The interest rates on such loans are determined annually. Section 8 funds are made available for all of the Section 202 units for the elderly. Rental assistance for 100% of the units for disabled persons has also recently been made available. Section 811 can be used to develop group homes, independent living facilities, and intermediate care facilities.

Private, nonprofit sponsors may qualify for Section 202 no interest capital financing loans. Households of one or more persons, the head of which is at least 62 years old or is a qualified non-elderly disabled person between the ages of 18 and 62, are eligible to live in these units.

6. California Housing Finance Agency (CAL-HFA)

CAL-HFA is an agency of the state of California that administers programs that provide below market interest rate mortgage capital through the sale of tax-exempt notes and bonds. CAL-HFA sells tax-exempt Mortgage Revenue Bonds to provide below market rate financing through approved private lenders to first-time homebuyers for the purchase of new or existing homes. The program operates through participating lenders who originate loans for CAL-HFA purchase.

CAL-HFA assists nonprofit housing development corporations that acquire land, provide building plans, and package loans for self-help housing. Families, under the supervision of nonprofit corporations, provide the majority of the construction labor. CAL-HFA makes commitments to self-help corporations for low-interest mortgages and provides credit enhancements to lenders who provide construction financing and preferential interest rates.

CAL-HFA also operates a Multifamily Rental Housing Mortgage Loan Program. This program finances the construction or substantial rehabilitation of projects containing 20 or more units. In a project, 20% of the units must be set aside for low income tenants at affordable rents for the greater of 15 years or as long as the mortgage is outstanding.

A new program of CHFA is the SP-HELP Program. This program provides low interest loan assistance to local governments to assist in the provision of affordable housing. The City has used Cal-Home funds to assist with the rehabilitation of affordable owner occupied housing .

7. Low Income Housing Tax Credit (LIHTC) Program

This State program provides for federal tax credits for private developers and investors that agree to set aside all or a portion of their units for low income households and the elderly for no less than 15 years. A minimum of 20% of the units must be made available to families whose income is less than 50% of the County median income or 40% of the units must be made available to families whose income is up to 80% of the median. Developers and investors must apply for an allocation of housing units from the State Allocation Committee, administered by the Tax Credit Allocation Committee. Developers have used these tax credits to assist with the development of affordable rental housing projects.

8. Multifamily Mortgage Revenue Bonds

Multifamily Mortgage Revenue Bonds, as discussed above, are used to finance construction and mortgage loans, as well as capital improvements for multifamily housing. Federal law requires 20% of the units in an assisted project to be reserved for lower income households, whose income does not exceed 80% of the median household income for the County. Funding for this program is administered by the California Debt Limit allocation committee and has been extended indefinitely. Developers have used these bonds to assist with the development of affordable rental housing projects.

9. Redevelopment Agency Housing Set-Aside Funds

One of the most significant resources available to Victorville is the housing set aside fund from the City's Redevelopment Agency. These funds originate from Redevelopment Tax Increment monies. In accordance with

State law, 20% of all Redevelopment tax increment monies are allocated for the improvement or provision of housing for low to moderate income households.

During this 2006-2014 planning period, Victorville's Redevelopment Agency expects to generate from \$4,700,000 to \$6,500,000 per year in the housing set aside funds. During the first two years of this planning period, the City has used these funds to finance a wide array of housing programs including :

- Mortgage Assistance Program (MAP)
- Owner Occupied Rehab (OOR)
- New Housing Development
- Acquisitions and Rehabilitation

10. Proposition 46 Funds

Proposition 46, the Housing and Emergency Shelter Trust Fund Act of 2002, was a state-wide housing bond initiative passed by the voters in November of 2002 which authorized \$2.1 billion in bond financing for various housing programs administered by HCD and Cal-HFA. Eight different funds were formed from this bond issuance, including the Home Improvement Loan Fund, the Preservation Opportunity Fund, the Emergency Housing and Assistance Fund, and the School Facilities Fee Assistance Fund, among others. These funds will finance programs such as the local housing trust fund matching grant program, accessibility grants for renters, code enforcement, multifamily acquisition, rehabilitation, construction or conversion; and others for the next five years. The City and non-profit housing developers can apply to the appropriate funding programs in order to subsidize some of the affordable housing to be built in Victorville. The City used Cal-Home funds to fund their Owner Occupied Rehabilitation Program.

E. HOUSING RELATED SERVICES

In addition to the housing activities discussed throughout this document, the City has utilized its resources to provide the following assistance packages during this planning period (from January 2006 until March 2008):

- In Fiscal years 05-06, 06-07, and 07-08 the Community Development Block Grants (CDBG), funds in the amount of \$493,952 were awarded to non-profit public service organizations. The funds were expended to assist individuals and families to receive counseling services, sexual assault victim services, interpreter services for hearing impaired, legal services, parenting classes, youth mentoring, after school tutoring, meals delivered to home bound seniors and for school age to children receive clothing.
- Hi Desert Meals on Wheels was awarded \$54,000 which assisted 280 senior citizens with delivered meals or congregate meals. All the recipients were very low to moderate income households and 101 of the seniors were female head of households.
- Operation School Bell was awarded \$15,000 in CDBG funds that assisted 635 children who received two sets of brand new clothes, which included two pants, two shirts, one package of socks, one package of underwear, a shoe voucher and a hygiene kit. There were 260 children that came from female head of household families and fell under the very low to low income bracket.
- Sexual Assault Services was awarded \$15,000 in CDBG funds to assist 1663 victims of sexual assault with crisis counseling and court advocacy. Of the 1663 individuals assisted, 137 were female heads of household. All 1406 individuals

were of very low to moderate income households.

- Victor Valley Domestic Violence was awarded \$45,000 in CDBG funds to provide 141 individuals with shelter, counseling, and classes. There were 95 individuals that were female head of households, all 57 were women and fell in the very low to moderate income households.
- Mojave Deaf Services was awarded \$10,000 in CDBG funds to assist 25 individuals with interpretation and advocacy services. There were 17 individuals who were of very low to low income households. 8 were female head of households.

F. AGENCIES INVOLVED IN HOUSING IN VICTORVILLE

City efforts to provide affordable housing opportunities are assisted by the following agencies:

- **Economic Development Department:** is the primary agency providing affordable housing opportunities in Victorville. It serves as the City Housing Division that administers RDA housing set-aside funds, Mortgage Assistance Program, Owner Occupied Rehabilitation (OOR) program, Senior Home Repair Program (SHRP), CDBG and HOME programs.
- **Housing Authority of San Bernardino County (HASBC):** administers the Section 8 voucher program.

- **Inland Fair Housing and Mediation Board (IFHMB):** Fair housing information and tenant-landlord dispute mediation is available through the IFHMB. Information and resources are provided to both tenants and landlords regarding their rights and responsibilities. The City of Victorville contracts for provision of these services for city residents. Based on monthly tabulations prepared by the IFHMB, most reported fair housing complaints were from renters complaining about unfair lease and eviction policies.

VI. HOUSING PLAN

Chapters II through V establish the housing needs, constraints and opportunities in Victorville. The Housing Plan evaluates the accomplishments of the last adopted housing element, and then presents the City's 2006-2014 Housing Plan. The Plan sets forth the goals, policies and programs developed to address Victorville's identified housing needs.

A. REVIEW OF HOUSING ELEMENT PERFORMANCE

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of their housing element update. These results should be quantified where possible, but may be qualitative where necessary. These results need to be compared with what was projected or planned in the previous element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such difference must be discussed.

GOAL 1: Victorville as a community which encourages the provisions of a wide range of housing by location, type of unit, and price to meet the existing and future housing needs in Victorville.

The goal was deemed to be appropriate and therefore kept in the new housing element, while several of the policies and implementation measures were reworded or removed.

POLICY 1.1: The City will continue to ensure that there exists a wide variety of multi-family zone districts with varying densities, as well as single family residential zone districts allowing for a wide range of lot sizes.

Imp. 1: Portions of the City which are designated for high density residential land use include minimum density development standards to ensure a varying multiple family housing mix.

Imp. 2: The zoning ordinance will continue to provide for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

Imp. 3: The Zoning Ordinance provides for specific plans, planned unit developments, and combining districts for the purpose of providing flexibility in land use and development standards. These provisions allow for a wide range of hous-

ing types, lot sizes and densities for single and multiple family residential developments to meet social and economic needs within the community.

Imp. 4: The City Redevelopment Agency has expended housing fund monies to purchase and complete construction of a multiple family housing project for the purpose of making affordable units available to a range of economic levels, particularly the very low and low income categories.

Imp. 5: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

The City instituted all of these implementation measures, of which numbers 2, 3 and 4 are merely statements. Over the last planning period, changes were made to the Planned Unit Development standards to require more amenities in return for smaller lot sizes. The Redevelopment Agency has assisted developers on several affordable housing projects and continues to implement numbers 4 and 5. Two applications for density bonuses were approved in the planning period, however, neither was constructed and both have expired.

The City has also provided an additional category of housing with a new "mixed use" designation which will allow for densities of up to 60 units per acre. While only a small area received this designation, new areas or overlays of existing areas are already being considered.

POLICY 1.2: The City will discourage the concentration of housing constructed expressly for low and moderate income households in any single planning area.

Imp. 1: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

Imp. 2: The zoning ordinance makes provision for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

Imp. 3: The City Redevelopment Agency will consider implementation of a "scattered site housing program" to provide rental assistance to low and moderate income households throughout the City upon compliance with the City's Regional Housing Needs Allocation.

While a lot of land area in the West City Planning Area is designated for High Density Residential, the projects that have been approved have resulted in a combination of market rate and affordable units, therefore no concentrations of affordable units have occurred. Developers have not chosen to utilize the density bonus program, especially in the detached single-family market.

POLICY 1.3: The City will continue to apply consistent regulations to ensure project completion.

Imp. 1: Apply all zoning regulations in effect at the time the application is deemed completed for subsequent non-vested project development, excepting any time extensions or project modifications.

Imp. 2: The City will continue to actively participate in vesting agreements to help ensure large-scale housing projects can develop under the rules in effect at the time of application.

This policy is vague and meaningless and has been removed.

POLICY 1.4: The City will continue to cooperate with non-profit organizations to provide emergency shelter for the homeless in the City.

Imp. 1: The City will continue to make provisions for homeless shelters within the City.

The City continues to distribute monies to social service organizations which provide assistance to the homeless. A number of these organizations are discussed in Section IV.E. This policy was kept and an implementation measure was added regarding distribution of homeless services information.

POLICY 1.5: The City will encourage developers of new residential areas to provide units in a wide price range to ensure that new housing is available to low and moderate income households.

Imp. 1: The City Redevelopment Agency, through a non-profit development corporation, will pursue implementation of a "silent second" loan program to assist homebuyers in the very low income category with matching down payment, or reduced interest rate or closing costs.

Imp. 2: The zoning ordinance will continue to make provision for a density bonus when a developer of housing agrees to construct at least twenty-five percent (25%) of the units at a price affordable to low and moderate income households or ten percent (10%) of the units affordable to very low income households.

Imp. 3: The Zoning Ordinance provides for specific plans, planned unit developments, and combining districts for the purpose of providing flexibility in land use and development standards. These provisions allow for a wide range of housing types, lot sizes and densities for single and multiple family residential developments to meet social and economic needs within the community.

Imp. 4: The Zoning Ordinance allows for minimum dwelling unit sizes, ranging from 120 square feet for single room occupancy units to 800 square feet for single family dwelling units.

The City complied with all of these implementation measures, of which numbers 2, 3 and 4 are merely statements. The Redevelopment Agency does have "silent second" programs which assisted 209 households in the planning period. The City continues to experience a wide variety of housing at prices for all income groups, with a large number of apartment developers trying to obtain Tax Credit Financing for affordable housing. The minimum square footage for single family homes was increased to 1,200 square feet.

This policy was removed as it is unrealistic to think the City could influence a developers housing prices. Several of the implementation measures are repeated under other policies.

GOAL 2: Victorville as a community which provides for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

POLICY 2.1: The City will support ongoing efforts of the State and County to enforce fair-housing laws.

Imp. 1: The City will investigate all complaints related to housing discrimination and refer them to the appropriate agency.

The City had no issues related to this policy in the planning period. The policy was kept and expanded to include additional implementation measures.

GOAL 3: Victorville as a community which encourages the maintenance and preservation of the existing housing stock.

POLICY 3.1: The City will continue to cooperate with non-profit organizations to provide emergency shelter for the homeless in the City.

Imp. 1: The City will continue to make provisions for homeless shelters within the City.

POLICY 3.2: The City will continue to require that all substandard units in the City are improved so that they comply, where required, with the existing building and safety code.

Imp. 1: The City will enforce the existing building and safety code through existing, and, if necessary, expanded code enforcement efforts.

The City performs approximately 250 inspections for substandard units each year. Sixty percent of those are improved by the owners and reach compliance. These inspections result in 15 abatements each year and the City has demolished 67 buildings since 2000.

POLICY 3.3: The City will use available programs to assist property owners that can demonstrate financial need in the upgrading of the substandard units.

Imp. 1: The City Redevelopment Agency will consider implementation of a housing rehabilitation assistance program.

The City uses several funding sources such as Cal-Home, CDBG, HOME, and the new Neighborhood Revitalization and Recovery Act funds as discussed in Section V. D. Financial Resources to assist in the rehabilitation of homes. The Senior Home Repair Program has assisted 116 owners and expended over \$820,000. The Redevelopment Agency has implemented an Owner Occupied Rehabilitation program which has assisted eight homeowners and expended close to \$300,000 in recent years.

POLICY 3.4: The City will consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve existing assisted housing developments for lower income households.

Imp. 1: The City Redevelopment Agency will consider implementation of an affordable housing conservation program, if necessary, to retain existing assisted housing units for lower income households which are converting to market rate rental units.

Imp. 2: The City will compile a list of all existing government assisted multi-family rental projects eligible to change to non-low income housing uses due to loan pre-payment or expiration of Section 8 rental assistance or expiration of 20% Set-Aside requirement of Mortgage Revenue Bonds.

Imp. 3: The City, prior to attaining "entitled city" status, will maintain a current list of housing assistance programs available through the County of San Bernardino.

Imp. 4: The City will maintain a current list of housing assistance programs through the Affordable Housing Financial Clearinghouse provided by the State Department of Housing and Community Development.

Section V. D discusses the different funding programs the City pursues and Section V. E. discusses many of the different programs the City participates in to help assist the economically challenged to find affordability in the marketplace.

GOAL 4: Victorville as a community which encourages the proper utilization of the undeveloped residential areas of the City.

POLICY 4.1: The City will consider promoting infill development.

Imp. 1: The City will consider preparation of a study to compare the fiscal affect of infill versus peripheral development upon the City, as well as the potential affects on congestion management and air quality.

Development in the planning period occurred in a manner which showed that "hopscotch" development is not as viable, as developers chose to develop land closest to existing infrastructure. As a result, only two tracts were constructed which are not adjacent to exist-

ing development. Additionally, commercial development has developed evenly across the city, allowing fewer and shorter trips to grocery stores and gas stations for the new residents.

GOAL 5: Victorville as a city encouraging changes in State housing law to accurately reflect community housing needs.

POLICY 5.1: The City will support legislation which seeks to recognize existing development in the formulation of Regional Housing Needs Allocation.

Imp. 1: The City shall support the inclusion of existing and rehabilitated housing units toward compliance with Regional Housing Need Allocation.

Imp. 2: The City shall support the recognition of homeless shelters as providing housing units in compliance with Regional Housing Need Allocation.

The City appealed its RHNA numbers to the SCAG Regional Council in November of 2000, however, the Department of Housing and Community Development rejected the lower number which was approved by SCAG. The City's disagreement with the RHNA numbers was well documented on Page 68 and 69 of the 2000 Housing Element. The goal and policy were removed for this Housing Element.

1. Progress Toward Implementing the 2000-2005 Housing Element Programs

The 2000-2005 Victorville Housing Element established programs to address the following primary housing goals:

- Improve and preserve existing residential neighborhoods.
- Conserve existing affordable housing in the City through participation in housing assistance programs regulatory powers and discouraging the conversion of apartment to condominium.
- Promote and encourage affordable housing opportunities.
- Promote and encourage the development of a variety of housing opportunities suitable to the needs of and sufficient in number to accommodate current and projected households.

The 2000 RHNA allocation for Victorville assigned the City a regional housing need of 5,323 units, consisting of: Very Low Income 1,425 units; Low Income, 930 units; Moderate Income, 1,188 units; and High Income, 1,779 units. This allocation extended from 1998 to 2005.

The City met this need through new construction and preservation and rehabilitation of existing affordable housing. As indicated in Table 9, between 2000 and 2005, the City housing stock increased from 22,656 units to 33,509 units, a 10,853 unit or 48% increase. As presented in this document, the majority of Victorville's housing is affordable to lower income households.

In addition, the City was actively utilizing its RDA housing set-aside and other available federal and state resources, while building other affordable multifamily housing projects. Other State and federal funding have created 601 units affordable to Very Low and Low Income households. These housing projects are summarized in Table 19.

During the past planning period, the City maintained the affordability of its seven existing subsidized housing units, constructed prior to 1998 and consisting of 199 Very Low and Low Income Units. The City also was active operating its Senior/Disabled Home Repair Program and Mortgage Assistance Program. City housing rehabilitation efforts resulted in the major repair of 100 units owned by lower income residents. The City has successfully met the objectives of its past planning period.

Table 19

Government Subsidized Housing Projects
Prior Planning Period (1998-2005)

Name / Location	Number of Subsidized Units	Total Number of Units per Project	Type of Financing	Year Constructed
Village Oak Apartments	116	116	Section 42 Tax Credit Units	1999
Northside Commons	82	83	Section 42 Tax Credit Units	2001
Kimberly Park Apartments	131	132	Section 42 Tax Credit Units	2002
Impressions at Valley Center	99	100	CTAC, HOME, RDA	2003
Village at Victorville	79	80	CTAC	2005
Casa Bella Family Apartments	285	288	CTAC	2005
TOTAL SUBSIDIZED UNITS PER PLANNING PERIOD	601	607		

Source: Apple Valley/ Victorville Consolidated Plan, FY 2007-2012

B. GOALS. POLICIES AND PROGRAMS OF THE 2006-2014 HOUSING ELEMENT

The goals of the 2006-2014 Housing Element are formulated based on information provided in the Housing Needs Assessment and Constraints sections of this document and input from the City Council, Planning Commission and City staff. Four goals are identified. According to Section 65583 of the State Government Code, a City's housing programs must address the following four major areas:

- **Preservation (including Maintenance of Existing Housing Stock)** – Conserving and improving the condition of the existing affordable housing stock.
- **Housing Production** – Providing adequate sites to achieve a variety and diversity of housing.
- **Housing Assistance** – Assisting in the development of affordable housing; removing governmental constraints.

- **Equal Opportunity Needs Housing** – Providing housing related services, including the promoting of equal housing opportunity.

Goals and programs are presented according to their corresponding issue. A summary description of each program, its funding sources, and timing and responsibility for implementation is provided below:

1. Housing Goals and Policies

Issues: Housing Production and Housing Assistance

GOAL 1: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future housing needs in Victorville.

POLICY 1.1: *Provide for a wide variety of multifamily zone districts with varying densities, as well as single family residential zone districts allowing for a wide range of lot sizes.*

Implementation Measure 1.1.1: Maintain portions of the City that are designated for high density residential land use to ensure a varying multiple family housing mix.

Implementation Measure 1.1.2: Provide for flexibility in land use and development standards through specific plans, planned unit developments, and combining districts for the purpose of providing flexibility in land use and development standards. These flexible standards shall be directed toward meeting the social and economic needs of the community.

Implementation Measure 1.1.3: Continue to utilize City Redevelopment Agency housing set-aside funds to facilitate development of affordable multi-family housing projects suitable to a range of economic levels, the Extremely Low, Very Low, Low Income, and Moderate categories.

Implementation Measure 1.1.4: The City Redevelopment Agency , continues the implementation of their Mortgage Assistance Program to assist homebuyers, particularly the Extremely Low, Very Low and Low Income categories, with down payment and/ or closing costs.

Implementation Measure 1.1.5: Allow for minimum dwelling unit sizes, ranging from 120 square feet for single room occupancy units to 1,200 square feet for single family dwelling units.

POLICY 1.2: *Discourage the over-concentration of housing constructed expressly for Low and Moderate Income households in any single planning area.*

Implementation Measure 1.2.1: Pursue through City Redevelopment Agency efforts, a "scattered site housing program" to provide rental assistance to Low and Moderate Income households throughout the City.

Implementation Measure 1.2.2: Pursue through City Redevelopment Agency efforts, a "scattered site housing program" to provide mortgage assistance to Low and Moderate Income homebuyers throughout the City.

POLICY 1.3: Continue to cooperate with non-profit organizations to provide emergency shelter for the homeless in the City.

Implementation Measure 1.3.1: Continue to provide assistance and make provisions for homeless shelters within the City.

Implementation Measure 1.3.2: Continue to make available at City facilities information on homeless services.

POLICY 1.4: Provide for high quality residential districts.

Implementation Measure 1.4.1: Provide for large lot development to meet the needs of the Moderate and Above Moderate Income categories.

Implementation Measure 1.4.2: Restrict new traffic intensive commercial, industrial and institutional uses from locating near existing single family neighborhoods.

Implementation Measure 1.4.3: For new residential developments, provide adequate buffers between residential uses and traffic intensive commercial, industrial and institutional uses.

Implementation Measure 1.4.4: Provide for adequate setbacks in residential neighborhoods to ensure privacy and adequate light and air.

Issue - Equal Opportunity Needs Housing

GOAL 2: Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

POLICY 2.1: Continue to support ongoing efforts of the State and County to enforce fair housing laws.

Implementation Measure 2.1.1: Continue to contract with the Inland Fair Housing & Mediation Board to provide investigation and counseling assistance to address the alleged violations of federal and state housing laws.

Implementation Measure 2.2.2: Continue to follow the established protocol for referral of residents with redlining complaints to the appropriate authority.

Implementation Measure 2.2.3: Minimize the displacement of lower income and special needs households whenever possible and, where necessary, to ensure that displacement is carried out in an equitable manner.

Implementation Measure 2.2.4: As part of the Zoning Code Update process, revise provisions in the Zoning Code or other portions of the Municipal Code as necessary to ensure that any residential development, transitional housing or emergency shelter is not restrictive because of method of financing, race, sex, national origin, marital status or disability of its owners or intended occupants.

Implementation Measure 2.2.5: Continue to provide financial assistance from CDBG or other funds to Inland Fair Housing and Mediation Board or other fair housing organization to ensure Fair Housing Education & adherence.

Implementation Measure 2.2.6: Continue to require compliance with Americans with Disabilities Act standards in all new multi-family and redevelopment projects, and continue to enforce the building code provisions requiring accessible design.

Issue - Preservation of Existing Housing Stock

GOAL 3: Encourage the maintenance and preservation of the existing housing stock.

POLICY 3.1: Continue to require that all sub-standard units in the City are improved so that they comply, where required, with the existing Building Code.

Implementation Measure 3.1.1: Continue to enforce the existing Building and Safety Code, as required through existing, and, if necessary, expanded code enforcement efforts.

POLICY 3.2: The City will make available programs to assist property owners that can demonstrate financial need in the upgrading of their substandard units.

Implementation Measure 3.2.1: Continue to utilize City Redevelopment Agency, CDBG, HOME or other available funding sources to assist senior and disabled residents with

health and safety housing rehabilitation.

Implementation Measure 3.2.2: Continue to utilize City Redevelopment Agency, CDBG, HOME or other available funding sources to assist Extremely Low, Very Low and Low Income residents with housing rehabilitation city wide.

POLICY 3.3: Preserve existing assisted housing developments for lower income households.

Implementation Measure 3.3.1: Utilize City Redevelopment Agency, CDBG, HOME or other available funding sources to retain existing assisted housing units for lower income households which are converting to market rate rental units.

Implementation Measure 3.3.2: Continue to maintain a list of all existing government assisted multi-family rental projects eligible to change to non-low income housing uses and monitor for potential conversion to market rate.

Implementation Measure 3.3.3: Maintain a current list of housing assistance programs available through the federal, State and County governments.

Issue - Housing Production

GOAL 4: Encourage the proper utilization of the undeveloped residential areas of the City.

POLICY 4.1: *Promote infill development.*

Implementation Measure 4.1.1: Encourage developers to build as close as feasible to existing infrastructure.

POLICY 4.2: *Promote residential development fully served by public services and utilities.*

Implementation Measure 4.2.1: Encourage new residential neighborhoods to develop through specific plans or other master plan processes to ensure that future residents have a full array of parks, schools, community services and infrastructure.

Issue - Housing Assistance

GOAL 5: Encourage changes in State housing law to accurately reflect community housing needs.

POLICY 5.1: *Support legislation that seeks to recognize existing development in the formulation of Regional Housing Needs Allocation.*

Implementation Measure 5.1.1: Support the inclusion of existing and rehabilitated housing units toward compliance with Regional Housing Need Allocation.

Implementation Measure 5.2.1: Support the recognition of homeless shelters as providing housing units in compliance with Regional Housing Need Allocation.

C. HOUSING SET-ASIDE FUND

During 2006-2014 planning period, the City expects to generate approximately \$5,000,000 in housing set aside funds each year. Table 20, below, summarizes the proposed projects the City is reviewing to possibly allocate RDA housing set-aside during the planning period by , type, dollar value of request , and number of units proposed assisted by income group.

D. HOUSING PLAN

The Housing Plan for the City of Victorville includes actions and programs to be undertaken in maintaining, improving, and developing housing for all residents of the community, as summarized in Table 21, below. The program descriptions are intended to serve as a guide to the implementation and evaluation of the City's accomplishments toward meeting identified housing needs. The program information also reflects the City of Victorville's efforts to provide housing pursuant to the requirements of the State of California Housing Element legislation.

All City housing programs are aggressively marketed to the community through online services, direct mailings, local newspaper announcements, and notices posted with local housing and social service providers including schools, health centers, and park and recreation facilities.

Table 20
RDA Housing Set- Aside Expenditures (2006-2014)
Actual and Proposed

Project Area Project Name	Requested Project Amount	Project Area Project Name	Re- requested Project Amount
<i>AMCAL/CASA BELLA – 288 Units</i>	<i>\$1,000,000.0 0</i>	<i>NORTHPORT APARTMENTS – 60 Units</i>	<i>1,800,000. 00</i>
<i>BARRANCA WAY – 39</i>	<i>TBD</i>	<i>OLD TOWN (**)</i>	<i>\$2,400,00</i>
<i>BEAR VALLEY RCH – 328 Units</i>	<i>\$4,027,000.0 0</i>	<i>PACIFIC HOMES - 48 Units</i>	<i>\$3,893,00 0.00</i>
<i>CULEBRA ROAD - Units</i>	<i>TBD,</i>	<i>SENECA APT – 492 Units</i>	<i>\$12,500,0</i>
<i>IMPRESSIONS – 99 Units</i>	<i>\$1,100,000.0</i>	<i>THE SIGNATURE – 128 Units</i>	<i>23,650,00</i>
<i>-</i>		<i>-</i>	
<i>NORTHGATE VILLAGE -</i>	<i>\$1,800,000.0</i>	<i>VILLAGE WEST- 57 Units</i>	<i>TBD</i>

**Table 21
Housing Implementation Plan Table**

HOUSING PROGRAM	PROGRAM OBJECTIVE	PROGRAM ACTION	FUNDING SOURCE	RE-SPOSIBLE AGENCY	TIME FRAME
MAINTENANCE OF EXISTING HOUSING STOCK					
Housing Rehabilitation Program	Provide rehabilitation assistance to ensure maintenance of the older housing stock.	Provides loans, grants and rebates to income qualified homeowners to rehabilitate their homes.	CDBG; RDA Housing Set-aside	Economic Development Department	On-going
Code Enforcement	Preserve housing units by enforcing municipal codes.	Enforce municipal codes and abate violations. Encourage use of City programs to rehabilitate and bring property into compliance.	CDBG	Building Division	On-going
Senior/ Disabled Repair Grants that provides a one time grant of labor and materials for eligible senior/ disabled homeowners for minor home repairs.	Assist seniors and the disabled with minor home repairs	Revitalize and enhance neighborhoods. Correct code enforcement violations, by providing grants of up to \$10,000	CDBG/ HOME	Economic Development Department	On-going Goal 5-10 households annually

**Table 21
Housing Implementation Plan Table**

HOUSING PROGRAM	PROGRAM OBJECTIVE	PROGRAM ACTION	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
CONSERVING & IMPROVING EXISTING AFFORDABLE HOUSING					
Section 8 Rental Vouchers	Ensure continued availability of Section 8 Rental Vouchers.	Continue to assist approximately 800-900 Very Low income recipients per year with Section 8 Vouchers	Section 8	San Bernardino County Housing Authority	On-going
At-Risk Housing Preservation	Protect the affordability of the City's existing assisted units.	Seek opportunities to continue the affordability of existing units at risk of converting to market rate, including the potential conversion of 292 assisted units.	Section 8; CDBG; RDA Housing Set-aside	San Bernardino County Housing Authority Economic Development Department	On-going
Affordable Housing Monitoring	Maintain Compliance of Affordable Housing Agreements	Monitor affordable housing projects to ensure the requirements of the affordable housing covenants are being met	CDBG; RDA Housing Set-aside	Economic Development Department	On-going

**Table 21
Housing Implementation Plan Table**

HOUSING PROGRAM	PROGRAM OBJECTIVE	PROGRAM ACTION	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
HOUSING PRODUCTION					
General Plan Update Implementation	Ensure an adequate supply of housing	Implement proposed General Plan land use changes relative to housing districts, and the Mixed Use District; Amend the Zoning Code consistent with the General Plan Update	General Fund	Community Development Division	June 2010
Inclusionary Housing	Utilize RDA housing set-aside funds to provide affordable units as part of for market developments	Continue to seek opportunities to finance inclusionary housing units.	Section 8; CDBG; RDA Housing Set-aside	Economic Development Department	On-going; Goal of 50 Inclusionary Housing units annually

**Table 21
Housing Implementation Plan Table**

HOUSING PROGRAM	PROGRAM OBJECTIVE	PROGRAM ACTION	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
HOUSING ASSISTANCE					
Housing Subsidy	Offer financial assistance to qualified housing developers who commit to provide affordable units	Allocate RDA and HOME/ CDBG funds during this planning period to assist qualified housing developers provide affordable housing,	RDA Housing Set-aside; HOME	Economic Development Department	On-going
Mortgage Assistance Program	Continue the Mortgage Assistance program to assist lower income homebuyers.	Provide financial assistance to enhance the home purchasing options to low income households, by providing up to \$65,000 in down payment and/or closing costs.	CDBG; RDA Housing Set-aside; HOME	Economic Development Department	On-going Goal 5-10 households annually

**Table 21
Housing Implementation Plan Table**

HOUSING PROGRAM	PROGRAM OBJECTIVE	Program action	FUNDING SOURCE	RESPONSIBLE AGENCY	TIME FRAME
EQUAL OPPORTUNITY					
Reasonable Accommodations	Continue to require compliance with Americans with Disabilities Act standards in all new multi-family and redevelopment projects.	Adopt a Reasonable Accommodation ordinance.	General Fund/ CDBG	Community Development Division	June 2009
Fair Housing	Ensure fair housing for all residents of Victorville	Reduce housing discrimination	CDBG	Economic Development Department	On-going

E. Quantified Objectives

Through the housing programs outlined above, the City of Victorville aims to obtain the quantified objectives pursuant to State Housing Law. Each jurisdiction is required to establish the minimum number of housing that will be constructed, rehabilitated, and conserved over the Housing Element planning period. Quantified objectives for this Housing Element Update are summarized in Table 22. The quantified objectives are broken down according to household income categories: Extremely Low, Very Low, Low, Moderate, and High.

Victorville is committed to providing adequately zoned sites to accommodate its allocation, and to facilitate construction of affordable housing through all means available to the City. Actual construction of these will depend on the private development market as well as available public funding needed to close the present gap between affordability of housing resources and incomes.

In addition to new construction, the City expects to continue and expand its rehabilitation and conservation efforts as needed to

meet the community's low and moderate income housing needs, as described in this Housing Element. During the current planning period (through 2005), the City expects that a total of 10,186 single and multifamily may be constructed and/or permitted. The

City also expects to achieve the rehabilitation of 240 housing units, and the conservation of 292 units as housing affordable to and occupied by Very Low, Low and Moderate Income households.

**Table 22
City of Victorville Housing Element Quantified Objectives
Current Planning Period (through 2014)**

Income Level	New Construction Objectives	RHNA Allocations	New Construction Objectives vs. RHNA	Rehabilitation	Conservation
Extremely Low	986	986	0	50	100
Very Low	987	987	0	50	100
Low	1,542	1,401	141	120	38
Moderate	2,983	1,630	1,353	20	54
Above Moderate	3,688	3,614	74	0	0
Total	10,186	8,618	1,568	240	292

Notes: New construction objectives are from Table 16, above. Rehabilitation objectives are based on a doubling of the rehabilitation objectives of last planning period. Conservation objectives are the 292 housing units at risk of converting to market rate during this planning period (reference Table 14, above), with the 200 Very Low Income at risk units split between Extremely Low and Very Low.

Resource Element



Resource

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Resource Element

PURPOSE

The Resource Element is intended to function as a guide to the protection, use and maintenance of the City's natural and cultural resources and a variety of open space lands, and to fulfill the state mandated requirements for a Conservation Element and an Open Space Element.

Section 65302(d) of the Government Code requires that a General Plan include a Conservation Element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. In the Victorville Planning Area, there are no waterfalls, dams, or other types of natural or man-made water resources that would enable economic uses of hydraulic force(s) of water. There are no forests, no harbors, and no fisheries in the Planning Area. This element will not, therefore, discuss any of those types of natural resources.

Government Code Section 65560 requires that the General Plan include an Open Space Plan for the comprehensive and long-range preservation and conservation of "open space land". Open-space is defined in the Land Use Element as land that is to remain undeveloped due to severe development constraints, reserved public open space in parks, and lands that support rare, threatened or endangered plants and wildlife.

Given the range of natural and cultural resources, natural hazards, and outdoor recreation resources and opportunities that occur in the Planning Area, this Resource Element encompasses the following topics:

- Water Supply and Water Quality

- Cultural Resources, including archaeological, paleontological resources and historic resources
- Biological Resources, including floral and faunal resources and the West Mojave Coordinated Management Plan
- Air Quality
- Mineral Resources
- Outdoor Recreation
- Natural Hazards
- Agricultural Resources
- Solid Waste Management

RELATIONSHIP TO OTHER ELEMENTS

Open space resources are also addressed in the Land Use Element; the same lands are designated in this element and the Land Use Element for the same conservation and open space purposes. Policies and implementation measures supporting conservation and open space goals and objectives in this element reinforce and provide additional direction concerning these issues, beyond the policy framework expressed in the Land Use Element.

VISION – CONSERVATION AND OPEN SPACE

Without a thorough and forward-looking Conservation and Open Space Plan, the process of urbanization could damage natural and cultural resources that provide important scenic, recreational and environmental assets for the community, or could

expose new development to significant natural hazards. The goals, policies and implementation measures of this Resource Element envision a Victorville that has each of the following characteristics:

- Conservation of the Mojave River corridor for flood hazard protection, wildlife habitat and movement, and aesthetic value.
- Expansion and linkage of recreational and visual open space throughout the developed community
- A plentiful variety of outdoor recreation opportunities, for existing and future residents
- Conservation of endangered species and habitat
- Preservation of important archaeological, historical, and paleontological resources.
- Flood control and watershed protection
- Protection and enhancement of water resources
- Avoidance and mitigation of natural hazards
- Consideration of mineral resources in land use planning decisions.

EXISTING CONDITIONS

Water Supply and Water Quality

Water Supply



The City of Victorville is located within and draws all of its water supply from the Alto (or “Upper Mojave”) sub-basin of the Mojave River Ground Water Basin. The depth to groundwater ranges from fifty feet near the Mojave River to approximately five hundred and fifty feet in the western portion of the Planning Area. Infiltration from precipitation from watersheds in the San Bernardino and San Gabriel Mountains is the source of this regional ground water storage area. Over drafting began during the late 1950's, resulting in an average annual decline in the water table of one to two feet.

The City of Victorville is within the service area of the Mojave Water Agency / Water master (MWA), which is one of twenty-nine (29) State Water Contractors in the State of California. The MWA was formed in 1959 through legislative action and a vote by the affected residents. The Agency was empowered to purchase, protect, conserve and reclaim water to ensure availability for present and future uses. In 1963, the MWA entered into a contract with the California Department of Water Resources (DWR) to purchase a maximum annual entitlement of 50,800 acre feet from the State Water Project (SWP) for all regions within MWA jurisdiction. On March 26, 1996, the MWA approved a water transfer of 25,000 acre feet/year of SWP entitlement from the Berrenda Mesa Water District in Kern County, thereby increasing the entitlement within the MWA jurisdiction to 75,800 acre feet/year. The MWA has several projects that are using SWP Water and have two additional projects under design that will bring additional water into the Victor Valley. MWA is also pursuing other opportunities to bring additional entitlement to their service area.

Victorville Water District

Water service is provided to a majority of the Victorville Planning Area by the Victor-

ville Water District (VWD), which was recently formed (August 15, 2007) by the consolidation of the Baldy Mesa Water District and the Victor Valley Water District. Both of the previous Districts had current (2005) Urban Water Management Plans (UWMPs). As stated above, the sole source of water for the City is the groundwater aquifer located in the High Desert.

Within the VWD, two improvement districts exist: Victorville Water District Improvement District #1 (VWD ID#1), formerly known as the Victor Valley Water District, and Victorville Water District Improvement District #2 (ID#2), formerly known as the Baldy Mesa Water District.¹

The VWD ID#1 operates the larger of the two improvement districts within the city of Victorville and serves potable water to approximately 72,000 customers. The infrastructure system at the end of 2005 for the VWD ID#1 included nearly 400 miles of distribution and transmission mains, 23 active wells, 1 booster pumping station (3 booster pumps), 18 water storage reservoirs, and 8 pressure-regulating stations. The VWD ID#1 has four primary pressure zones, three sub-zones and one small, isolated pressure zone in an elevation range between 2700-feet and 3200-feet.

The Victorville Water District Improvement District #2 (VWD ID#2) serves a portion of the City of Victorville which encompasses 26.7 square miles. There are three pressure zones within the district from 3180-feet to 3680-feet, governed by level of water in reservoirs. The district is generally bounded by Palmdale Road to the north, Mesa Street to the south, Caughlin Road to the west and Interstate 15 to the east.²

¹PB. City of Victorville General Plan Infrastructure Summary. May 2008.

²Ibid.

Water supply is currently pumped from forty (40) well pumping plants with a combined capacity of 52 million gallons per day (MGD). The water system has twenty-seven (27) above ground storage reservoirs with a capacity of approximately seventy-five (75) million gallons. This extensive storage capacity allows the Water District to operate the well pumping plants during off peak times, which saves in power costs and meet fire flow requirements throughout the City. The water distribution system consists of over 500 miles of pipelines ranging in size from 4-inch (current minimum diameter is 8-inch) to 30-inch.

VWD currently has a Free Production Allowance from the MWA of 15,542 AF / year. VWD produced 30,515 AF of water for the 2006-2007 Water Year. VWD will pay MWA over \$4,000,000 for the 2006-2007 Water Year to compensate for the difference between Free Production Allowance and actual production. The MWA will use this money to purchase replacement water from the SWP and to construct additional water storage (percolation) facilities. This money may also be used to purchase additional entitlement from other State Water Contractors.

Water System Interconnections

To ensure that the water demands are met during short-term emergencies or planned shutdowns, interconnecting pipelines to share water supplies are available between neighboring water systems. VWD has interconnections with the City of Adelanto, Apple Valley Ranchos Water Company, and San Bernardino County Service District.

Water Recycling

Recycled wastewater is a viable alternative water supply and sales of recycled water can be used to offset the costs of treating wastewater. (The terms “recycled water”

and “water recycling” are now used in the California Water Code in place of the formerly used terms “reclaimed water” and “water reclamation”.) Residential gray water use decreases residential water demand. Recycled water has a wide variety of applications. The applications include agricultural irrigation, landscape irrigation (including highway landscape, parks and golf courses), impoundments for landscape, recreational and/or wildlife uses, wetland and wildlife enhancement, industrial processes (e.g., cooling water, process water, wash water, dust control), construction activities and ground water recharge.

Section 13.60 of the City Municipal Code, *Water Conservation*, establishes standards for water conservation and water recycling. Pursuant to the code, all new residential tracts in the City must install reclaimed water pipes (purple pipes) to facilitate future connects to reclaimed water when it becomes available.

Water Consumption

Residential land uses consume the highest volume of water, followed by commercial and industrial uses respectively. As shown in RE-1, production in FY 2005 was 27,600 acre-feet per year (afy) or 24.6 million gallons per day (mgd). Of this 24.6 mgd, 19.44 mgd was produced for VWD ID#1 and 5.17 mgd produced for VWD ID#2. In 2005/2006, based on a 2005 population of approximately 100,900, the average annual per capita demand, including unaccounted-for water, was 244 gallons per capita per day (gpcd).

Alternatives to Address Water Supply Deficiencies

To reduce the demands on the local ground water basin and to ensure adequacy of water supplies to support the City’s long-term

community development objectives, several approaches are underway to conserve and expand water supply resources. These include: water conservation, water reuse, installation of additional wells, and importing water from the SWP, via the California Aqueduct. Six new well pumping plants were recently constructed and five more wells have been drilled and designs to equip the wells are under way.

VWD’s Water Conservation Department currently provides the following services:

- Water Audits
- Residential plumbing retrofits
- Rate Structure which encourages conservation
- Public Information Programs
- Awareness Events With Alliance for Water Awareness and Conservation (AWAC)
- Community Outreach
- Education Programs
- Developer Incentives
- Water Conservation Specialists
- Water Waste Prohibition Ordinance
- Cash-for-Grass
- Water Smart Landscaping
- Low water use appliance rebates



VWD’s conservation department has aggressive new programs that pay the existing customers to remove their turf and replace it with Water Smart landscaping. The City of Victorville has a recent ordinance which requires new homes to be constructed with Water Smart landscaping. The average usage for the new homes is approximately 0.65 AF/residential connection which is

down from 0.90 A/F residential connection for customers with traditional landscaping. The Conservation Department also has rebate programs for low flow toilets and low usage washing machines. Programs like these will allow the City of Victorville to grow without increasing their water usage.

Table RE-1
Historical Annual Water Production and Service Connections

Fiscal Year	Service Connections	Total Annual Water Production	
		(afy)	(mgd)
1995-96	19,452	19,126	17.07
1996-97	19,222	19,196	17.14
1997-98	19,209	17,190	15.25
1998-99	19,496	18,364	16.39
1999-2000	20,034	20,164	18.00
2000-01	20,962	20,000	17.85
2001-02	21,645	20,699	18.48
2002-03	23,388	21,622	19.30
2003-04	25,708	23,853	21.29
2004-05	29,416	24,216	21.62
2005-06	30,685	27,567	24.61

Source: Table 1. Carollo Engineers. Final Water Supply Assessment. Draft General Plan. July 2008.

Even with conservation, the existing basin extraction rate has increased rapidly within the past few years. With the future population and land use increasing over time, the constant supply of water within the aquifer may not be sufficient to keep up with the consumer demands. An additional 5 wells are scheduled to come online in the near future to help alleviate the need for water within the City of Victorville. Alternative water sources may have to be investigated, such as the California Aqueduct, to provide enough water to the Victorville Water District service areas.

VWD is moving forward with plans to use State Water Project (SWP) water to recharge the groundwater basin and has conducted pilot recharge projects to determine the feasibility of variations of this supply option. The Oro Grande Wash Recharge Project will take water from the SWP aqueduct into percolation ponds. The water then percolates into the groundwater basin, increasing local supplies. Piloting has indicated that percolation is a feasible method to replenish the aquifer. The Oro Grande Wash Recharge Project will be fully operational by 2015, augmenting the aquifer with 8,000 afy of surface supply

The Regional Recharge and Recovery Project, or R3, was studied for feasibility and found to be an effective method of increasing groundwater supplies. MWA will construct percolation ponds and extraction wells along the Mojave River. The wells will discharge into a distribution system that will serve the Town of Apple Valley, City of Hesperia, City of Victorville, City of Adelanto, and unincorporated areas of San Bernardino County. R3 is anticipated to be fully operational by 2015 augmenting the District supply with 12,000 afy of SWP supply.

Groundwater injection through the aquifer storage and recovery (ASR) is already in place. Wells are currently injecting treated SWP water in partnership with the High Desert Power Project. The City is planning for a 50 mgd water treatment plant by 2020. The new facilities would allow the City to treat raw SWP water from the California Aqueduct and directly distribute the treated water to its customers. As with the recharge projects, SWP supply would be obtained through MWA, the SWP contractor. Several sites for the facilities are being considered at this time; the decision will be based on the best hydraulically suited site, taking into account land availability. This new treatment plant will be operated conjunctively with groundwater wells providing a base supply of water to reduce pumping.

Water Quality

The quality of water in Victorville is of high importance to the VWD and meets the state and federal potable water standards. Groundwater within the Planning Area is generally of good quality, as evidenced by annual water quality reports produced by the water district. One problem area is the Southdown Portland Cement Plant located in the Central City Planning Area. Southdown's Well Pumping Plants, which serve only the cement plant, have been polluted by unauthorized discharges of waste at one

or more sites along "D" Street. The Lahontan Regional Water Quality Control Board (Lahontan RWQCB) is pursuing remediation of these sites involving contaminated soils and/or groundwater along "D" Street.

In 1999, the VWD ID#1 started a chlorination program to ensure that the water is safe for consumers. According to the annual publication provided on VWDs website titled *The Water Resource, 2005 Consumer Confidence Report*, an average of 0.60 parts per million (ppm) of chlorine are added to the wells prior to distribution into the system. The Maximum Residual Disinfectant Level (MRDL) for chlorine is 4 ppm, set forth by federal and state regulatory agencies. In January 2006, the EPA allowable maximum contaminant requirements for arsenic were lowered from 50mg/L to 10mg/L. In 2005, the average arsenic levels were approximately 7.26 parts per billion (ppb), with levels as high as 17 ppb being detected at some wells. Arsenic is an inorganic contaminant caused from erosion of natural deposits, runoff from orchards, and is a byproduct of glass and electronics production wastes. With the decrease in allowable maximum contaminant requirements for arsenic, the VWD now provides four arsenic treatment plants to reduce the contaminants in the water.³ The location of the treatment plants include: (1) the intersection of El Evado Road and Dos Palmas Road (coagulation filtration), (2) Balsam & Nisqualli at Reservoir 20 (coagulation filtration), (3) Avenal St. near the Aqueduct (ion exchange), and (4) La Mesa Road east of Topaz Road (ion exchange).

To prevent potential groundwater contamination due to subsurface septic systems, the City requires all new developments to connect to a public sewer, except rural subdivisions not located within two hundred feet

³Ibid.

of a sewer line. Sewer trunk lines are available for use by new development throughout the majority of the incorporated area of the City, including some areas where rural subdivisions containing lots in excess of 18,000 square feet exist.

To help avoid illegal dumping of hazardous materials, the City of Victorville Fire Department operates a household hazardous waste collection center next to the San Bernardino County Fairgrounds. Residents are encouraged to deposit household materials such as motor oil, paints, herbicides and fertilizers at the local hazardous waste collection center at Fire Station No. 311 (located at 16200 Desert Knolls Drive). Illegal dumping of hazardous materials could leach into the soil and potentially infiltrate and contaminate groundwater aquifers that support local potable water supplies. To combat illegal dumping, the City recently implemented a vehicle impounding ordinance for those caught illegally dumping.

Protecting the water quality of surface and ground waters throughout the entire Mojave River basin is the responsibility of the Lahontan. Through its Basin Plan, Lahontan establishes water quality standards and administers a variety of regulatory programs to achieve the basin-wide non-degradation objective. Programs address both point (direct discharges, e.g. pipeline outlet from an industrial facility or wastewater treatment facility) and non-point (indirect discharges such as runoff from a construction site or a street) sources of water pollution. The City of Victorville conditions all projects to comply with local water quality control programs consistent with Lahontan policies. These programs include:

- Regulation of discharges to and from its municipal storm drainage system in accordance with its Municipal Storm water NPDES Permit,
- Erosion and sediment control standards

for grading operations, and

- Requirements to incorporate best management practices into site design and maintenance to control and minimize water quality impacts associated with runoff from new development and redevelopment projects.

Biological Resources

Plant Communities



The Victorville Planning Area contains the following plant communities: Mojave creosote bush scrub, desert saltbush scrub, rabbit bush scrub, Mohavean juniper woodland and scrub, ruderal (disturbed) communities, Joshua tree woodland, and riparian communities associated with the Mojave River and its flood plain, including transmontane alkali and freshwater marsh, Mojave riparian forest, and southern willow scrub. The noted riparian communities are classified as "communities of highest inventory priority" by the California Department of Fish and Game. These communities are described below.

Creosote Bush Scrub

This characteristic community of the western Mojave Desert is dominated by Creosote Bush (*Larrea tridentata*). Other native species often present include the smaller White Bursage (*Ambrosia dumosa*) and a robust species of native grass, Big Galleta (*Pleuraphis rigida*), as well as various annual grasses and wildflowers.

Mojave Desert Saltbush Scrub

This widespread vegetative association is dominated by three species of saltbush: Allscale (*Atriplex polycarpa*), Shadscale (*A. confertifolia*), and Desert Holly (*A. hymenelytra*).

Rabbitbrush Scrub

This low-growing native community is dominated by Rubber Rabbitbrush (*Chrysothamnus nauseosus*) and may contain other species of *Chrysothamnus* along with other low-growing plants.

Joshua Tree Woodland

Joshua Trees (*Yucca brevifolia*) are distributed on gentle slopes and on valley floors of upper bajadas and sandy areas. The understory of this highly variable community typically includes Creosote Bush and/or species of saltbush. The Joshua Tree is an archetypal plant of the Mojave Desert that may live several hundred years and that provides valuable habitat for a variety of native wildlife species. Off-road vehicle use and illegal dumping appear to have adverse effects on the health of Joshua Trees. Joshua trees are protected by the "California Desert Plant Protection Act", which requires a tag through the Department of Food and Agriculture if five or more trees are to be removed. In addition, Joshua trees are protected by Chapter 13.33 of the Victorville Municipal Code, which prohibits the destruction or removal of Joshua trees without written consent from the Director of Community Services.

Mojave River Riparian Communities

Mojave Narrows Regional Park supports extensive native riparian woodlands dominated by Fremont Cottonwood (*Populus fremontii*), Black Willow (*Salix gooddingii*), and Honey Mesquite (*Prosopis glandulosa*). Other native tree species found locally include Sandbar Willow (*Salix exigua*), White Alder (*Alnus rhombifolia*), and California Sycamore (*Platanus racemosa*). Desert Willow (*Chilopsis linearis*) grows along the river's drier ephemeral reaches. The other native communities that they mapped

along the river include cottonwood-willow woodland, monotypic cottonwood woodland, mesquite bosque, a willow-baccharis streamside community, and hydrophytes.

Importance of Mojave River Habitat

The Mojave River is in many ways the most prominent landscape feature of the West Mojave desert. The central and southeastern regions reflect the Pleistocene history of the Mojave River, which flows from the San Bernardino Mountains north to Barstow, then east to Soda Lake and the Mojave National Preserve. In the last Ice Age, extending from 30,000 to 10,000 years ago, the Mojave River discharged to the south into the Mojave Valley, Lavic Lake, Dale Lake, Bristol Lake, and other playas extending nearly to the Colorado River. The now-dry river and playas supported species of invertebrates, fish, amphibians, and pond turtles, and attracted migratory birds dependent on water. Remnant populations of these animals are still present today, and comprise many of the rare species in need of conservation. The ancient river and lakes formed sandy beaches and prevailing winds carried the finer particles to the east, forming hummocks and dunes. These blow-sand areas now support unique species of insects, plants, and reptiles, including the Mojave fringe-toed lizard, whose entire distribution can be traced to the former path of the ancient Mojave River and Amargosa River.

The Mojave River has been substantially altered within the past 100 years by two primary human-dependent uses: 1) flood control provided by the Mojave Forks dam, and 2) groundwater extraction within the basin. The effects on wildlife habitat are primarily the reduction in the extent of the riparian woodland and forest along the banks, but also include fragmentation of habitat for the arroyo toad, interruption of ecosystem processes associated with infre-

quent flooding, and drying of associated wetlands, as at Turner Springs near Victorville. In addition, introduction of non-native species, including fish, bullfrogs, cowbirds, and starlings, has displaced some of the species targeted for protection in the West Mojave Plan.

Despite these changes, the Mojave River remains an outstanding desert stream, supporting abundant wildlife where the groundwater surfaces at the upper and lower narrows and downstream at Camp Cady and Afton Canyon. Endemic species, including the Mojave River vole, the Mojave shoulderband snail, and the Mojave fringe-toed lizard are found along the river. Limited-range species, primarily birds dependent on the riparian habitat, are a major wildlife feature. These birds are either limited to desert riparian habitats, disjuncts with a wider overall range, or species at the edge of their distribution. A disjunct population of the San Emigdio blue butterfly is known from the edge of the river near Victorville. The river also serves as a water source for wide-ranging species, including bats, which are abundant in certain locations.

The river is used as a flyway stopover for some migratory birds, most notably turkey vultures and Swainson's hawks. These raptors can be seen in the spring and fall using the Regional Park as a night roost. Near Victorville, the river is a West Mojave 'hotspot,' containing over fifteen of the species addressed by the West Mojave Plan (see discussion later in this section). It is also a center of endemism, being the sole locality for the Mojave River vole and the Mojave shoulderband snail and formerly for the Mojave tui chub.

Sensitive Wildlife Species

The Victorville Planning Area contains numerous wildlife species considered threatened or endangered as listed by either or both the California Department of Fish and Game (CDF&G) and the United States Fish and Wildlife Service (USF&WS). Table RE-2, below identifies each sensitive wildlife species known to occur in the City of Victorville and/or adjacent areas, or that are judged to have at least moderate potential to occur there. Three of the species, all birds (Yellow-billed Cuckoo, Willow Flycatcher, Least Bell's Vireo), are found within the riparian habitat of the Mojave River.

The Desert Tortoise is classified as a threatened species and is covered by a federal species recovery plan (USFWS 1994). Desert Tortoises have occurred within Victorville's city limits. The species' recovery plan recommends conservation and management of several tortoise-occupied areas covering approximately 1000.4 square miles each, but none of the proposed areas extend into the City of Victorville.



Table RE-2
Sensitive Wildlife Species

Species	Status	
	USFWS	CDFG
Listed/Proposed Species		
Amphibians		
Arroyo Toad <i>Bufo microscaphus californicus</i>	E	CSC
Reptiles		
Desert Tortoise <i>Gopherus agassizii</i>	T	T
Birds		
Bald Eagle <i>Haliaeetus leucocephalus</i>	T	E
Yellow-billed Cuckoo <i>Coccyzus americana</i>	—	E
Willow Flycatcher <i>Empidonax traillii</i>	E	E
Least Bell's Vireo <i>Vireo bellii pusillus</i>	E	E
Mammals		
Mohave Ground Squirrel <i>Spermophilus mohavensis</i>	FSC	T
Species Not Listed or Proposed for Listing		
Plants		
Small-flowered Androstephium <i>Androstephium breviflorum</i>	—	—
Booth's Evening-Primrose <i>Camissonia boothii</i> ssp. <i>boothii</i>	—	—
Desert Cymopterus <i>Cymopterus deserticola</i>	FSC	—
Mojave Monkeyflower <i>Mimulus mohavensis</i>	FSC	—
Short-joint Beavertail <i>Opuntia basilaris</i> var. <i>brachyclada</i>	FSC	—
San Bernardino Aster <i>Symphotrichum defoliatum</i>	—	—
Gastropods		
Victorville Shoulderband <i>Helminthoglypta mohaveana</i>	FSC	—
Reptiles		
Western Pond Turtle <i>Clemmys marmorata</i>	FSC	CSC

**Table RE-2
Sensitive Wildlife Species**

Species	Status	
	USFWS	CDFG
Coast Horned Lizard <i>Phrynosoma coronatum</i>	FSC	CSC
Birds		
Northern Harrier <i>Circus cyaneus</i>	—	CSC
Sharp-shinned Hawk <i>Accipiter striatus</i>	—	CSC
Cooper's Hawk <i>Accipiter cooperii</i>	—	CSC
Ferruginous Hawk <i>Buteo regalis</i>	FSC	CSC
Golden Eagle <i>Aquila chrysaetos</i>	—	CSC
Prairie Falcon <i>Falco mexicanus</i>		CSC
Burrowing Owl <i>Athene cunicularia</i>	FSC	CSC
Long-eared Owl <i>Asio otus</i>	—	CSC
Brown-crested Flycatcher <i>Myiarchus tyrannulus</i>	—	CSC
Loggerhead Shrike <i>Lanius ludovicianus</i>	FSC	CSC
Bendire's Thrasher <i>Toxostoma bendirei</i>	—	CSC
Le Conte's Thrasher <i>Toxostoma lecontei</i>	—	CSC
Yellow Warbler <i>Dendroica petechia</i>	—	CSC
Yellow-breasted Chat <i>Icteria virens</i>	—	CSC
Summer Tanager <i>Piranga rubra</i>	—	CSC
Tricolored Blackbird <i>Agelaius tricolor</i>	FSC	CSC
Mammals		
Mojave River Vole <i>Microtus californicus mohavensis</i>	FSC	CSC
Pallid Bat <i>Antrozous pallidus</i>	FSC	CSC

Biological Surveys as Part of Routine Project Review Process

An assessment of biological habitat and potential impacts to listed or sensitive species is required as part of the City's routine California Environmental Quality Act (CEQA) compliance program, for new development projects in undeveloped areas. The City, with concurrence from USFWS, has designated an area within the urbanized part of the community, where surveys to detect Desert Tortoise are not required, based on past negative survey results and the characteristics of the land and nearby improvements that have eliminated tortoise habitat or represent significant barriers to tortoise movement and sustainability.

West Mojave Plan

This habitat conservation plan and federal land use plan amendment, released in December 2004, provides a comprehensive framework for the conservation of the Desert Tortoise, the Mohave Ground Squirrel, and nearly 100 other sensitive plant and wildlife species—and the natural communities of which they are a part—while providing a streamlined program for complying with the requirements of the California and federal Endangered Species Acts. The West Mojave Plan covers the 6.2-million-acre West Mojave Plan Area (WMPA)—including 3.2 million acres of public land and 3.0 million acres of private land—in portions of San Bernardino, Inyo, Kern and Los Angeles counties. The entire Victorville Planning Area lies within the WMPA.

The proposed West Mojave Plan presents a multi-species conservation strategy applicable to public and private lands throughout the WMPA. It would amend the Bureau of Land Management's California Desert Conservation Area (CDCA) Plan for public lands, and would serve as a habitat conservation plan for private lands. Local jurisdic-

tions and state agencies that become signatories to the West Mojave Plan would be issued "incidental take" permits covering 49 listed, threatened, or otherwise sensitive plant and wildlife species. In exchange, such jurisdictions would require the payment of a development fee (currently \$770 per acre) to cover the West Mojave Plan's costs for land acquisition, land management, and other operations. This would streamline the City's CEQA review process by providing a simplified means of mitigating impacts to sensitive plant and wildlife species potentially impacted by development projects within City limits. If the City chooses not to sign on to the West Mojave Plan, the City will be required to determine appropriate mitigation for potentially significant biological impacts on a case-by-case basis.

Appendix B to the West Mojave Plan identifies the following specific conservation responsibilities for the City of Victorville. These actions would be required if the City agrees to become a signatory to the Plan:

Burrowing Owl: (RAP-6) Abbreviated surveys at sites where Desert Tortoise clearance surveys are required.
 (RAP-10) Eviction or relocation if Burrowing Owls are found. (RAP-9) Provide educational brochures to landowners.
 (M-15) Report incidental take and relocations annually.

Desert Tortoise: Follow tortoise conservation strategy as outlined in EIS Section 2.2.4.2

Ferruginous Hawk: (Rap-1,14) Require raptor-safe electrical distribution lines. (M-23, AM-22, AM-105). Retrofit problem poles based on monitoring results.

Mohave Ground Squirrel: Follow conservation strategy as outlined in EIS Section 2.2.4.3

Mojave River Species:⁴ (AM-14, MR-1) Cooperate with water management agencies to maintain ground water levels in the Mojave River.

Prairie Falcon: (RAP-2) Require development projects to stay 1/4 mile away from occupied nests, unless the line-of-sight from the edge of development is obscured. Prohibit construction or disturbance near nest sites during the nesting season. (RAP-3) Impose blasting restrictions on new mines.

Cultural Resources

The term "cultural resource" refers to any physical evidence of human activities that possesses potential historical, archaeological, or traditional cultural value. Among the examples that are most frequently noted as cultural resources are buildings, structures, historic districts, archaeological sites, and such objects as statues and street fixtures. In recent years, cultural resources also began to include non-traditional property types, including historical landscapes and natural features that have acquired cultural significance in history. In order to be considered potentially significant, cultural resources usually need to meet a certain age criterion. In the State of California, the age threshold is generally set at 50 years from the present time. Remains of prehistoric Native American cultures are of particular concern to modern day tribal descendants, particularly with respect to 'sacred' sites.



Cultural resources also include paleontological resources, which are more commonly known as "fossils" and are physical remains of life forms found on earth in past geological periods. Such resources include 'pre-humans', as well as long-extinct forms of plants and animals.

The cultural setting of the Planning Area is described below, followed by an assessment of those areas considered most likely to yield important resources during the land alteration process, and thus most appropriate for consideration of conservation measures.

Prehistoric/Native American Culture

To understand Native American cultures prior to European contact, archaeologists have devised chronological frameworks on the basis of artifacts and site types that go back some 12,000 years. Currently, the chronology most frequently applied in the Mojave Desert divides the region's prehistory into five periods marked by changes in archaeological remains, reflecting different ways in which Native peoples adapted to their surroundings. According to Warren (1984) and Warren and Crabtree (1986), the five periods are as follows:

The Lake Mohave Period, 12,000 years to 7,000 years ago; the Pinto Period, 7,000 years to 4,000 years ago; the Gypsum Period, 4,000 years to 1,500 years ago; the Saratoga Springs Period, 1,500 years to 800 years ago; and the Proto-historic Period, 800 years ago to European contact.

⁴Southwestern Pond Turtle, Brown-crested Flycatcher, Least Bell's Vireo, Southwestern Willow Flycatcher, Summer Tanager, Yellow Warbler, Yellow-breasted Chat, Mojave River Vole.

The first Native American group to historically occupy the Mojave Desert was the Shoshoneans. This group was comprised of a broad band of people who spoke similar languages. These bands moved west from the Great Basin, a vast inland region of the Western United States, into the Mojave Desert.

It is believed that these bands were well established 1200 to 1500 years ago and possibly as early as 3000 years ago. One of these bands of people, the Serrano, occupied an area from the southern fringe of the San Bernardino Mountains, east to 29 Palms and north into the Mojave Desert. The Serrano practiced a hunting- and gathering-based subsistence focusing on the collection of seasonally available food sources.

Prehistoric settlements in the Victorville Planning area centered on the Mojave River drainage, with longer, more permanent habitation occurring on the first and second terraces of the river flood plain. These settlements subsisted on the fruit of Joshua trees, mesquite beans, tule bulbs, and small game such as rabbit and lizard. The more permanent settlements included formal tools of a non-portable nature such as ground stone tools. Rock art and shelters were also associated with these sites.

The more recent Native American history in California, beginning with the first European contact, is chronologized by anthropologists and historians as follows:

1500-1770s	Long-distance contact with Europeans
1770s-1830s	Mission Period
1830s-1850s	Rancho Period
1850s-1880s	American migration to California
1880s-present	Reservation Period

Pursuant to California Senate Bill 18, the City consulted with tribal representatives from several Native American communities to request their input to identify sacred sites in the Planning Area, so they can be recognized and addressed in this Resource Element. No such sites were identified by any of the tribes; however, each tribe requested an ongoing consultation process with the City, to ensure that planning and construction future development projects include adequate investigations and monitoring efforts to identify and protect potential Native American resources.

Historic Context

The introduction of the Spanish mission system in the mid to late 1700's gradually eroded the Serrano's way of life. Villages were abandoned, hunting and gathering were disrupted by agricultural practices and Indian populations were significantly reduced by European diseases. In the late 1700's, the Spanish, led by the famed Spanish explore Francisco Garcés, explored the Western Mojave Desert in an unsuccessful search for an overland route from the Colorado River to Monterey. The Spaniards traveled through the Victor Valley along an ancient Indian trading route, known today as the Mojave Trail. In the early 1830s, part of this trail was incorporated into a pack-train road known today as the Old Spanish Trail, which extended between southern California and Santa Fe, New Mexico. Some 20 years later, when the historic wagon road known as the Mormon Trail or Salt Lake Trail was established between Utah and southern California, it followed essentially the same route across the Victor Valley area. Since then, the Victor Valley has always served as a crucial link for a succession of major transportation arteries, where the heritage of the ancient Mojave Trail was carried on by the Santa Fe Railroad since the 1880s, by the National Old Trails Highway and U.S.

Route 66 during the early and mid-20th century, and finally by today's I-15.

Mining became an important part of the local economy with the discovery of gold as well as silver, copper, marble, limestone, and borax in the 1860's. Settlement within the area resulted from transportation and local mining activities. Victorville, known as the Town of Victor, was a railroad station named in 1885 after California Southern Railroad (Santa Fe Railroad) construction superintendent Jacob Nash Victor. On January 18, 1886, the plan of the Town of Victor was prepared which created the grid pattern of the original town. The name was changed to Victorville in 1901 by the United States Post Office to avoid confusion with Victor, Colorado.

Agricultural development occurred as a result of available water and rich river bottom lands. During the late 19th and early 20th centuries, settlers in the valley attempted a number of money-making endeavors, such as growing alfalfa and deciduous fruits and raising poultry, with only limited success. Around the turn of the century, large deposits of limestone and granite were discovered, prompting cement manufacturing to become the leading industry in the valley. In 1916, the Southwestern Portland Cement Company (SPCC) began operation in Victorville.

In 1926, U.S. Route 66 was designated utilizing the existing National Old Trails Highway system, which was to create a "ribbon of pavement" from Chicago, Illinois to California. The route originally went through Hesperia, but was realigned in 1924 to create a more efficient and safe route to Victorville. A portion of this famous highway provided a major transportation corridor through Victorville in which Seventh Street and "D" street were a part. In July of 1941 the Army Corps of Engineers began construction of the Victorville Army Flight Train-

ing School. On January 30, 1942, upon completion of structures and runways, the Victorville Army Air Field formally opened with a contingent of 10,000 men. Following World War II, activity at the Air Field declined until its reactivation in 1950 in response to the Korean Conflict. The Facility was renamed George Air Force Base in honor of Brigadier General Harold H. George. Pursuant to the Base Closure and Realignment Act, the base was deactivated December 15, 1992. Since its deactivation, the Base has been converted for civilian use as the Southern California Logistics Airport.

Historic Resources

Past cultural resources surveys conducted in the Planning Area determined that approximately one-third of the total acreage within the Planning Area has been covered by project-related surveys, leaving most of the Planning Area yet to be surveyed systematically and intensively. Due in part to some of these previously completed surveys, at least 178 historical/ archaeological sites have been discovered within and adjacent to the Planning Area and recorded into the California Historical Resource Information System, including 50 prehistoric—i.e., Native American— sites and 128 historic-period sites. A total of 16 additional pending sites have been reported within the boundaries of the Planning Area, including 3 prehistoric resources and 13 historic-period sites. As development increases, and as more of the Planning Area is surveyed systematically for cultural resources, it is expected that additional resources will be identified.

Many of the prehistoric sites represent relics from thousands of years of Native American habitation in the Planning Area before Europeans arrived. The recorded Native American sites are situated along or near the banks of the Mojave River, near the conflu-

ence of seasonal drainages such as the Oro Grande Wash and the Bell Mountain Wash, or near springs in the Turner Springs area.

Among the historic-period sites recorded in the Planning Area are several prominent early roads, including the Old Spanish Trail, the Mormon Trail, the Mojave Road, the National Trails Highway, and U.S. Routes 66 and 395; power and telephone transmission lines from the early 20th century; the remains of past mining activities; late-19th century homesteads, ranches, and town-sites; commercial, industrial, and residential buildings and foundations; irrigation features, wells, and reservoirs; military structures from World War II; and numerous refuse scatters, all indicative of early settlement and land development activities. Many of these sites are situated in Victorville's downtown area, along National Trails Highway, within and near the Southern California Logistics Airport, and in the Mojave Heights/Turner Springs areas.



Of the previously recorded historical/archaeological sites in the Planning Area, 10 have been previously evaluated and determined eligible for listing on the National Register of Historic Places, while three others have been proclaimed as California Historic Landmarks. The most notable concentration of early 20th century buildings, both residential and commercial, is found in the downtown area around Victorville's traditional town center, including A through E Streets, 1st through 11th Streets, and southwest from A Street along 6th Street,

7th Street, Yucca Avenue, and Forrest Avenue. A number of local historical sites have been designated by the Victorville Chamber of Commerce, including the first school and the first church in Victorville.

Existing Programs to Protect Cultural Resources

Section 106 of the National Historic Preservation Act mandates that federal agencies or HUD-designated local agencies with jurisdiction over federal or federally assisted undertakings take into account the effect of the undertakings on any "historic properties" during the planning process (16 USC 470f). For projects with no federal involvement, the California Environmental Quality Act (CEQA) similarly requires lead agencies to take the necessary action to prevent substantial adverse changes to "historical resources" (PRC §21084.1).

Although termed differently in NHPA and CEQA, "historic properties" and "historical resources" both refer to a special class of cultural resources that meet the definitions set forth in the statutes and their implementation regulations. "Historic properties," as defined by the Advisory Council on Historic Preservation, include "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR 800.16(l)). "Historical resources," according to PRC §5020.1(j), "includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of

Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)). A local register of historical resources, as defined by PRC §5020.1(k), "means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution."

At this time, the City does not maintain a list of designated historic sites. However, the City made a number of attempts to establish such a list. The Victorville Chamber of Commerce has designated 17 sites in the downtown area as points of local historical interest. In 1988 the Historic Advisory Committee was established to make recommendations to the City Council regarding evaluation, declaration, preservation and maintenance of historic sites and points of interest. To date, twenty-seven sites have been identified by the Committee. These sites represent distinctive eras of growth, architectural style and/or are associated with locally significant events or persons. The sites were reviewed for potential State Historic Landmark Registration; however, none of the sites or structures has been considered eligible for such designation. Therefore, these sites have potential to be locally significant only.

The City Zoning Ordinance has been modified to add a historic combining land use district zone intended to apply to areas containing a potential landmark or point of interest, to date no properties have been designated. The purpose of the historic district is to protect and promote the preservation, maintenance and/or improvement of landmarks or points of interest as well as assure new structures within the district are compatible with the character to be preserved.

Paleontologic Resources

Paleontologic resources within the City include nine ancient lake bed deposits estimated to date back to the Pleistocene Epoch (10,000 to 900,000 years ago). These lake beds contain numerous mammalian fossils, including teeth, limb fragments, phalanges and metacarpal from horses, camels and other large animals. As a result of requiring monitoring during earth disturbance activities, several resources have been identified and recovered. The most recent significant find was a mammoth discovered in June of 1993. The fossil bearing rock layers are essentially level due to their formation from an ancient lake bed. All of the Planning Area, excepting those areas above the 2,985 foot contour or below the 2,727 foot contour, is located upon fossil bearing strata. The entire Planning Area is considered to be sensitive regarding paleontological resources due to the existence of recovery sites throughout. The Department of Community and Cultural Resources will not identify the location of recovery sites in order to protect them from damage or loss of resources.

Mineral Resources

Sand, Gravel and Stone Deposits

The City of Victorville received a Mineral Land Classification Report from the State Department of Conservation, Division of Mines and Geology, entitled "Mineral Land Classification of Concrete Aggregate Resources in the Barstow - Victorville Area, San Bernardino County, California". According to Section 2762(a) of the Surface Mining and Reclamation Act of 1975, affected lead agencies must establish mineral resource management policies in their General Plan. The policies must: (1) recognize the Mineral Land Classification information; (2) assist in the management of land uses

that affect areas containing mineral resources of state-wide or regional significance; and (3) emphasize the conservation and development of identified mineral resources.

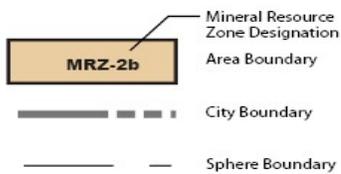
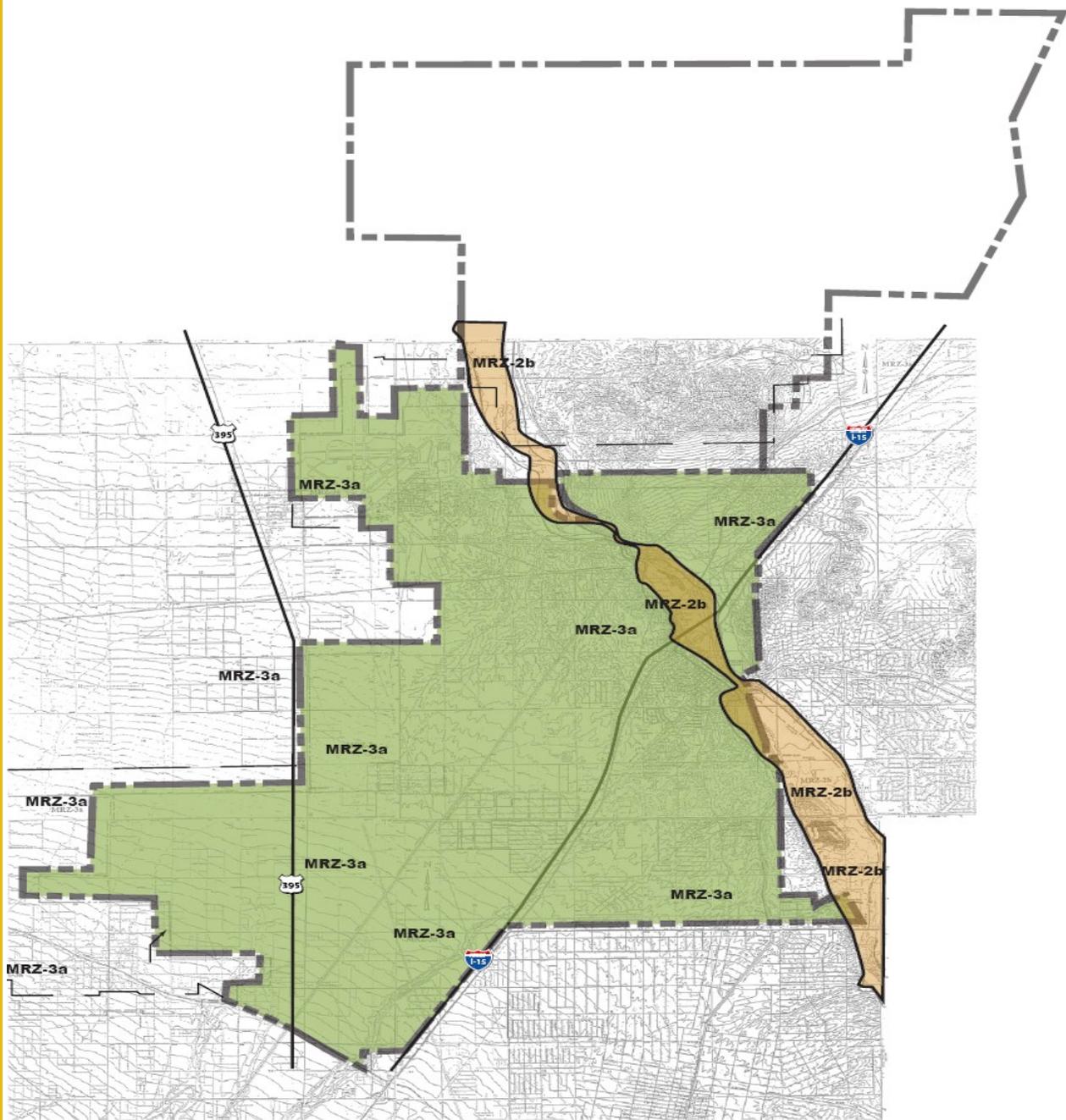
The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cities incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. SMARA was enacted to limit new development in areas with significant mineral deposits. The State Geologist classifies land in California based on availability of mineral resources. Because available aggregate construction material is limited, five designations have been established for the classification of sand, gravel and crushed rock resources:

Naturally occurring mineral resources within the Planning Area include sand, gravel or stone deposits that are suitable as sources of concrete aggregate, located primarily along the Mojave River (See RE-1). Based on the above listed designations, the Division of Mines and Geology has classified the naturally occurring sand, gravel or stone deposits in the Planning Area as follows:

MRZ-2a: Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Areas classified as MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.

MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified as MRZ-2b contain discovered mineral deposits that are significant inferred resources as determined by their lateral extension from proven deposits or their similarity to proven deposits. Further exploration work could result in upgrading these areas to MRZ-2a.

MRZ-3a: Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities into MRZ-2A or MRZ-2b categories.



MR-1 No Significant Aggregate Deposits
 MRZ-2a Significant Aggregate Deposits
 MRZ-2b High Likelihood of Significant Aggregate Deposit
 MRZ-3a May Contain Significant Aggregate Deposit
 (See text for additional explanation of MRZ symbols)

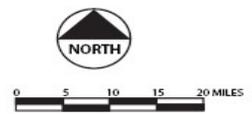


Figure RE-1. Victorville Planning Area Mineral Land Classification Map

Gas and Oil

According to information provided by the United States Bureau of Land Management (BLM), numerous petroleum test wells have been drilled in the West Mojave Desert since 1900 and all have been abandoned. Geologically, the Victorville Planning Area is not within the over thrust belt and does not contain known marine source beds, two factors that contribute to the presence of petroleum. Consequently, it is highly unlikely that petroleum in commercial quantities exists in the Western Mojave Desert region, inclusive of the Planning Area.

Natural Hazards

Flooding

The City occupies the broad surface of a large alluvial fan referred to as the Cajon Fan (or Victorville Fan). The Mojave River runs along the fan's eastern margin and is the City's most notable topographic feature. This river is very unusual in that it flows from south to north, conveying runoff out of the San Gabriel and San Bernardino Mountains for about 80 miles, until it empties at Soda Lake. Surface flows fluctuate seasonally, and are affected by discharges from Lake Arrowhead, Silverwood Lake and Mojave Forks Reservoir. The river's natural floodplain is up to a mile wide, and its waters flow below the surface for most of its length, except following storms. At Mojave Narrows, however, the river encounters an impenetrable layer of bedrock that forces water to the surface - even during dry periods. Oro Grande Wash, the City's second-largest drainage course, conveys surface flows only following intense storms. It originates in the San Gabriel Mountains near the Cajon Pass, where it parallels Interstate 15 before crossing to the east, just north of La Mesa and Nisqualli Roads. There is a potential for flooding from all of these streams

in the event of a 100-year flood.

Several intermittent streams drain the Planning Area and flow into the Mojave River. Two of these, Ossom Wash and West Fork Ossom Wash, drain a large part of the city, west of the I-15 Freeway. Three smaller, unnamed intermittent streams drain areas south of the Southern California Logistics Airport. Bell Mountain Wash is north of the Mojave River and drains part of the North Mojave Planning area.

The river has a highly variable annual flood series, with some years having either base flow or zero discharge and other years having floods as high as 70,600 cubic feet per second. The largest flood in the gauging record occurred in 1938, which was not an El Niño year; other years with large floods include 1891, 1905, and 1916, all of which were El Niño years. In recent decades, the relation between flooding and El Niño has strengthened, with large floods in 1978, 1983, 1993, and 1998. The Mojave River only flows continuously from its source to its terminus in the Soda Lake.

The Mojave River and its tributaries have three dams that store water and provide some flood control for the reaches in the Mojave Desert. The Mojave River Forks Reservoir and Silverwood Lake reservoir, both completed in 1971, likely attenuate flood peaks, although they have no effect on annual runoff volume (Lines 1996). The presence of these reservoirs may be the reason why the size of floods appears to have declined in the latter part of the 20th century, although this decline also could be the result of climatic fluctuations. Lake Arrowhead reservoir, built in 1922, provides only minimal flow regulation.

Flood hazard mapping has been completed by the Federal Emergency Management Agency (FEMA), for the National Flood Insurance Program. These mapped flood

hazards are described in more detail and are illustrated in the Safety Element. Development has been and will continue to be prohibited and/or restricted within the Mojave River floodplain and along its tributaries, where flood hazards also have a potential to occur. Flood hazard areas are, therefore, considered part of the City's open space network.

Seismic and Geological Hazards

As discussed in the Safety Element, there are no earthquake faults in the Planning Area and the threat of surface rupture from an earthquake is not present. No areas of subsidence have been identified during the City's history of community development. Other geologic and soils constraints such as liquefaction, expansive soils, steep slopes, etc. occur in a variety of locations, but routine engineering methods and construction techniques are available to mitigate these constraints and allow development to occur. The City's open space network does not need to include land constrained by seismic or geological hazards.

Water Courses and Lakes

Mojave River

There are no regular public or private water recreation uses in those portions of the Mojave River where surface flow regularly occurs. Water levels are rarely deep enough to support swimming, fishing, or boating, except in periods following heavy rainstorms when flood conditions are present and it is too dangerous for recreational activities.

Lakes

Mojave Narrows Regional Park is a County-owned/operated park located in the center of the Planning Area. Encompassing 840 acres, the park contains two lakes open to

the public (for a fee) for fishing. Victor Valley College contains one lake that is available for passive public use on weekends and a fish



hatchery that is used to stock the Mojave Narrows Regional Park lakes. It is a central design feature of the campus and functions primarily as a passive recreational amenity for students and faculty. In the Spring Valley Lake residential community, there is a 200-acre, private lake that is available for recreational use to residents of that private community only. Because it is restricted to private use and does not conserve a natural resource for the public benefit, it is not considered an open space resource.

Outdoor Recreation

Outdoor recreation resources in the Victorville Planning Area include public parks, public golf courses, public access lakes, bicycle paths and pedestrian trails, and ground-level linkages between recreation areas and urbanized places. The City currently maintains 198.4 acres of park land throughout the Planning Area. There are two public golf courses: the 18-hole, 150-acre Green Tree Golf Course, and a 9-hole 60-acre golf course within the Southern California Logistics Airport, plus a 172 acre potential expansion area within the airport site. The City also maintains paseo systems within specific plan communities that link neighborhoods to local parks and to other neighborhoods.

The primary opportunity for recreational linkages is the Los Angeles Department of Water and Power (LADWP) electrical power line corridors. LADWP has indicated that bicycle paths and pedestrian trails may occur within those easements, provided

such activities do not interfere with their ability to maintain their lines and structures. Some of these easements cross roads that carry a significant amount of traffic; therefore, trail/path designs must carefully consider potential conflicts between automobile traffic, bicyclists and pedestrians.

Solid Waste Management

Non-Hazardous Waste

Non-hazardous solid and liquid waste generated in the Planning Area is currently deposited in the Victorville Landfill, which is operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. This landfill is located at 17080 Stoddard Wells Road in the northeastern quadrant of the City.

The Victorville Landfill property area is approximately 491 acres in total, with an approximately 80-acre parcel currently in use for landfill operations. The 80-acre parcel includes 67 acres that are in active use for land filling, a 7-acre expansion area that was formerly used as septic ponds, and 6 acres of former "borrow pit" (excavation area) which had been used to generate daily cover for refuse. The landfill site is within the area of the City's Southern California Logistics Airport (SCLA) Specific Plan area. In November 2007, the City sent a letter to the San Bernardino County Solid Waste Management Division, regarding the future operation of the Victorville Landfill. Since the City is in the midst of developing the SCLA into an inland port, and given that landfills are known for attracting birds, the City informed the County of their concerns regarding landfill operation and aviation safety. The City expressed its interest in having the County close the landfill, and recommended numerous goals be included within the Countywide Integrated Waste Management Plan five year review.

Materials Recycling Facility and Related Programs



The Victor Valley Materials Recovery Facility (MRF), located in Victorville at 17000 Abbey Lane, is co-owned by the Town of Apple Valley and City of Victorville. Residential and commercial curbside recyclable materials are picked up by the contractor for the City and taken to the MRF. The MRF serves the City by reducing waste in order to comply with the requirements of state law AB 939 which mandates a 50% reduction in the amount of waste sent to landfill by the year 2000 and beyond. In support of this program the City of Victorville has established a number of recycling programs for its residential and commercial customers. Materials targeted for collection include papers, bottles, cans, and plastic containers. The facility, operating since 1995, has a residential curbside recycling program and business recycling programs. The facility also processes recyclables from adjacent communities and serves as a drop off and recycling buy-back center for residents and businesses.

Hazardous Waste

Hazardous waste is defined in the California Health and Safety Code, Section 25117, as: "...a waste or combination of waste which because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either: cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness, or pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed." Federal and State laws mandate an improvement in the management of hazardous waste including a reduc-

tion in the amount generated. In addition, jurisdictions, where hazardous waste generators operate, were required to adopt hazardous waste management plans. The City of Victorville adopted a plan in June 1991. To date, no hazardous waste facilities have been proposed or developed within the Victorville Planning Area.

Future Disposal Options

Rail Cycle

Rail Cycle is a proposed waste collection, recycling, transportation and disposal project. The system would begin with the collection of refuse and recyclables from homes and businesses which would be transported to materials recovery facilities located along existing rail lines. Recyclable materials, including yard and green waste, would be processed and marketed for reuse. The remaining waste materials would then be transported by rail to a landfill (Bolo Station) to be located near Amboy, eighty miles east of Barstow. This landfill would be a Class III facility accepting only non-hazardous municipal solid waste with the capacity to handle up to 21,000 tons per day.

MRF Future Phases

The existing MRF was approved in three phases with phase two including the capability of accepting mixed municipal solid waste for baling and transporting to landfill facilities other than Victorville landfill in the event this facility closes. The third phase would include the capability of accepting and processing yard and wood waste to further reduce municipal waste disposal which in turn would reduce potential costs to the City and impacts to landfill facilities.

Conversion to Energy/Composting Waste

Conversion to Energy/Composting Waste to energy refers to the conversion of solid waste to energy through processes such as combustion, including discarded tires, or ground wood chips or the collection of methane gas. Composting is the biological degradation of organic matter which yields a humus-like material with potential use as a soil conditioner or top dressing on landscape or gardens to reduce weeds and water evaporation. According to the Mojave Desert and Mountain Solid Waste Joint Powers Authority Administrator, conversion to energy, or "transformation" technology and composting are being monitored for potential future use.

Air Quality

Hot summers, mild winters, infrequent rainfall, moderate afternoon breezes and generally fair weather characterize the climate of the Victor Valley, an interior sub-climate of Southern California's Mediterranean climate. The clouds and fog that form along the Southern California coastline rarely extend across the mountains to Victorville. The most important local weather pattern is associated with the funneling of the daily onshore sea breeze through El Cajon Pass into the upper desert to the northeast of the heavily developed portions of the Los Angeles Basin. This daily airflow brings polluted air into the area late in the afternoon from late spring to early fall. This transport pattern creates both unhealthful air quality as well as destroying the scenic vistas of the mountains surrounding the Victor Valley.

The Clean Air Act Amendments (CAAA) of 1970 established national Ambient Air Quality Standards (AAQS) with states retaining the option to adopt more stringent standards or to include other pollution species. California, largely because of its

unique meteorological conditions, had standards in existence before the Federal AAQS were established. In California, air quality is regulated by the California Air Resources Board (CARB). In the Victorville Planning Area, federal and state air quality regulations are monitored by the Mojave Desert Air Quality Management District (MDAQMD).

Criteria Pollutants

Air quality in the Planning Area is affected by a variety of pollutants, generated from a variety of sources, both man-made and natural. Primary air pollutants in the Victorville region include carbon monoxide (CO), oxides of nitrogen (NO₂ and NO_x), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}), and volatile organic compounds (VOCs). Most primary air pollutants are generated from the burning of fossil fuels which emit CO, NO_x, and VOCs). Secondary pollutants include ozone (O₃), which is a product of the reaction between NO_x and VOC in the presence of sunlight.

The MDAQMD has adopted numerical emissions thresholds as indicators of potential impacts. The MDAQMD thresholds are as follows:

Carbon Monoxide (CO) 548 pounds/ day

Nitrogen Oxides (NO_x) 137 pounds/day

Sulfur Oxides (SO_x) 137 pounds/day

Reactive Organic Gases (ROG) 137 pounds/day

Particulate Matter (PM-10) 82 pounds/day

The MDAQMD CEQA Handbook also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators relevant

to the General Plan update are as follows:

- Generates total emissions (direct and indirect) in excess of the MDAQMD thresholds.
- Generate a violation of any ambient air quality standard when added to the local background
- Creates odors that could be considered a nuisance by any substantial number of people.
- Represents a level of growth not previously anticipated in regional air quality planning.

These thresholds are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress or infection such as asthmatics, the elderly, the very young, people weak from other disease or illness, and persons engaged in heavy work or exercise, all called "sensitive receptors."

Healthy adults can tolerate periodic exposure to air pollution levels somewhat above these standards before adverse health effects are observed. Recent research has shown, however, that chronic exposure to ozone even at the federal clean air standard level can create unhealthful reactions through pulmonary distress. Just meeting clean air standards may therefore ultimately not be enough to protect human health. An additional margin of safety is needed to achieve all clean air objectives and protect human health.

Greenhouse Gas

Recent legislation in the State of California has focused on reducing emissions of "Greenhouse gases" (GHGs), so called because of their role in trapping heat near the

surface of the earth. GHGs emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

Energy Conservation

In California, energy use is divided into four primary sectors: (1) transportation; (2) industrial; (3) commercial; and (4) residential. More than 80 percent of the energy consumed in the State comes from two fossil fuels; natural gas and petroleum. Coal-fired plants, nuclear, solar, wind, hydroelectric, geothermal and liquefied natural gas provide the remaining 20 percent.

To reduce energy, consumption must address all four sectors. For the transportation sector, reducing vehicle miles traveled through land use design or use of alternative energy vehicles, locating jobs close to residences, and improving alternative transportation systems is needed.

For the industrial sector, industrial energy systems account for 80 percent of all energy used by industry. Efforts to reduce electrical loss in industrial facilities and installation of more energy-efficient equipment in industrial facilities are two effective strategies for reducing total energy.

For commercial and residential sectors, reducing electrical use is needed. Efforts to reduce heating and cooling usage in commercial and residential buildings are the most effective strategy for reducing total energy.

Expanding generation of electricity from other sources other than natural gas, including solar energy and wind energy, is a priority that would reduce energy consumption in each of the four sectors.

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION

The following goals, objectives, policies and implementation measures are intended to achieve the Vision of this Resource Element and to guide the City’s efforts to preserve natural resources, protect the community from significant natural hazards, and provide ample active and passive open space and recreational opportunities for all members of the Planning Area.

GOAL #1: SUFFICIENT, SAFE WATER SUPPLY— MAINTAIN ADEQUATE WATER SUPPLY RESOURCES AND WATER DELIVERY SYSTEM TO SUPPORT THE IMPLEMENTATION OF THE CITY’S LAND USE POLICIES AND FIRE PROTECTION STANDARDS, AND TO MEET ESSENTIAL NEEDS DURING EMERGENCIES AND SEVERE DROUGHT CONDITIONS

Objective 1.1: Reduce Rate of Groundwater Extraction for Municipal Water Supply to no more than 80% of 2006 levels, by the year 2012, and maintain or reduce that lower level over the long term

***Policy 1.1.1:** Require water conservation measures in the design of new development and major redevelopment, for both*

public and private projects, such as low-water consuming indoor plumbing devices and use of xerophytic landscape materials that require minimal irrigation.

Implementation Measure 1.1.1.1: Offer incentives for projects that demonstrate significant water conservation through use of innovative water consumption technologies. For example, offer discounted water rates for projects that achieve U.S. Green Building Council LEED standards for certification relative to water efficiency.

Implementation Measure 1.1.1: The City will periodically revise development standards in its zoning and subdivision regulations, and in its building and plumbing codes, to include a range of water conservation measures to be incorporated into site design, building construction, landscaping and irrigation systems.

Implementation Measure 1.1.2: The City will continue to maintain a list of xerophytic plant materials and publications providing guidelines and methods for establishing and maintaining xerophytic landscapes and irrigation systems. This information shall be readily available to the public.

Policy 1.1.2: *Penalize high volume water consumers that operate with wasteful water consumption practices*

Policy 1.1.3: *Support conversions of wasteful water practices to water conserving practices, including public and private water consumers*

Implementation Measure 1.1.3.1: Convert City-owned landscaping in streets, parkways and parks to xerophytic palettes and replace older, inefficient irrigation systems with efficient, water conserving irrigation systems

Objective 1.2: Expand sources of water supply and delivery systems through alternatives to ground water extractions

Policy 1.2.1: *Support VVWRA's development and expansion of recycled wastewater treatment and delivery capacity for appropriate water uses such as irrigation of outdoor landscapes*

Implementation Measure 1.2.1.1: Conduct master planning study to develop program specifications for incorporating recycled wastewater infrastructure into City's existing and future street network, and to develop performance standards to be met by new development projects, to enable ready connection to recycled water infrastructure, when available.

Policy 1.2.2: *Participate in regional efforts to acquire imported water from the State Water Project, along with 'water wheeling' from fallowed agricultural areas and other lands with significant ground water resources*

Implementation Measure 1.2.2.1: Conduct a preliminary engineering study to identify optimal location(s) for a turnout from the California Aqueduct to deliver imported State Water Project water that may be purchased in the future

Objective 1.3: Protect ground water quality

Policy 1.3.1: *Require new development and major redevelopment projects public and private, to prepare and implement water quality management plans that incorporate a variety of structural and non-structural best management practices to minimize, control and filter construction site runoff and various forms of developed site urban runoff, prior to discharge to receiving waters.*

Implementation Measure 1.3.1.1: Assign properly qualified professionals to conduct plan checks and inspections to ensure proper design and implementation of water quality management plans for new development and major redevelopment projects.

Implementation Measure 1.3.1.2: Assess and mitigate impacts on surface and groundwater quality as a routine aspect of the City's CEQA implementation procedures.

GOAL #2: SUFFICIENT PARK LAND

PROVIDE SUFFICIENT LOCAL, COMMUNITY AND REGIONAL PARK LAND TO MEET CURRENT AND FUTURE OUTDOOR RECREATION NEEDS OF THE PLANNING AREA

Objective 2.1: Provide at least three acres of parkland for every 1,000 residents

Policy 2.1.1: *Require new residential subdivision projects to provide parkland on-site or to pay in-lieu fees equal to the value of such parkland, calculated to provide 3 acres of parkland per 1,000 residents*

Implementation Measure 2.1.1.1: Adopt and implement subdivision regulations to require parkland exactions, pursuant to the State Quimby Act

Policy 2.1.2: *Prohibit development on land identified for outdoor recreation purposes in a local or regional parks, trails, and/or open space plan*

Implementation Measure 2.1.2.1: Develop and maintain a city-wide parks master plan that identifies sites of sufficient size, and in optimal locations, to meet a variety of out-

door recreation needs of the community.

Implementation Measure 2.1.2.2: Complete a master recreational trails plan for the Mojave River Corridor, within the Planning Area

Implementation Measure 2.1.2.3: Designate all existing and planned park sites as Open Space-Recreation on the Land Use Policy Map and in the Open Space Plan.

GOAL #3: PROTECTION FROM NATURAL HAZARDS— PROTECT THE COMMUNITY FROM FLOODING AND GEOLOGIC HAZARDS

Objective 3.1: Development is outside of areas exposed to flood hazards

Policy 3.1.1: *Prohibit development within flood hazard areas adjacent to the Mojave River.*

Implementation Measure 3.1.1.1: City will maintain accurate and up-to-date maps of areas exposed to 100-year and 500-year flood hazards, based on National Flood Insurance Program criteria.

Implementation Measure 3.1.1.2: Areas located within 100-year and 500-year flood hazards shall be designated for Open Space-Natural Hazards on the Land Use Policy Map and on the Conservation/Open Space Map. Such lands shall be zoned to correspond to these general plan policy designations, including strong restrictions on land development projects.

Objective 3.2: New development is located and designed to avoid or mitigate seismic and geologic hazards

Policy 3.2.2: *Results of preliminary geotechnical investigations shall be considered by the City's decision-makers, prior to approval of all discretionary actions to allow for public or private development projects.*

Implementation Measure 3.2.2.1: Preliminary geotechnical investigations and reports shall be conducted for all new development and major redevelopment projects, public and private, to identify seismic and other geologic hazards, and to define measures to eliminate or reduce such hazards to an acceptable level.

GOAL #4: CONSERVATION OF IMPORTANT HABITAT

PRESERVE LAND CONTAINING NATIVE HABITAT THAT SUSTAINS RARE, THREATENED OR ENDANGERED PLANTS AND WILDLIFE SPECIES

Objective 4.1: Preservation of natural communities that support rare, threatened and/or endangered plants and wildlife species throughout the Planning Area.

Policy 4.1.1: *Encourage development natural habitat that supports rare, threatened or endangered plants and wildlife (i.e., "sensitive" species), or require restoration of the same type of impacted habitat within an existing, planned or potential conservation area.*

Implementation Measure 4.1.1.1: The City will compile and maintain up-to-date geographical database of the spatial distribution and composition of natural habitat that supports sensitive species throughout the Planning Area.

Implementation Measure 4.1.1.2: Continue to require biological surveys and an assessment of impacts to biological resources for

new "greenfield" projects, as part of the City's CEQA implementation procedures. Update City's database of sensitive habitats with findings of project-level biological surveys and reports.

Policy 4.1.2: *Support and participate in the West Mojave Plan*

Implementation Measure 4.1.2.1: Assign appropriate City staff to monitor and report on West Mojave Plan activities and to develop staff-level procedures to enable effective implementation of the City's responsibilities under the Plan.

Objective 4.2: Permanent Conservation of Mojave River Corridor Ecological Values

Policy 4.2.1: *Generally prohibit private or public development projects or major infrastructure facilities on land within the Mojave River Corridor, where biological surveys have determined there is habitat that supports rare, threatened and/or endangered plants or wildlife. Allow minor encroachments into such habitat, for critical public facilities and recreational trails, where reliable assurances are provided that no loss of sensitive species would occur.*

Implementation Measure 4.2.1.1: Compile and current mapping of biological habitat features and occurrences of sensitive species along Mojave River Corridor.

GOAL #5: PRESERVATION OF IMPORTANT CULTURAL RESOURCES

PROTECT IDENTIFIED ARCHAEOLOGICAL, PALEONTOLOGIC RESOURCES AND HISTORIC RESOURCES WITHIN THE PLANNING AREA.

Objective 5.1: Preserve known and expected cultural resources.

Policy 5.1.1: *Determine presence/absence of and consider impacts to cultural resources in the review of public and private development and infrastructure projects.*

Implementation Measure 5.1.1.1: As a City Planning Department function, maintain maps illustrating areas that have a moderate-high probability of yielding important cultural resources as a result of land alteration projects.

Implementation Measure 5.1.1.2: Establish a transmittal system with the Archaeological Information Center (AIC) at the San Bernardino County Museum, Redlands. When a project is in its initial phase, the City may send a location map to the AIC for a transmittal-level records search. The transmittal identifies the presence or absence of known cultural resources and/or previously performed studies in and near the project area. The AIC also offers recommendations regarding the need for additional studies, if warranted.

Implementation Measure 5.1.1.3: When warranted based on the findings of reconnaissance level surveys by a qualified professional archaeologist and/or transmittals from the AIC, require Phase I cultural resource assessments by qualified archaeologists, historians, and/or architectural historians, especially in areas of high sensitivity for cultural resources, as shown on the maps maintained in the City Planning Department. The scope of such a survey shall include, as appropriate, in-depth records search at the AIC, historic background research, intensive-level field survey, consultation with the Mohave Historical Society, and consultation with the appropriate Native American representatives and tribal organizations.

Implementation Measure 5.1.1.4: Complete a Planning Area-wide assessment of the

paleontological sensitivity, based on a review of geologic formations and a review of paleontological records that identify those formations that have yielded or are expected to yield fossil materials of importance to the scientific community.

Policy 5.1.2: *Prohibit destruction of cultural and paleontological materials that contain information of importance to our knowledge of the evolution of life forms and history of human settlement in the Planning Area, unless sufficient documentation of that information is accomplished and distributed to the appropriate scientific community. Require mitigation of any significant impacts that may be identified in project or program-level cultural and paleontological assessments as a condition of project or program approval.*

Implementation Measure 5.1.2.1: Enact a historic preservation ordinance and/or prepare a historic preservation plan to outline the goals and objectives of the City's historic preservation programs and present an official historic context statement for the evaluation of cultural resources within the City's jurisdiction.

Implementation Measure 5.1.2.2: Assist local property owners in finding and taking advantage of incentives and financial assistance for historic preservation that are available through various federal, state, or city programs.

Implementation Measure 5.1.2.3: Require paleontological monitoring of land alteration projects involving excavation into native geologic materials known to have a high sensitivity for the presence of paleontological resources.

GOAL #6: GOOD AIR QUALITY

PROMOTE CLEAR AIR WITH LOW POLLUTANT CONCENTRATIONS THAT DO

NOT ADVERSELY AFFECT RESPIRATORY HEALTH

Objective 6.1: Contribute to regional air quality plan attainment

Policy 6.1.1: *Encourage planning and development activities, that reduce the number and length of single occupant automobile trips*

Implementation Measure 6.1.1.1: Create a Transit-Oriented Development Plan: Identify ideal locations for residential housing near public transportation, identify areas for mixed use development, walkable development near transportation hubs.

Implementation Measure 6.1.1.2: Require dust abatement actions for all new construction and redevelopment projects.

Implementation Measure 6.1.1.3: Maintain parking standards that encourage and facilitate alternative transportation modes, including reduced parking standards for transit-oriented developments, mixed-use developments, and preferential parking for carpoolers.

Implementation Measure 6.1.1.4: Replace existing gasoline powered City vehicles and equipment with clean fuels and vehicles and equipment.

Implementation Measure 6.1.1.5: Replace fleet vehicles with more efficient vehicles with a goal of 100% low emission vehicle fleet.

Implementation Measure 6.1.1.6: Any City-operated parking facility must have carpool passes (reduced rate or preferential parking for vehicles with two or more passengers to be verified by attendant)

Implementation Measure 6.1.1.7: Designate preferential parking for hybrid vehicles

at City buildings

Implementation Measure 6.1.1.8: Adopt Diesel Engine Idling Restrictions to limit idling at all commercial facilities.

Implementation Measure 6.1.1.9: Encourage the provision of on-site electrical outlets at all commercial facilities.

Objective 6.2: Reduce health risks associated with air pollution

Policy 6.2.1: *Encourage compliance with the California Air Resources Board (CARB) "Air Quality and Land Use Handbook: A Community Health Perspective", which provides guidelines for siting new sensitive land uses in proximity to air pollutant emitting sources*

Implementation Measure 6.2.1.1: Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000

vehicles/day, or rural roads with 50,000 vehicles/day.

Implementation Measure 6.2.1.2: Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU operations exceed 300 hours per week).

Implementation Measure 6.2.1.3: Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.

Implementation Measure 6.2.1.4: Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, pro-

vide 500 feet. For operations with three or more machines, consult with the Mojave Desert Air District prior to placement.

Implementation Measure 6.2.1.5: Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.

GOAL #7: ENERGY CONSERVATION

PROMOTE ENERGY SUSTAINABILITY BY DEVELOPING ALTERNATIVE POWER SUPPLIES AND REDUCING ENERGY USE

Objective 7.1: Promote alternative energy sources

***Policy 7.1.1:** Support development of solar, hybrid, wind and other alternative energy generation.*

Implementation Measure 7.1.1.1: Continue to work with energy companies and energy developers to develop non-fossil fuel reliant power generation plants within the Planning Area.

Implementation Measure 7.1.1.2: Through the Victorville Municipal Utility Services (VMUS), continue to expand the amount of energy generated and the distribution of that energy to all Planning Area power consumers.

Implementation Measure 7.1.1.3: Establish a photovoltaic target and require new construction to contribute to that target.

Implementation Measure 7.1.1.4: Require all new commercial or industrial development to generate electricity on site to maximum extent feasible.

Implementation Measure 7.1.1.5: Require all residential projects over 100 units to generate electricity on site to maximum extent feasible.

Objective 7.2: Promote energy conservation

***Policy 7.2.1:** Support energy conservation by requiring sustainable building design and development.*

Implementation Measure 7.2.1.1: Incorporate green building principles and practices, to the extent practicable and financially feasible, into the design, development and operation of all City owned facilities.

Implementation Measure 7.2.1.2: Minimize energy use of new residential, commercial and industrial projects by requiring high efficiency heating, lighting and other appliances, such as cooking equipment, refrigerators, furnaces, overhead and area lighting, and low NOx water heaters.

Implementation Measure 7.2.1.3: Require drought tolerant landscaping in all new private developments.

Implementation Measure 7.2.1.4: Implement Assembly Bill 811: Financing for Residential Solar, to the maximum extent feasible.

Implementation Measure 7.2.1.5: Require all new construction to be 15% more efficient than 2008 Title 24 Standards.

Implementation Measure 7.2.1.6: Establish a program for retrofitting existing residential and commercial projects to bring existing structures into compliance with 2008 standards.

Implementation Measure 7.2.1.7: Any new multifamily residential construction over 20 dwelling units install solar water heating.

Implementation Measure 7.2.1.8: All new residential construction be pre-plumbed for solar water heating to the maximum extent feasible.

Implementation Measure 7.2.1.9: Set target to retrofit city streetlights with goal of 100% replacement (high pressure sodium cut-off or similar rated street lights)

Implementation Measure 7.2.1.10: Incandescent lighting is discouraged for all new construction; all city facilities should replace incandescent lighting with CF or LED lighting unless light fixture does not exist for particular use.

Implementation Measure 7.2.1.11: Replace traffic signals with LED lighting

Policy 7.2.2: Support energy conservation by using low-emission non-fossil fuel reliant vehicles.

Implementation Measure 7.2.2.1: Convert all City owned vehicles to low-emission non-fossil fuel vehicles and continue to update City fleets to the meet new and better low-emission technologies.

Implementation Measure 7.2.2.2: Require drought tolerant landscaping in all City public developments, including buildings, parks and street rights-of-way.

Policy 7.2.3: Establish a Climate Action Plan.

Implementation Measure 7.2.3.1: Create an inventory of all greenhouse gas emissions from all sources to the maximum extent possible.

Implementation Measure 7.2.3.2: Set a reduction target for greenhouse gas emissions, such as 15% by 2015. Establish a threshold of significance and standards for CEQA project review.

Implementation Measure 7.2.3.3: Establish Climate Protection Measures for Electricity/natural gas consumption and transportation.



Resource

Noise Element



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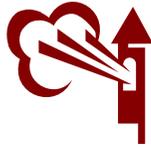
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Noise Element**PURPOSE**

The Noise Element is intended to limit exposure of the community to excessive noise levels. Noise is generally defined as unwanted or unpleasant sound. Excessive noise is associated with an interference with speech and other communication, a distraction at home and at work, the disturbance of rest and sleep, and the disruption of various recreational pursuits.

To ensure that noise does not affect the health and serenity of Victorville residents, this element provides a systematic approach to identifying and appraising excessive noise in the Planning Area, quantifying noise levels, and addressing excessive noise exposure, and community planning for the regulation of noise. This element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to protecting public health and welfare from noise.

Section 65302(f) of the Government Code requires that a General Plan include a Noise Element to guide decisions concerning land use and the location of excessive noise sources. Issues to be addressed in the Noise Element include:

- Major noise sources, both mobile and stationary
- Existing and projected levels of noise and noise contours for major noise sources
- Existing and projected land uses and locational relationship to existing and projected noise sources
- Existing and proposed sensitive receptors, including:
 - Hospitals
 - Convalescent homes

- Schools
- Churches
- Sensitive wildlife habitat, including the habitat of rare, threatened, or endangered species.

Major noise sources in a community include the following:

- Highways and freeways
- Primary arterials and major local streets
- Passenger and freight on-line railroad operations and ground rapid transit systems
- Commercial, general aviation, heliport, helistop and military airport operations, aircraft over-flights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation
- Local industrial plants, including, but not limited to railroad classification yards
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

RELATIONSHIP TO OTHER ELEMENTS

The Noise Element has a direct relationship with other General Plan elements, most notably the Land Use Element. Through the Land Use Map and Land Use Element policies, land uses that will be occupied by sensitive receptors are located away from excessive noise sources. These policies that focus on placing residential uses away from major noise sources also are reflected in the Housing Element. The Noise Element also relates to the Circulation Element, because the location and design of new roads and transit could impact existing and planned land uses. Finally, the Noise Element also relates to the Resource Ele-

ment because excessive noise may have a detrimental effect on sensitive habitats and the community's enjoyment of open spaces.

VISION – NOISE

The Noise Element of the City of Victorville's General Plan lays the foundation for balancing the placement of noise sensitive land uses with the need for infrastructure and activities that generate excessive noise. The goals, objectives, policies, and implementation measures of this element envision a Victorville that minimizes noise-land use incompatibilities and supports the health and serenity of its citizens.

EXISTING CONDITIONS

Definition of Noise

Noise is usually defined as unwanted or excessive sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. In an urban environment, sound that becomes noise is typically a byproduct of transportation systems, certain land uses and on-going human activity.

Definitions of acoustical terms are provided in Table N-1.

Noise Measurement

The common unit for measuring sound (or noise) to the faintest level detectable by a person with good hearing is called a decibel (dB).

Because sound or noise can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting, written as dBA. References to noise levels in this Section are in dBA. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Because community receptors (e.g. residents, the infirm, convalescents, children) are more sensitive to unwanted noise during the evening and night, state law requires that nighttime noise be more heavily weighted than noise occurring during the day. To measure this noise variation during different times of the day, an artificial dB increment is added to quiet time noise levels for planning purposes in a 24-hour noise descriptor called the Community Noise Equivalency Level (CNEL). The CNEL takes average sound levels at an observation point and adds a weighting penalty to those sounds that occur during the evening and night hours. A penalty of 5 dBA is added between 7 PM and 10 PM, and a 10 dBA penalty is added between 10 PM and 7 AM. CNEL noise levels are often reported as 65 dB CNEL or 65 CNEL.

When evaluating changes in 24-hour community noise levels, a 3 dBA increase is

barely perceptible to most people. While a 5 dBA increase is readily noticeable, a 10 dBA increase would be perceived as a doubling of loudness (US DOT 1980).

Effects of Noise

Noise measurements are meaningless without an understanding of the relationship to human sensitivity. The human response to noise is varied and extremely complex. Noise effects have been divided and described in terms of physiological effects, behavioral effects, and subjective effects. Physiological effects include both temporary effects such as startle reactions and temporary hearing threshold shifts, along with enduring effects such as those from prolonged sleep loss or permanent hearing damage. Behavioral effects involve interference with ongoing activities such as speech, learning, listening, or distraction from the performance of various tasks. Subjective effects are a combined result of behavioral and physiological effects and

are described in such terms as "annoyance," "nuisance," "disturbance," or "dissatisfaction."

Table N-2, Common Noise Sources and Sound Levels, provides examples of some common sound levels and their noise sources.



Demolition of a portion of City Hall

Table N-1

Definitions of Acoustical Terms

Term	Definition
Decibel (dB)	A unit of level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency (Hz)	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level (dBA)	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{02} , L_{08} , L_{50} , L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period, respectively.
Equivalent Continuous Noise Level (L_{eq})	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level (CNEL)	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 decibels to sound levels occurring in the evening from 7:00 PM to 10:00 PM and after the addition of 10 decibels to sound levels occurring in the night between 10:00 PM and 7:00 AM
Day/Night Noise Level (L_{dn})	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 PM and 7:00 AM
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.
Source: <i>Handbook of Acoustical Measurement and Noise Control, 1991.</i>	

**Table N-2
Common Noise Sources and Sound Levels**

Noise Source	A-Weighted Sound Level (dB)	Noise Effect
Near jet engine	140	Deafening
Civil defense siren	130	Threshold of pain
Hard rock band	120	Threshold of feeling
Accelerating motorcycle at a few feet away	110	Very loud
Pile driver; noisy urban street/ heavy city traffic	100	Very loud
Ambulance siren; food blender	95	Very loud
Garbage disposal	90	Very loud
Freight cars; living room music	85	Loud
Pneumatic drill; vacuum cleaner	80	Loud
Busy restaurant	75	Moderately loud
Near freeway auto traffic	70	Moderately loud
Average office	60	Quiet
Suburban street	55	Quiet
Light traffic; soft radio music in apartment	50	Quiet
Large transformer	45	Quiet
Average residence without stereo playing	40	Faint
Soft whisper	30	Faint
Rustling leaves	20	Very faint
Human breathing	10	Very faint

Standards for Land Use Compatibility

Activity, or land use, also is a factor in sensitivity to noise. Excessive noise could prevent sleep. As sleep is a primary activity in residences and hospitals, these land uses are also sensitive to noise. Noise can distract from activities that require quiet and human concentration, such as reading,

studying, and listening, making schools and libraries vulnerable to noise intrusion. Noise is tolerated to a much greater extent in commercial and industrial areas, where it does not interfere with quiet human activities as much. Table N-3 illustrates acceptable and unacceptable noise levels for various land uses as established by the U.S. Department of Housing and Urban Development and State of California Guidelines.

**Table N-3
Victorville Land Use Compatibility Standards**

Land Use Categories	Community Noise Exposure Ldn or CNEL, dB						
	55	60	65	70	75	80 +	
Residential - Low Density, Single Family, Duplex, Multi-family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

Legend:

1. **NORMALLY ACCEPTABLE:** Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. **CONDITIONALLY ACCEPTABLE:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes 1 needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. **NORMALLY UNACCEPTABLE:** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. **CLEARLY UNACCEPTABLE:** New construction or development should generally not be undertaken.

Noise exposure is "normally acceptable" if the level of exposure does not require any special noise insulation or special construction techniques to reduce interior noise levels. The maximum exterior noise level considered to be normally acceptable for residential development is 65 dBA.

The State also provides additional standards through the implementation of the State Noise Insulation Standards. These standards apply to new multiple-family residential development located in areas exposed to ambient noise levels that exceed 65 dB (CNEL or Ldn). New multiple-family development in these areas must reduce exterior to interior noise levels through insulation, construction, or design.

Noise Environment

The primary sources of noise in the Victorville Planning Area are freeways and roadways, railroad traffic, SCLA aircraft operations, and stationary sources, as described below.

Freeways and Roadways: The dominant sources of noise throughout the Planning Area are transportation-related. Motor vehicle noise commonly causes sustained noise levels, often in close proximity to sensitive land uses. The major sources of traffic noise in the Planning Area are the I-15, US-395, SR-18, Route 66, Bear Valley Road, Palmdale Road, Mojave Drive, 7th Street, Amethyst Road, El Evado Road, Green Tree Boulevard, Hesperia Road, and La Mesa Road.

Vehicular noise along these routes comes from both cars and trucks. The following roadways are designated truck routes, and are expected to have notably higher levels of truck related Noise: Air Expressway; National Trails Highway / D Street; Hesperia Road from Bear Valley Road to D Street; Green Tree Boulevard from 7th Street to

Hesperia Road; Mariposa Road from Bear Valley Road to Green Tree Boulevard; Bear Valley Road within the City limits; Amargosa Road from Bear Valley Road to Dos Palmas Road; Nisqualli Road from Hesperia Road to I-15.

Railroad Traffic: The Burlington Northern Santa Fe Company (BNSF) operates freight rail services through the City of Victorville, with a double main line and lead tracks for industrial uses. Union Pacific Railroad also operates on the double main line and Victorville is within its service area. The rail lines bisect the eastern portion of the City. In the future, with the expansion of the SCLA, Victorville plans to function as a major hub for cargo transfer and distribution. The City has begun construction of the first phase of rail lines leading to a new inter-modal/multi-modal rail yard. This facility will be located in the northwestern portion of the City, allowing transfer of freight from rail-to-truck and rail-to-rail.

SCLA Airport Noise: The SCLA site encompasses approximately 2,762 acres in the northwestern part of Victorville. It is bordered by the Mojave River to the east, a federal correctional facility to the south, and the City of Adelanto to the west. Aircraft noise is an important component of determining land use compatibility with airport operations. Aircraft activity noise contours have been calculated based upon long range SCLA utilization projections.

The existing aircraft noise contours presented in the "Comprehensive Land Use Plan for Southern California Logistics Airport" (Draft December 2007) are depicted in Figure N-1. Future Noise Contours are presented in Figure N-2. For existing activity levels, the 70 and 75 CNEL contours remain entirely on airport property. The 65 CNEL noise contour extends off airport property to the south. This area is presently

undeveloped. The 60 CNEL noise contour extends off airport property to the north, south, and southwest. The 55 CNEL noise contour extends off airport property to the north, south, northeast, and southwest.¹

SCLA is proposing to update its master plan and increase aircraft flight operations. As proposed, SCLA's long-term forecast activity, expected in year 2025, would extend its noise contours (75, 70, 65, 60, 55 CNEL) beyond airport property. As shown in Figure N-2, the contours that are considered to have a significant noise effect are the 75, 70, and 65 CNEL contours. The 75

CNEL noise contour extends a short distance beyond the airport property line to the north and south. To the east and west this contour does not go beyond the airport property line. The 70 CNEL noise contour extends north and south of airport property approximately one mile. This contour does not extend beyond the property line to the east or west. The 65 CNEL noise contour extends south of the airport property line approximately three miles to Mojave Drive. It extends north of airport property approximately 2.5 miles. Additionally, this contour extends beyond airport property west of Adelanto Road.

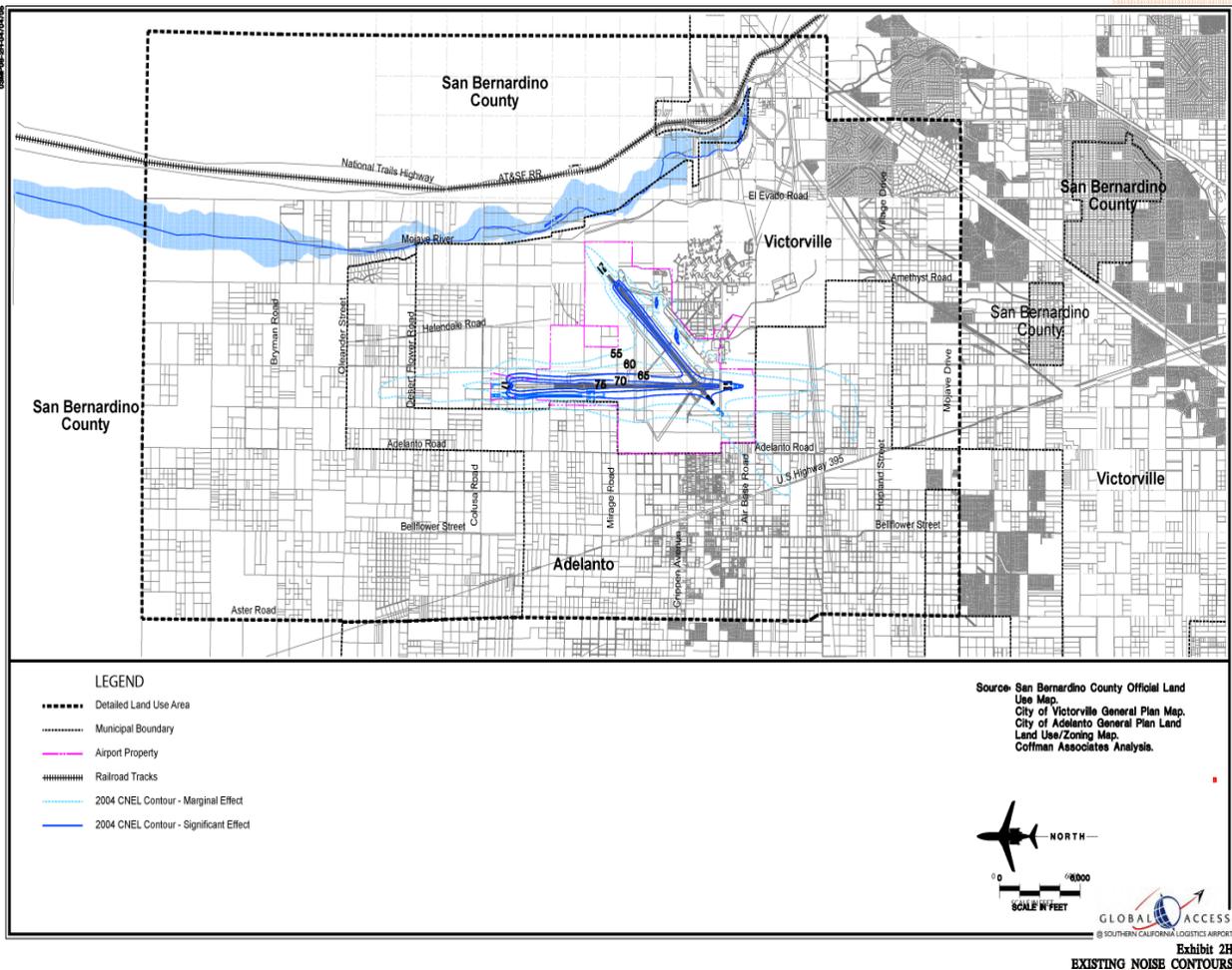


Figure N-1. SCLA Existing Airport Noise Contours

¹Comprehensive Land Use Plan for Southern California Logistics Airport, Draft December 2007, Coffman Associates.

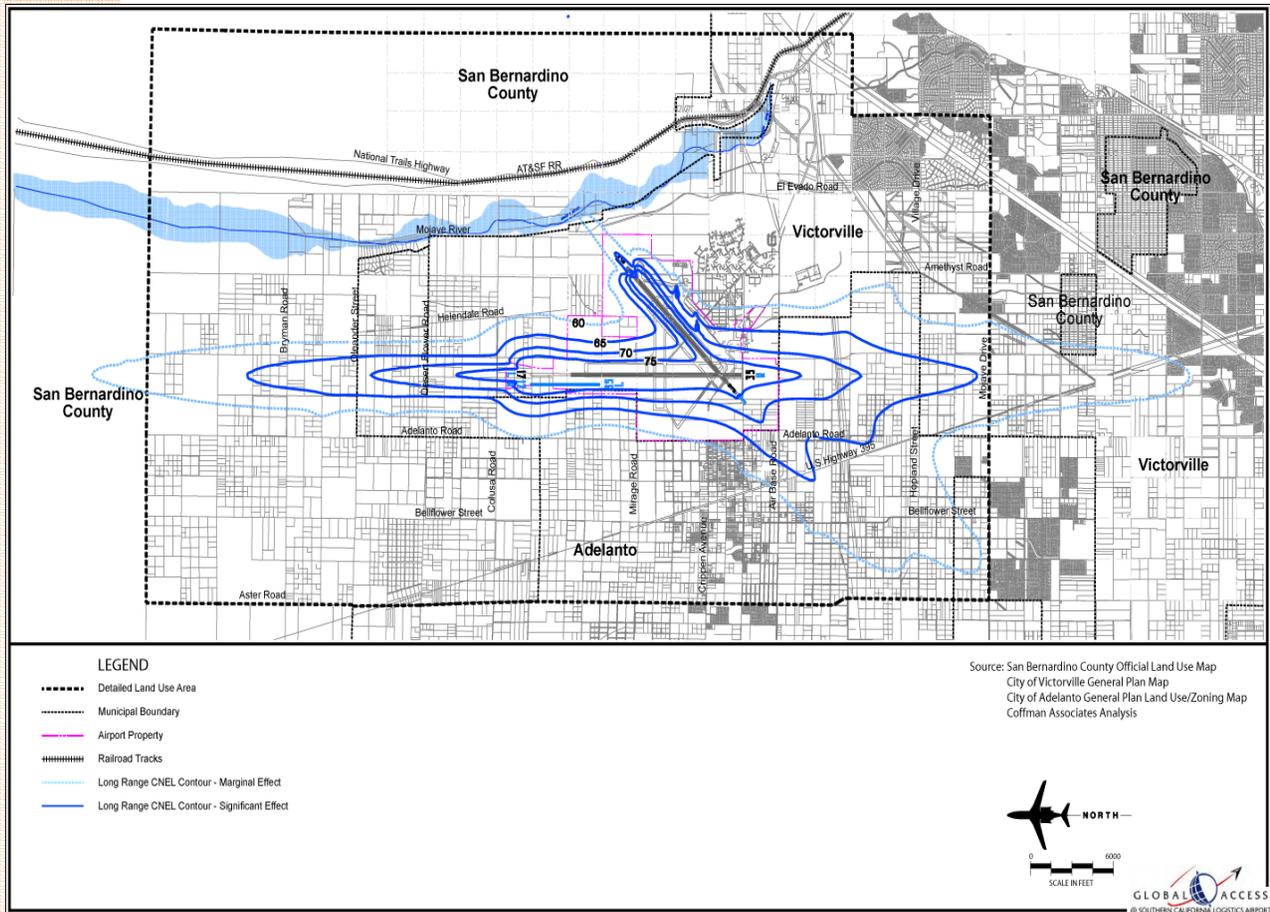


Figure N-2 (5.11-2. SCLA Proposed Future (2025) Airport Noise Contours)

Stationary Noise Sources: Manufacturing operations are the major stationary noise sources in the Planning Area. Of the existing manufacturing operations in the Planning Area, cement manufacturers are expected to generate the most noise. There are currently two cement manufacturers in the Planning Area, both which have outdoor rock crushing operations. Both are located within Heavy Industrial land use designated areas where 75 decibels is "conditionally acceptable" for permitted uses.

GOALS, OBJECTIVES, POLICIES AND IMPLEMENTATION

The following goals, objectives, policies and implementation measures are intended to achieve the Vision of this Noise Element and to guide the City's efforts to minimize noise-land use incompatibilities and support the health and serenity of its citizens.

GOAL #1: Noise Sensitivity – Identify significant noise sources that could adversely affect community.

GOAL #2: Noise Control – Manage the affects of noise emissions to help ensure reduction of adverse affects on the community.

GOAL #1: NOISE SENSITIVITY
IDENTIFY SIGNIFICANT NOISE
SOURCES THAT COULD ADVERSELY
AFFECT COMMUNITY.

Objective 1.1: Locate noise sensitive land uses away from existing excessive noise sources, and locate new excessive noise generators away from existing sensitive land uses

Policy 1.1.1: *Implement Table N-3 regarding placement of new land uses.*

Implementation Measure 1.1.1.1: Continue to assess projects through the subdivision, site plan, conditional use permit, and other development review processes and incorporate conditions of approval which ensure noise compatibility where appropriate.

Implementation Measure 1.1.1.2: Prohibit new single family residential land uses in areas with a CNEL of 65 dB or greater.

Implementation Measure 1.1.1.3: Require a noise study to be performed and appropriate noise attenuation to be incorporated prior to approving any multifamily or mixed-use residential development in an area with a CNEL of 65 dB or greater.

Policy 1.1.2: *Continue to ensure that there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.*

Implementation Measure 1.1.2.1: Continue to monitor Southern California Logistics Airport operations to ensure there is no conflict or inconsistency between the operation of the Southern California Logistics Airport and future land uses within the Planning Area.

Implementation Measure 1.1.2.2: Work closely with Southern California Logistics Airport planners to ensure that future master plan expansions do not impact sensitive Victorville land uses.

Implementation Measure 1.1.2.3: Require Southern California Logistics Airport to update its Specific Plan as directed by the City to accommodate changes in its master plan.

Objective 1.2: Design new transportation facilities to minimize noise impacts on nearby sensitive sources

Policy 1.2.1: *Include noise mitigation measures in the design and use of new roadway projects.*

Implementation Measure 1.2.1.1: Continue to use special paving materials that will buffer roadway noise.

Implementation Measure 1.2.1.2: Incorporate adequate setbacks in roadway design to maximize the distance from sensitive land uses.

Implementation Measure 1.2.1.3: Restrict new truck routes to roadways that are located away from sensitive land uses.

Policy 1.2.2: *Promote noise mitigation measures in the design and use of new rail projects.*

Implementation Measure 1.2.2.1: Continue to coordinate with regional agencies and rail providers to incorporate adequate setbacks in rail line to maximize the distance from sensitive land uses.

GOAL #2 NOISE CONTROL

MANAGE THE AFFECTS OF NOISE EMISSIONS TO HELP ENSURE REDUCTION OF ADVERSE AFFECTS ON THE COMMUNITY

Objective 2.1: Ensure existing and future noise sources are properly attenuated

Policy 2.1.1: *Continue to implement acceptable standards for noise for various land uses throughout the City.*

Implementation Measure 2.1.1.1: Require a noise study to be performed and appropriate noise attenuation to be incorporated prior to approving any multifamily or mixed-use residential development in an area with a CNEL of 65 dB or greater.

Implementation Measure 2.1.1.2: Monitor noise complaints and enforce provisions of the City noise ordinance.

Implementation Measure 2.1.1.3: Discourage location of new educational facilities in areas with noise levels greater than 65 dB CNEL.

Implementation Measure 2.1.1.5: Continue to restrict noise and require mitigation measures for any noise-emitting construction equipment or activity.

Implementation Measure 2.1.1.6: Reduce speed limits on arterial streets if necessary to lower sound to appropriate levels for adjacent and surrounding land uses.

Objective 2.2: Ensure the community is properly informed regarding potential noise from SCLA operations

Policy 2.2.1: *Incorporate current information regarding SCLA operations into the land use planning process.*

Implementation Measure 2.2.1.1: Place the following condition on all new residential projects within the Planning Area: *The applicant/developer shall record an Airport Location Notice, which discloses the direction and distance from Southern California Logistics Airport. This notice shall record with the final map, including legal descriptions for all lots, and shall be subject to staff review and approval.*

Implementation Measure 2.2.1.2: Place the following condition on all development within the airport influence area, roughly north of Mojave Drive and west of Amargosa Road: *The applicant/developer shall record an Avigation Easement, which allows for the continued operation of overhead flights from Southern California Logistics Airport. The Avigation Easement shall be recorded prior to the issuance of any building permits, and shall be subject to staff review and approval.*

Safety Element



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Safety Element

PURPOSE OF THIS ELEMENT

The Safety Element is one of the General Plan elements mandated by State Government Code (Section 65302(g)). It is intended to identify and, whenever possible, reduce the impact of natural and man-made hazards which may threaten the health, safety, and property of the residents living and working in the Victorville Planning Area. It emphasizes hazard reduction and accident prevention and responses for man-made hazards. In addition, the element emphasizes the importance of reducing risk, disaster prevention, and preparedness.

Natural hazards addressed in the Safety Element include seismically induced surface rupture, ground shaking, ground failure, and liquefaction, along with slope instability leading to mudslides and landslides, subsidence, flooding, and wildland fires. The threats of tsunami and seiche hazards do not occur in the Planning Area. Man-made hazards of concern in the Planning Area include aircraft mishap, release of hazardous materials, and fires. Maps are provided to identify locations of known natural hazards, emergency facilities and primary evacuation routes. Peak load water supply requirements, minimum road widths and clearances around structures are discussed, as these pertain to identified fire and geologic hazards.

This element includes maps of known seismic and other geologic hazards. It addresses evacuation routes, peak load water supply requirements, minimum road widths, and clearances around structures, as those items relate to identified fire and geologic hazards (Government Code Section 65302 (g)).

Specifically, this Safety Element addresses the following issues:

- Earthquakes and related ground failure hazards
- Subsidence
- Flooding
- Slope Hazards
- Release of Hazardous Materials
- Aircraft Mishap
- Wildland and Urban Fires
- Emergency Planning (including Hazard Identification and Risk Assessment, Hazard Mitigation, and Emergency Response and Action)
- Fire, Police, and Medical Services.

RELATIONSHIP TO OTHER ELEMENTS

The Safety Element identifies hazards and hazard abatement provisions to guide local decisions related to zoning, subdivisions, and land use entitlement permits. The natural and man-made hazards and risk reduction strategies addressed in this element are incorporated into related mapping and policy frameworks in the Land Use and Resource Elements. Emergency response routes identified in this element are also identified in the Circulation Element.

VISION – SAFETY

The Safety Element of the City of Victorville's General Plan lays the foundation to protect the City from natural and human-induced hazards. The goals, objectives, policies, and implementation measures of this element envision a Victorville that has all of the following characteristics:

- Protection from natural disasters;
- Adequate flood control;
- Protection from the dangers of hazardous materials;
- Protection from fire and crime;
- Adequate medical emergency care; and
- Effective and efficient emergency response.

SAFETY PLAN

Potential Hazards

There are numerous natural and man-made hazards within the Victorville Planning Area and surrounding region that could affect life and property in future years. Safety hazards can be generally grouped into two categories: Naturally-occurring and man-made. An example of a safety hazard which could be categorized as both natural and man-made is flooding. Flooding could occur naturally as a result of intense precipitation over a short duration, causing rivers, natural drainage courses, or flood plains to overflow, affecting surrounding properties. Man-made flooding could occur as a result of such things as dam or levee failure, obstruction of and/or development within a natural drainage or flood plain, or fire hydrant damage from an automobile accident.

The following sections discuss potential hazards within the Planning Area.

Earthquakes

Southern California has the potential for a major earthquake which may result in loss of life, injury, or displacement of many thousands of people. Timing of such an event cannot be accurately predicted.

Five fault systems affect the Victorville Planning Area including the San Andreas, Helendale, North Frontal, Landers, and San Jacinto faults. The San Andreas Fault is located approximately twenty-four miles south of the Planning Area and is considered most likely to produce a major earthquake within the planning period. The Helendale Fault, located approximately nine miles northeast of the Planning Area, could also be responsible for a moderate earthquake with a Richter magnitude of approximately 5.9. A third major fault system, the San Jacinto Fault, is located approximately twenty-six miles south of the Planning Area and runs parallel to the San Andreas Fault. The North Frontal fault zone of the San Bernardino Mountains is located approximately five and one-half miles southeast of the Planning Area along the base of the Ord Mountains. This active fault has the potential to produce a moderate earthquake with a Richter magnitude of 6.2. The Landers fault is located approximately fifty miles southeast of the Planning Area. The Landers Fault was discovered as a result of a 7.4 Richter magnitude sized earthquake on June 28, 1992. Although the epicenter (i.e., a surface point directly above the earthquake's focus) was approximately fifty miles from the Planning Area, intense local ground shaking occurred. However, no substantial damage to buildings or facilities in the Planning Area was reported.

Surface rupture is not anticipated to be a hazard since there are no known or suspected fault traces within the Planning

Area. Although there are no known or suspected fault traces within the Victorville Planning Area, the aforementioned fault systems could produce earthquakes that cause substantial ground motion in the Planning Area that could result in serious injuries or deaths, as well as significant property damage. , The level of impact resulting from any seismic activity will depend on factors such as distance from epicenter, earthquake magnitude, soils characteristics, and subsurface geology. Figure S-1 depicts known regional seismic hazards.

During moderate to strong earthquakes, unreinforced masonry construction may be hazardous to life and property as a result of partial or complete structure collapse. To mitigate this hazard, the City has adopted Chapter 15.38 of the Victorville Municipal Code, in compliance with State law (Government Code Section 8875), which promotes public safety and welfare by reducing the risk of death or injury that may result from such structural damage. The provisions of the chapter set minimum standards for structural seismic resistance established to reduce the risk of life, loss, or injury, but will not necessarily prevent these hazards.

Generally, most unreinforced masonry structures are located in the Old Town area of the City, where buildings were constructed before modern building codes were developed to require design with respect to seismic safety considerations. The City has been actively pursuing funding sources, such as Community Development Block Grant funds, to financially assist property owners with seismic retrofit requirements.

Liquefaction

Portions of the Planning Area, especially those areas along the Mojave River, may be

susceptible to liquefaction. Liquefaction results when water-saturated, sandy, unstable soils are subject to intense shaking, such as that caused by an earthquake. These soils lose cohesiveness causing unreinforced structures to fail. The primary factors for increased liquefaction susceptibility include areas subject to high seismicity, shallow groundwater, and young, poorly consolidated sandy alluvium. When this type of sandy alluvium is present, liquefaction susceptibility is generally considered high if groundwater depth is less than ten feet beneath the ground surface, moderate if ground water depth is between ten and thirty feet, and low if groundwater depth is greater than thirty feet. Liquefaction is usually not considered a hazard if the groundwater table is greater than fifty feet in depth.

Detailed studies have not been prepared to indicate the precise location of areas prone to liquefaction; therefore, the extent of potential impact cannot be stated conclusively at this time. In any case, geologic studies can detect liquefaction problems prior to the construction of any new building. If the City's Building Official determines there is a significant probability that a site is susceptible to liquefaction, a geotechnical investigation is required in accordance with the 2007 California Building Code, Section 1802.2.7.

Flooding

A major portion of the Victorville Planning Area is located on top of a gently sloping alluvial fan situated to the northeast of the San Bernardino Mountains. Local hydrology is dominated by the Mojave River, which drains the mountainous areas located to the south. Several smaller intermittent streams located within the Planning Area drain into the Mojave River.

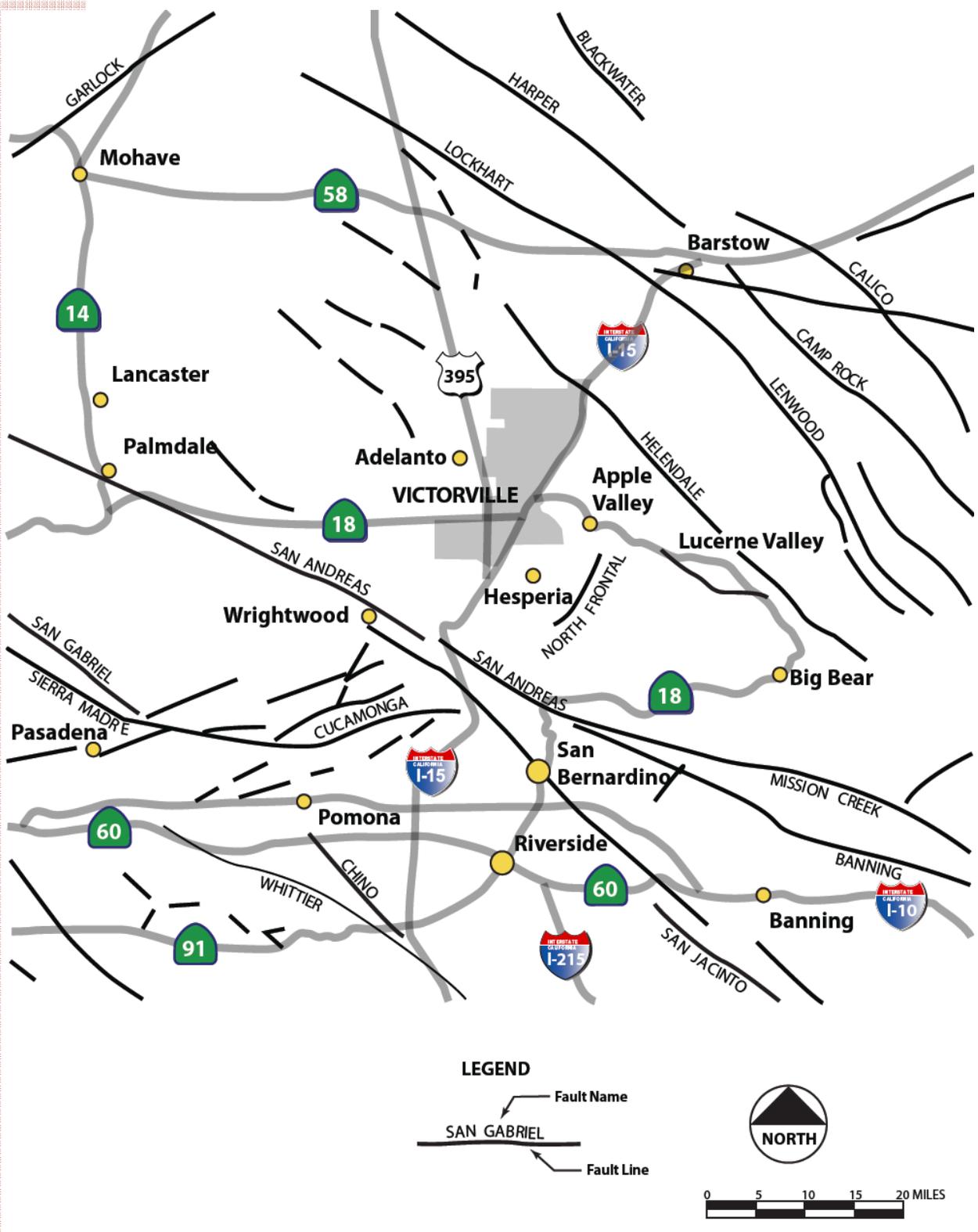


Figure S-1. Regional Seismic Hazards

The Mojave River originates in the San Bernardino Mountains and flows northeast for approximately 80 miles where it empties into Soda Lake. The surface flow of the river fluctuates seasonally, though it carries discharges from Lake Arrowhead, Silverwood Lake, and Mojave Forks Reservoir. The drainage area of the river is approximately 4,700 square miles. The average annual discharge is 51,440 acre feet and average monthly flow near the Planning Area is 71 cubic feet per second.

The Federal Emergency Management Agency, through the National Flood Insurance Program, has identified and mapped those areas of the Planning Area that are at risk of periodic flooding. Those areas that are subject to flooding, as determined by the Federal Emergency Management Agency on their Flood Insurance Rate Maps (FIRMs) are shown in Figure S-2. The FIRMs are designed for flood insurance and flood plain management applications. They include flood zone designations for specific areas that may be subject to flooding based on engineering and hydrologic studies. The map identifies 100-year and 500-year flood plains, floodways, location of selected cross-sections used in the hydrologic studies, and the anticipated floodwater depths. The following flood zone designations are found on the FIRM produced for the Planning Area:

- Zone A - Areas subject to flooding in the event of a 100-year flood. No base flood elevations determined.
- Zone AE - Areas subject to flooding in the event of a 100-year flood. Base flood elevations determined.
- Zone X - Areas subject to flooding in

the event of a 500-year flood, areas subject to a 100-year flood with average floodwater depths anticipated to be less than one foot or with drainage areas less than one square mile, and areas protected by levees from the 100-year flood.

The principal flood hazard to the developed portions of the Victorville Planning Area is from the Mojave River. In the event of a 100-year flood, flood water will be confined to the river's flood plain. Some of these areas may be subject to flooding in the event of a 100-year flood, assuming base flood elevations on the FIRM are correct. Flood control improvements, including numerous levees and the West Fork Dam, reduce the potential for this flooding.

There are several intermittent streams that drain the Planning Area and empty into the Mojave River. Two intermittent streams, Ossom Wash and West Fork Ossom Wash, drain a large area of the City west of the I-15 Freeway. Three smaller unnamed intermittent streams drain the areas south of Southern California Logistics Airport. The Bell Mountain Wash is located north of the Mojave River and drains a portion of the North Mojave Planning Area. The Oro Grande Wash originates in the San Gabriel Mountains near the Cajon Pass, where it parallels Interstate 15 before crossing to the east, just north of La Mesa and Nisqualli Roads. There is a potential for flooding from all of these streams in the event of a 100-year flood.

Potential threats of dam inundation to the Victorville Planning Area could occur if the dams at Silverwood or Arrowhead Lakes failed and emptied into the Mojave River through Deep Creek. Considerable inundation might also occur from failure of the Mojave River Forks Dam. Due to the distance to the nearest developed areas, and precautions built into the holding basins below Lake Silverwood and in the Deep Creek

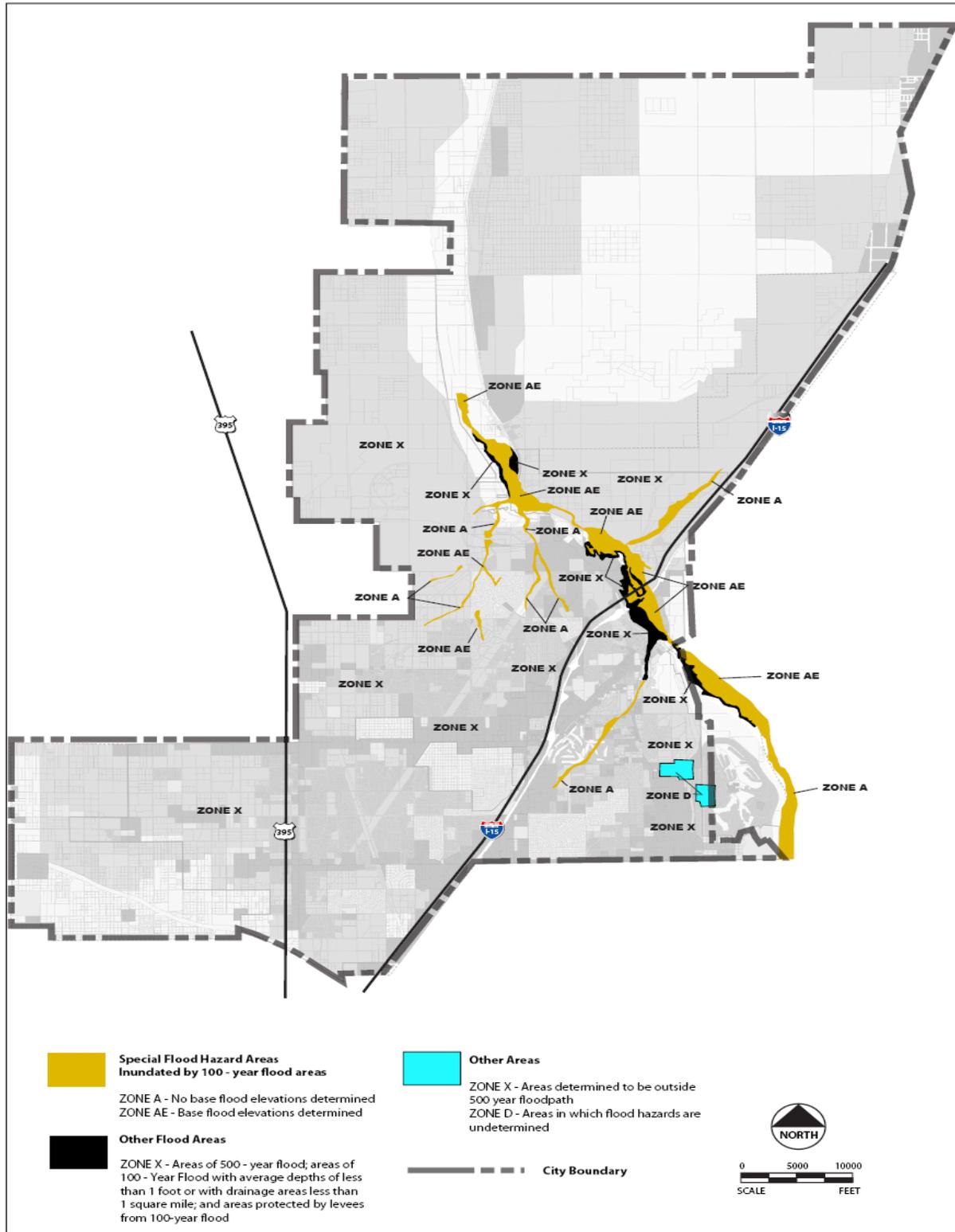


Figure S-2. Flood Hazards Map

area just before the water enters the Mojave River, the probability of extreme flood is unlikely.

Titles 15 and 18 of the Victorville Municipal Code establish required methods of preventing and reducing flood hazards, including:

- Restricting or prohibiting uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;
- Requiring that uses vulnerable to floods, including facilities which serve such uses, are protected against flood damage at the time of initial construction;
- Controlling the alteration of natural flood plains, stream channels, and natural protective barriers which help accommodate or channel floodwaters;
- Controlling filling, grading, dredging, and other land altering activities that could increase flood damage; and
- Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas.

Slope Hazards

The topography within the Victorville Planning Area varies considerably from gently sloping topography occasionally dissected by an intermittent stream channel, to nearly vertical slopes adjacent to the Mojave River. The major environmental factors controlling

stability of the steeper hillsides include precipitation, topography, geology, soils, vegetation, and man-made modifications to the natural topography.

A method used by the United States Department of Agriculture (USDA) categorizes soil types according to a variety of characteristics including slope. Within the Planning Area, the following slope categories are found:

- Gentle - This category refers to terrain with a slope gradient of less than 9%. Slopes in this category will generally sustain more intensive land uses with the least management.
- Moderate - Slope gradient of 10 to 15%. Terrain generally will support residential and agricultural land use, though caution must be used to prevent serious erosion.
- Steep - Slope gradients above 15%. If plant cover is removed, the slope is highly susceptible to erosion or gully formation. If the gradient is 50% or more, construction activities could cause widespread slope failure.

Those portions of the Planning Area found to have slope gradients in either of the above categories are identified in Figure S-3.

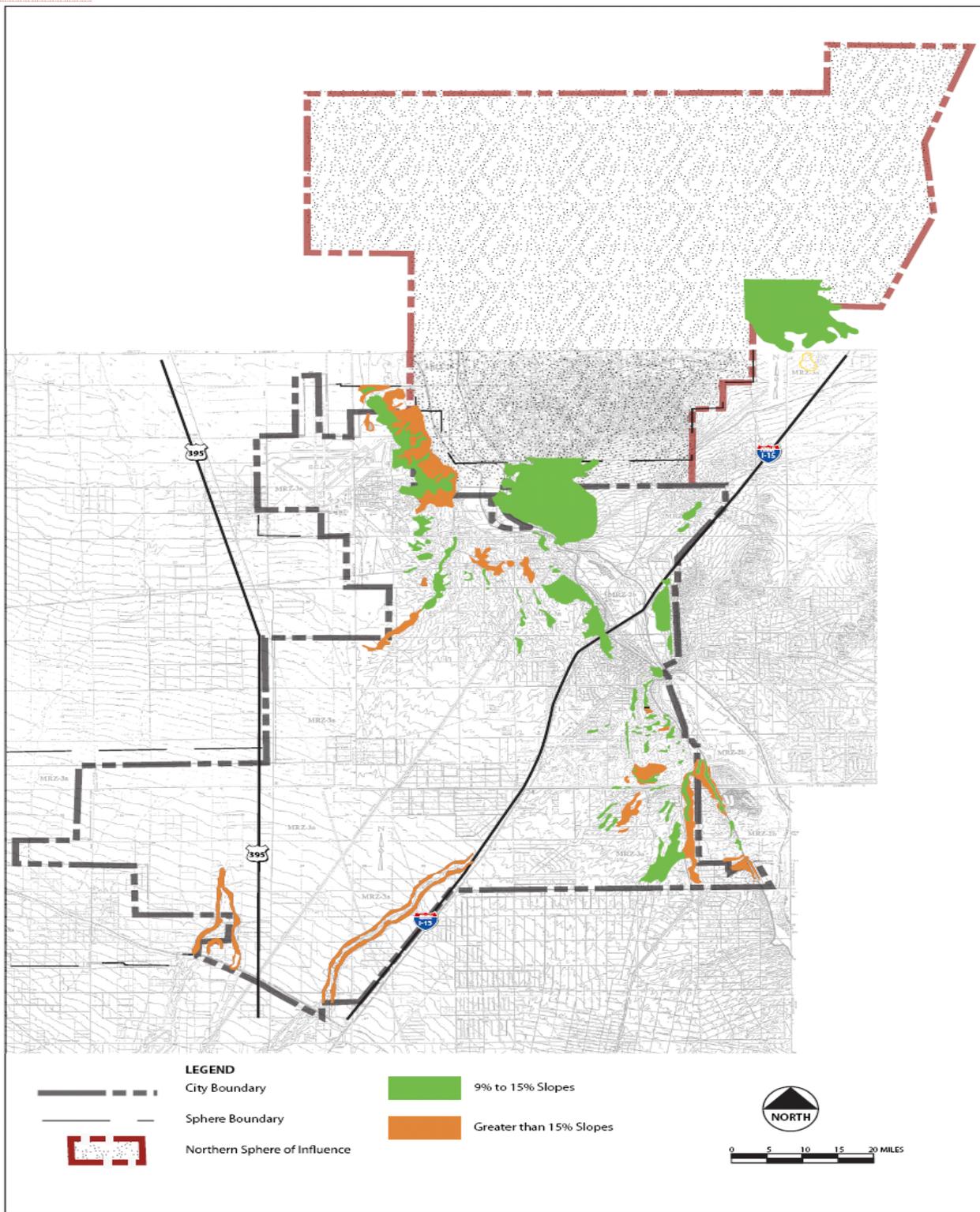


Figure S-3. Slope Hazards

Development on hillside areas when steep slopes are present can increase rates of erosion and exacerbate landslide hazards which may threaten structures. If the City's Building Official determines there is a probability that development in the hillside areas can increase rates of erosion and exacerbate landslide hazards which could threaten structures, a geotechnical investigation will be required in accordance with the 2007 California Building Code (Sections 1805.3 to 1805.3.5). Additionally, the Victorville Municipal Code contains a "slope protection combining district" as part of the zoning regulations, to require landscaping on manufactured slopes greater than five feet high as a way to minimize erosion potential.

Release of Hazardous Materials



The Victorville Planning Area is traversed by major transportation arteries including Interstate 15, US Highway 395, State Highway 18, and the Atchison, Topeka, and Santa Fe Railroad right-of-way.

Transportation of hazardous materials along these routes exposes people to potential for catastrophic events. Hazardous chemicals in the form of solids, liquids or gases may be released accidentally at an industrial site or from railcars or trucks transporting hazardous materials. Such an event could require evacuation for a few hours or several days, depending on the hazard and its severity. The release of hazardous materials requires an immediate response in order to

protect human health and safety, and/or the environment.

Recognizing the potential risks of hazardous materials, the City has adopted Chapter 6.49 of the Victorville Municipal Code, in compliance with Chapter 6.95 of the California Health and Safety Code, establishing a hazardous materials release response and inventory program. Additionally, the City of Victorville Fire Department has prepared a Hazardous Materials Incident Emergency Response Plan. This plan is subject to occasional amendment as new procedures develop or situations warrant.

The objectives of this plan are as follows:

- Save lives and protect the environment and property in case of emergency;
- Describe the overall emergency response organization within the City of Victorville and its relationship to those of County, State, and Federal organizations;
- Establish lines of authority and coordination for hazardous materials incidents; and
- Identify and facilitate mutual aid to supplement needs.

Aircraft Mishap

As the Southern California Logistics Airport develops into a commercial aviation center, the possibility of aircraft mishap increases. In response to potential aircraft mishap and in accordance with State law (Public Utilities Code, Section 21670 et seq.) the City of Victorville has prepared a Comprehensive Land Use Plan (CLUP). This plan is necessary because airports present unique public health and safety issues that require special land use planning efforts to ensure protection of public welfare. The intent of this plan is to utilize land use control mechanisms (e.g., zoning and subdivision regulations) to reduce the potential for and effects of an accident.

The purpose of the CLUP prepared for the Southern California Logistics Airport is to:

- Promote the development of compatible land uses in the area influenced by airport operations;
- Safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to excessive noise levels;
- Safeguard the general welfare of the inhabitants within the vicinity of the airport by minimizing exposure to crash hazards associated with aircraft operations; and
- Safeguard the general welfare of aviation activities within the vicinity of the airport by imposing appropriate height restrictions for the protection of aircraft operations.

Safety Zones

Aircraft accidents happen infrequently and the time, place, and consequences of their occurrence cannot be predicted. From the standpoint of airport land use planning, the potential for aircraft accidents weighs heavily into the types of land uses that are compatible with airport operations. To minimize the risk and reduce the severity of aviation accidents, the SCLA CLUP establishes a combination of six safety zones and associated policies. The CLUP and safety zones are modeled after the California Airport Land Use Planning Handbook recommended zones, and are intended to limit uses with higher-use intensity (people per acre) from being developed in high-risk areas. The six safety zones are established according to the type of aircraft using the runways; they are illustrated in Figure 5.7-1 and summarized below.

Safety Zone 1: This zone is the Runway Protection Zone (RPZ). For airports with no military operations, this zone is defined by FAA criteria. Because SCLA has military operations, this zone is established using the military's Air Installations Compatible Use Zones (AICUZ) criteria. The resulting zone covers a portion of land at each runway end. This zone is owned and operated by the airport and allows no residential uses. Only low intensity non-residential uses may be permitted on the extreme edges of the zone.

Safety Zone 2: This zone is the Inner Approach/Departure Zone. This zone includes land that is over-flown at low altitudes, typically on approach or departure. According to the AICUZ, the Inner Approach/Departure Zone and the RPZ together encompass the location of 30-50

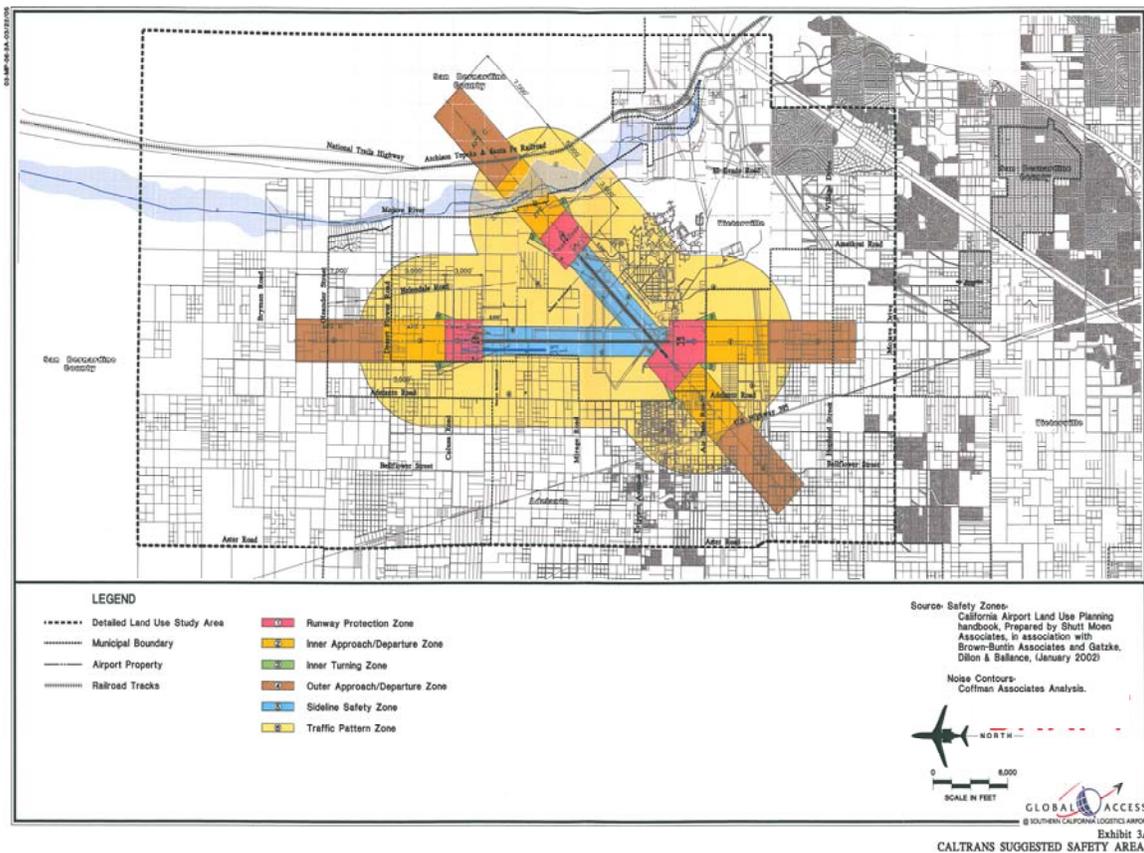


Figure S-4 (5.7-1. SCLA Safety Zones)

percent of near-airport aviation accidents. Residential use is appropriate only on large, agricultural parcels, and only low intensity nonresidential uses may be permitted. Because of the potential for aviation accidents in this zone, schools, day-care centers, hospitals, nursing homes and above ground fuel storage are not appropriate uses.

Safety Zone 3: Safety Zone 3 is the Inner Turning Zone. This zone primarily applies to general aviation airports. For approaches, this zone covers lands where general aviation aircraft typically turn from the base to final approach legs of the standard traffic pattern, and continue

their descent from the traffic pattern altitude. For departures, this safety zone includes the lands where aircraft are typically turning towards their en-route heading. Residential uses should be limited to very low density, unless they are not acceptable due to excessive noise. Non-residential uses should be limited to low intensity uses. Children’s schools, day-care centers, hospitals, and nursing homes are some land uses that should be avoided, as well as aboveground storage of bulk fuel.

Safety Zone 4: This zone is the Outer Approach/Departure Zone. This zone is extended beyond Zone 3 along the centerline of the runway. It is generally used

for runways with straight-in approaches, such as the one for Runway 17. Residential uses should be limited to very low density, unless they are not acceptable due to excessive noise. Nonresidential uses should be limited to low intensity uses. Children's schools, daycare centers, hospitals, and nursing homes are some land uses that should be avoided, as well as aboveground storage of bulk fuel.

Safety Zone 5: This zone is the Sideline Zone. This safety zone is parallel to the runway and is established for general aviation aircraft in case directional control is lost on takeoff. Typically this area is part of the airport property. Aviation-related structures should be allowed provided they meet the height limit restrictions. Residential uses should be avoided unless they are related to aviation, such as pilots' quarters. Nonresidential uses should be low intensity and structures such as children's schools, daycare centers, hospitals, and nursing homes should be avoided.

Safety Zone 6: This zone is the Traffic Pattern Zone. It includes all other parts of the regular traffic patterns and pattern entry routes. Generally, there is a low likelihood of an accident in this zone. Residential uses of all densities are allowed, as well as most nonresidential uses. Uses with very high intensity, such as outdoor stadiums or amphitheatres, should be avoided. Children's schools, daycare centers, hospitals, and nursing homes are among the uses that should also be avoided.

Wildland and Urban Fires

Government Code Section 65302(g) identifies the need for a Safety Element to address wildland and urban fires. The National Fire Protection Association defines a wildland fire as "[a]ny forest, grass, brush or tundra fire involving lands not under cultivation." An urban fire is a fire that occurs in developed areas which may include structures and vehicles.

The City of Victorville has adopted a Fire Hazard Abatement Ordinance (Chapter 8.09, Victorville Municipal Code) which requires the abatement of weeds in excess of three inches above the grade in the area of growth on such portion of the lot or premises within one hundred feet of any structure. Russian Thistle (tumbleweeds) are not permitted to grow in excess of three inches within City limits on any property, regardless of surrounding improvements. Adherence to this ordinance reduces the likelihood of fires on undeveloped lands and on vacant lots in the developed portions of the Planning Area.

There are measures in the California Building Code which reduce fire hazards in structures. Some of these measures include use of materials, fire separation walls, building separation, and fire sprinklers. Fire sprinklers are currently required in all structures two (2) stories or more in height, 5,000 square feet or greater in size, and in facilities that are hazardous occupancies as defined in the California Fire and Building Codes. Developmental regulations include requirements for minimum road widths which provide adequate access for fire fighting equipment, evacuation of residents, and clearance around structures to prevent the rapid spread of fire.

Prior to approval of a development project or issuance of a building permit, the City of Victorville Water District verifies that the peak load water supply requirement is not

negatively affected. “Peak load water supply” refers to the sum total of the City’s water supply required for fire flow, operational daily consumption, and emergency storage. The Victorville Water District is the single water purveyor in the Planning Area. It currently has a total water storage capacity of 74.36 million gallons and a daily water production capacity of 54.90 million gallons. As development occurs, peak load water supply reserves will need to be increased. Since increasing demands on groundwater basins can create deficiencies in local water supplies, it will be necessary for the water purveyors to obtain additional water in the future from sources such as the State Water Project to ensure peak load water supply demands are met.

Emergency Planning



This section of the Safety Element discusses risk assessment and emergency preparedness planning in the event of a major catastrophe. This section serves as a mini-emergency preparedness plan in that appropriate actions and response by City staff and community residents are summarized.

Emergency preparedness planning, as considered in this Safety Element, consists of three main components: (1) hazard identification and risk assessment; (2) hazard prevention and abatement; and (3) emergency response and action. The potential hazards section of this Element identifies hazards present in the Victorville Planning Area.

This section focuses on assessing the scope of risk associated with the hazards; emergency preparedness issues are also presented. Additionally, fire, police, and medical facilities and/or staffing are discussed.

An earthquake, or a more localized incident such as a chemical spill or flooding, may require evacuation, affecting a few individuals to thousands of people. Thousands of others may require emergency shelter and medical treatment. The Emergency Response and Action section delineates emergency evacuation routes and emergency shelters. An emergency preparedness strategy will assist existing efforts by the public officials in improving public readiness. The emergency operation procedures described in the following sections outline the responsibilities of City and contract County personnel in the event of disaster. As indicated, this information serves as a mini-emergency preparedness plan.

Hazard Identification and Risk Assessment

Natural and man-made disasters that could impact Victorville Planning Area residents, businesses and property owners are identified in Table S-1. The table also identifies the level of risk, the geographical scope of the potential impact area, and the anticipated level of emergency response that would be required. Each potential hazard to the public safety and welfare has been assessed according to the following levels of risk:

- **Low Risk** - The level of risk below which no specific action is deemed necessary. The occurrence of a specific event is unlikely.

- Medium Risk - The level of risk at which specific action is required to protect life and property, though the probability of the event taking place is low to moderate.
- High Risk - Risk levels are significant and occurrence of a particular emergency situation is highly probable or inevitable. One or more actions are urgently required to protect life, property and/or the environment

The "scope of risk" refers to the geographic area that could be affected with the occurrence of one of the hazards. The scope of risk also includes three levels:

- Local - The affected geographic area is localized or site specific;
- Citywide - The affected area includes a significant portion or all of the City; and
- Regional - The affected area includes the entire City of Victorville and the surrounding region.

The State Office of Emergency Services (OES) has established three levels of emergency response to peacetime emergencies, which are based on the severity of the situation and the availability of local resources in responding to that emergency. The three levels of emergency response include:

- Level 1 - A minor-to-moderate incident wherein local resources are adequate in dealing with the current emergency.

- Level 2 - A moderate-to-severe emergency where local resources are not adequate in dealing with the emergency and mutual assistance would be required on a regional or statewide basis.
- Level 3 - A major disaster where local resources are overwhelmed by the magnitude of the disaster and state and federal assistance are required.

Those hazards of greatest concern to Victorville Planning Area residents are localized risk, as identified in Table S-1.

Hazard Mitigation

Hazard mitigation is concerned with the prevention, reduction or elimination of potential damage, injury, hardship and loss from actual or potential disasters. Federal efforts are primarily concerned with the abatement of hazards in post-disaster situations. However, to be truly effective, hazard mitigation must be taken in advance of a major disaster. The State of California Office of Emergency Service (OES) provides guidelines concerning hazard mitigation measures that should be implemented in the aftermath of a major disaster. A majority of these mitigation measures can also be applied to hazard prevention/mitigation prior to the occurrence of a local emergency or major catastrophic event. The City of Victorville has prepared an Emergency Plan to comply with OES guidelines. It applies to large-scale disasters that pose major threats to life and property. Smaller scale, less urgent emergencies are handled by routine procedures and existing City resources. The Emergency Plan is in conformance with State OES Guidelines and is occasionally updated with new information and procedures.

Table S-1									
Environmental Risk Assessment Framework									
Environmental Hazard	Potential of Occurrence			Scope of Risk			Emergency Response		
	Low	Me- dium	High	Local	City	Re- gional	Level I	Level II	Level III
Earthquake									
Surface rup-	•								
Liquefaction			•	•				•	•
Ground-			•		•	•		•	•
Slope failure	•			•			•	•	
Dam failure		•		•				•	•
Landslide	•			•			•	•	
Flooding									
Local ponding		•		•			•		
100 year flood	•			•			•	•	
500 year flood	•					•			•
Fire									
Industrial		•		•			•	•	
Chemical		•		•			•	•	
Fuel mains		•		•			•	•	
High-rise	•			•			•	•	
Wildland		•		•			•	•	
Chemical Con- tamination									
Road spill		•		•			•	•	
Airborne		•			•			•	
Subsurface		•		•				•	
Radiological	•			•				•	•
Severe Air- borne Pollution Episode	•					•			
Major Accident									
Industrial	•			•			•	•	
Major Road		•		•			•	•	
Aircraft		•		•			•	•	
Railway		•		•			•	•	
Water Shortage	•			•			•		

Source: Victorville Fire Department

State legislation specifically requires local agencies to formulate plans relating to the handling and release of hazardous materials. As the Certified Unified Program Agency (CUPA), the agency is responsible for implementing a unified hazardous materials and hazardous waste management regulatory program, the Fire Department provides the following services to assist citizens and businesses in the Planning Area:

- Consulting on how to safely store and use hazardous materials
- Responding to hazardous materials complaints and emergencies
- Conducting inspections of facilities that store chemicals or generate hazardous waste
- Reviewing construction/remediation plans involving hazardous materials or wastes

As part of its CUPA responsibilities, the Department implements several programs to monitor the presence, storage, use and disposal of hazardous materials and wastes, to ensure compliance with a variety of state and federal regulations developed to prevent dangerous releases of hazardous materials and to act quickly to contain any such accidental releases. Local CUPA programs include:

- Hazardous Materials Management/Business Plans
- Monitoring Underground Storage Tanks
- Monitoring Above Ground Storage Tanks
- Permitting of Hazardous Waste Generators

- Participation in California Accidental Release Prevention Program (CalARP).

Emergency Response and Action

The final component of the emergency preparedness plan consists of emergency response and action identification. This section will identify the appropriate emergency shelters, evacuation routes, and actions required by City personnel and elected officials to manage emergency operations. The appropriate response and actions required will vary, depending on the nature and scope of the disaster as identified in the City of Victorville Fire Department's Emergency Plan. More importantly, the employment of specific emergency personnel will vary depending on the nature and scope of an emergency.

In the event of a major disaster, shelter may be required for a large number of residents and possibly daytime workers. If an evacuation order is given, residents will be required to proceed to the nearest emergency shelter/facility, unless otherwise directed. Evacuation may be required in response to a disaster. Fire, police, or other public safety officials, will direct persons out of affected areas. Evacuation routes will be determined on a case by case basis and may change from that shown.

The emergency shelters will offer emergency first aid, disseminate information, provide shelter for persons in need, and serve as a community information center where individuals can leave messages for friends and relatives.

Table S-2 lists local public school sites that can function as emergency shelters within the Planning Area. The primary emergency shelter is located at the San Bernardino County Fairgrounds. As the primary emer-

gency shelter reaches capacity, public safety officials will direct displaced persons to alternate shelters. This figure also includes the location of public schools within the Planning Area as emergency shelters. The public schools will be utilized on an as needed basis, depending on the severity of the disaster.

Persons living or working in an area adversely affected by a disaster should report to the appropriate shelters, as directed by local public safety officials.

Persons injured or ill following a major disaster should be taken to a Casualty Collection Point to obtain triage medical services. Victor Valley College is designated as a Casualty Collection Point, a portion of City Hall will be utilized as an Emergency Operation Center, and the Emergency Command Center is located within Fire Station 311. The Department of Emergency Services operates a fully equipped mobile

command and communications trailer for use at major emergencies. Additionally, the City maintains a mobile police station in a converted bus which would be dispatched in the vicinity of disaster sites.

Emergency/public safety facilities include fire stations, police stations, hospitals, a Casualty Collection Point, Emergency Operations Center, and Emergency Command Center. Locations of these facilities are depicted in Figure S-5 and on Table S-3.

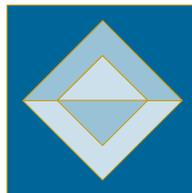


Table S-2

Local Schools That Are Available as Emergency Shelters

Shelter	Location	School District
The Academy Elementary School	15907 South Mojave Drive	Victorville Elementary School District
The Academy Elementary School	15907 South Mojave Drive	
Irwin Elementary School	15907 South Mojave Drive	
Brentwood Elementary School	13962 Hook Blvd.	
West Palms Conservatory	14375 Del Gado	
Del Rey Elementary	15332 Del Rey Drive	
Discovery School of the Arts	13247 Amethyst Road	
Mountain View Montessori Charter School	12900 Amethyst Road	
Sixth Street Prep Charter School	15478 Sixth Street	
Galileo Academy	17000 Silica Drive	
Green Tree East Elementary	17246 Gibraltar Drive	
Challenger School of Sports and Fitness	14777 Hopland Street	
Liberty Elementary	12900 Amethyst Road	
Lomitas Elementary	12571 First Avenue	
Mojave Vista Elementary	16100 Burwood Avenue	
Park View School	13427 Cahuenga Road	
Puesta Del Sol Elementary	15887 Academy Street	
Endeavour School of Exploration	12403 Ridgecrest Road	
Village Elementary School	14711 Mojave Drive	
Vista Verde Elementary	13403 Vista Verde Street	Snowline Joint Unified School District
Mathews (Susie) Academy	16360 Stadium Way	Victor Valley Union High School District
University Preparatory	13382 Dos Palmas	
Cobalt Middle School	13801 Cobalt Road	
Excelsior Education Center	12217 Spring Valley Parkway	
Victor Valley Home Academy	16664 E Street	
Hook Junior High	15000 Hook Boulevard	
Victor Valley Junior High	16925 Forrest Avenue	
Maverick (Goodwill) High	15733 First Avenue	
Silverado High School	14048 Cobalt Road	
Victor Valley High	16500 Mojave Drive	
Eagle Ranch School	12545 Eagle Ranch Parkway	Adelanto School District
Harold George Visual & Performing Arts	17738 Nevada Street	
Mesa Linda Middle School	13001 Mesa Linda Avenue	
Morgan-Kincaid Preparatory	13257 Mesa Linda Avenue	
West Creek School	15763 Cobalt Road	
Hollyvale Elementary	11645 Hollyvale Avenue	
Victor Valley Community College	18422 Bear Valley Road	Victor Valley Community College

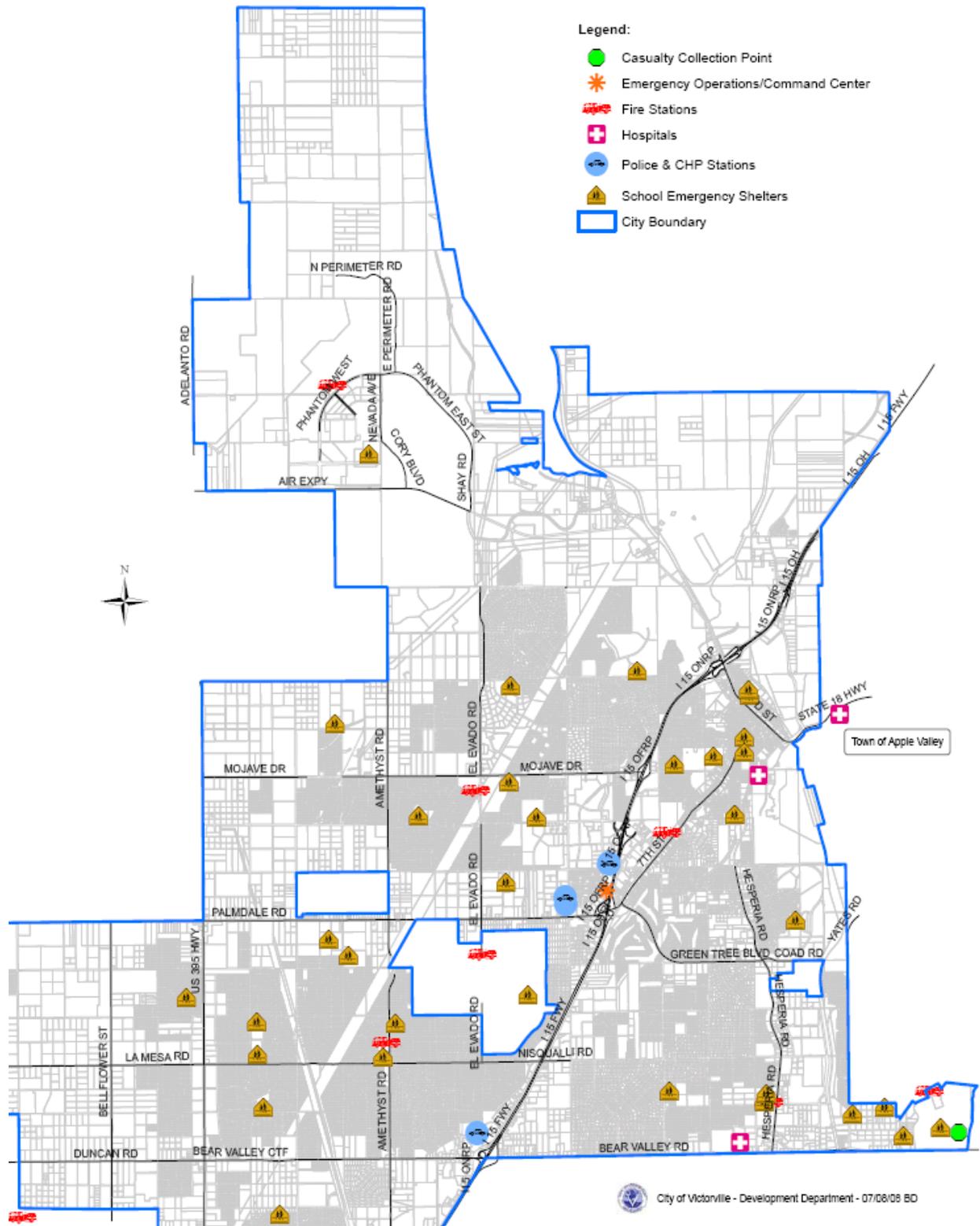


Figure S-5. Emergency/Public Safety Facilities Location Map

Table S-3**Emergency/Public Safety Facilities**

Emergency/Public Safety Facilities	Location
City Fire Station 311 - Emergency Operations Center	16200 Desert Knoll Drive
City Fire Station 312	15182 El Evado Rd
City Fire Station 313	13086 Amethyst Road
City Fire Station 314	17008 Silica Drive
City Fire Station 319	18500 Readiness Street
County Fire Station 16	11855 Anaconda Avenue
County Fire Station 22	12550 Jacaranda Avenue
County Fire Station 37	13782 El Evado Road
Victorville Police	14177 McArt Road
Victorville Police - Mall Substation	14400 Bear Valley Road
Victorville Mobile Police Station Mobile-County Sheriff	14455 Civic Drive
Desert Valley Hospital	16850 Bear Valley Road
Victor Valley Community Hospital	15248 Eleventh Street
St. Mary Regional Medical Center	18300 Highway 18, Apple Valley
Casualty Collection Point	18422 Bear Valley Road
Emergency Operations Center	14343 Civic Drive
California Highway Patrol	14210 Amargosa Road

The degree of response required will depend largely upon the nature and magnitude of disaster. Some situations will call for emergency action within a limited area, while others may require city-wide response. In addition, facilities at Southern California Logistics Airport, such as the runway and adjacent aircraft hangers, may be available in the event of a disaster. This site has the potential to be designated as a Casualty Collection Point.

Fire, Police, and Medical Services

Fire Protection Services

Fire protection within the City of Victorville is provided by San Bernardino County Fire Department (SBCFD), North Desert Division. Within the City limits, four (4) fire stations are manned and operated by SBCFD. A fifth station is located at SCLA. In addition, three (3) County fire stations are located within the City's existing SOI, providing fire protection services to the City and adjacent unincorporated areas. Fire stations are listed in Table 5.13-1. Currently, there are 58 firefighters serving the City. Each station is equipped with at least one fire engine and three firefighters, with ten staff on call if needed. Fire Station 319 (SCLA) has three dedicated personnel on-site. Paramedics are provided at every fire station.

For response times, the City Council goal is to have the first on scene unit arrive within five minutes. The current average response time is 6.73 minutes, with rescue, traffic accidents and medical responses taking an average of 6.18 minutes, fires, explosions, and hazardous conditions taking an average of 7.06 minutes, and false alarms and investigations taking an average of 7.31 minutes to respond. All 911 calls placed in the City are received by the San Bernardino County Sheriff Desert Control Center within the Victor Valley station complex. Calls involving fires and related emergencies are then routed to the Regional Fire Protection Authority (RFPA) communications center, which responds to all fire service related calls and dispatches the appropriate personnel for eight (8) High Desert and Mountain agencies. The operational management of the RFPA communications center is handled jointly by the Victorville and Apple Valley fire chiefs. The City pays for its share of

costs based on the number of calls it receives.

The Fire Department must also ensure adequate flow of water for fire suppression needs. Minimum fire flow for commercial/industrial land uses is based on many factors including type of building, systems installed, and occupancy, but must never be less than 1,500 gallons per minute at 20 PSI. Most flows are much higher at 3,500 gallons per minute at 20 PSI and may be as high as 6,000 gallons per minute at 20 PSI.

The City has mutual aid agreements with neighboring fire departments including the Apple Valley Fire Protection District and San Bernardino County Fire Department. The Victorville Fire Department and RFPA member agencies participate in a cooperative regional auto aid program for initial response to immediate need incidents. This program provides all participating member agencies with continuous coverage during extensive resource depleting emergencies.

Police Services

Police service in Victorville is provided by the San Bernardino County Sheriff's Department, which has contracted with the City of Victorville since 1962 to provide police services to the City. Operations take place out of the Victorville Police Headquarters and four satellite facilities. Victorville contracts for 80 sworn officers and 22 non-sworn positions. Victorville's police average response time to emergency calls in 2004 was 3.4 minutes. Police Department requests for more officers are based on service needs. Officers have been added annually for the last decade based on professional judgment rather than a formulaic approach with sworn officers per capita. In practice, the City has

consistently increased sworn staffing levels throughout the growth spurt of the last several years. The City plans to continue to increase staffing levels as growth continues, typically increasing staffing levels twice yearly. The City currently has a ratio of 0.84 sworn officers per 1,000 residents. In 2005, there were 90,777 calls for service, or 1,713 service calls per deputy.

Police services are funded through the City's General Fund. The City currently supports capital facilities, including a newly constructed police headquarters building, 35 police vehicles, and equipment such as computers and radios. The City owns its headquarters on Amargosa Road and the Transportation Center on D Street. The other two satellite facilities are leased from private companies. Other facilities include the regional facility located at the Victor Valley Sheriff station, which also services the CHP, Apple Valley, Adelanto, Hesperia and the unincorporated communities of Helendale, Oro Grande, Sliver Lakes, El Mirage and Spring Valley Lake. All six police facilities are in good or excellent condition. The police vehicles are owned by the Sheriff's Department, which leases them to the City. The City also performs vehicle maintenance. There are currently no plans for new facilities to serve the City.

The Police Department currently serves area school districts with school resource officers through MOUs, including the Victor Valley Union High School District, the Adelanto School District, and the Victor Elementary School District. The Police Department also provides direct service to local retail merchants with three deputies that serve local malls for major retailers.

Medical Services

Medical services are provided to Planning Area residents by three local hospitals, as well as several urgent care centers and individual doctors' offices. The local hospitals include Desert Valley Hospital on Bear Valley Road in the East Bear Valley Planning Area, Saint Mary Regional Medical Center on Highway 18 in Apple Valley, and Victor Valley Community Hospital on Eleventh Street in the Central City Planning Area. Desert Valley Hospital is a 76-bed facility, Saint Mary Regional Medical Center is a 195-bed facility, and Victor Valley Community Hospital is a 119-bed facility. A hospital facility is located at the Southern California Logistics Airport which was operated by the military prior to the closure of George Air Force Base in December 1992. This facility has the potential to re-open as a hospital or possibly an out-patient clinic. Additional hospitals, such as Barstow Community Hospital, Loma Linda University Medical Center, and Saint Bernardine Medical Center in San Bernardino, are within forty-five miles of the Victorville Planning Area, in the event the patient-load exceeds local hospital capacity.

GOALS, POLICIES & IMPLEMENTATION

GOAL #1: PROTECTION FROM HAZARDS— PROTECT THE COMMUNITY AGAINST NATURAL AND MAN-MADE HAZARDS.

Objective #1.1: Restrict land uses in areas identified as susceptible to natural and man-made hazards

Policy #1.1.1: *Develop and maintain an accurate, up-to-date and complete database that identifies the locations, scope and potential severity of natural and man-made hazards affecting the Planning Area.*

Implementation Measure 1.1.1.1: Establish and maintain a digital database to identify hazards throughout the Planning Area.

Implementation Measure 1.1.1.2: Delineate the flood designations of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) on the General Plan Land Use Map as Open Space and on the Zoning Map as Flood Plain 1 (100-year flood) or Flood Plain 2 (500-year flood).

Implementation Measure 1.1.1.3: Work with federal, state and county agencies to develop, acquire and expand data and mapping of hazards within the Planning Area. This shall occur as part of the annual general plan monitoring/reporting effort, or more frequently, as staffing and funding resources permit.

Policy #1.1.2: *Develop and maintain strategies to restrict development in areas susceptible to flooding hazards.*

Implementation Measure 1.1.2.1: Apply zoning regulations in those areas designated as Flood Plain which contain use restrictions such as prohibition of residential development and other improvements, or structures or developments which would obstruct the natural flow of floodwaters or endanger life or property.

Implementation Measure 1.1.2.2: Prohibit improvements, structures, or developments within the 100-year flood plain which would obstruct the natural flow of floodwaters or which would endanger life or property.

Objective #1.2: Identify and mitigate geologic hazards in the land use and development project planning process.

Policy 1.2.1: *Require an adequate assessment of site specific geologic hazards and required mitigation measures prior to granting discretionary approval for a land use plan, development project or public infrastructure plan or project.*

Implementation Measure 1.2.1.1: Require complete geologic/geotechnical investigations as a standard procedure in the land use and project-level planning process. This applies to all projects subject to CEQA and other projects in areas where the City's Building Official determines there is a possible threat of liquefaction, subsidence, expansive soils, landslides or mudslides. Mitigation of soils/geotechnical constraints shall be defined prior to approval of projects involving discretionary permits, or prior to issuance of grading permits for projects that do not require discretionary approvals.

Implementation Measure 1.2.1.2: Apply the California Building Code slope regulations on all new developments located on slopes in excess of 15 percent.

Implementation Measure 1.2.1.3: Apply the slope protection combining district zoning regulations to development projects proposed on areas with slopes in excess of 15 percent, to protect against erosion on slopes greater than five feet in height.

Implementation Measure 1.2.1.4: Require seismic safety measures identified in the California Building Code to be incorporated into all new development. Examples of these measures include structural bracing, roof system bracing, and increased size of footings.

Objective #1.3: Prevent and Promptly Abate Accidental and Potentially Dangerous Releases of Hazardous Materials and Wastes.

Policy 1.3.1: *Restrict and/or prohibit the siting of land uses that store, use, transport, dispose of or generate significant quantities of hazardous materials and wastes, through land use element policies, zoning and subdivision regulations, and site plan review procedures.*

Implementation Measure 1.3.1.1: Continue Fire Department operation as the local Certified Unified Program Agency with respect to hazardous materials hazards concerns, throughout the Planning Area. This shall include a responsibility to comment on all proposed industrial, medical, research and development or other types of land uses that involve the generation, storage, use, transportation, disposal or recycling of hazardous materials and/or hazardous wastes.

Implementation Measure 1.3.1.2: Continue to cooperate with state and federal agencies and the railroads, to ensure hazardous materials transported through the City do not present additional threats to life and property.

Objective #1.4: Prevent loss of life, serious injury and significant damage to structures critical facilities due to aircraft mishap at the Southern California Logistics Airport (SCLA).

Policy 1.4.1: *Fully implement the land use policies and regulatory provisions of the SCLA Specific Plan.*

Policy 1.4.2: *Avoid conflicts with the Comprehensive Land Use Compatibility Plan (CLUP) for SCLA.*

Implementation Measure 1.4.2.1: Incorporate all relevant land use policies of the SCLA Specific Plan and the CLUP into the Land Use Element of this General Plan, and incorporate all regulatory provisions of both documents into the City's Zoning Ordinance and subdivision regulations.

Implementation Measure 1.4.2.2: Continue to work with SCLA to ensure adequate emergency preparedness to protect the public health and safety from aircraft mishaps. Examples of measures to promote health and safety include, but are not limited to, ensuring aircraft operations comply with established flight patterns and procedures, improving on airport and near airport roadways to benefit public safety, and properly disposing of hazardous waste generated at the airport.

Objective #1.5: Alleviate hazards associated with unreinforced masonry structures erected prior to development of modern building codes.

Policy 1.5.1: *Pursue Community Development Block Grant (CDBG) or other public funding for structural retrofitting of unreinforced masonry structures.*

Implementation Measure 1.5.1.1: Apply CDBG and other funding sources to assist private property owners with structural retrofitting of their unreinforced masonry structures, to meet current Building Code standards for seismic safety.

Implementation Measure 1.5.1.2: Give preference for CDBG funding for structural retrofitting of unreinforced masonry structures to projects located on properties comprising

all or part of a historic site, a historic building or other improvements recognized as historic, as defined in Section 15064.5(a) of the California Environmental Quality Act Guidelines.

Implementation Measure 1.5.1.3: Continue Building Division inspections of buildings which are suspected of being constructed with unreinforced masonry.

GOAL #2: PROTECTION OF PUBLIC HEALTH AND SAFETY— INTEGRATE PUBLIC HEALTH AND SAFETY ISSUES INTO PLANNING AND DEVELOPMENT POLICIES.

Objective #2.1: Achieve Desired Fire Protection, Police and Emergency Medical Services Performance Standards

Policy 2.1.1: *Ensure that new private or public development has sufficient fire protection, police and emergency medical services available. Such developments shall not strain capabilities to a level where service standards could not be met.*

Implementation Measure 2.1.1.1: Define appropriate performance standards for fire protection, police protection and emergency medical services, and update the standards as conditions in the community change, resources are added or eliminated, technological improvements occur, or other information becomes available that indicates a need for revisions to the standards.

Implementation Measure 2.1.1.2: Provide appropriate performance standards for fire protection, police protection and emer-

gency medical services to development applicants to assist in the review of new development plans and projects.

Implementation Measure 2.1.1.3: Require the review of development proposals to determine impacts on emergency services and ensure developments meet appropriate safety standards. Examples of these standards include fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times.

Implementation Measure 2.1.1.4: Ensure that new development is designed and constructed following the requirements of the California Fire Code and the fire safety measures of the Victorville Municipal Code, which includes safety measures such as smoke detector requirements and automatic fire extinguishing systems in certain types of construction.

Implementation Measure 2.1.1.5: Continue to implement the weed abatement program to reduce brush fire hazards.

Objective #2.2: Maintain Optimal Emergency Preparedness

Policy 2.2.1: *Continue to maintain, implement, and update as necessary, emergency preparedness procedures.*

Implementation Measure 2.2.1.1: Maintain and regularly update an emergency preparedness plan that sets forth the organizational framework, communications protocols, key facilities, shelters and evacuation routes, and response/action procedures to be taken in the event of a disaster.

Implementation Measure 2.2.1.2: Maintain, implement, and update as necessary, a hazardous waste emergency response plan.

Implementation Measure 2.2.1.3: Continue to encourage and support the neighborhood watch program.

Implementation Measure 2.2.1.4: Ensure designation of an adequate number of appropriately sized and located facilities as Casualty Collection Points.

Objective #2.3: Maintain Sufficient Peak Load Water Supplies

Policy 2.3.1: *Ensure that new development proposals (private or public) do not over-consume the City's water supplies to the extent that the minimum volume of water storage required to meet the City's peak load water supply standard could not be met.*

Implementation Measure 2.3.1.1: Require a water assessment of all new major developments to ensure that sufficient peak load water supplies are available.

Implementation Measure 2.3.1.2: Prior to approval of any major development project, require water supply assessments in compliance with state law.

Implementation Measure 2.3.1.3: Require any project that will result in consumption of water in excess of available supplies to provide alternative water supply sources or to provide funding that will enable the City to secure adequate water supply prior to project development.

Objective #2.4: Foster Interagency Cooperation and Coordination

Policy 2.4.1: *Continue to share public health and safety concerns with other public agencies, local, regional, state and federal.*

Implementation Measure 2.4.1.1: Continue to pursue efforts to modify the political and administrative structure of the San Bernardino County Flood Control District, to ensure that funds collected in the High Desert area remain in the High Desert area, and are used for appropriate flood control improvements.

Implementation Measure 2.4.1.2: Continue to maintain mutual aid agreements with neighboring jurisdictions, with respect to fire protection, law enforcement and emergency medical services.

Implementation Measure 2.4.1.3: Continue to participate in regional partnerships to provide emergency response services, such as the Regional Fire Protection Authority.

Implementation Measure 2.4.1.4: Continue to coordinate with local, State and Federal agencies to ensure that deposition in the Mojave River does not exacerbate flood damage potential.