SOUTHERN CALIFORNIA LOGISTICS AIRPORT

SPECIFIC PLAN

February 2004

Prepared by:

City of Victorville Planning Department
14343 Civic Drive
Victorville, CA 92392-2399

SOUTHERN CALIFORNIA LOGISTICS AIRPORT SPECIFIC PLAN
VICTORVILLE, CALIFORNIA

Submitted:	7-14-92
Environmental Impact Report:	Certified 1-26-93 Resolution No. 92-154
General Plan Amendment:	GPA-4-92(A) Resolution No. 92-139 Approved 1-26-93
Zone Change:	ZC-9-92 Ordinance No. 1596 Approved 2-2-93 Effective 3-5-93
Specific Plan:	Specific Plan-1-92 Ordinance No. 1597 Approved 2-2-93 Effective 3-5-93
	Specific Plan Amendment-1-92 (A-1) Ordinance No. 1701 Approved 4-19-94 Effective 5-19-94
	Specific Plan Amendment-1-92 (A-2) Ordinance No. 1710 Approved 5-17-94 Effective 6-16-94
	Specific Plan Amendment-1-92 (A-3) Ordinance No. 1738 Approved 4-18-95 Effective 5-18-95
	Specific Plan Amendment-1-92 (A-4) Ordinance No. 1756 Approved 9-19-95 Effective 10-19-95
	Specific Plan Amendment-1-92 (A-5) Ordinance No. 1792 Approved 6-4-96 Effective 7-4-96

Specific Plan Amendment-1-92 (A-6)
Ordinance No. 1817
Approved 11-12-96
Effective 12-12-96

Specific Plan Amendment-1-92 (A-7)
Ordinance No. 1875
Approved 3-17-93
Effective 4-16-98

Specific Plan Amendment-1-92 (A-8)
Ordinance No. 1868
Approved 1-20-98
Effective 2-19-98

Specific Plan Amendment-1-92 (A-9)
Ordinance No. 1900
Approved 7-5-99
Effective 8-5-99

Specific Plan Amendment-1-92 (A-10)
Ordinance No. 1903
Approved 7-20-99
Effective 8-19-99

Specific Plan Amendment SPA-1-92 (A-11)
Ordinance No. 1912
Approved 12-7-99
Effective 1-6-00

Specific Plan Amendment SPA-1-92 (A-12)
Ordinance No. 1933
Approved 1-16-01
Effective 2-15-01

Specific Plan Amendment SPA-1-92 (A-13)
Ordinance No. 1938
Approved 2-20-01
Effective 3-22-01

Specific Plan Amendment SPA-1-92 (A-14)
Ordinance No. 1941
Approved 4-3-01
Effective 5-3-01

Specific Plan Amendment SPA-1-92 (A-15)
Ordinance No. 1942
Approved 4-3-01
Effective 5-3-01

Specific Plan Amendment SPA-1-92 (A-16)
Ordinance No. 1947
Approved 7-17-01
Effective 8-16-01

Specific Plan Amendment SPA-1-92 (A-17)
Ordinance No. 1955
Approved 10-16-01
Effective 11-15-01

Specific Plan Amendment SPA-1-92 (A-18)
Ordinance No. 1949
Approved 7-17-01
Effective 8-16-01

Specific Plan Amendment SPA-1-92 (A-19)
Ordinance No. 1954
Approved 10-16-01
Effective 11-15-01

Specific Plan Amendment SPA-1-92 (A-20)
Ordinance No. 1969
Approved 5-7-02
Effective 6-6-02

Specific Plan Amendment SPA-1-92 (A-21)
Ordinance No. 1997
Approved 1-21-03
Effective 1-20-03

Specific Plan Amendment SPA-1-92 (A-22)
Ordinance No. 2039
Approved 4-20-04
Effective 5-20-04

TABLE OF CONTENTS

Page

Definitions i

Introduction 1
Includes the project description, location, and history and the authority and scope of the Specific Plan document.

Environmental Context 6
A description of the Specific Plan's relationship to the natural and man-made environment. Includes a discussion of existing conditions and impacts of development and their mitigation.

Relationship to the General Plan, Zoning Ordinance and Other Planning Documents 25
A discussion of the ways in which the Specific Plan serves to implement or support the policies and goals expressed by the various elements of the General Plan and Zoning Ordinance of the City of Victorville.

Specific Plan Components 28
A description of the principal development components which serve to implement the Specific Plan.

- Land Use Plan 28
- Circulation Plan 30
- Improvement Plans 34
- Water Quality Measures 36
- Water System 36
- Sewer System 40
- Utilities 43
- Financing 45

Development Standards 46
This section provides the standards and guidelines which work to ensure coordinated development of the Specific Plan.

- Purpose 47
- General Regulations 47
- Land Use Districts 51

Administrative Procedures 59
A description of enforcement, interpretation, and severability procedures for the Southern California Logistics Airport Specific Plan. Also included is a list of definitions of terms used in the Plan's text.

Sources/References 60

Appendix A – Southern California Logistics Airport Specific Plan Amendment & Rail Service Project Traffic Impact Analysis – December 2003, and letter report of comparison analysis between Level of Service "D" and "E", dated March 3, 2004

Appendix B – Draft Subsequent Program Environmental Impact Report – Southern California Logistics Airport Specific Plan Amendment and Rail Service Project – 2004 (Bound as Separate Document)

Appendix C - George Air Force Base Sphere of Influence, General Plan, Prezoning, Specific Plan Environmental Impact Report (Bound as Separate Document)

LIST OF EXHIBITS

Page

Exhibit 1 - Vicinity Map 3

Exhibit 2 - Project Location Map 4

Exhibit 3 - Topographic Map 8

Exhibit 4 - Wildlife/Vegetation 13

Exhibit 5 - Ldn Noise Contours 17

Exhibit 6 - General Plan 18

Exhibit 7 - Zoning 19

Exhibit 8 – SCLA Land Use Plan 29

Exhibit 9 - Circulation Plan - Vicinity 31

Exhibit 10 - Circulation Plan - Site 32

Exhibit 11 - Street Standards 33

Exhibit 12 - Drainage 37

Exhibit 13 - Sanitary Sewer System 42

Exhibit 14 - Utility Service to Site 44

Exhibit 15 – SCLA Land Use Plan 48

LIST OF TABLES

Table 1- SCLA Specific Plan Roadways, Classification and Buildout Number of Lanes 21

Table 2- Land Use Area 28

Table 3- Potential Water Sources and Necessary Actions 39

Table 4- Land Use Area 46

DEFINITIONS

Definitions

Words, phrases and terms not specifically defined herein shall have the same definition as in Title 18 of the Victorville Municipal Code entitled "Zoning."

The word "**City**" shall refer to the City of Victorville.

The words "**City Council**" shall mean the City Council of the City of Victorville.

The words "**Planning Commission**" shall mean the Planning Commission of the City of Victorville.

The words "**Specific Plan**" shall refer to this Specific Plan for Southern California Logistics Airport (SCLA).

The words "**George Air Force Base**," "**The Project**," "**The Site**," and "**Project Site**" shall refer to Southern California Logistics Airport (SCLA) Specific Plan Area as shown in Exhibit 2.

Applicant: A person or entity making application for a Site Plan, Conditional Use Permit, subdivision map or other land use approval pursuant to this Specific Plan.

Building Site: A legally created parcel which is to be improved in conjunction with a detailed site plan.

Development: Aviation, Industrial, Commercial, Rail Facilities or other construction, together with the land upon which the buildings or structures are constructed.

Director: Unless otherwise noted, Director shall mean the Director of Planning and Development of the City of Victorville.

Inter-Modal: Rail distribution facility that serves transportation of the same cargo without repackaging by more than one mode of transportation. Inter-Modal pertains primarily to train and truck transport and involves two forms:

1. Standardized containers that are carried on trucks or rail flatcars for distribution, and
2. Loading a truck trailer onto a specialized rail flatcar, often referred to as piggybacking, for long distance transport.

Multi-Modal: Rail distribution facility that serves transportation of cargo using a mix of freight containers and other types of rail and truck transport to handle various shipment type transfers, such as automobiles.

Railroad Terminal Facility: Railroad Terminal Facilities as permitted under Chapter 18.44, Section 18.44.020 I, of the Victorville Municipal Code and as permitted by Section III.B of Development Standards of the SCLA Specific Plan may include, but not limited to, rail distribution facilities that support the transportation of bulk, container and fuel cargo, providing an effective transport interchange and an alternative to truck only transport on roadways. Includes supportive uses normally associated with rail and truck distribution facilities. Railroad Terminal

Facilities may also include Inter-Modal and Multi-Modal facilities as identified in this Definitions Section herein.

Retail: The selling of goods, wares, or merchandise directly to the ultimate consumer.

Site Plan: A precise, dimensioned drawing prepared pursuant to provisions contained within the Specific Plan and Chapter 18.71 of the City of Victorville Municipal Code regarding site plans, development plans and design concept reviews, indicating intended use for a parcel or building site, including the location and extent of building area, parking area, landscaping, recreation and open space areas, including exterior boundary dimensions, a legal description and summary of proposed uses. A site plan may also contain other data deemed necessary by the Planning Director for review purposes.

Site Plan Review: The process, as outlined in this Specific Plan and the City of Victorville Zoning Ordinance, dealing with the review and approval of site plans submitted in accord with the Specific Plan.

Vehicular Destination-trips: Vehicle trips generated by a use that attracts trips outside the land use designation and/or the SCLA Specific Plan Area.

VVEDA: Victor Valley Economic Development Authority. An organization composed of the County of San Bernardino, cities of Hesperia, Adelanto and Victorville, and Town of Apple Valley, charged with addressing the impacts of the closure of George Air Force Base and establishing a plan for its reuse. This authority is given pursuant to the Federal Base Closure and Realignment Act (BCRA) (Public Law 100-526).

INTRODUCTION

Intent, Purpose, and Authority of the Specific Plan

The Southern California Logistics Airport Specific Plan describes a commercial air facility and related uses for an approximately 8,703-acre site with the majority of the site (5,350 acres) being previously known as George Air Force Base (refer to Exhibit 1, VICINITY MAP and Exhibit 2, PROJECT LOCATION MAP). The Specific Plan serves as a tool for implementing the reuse plan established by the Victor Valley Economic Development Authority (VVEDA) pursuant to the Base Closure and Realignment Act (BCRA) as well as the related polices of the City of Victorville General Plan. The main intent of the Specific Plan is to enable the City to more adequately assess the detailed planning and environmental review procedures for development within the Specific Plan area.

This Specific Plan was initially consistent with the VVEDA Reuse Plan as adopted April, 1990, and is consistent with the Activation Plan adopted August 28, 1996. This Specific Plan is in no way dependent upon or related to the VVEDA redevelopment proposal, which is a separate and independent project. Similarly, VVEDA's redevelopment proposal is in no way dependent upon implementation of this Specific Plan by the City of Victorville. In no event should any regulatory documents be approved by the City of Victorville unless findings of consistency between those regulatory documents and the Activation Plan are made by VVEDA.

The adoption of this Specific Plan by the City of Victorville is authorized by Section 65450 et seq. of the California Government Code. The Government Code authorizes cities or counties to prepare, adopt, and administer Specific Plans for portions of their jurisdictions as a means of implementing the General Plan.

This Specific Plan applies only to that property within the City of Victorville known as "Southern California Logistics Airport (SCLA)," the boundaries of which are shown on Exhibit 2, PROJECT LOCATION MAP. Any reference to George Air Force Base shall be a reference to SCLA. Once the Specific Plan is adopted, the City must review development plans to ensure that they are consistent with the Specific Plan and are, therefore, consistent with the VVEDA Activation Plan.

Project Description

The Southern California Logistics Airport project site contains most of the former George Air Force Base. It is situated in the northwest portion of the City of Victorville, approximately four miles west of Interstate 15 (I-15), east of U.S. Highway 395 and north and south of Air Expressway as shown on Exhibits 1 and 2. The SCLA Specific Plan is designed to accommodate airport and aviation uses as well as industrial, and commercial land uses. The distribution of airport land use is shown in Table 2, entitled "LAND USE AREA", located in the Specific Plan Components section herein.

SCLA is accessible by U.S. Highway 395 via Air Expressway and I-15 via National Trails Highway/Air Expressway and Mojave Drive/Village Drive/Air Expressway. A system of roadways currently exists on the site and the basis of that system was to serve a former military base. This system will be modified as indicated herein to accommodate new uses and developments as provided for in this Specific Plan. This roadway network will be modified to accommodate the increased intensity of development beyond that which existed during the operation of the site as a military installation.

Community Setting

The Victor Valley lies in the southwestern portion of the Mojave Desert in San Bernardino County, approximately 97 miles northeast of Los Angeles and approximately 40 miles northwest of the City of San Bernardino.

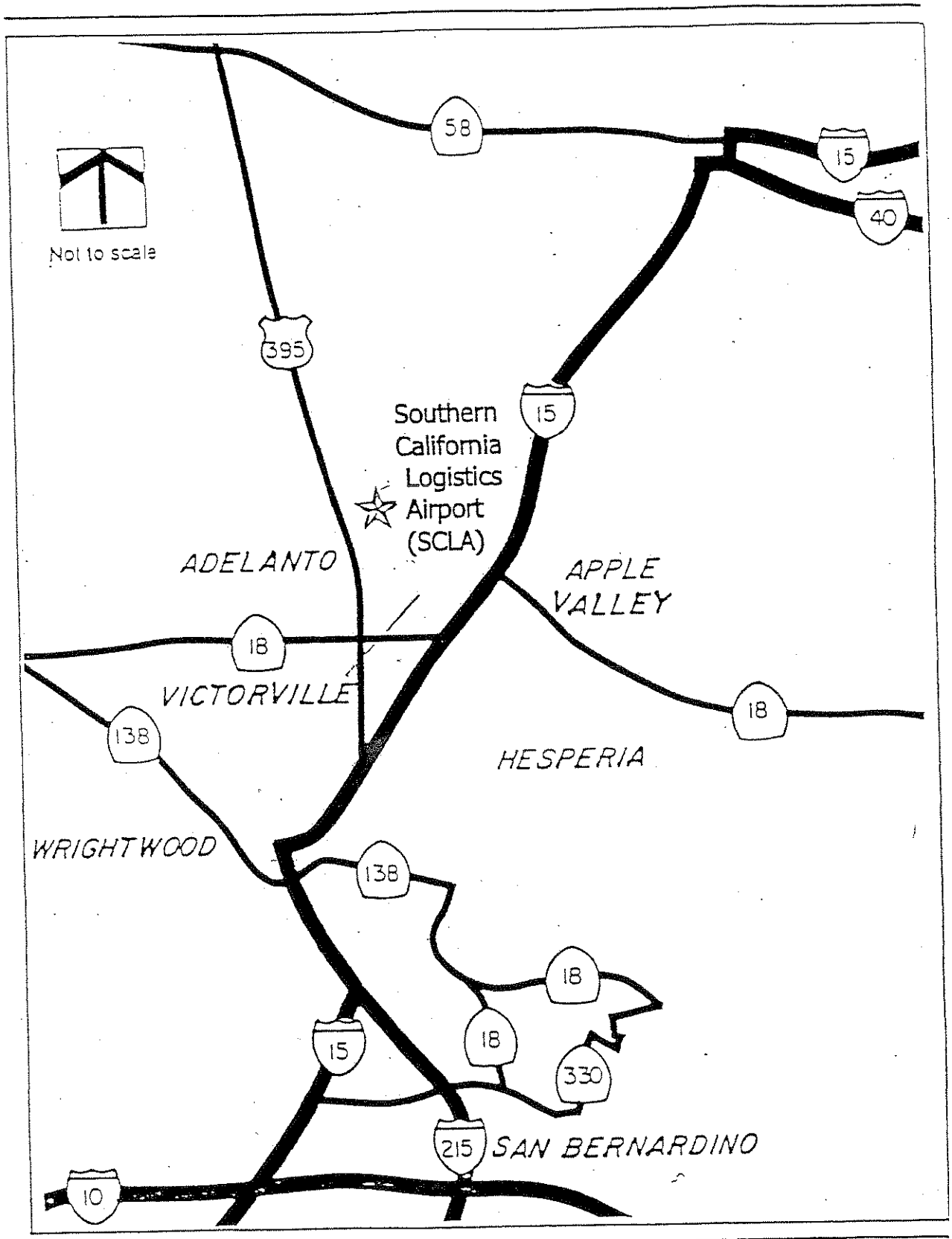
Along I-15, Victorville is in the center of the Victor Valley, which is comprised of the cities of Adelanto, Hesperia, Victorville, the Town of Apple Valley and the unincorporated communities of Lucerne Valley, Oro Grande and Phelan. Taken as a whole, the 1992 population of the Valley was approximately 270,000 (U.S. Census and Victorville Planning Department). The City of Victorville's population at that time was enumerated to be 64,029 (U.S. Census). At the time of the 2000 update, the City's population estimate by the California Department of Finance was 64,455 persons. The City of Victorville currently identifies a population of 69,298 as of April 2002, estimated.

Non-manufacturing industries provide a large portion of the employment opportunities in the Victorville area. Among the non-manufacturing employers are the School Districts, Contel Company, Victor Valley Hospital, Roadway Express, and Southern California Edison. Also a part of the region is the George Air Force Base site, which when a fully activated military installation, employed approximately 6,000 civilian and military personnel. Major manufacturing industry employers in the Victor Valley include Southwestern Portland Cement Company, Riverside Cement and Gypsum, AFG Industries, Pfizer, Inc., Hi-Grade Materials, Mitsubishi Cement, Sumiden, Goodyear, and Mars.

Site History

George AFB was formerly known as Victorville Army Airfield. Initial construction of the facility began on July 23, 1941 and after eight increments of construction, the base was completed May 18, 1943. The Los Angeles District of U.S. Engineer Department (Corps of Engineers) and the Third District Regional Office, San Bernardino, designed the base and supervised the construction. The base facilities have been improved and upgraded on a continuous and constant basis since the mid-1950's. Its present physical condition is mixed between new, permanent structures and improved World War II type wooden buildings.

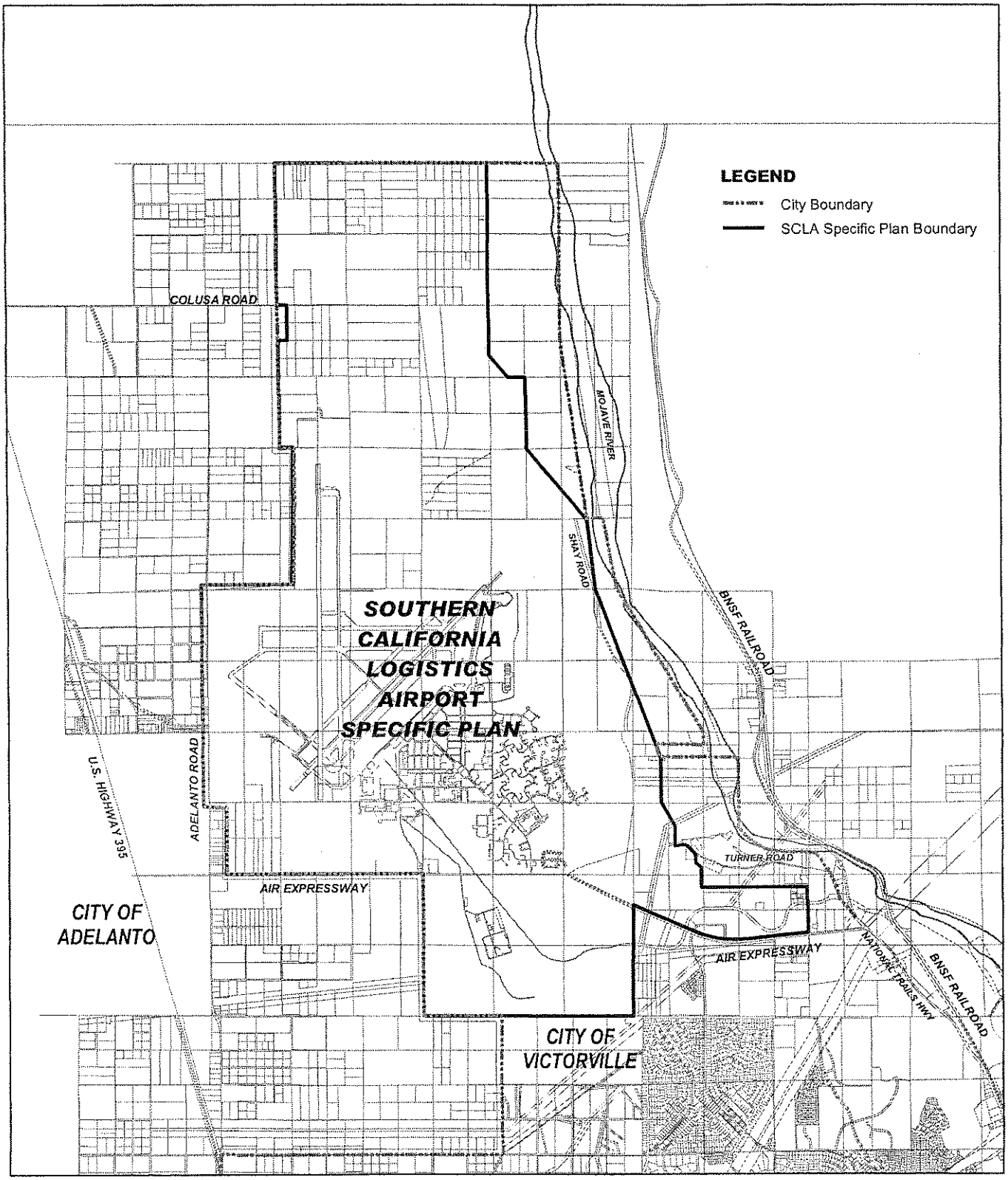
When fully activated the basic mission of George AFB was to support two Tactical Fighter Wings, whose primary aircraft was the F-4. On January 5, 1989, the Secretary of Defense announced the closure of George Air Force Base, pursuant to the Base Closure and Realignment Act (BCRA) (Public Law 100-526). The base was officially deactivated by the Department of the Air Force on December 15, 1992.



Revised 9-12-01

Vicinity Map

Exhibit 1



Source: City of Victorville

NORTH

1 INCH = 5,000 FEET

PROJECT LOCATION MAP

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:\mdata\10102108\gis\arcinfo\exhibit02_project location map.mxd February 27, 2004

EXHIBIT 2

Federal law, in response to the realignment and closure of military installations, authorized the formation of local reuse authorities to address the impacts of the base closures. Consequently, the Victor Valley Economic Development Authority (VVEDA) was formed, and at the time of formation it was comprised of elected officials from San Bernardino County, Apple Valley, Hesperia, Adelanto and Victorville. VVEDA prepared a Base Reuse Plan to mitigate the adverse impacts of the base closure and more importantly to serve as a blueprint to guide future development and use of the site. To implement that plan, in May 1992, VVEDA requested that the City of Victorville annex the territory and establish the General Plan designation, Zoning and Specific Plan consistent with the Reuse Plan. George Air Force Base, whose name was changed on all official planning documents to Southern California International Airport (SCIA), was officially annexed into the City of Victorville on July 21, 1993. For several years after annexation VVEDA, through the City of Victorville, began marketing efforts to redevelop SCIA. The major industry to locate at the airport was Sumiden Wire Products, a division of Sumiden Bank. Subsequently, the SCIA Authority (SCIAA) was formed by VVEDA to administer the airport and that authority engaged the services of Stirling Airports International (Stirling). Shortly thereafter, as part of the marketing effort to attract new users and to focus the development goals of the air facility, both the names of the air facility and authority were changed to Southern California Logistical Airport (SCLA). The major thrust of the marketing effort was to develop the air facility as an air cargo inter-modal interface. Those efforts are continuing today.

Additionally, efforts were taken to develop a 7.5 megawatt generating power plant. After a lengthy review and approval process through the State of California, the power plant facility is near to completion as of 2003.

Since the formation of SCLAA, grant monies have been obtained to lengthen the primary runway from its original length of 10,050 feet to its ultimate length of 15,050 feet. Additional grant monies have also been awarded to do several airport related improvements on and off the airport. These improvements included projects such as: 1) roadway improvements for Air Expressway and Adelanto Road, 2) roadway installation and/or realignment of Phantom Road east and west, 3) waterline installation along Adelanto Road, Air Expressway, and El Evado Road to serve the airport; 4) runway and taxiway shoulder paving and apron repairs, and 5) improvements to the airport administration building.

ENVIRONMENTAL CONTEXT

Purpose

The purpose of this section is to describe the project setting in terms of the natural and man-made environment, to summarize the potential environmental impacts that may result from the project and give examples of the manner in which the impacts will be mitigated. Refer to the *Final Environmental Impact Report: George Air Force Base General Plan, Prezoning, and Specific Plan (November 1992) and the Subsequent Program Environmental Impact Report: Southern California Logistics Airport Specific Plan Amendment and Rail Service Project (2004)*, as well as the specific measures to be implemented to mitigate impacts caused by the Specific Plan on such resources as water and biology and natural resources for a more detailed discussion. Both environmental documents and their mitigation measures therein are hereby incorporated by this reference.

Topography

Existing Conditions

The SCLA Specific Plan area is situated in a geographic sub-region of the southwestern Mojave Desert known as Victor Valley (refer to Exhibit 3, TOPOGRAPHIC MAP). The region is commonly referred to as the "High Desert" due to its approximate elevation of 2,900 feet above sea level. The Mojave Desert is bounded to the north by the Tehachapi Mountains and to the south by the San Gabriel and San Bernardino Mountains. The majority of the subject site and surrounding area are relatively flat, gently sloping to the north, northeast and northwest. Most of the former George Air Force Base and Specific Plan area is virtually flat (less than a five percent slope), providing a suitable area for aircraft runways and other facilities. The area within the eastern portion of the expanded Specific Plan area, where rail facilities are proposed, is characterized as an area sloping towards the Mojave River with topography ranging from gentle, well rounded mills to locally steep, moderately rugged slopes. The Mojave River exists to the east of the eastern boundary of the proposed project site (varying in distance from one-tenth mile to one-half mile to the east), flowing in a northerly direction.

Impacts and Mitigation

Grading will be required to construct new roadways, rail facilities, infrastructure and building sites. Since large portions of the property are relatively level, grading in these areas will not significantly change the existing character of the landform or alter major site features. Sloping areas and drainage ravines impacted by future grading of the rail facilities and infrastructure will be addressed with appropriate mitigation measures incorporated into the grading and infrastructure plans. Refer to the Improvement Plans portion of the Specific Plan Components section for a discussion of the proposed grading.

Geology/Soils

The subject site is located in the Mojave Desert Geomorphic Province of California. This province is a wedge-shaped block between the San Andreas Fault on the southwest and the Garlock Fault on the north with no well-defined eastern limit. This intervening wedge is generally referred to as the Mojave Block. The crustal basement complex of the Mojave Block is overlain by several east-west trending trough-like basins in which volcanic and sedimentary

deposits accumulated. These deposits have been deformed along the San Andreas Fault Zone and, locally, along the northwest trending faults within the Mojave Block. In more recent geologic time, the lower elevations of the Mojave Block have been blanketed by alluvial deposits.

The structural geology and fault patterns within the western Mojave Desert are relatively uniform and internally consistent, comprised of a series of northwest-southeast trending faults, in contrast to the fault patterns north and south of the province. Major faults in the project area consist of: 1) the San Andreas and Garlock fault zones to the southwest and northwest, respectively; 2) the northwest-trending Helendale, Lockhart and Lenwood faults to the northeast; and 3) the North Frontal fault zone to the southeast.

Lithologically, the region is dominated by alluvial-filled basins overlying Paleozoic and Mesozoic igneous and metamorphic basement rocks. The basement rocks are exposed at the surface in isolated mountain ranges throughout the desert.

Seismicity

The project area is located in the highly seismic region of southern California within the influence of several fault systems that are considered to be active or potentially active. The project area is not located within a State of California designated Earthquake Fault Zone Boundary where a site-specific investigation would be required. The site is not located within any designated Active Fault Near-Source (Seismic) Zones as designated by the UBC. Generally, the on-site materials consist of medium dense to dense alluvial soils. The settlement potential under seismic loading conditions for these on-site materials is low.

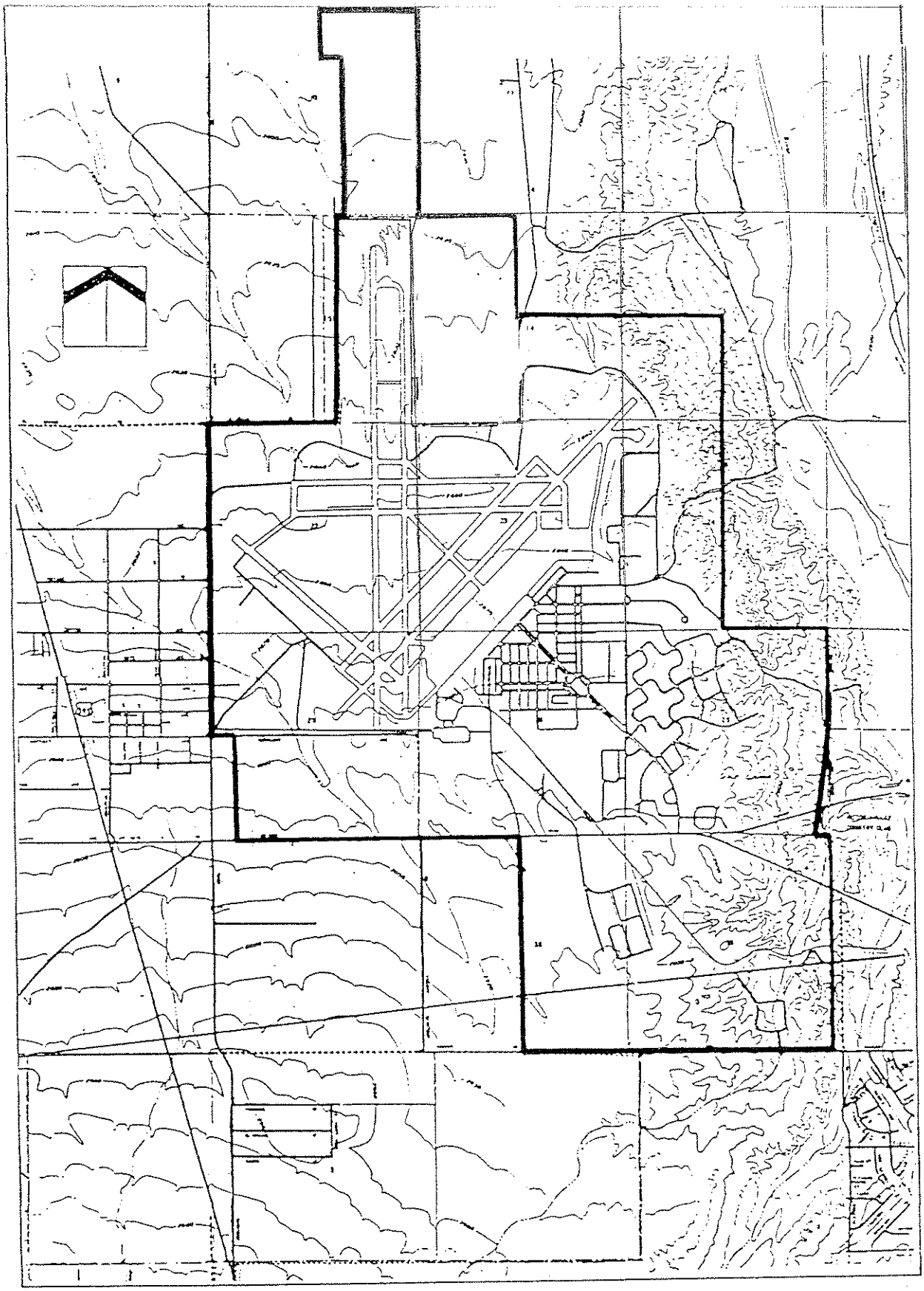
Ground Shaking

The project area is located in the highly seismic southern California region within the influence of several fault systems that are considered to be active or potentially active. The known active and potentially active faults identified in Section 4 of the Subsequent Program EIR are considered capable of producing potentially damaging seismic shaking within the project area.[1]

Liquefaction

Liquefaction is a phenomenon that may occur because of earthquake shaking at locations where loose sandy soils are present and groundwater levels are shallow. Potential liquefaction hazards are estimated to be limited to the Mojave River floodplain and its' tributary stream crossings where groundwater is shallow and loose sandy soils are anticipated. Portions of the project area susceptible to liquefaction include the Inter-Modal/Multi-Modal Rail Facilities area, the southern portion of the General Industrial area (Lead Track Alignment), and other areas where stream drainage channels are crossed.

[1] *Preliminary Geologic and Geotechnical Investigation Southern California Logistics Airport Specific Plan Amendment and Rail Service Project,* Kleinfelder, May 20, 2003, page14.



Revised 02-18-03

Scale: 1" = 3000'

Topographic Map

Exhibit 3

Groundwater

Apart from the Mojave River, there are no surface water sources on or near the project site. Beyond the river area, depth to ground water is greater than six feet from the surface. Subsurface flows have been measured and vary from 20 feet below the surface at the river, to 50 feet or greater at the perimeter of the property.

The sole source of water supply to the City of Victorville is ground water extracted by wells from the Upper Mojave Ground Water Basin. The main source of replenishment to the ground water basin is the percolation along the Mojave River. Although the ground water basin has been in an overdraft condition (water being extracted at rates which exceed the natural recharge), the Victor Valley Water District has stipulated to the Final Judgment to the Mojave Basin Area Adjudication which was entered on January 10, 1996. This adjudication allows the district to purchase replacement water if the district exceeds the free production allowances.

The City of Victorville General Plan EIR and the George AFB EIR, note groundwater contamination at the former George AFB. The most significant known groundwater contamination within the former George AFB area is the high trichloroethylene (TCE) levels found within the Upper Aquifer in the Northeast Disposal Area on Southern California International Airport. This aquifer is a potable water source for a small number of wells used by residents east of the area. In addition, this area also overlies the regional aquifer, which is the source of potable water for the surrounding communities; leakage from the upper aquifer to the regional aquifer is considered possible. In order to remediate this groundwater contamination caused by military installation operations, an Installation Restoration Program (IRP) has been in place since 1992 by the Department of the Air Force. A groundwater extraction and treatment system was completed in 1997. Designed to prevent migration of the plume towards the Mojave River, this treatment system is projected to run for 30 years to reduce groundwater contamination to below maximum federal drinking water thresholds (Montgomery Watson, 1994). According to the Agency for Toxic Substances and Disease Registry[3] (ATSDR), an agency of the U.S. Department of Health and Human Services, exposure to contaminants in groundwater and soil at the former George AFB does not pose an apparent public health hazard[4].

Flood and Inundation Hazards

The current Flood Insurance Study (FIS) published by the Federal Emergency Management Agency (FEMA) indicates that the floodplains associated with the Mojave River and Fremont Wash do not extend onto the SCLA site (FIRM Panel Nos. 06071C5805F and 06071C5785F). However, the flood plain associated with the General Industrial, Intra-Modal/Multi-Modal and off-site non-rail improvements located in the southeastern portion of the project are located within a flood hazard zone prone to 100-year or a 500-year frequency of flooding. In addition, the northern and southern portions of the Off-Site Rail Improvements area are also included in 100-year and 500-year flood hazard zones, as defined by ESRI/FEMA flood hazard maps. In addition, the project site is not located within a Dam Inundation Area.

[3] ATSDR is directed by congressional mandate to perform specific functions concerning the effect on public health of hazardous substances in the environment. These functions include public health assessments of waste sites, health consultations concerning specific hazardous substances, health surveillance and registries, response to emergency releases of hazardous substances, applied research in support of public health assessments, and education and training concerning hazardous substances.

[4] Public Health Assessment, George Air Force Base, Victorville, CA, CERCLIS NO. CA2570024453. Prepared by Federal Facilities Assessment Branch, Division of Health Assessment and Consultation, Agency for Toxic Substances and Disease Registry, 1998.

The proposed expansion of SCLA Specific Plan area would not affect the ongoing IRP groundwater remediation activity. These IRP activities would continue in accordance with Federal, State and local regulations to protect human health and the environment. Appropriate safeguards have been put in place to ensure that the reuse of the former George AFB would not contribute to any future contamination of groundwater supplies, and correspondingly not interfere with the redevelopment of the base for commercial, industrial or other land uses.

Impacts and Mitigation

The proposed project will not adversely affect the quality of ground water. A drainage system will be designed to handle surface water on-site and from off-site. However, the drainage water will continue to flow into the Mojave River and drainage patterns will remain essentially unchanged. Drainage improvements will be constructed in conformance with the City of Victorville's Master Plan for Flood Control Improvements as approved by the San Bernardino County Transportation and Flood Control District to ensure the prevention of any risk of flooding.

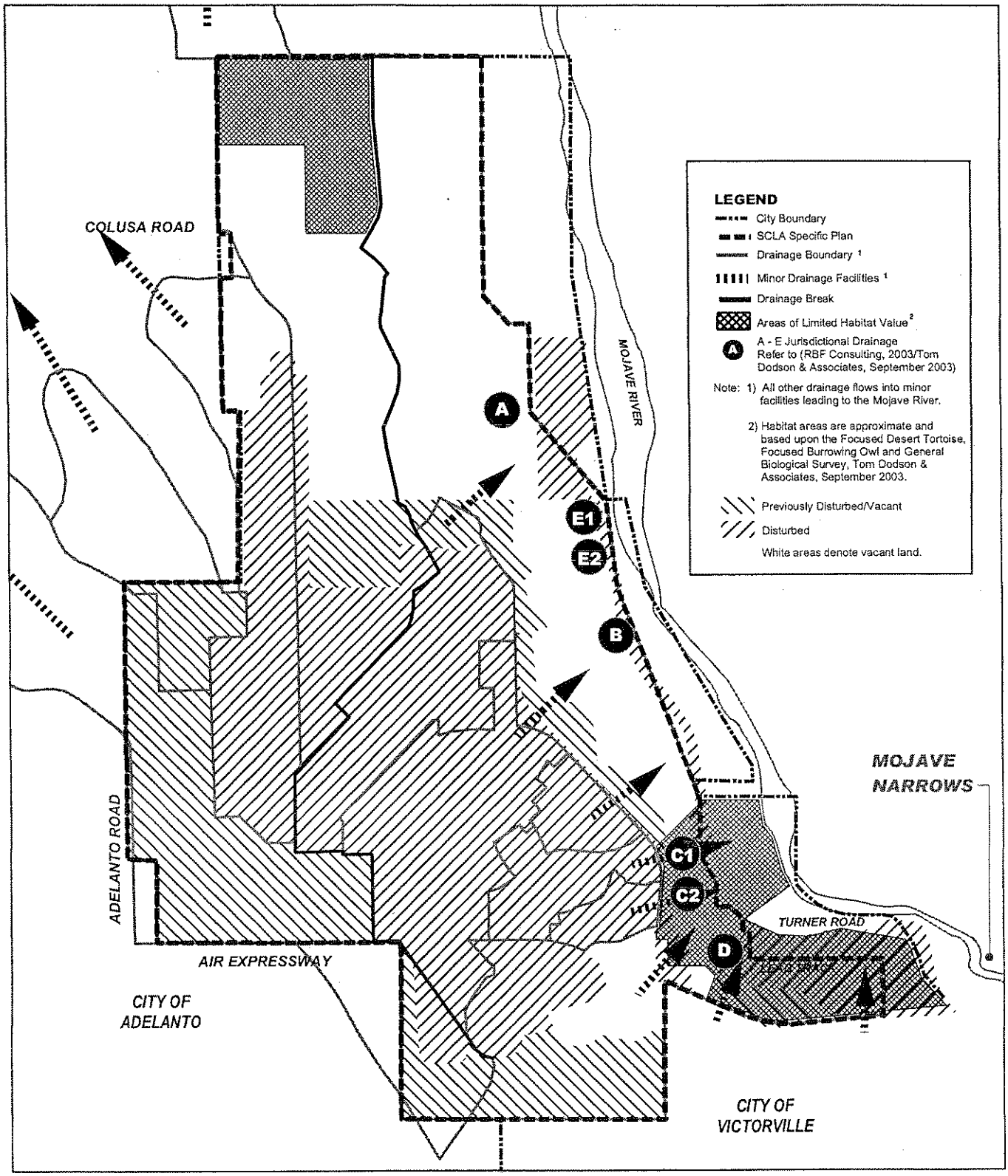
Wildlife/Vegetation

Fauna

The wildlife population at the base is described as having "low stable population levels." Both the diversity and abundance of wildlife are limited by a lack of adequate food, sparse ground cover which limits nesting sites, and unreliable source of water. The most important habitat for wildlife occurs to the east of the in the riparian plant community of the Mojave River. Plant and animal biological focused surveys in 2003 revealed that twenty-three sensitive species of plants and animals were identified within the expanded SCLA area, and referenced below:

- desert tortoise (Gopherus agassizii), is a State listed endangered species, and a Federally listed threatened species.

- Mohave ground squirrel (Spermophilus mohavensis), a State and Federal Species of Special Concern (previously a State listed threatened species).
- burrowing owl (*Athene cunicularia*) – State species of concern (SSC) and FSC; California Department of Fish and Game (CDFG) received a petition in the spring of 2003 to list the burrowing owl as threatened – no decision has been made at the time of this writing.
- Mojave river vole (*Microtus californicus Mojavensis*) – SSC and FSC
- Le Conte's thrasher (*Toxostoma lecontei*), loggerhead shrike (*Lanius ludovicianus*) and white-faced Ibis (*Plegadis chiihi*) – SSC and FSC
- San Emigdio's blue butterfly (*Plebulina emigdionis*) – FSC
- Northern harrier (*Circus caeneus*), sharp-shinned hawk (*Accipiter striatus*), horned lark (*Eremophila alpestris*) – all SSC
- Booth's evening primrose (*Camissonia boothii* spp. *boothii*) – California Native Plant Society (CNPS) List 2
- Mojave fishhook cactus (*Sclerocactus polyancistrus*) – CNPS List 4
- Joshua tree (Yucca brevifolia) and Mojave Yucca (*Yucca schidigera*) – City of Victorville Regulated; Protected under Desert Native Plant Protection Act.



Source: RBF Consulting, 2003

NORTH

1 INCH = 4,000 FEET

WILDLIFE/VEGETATION

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:mdata/10102108/gis/arcinfo/exhibit04_wildlife vegetation.mxd February 27, 2004

EXHIBIT 4

To address possible impacts to native habitat (including riparian habitat associated with jurisdictional waters), it might be found necessary to acquire additional land for purpose of setting aside and protecting as replacement habitat. A restoration plan, including monitoring, shall be submitted to and approved by the CDFG or a party identified by the CDFG. Future development shall be required to contribute towards the funding of long-term management and monitoring of the protecting lands and associated habitat as deemed necessary.

Mitigation for protected plants on-site will include further surveys by a qualified desert native plant specialist. Protected plants shall not be removed unless preservation on-site is not possible due to final project design. Protected plants requiring removal shall be transplanted on-site where possible. Any additional plants that cannot be preserved or used to revegetate the site shall be transplanted offsite pursuant to the applicable code.

Healthy Joshua trees will be salvaged and replanted in open space of the project site as appropriate. This is to be performed in compliance with Chapter 13.33 of the Victorville Municipal Code, entitled "Joshua Trees."

Climate and Air Quality

Existing Conditions

The climate of the Victor Valley area is characterized by hot summers, cool winters, low humidity, infrequent ran, and generally clear skies. Daily mean temperature range from 43°F in the winter to 79°F in the summer. Rainfall is typically less than 10 inches per year, and humidity rarely exceeds 50 percent.

Winds

Winds affect air quality in two ways: one, they determine the rate of dispersion of air pollutants within a particular region, and two, they govern the transport of air pollution from one area into another. In Victorville, winds come either from the south through Cajon Pass, originating in the polluted environments of San Bernardino and western Riverside counties, or from the west, where air from the San Fernando Valley enter the Antelope Valley through Soledad Canyon.

Inversions

The vertical spread of air pollutants is controlled by inversions. These are not as common in the Victorville vicinity as they are, for example, in the Los Angeles Basin. Radiation inversions, however, can be created in the winter, when cool air pools in lower elevations. This type of inversion traps daily emissions, causing high levels of nighttime air pollution in Las Vegas and Phoenix. Radiation inversions tend to burn off after sunrise.

Impacts and Mitigation

During construction of the project, dust will be created, mainly from grading operations or other construction activities. To control fugitive dust, regular watering and/or dust palliatives will be applied in response to instructions of the City of Victorville Building Official during grading operations.

Commercial and industrial facilities which propose any emissions into the atmosphere will be required to obtain a permit from the Mojave Desert Air Quality Management District (MDAQMD). The latest feasible emissions control techniques will be utilized by all facilities located on the site. Further, mobile emissions will be reduced when the implementation of Trip

Reduction Ordinances required pursuant to Rule 1701 of the MDAQMD's Air Quality Attainment Plan are required.

Archaeology and Paleontology

Existing Conditions

Numerous cultural resource surveys have been conducted on George AFB and in its immediate environs. The most recent were performed in November 1990 in support of base closure, and in June 2003 for purpose of the Program Environmental Impact Report for the most Specific Plan Amendment. The survey area encompassed approximately 3,500 acres in the original survey and an additional 3,500 acres with the 2003 study, and covered all areas not subject to present development or major disturbance. Three archaeological sites (one prehistoric, one historic, and one of unknown temporal affiliation) were recorded during the 1990 survey; and 32 archaeological sites (28 historic-period buildings sites) and 28 historic-period building sites, and a 1930 vintage highway bridge were recorded during the 2003 survey. In addition, several isolated finds were located. The archaeological sites consisted of a low-density prehistoric lithic scatter, a rock cairn (unknown temporal affiliation), and a historic trash dump (circa 1930's).

Cultural resource specialists did not consider these sites eligible for the National Register of Historic Places (NRHP) because of their limited nature, and the ubiquity of those types of sites in the Mojave River basin.

The potential for buried archeological deposits is high along the floodplain and first terrace of the Mojave River, which lie outside the site boundaries.

No significant paleontological resources have been identified or recorded in the George AFB environs; however, the San Bernardino County Museum has identified the site (within a high sensitivity area) containing Pleistocene deposits where non-renewable paleontologic resources are found.

Impacts and Mitigation

A qualified archaeologist/paleontologist will be present during site grading that involves excavation as deemed necessary to evaluate any cultural artifacts which may be uncovered. Significant cultural resources uncovered on-site will be recorded and studied by the UC Riverside Archaeological Resource Unit and/or the San Bernardino County Museum Earth Sciences division. Recovered specimens will be prepared so that they can be identified and permanently preserved.

Noise

Existing Conditions

The project site is a source of noise from aircraft, rail, surface traffic and other human activities. The area most affected by the generated noise is limited to the base property itself, the Cities of Adelanto and Victorville, and adjacent unincorporated lands.

Impacts and Mitigation

As indicated in Exhibit 5, Noise Contours, development of the aviation activity will generate increased noise levels. The noise levels shown are based on projected aircraft operations in the year 2020 on a primary runway of 15,050 feet in length. The 2020 aircraft operations forecast was prepared by RMJ & Associates in January of 1998. Aircraft operations from implementation

of the project will dominate the noise environment at build-out. Surface traffic will impact ambient noise levels as well.
Noise impacts associated with the rail facilities falls within the City's 60 dBA Ldn noise exposure area. No significant impacts are expected as a result of the railway facilities.

Assuming program level assumptions, the noise impacts due to the truck route are significant and unavoidable. Subsequent noise assessments shall be prepared with site development, which demonstrates the site placement of stationary noise sources would not exceed criteria established in the City of Victorville Noise Ordinance. The analysis shall verify that loading dock facilities, rooftop equipment, trash compactors and other stationary noise sources are adequately shielded and/or located at an adequate distance from residential areas in order to comply with the City's noise standards.

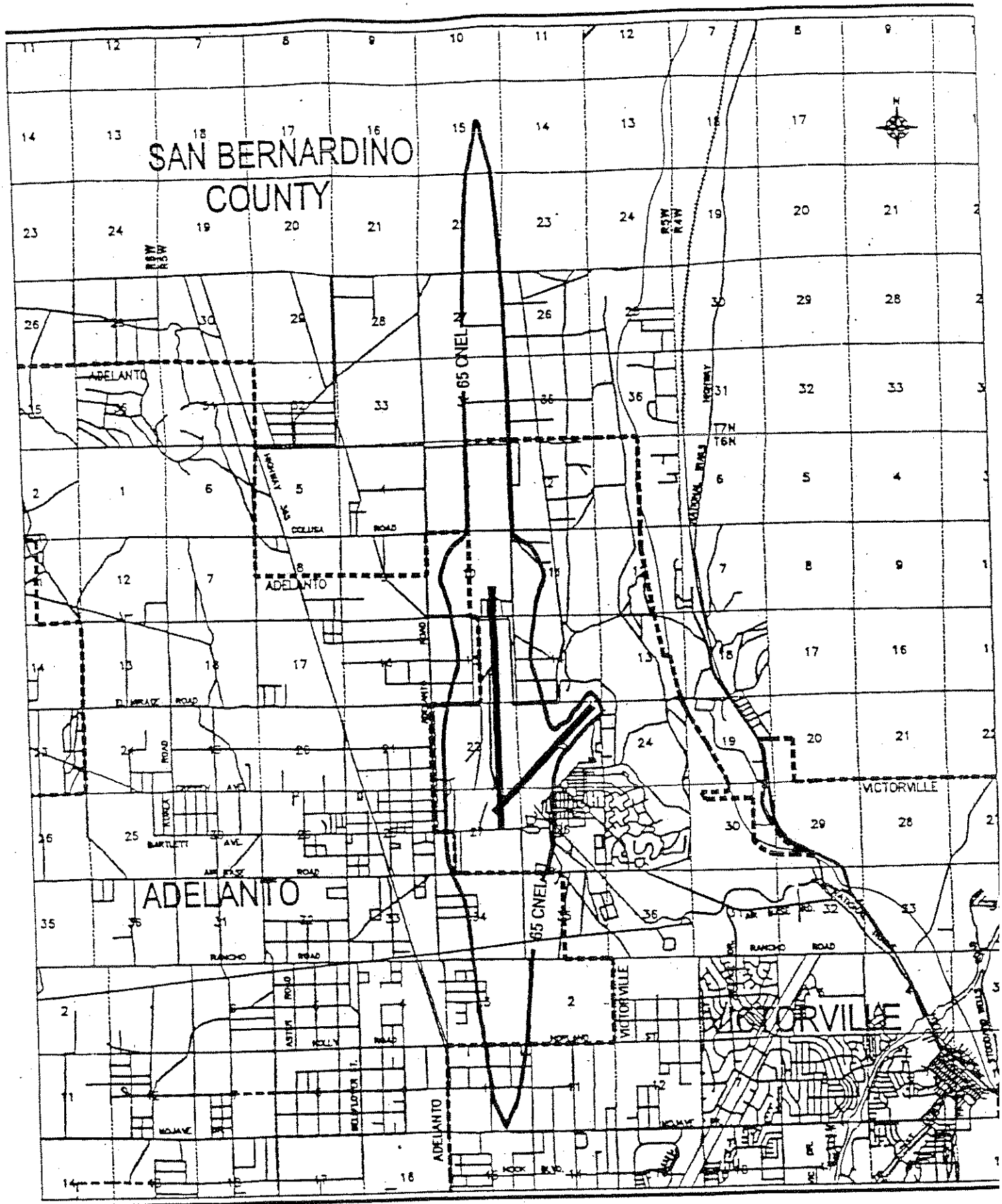
As with any civilian aircraft operation in California, a Comprehensive Airport Land Use Plan has been developed to minimize potential land use conflicts, which may arise on surrounding properties. Additionally, during build-out measures will be considered and/or implemented to reduce the effects of noise generated by the project. These include: operational measures affecting take-off, climb-out and landing procedures and flight tracks; preventative measures requiring the acquisition of land exposed to excessive noise levels; management measures involving establishing curfews as necessary, imposing noise-related landing fees, developing a noise monitoring system and community relations office; and remedial measures, involving acquisition of impacted residential housing, and implementing a sound attenuation program for developments impacted by excessive noise levels. A barrier along Air Expressway may be installed to reduce noise levels at nearby residences.

Land Use

Existing Conditions
Approximately two-thirds of the original George Air Force Base is presently developed. The City of Victorville General Plan and official zoning map identify the airport as Specific Plan. Land uses identified include airport and aviation support facilities, residential (interim or temporary use; existing residential structures vacant for the most part, with some occupied homes in north and southeast of the project area), industrial, business park, and commercial structures; educational and medical buildings; and recreational facilities.

The Specific Plan expansion area to the east is surrounded by vacant land and the Victor Valley Wastewater Treatment Plant and percolation ponds to the north. The extension of Shay Road and vacant open space are to the east, with scattered residential units to the southeast.
An abandoned railroad spur enters the project site at the southeast portion of the property and terminates within the industrial complex south of the control tower.

The area immediately surrounding the Specific Plan area is in a predominately undeveloped condition. Existing land uses in the surrounding vicinity are primarily industrial and commercial manufacturing, with scattered single-family residential located west, north, east and southeast of the Specific Plan area.

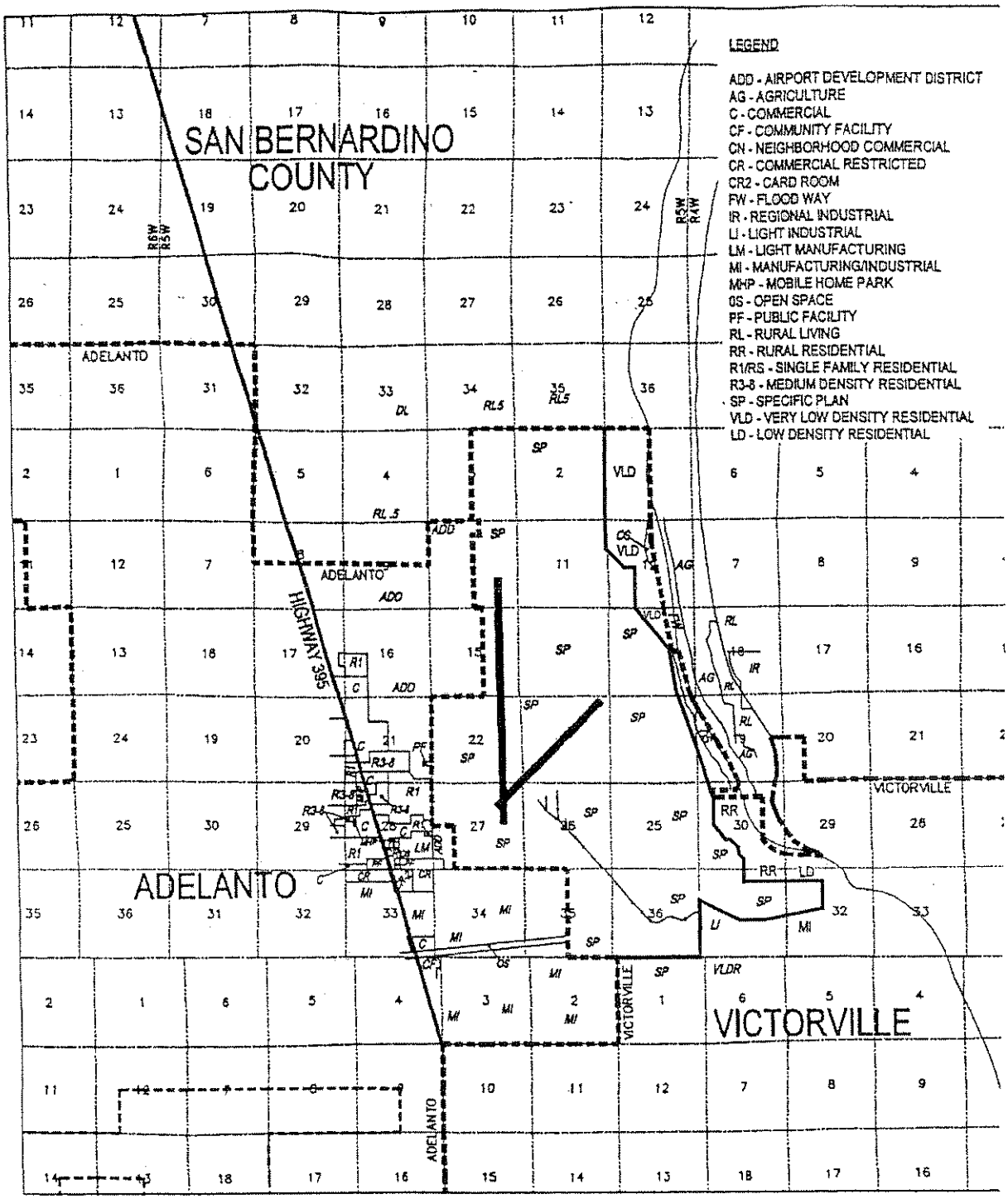


Revised 9-12-01

Noise Contours

Forecast Year - 2020

Exhibit 5



MAP NOT TO SCALE

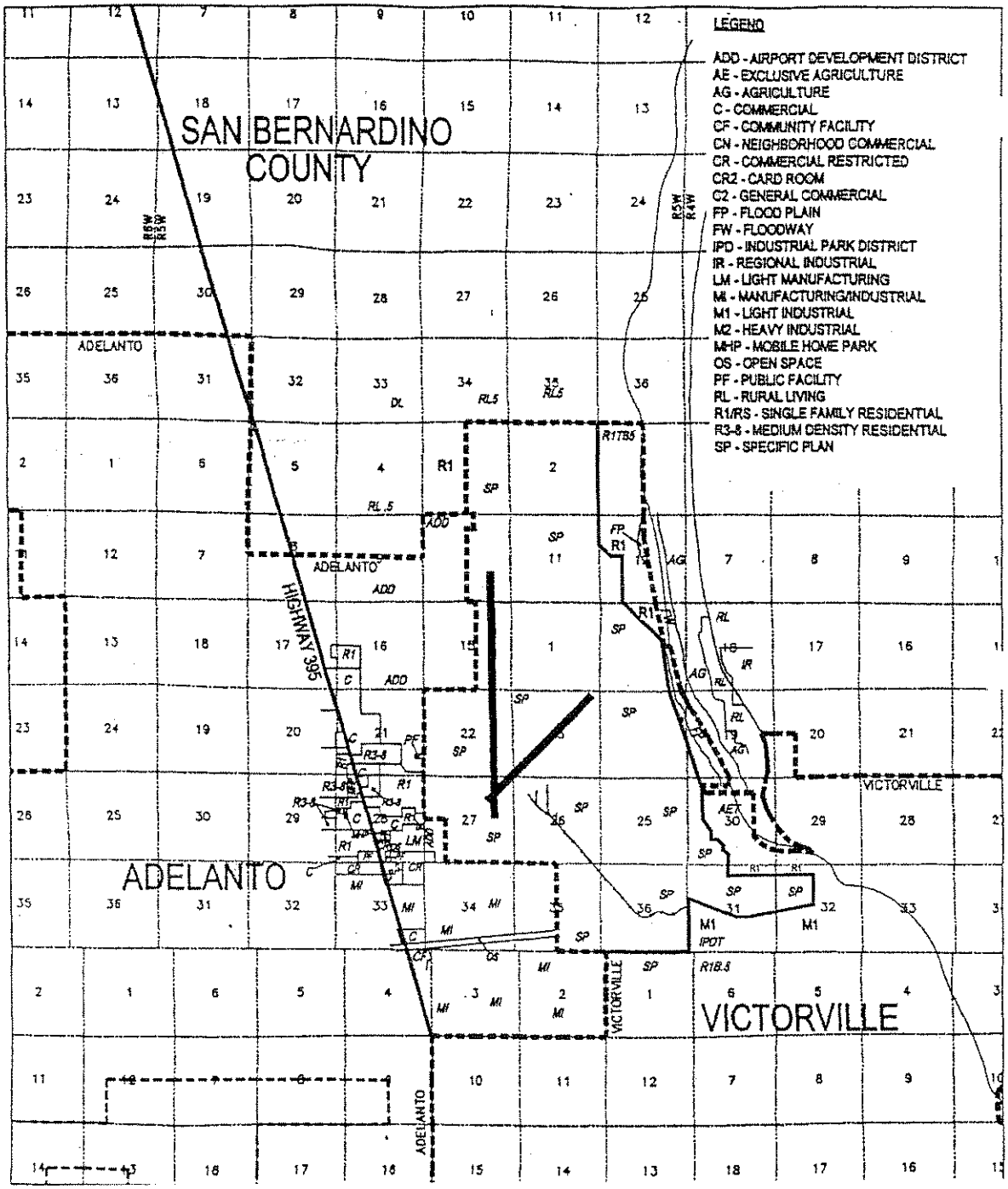
GENERAL PLAN

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:mdata/10102108/gis/arcinfo/exhibit06_general plan.mxd February 27, 2004

EXHIBIT 6



NORTH

MAP NOT TO SCALE

ZONING

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:mdata/10102108/gis/arcinfo/exhibit07_zoning.mxd February 27, 2004

EXHIBIT 7

The Mojave River runs in a northwesterly direction along the east side of the project site.

Impacts and Mitigation

Portion of the Specific Plan area that was formerly the George Air Force Base is currently in a predominantly developed condition; with the balance of the specific plan area primarily undeveloped. Implementation of the Plan represents a change in the use of the land. Because uses can vary so tremendously as to their impacts, mitigation will be proposed at the time of development.

Circulation

Existing Conditions

The site is presently served by the local road system. Air Expressway provides primary access to the maintenance of the site, and connects to U.S. Highway 395 to the west and I-15 to the east via Village Drive and National Trails Highway.

Future Conditions

The development of the SCLA Specific Plan will result in a combination of business, industrial, rail and airport uses. Anticipated traffic levels will necessitate improvements on existing roads. The timing at which these improvements will be made is based upon specific development projects and their impact on the circulation system.

Air Expressway has been designated as an Arterial Roadway from U.S. Highway 395 to National Trails Highway. Existing on-base roads will remain in place and additional Roads will be constructed to accommodate future growth on the base, and surrounding areas. To accommodate on-base traffic demand, the roadways shown within the SCLA Specific Plan area have been classified as follows:

TABLE 1
SCLA Specific Plan Roadways
Classification and Buildout Number of Lanes

Roadway	Segment	Classification	Number of Lanes
Phantom West Street	Air Expressway to Phantom West Street	Major Arterial, SCLA Specific Plan	4-lanes
Phantom East Street	Air Expressway to Phantom West Street	Super Arterial, SCLA Specific Plan	6-lanes
Perimeter Road	Phantom East Street to Colusa Road	Arterial	4-lanes
George Boulevard	Air Expressway to Phantom West Street	Major Arterial, SCLA Specific Plan	4-lanes
Carolina Avenue	M-Road to Phantom East Street	Major Arterial, SCLA Specific Plan	4-lanes
Colusa Road	Adelanto Road to Perimeter Road	Arterial	4-lanes
Desert Flower Road	Adelanto Road to Perimeter Road	Arterial	4-lanes
M-Road	Air Expressway to Desert Flower Road	Major Arterial, SCLA Specific Plan	4-lanes
C-Road	Adelanto Road to M-Road	Major Arterial, SCLA Specific Plan	4-lanes
D-Road	Adelanto Road to M-Road	Major Arterial, SCLA Specific Plan	4-lanes
E-Road	Adelanto Road to M-Road	Major Arterial, SCLA Specific Plan	4-lanes

Impacts and Mitigation

A traffic and circulation analysis, entitled Southern California Logistics Airport Specific Plan Amendment & Rail Service Project Traffic Impact Analysis, 2003, has been prepared for the Specific Plan and is incorporated into the Appendix of this Specific Plan, as Appendix A. The conclusions of the analysis have been incorporated into the design of the proposed circulation system. The analysis was based on the following assumptions:

1. The distribution of the traffic is changing somewhat as indicated in the preliminary traffic impact analysis and is projected to occupy all areas of the specific plan area other than those related to the airport activities of the former air base facility.

2. While the majority of existing on-base roads would remain in place, a system of arterials and collectors would be constructed as indicated in this Specific Plan, as well as the City of Victorville General Plan.

3. The development of the SCLA shall be limited to those trips generated by employees working on-site and trips generated by trucks serving the distribution/warehouse facilities and rail facilities as assumed within the SCLA traffic impact analysis, Appendix A.

It should be noted that any projects that meet the threshold contained within the adopted San Bernardino County Congestion Management Program (CMP) should be required to prepare a Traffic Impact Analysis (TIA) consistent with Appendix C of that document.

Public Services

The following is a partial list of the public and quasi-public agencies, which serve the Specific Plan area:

Police
The San Bernardino County Sheriff's Department is presently under contract to the City of Victorville to provide police protection and public safety services. These services include traffic and neighborhood police control, emergency calls, and crime prevention. The County Sheriff would respond to the project site from its station at 14199 McArt Road.

Fire
The City of Victorville Fire Department currently provides fire and life saving services from its headquarter station (Station 311, located at 16200 Desert Knoll Drive). Fire facilities currently exist on site, Station 312, and are utilized to serve the site. Also serving the site are Victorville Fire Department fire stations 313, located at 13086 Amethyst Road, and fire station 314 located at 17008 Silica Road.

Hospitals
Medical services can be provided to the site from St. Mary Regional Medical Center, Victor Valley Community Hospital, and Desert Valley Hospital. Victor Valley Community has 119 beds. St. Mary Desert Valley currently has 195 beds. Desert Valley Hospital currently has 76 beds. The site also contains a hospital which provided medical services during the operation of the base.

Impacts and Mitigation
Additional development of the site will result in an increased demand for municipal services. Techniques for mitigating impacts will be encouraged, such as security systems, fire protection systems, etc. Coordination with the Victorville Fire Department and the Police Department are required to determine improvements necessary to support future development.

Public Utilities

The following public utilities currently provide, or can provide, service to the Specific Plan area:

Wastewater - Victor Valley Wastewater Reclamation Authority
Water wells and City of Adelanto
Solid Waste - County of San Bernardino Solid Waste Management
Electricity - Southern California Edison Company
Gas - Southwest Gas Corporation
Telephone - Verizon California, Inc.

Water

Water service to the portion of SCLA formally George Air Force base is currently provided by the City of Adelanto. With the expansion of SCLA to the north and east, additional water demand is created and would necessitate supplemental water supply source(s) to service the anticipated demand. Five potential water supply sources that the City of Victorville could pursue for the SCLA:

- State Water Project (SWP)
- Victor Valley Water District (VVWD)
- Additional groundwater supply sources
- Baldy Mesa Water District (BMWD)
- Recycled Water

Upon use of two or more of these potential water sources described above, it is anticipated that adequate water supply will be available with buildout of SCLA.

Impacts and Mitigation

The Specific Plan may use large amounts of water or energy. The proposed project will increase demand for telephone service, natural gas and other utilities. End users are required to cooperate with utility providers to minimize adverse impacts on local systems. Compliance with State and local regulators for solid waste reduction, wastewater treatment will be required of new users. Energy conservation techniques will be encouraged to mitigate impacts.

Coordination with the City of Victorville is required in order to establish adequate water source(s) to support the development of SCLA, and to implement water facility improvements as necessary. Water conservation efforts will be encouraged as well to reduce the impacts to water usage. Cooperation with the Mojave Water Agency and other water-related agencies in water conservation methods and water supplement needs will also occur. Refer to the Improvement Plans section under Specific Plan Components.

Waste Disposal/Toxics

Since a portion of the site is a previously developed property, solid waste or toxics are currently generated. Existing solid waste disposal sites have the capacity to handle waste currently generated by neighboring users as well as that which could potentially be generated by the users. The industrial uses associated with the expansion area to the north and east, additional demand for solid waste facilities will be created. However, significant impacts are not anticipated upon adherence to all regulations in regards to source reduction and recycling.

Impacts and Mitigation

Industrial, commercial and aviation-related activities which will take place at the site will generate large amounts of solid waste. This impact will contribute to the shortening of the life of local solid waste disposal sites.

Potentially hazardous materials may be used with the commercial airport and rail operations and industrial activities on-site. This impact is significant only if the materials are handled improperly.

All waste will be transported to approved sanitary disposal sites. New developments or users are to consider alternatives to landfilling wastes, including recycling, compliance with State programs for waste reduction, and the use of recycled materials whenever possible.

All hazardous materials will be stored and handled in strict accordance with Federal and State requirements. No hazardous or toxic materials disposal will be allowed on-site.

Growth Inducement

Impacts and Mitigation

Development of the SCLA Specific Plan may induce growth in the area. While this may not in itself be an adverse impact, the growth inducement represents the potential for additional demands on natural and man-made resources and the environment.

The proposed project will create new employment opportunities which will in turn contribute, through taxes, investment, etc., to the ability of local authorities to deal with increased demand. These new employment opportunities may also help to mitigate, and offset to some extent, the loss of jobs resulting from the closing of George Air Force Base as a military installation.

Relationship to the General Plan, Zoning Ordinance and Other Planning Documents

General Plan

Land Use

This Specific Plan is consistent with the Land Use Element by establishing standards which include the intensity and density of development for a commercial air facility and other associated uses that furthers the goals of providing balanced land use in the City of Victorville, and ensuring orderly growth.

Housing

This Specific Plan addresses development of a commercial air facility with potential temporary residential housing. The temporary residential housing will occupy existing dormitories and officer housing facilities for workforce and military housing, and is bounded by SPAD to the north, Nevada Street to the east, Sabre Boulevard to the south, and Starfighter Street to the west.

The expansion of the SCLA Specific Plan area would result in the redesignation of rural, very low, and low residential uses to industrial uses, located in the northwestern portion of the City, adjacent to the SCLA boundary.[5] This redesignation is consistent with the City's intent as part of prior annexations of the Southern California Logistics Airport property to insure that land uses are compatible with the operations of the airport.[6] In addition, the SCLA Specific Plan expansion is located within the Victor Valley Redevelopment Project area and would be consistent with the Victor Valley Economic Development Authority (VVEDA) plan to promote economic development and ensure adequate access with the development of rail and industrial uses.

Circulation

This Specific Plan seeks to promote the goals and policies of the Circulation Element through a rational arrangement of circulation infrastructure with qualities of convenience and safety. The site will principally be accessed via I-15 and U.S. Highway 395. Interchanges exist at Mojave Drive, National Trails Highway, D Street, and Palmdale Road for access to I-15. At-grade access currently exists for U.S. Highway 395.Regional forecast year projections (Year 2025) without SCLA shows U.S. Highway 395 as an upgraded arterial highway with additional travel lanes and grade separations at future SR-18 and signalized intersections at major arterial crossingsto accommodate future regional traffic demand.

Existing on-base roads will remain in place and additional roads will be constructed to accommodate future growth. The existing and proposed on-base roadways along with their roadway designation have been added to the City's General Plan Circulation Plan to ensure future consistency between the SCLA Specific Plan and the General Plan.

The development of the SCLA shall be limited to those trips generated by employees working on-site and trips generated by trucks serving the distribution/warehouse facilities and rail facilities as assumed within the SCLA traffic impact analysis, Appendix A.

---

[5] Appendix B, Subsequent Program Environmental Impact Report, Section 4, Land Use and Relevant Planning, Housing Element.

[6] City of Victorville General Plan - Housing Element, page 42, first paragraph, second sentence.

Safety Element

This Specific Plan supports the City's goals of emphasizing public health and safety in land use planning. Preparation of the Specific Plan included an assessment of natural hazards and other environmental data for the project site. The data was incorporated into the planning and design standards of the Specific Plan. In addition, all construction within the site will be conducted according to the latest applicable fire and building codes and standards.

Environmental Resources

This Specific Plan provides for the maintenance of open space and the protection of natural resources. The Development Standards establish landscape and setback requirements for sites within the Specific Plan, and areas adjacent to the Mojave River east of the rail facilities may be protected as a natural open space area consistent with the goals and policies of the Environmental Resource Element. Archeological and/or paleontological resources identified on-site will be studied and/or collected by qualified professionals consistent with requirements of the UC Riverside Archeological Resource Unit and/or the San Bernardino County Museum Earth Sciences division.

Noise

The Specific Plan site is a generator of noise from aviation/air and rail transport activities and additional road traffic. The goals and objectives of the Noise Element will be promoted through remediation, prevention and mitigation measures identified with the *Final Environmental Impact Report: George Air Force Base General Plan, Prezoning, and Specific Plan* and *Subsequent Program Environmental Impact Report: Southern California Logistics Airport Specific Plan Amendment and Rail Service Project*, which is incorporated herein by reference.

Southern California Logistics Airport Community Plan Element

This Specific Plan is consistent with the SCLA Community Plan Element since the Element contains a compilation of all other General Plan elements. This Element provides a convenient reference and summary of SCLA's relationship to all elements of the General Plan, which are discussed above.

Zoning Ordinance

This Specific Plan supersedes, when established and effective in the City, any previous zoning for the subject property and creates a Specific Plan (SP) zone. This Specific Plan augments the development regulations and standards of the City of Victorville Zoning Ordinance. When an issue, condition or situation occurs which is not covered or provided for in this Specific Plan, the regulations of the Zoning Ordinance in effect at the time of approval of this Specific Plan and all subsequent amendments thereto from the time of approval of this Specific Plan that are most applicable to the issue, condition or situation shall apply. In the event that the provisions of this Specific Plan are in conflict with the Zoning Ordinance, the provisions of this Specific Plan shall prevail.

Relationship to the Victor Valley Economic Development Authority Activation Plan

This Specific Plan is the regulatory land use document, which implements the VVEDA Activation Plan. Prior to the adoption of this Specific Plan, VVEDA shall find it consistent with its Activation Plan. The consistency finding is necessary to ensure that the goals, policies and objectives of the Activation Plan will be adhered to in the administration of this document.

Relationship to the Comprehensive Airport Land Use Plan

This Specific Plan is the land use regulatory document; however, it must conform with an overall advisory plan for developments surrounding civilian aviation facilities. That advisory document is the Comprehensive Airport Land Use Plan (CALUP), which is developed to ensure consistency in the land use plans and development standards of the surrounding cities (e.g., Adelanto, Victorville), and unincorporated county area. In the event that development standards or projects developed by local jurisdictions are inconsistent with the CALUP, a 4/5 vote of the local legislative body would be required prior to implementation of such inconsistent standards or projects.

Specific Plan Components

Land Use Plan

The intent of this section and those which follow is to provide for development of a distinctive Commercial Airport able to accommodate aviation and aviation-related facilities and primarily compatible industrial, commercial, and public/recreational uses (Exhibit 8, SCLA LAND USE PLAN). The principal land use districts identified for development are as follows:

Airport and Support Facility (ASF): This use area is reserved for certain kinds of aviation-exclusive uses, including commercial airport terminals and hangars serving up to 15-million passengers annual (MAP), and certain aviation support-related industrial, non-aviation support-related industrial and commercial uses.

Industrial (I): This use area is intended for development of a broad range of industrial activities, including larger scale industrial, provided they are compatible with the ASF land use district uses.

Business Park (BP): This land use is intended to provide for a range of business oriented land uses including, industrial, commercial and office uses.

Public/Open Space (P/OS): This land use area provides for existing recreational areas and facilities to be maintained on SCLA, including the golf course, ballfields, swimming pools, gymnasium and other buildings, and is also designated on lands identified for future recreational facilities. Further, the educational facilities, which exist on SCLA fall within this land use district.

Runway Protection Zone (RPZ): This area has been identified and is restricted in use as it is affected by existing and current airfield operations, and contains navigational easements.

The Permitted and Conditional Uses sections under Development Standards lists the specific types of uses allowed within each land use designation.

Site Utilization

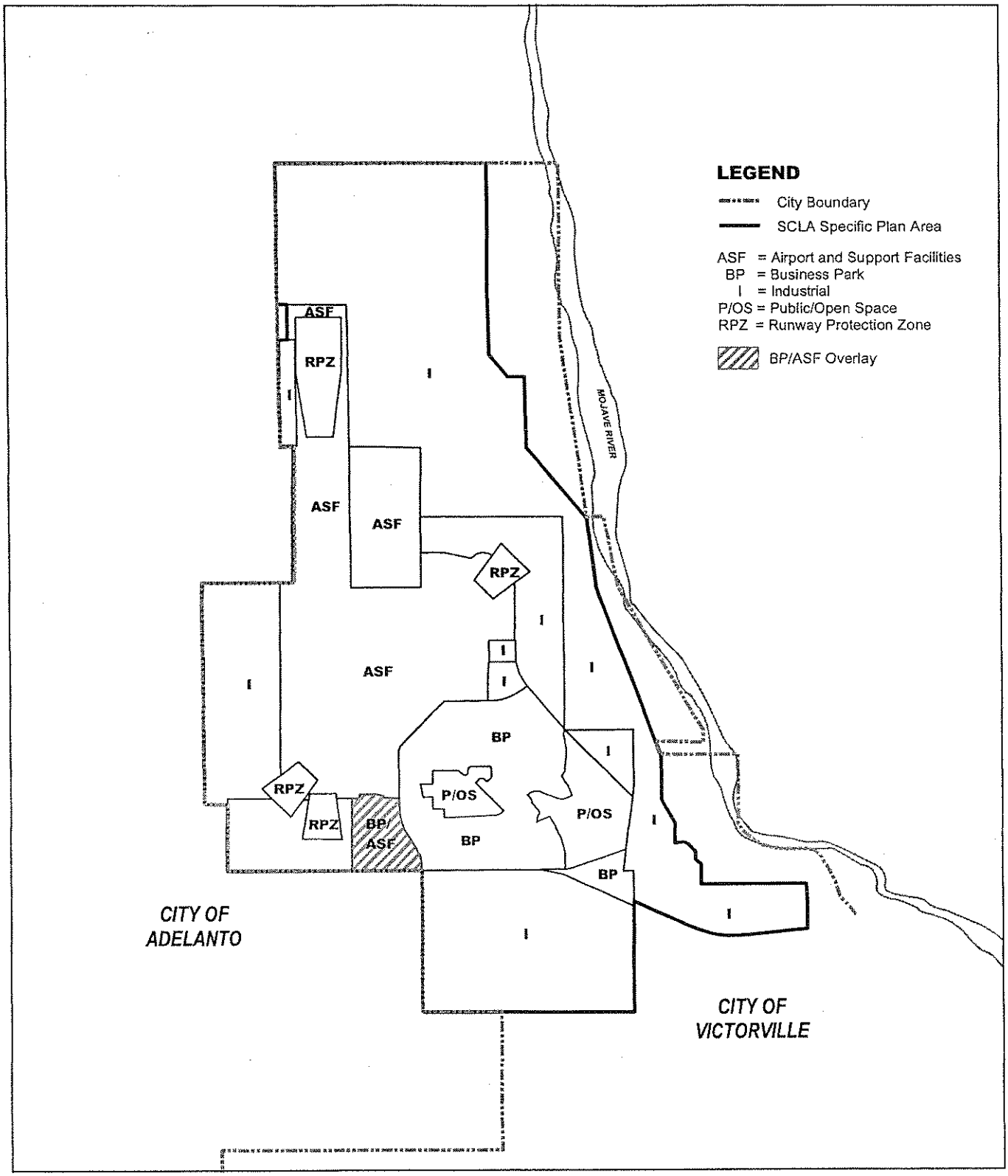
The following table outlines the allocation of land uses within the Specific Plan:

TABLE 2
LAND USE AREA

Developable Area:	Acres
Airport and Support Facilities (ASF)	2,120
Business Park (BP)[1]	1,160
Industrial (I)	4,773
Public/Open Space (P/OS)	350
Runway Protection Zone (RPZ)	300
TOTAL PLAN AREA	8,703

1. Approximately 130 acres of Business Park have been overlaid with Airport and Support Facilities providing for the approval of those uses with a conditional use permit.

Notes: Acreages are approximate and will vary with actual construction.



1 INCH = 5,000 FEET

SCLA LAND USE PLAN

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:\mdata/10102108/gis/arcinfo/exhibit08_scla land use plan.mxd February 27, 2004

EXHIBIT 8

Subdivision Concept

The Specific Plan site may be subdivided into parcels suitable for the allowable uses. This can provide for separate ownership of different land uses within the Specific Plan provided the ownership and/or subdivision does not conflict with the intent of this Plan.

Circulation Plan

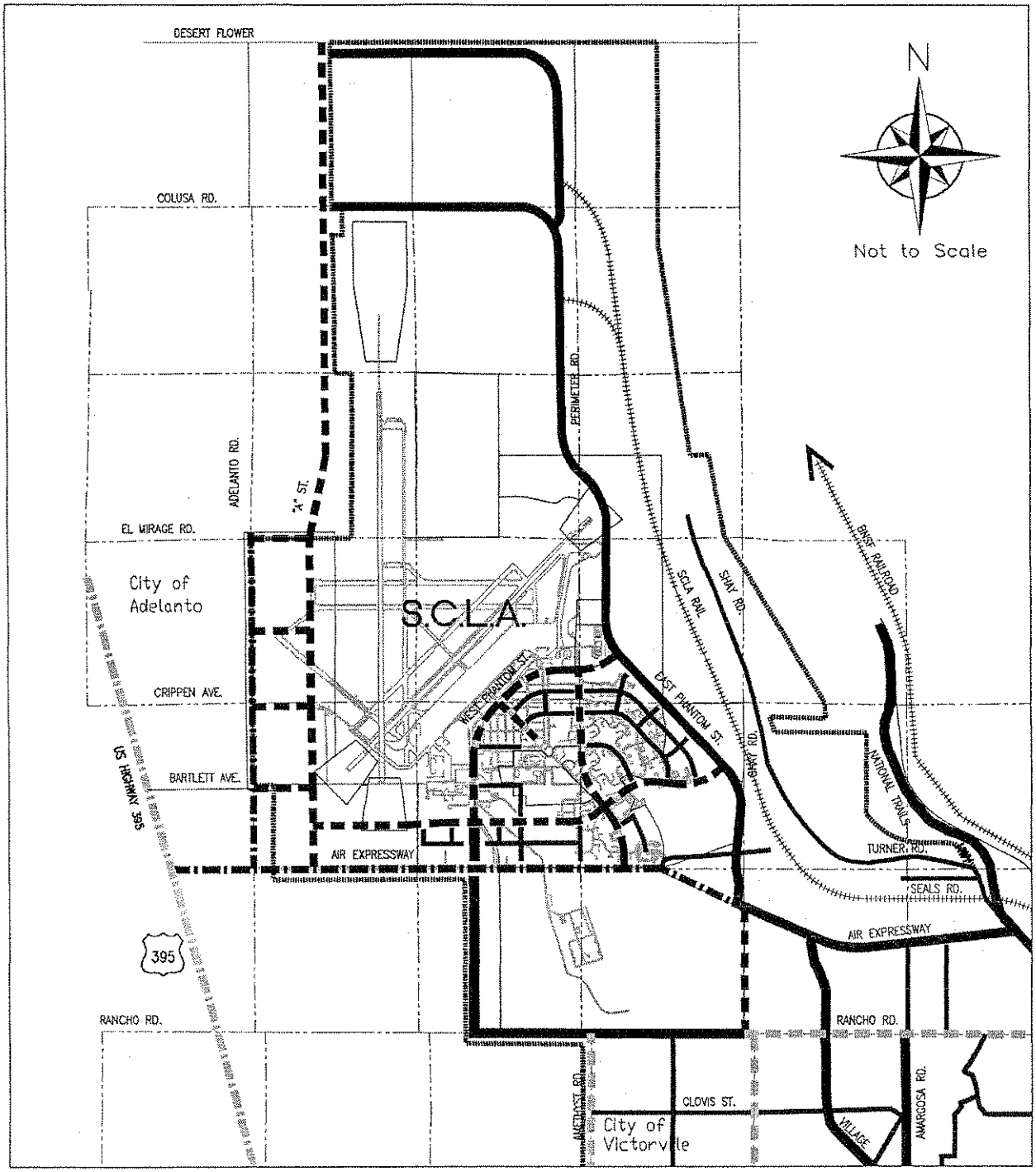
National Trails Highway and Village Drive, which currently connect Air Expressway to I-15 are also designated Arterials. Rancho Road, and El Evado Road to the site will be four-lane major Arterials. Air Expressway, which traverses and is off-site of the property is also planned as a minimum four-lane major arterial from U.S. Highway 395 to its connection to Rancho Road. Given the regional nature of the Specific Plan and increased traffic levels, the City will work with the Victor Valley Transit Authority and private developments/users on-site to establish a mass transit system to serve the site and connect it to population and employment centers in the Victor Valley (Exhibit 9, "CIRCULATION PLAN VICINITY").

Anticipated traffic levels will necessitate improvements on existing roads on-site. Phantom Road is proposed as a minimum four-lane Super Arterial to connect to Air Expressway. A new north/south road will be introduced, "Perimeter Road", which will connect future Colusa Road from the north to Phantom East Street to the south. Several roads connecting Phantom East and West Street to the rest of the site will be upgraded to Arterials. These include Cory Boulevard, Mustang Street, Sabre Boulevard, Starfighter Street and Nevada Street (Exhibit 10, "CIRCULATION PLAN SITE").

Additional on-base roadways have been introduced to improve traffic distribution on the base. The existing and proposed on-base roadways along with their roadway designation have been added to the City's General Plan Circulation Plan to ensure consistency between the SCLA Specific Plan and the General Plan.

The timing at which these improvements will be made is based upon specific development projects and their impact on the circulation system. Any projects which meet the threshold contained within the adopted San Bernardino County Congestion Management Program (CMP) shall be required to prepare a Traffic Impact Analysis (TIA) consistent with Appendix A of that document.

Street improvements will consist of asphaltic concrete pavement with aggregate base material (as necessary), concrete sidewalk, curb and gutter (six to ten feet from face of curb to edge of sidewalk), median curb, street lights, street signs, and striping (Exhibit 12, "STREET STANDARDS").



Circulation Plan Vicinity

LEGEND

- Victorville City Boundary
- SCLA Specific Plan Boundary

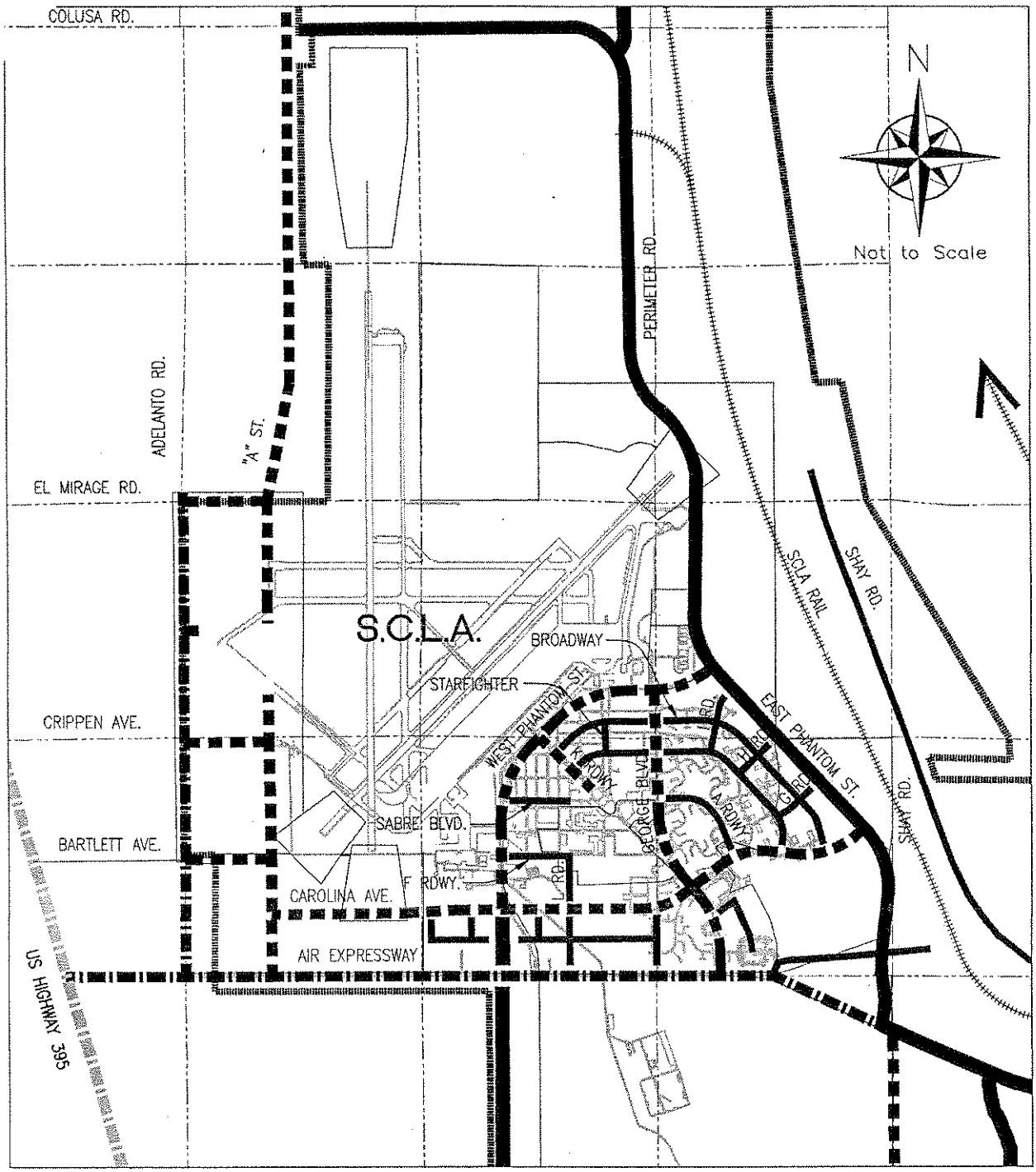
LEGEND

- Collector
- Arterial
- Major Arterial
- Major Arterial (SCLA Specific Plan)
- SUPER ARTERIAL
- SUPER ARTERIAL (SCLA Specific Plan)
- SCLA RAIL CORRIDOR (LEAD TRACKS)

Roadway and Rail Alignments are Conceptual

EXHIBIT 9

H:\POATA\10102108\DWG\EXHIBITS\SPEXHIBITS.DWG RON 3/1/04 11:31 am



Circulation Plan Site

LEGEND

- Victorville City Boundary
- SCLA Specific Plan Boundary

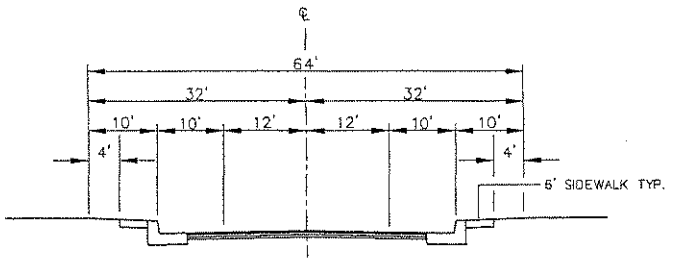
LEGEND

- Collector
- Arterial
- Major Arterial
- Major Arterial (SCLA Specific Plan)
- SUPER ARTERIAL
- SUPER ARTERIAL (SCLA Specific Plan)
- SCLA RAIL CORRIDOR (LEAD TRACKS)

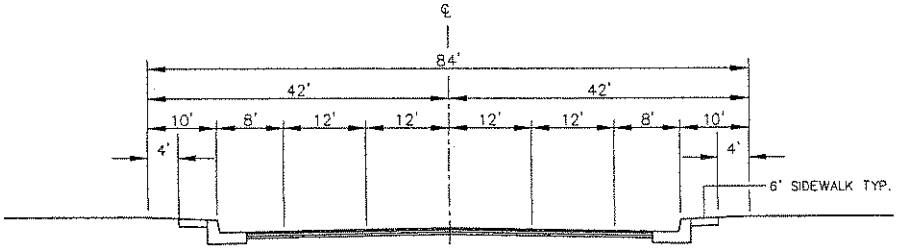
Roadway and Rail Alignments are Conceptual

EXHIBIT 10

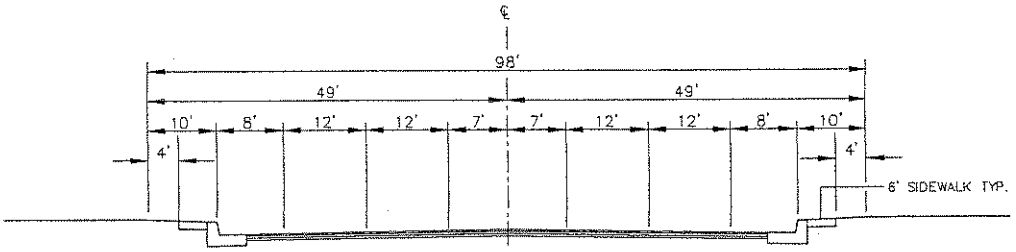
H:\PDATA\1G102108\DWG\EXHIBITS\SPEXHIBIT10.DWG RON 3/1/04 11:56 am



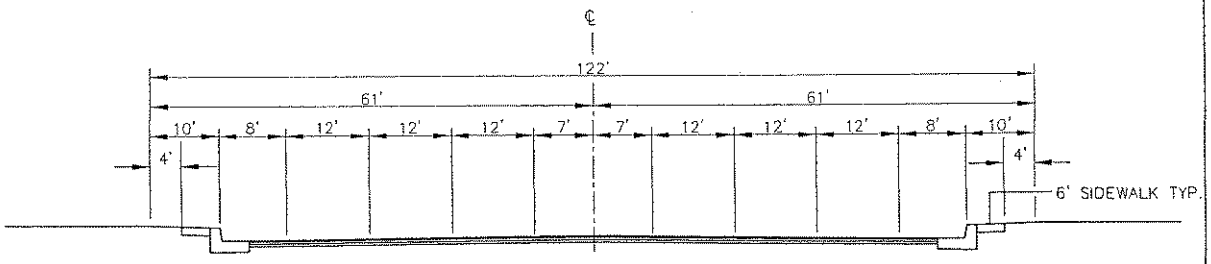
COLLECTOR STREET



(4 LANE) ARTERIAL



(4 LANE) MAJOR ARTERIAL WITH PAINTED MEDIAN



(6 LANE) SUPER ARTERIAL WITH PAINTED MEDIAN

SCLA Street Standards

Exhibit 11

Improvement Plans

Approximately two-thirds of the former George AFB site has been developed previously, during its status as a military installation. Given this fact, significant backbone infrastructure necessary for implementation of the Specific Plan is already in place. Any use proposed within existing facilities should be able to be established without modifications to the major components of this infrastructure. Therefore, few new utility or infrastructure systems are required in the developed areas. New storm drain, water and sewer service master plans shall be developed to address service to the existing undeveloped areas added to the Specific Plan. Further, this Specific Plan requires all new developments, or modifications or expansion of existing developments to be subject to review and approval of the Planning Commission through the site plan process. The impacts from these developments on the infrastructure system shall be evaluated by the City and referred to the affected utility companies for review and comment on the adequacy of the existing systems and their ability to serve the project(s). If necessary, changes will be made to these components at that time consistent with the service providers' requirements.

Drainage/Flood Management

Existing Conditions

The Specific Plan area is subject to storm flows from three primary sources: the Mojave River, a drainage course from Adelanto, and a drainage course from Victorville.

1. Mojave River:

   The Mojave River abuts the property on the east and traverses the area from the southeast to northwest and provides the greatest potential flood threat to the area. Flood flows originate from run-off from the San Bernardino Mountains to the south generally during the winter season. Major run-off from the other drainage areas tributary to the property most frequently occurs as a result of desert thunder storms during the summer season.

   The San Bernardino County Flood Control District has general jurisdiction over the Mojave River and is obligated to maintain a floodway free of encroachment as its commitment to the Corps of Engineers for constructing the Mojave Forks Site Dam located at the mouth of the river. The dam does provide substantial reduction of the peak flood flows. The District has rights-of-way over portions of the planned floodway of the river and in the past has performed limited maintenance in conjunction with the Army Corps of Engineers.

   Minimal improvements have been made in the area to confine the river and consist of minor diking and levee arrangements which attempt to direct flows towards the main flow path. At strategic locations, pipe and wire revetment has been installed to help protect the existing levees from erosion.

   Federal and local criteria requires protection from a flood that has an average frequency of recurrence in the order of once in 100-years and is the base flood used in the preparation of the Federal Insurance Administration Flood Area Maps.

A floodplain study conducted by the Corps of Engineers and published in a report dated April 1969, determined that the 100-year flood flow at the lower narrows is 24,500 cubic feet per second (cfs). A subsequent study by the Corps of Engineers in evaluating modifications to the Mojave River Dam for water conservation purposes published in June 1985, suggests the 100-year flood flow at the lower narrows may be closer to 32,000 cfs.

2. Overland Flows; Adelanto and Victorville:

The Specific Plan area is generally subject to sheet flow storm run-off from rainfall occurring on both on-site and adjoining lands. This sheet flow condition changes to occasional minor watercourses where flows have an opportunity to concentrate. Because all storm run-off ultimately is tributary to the Mojave River, significant off-site property is tributary to the Specific Plan area.

The land within the specific plan area slopes slightly toward the northwest. The slopes mildly at an average rate of approximately two to four percent.

Proposed Improvements

Overland Flows

The recommended systems outlined in the SCLA Storm Drain Master Plan (2001), the SCLA Expansion Master Plan of Drainage Addendum (2003), and SCLA expansion EIR Hydrology and Water Quality Technical Appendix (2003) are intended to provide a framework of general criteria and guidelines to assist in long-term runoff quantity and quality objectives. Overland flows from tributary off-site areas will be collected in a network of surface street flow trapezoidal concrete channels, with limited use of underground conduits. Refer to Exhibit 12, "DRAINAGE." Storm water runoff would be conveyed to various discharge points on the SCLA watershed. Within the Specific Plan area to the east and southeast, there would be major culvert crossings along the railroad, Shay Road and Phantom East. These facilities would provide 100-year flood protection and remove or minimize any flood hazards. In addition, energy dissipaters, detention basins and riprap pads are designed to be located at the downstream end of the watershed to reduce scouring. The drainage plan follows methods and procedures outlined in the San Bernardino County Hydrology Manual, and have been designed to collect, concentrate, and transport runoff off of the site in a manner that both provides 100-year flood protection and follows existing drainage patterns.
Grading will be necessary to construct roadways and building sites with the Specific Plan area. Project-grading will be accomplished incrementally as development unfolds over time. Individual parcels will require further grading to accommodate specific site plans.

All grading shall require the submission and approval of a grading plan pursuant to the Victorville Municipal Code. Unpaved and undeveloped land with slopes in excess of 15 percent will be subject to erosion control measures. Refer to the Landscaping Section under the Development Standards and to Chapter 18.57 of the Victorville Municipal Code entitled "Slope Protection District."

Water Quality Measures

Water quality detention ponds are basins that are proposed to temporarily hold the "first flush" for an extended period of time. These basins rely on detention time to allow physical settling of particulates to improve outflow water quality.

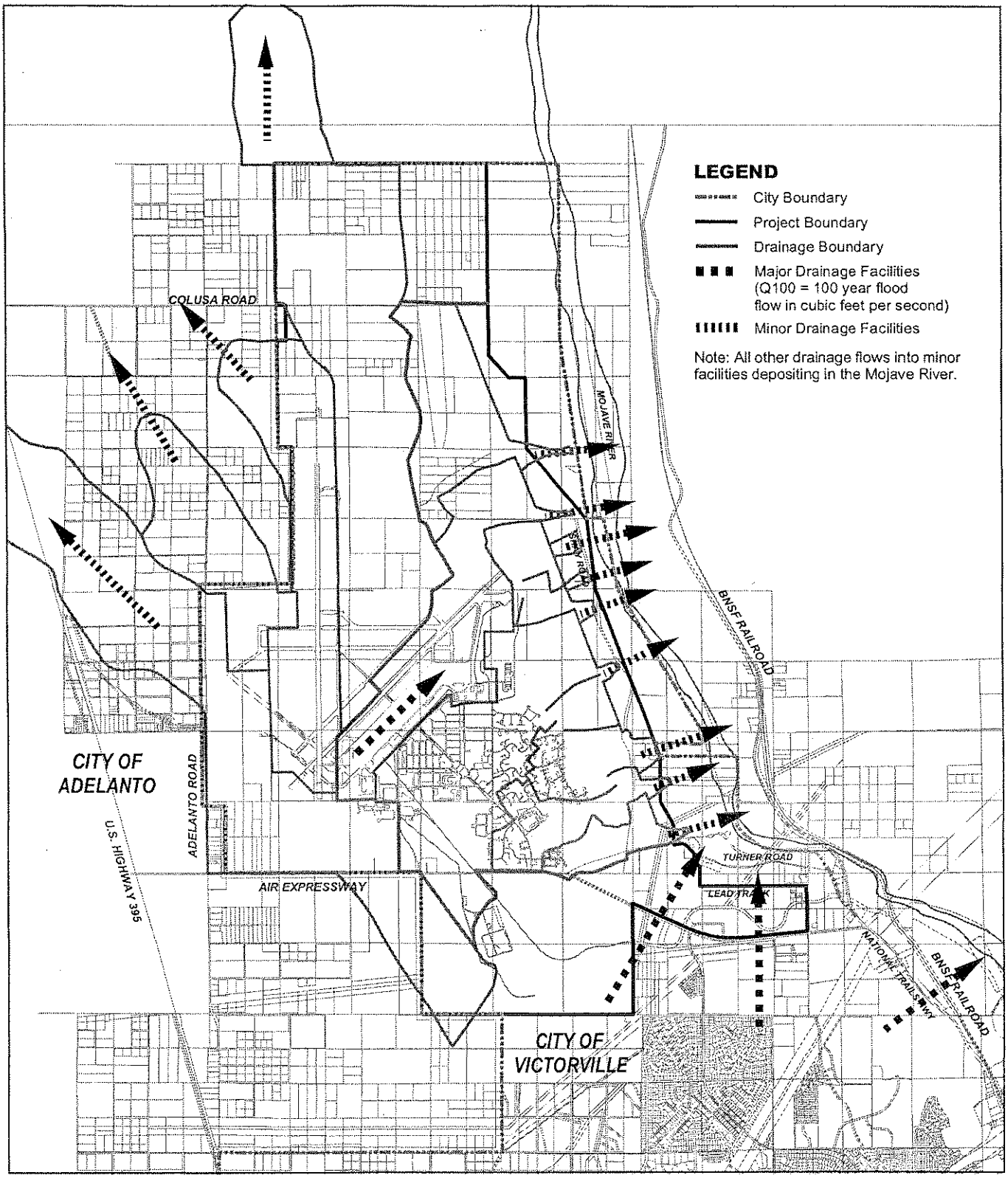
The drainage master plan accommodates with the SCLA Specific Plan area water quality detention basins that are strategically placed downstream of the rail yard. These on-site detention facilities border the eastern edge of the Specific Plan area (parallel to the Mojave River), and, because water would be detained for a period of time, they allow for the required size of downstream conveyance facilities to be reduced. Essentially, the detention basins are designed to be effective for controlling peak storm water discharges, which reduces downstream stream bank erosion. The Ultimate Storm Drain System included in the master plan depicts the potential location of these basins, and can be found in the SCLA Master Plan Drainage Addendum. The basins were sized based on storm precipitation patterns and runoff characteristics for the watershed area.

Water System

Existing Conditions

The City of Victorville is located within the boundaries of the Mojave River Ground Water Basin, which covers an area of 3,000 square miles and consists of five separate sub-basins (the Baja, Centro, Alto, Este and Oeste). Victorville and George Air Force Base have had independent water supply systems. George Air Force Base maintained its own wells. The project site currently derives water from eight wells located adjacent to the Mojave River, north of Turner Road about 0.5 to 1.0 miles east of the site. The land is owned by the City of Adelanto and was leased to the Air Force. The water well permit was vested jointly in the name of George Air Force Base and the City of Adelanto.

The distribution system has consisted of five ground level reservoirs (1,800,000 gallon total capacity), one elevated tank (500,000 gallon capacity), two pumping stations, five booster pumps, and three main supply lines (two 12-inch lines, one 14-inch line). The Department of Defense left the local distribution system in place. Attempts were originally made by the City to acquire additional information on this existing system in order to provide graphical information. However, this was unsuccessful, and therefore was not made a part of the original 1992 Specific Plan.



Water, Wastewater and Storm Drain Master Plan SCLA, RBF Consulting, September 2003

NORTH

1 INCH = 5,000 FEET

DRAINAGE

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:\mdata\10102108\gis\arcinfo\exhibit12_drainage.mxd February 27, 2004

EXHIBIT 12

Development as anticipated by the Specific Plan will create additional demand for water service, and would required the implementation of an improved water distribution system within the SCLA Specific Plan area. Although water service to portions of the project site is currently provided by the City of Adelanto, it is anticipated that the future demands of the SCLA Specific Plan (including the proposed expansion) will exceed the City of Adelanto's supply capability.[7]

At least two water supply sources are considered essential for water service to the existing SCLA Specific Plan area.[8] The expanded Specific Plan area creates additional demand, and would necessitate a third water supply source to provide adequate water service to the Specific Plan area.[9]

Five potential water supply sources that the City of Victorville could pursue for the proposed project include:

- State Water Project (SWP)
- Victor Valley Water District (VVWD)
- Additional groundwater supply sources
- Baldy Mesa Water District (BMWD)
- Recycled Water

State Water Project (SWP): State Water Project water is raw imported water currently being used as source water for the recently constructed supply system for the High Desert Power Plant located within the boundaries of the existing Specific Plan area. A turnout was constructed on Colusa Road for exclusive use by the power plant. However, it is understood that the supply system was constructed with excess capacity, which could provide beneficial domestic water service (with treatment) or irrigation water service (with minimal or no treatment) to the proposed project.

Victor Valley Water District (VVWD): The City of Victorville currently has an inactive domestic water connection for treated water supply from the VVWD. Potentially, an agreement between VVWD and the City of Victorville could be reached to activate the connection. However, based on its location (south of the intersection of Phantom East and Air Expressway), it may only be beneficial for the southern portion of the Specific Plan expansion area, and major facilities would need to be constructed to give VVWD's transmission system the capacity necessary for service to the Project.[10]

Additional groundwater supply sources: As part of the 2001 SCLA Water Master Plan study, a hydro geologic study was performed to investigate the feasibility of developing an independent groundwater supply system for the existing SCLA Specific Plan area. The investigation focused specifically on two potential groundwater extraction sites (one is a current groundwater production site utilized by the City of Adelanto, while the other is a site owned by the City of Victorville immediately upstream of the Lower Narrows/Mojave Water Agency groundwater metering station). The study determined that the City of Victorville-owned site could have limited production potential due to a shallow water-bearing medium. Other sources would most

---

7 SCLA Rail Service Project Water and Wastewater Master Plan Supplement, September 2003.

8 Water, Wastewater, and Storm Drain Master Plans, SCLA, September 2001.

9 SCLA Rail Service Project Water and Wastewater Master Plan Supplement, September 2003.

10 Letter, VVWD, September 21, 2000.

likely be needed to supplement flows for the proposed project. By contrast, the existing groundwater production site operated by the City of Adelanto should have abundant capacity to meet a major portion of the needs of the existing Specific Plan and Specific Plan expansion.

Baldy Mesa Water District (BMWD): BMWD is located to the southwest of the City of Victorville and south of the City of Adelanto. Any direct connections that could be made from BMWD to the City of Victorville would require the development and construction of many miles of pipeline. The suggested alternative to this is to make connections from BMWD to the City of Adelanto in efforts to further increase Adelanto's available water supply. Thus, more water would be available to the City of Victorville via the City of Adelanto's water system, indirectly from BMWD.

Recycled water: An immediately available option for water supply is recycled water from the nearby VVWRA regional wastewater treatment plant. Effluent from the treatment plant would likely be the most feasible non-domestic source of water for SCLA and surrounding areas. There has already been design of a non-domestic pipeline system that could potentially be used by the existing SCLA Specific Plan area. Within the design, emphasis was put on storage and pumping needs for the entire system.

The water sources to be utilized for the Specific Plan area will require improved water distribution systems to be constructed throughout project boundaries to serve proposed uses. Depending on the water source utilized for the project, off-site connections/improvements may be necessary (such as upgrades to the VVWD system and/or City of Adelanto system). The proposed project's water supply facilities would require distribution storage and would depend on the location of initial development. Refer to Table 3, "POTENTIAL WATER SOURCES AND NECESSARY ACTIONS."

TABLE 3
POTENTIAL WATER SOURCES AND NECESSARY ACTIONS

Potential Water Source	Necessary Actions
Second Adelanto Service Connection	❖ Coordinate with Baldy Mesa Water District for allocation capacity ❖ Coordinate with City of Adelanto for wheeling capacity thru City's system from Baldy Mesa WD to Second Service Connection ❖ Construct Storage Capacity
SWP Raw Water Service Connection	❖ Coordinate with MWDSC ❖ Construct new Turnout ❖ Construct Treatment Plant ❖ Construct Storage Capacity
Activate VVWD Service Connection	❖ Coordinate with VVWD ❖ Construct VVWD ❖ Construct Storage Capacity
Recycled Water	❖ (Off-site connections are currently being established)

Upon utilization of one or more of the potential water sources described above, it is anticipated that adequate water supply will be available to the proposed project.[11] The water master plan for the existing SCLA Specific Plan identified a phasing out of most of the existing facilities in transition to operating with new sources of supply and a split-pressure zone system.

Proposed Improvements

With the expansion of SCLA to the north and east, additional water demand is created and would necessitate supplemental water supply source(s) to service the anticipated demand as outlined in Table 3. Coordination with the City of Victorville is required in order to establish adequate water source(s) to support the development of SCLA, and to implement water facility improvements as necessary. End users are required to cooperate with utility providers to minimize adverse impacts on local systems. In order to meet the fire flow and industrial use water demand expected for the proposed development of the Specific Plan area , a more specific water distribution system within project areas will have to be evaluated at the time development improvements are planned.

Sewer System

Existing Conditions

The City of Victorville is responsible for the collection of liquid wastes and the Victor Valley Wastewater Reclamation Authority (VVWRA) is responsible for the treatment of wastewater and the major interceptor lines which collect the liquid waste from each participating community and deliver it to the reclamation plant.

The VVWRA owns, operates and maintains the regional wastewater reclamation plant located at the north end of Shay Road and adjacent to the Mojave River. The plant is currently operating at a daily average flow (2002/2003) of 9.1 million gallons per day (MGD). The VVWRA completed a plant expansion in 1990, which brought the plant's total permitted capacity from 4.8 MGD to 9.5 MGD, and in 2002, which further expanded the plant's rated capacity to 11.0 MGD. This capacity could be reached within the next two years, depending upon the growth rate within the Victor Valley. VVWRA is planning another plant expansion, which is anticipated to be completed in early 2006 that should increase plant capacity to 14.5 MGD.[12]

The VVWRA owns, operates and maintains the regional interceptor sewers that extend into the service areas of each of VVWRA's Member Agencies, including the City of Victorville. Each Member Agency owns, operates and maintains the local sewage collection system within its area, and connects it to VVWRA regional interceptor sewers through metered connections. George Air Force Base, though not a VVWRA Member Agency, is served by VVWRA through a special agreement. Under this agreement, the Base owned, operated and maintained the sewerage system on the Base, which is connected through two metered connection points to the VVWRA (Exhibit 13, SANITARY SEWER SYSTEM). The north connection point ("GAFB No. 1") lies near the site of the Base's abandoned sewage treatment plant. The line and meter station to which connection is made is owned, operated and maintained by VVWRA. The south connection point ("GAFB No. 2") lies about 1/2-mile east of the Base's eastern property line (within Section 30, T6N; R4W). The connecting line from the Base is owned by George AFB and the meter station is

[11] SCLA Rail Service Project Water and Wastewater Master Plan Supplement, September 2003.

[12] VVWRA updated information was taken from October 20, 2003 VVWRA letter to the City request for proposals for Regional Wastewater Treatment Facility expansion.

owned by VVWRA. Both connections are tributary to Schedules 1 and 2 of VVWRA's "Victor Valley Interceptor." This part of VVWRA's interceptor system has a capacity of 7.5 MGD and was expanded to accommodate increasing flows from VVWRA's Member Agencies. This project was completed in June 1993.

All discharges utilizing the VVWRA regional system must comply with all ordinances and regulations of the VVWRA and the City of Victorville with respect to discharge quantity and quality, sewer connection, and payment of all applicable VVWRA and City of Victorville fees and charges. Certain types of industrial dischargers could be required to pretreat their discharges, on an individual basis, in order to comply with such ordinances and regulations.

The development within the Specific Plan area will increase demand for sewer service in the project site vicinity. An improved on-site wastewater collection system would be required for the project. It is anticipated that the VVWRA wastewater reclamation plant would serve the site. Based on the number of employees and associated land uses, it is estimated that the development in the Specific Plan area could result in as much as approximately 3.5 MGD of wastewater being generated, ultimately at some point in the future if maximum buildout occurs.

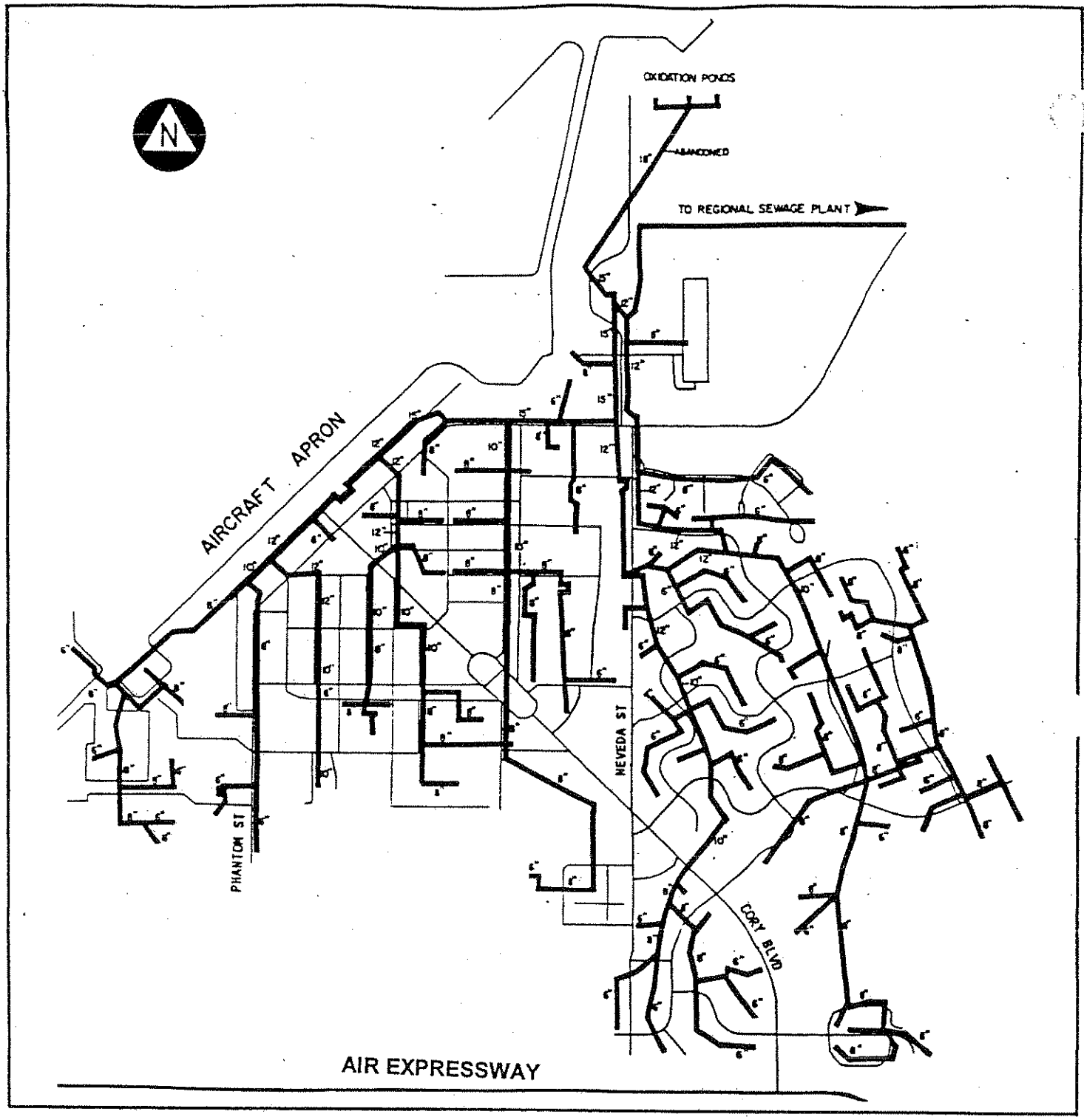
It should be noted that three alternative wastewater collection scenarios were outlined for the existing SCLA Specific Plan:[13]

- Alternative 1 is based on all wastewater flow by gravity to VVWRA's treatment plant;
- Alternative 2 utilized lift stations within the western portion of the existing Specific Plan area to convey wastewater to the SCLA #1 lateral; and
- Alternative 3 is based on the option to send a portion of the existing SCLA Specific Plan's flows to the City of Adelanto's collection and treatment system for serving the flows generated from the western portion of the existing SCLA Specific Plan.

It is anticipated that the wastewater collection systems of the SCLA Specific Plan area would be interconnected. As such, for conservative analysis of the proposed project, the wastewater analysis assumes Alternative 1 and Alternative 2 only (as listed above).

Regardless of the potential wastewater alternative, the SCLA #1 lateral would likely require upsizing or paralleling prior to buildout of the existing and/or expanded SCLA Specific Plan. In like manner, the Adelanto Interceptor may need to be upsized or paralleled. Flow monitoring of the Adelanto Interceptor and SCLA #1 lateral systems is recommended at various stages of development to closely monitor the capacity and gauge when upgrades would be necessary. It is anticipated that adequate sewer service would be available. Proposed gravity and force main sewer facilities would be concentrated primarily within the northernmost and southernmost ends of the project site, and would not require off-site facilities (with the exception of an off-site connection to the VVWRA facility). As such, upon implementation of necessary wastewater facilities, impacts in this regard are expected be less than significant.

[13] Water, Wastewater, and Storm Drain Master Plans, SCLA, September 2001.



LEGEND:

8" = Sanitary Sewer Main (with size)

Sanitary Sewer System

Exhibit 13

Wastewater collection would be provided by the City of Victorville. The existing collection system would be examined and evaluated for compliance with Victorville standards, and new systems would be installed as necessary where identified through the site plan process.

Proposed Improvements
Additional development within the Specific Plan area will require additional sewer main lines. Flow monitoring facilities will be utilized to monitor capacity of certain facilities at various stages of development to determine capacity and gauge when upgrades become necessary.

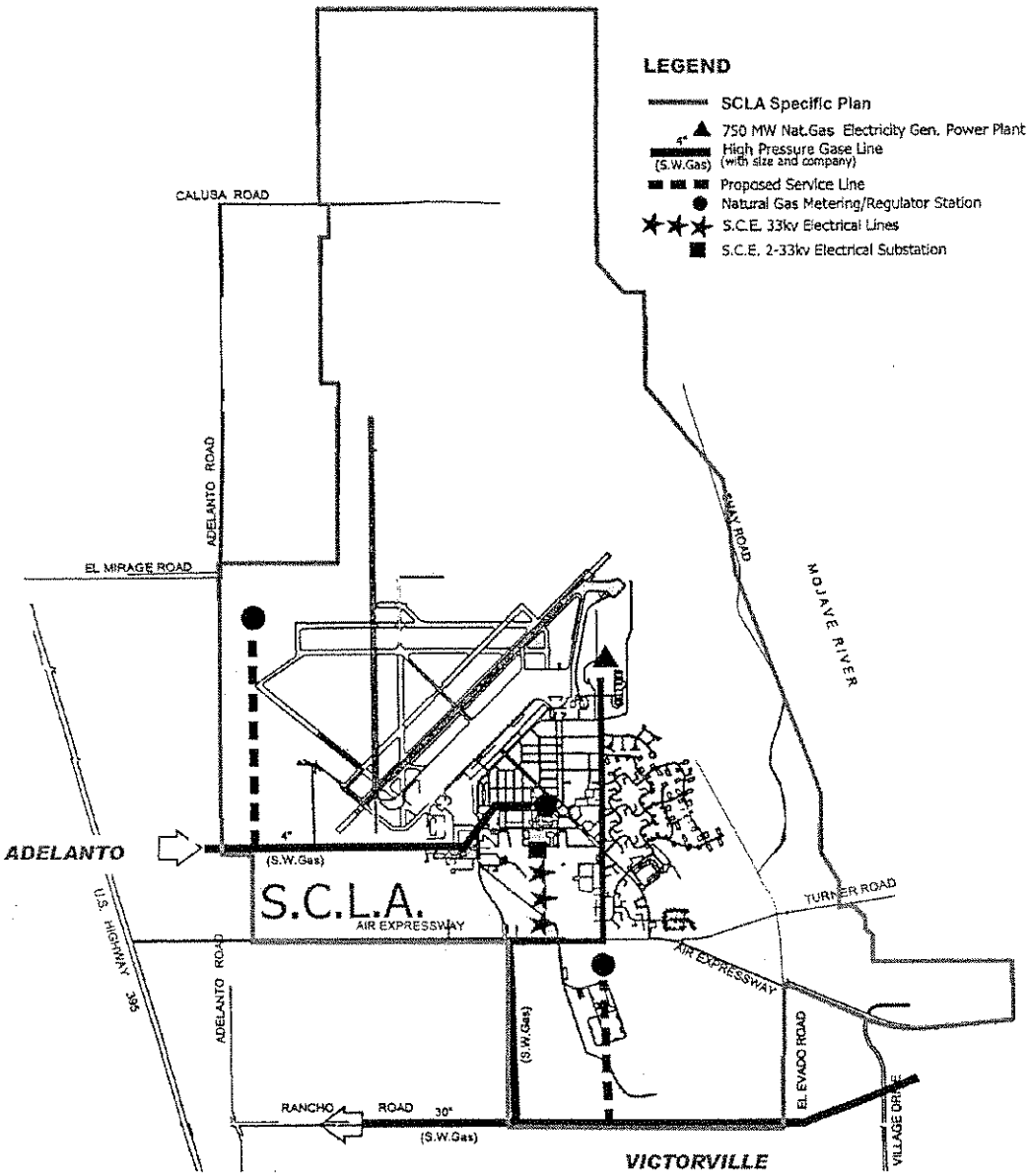
Utilities

The following additional public utilities provide service to the Specific Plan area:

Electricity - Southern California Edison Company (SCE)
Electrical service is provided by two (2) power transformers in parallel accepting 33 kilovolt (kv) circuits at a substation on-site (Exhibit 14, UTILITY SERVICE TO SITE). This substation, located on the west site of Starfighter Street (across from the water storage/treatment plant), feeds a 4 kv distribution grid of six main circuits and serves the entire site. However, a few facilities are serviced by a separate line from the Adelanto area. New development will be required to extend service lines on an as-needed basis.

The High Desert Power Project, Limited Liability Company (HDPP) is constructing a 750 MW natural gas fueled electricity generation power plant. The proposed project is to be located in the northeast corner of the Southern California Logistics Airport, in the city of Victorville. This power plant will be about 30% more fuel-efficient than the existing gas fired plants in California, producing power with proportionately less pollution and lower water use. The City of Victorville may move towards establishing a municipal utility that could provide electrical service to the SCLA Specific Plan area at some point in the future.

Natural Gas - Southwest Gas Corporation (SW Gas)
Natural gas service is provided from two transmission lines. A four inch high pressure line feeding a metering/regulator station on the east side of Sno Street enters the site from the west along Baseline Alley (Exhibit 14). Approximately 36,000 linear feet of gas lines extended from the station and serve the entire site, excepting areas south of Air Expressway and west of the runway. The area west of the runway can be served by the four-inch line. A 30-inch high pressure line from Southern California Gas Company, running westerly along Rancho Road, could be used by Southwest Gas for the un-served area south of Air Expressway. This will be determined as new development is proposed. The City of Victorville may move towards establishing a municipal utility that could provide gas service to the SCLA Specific Plan area at some point in the future.



NORTH

MAP NOT TO SCALE

UTILITY SERVICE TO SITE

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:\data\10102108\gis\arcinfo\exhibit14_utility service to site.mxd February 27, 2004

EXHIBIT 14

Solid Waste - County of San Bernardino Solid Waste Management

A contract hauler served the site when it was a military installation. Individual businesses will be required to be served by a solid waste hauler. Therefore, a similar contract will be established with a local hauler for collection of solid waste and disposal off-site at the Victorville landfill, a Class III landfill operated by the County of San Bernardino. In addition, the waste stream generated from the site will be reduced in accordance with State waste reduction legislation. This may include locating recycling, waste separation and/or collection facilities on-site.

Telephone - Verizon

Consistent with other utilities, a telephone system currently exists on-site within portions of the former air base and is served by Verizon. Upgraded and new backbone systems would be necessary to serve new development in existing and expanded areas of the Specific Plan. New development would need to connect to this system and comply with requirements of Verizon.

These utilities have sufficient capacity to meet the demands of the project. Easements for all new utility lines will be provided in the roadway system or other appropriate locations within the Specific Plan area acceptable to the respective utility companies.

Financing

Improvements necessitated by this Specific Plan shall be financed through a variety of public and private financing methods, the exact mix of which is still to be determined. Such financing methods may include Redevelopment Agency (RDA) tax increment monies; financing secured through assessments levied pursuant to the provisions of the Municipal Improvement Act of 1913; California Streets and Highways Code Section 1000 et seq.; special taxes pursuant to the Mello-Roos Facilities Act of 1982, being Chapter 2.5 of Division 2 of Title V of the California Government Code, commencing at Section 53311 thereof; Industrial Development and Mortgage Revenue Bonds; Community Development Block Grant (CDBG) funds; Economic Development Administration (EDA) funding; Federal Aviation Administration Grants; and other available methods of financing public infrastructure improvements. It is the intent that adequate public services and improvements are financed in the most cost-effective manner, with emphasis placed on spreading the cost of the improvements to the areas of benefit.

Development Standards

Table 4
LAND USE AREA

Developable Area:	**Acres**
Airport and Support Facilities (ASF)	2,120
Business Park (BP)[1]	1,160
Industrial (I)	4,773
Public/Open Space (P/OS)	350
Runway Protection Zone (RPZ)	300
TOTAL PLAN AREA	8,703

1. Approximately 130 acres of Business Park have been overlaid with Airport and Support Facilities providing for the approval of those uses with a conditional use permit.

Notes: Acreage is approximate and will vary with actual construction.

I. Purpose

The purpose of this section is to establish the specific standards and principles, which will guide the development of the Southern California Logistics Airport Specific Plan. The standards and principles contained herein are meant to ensure quality design and coordinated development of the Plan area.

Site Plan Review

Except as specified in this Section, all new developments, or modification or expansion of existing developments, shall be subject to review and approval of the Planning Commission pursuant to Chapter 18.71 of the Victorville Municipal Code entitled "Site Plan." The regulations in the following Section shall be used as a benchmark with which to evaluate the proposal during the site plan process.

II. General Regulations

Numerous buildings currently exist on-site. These buildings were constructed over the fifty-year life of the sites' development and were subject to several standards of building setbacks, building height and construction types. Consequently, the site plan review process is to be used to ensure consistency with applicable codes when expansion or modification is proposed. However, if an existing building is designed for a particular occupancy and occupied by that use prior to Base closure and the new use will be the same occupancy that use shall be treated as a non-abandoned use and, therefore, the use can be reestablished with no discretionary review. This section shall not apply if there is any physical modification (i.e., landscaping, parking, signage) or expansion of the structure.

A. Parking/Loading

Requirements

Regulations for parking are intended to ensure sufficient off-street parking and loading facilities are provided so as to prevent traffic congestion and aid in the efficient conduct of business. Uses within this Specific Plan shall be subject to the parking standards and requirements identified within Chapter 18.60 of the Victorville Municipal Code entitled "Off-Street Parking."

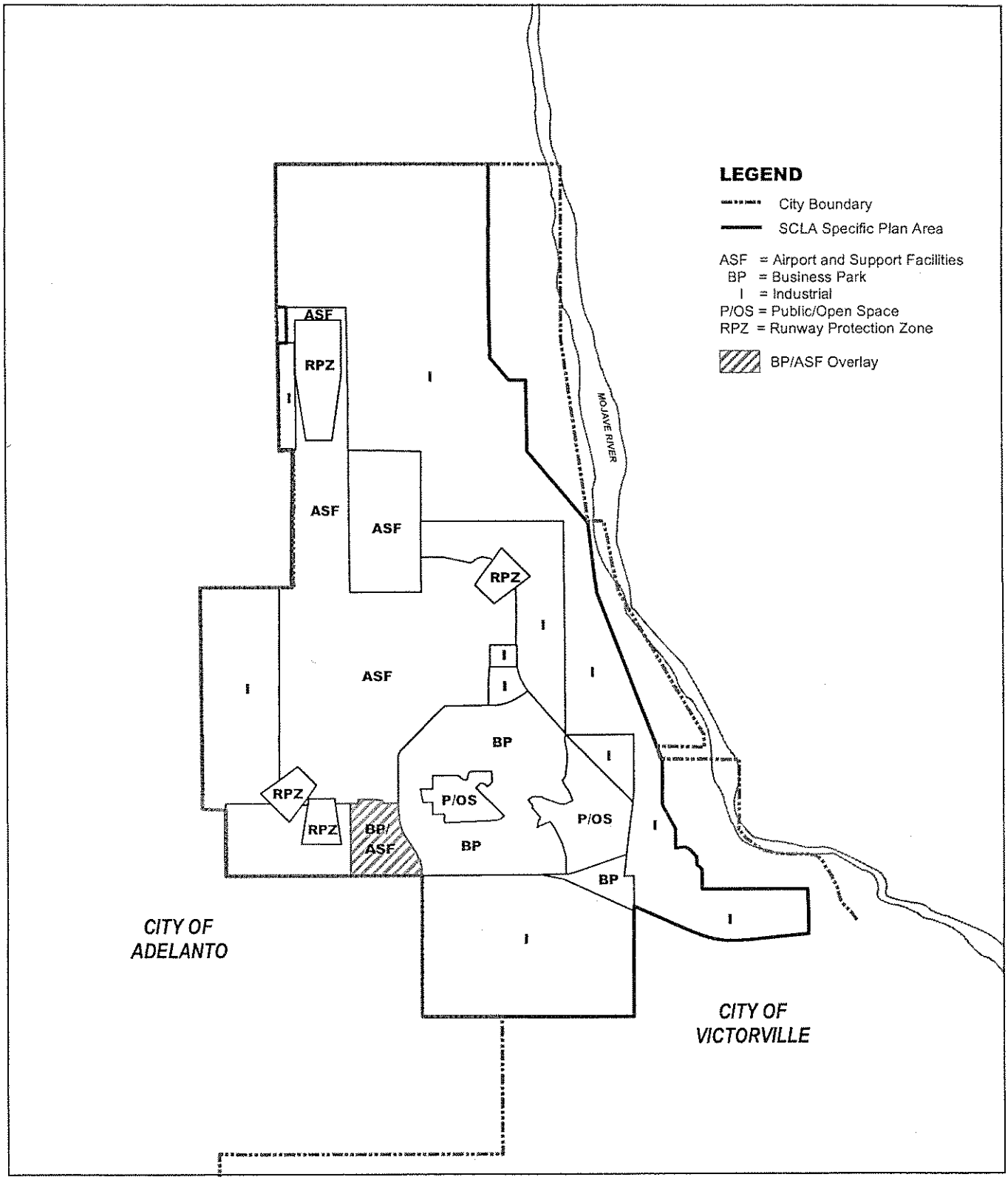
Any use for which a parking standard is not listed within Chapter 18.60 shall be subject to a standard established by review and determination of the Planning Commission.

Shared Parking

Due to the contiguous and potential interrelated nature of the land uses within the Specific Plan area, shared parking may be utilized upon review and approval by the Planning Commission pursuant to the site plan and/or conditional use permit process.

Loading Facilities

There will be no loading lanes on the streets within the Specific Plan area. All required loading facilities shall be located on the same site as the use requiring such facilities. Sufficient space for turning and maneuvering loading vehicles shall be provided on the site.



NORTH

1 INCH = 5,000 FEET

SCLA LAND USE PLAN

RBF CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

M:\mdata\10102108\gis\arcinfo\exhibit15_scla land use plan.mxd February 27, 2004

EXHIBIT 15

Loading spaces shall be so located and designed that trucks shall not back into a public street or alley nor shall a loading area be designed to require the use of a public right-of-way for direct access to a loading dock.

For commercial use areas, all loading facilities shall be located or screened in such a way as not to detract from the aesthetics of the building, adjacent buildings, or pedestrian areas.

B. Landscaping

Landscaping development standards are intended to encourage an attractive, visually cohesive development with sufficient variety to express the individuality of each user. Landscaping should be used to humanize the scale of buildings and parking lots, to soften building lines, to screen from public view less attractive elements of a given project and to stabilize slopes. All landscaping shall be compatible with Climate Zone 11 as identified in the Sunset Western Garden Book.

C. Fences/Walls

1. Fences, walls, and/or landscaping shall also be used on the perimeter of properties to define property limits, separate use areas, and provide on-site security

2. Fences shall not exceed a height of eight feet in rear and/or side yards and four feet in front yards for commercial, aviation, open space and industrial land uses. Exceptions to this limitation may be allowed if approved by the Planning Commission pursuant to the site plan and/or conditional use permit process.

D. Exterior Lighting

1. Project lighting should be concentrated at the main entries and along major roadways or landscape features.

2. Low intensity energy efficient parking lot lighting should be used. Parking lot lights should be secondary to the illumination of buildings and landscaped features.

3. Low level, direct lighting on pedestrian walkways should be used.

E. Signage

Signs shall be used for the purpose of identification and direction. The design of permitted signs shall be architecturally integrated with the building design. The design of identification and directional signs including the location, materials, colors, copy and the method of signing, size and construction shall be approved by the City in accordance with the existing sign ordinance except as noted herein. For specific signage regulations, see the development standards for the specific land uses following this section.

General Requirements

1. No sign shall be installed or constructed until it has been approved as being in accordance with the provisions of this Specific Plan.

2. Logos or identification symbols shall be considered signs.

3. All signs and their supporting structures shall be structurally safe and maintained in good condition.

4. All freestanding monument signs shall be constructed of cast concrete, masonry, stucco (on concrete or masonry), metal or wood.

5. All signs and their supporting structures shall comply with the uniform building and electrical codes as adopted by the City of Victorville.

6. Identification signs shall be limited to the display of the name and/or symbol of the business or businesses occupying the site.

7. All detached business identification signs shall be of such materials and design to be compatible with and complimentary to the on-site design concept as well as landscape and physical design features.

8. Illumination - detached business information signs may be illuminated by continuous and uniform internal illumination, back lighting, or ground lighting. No flashing or moving lights will be permitted. No unprotected lamp providing sign illumination shall be directly visible when viewed at a normal viewing angle from a distance of twenty feet or more. No sign illumination shall cast a glare visible from any street or access drive.

9. Business or building identification signs may be mounted to any vertical surface of a building or building associated wall provided such signs appear as an integral part of the overall architectural and site design concept.

10. Building-mounted business or building identification signs may be illuminated by internal illumination or back-lighting provided that the color and intensity of such lighting appears as an integral part of the overall architectural and sign design concept.

11. Directional Sign. A permanent sign or signs used to direct and control pedestrian and/or vehicular traffic from right(s)-of-way or property adjacent to right(s)-of-way to the use which it is intended to serve shall be allowed subject to review and approval of the Director of Planning. Such signs shall be consistent in format throughout SCLA.

F. Federal Aviation Administration Approval

Any project for which a notice of construction or alteration is required by the Federal Aviation Administration under FAR, part 77, shall submit a copy of the FAA application to the Airport Land Use Commission and provide the City with the FAA and ALUC response. If the ALUC requests review of the project, then the project shall be submitted to the ALUC. The ALUC determination shall be sent to the City from the date of referral of the application to the ALCU, and shall be considered before the City takes any action on the project. If the ALUC fails to refer the determination, the proposed project shall be deemed consistent with the Southern California Airport Land Use Plan.

III. Land Use Districts

The following specifies those uses allowed in the SCLA Specific Plan Area consistent with Exhibit 15, SCLA LAND USE PLAN, and Table 4, SCLA LAND USE AREA, and shall also be found consistent with the CALUP. In addition, in any land use district any limited term military activities on the former George Air Force Base can be administratively approved if approval is received from the Southern California Logistics Airport Authority (SCLAA).

Any use proposed with the SCLA Specific Plan must first comply with the permitted and conditionally permitted uses outlined in the Land Use Districts, secondly the development standards within the specified land use district.

A. Airport and Support Facilities (ASF) District.

This land use district is intended to provide for the primary use of the site, a commercial airport, and related uses. However, since there are existing structures and vacant land which, in the short term, will not be utilized for the airport or as support facilities transitional industrial activities can use ASF district properties so long as their establishment does not involve new development nor interfere with the operation of the airport as determined by the Southern California Logistics Airport Authority (SCLAA).

The following permitted uses shall be allowed in the ASF District:

1. Commercial airport, including runways, terminals, hangars and navigational support systems;
2. Aircraft storage facility;
3. Aircraft repair facility;
4. Aircraft fuel facility;
5. Aircraft sales.
6. Other uses related to the operation of a commercial airport.
7. Uses allowed as "permitted uses" in the Industrial (I) district.

B. Industrial (I) District.

1. This land use district is intended for development of a broad range of industrial activities. This district shall be implemented consistent with uses and regulations set forth in Chapter 18.44 of the Victorville Municipal Code, entitled

"M-2 - Heavy Industrial District." In addition, this land use district will allow, as a permitted use, areas of the industrial district to be used for an Intermediate Staging Base for Military operations.

The following principal uses are allowed if approved pursuant to Chapter 18.74 of the Victorville Municipal Code, entitled "Conditional Uses:"

Correctional Facility
Power or Power Generating Plant

C. Business Park District (BP)

The Business Park District is intended as an area providing a wide variety of uses, including industrial, office, research and development, and commercial. Commercial and office uses are encouraged in this area to serve the needs of the employee population of the airport and support facilities and industrial uses in the project area. Development standards of this district shall be those specified within Subsection 8 through 15, including accessory uses, building site areas, yards, building height, landscaping, fences, walls and hedges, signs and the like included herein under Section III.C, Business Park District, of the Development Standards Chapter.

1. PERMITTED USES. The following principal uses are permitted in the Business Park district.

   a. Distribution centers;

   b. Financial institutions, mechanical equipment repair, publications company, plumbing, sign making, and glass installation

   c. Manufacturing, compounding, assembly, packaging or treatment of articles or merchandise from the following previously prepared materials: canvas, cellophane, cloth, cork, feathers, felt, fiber, fur, hair, leather, metals, paper, plastics, textiles, wood, yarns and the like.

   d. Manufacturing, compounding, assembly, processing, packaging or treatment of the following products: candy, clay, cosmetics, drugs, electrical appliances, instruments, computers, radios perfumes, pharmaceuticals, toiletries, food and the like.

   e. Office building, business and professional uses;

   f. Other uses similar to the above if approved by the Planning Commission.

   g. Parcel delivery terminal;

   h. Rental and/or supply business;

   i. Research, medical and dental laboratory;

j. Self-service storage facility;

k. Transportation facilities;

l. Warehousing, storage and/or wholesale;

2. CONDITIONAL USES. Uses that are conditional are subject to review for determination of restrictions and mitigation consistent with the established Safety Review Areas. The following principal uses are conditional in a Business Park district and shall be conditionally permitted only if approved pursuant to Chapter 18.74 of the Victorville Municipal Code, entitled "Conditional Uses":

a. Any and all uses enumerated in this district that involve selling alcoholic beverages for either on-premise and/or off-premise consumption; a) when a finding recommending to the Department of Alcoholic Beverage Control that public convenience or necessity will be served by the alcoholic beverage sale is needed consistent with Business and Professions Code Section 23958.4 and required by Section 18.58.190 of the Victorville Municipal Code entitled "Finding of Public Convenience or Necessity", and/or; b) when selling hard liquor in conjunction with a fuel dispensing facility;

b. Any and all uses enumerated in this zone district where outdoor uses are conducted (i.e., lumberyard, building materials and contractor storage yards, open air sale, display and storage, including, but not limited to, new or used automobiles, boats, campers, mobile homes, motorcycle sales, rentals and the like);

c. Automotive rental; and

d. Convenience market of the like;

e. Health club and sport centers;

f. Hospital, clinics and public health facilities;

g. Hotel and lodging;

h. Institutions;

i. Lumberyard, building materials and/or contractor storage yard and corporation yard;

j. Off-site parking lot and/or parking structure;

k. Other uses similar to the above if approved by the Planning Commission.

l. Petroleum refining, storage or wholesale;

m. Private schools and trade schools;

n. Public service such as government office, utility office and facility, fire and police station, emergency service dispatching facility, and/or maintenance yard;

o. Restaurant, fast food, portable food and beverage cart;

p. Retail fuel dispensing facility

q. Schools, libraries, churches, hospitals, nursing homes, day-care centers;

r. Scrap metal recycling center;

3. Permitted Temporary Uses. Residential use of existing military housing and dormitories for temporary workforce and military housing.

4. Accessory Uses. In the Business Park district, a child day nursery or day care facility that qualifies as an accessory use and serves any use in this district, and is permitted per CALUP.

5. Building Site Coverage. Maximum site coverage shall be no greater than 50%.

6. Setbacks: The minimum required yard setback shall be as follows, provided that each requirement shall be increased by one foot for each foot of building height in excess of thirty feet:

Front yard:	From local street: 16-feet from back of curb From Four Lane Arterial: 24-feet from back of curb
Rear yard:	10-feet
Side yard:	10-feet

The following are allowed in any required setback area but shall not obstruct sight distance for access, nor restrict emergency access to the building structure.

Driveway entrances
Fountains
Landscaping
Lattice/Trellis
Mechanical equipment/Utilities
Patios
Walks
Walls and Fence
Eaves, steps and staircases may intrude up to a maximum of 3-feet into the required yard area.

7. Building Height. The maximum building height is 45-feet, or 35-feet if the building structure is located within 50 feet of any "R" district. Building height restrictions apply to all buildings and structures, including antennas.

8. Lighting. Exterior lighting is required for all employee and visitor parking areas, walkways, and building entrances and exits. No light standard shall exceed 10 feet in height unless the light standard has a light cutoff of 90 degrees or less, in which case the maximum height shall be 30 feet. Lighting shall be designed and installed so as to minimize light spill over onto adjacent lots.

9. Parking. Parking shall be provided in accordance with Chapter 18.60 of the Victorville Municipal Code entitled "Off-Street Parking". No on-street parking is permitted within the SCLA project area. Required off-street parking shall be provided on the site of the use served, on a contiguous site or within 300-feet of the subject area.

10. Landscaping. A minimum of at least 3% of the parking surface area, exclusive of frontage planting, must be devoted to landscaping as specified in the City of Victorville Municipal Code, Chapter 18.60.140. Where development sites or parcels are greater than 50 acres, a reduction to the minimum landscaping within the parking surface may be considered by the Director of Planning and Development. In addition, each site must incorporate the City of Victorville Water Conservation Guidelines and the City of Victorville Guidelines Specifications for Landscape Development.

11. Fence, Walls And Hedge. Property line wall and/or fencing heights shall not exceed 8-feet. Fencing of walls taller than 6-feet will require building permits.

12. Loading Dock Areas. If a loading dock area faces a street, the loading dock area shall be screened from view from adjacent streets.

13. Outdoor Storage and Equipment Areas. Storage areas and equipment shall not be located in any required setback area or side yard except for electrical or telephone equipment installed by utility companies.

    Screening shall be provided so that materials stored in the storage area and/or equipment at grade or on the roof are screened from view from all adjacent streets and properties at the same grade.

14. Signs.

    The total sign area of building identification, business identification, and business directory signs accessory to all uses on each lot shall not exceed three (3) square feet for each linear foot of lot frontage. The maximum total area of a permitted sign on a single parcel shall not exceed 450 square feet. For a use located on a corner lot, additional signs and wall sign area shall be allowed for, and utilized on, the secondary frontage based on twenty-five (25) percent of the computation used in calculating the wall sign area for the primary frontage.

    Where two or more uses occur on a single parcel, each use shall be permitted up to two signs. Each use shall be allocated a proportionate share of combined wall sign area, at three (3) square feet of signage per linear foot of business frontage. Where a

building has frontage on more than one street, only the signs calculated for the frontage of that street shall face that street.

The following signs are permitted in the Business Park District (BP):

Business Identification

1. Wall signs as defined in Section 18.62.010;

2. One freestanding sign for each separate parcel developed;

   a. Such signs shall be limited to no more than one hundred (100) square feet of sign area per face or not more than two hundred (200) square feet of sign area for all faces, excepting where such sign is utilized for more than one use, in which case the sign shall be limited to no more than one hundred fifty (150) square feet of sign area per face or no more than three hundred (300) square feet of total sign area of all faces.

   b. Such signs shall be limited to a height not to exceed twenty-four (24) feet.

   c. Freestanding signs, except monument signs, may project into the front yard setback in accordance with the following schedule A:

Clearance to Sign Face	Maximum Projection
Less than ten feet	Not permitted
Ten feet	One foot
Ten feet to eighteen feet	One foot plus six inches for each foot of clearance in excess of ten feet
Over eighteen feet	Five feet

3. One monument sign in lieu of other freestanding signs for each separate parcel developed;

   a. The permitted sign area of such sign shall be based on the following formula: one square foot of monument sign area for each four linear feet of the frontage of the lot for which the sign serves, or a maximum of forty-eight (48) square feet per sign face;

   b. Monument signs shall be limited to a height of six (6) feet and a length of ten (10) feet;

   c. Monument signs shall be located at least fifteen (15) feet to the side of any driveway, intersection with the pubic right-of-way, or at least fifteen (15) feet to the side of any interior property line intersection with the public right-of-way. If such sign is set back at least ten (10) feet perpendicular from the public right-of-way, the aforementioned fifteen (15) foot lateral offset will not be required.

d. Where a property is at an intersection of two streets, each of which are major collectors or larger rights-of-way, one such sign may be permitted along each street frontage.

e. If a monument sign is used in lieu of another freestanding sign, such sign shall not constitute a portion of the maximum number of signs permitted.

f. Other signs as permitted in Chapter 18.62 of the City Municipal Code.

Business Directory (Multi-Use)

2. For multi-use buildings, each use shall be allocated a wall sign area of three (3) square feet of signage per linear foot of building occupancy frontage. The maximum total sign area for a multi-use building shall not exceed 300 square feet nor four (4) wall signs in number. In addition, one freestanding sign for each building or multi-use building complex shall be allowed subject to a maximum area of one hundred (100) square feet, a maximum height of twenty-for (24) feet and shall comply with all required yards, and allowed encroachments, of this Chapter. The signage provided for in the above multi-use buildings is for the four tenants occupying as separate entities the largest share of floor space. Nothing shall preclude the use of additional signage by tenants as provided for in Title 18 to identify their businesses.

Building Identification

3. In addition to the above signage, nothing shall preclude the placement of a sign, which identifies the name of the building either as a wall sign near the main entrance of the building and/or attached as a freestanding sign defined in this Title. The wall sign shall not exceed ½ square foot for each linear foot of building frontage with a maximum of fifty (50) square feet. All uses within an office building that provide ground floor space which, by design, is used or intended for use by retail businesses shall be subject to these signage regulations, excepting retail businesses contained within the ground floor, which shall be subject to signage regulations for multiple-tenant non-office building uses identified herein.

C. Public/Open Space (P/OS) District.

This land use area is intended to provide for existing recreational areas and facilities to be maintained on SCLA, including the golf course, ballfields, swimming pools, gymnasium and other buildings, and is also designated on lands identified for future recreational facilities. Further, the educational facilities which exist on SCLA fall within this land use district. Except as previously identified in this document, this district shall be implemented consistent with uses and regulations set forth in Chapter 18.48 of the Victorville Municipal Code, entitled "Public and Civic District."

D. Runway Protection Zone (RPZ).

This area is established at the ends of the runways that are significantly affected by airfield operations. The intent of this land use district is to provide for the navigational easements for the benefit of George Air Force Base and its successor. This area will be preserved as vacant land with navigation aids (NAVAIDS), service roads, and similar non-inhabitable structures necessary for the operations of the airfield which do not conflict with the runway activities are allowed.

E. Airport and Support Facilities Overlay

Where this Overlay is applied to an underlying land use district, the uses allowed in the ASF District will be allowed in the underlying land use district as conditional uses subject to review and approval under Chapter 18.74 of the Victorville Municipal Code, entitled "Conditional Uses." Those land use districts with this Overlay are shown on Exhibits 9 and 16.

Administrative Procedures

A. Interpretation

The Director of Planning shall have the responsibility to interpret the provisions of this Specific Plan. All such interpretations shall be reduced to written form and permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be reviewed by the Planning Commission.

B. Enforcement Procedure

The enforcement procedures to this Specific Plan shall be those procedures established in Chapter 18.06 of the Victorville Municipal Code, entitled "Interpretation, Construction and Enforcement."

C. Changes in the Specific Plan

Changed in the Specific Plan shall be made pursuant to Chapter 18.82 of the Victorville Municipal Code, entitled "Amendments," and Chapter 18.76, entitled "Applications to the Planning Commission."

D. Compliance with Governmental Codes

All development and construction within the Specific Plan area shall comply with the applicable codes of all governmental agencies having jurisdictions in such matters including, but not limited to, building, mechanical, fire and electrical codes, codes pertaining to drainage, waste water, public utilities, subdivision and grading.

E. Severability

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

Sources/References

City of Adelanto

County of San Bernardino, Land Management Department

CRSS Constructors, Inc.

George Air Force Base - Air Installation Compatible Use Zone Study, May 1983

Psomas and Associates

United States Air Force

Urban Futures

Victor Valley Economic Development Authority

RBF Consulting

Subsequent Program Environmental Impact Report – Southern California Logistics Airport Specific Plan Amendment and Rail Service Project, 2004

Southern California Logistics Airport Specific Plan Amendment & Rail Service Project Traffic Impact Analysis, 2003