

ATTACHMENT B

Victorville

OLD
TOWN
SPECIFIC
PLAN

FINAL VERSION
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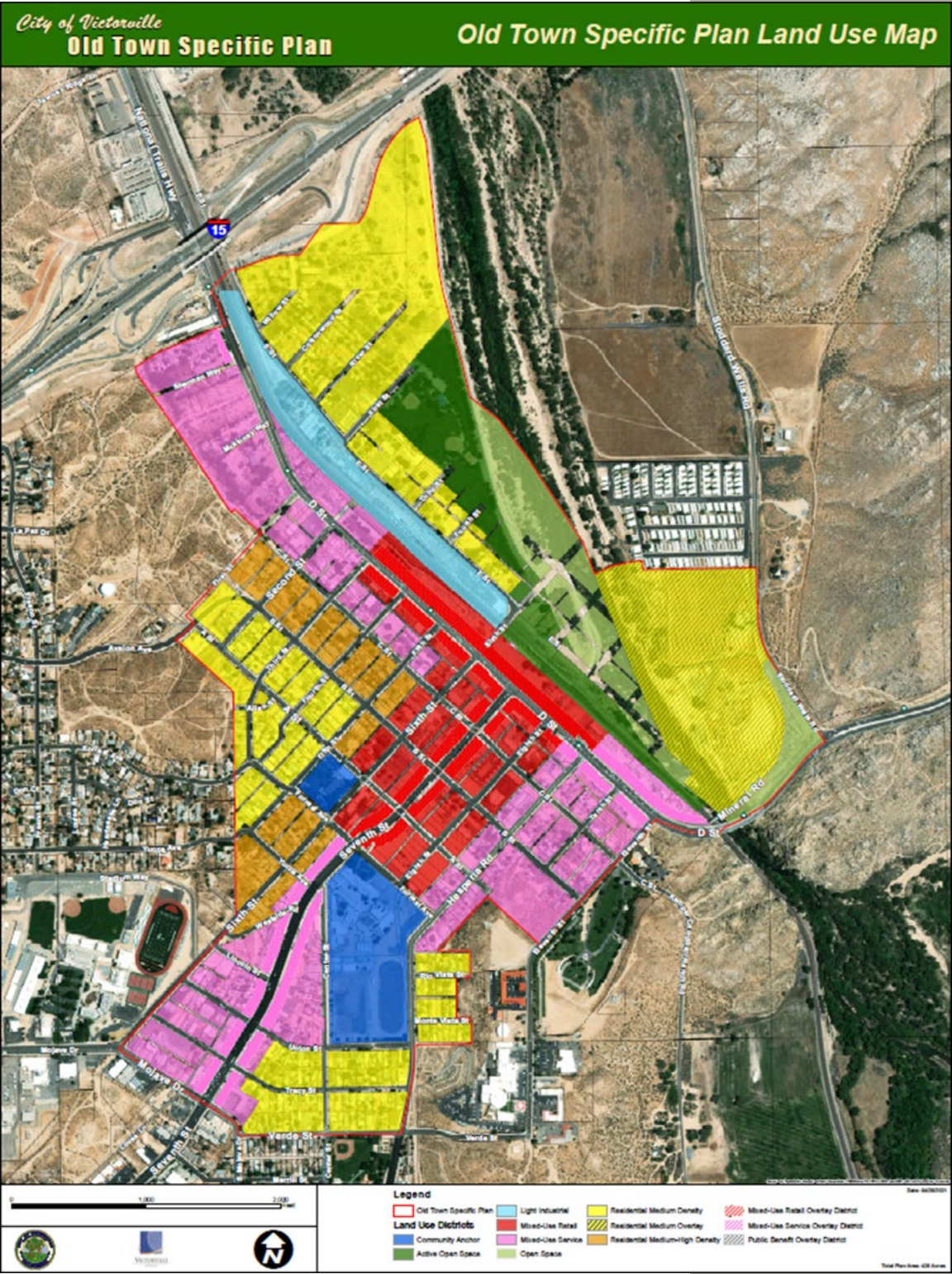
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1.0 INTRODUCTION

This chapter is organized into the following sections:

- 1.1 What Is a Specific Plan?
- 1.2 Purpose of the Specific Plan
- 1.3 Relationship to Other Plans
- 1.4 Plan Organization & Use

1.1 What Is a Specific Plan?

A specific plan is a regulatory tool that local governments use to implement their general plans and to guide development in a localized area. While the general plan is the primary guide for growth and development in a community, a specific plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. A specific plan is enacted pursuant to Sections 65450–65457 et seq. of the California Government Code and implements the general plan by further refining the objectives for the project area. While Victorville’s status as a charter city exempts it from the requirements of this code, nonetheless this Specific Plan follows the provisions of the state code.

1.2 Purpose of the Specific Plan

The Old Town Specific Plan (the Plan) represents an update to the previous Old Town Specific Plan adopted in 1995. While the original plan focused on Old Town, this Plan expands the project area to include the area along Seventh Street to the south of the traditional Old Town core and the area north of the railroad tracks. Please see **Figure 2.2, Project Area**, in Chapter 2 of this Plan for a map showing the Specific Plan area boundaries.

The Old Town Specific Plan represents a blueprint for growth over the next 20-30 years. The purpose of the Specific Plan is to serve as a tool for revitalization of the Old Town, presenting an opportunity to transform this district into a unique, vibrant, mixed-use focal point for the region. This Plan promotes higher-density mixed-use development in the project area to bring new housing opportunities to the Old Town that will accommodate some of the new population growth that is anticipated to occur over the plan period. The Plan encourages new businesses and jobs to locate in Old Town and implements standards and guidelines to promote an attractive and pedestrian-oriented Old Town that reflects its historic character.

The Old Town Specific Plan is adopted by the City Council and establishes design and development regulations to implement the General Plan. The Old Town Specific Plan is a regulatory document that will serve as the zoning ordinance for the properties within its boundary. The Plan describes allowed land uses and densities, transportation and streetscape improvements, public signage, urban design guidelines, development standards, an infrastructure assessment, and implementation and financing strategies and guidelines. The Plan establishes the nature, character, and intensity of development that is needed to create a successful Old Town.

1.3 Relationship to Other Plans

1.3.1 General Plan

The City of Victorville's General Plan 2030 was adopted in October 2008. The General Plan is the City's overall guide for the use of Victorville's resources, expresses the development goals of the community, and is the foundation upon which all land use decisions are made. The Specific Plan is a focused tool for detailed guidance and implementation of the General Plan as it relates to the Old Town project area.

According to the Victorville General Plan, the Specific Plan area is designated "Specific Plan" in the Old Town area covered by the previous Specific Plan, primarily Commercial in the area to the south along 7th Street, and a combination of Low Density Residential, Light Industrial, Mixed-Use Residential, and Open Space for the area north of the railroad tracks. The General Plan expects that a specific plan will provide a detailed land use and circulation plan along with specific development and design standards for the Old Town.

1.3.2 1995 Old Town Specific Plan

The previous Old Town Specific Plan was adopted in April 1995. This plan encompasses an area of 173 acres and is roughly congruous with the traditional Old Town core of Victorville. The plan prescribes four land use districts in the Old Town: Service Commercial, Storefront Commercial, Residential Apartment, and Residential Single Family, along with a restricted Industrial Overlay. The plan serves as a framework for the updated Old Town Specific Plan, which has been revised and updated to respond to current market conditions, community concerns, and planning best practices.



City of
Victorville

General Plan 2030

Development Department
Planning Division

1.3.3 Old Town Strategic Action Plan

This action plan was a very important step in the planning process that led to the development of this updated Old Town Specific Plan. The 2007 Old Town Strategic Action Plan provides a conceptual framework for revitalization of the traditional Old Town area and outlines action steps for successful implementation. Public outreach during the process was conducted to establish a vision for Old Town, and the action plan identifies a number of strategies to support the vision. Strategies include the development of standards and design guidelines, streetscape improvements, public signage, incentives for mixed-use development and residential infill, and the establishment and promotion of a unique Old Town identity. These strategies are fulfilled in this update to the Old Town Specific Plan.

1.3.4 Non-Motorized Transportation Plan

This Plan was adopted in June 2010 to provide a safe network of facilities for pedestrians, hikers, bicyclists, wheel chairs users and health enthusiasts that will link public facilities such as parks, open spaces, golf courses, the Victor Valley Transportaion Center, the Old Town Specific Plan area, the Victor Valley Community College, the Mojave Narrows Regional Park and other destinations. The plan will assist in revitalized Old Town by reducing auto trips, creating a liveable, healthy community where more people can walk and bicycle, furthering the goal of walkability in Old Town.

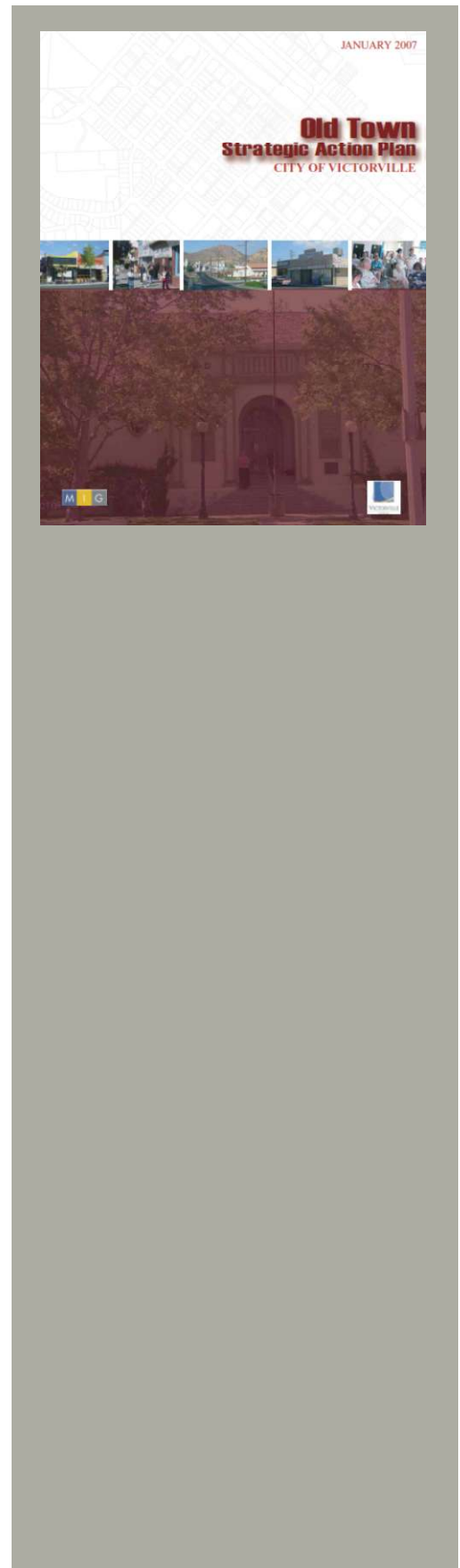
1.3.5 SANBAG (SBCTA/SBCOG) Points of Interest Pedestrian Plan (PIPP)

SANBAG (SBCTA/SBCOG) recently (2016) chose Old Town as the City of Victorville PIPP. Identifying Old Town as the PIPP will help to prioritize pedestrian improvements to the area. SANBAG has conducted (July 2016) a bicycle and pedestrian count and has prepared a draft improvement plan (December 2016). Although this effort is ongoing, the Old Town Specific Plan should benefit from the plan by funneling grants to the finalized chosen Points.

1.4 Plan Organization & Use

The Old Town Specific Plan provides a clear understanding of the vision that the community has set for development in the Old Town. This document will be used by city staff, potential developers, and the community at large as a set of regulations and policy to guide new development. The Specific Plan comprises nine chapters, briefly described as follows:

Chapter 1: Introduction describes the purpose of the Specific Plan, provides an organizational outline, and discusses how this document will be used.



Chapter 2: Plan Area Context and Development Opportunities illustrates the planning area context, project boundary, existing conditions, and opportunities and constraints.

Chapter 3: Vision Plan and Process describes the community's vision for Old Town Victorville and summarizes the process involved in reaching the refined Vision.

Chapter 4: Land Use Plan describes the land use districts and permitted and prohibited uses within the project area.

Chapter 5: Development Standards provides mandatory standards, such as height, setbacks, and parking, for the development of parcels within the project area.

Chapter 6: Design Guidelines describes the advisory design guidelines, such as building design, landscaping, and signage, within the project area.

Chapter 7: Public Improvements includes a circulation plan, streetscape improvements, strategies to address parking demand, and a public signage and entry signage plan.

Chapter 8: Infrastructure, Public Utilities, and Facilities provides a discussion on the ability to provide service to the plan area for infrastructure, public utilities, and public facilities upon plan buildout.

Chapter 9: Implementation Plan outlines an action plan with phasing and financing recommendations within the context of the City's development process. This chapter prioritizes the implementation items and identifies incentive programs to promote revitalization.



2.0 PLAN AREA CONTEXT AND DEVELOPMENT OPPORTUNITIES

This chapter provides an understanding of the geographic, physical, and economic context and concludes with a summary of the development opportunities. The chapter is organized into the following sections:

2.1 Regional Context

2.2 Local Context

2.3 Economic Conditions

2.4 Physical Conditions

2.5 Opportunities & Constraints

2.1 Regional Context

The City of Victorville is located in the Mojave Desert region of San Bernardino County. Victorville is located along the Interstate 15 freeway, approximately 90 miles northeast of Los Angeles and 30 miles north of San Bernardino. Adjacent communities include the Town of Apple Valley to the east, the City of Adelanto to the west, and the City of Hesperia to the south. See **Figure 2.1** for a regional map.

Victorville is a city rich in Route 66 heritage. Historic Route 66 passes through the center of the City and through the spine of the Old Town Specific Plan project area. Victorville is situated along the Mojave River which forms, in general, a natural eastern boundary for the Specific Plan project area. Victorville is within the High Desert climate zone, which experiences all four seasons with temperatures ranging from below freezing in the winter months to over 100 degrees in the summer.

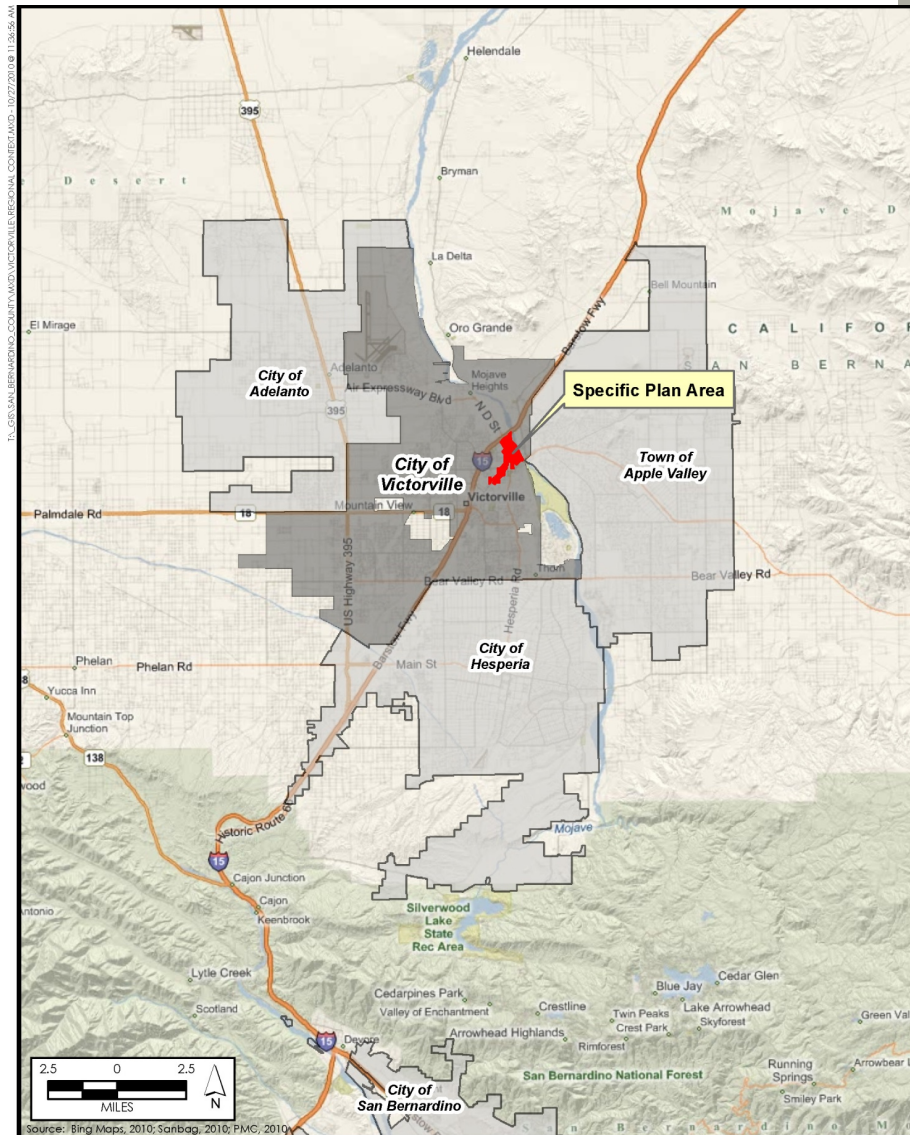
The population of the City in 2016 was 123,510 persons, including group quarters.¹ This number represents a 6.6% percent increase in population since the 2010 census, when the City had a population of 115,903. Currently, the City is experiencing an annual growth rate of 0.5%. However, this growth rate is considerably slower than the previous decade. From 2000 to 2010, the City experienced a significant population boom, growing 81%, from 64,029 to 115,903.

¹ Source: CA Dept. of Finance, May 2016. www.dof.ca.gov.



This Specific Plan can play a critical role in how the future growth occurs in the historic core of the City.

Figure 2.1
Regional Context



2.2 Local Context

The project area comprises approximately 428 acres and is located between Interstate 15 and the eastern boundary of the city. The historic Old Town is the core of the project area and also includes the area north of the railroad tracks and the 7th Street corridor gateway leading into Old Town. Please see **Figure 2.2** for a map showing the project area.

Historic Route 66 traverses the project area, leading northeast into town from Interstate 15 and then heading northwest along D Street. The Specific Plan area is organized in a grid network of blocks that orient themselves to 7th and D streets. Most blocks in the project area have mid-block alleyways.

Old Town is characterized by its small lots, compact form, and pedestrian scale. A number of historic buildings, including the Old Victor School, and cultural sites, such as the Route 66 Museum, contribute to the character of Old Town. At the intersection of D and 6th streets is the Victor Valley Transit Center, with a train stop along the Southwest Chief route connecting Los Angeles and Chicago.

The 7th Street corridor leading into the historic Old Town core is characterized by larger blocks, larger parcels, and buildings set back from the street with large surface parking lots adjacent to the sidewalk. It is an environment that prioritizes the car and is not as pleasant for walking as within the old Town core.

The area to the north of the railroad tracks is characterized by a lack of structure. Single-family homes and community uses are scattered amidst a large number of vacant lots. The lack of sidewalks and the numerous empty lots create an inconsistent pedestrian environment. Additionally, this area is difficult to access, a priority this Specific Plan will address.



2.3 Economic Conditions

A complete market analysis was conducted to guide future investment and redevelopment efforts in the Old Town area over the life of the Specific Plan. The full economic and market analysis report is documented in **Appendix B** of this Plan.

The market analysis identifies the depth of potential market support for possible land uses, such as housing, office, retail, and entertainment, and suggests where the greatest initial investment should be made and resources devoted. A summary of the economic conditions identified in the report is provided below.

2.3.1 Housing Market Conditions

The residential real estate market has changed dramatically in the Victor Valley as a result of the economic recession and the ongoing mortgage crisis, which has led to unprecedented numbers of foreclosures across California and the nation. Currently, there are signs that the housing market may have reached bottom and is beginning to make a slow recovery.

The residential real estate market is affected by a high degree of uncertainty, making residential development risky except in specific markets and for specific projects that guarantee a return on investment. Ultimately, new residential development in Old Town would likely need to be differentiated from the typical single-family developments constructed in the region in order to attract a more urban-oriented demographic. As such, a higher-density product in a townhome configuration may be best suited for Old Town, as it would offer a development type more suited for a historic downtown environment. Multi-family rental units or condominiums are other types of housing that could find a niche market in Old Town. Condos currently comprise less than 1 percent of the housing market in Victorville and could be successfully marketed as a unique offering in the region if they were incorporated into a mixed-use or transit-oriented development within the broader vision for Old Town.

2.3.2 Retail & Office Market Conditions

Victorville currently captures a significant share of the sales in the region, mostly due to the heavy concentration of big-box retail uses and numerous shopping centers located along Interstate 15. Victorville is generating sales on a per capita basis that significantly exceed both the county and state averages. Retail sales revenues indicate that Victorville is operating as a regional retail center.

In contrast to the city as a whole, which is characterized by more retail establishments than is typical throughout the state and county, Old Town currently experiences little retail sales potential. Old Town consists primarily of marginal commercial uses, exhibits high vacancy rates, and has experienced little new construction.

An analysis of the retail market extending to a distance equivalent to a 20-minute drive from Old Town illustrates that the entire region is capturing more than its fair share of expenditures in almost all categories. Those industries showing some sales leakage and potential sales opportunities at a regional level include electronic shopping and mail order, lawn and garden supply, specialty food stores, florists, vending machine operators, and sales of beer, wine, and liquor.

Revenue from retail sales has seen a steady decline in Victorville since 2007. There are some recent indications that sales declines may have bottomed out and are on the rebound in Victorville. While the overall retail market conditions are not favorable for Old Town Victorville, previous research cited some small-business owners expressing an interest in opening small offices or retail shops in the area. Given this interest and projected population growth through the near to mid term, it is possible that some small-scale (5,000 to 20,000 square feet), locally serving retail (e.g., personal services, niche retailers, and small restaurants) may be feasible in Old Town, particularly if incorporated into a mixed-use-type development. Creating a theme or thematic district to unify the various retail uses (e.g., Route 66 theme, Hispanic food stores, antique district) would further bolster business prospects in Old Town.

Little or no market currently exists for new commercial office development in Old Town Victorville. Nationally, the office market has been experiencing negative absorption, which has led to higher vacancy rates. In San Bernardino County, the office market is significantly weaker than the national averages. According to the Grubb & Ellis 2009 Second Quarter Office Trend Report, the metro office vacancy in San Bernardino County is 23.5 percent. Job losses and shrinking numbers of employees for many firms continue to result in weak demand for office space. However, there are some signs of recovery. Given these conditions, in the short term, any new office developments should be focused on the defined needs of specific businesses and have guaranteed leasing agreements to eliminate market risks.

2.3.3 Tourism Market Conditions

Tourism presents an important long-term opportunity for Old Town Victorville. Before tourism can play a significant part in revitalizing Old Town, the required infrastructure to support tourism in the area must be in place. Entertainment, retail, and cultural destinations in Old Town must first be established and effectively

marketed to visitors. Local hotels would form an important part of the supporting tourism infrastructure.

The recent recession has had a negative impact on the national lodging industry. Locally, this trend is affecting the economic viability of many hotels. Based on current trends, the addition of lodging establishments to the Old Town area would likely not be feasible until after 2012 and would depend on key indicators in the travel and tourism industry and local market developments. City investment in expansion of lodging sites should occur as indicators of economic growth begin to rise. Combined with a vision to create a strong sense of place in Old Town and a strategy to develop heritage tourism, lodging facilities could play an important role in future development.

Given Old Town Victorville's convenient location along Interstate 15 and the traffic counts in the immediate vicinity, development of lodging and the resulting transient occupancy tax (TOT) revenues would support redevelopment for the area. Currently, the city's relatively low TOT rate could also give Old Town a competitive advantage over neighboring communities in terms of room rate pricing, though the market to draw visitors to Old Town must be created as part of an overall vision for the area.

Given the area's rich cultural history, historical buildings, destinations such as the Route 66 Museum and High Desert Center for the Arts, and planned recreational improvements along the Mojave River, development can also take advantage of a heritage tourism market. A strong historical theme would bring stronger character and identity to housing, retail, and recreational projects.

The market potential for Old Town Victorville is currently dependent on the economic recovery for the region. However, private enterprises and government agencies must continue to make strategic investments in the future. The future of Old Town will depend more on a clear vision and strategic planning for the area than on the identification of specific market opportunities that are currently not supported by the facts on the ground.



Economic development of existing establishments and the addition of interesting retail, entertainment, or cultural destinations in Old Town over the next three to five years will help attract the critical residential, housing, and visitor-serving development that is expected to recover after 2012. At that time, phasing of residential and office development would occur as market conditions allow.

2.4 Physical Conditions

2.4.1 Vehicular Circulation System

The project area is focused along the 7th Street and D Street corridors. Old Town is characterized by a strong grid network of blocks that orient themselves along these two central corridors. The Old Town area has a near complete network of gridded streets and mid-block alleyways, which offer great access throughout the project area. **Figure 2.3** shows the Old Town street network, and a full series of maps in **Appendix C** of this Plan illustrate a number of the existing circulation and parking conditions in the project area, including inventories of sidewalks, bicycle facilities, speed limits, public parking facilities, number of lanes, truck routes, and transit routes.

Old Town currently experiences high volumes of pass-through traffic, particularly along 7th and D streets, creating an unpleasant environment for pedestrians and motorists alike. In order to create a comfortable Old Town experience, traffic will need to be calmed and managed. One alternative this Plan proposes is a long term circulation solution that would divert much of the faster pass-through traffic from 7th Street to Hesperia Road. This diversion would allow 7th Street to function as a traditional downtown main street where pedestrian facilities are enhanced and traffic speeds reduced. Please see Section 7.1 Vehicular Network in Chapter 7 of this Specific Plan for details.

2.4.2 Parking

There is currently a lack of on-street parking along the major arterials in Old Town. See **Figure 2.4** for a map of on-street parking and public parking lots. On-street parking offers a number of benefits, including slowing traffic, providing a buffer between pedestrians and traffic, and maximizing development potential of Old Town lots by reducing requirements for off-street parking. This Plan will increase on-street parking, particularly along 7th Street where currently no parking is permitted at anytime.

Current parking facilities within the Old Town area consist of:

- Off-street parking in public lots: 35 total spaces
- On-street angled parking on A Street and C Street, between 6th Street and 8th Street: 60 total spaces

- On-street parallel parking on all other roadways except D Street, 7th Street, Hesperia Road/9th Street, and A Street between 2nd Street and 3rd Street: estimated to be approximately 2,000 spaces²
- Private parking lots

² Estimated based on approximately 26,000 linear feet of roadway network times 2 (parking on both sides) divided by 25 feet per parked car.

**Figure 2.3
 Street Network**

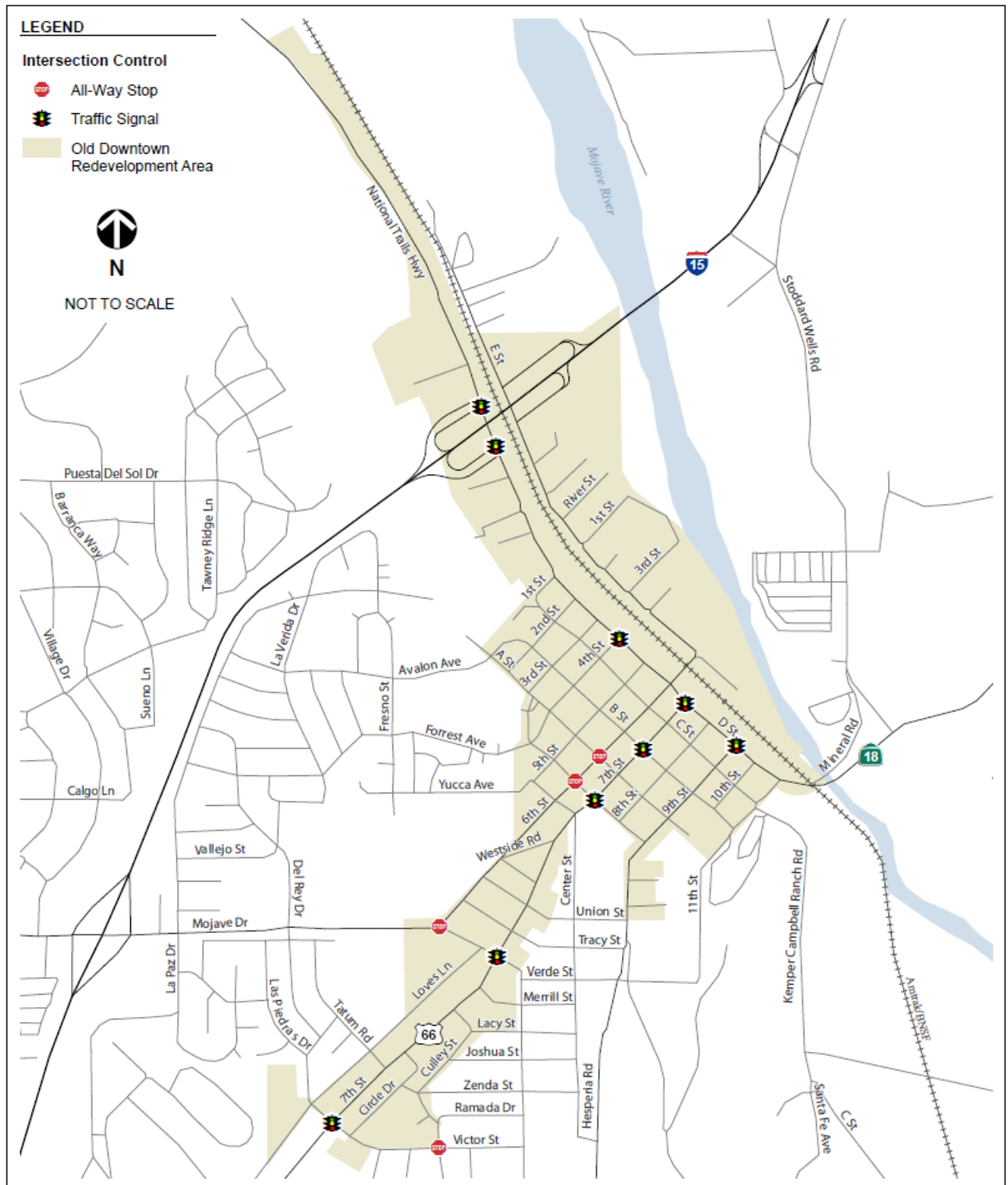
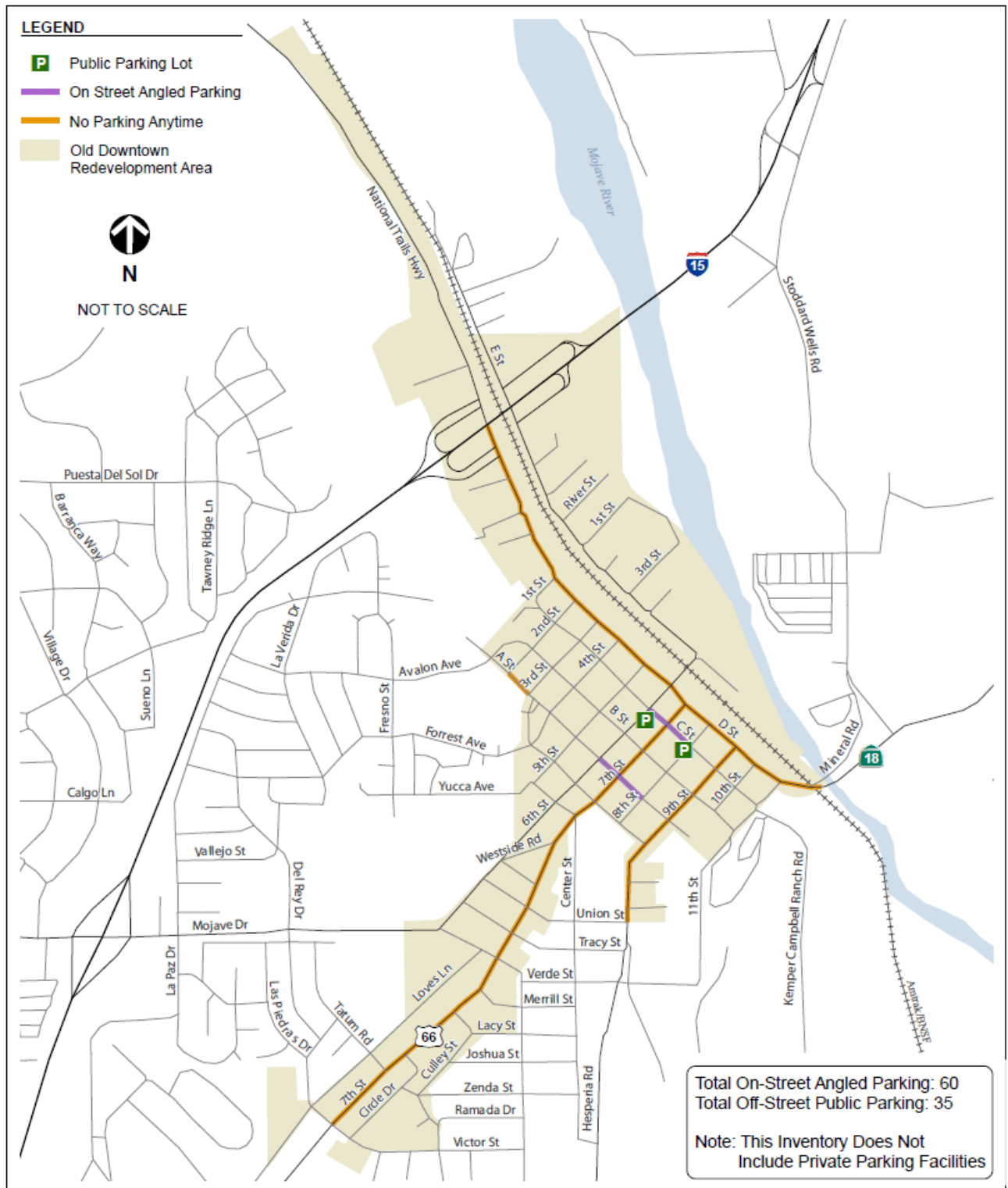


Figure 2.4
Parking Facilities



2.4.3 Park-and-Ride Lot

The only park-and-ride lot in the study area is the Victor Valley Transportation Center, located on the corner of 6th Street and D Street. The transportation center is serviced by motorcoach, passenger rail, and public bus. This facility also contains ten bicycle storage units.

2.4.4 Pedestrian Facilities

Pedestrian facilities are not consistently provided or maintained in Old Town and present a number of constraints.

Though continuous sidewalks are present along most arterial segments, there are a number of blocks either missing sidewalks or with sidewalks in poor condition that are in need of repairs. See **Figure 2.5** for an inventory of Old Town sidewalks. Improvements in these areas should be made to ensure smooth, continuous, and shaded sidewalks in order to fully realize Old Town as an inviting, safe, and comfortable place for pedestrians.

2.4.5 Bicycle Facilities

Bicycle facilities throughout the Old Town area support alternative modes of travel to the automobile. There is an existing Class I bicycle trail along the Mojave River at the north end of the study area. This area includes a bicycle parking facility at the train depot. Existing Class III bicycle routes (where vehicles and bicycles share the roadway) exist on 7th Street, Hesperia Road/9th Street, and D Street south of 7th Street. However, these routes do not provide bicycle signs, markings, and/or adequate shoulder width to accommodate bicycles, creating a difficult environment for cyclists. See **Figure 2.6** for a map of bicycle facilities. As mentioned in Chapter 1, the City has a Non-Motorized transportation Plan set in place, which will help develop alternative modes of transportation in Old Town.

A number of bus and train routes connect Old Town to other parts of the city and to important regional destinations. Victor Valley Transit Authority (VVTa) operates two fixed routes with a number of stops throughout Old Town. Amtrak operates the Southwest Chief passenger train, which connects Los Angeles to Chicago. The rail line runs between D and E streets, and the train stops at the Victor Valley Transit Center, located at the intersection of D and 6th streets. Amtrak also operates the California Thruway Motorcoach, which connects Victorville to a number of locations throughout California and Nevada, including Bakersfield, Palm Springs, and Las Vegas. See **Figure 2.7** for a map of Old Town transit facilities.



Figure 2.5
Sidewalk Inventory

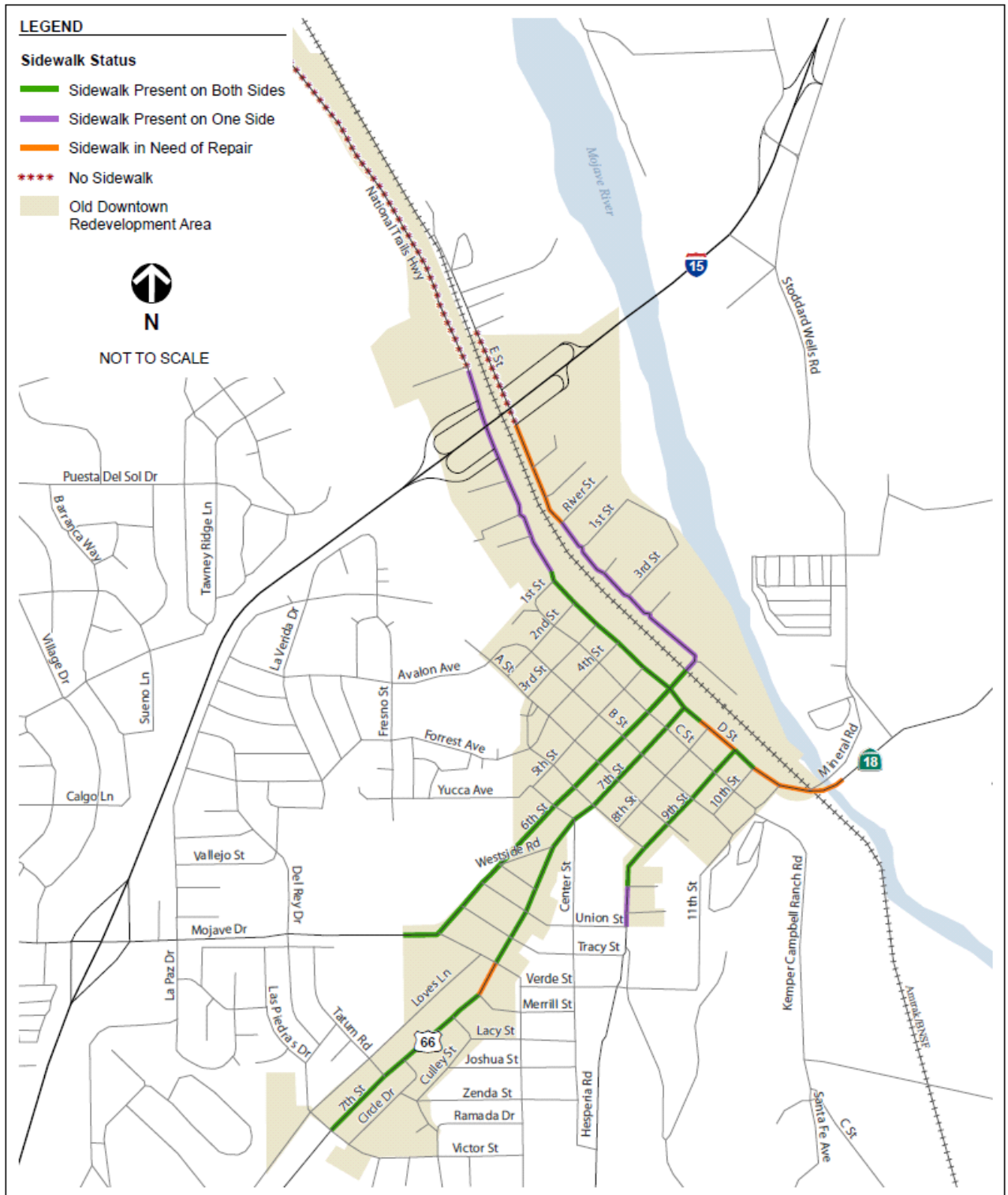
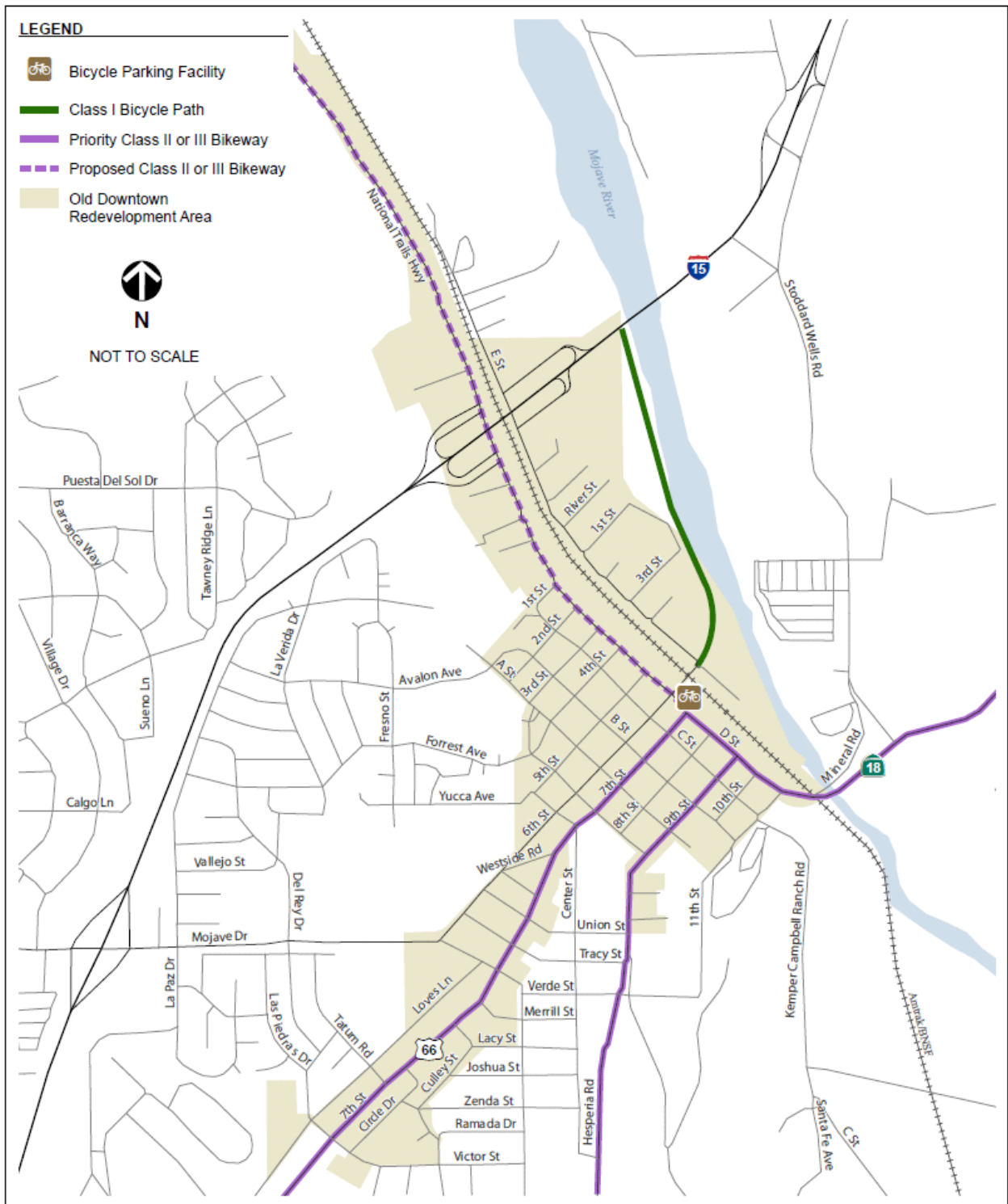
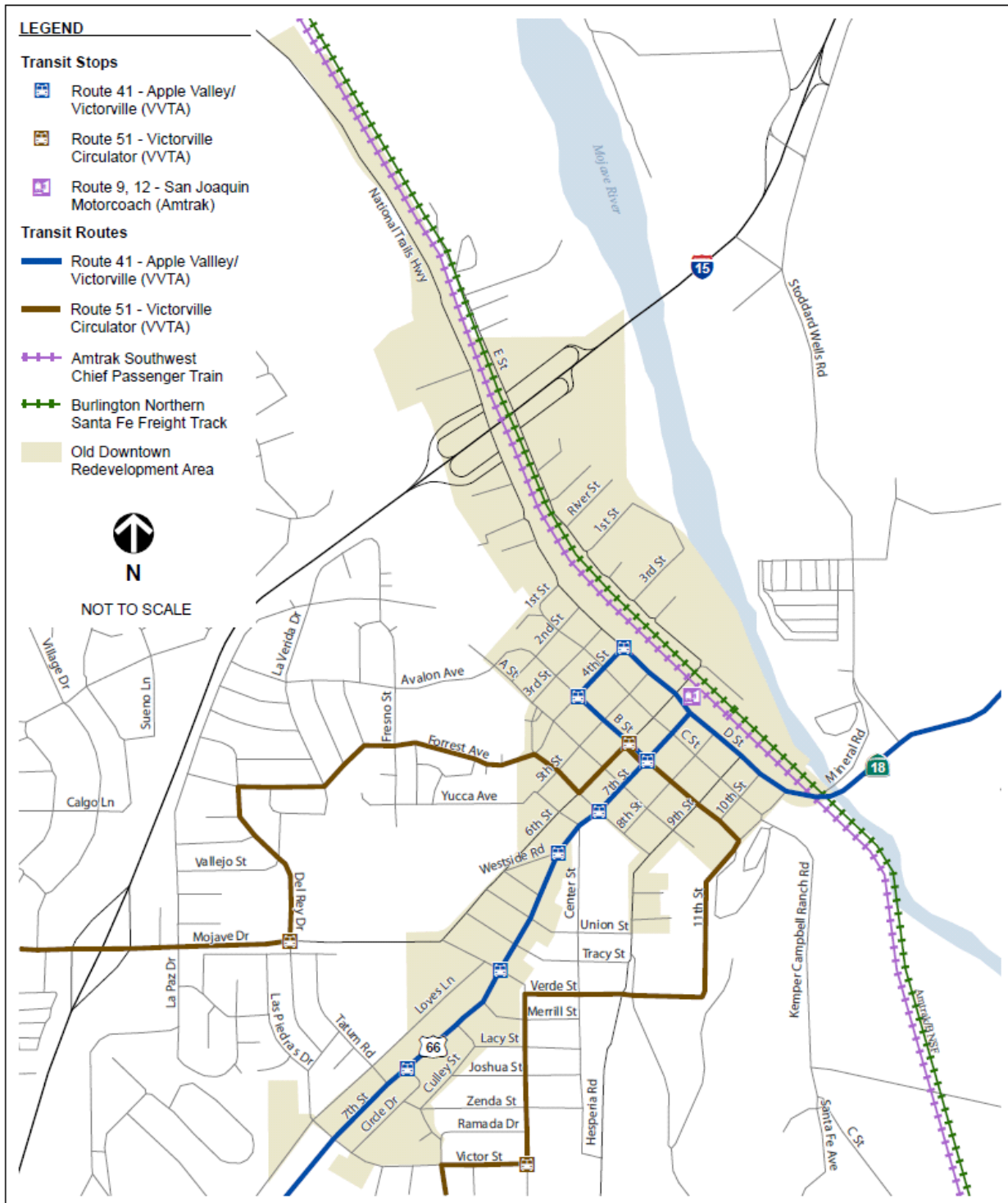


Figure 2.6
Bicycle Facilities



Source: SANBAG

Figure 2.7
Transit Facilities



Source: VVTA

2.4.6 Urban Form and Character

The urban form in Old Town is characterized by a network of gridded streets and alleyways, which establish a strong framework to support a pedestrian-friendly environment. The historic Old Town core comprises a number of small, walkable blocks and compact, dense development. The 7th Street corridor leading into the traditional Old Town core has larger blocks and less intense development that is oriented to cars rather than to pedestrians.

Historic Route 66 traverses the project area. A number of historic buildings along the route reflect the historical significance of Victorville and its unique architectural style. The desert terrain and close proximity to the Mojave River offer exciting urban design opportunities for creating a distinct sense of place for Old Town Victorville.

While Old Town possesses a number of amenities, a mix of uses, and a human-scale environment, it lacks a strong identity and sense of place that will draw people in. Safety and security concerns, together with a significant number of vacant and underutilized sites, unclean environment, and poor building conditions, contribute to an unattractive and uninviting district. However, the vacant and underutilized sites provide great opportunities for new catalytic development to revitalize Old Town and improve its image and character. The combination of historic Route 66, compact urban form, and unique desert terrain sets the stage for the possibility of a vital and vibrant Old Town.

2.4.7 Land Use

The project area contains a mix of land uses, including residential, retail, restaurant, office, industrial, institutional, and civic. This broad range of uses within close proximity to one another is essential for establishing a vital Old Town.

However, there are a prevalence of undesirable land uses in Old Town, such as car-oriented drive-throughs, auto sales and services, liquor stores, and surface parking lots, all of which will need to be controlled in order to maintain a safe and inviting pedestrian-oriented district.

2.4.8 Cultural and Recreational Facilities

Old Town Victorville hosts a number of cultural and recreational venues, including the Route 66 Museum, High Desert Center for the Arts, and Eva Dell Park. Old Town has the ability to build on these cultural resources to attract heritage tourism, lodging, and specialty retail and make Old Town a regional attraction.



2.4.9 Socioeconomics

A large and important barrier and a key to overcome for Old Town to become a successful and thriving downtown is the condition of the Old Town community as a whole. Due to several historic reasons, Old Town has been deteriorating for some time. This has evolved into several issues involving a depressed socioeconomic state. The homelessness, mental health issues, widespread drug and alcohol use, loitering and even prostitution have caused clear safety concerns in today's Old Town. These symptoms of the socioeconomic state of Old Town creates a perception which Old Town must prevail over. The Specific Plan addresses this issue and it is an immediate concern of the residents of Old Town as evident from the first Old Town Specific Plan workshop.



2.5 Opportunities & Constraints

2.5.1 Project Area Strengths & Opportunities

Existing Housing – The existing residents in the project area will support Old Town businesses and provide opportunities to bring additional housing units to the Old

Town project area.

Mix of Uses – The mix of retail, industrial, institutional, office, civic, and residential land uses in the Old Town area will provide the framework for a vibrant Old Town environment.

Route 66 – Route 66 is near to become a National Historic Trail within the National Park Service. Old Town Victorville is unique in that it is a downtown set directly on Route 66. This national treasure can be utilized to attract tourists and patrons to the area as well as set its character.

Transit Center – The railroad station provides opportunities for more intense, mixed-use, transit-oriented development around the station.

Historic Buildings – These culturally significant resources contribute to the character and identity of Old Town Victorville.

Storefront Windows along 7th Street – Shops provide the opportunity to build upon the identity of 7th Street as “Main Street.”

Route 66 Museum – This cultural gem is a regional attractor to Old Town Victorville.

Mojave River and the Mineral Bridge – The Mojave River Walk will serve pedestrians and equestrians with a system of recreational trails. There is an opportunity to link the river trail to Old Town through improved signage and pedestrian links. Additionally, with the City owning the Mineral Bridge, an opportunity exists for a pedestrian connection across the Mojave River as well.

Family-Oriented Amenities – A number of schools and parks are located in and adjacent to the project area. These provide a number of opportunities to bring family-oriented businesses and activities into the Old Town.



Existing Infrastructure – The project area is currently served by a well-maintained system of streets, sidewalks, drainage, sewers, and utilities. The infrastructure will serve as the backbone for new Old Town projects.

Pedestrian-Friendly Form – The small-scale block pattern and compact network of gridded streets and alleyways provide the framework for a pleasant and comfortable walking environment.

Parcel Consolidation – There are a number of opportunities in the project area where multiple adjacent parcels are under a single ownership. These sites have the potential to create larger development sites that can catalyze Old Town improvements. The following map, **Figure 2.8**, shows an analysis of parcels that have a high probability of being able to be consolidated. These parcels include City-owned parcels, vacant parcels, and groupings of adjacent parcels that are under single ownership.

Disadvantaged Community – Within the economic condition of Old Town lays a silver lining. There are several funding opportunities for areas like Old Town and in fact, several grants are only given to projects which include a disadvantaged community. Within Implementation Chapter 9, the Specific Plan describes these opportunities.

Vacant Junior High School – This large, vacant and very centralized property provides an excellent opportunity to create a synergistic development. The Specific Plan has identified this as a future community and regional recreation/cultural site.

I-15 Mojave River Project – Currently Caltrans is working on a large project to improve the circulation of the freeway between 'D' Street and Stoddard Wells Road. This includes an outer highway and bridge from 'E' Street to Stoddard Wells Road and improved on and off ramps at 'D' Street, 'E' Street and Stoddard Wells Road. Although this project is causing traffic congestion in the short term, the long term effects will benefit Old Town greatly.

2.5.2 Project Area Weaknesses & Constraints

Existing Auto-Related Businesses – Auto-oriented land uses dominate the 7th Street corridor streetscape leading into the historic Old Town. These land uses are in conflict with pedestrian activity and pedestrian safety, which are needed to support a traditional downtown environment.



100-Year Floodplain – The floodplain constrains new development opportunities along the northeastern edge of the project area.

Traffic – Regional cut-through traffic and vehicle speeds create barriers for pedestrian travel.

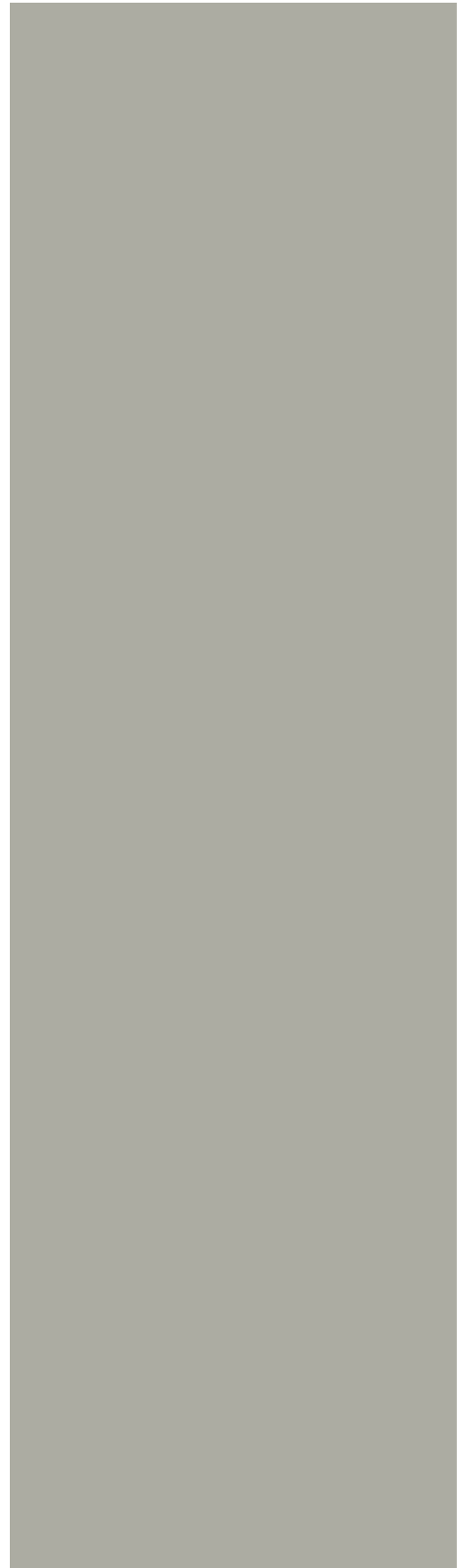
Noise – Railroad noise and Highway 18 traffic is a nuisance for local residents and workplaces.

Negative Perception – The perception of Old Town Victorville as unclean, unkempt, and unsafe will need to be transformed in order to attract new development. The Specific Plan addresses the current perception of Old Town and is one of the key issues for Old Town to overcome in order to succeed.

Safety – Crime, including property vandalism, personal safety, violence, drug and alcohol use, prostitution, gang activity, homelessness all must be addressed in the short term and long term. This Specific Plan will address the long term issue. Safety is a key to Old Town’s perception and success.

Homelessness – Homelessness has been a major issue for Old Town and the Mojave River area for some time. Although homelessness itself is not a crime and the community of Old Town is very engaged in helping the homeless, there must be a balance found in order for development to return to Old Town and it’s perception to change.

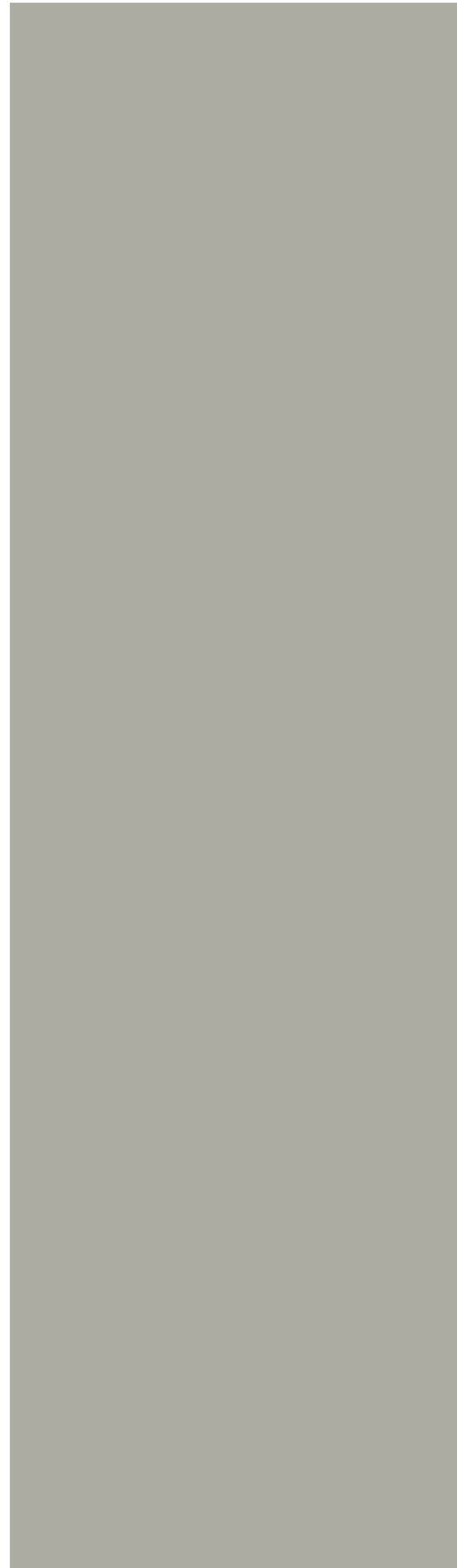
Figure 2.9 Opportunities and Constraints Diagram summarizes the opportunities and constraints described above on a single map. The opportunity sites, identified by yellow stars, were selected based on their high potential for parcel consolidation and their optimal location. Sites along the primary corridors or other strategic locations, such as gateways into the project area, were selected for their potential to act as catalytic projects to encourage additional redevelopment in the project area.

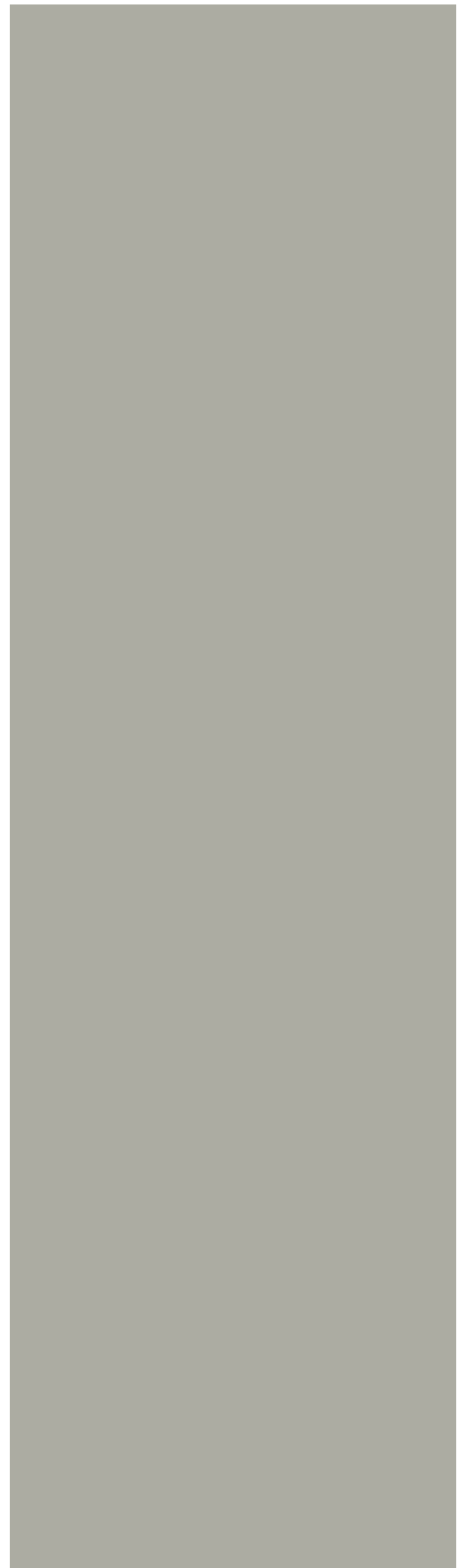


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Oppor

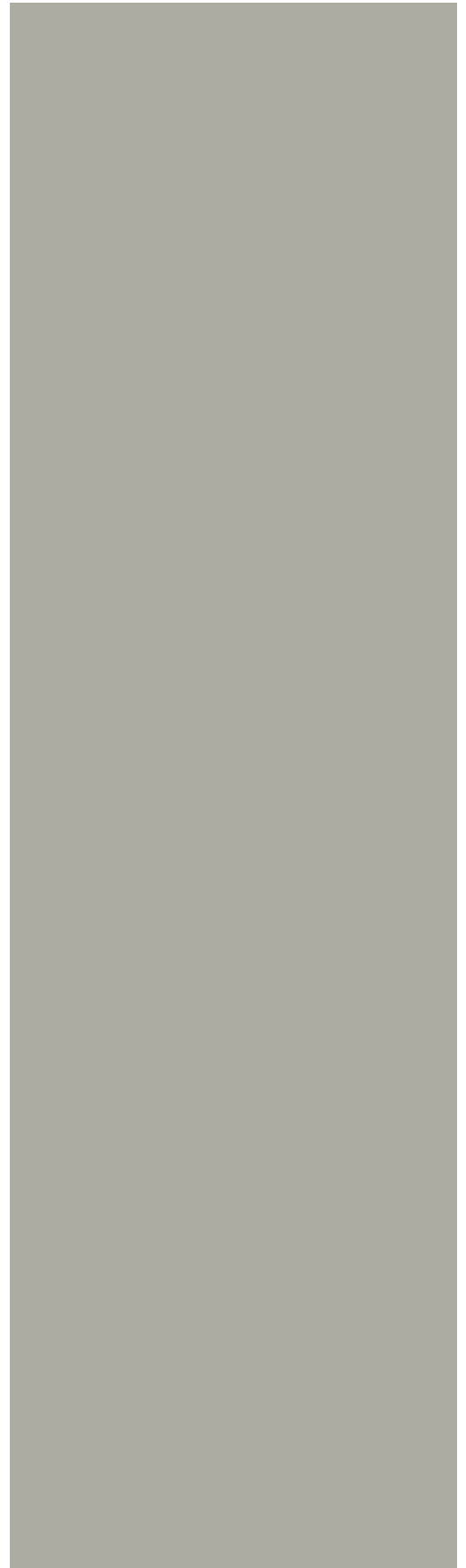
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3.0 VISION PLAN AND PROCESS

This chapter translates the findings from Chapter 2 Plan Area Context and Development Opportunities into a compelling vision for Old Town's future development and describes the process involved in reaching this vision. This chapter is organized into the following sections:

3.1 The Vision

3.2 The Visioning Process

3.1 The Vision

3.1.1 Vision Statement

The Old Town Specific Plan area will be a distinct place in the region that attracts people, activities, and commerce to the area. Development in the project area will be of a high quality that fosters a sense of place and instills pride in the community. Old Town will be an economically vibrant, walkable destination that is inviting to pedestrians, with a mix of different housing types and uses that serve residents and attract visitors. The 7th Street corridor will be redefined as the main street of Old Town, and the architecture will reflect a contemporary take on the city's historic Route 66 heritage. Specialty retail uses like antique stores that build on the historic Route 66 significance will further enhance the retail experience. Old Town's considerable historic resources, transit station, river walk, and specialty retail make it an important regional destination in the Victor Valley.

The Old Town Victorville of tomorrow will:

Honor its heritage

- Celebrate Victorville's Route 66 heritage by integrating modern interpretations of past elements into new development, signage, and streetscape elements.
- Define 7th Street as the main street of Old Town that serves both tourists and locals with ground-floor shops and businesses.





Be inviting to pedestrians

- Calm 7th Street by reducing the four lane road to two lanes and include traffic calming bulb-outs and signage to create a more serene and pedestrian-friendly Old Town atmosphere.
- Transition 7th Street from an auto-oriented corridor to a walkable and quaint Old Town area northward along historic Route 66.
- Improve pedestrian safety by enhanced sidewalks, traffic calming, and improved crossings.
- Enhance connections to and around the transit station.

Be a community focal point and distinct area within the city and region.

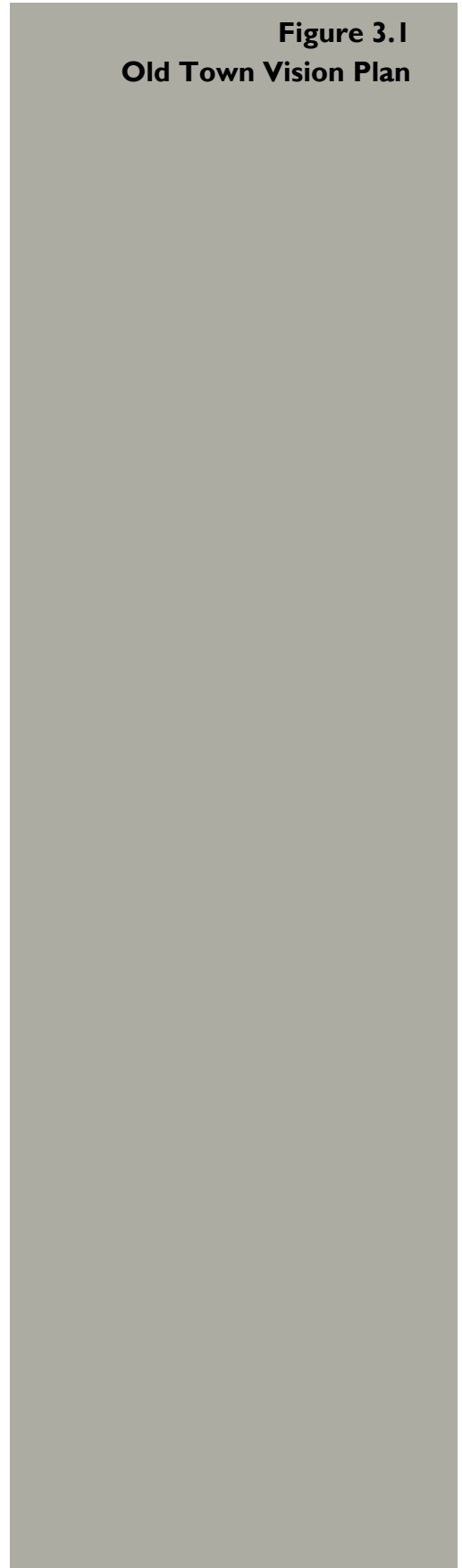
- Exhibit a unique style of American roadside architecture that sets both the city and the district apart from any other place.
- Announce arrival to Old Town through enhanced gateways, signage, and streetscaping.
- Increase density by allowing taller buildings and instituting minimum development requirements.
- Provide a network of public places that include plazas, open spaces, outdoor dining, and enhanced sidewalks.
- Have opportunities to socialize in an urban environment or be active and recreate in a natural setting.

Be the place where new businesses and residents want to locate

- Infuse a mix of retail, service, and professional office uses throughout Old Town.
- Create a 24/7 environment that brings life and activity to the area around the clock.
- Transform underutilized or deteriorating properties and buildings into thriving businesses and attractive homes.
- Integrate new housing above new commercial development to bring people into Old Town and support local businesses.
- Capitalize on the proximity to public transit by increasing development intensity and employment opportunities.
- Attract incubator cottage industries, research and development businesses, and live/work development opportunities north of the railroad tracks.

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Figure 3.1
Old Town Vision Plan

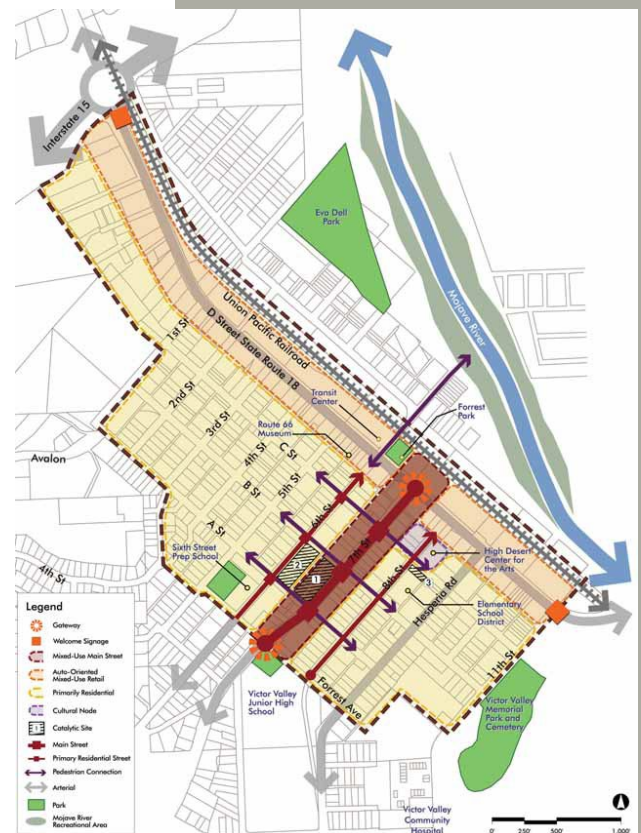


3.2 Visioning Process

The Vision for the Old Town Victorville Specific Plan area was developed based on the 1995 Specific Plan, the 2007 Strategic Action Plan, Community input on vision plan alternatives, and current findings from economic, circulation, and urban design analyses. Both the 1995 Specific Plan and the 2007 Strategic Action Plan had a smaller geographic focus than this current plan, focusing only on the Old Town core. While these documents and their public outreach processes were instrumental in developing the Vision for this Specific Plan, the results of these efforts were further refined to account for current analysis as well as the additional geographic area.

3.2.1 1995 Old Town Specific Plan

The 1995 plan envisioned a revitalized and pedestrian-oriented environment unique to the Victor Valley. 7th Street was identified as the focal point of the area, with ground-floor retail commercial and residences above. 'D' Street was viewed as the primary transportation corridor, lined with commercial uses. A mix of residential types was focused on the streets behind 7th Street and 'D' Street. The 1995 plan diverges from the current vision in that it did not envision the Old Town functioning as a downtown and favored a lower-intensity development pattern.



3.2.2 2007 Old Town Strategic Action Plan (Action Plan)

The City of Victorville began the Old Town planning process in November 2003 to determine how and where to stimulate development and revitalization in Old Town. The City conducted stakeholder interviews and a community visioning

workshop to learn more about the community's perspective for the development of Old Town. A dozen Victorville

residents, property and business owners, and City government officials formed the Old Town Task Force Committee, which oversaw the planning process.

The Action Plan identifies a vision for Old Town focused on 7th Street as the heart of

The Concept [for the Old Town vision] is based on creating a vibrant pedestrian friendly multi-story "main street" corridor along the highly visible and easily accessible 7th Street. A wide mix of residential and retail uses like cafes, restaurants, small grocery stores, and antique shops, will activate 7th Street. New buildings and streetscape improvements that include wide, shaded sidewalks, lighting, street furniture, and on-street parking will transform 7th Street as a great place to shop and live. Strong vertical elements along 7th at Forrest and D Streets will provide visual gateways into Old Town and enhance its overall identity.

Single and multi-family residential sectors are maintained on either side of the commercial corridor. Infill development including townhomes, attached and detached single family houses, apartments and condominiums will strengthen these residential areas and help support 16 hour life along Main Street. Existing community amenities like schools and parks remain key community focal points in the residential sectors.

A cultural node encompassing the High Desert Center of the Arts, Fire Museum and Mormon Springs Memorial could be enhanced by creating complimentary uses like artist live-work lofts around the 8th & C intersection area. Although a few blocks away, Route 66 Museum complements the cultural node.

Old Town, with streetscape improvements, new mixed-use development, and housing infill to propel the transformation of Old Town into a pedestrian-oriented environment that fosters a sense of identity and place. The following quote from the Strategic Action Plan is key to providing an understanding and foundation for the Old Town Vision that is described in this Specific Plan.

The Action Plan suggests primary land uses and catalytic opportunity sites for Old Town. Housing, specialty retail, heritage tourism, and government offices are elected as the key uses to revitalize Old Town. 7th Street will be enhanced as the designated main street through Old Town, lined with street furnishings, landscaping, and multi-story mixed-use retail. Infill housing opportunities are identified primarily along 6th Street.

3.2.3 Community Vision Workshop #1

The first of three public workshops was held on November 17, 2016 at the Old Bank of America building on Seventh Street. This first public workshop was an introduction to the proposed Specific Plan, including past efforts, opportunities and constraints and most importantly to gather input on the vision for Old Town's future. Several vision statements were presented including

- **Honor Old Town's Heritage**
- **Create a Safe and Walkable Old Town**
- **Become a Distinct Mixed-Use Area**
- **Become Attractive to New Businesses and Residents**
- **Become a community Cultural Arts District**



It was clear that the resident's and business owners of Old Town want a safe and walkable environment for Old Town. Although many of the above statements can help to contribute to a safer Downtown that is more walkable; to become a vibrant walkable downtown the OTSP plans on improving pedestrian safety in the short term by slowing traffic down on Seventh Street through a 'road diet' by reducing the street from four lanes to two lanes. This also includes the improvement of pedestrian crossings with bulb-outs to lessen the distance to cross the streets and fewer lanes to maneuver. Additionally, funding has already been approved by the City Council for increased lighting, therefore lighting will be improved and added strategically throughout Old Town with citizen input. Further homelessness will need to be curbed while the increase of law enforcement presence will add to the safety and create a secure feeling in Old Town.



4.0 LAND USE PLAN

The Land Use Plan dictates the appropriate use of land and sets the character for development in the Old Town Specific Plan area. This chapter provides the framework to develop the Old Town as a mixed-use, pedestrian-friendly environment that is the focus for new higher-intensity development in the city. The Land Use Plan comprises the text in this chapter and the Land Use Map illustrating the land use mix and distribution within the Old Town area. This chapter constitutes the zoning regulations for property within the Specific Plan area.

This chapter contains the following sections:

- 4.1 Land Use Districts describe each of the land use categories for the Specific Plan area and reflect the development strategy in terms of mix of uses, density, and intensity of development. These land use districts are consistent with the land use policies and designations in the City's General Plan.
- 4.2 Land Use Map for Old Town Victorville translates the community's vision for the Specific Plan area by identifying specific land use designations for individual properties.
- 4.3 Development Types illustrate appropriate building product types for each of the land use districts.
- 4.4 Permitted Uses Table identifies allowable uses for all of the land use categories permitted within the Specific Plan area. Permitted use listings are provided by general use category on the basis of common function or characteristics. For a detailed list of use definitions, see Appendix A: Glossary.
- 4.5 Accessory Uses allows for compatible uses associated with the primary use but to the extent that it does not overwhelms the principal use.
- 4.6 Special Requirements for Certain Uses - some uses may negatively impact the neighborhood or adjacent uses, therefore to ensure these uses are developed or operated properly, certain requirements have been included.
- 4.7 Process to Determine Similar Uses establishes an administrative process for the zoning Administrator to determine that land uses are similar to other permitted uses with specific findings of similarity, compatibility, and consistency.
- 4.8 Temporary Uses – Allows for short term uses up to several times a year that are not necessarily associated with the primary use. These use should promote and generate pedestrian activity within the Old Town Specific Plan area.

4.9 Nonconforming Uses provision identifies the applicable City Municipal Code for managing existing uses that do not conform to the regulations of this plan.

4.10 Historical Resource Preservation allows for the designation and protection of Historical Places and Buildings.

4.11 Historic Wall Murals allows for the installation of Historic Murals in Old Town.

4.1 Land Use Districts

The Specific Plan land use districts implement the goals, policies, and objectives of the City's General Plan. The land use districts reinforce Old Town as the traditional downtown retail core supported by residential and employment uses in the area.

The land use districts established by this chapter are intended to:

- Promote the integration of compatible land uses;
- Provide a concentration of high-density commercial, office, and residential uses;
- Encourage greater recreational use of the open space areas north of the railroad tracks;
- Establish a location for cottage industry, live/work, and research and development in Old Town; and
- Identify the area adjacent to the transit station as a focal point in the downtown through the development of a plaza and high quality design features; and
- Provide for an anchor development to support the community.

Table 4.1 below lists each land use district with corresponding symbol, description, and listing of allowed density and intensity of land use. Additional development standards for each district are outlined in Chapter 5.0.

Table 4.1 Land Use Districts

Symbol	Land Use District	Gross Density & Intensity Allowed	Description
RM	Residential Medium Density	Up to a maximum 15.0 du/acre	This district provides for both attached and detached multi-family residential dwelling units. Clustered single-family units, duplexes, triplexes, quadplexes, townhomes, rowhouses, condominiums, brownstones, stacked flats, and small apartment complexes are appropriate for this area.
RMO	Residential Medium Density Overlay District	Up to a maximum 15.0 du/acre	This overlay district requires that the entire overlay (both parcels) develop with a single development plan to allow shared access and a consistent design and development standards. Therefore a Planned Unit Development (PUD) is required, however each parcel may build independently.

Symbol	Land Use District	Gross Density & Intensity Allowed	Description
RMH	Residential Medium-High Density	15.1 – 25.0 du/acre	This district allows both attached and detached multi-family residential housing at higher densities. This district is intended for townhomes, rowhouses, condominiums, brownstones, stacked flats, and apartment complexes.
MUR	Mixed-Use Retail	18.0 – 25.0 du/acre 0.6 – 3.0 FAR 3 stories max	This district provides for neighborhood commercial and residential mixed-use development. Retail uses are required along the ground-floor frontage of 7 th Street and D Street. Office and/or residential uses are allowed behind or above as part of a Development Plan, incorporating horizontal mixed use to the extent feasible. Specialty retail uses that promote Old Town’s historic Route 66 heritage are strongly encouraged.
MURO	Mixed-Use Retail Overlay District		This overlay restricts MUR uses, requiring retail on the ground-floor frontage along 7 th Street and D Street, as noted in the MUR district and Table 4.2 Permitted Uses .
MUS	Mixed-Use Service	18.0 – 25.0 du/acre 0.6 – 3.0 FAR 3 stories max	This district provides for neighborhood service-oriented commercial and office developments. Service, professional office, medical, retail, and commercial are required along the ground-floor frontage of 7 th Street, D Street, and Hesperia Road. Service, office, and residential uses are permitted above or behind as part of a Development Plan, incorporating horizontal mixed use to the extent feasible.
MUSO	Mixed-Use Service Overlay District		This overlay restricts MUS uses, requiring retail on the ground-floor frontage along 7 th Street, D Street, and Hesperia Road, as noted in the MUS district and Table 4.2 Permitted Uses .
CA	Community Anchor		This district allows for the development of a community based use such as a community center, school, arts theater and auditorium. The use shall be a community anchor and benefit all citizens of Old Town.
LI	Light Industrial	Up to a maximum of 8.0 du/acre 0.5 – 1.0 FAR 1 story maximum for industrial uses 2 story maximum for live/work developments	This district provides land for incubator industrial sites, cottage industry, and other light industrial or manufacturing uses. The uses in this category include activities that occur entirely within an enclosed building. Low-intensity research and development and business park development are accommodated in this designation. In addition, live/work units are permitted. In live/work developments, residential units are allowed on the second story over ground-floor incubator industrial businesses owned/inhabited by the business owner/user.
OS	Open Space		This district is reserved for open space, natural resources, and recreational activities. The district includes lands that are to remain in a natural state, such as flood hazard areas. Play areas, ball fields, trails, lakes, and detention basins are allowed.
AOS	Active Open Space		This district is intended for more intense recreational use than the Open Space designation, providing plazas for public congregation and pay-and-play recreational activities. The district includes lands for parks, community gardens, golf courses, swimming pools, tennis courts, and ball fields.

Symbol	Land Use District	Gross Density & Intensity Allowed	Description
PB	Public Benefit Overlay District		This site is a highly desirable site and is intended to be a focal point within the downtown. This overlay is characterized by enhanced design regulations and required amenities, such as a plaza and vertical architectural elements such as a tower.

4.2 Old Town Victorville Land Use Mix

The Land Use Map shown in **Figure 4.1** is the blueprint for the development and use of land in Old Town. The Land Use Map is intended to transform the existing project area to an environment characterized by a dense development pattern with a mix of residential, commercial, and industrial spaces. The mix and concentration of higher-intensity land uses shown on the Land Use Map is intended to establish Old Town as the desired place in the city to live, work, shop, and open a business. The existing rail station is anticipated to act as a catalyst for future development, as growing numbers of residents and workers are expected to use the station. The area adjacent the transit station will be transformed to a large pedestrian plaza and focal point of Old Town.

The Land Use Map demonstrates how the land use districts relate to the hierarchy and function of the streets throughout Old Town.

The hierarchy of streets is as follows:

7th Street as Main Street

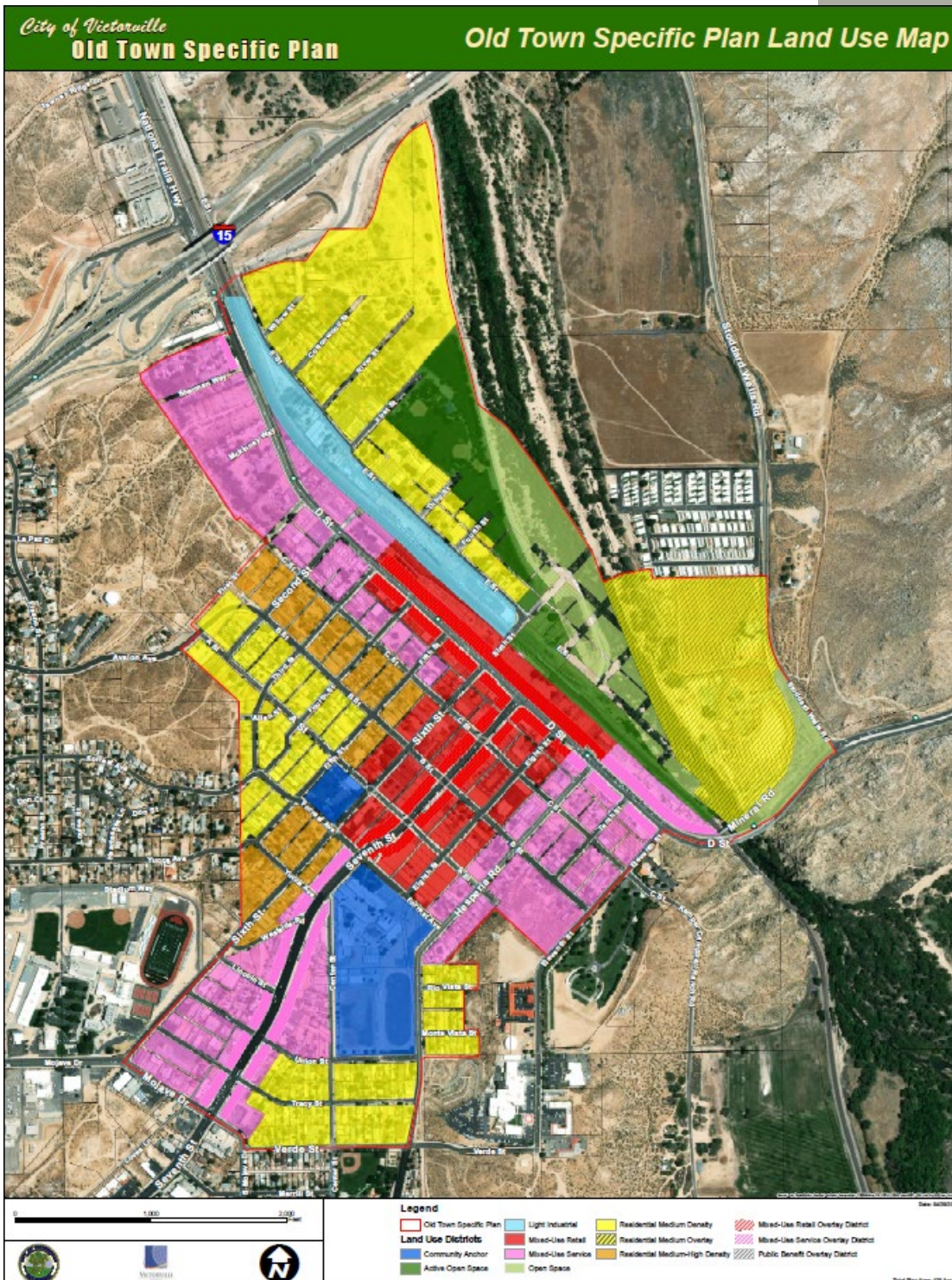
Hesperia Road/9th Street as the bypass moving fast traffic away from Old Town

D Street as a commercial corridor

Minor streets located behind the three major streets provide supporting uses to the downtown

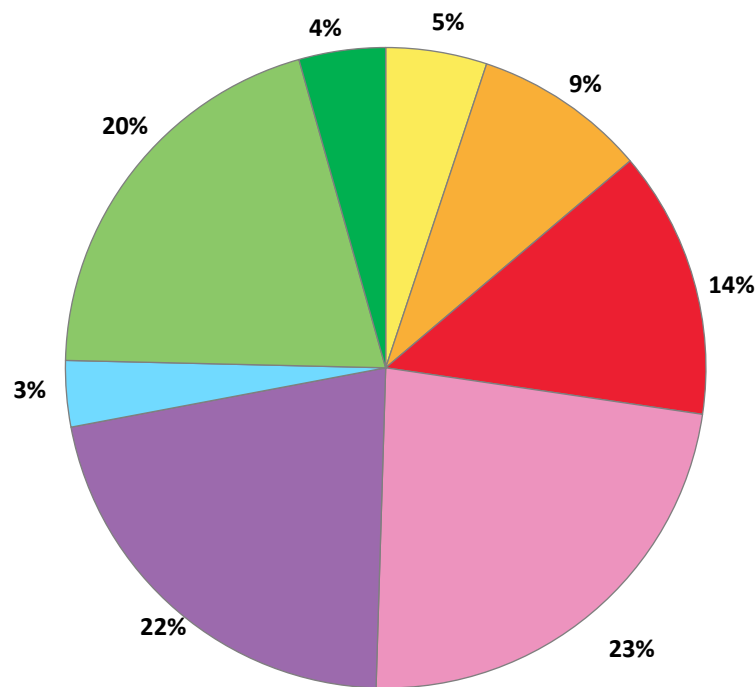
The three main corridors in the downtown—7th Street, Hesperia Road, and D Street—experience the most traffic and get the most visibility and are therefore the best location for commerce. Retail storefronts are required along the ground-floor street frontage of 7th Street and D Street to activate these important pedestrian-oriented streets. Residential and downtown service uses are located on minor streets behind the major corridors and provide the population and services necessary to support Old Town businesses.

**Figure 4.1
 Land Use Map**



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The figure below demonstrates the distribution of parcel acreage in the Specific Plan area designated for each land use district.



Land Use Designation

- Residential Medium Density (RM)
- Residential Medium-High Density (RMH)
- Mixed-Use Retail (MUR)
- Mixed-Use Service (MUS)
- Commercial (C)
- Light Industrial (LI)
- Open Space (OS)
- Active Open Space (AOS)

4.3 Development Types

The following table provides a visual dictionary of building product type examples typical for each of the land use districts.

Residential Medium Density (RM)



Residential Medium High (RMH)



Mixed-Use Retail (MUR/MURO)



Mixed-Use Service (MUS/MUSO)



Commercial (C)



Light Industrial (LI)



Open Space (OS)



Active Open Space (AOS)



Public Benefit Overlay (PB)



4.4 Permitted Uses

The Permitted Uses table, **Table 4.2**, below lists the uses allowed for each district within the Specific Plan area. It identifies permitted, conditional, and non-permitted uses in the Specific Plan area, indicated by the following symbols:

P = Permitted by right

C = Conditional Permitted (approval of a Conditional Use Permit is required)

– = Not Permitted

Uses not listed in the table are also not permitted. Please see **Appendix A: Glossary** for definitions of the permitted uses.

Table 4.2 Permitted Uses

LAND USE CLASSIFICATION	P = Permitted; C = Conditional; – = Not Permitted									
	RM(O)	RMH	MUR	MURO	MUS	MUSO	CA	LI	OS	AOS
Residential Use Listings										
Adult Day Care Home (less than 24-hour care, 1–6 adults)	P	P	–	–	–	–	–	–	–	–
Residential Care Home (24-hour care, 1–6 adults)	P	P	–	–	–	–	–	–	–	–
Child Day Care Facility	C	C	C	–	C	–	–	–	–	–
Cluster Housing	P	P	–	–	–	–	–	–	–	–
Dwelling, Accessory Unit	P	P	–	–	–	–	–	C	–	–
Dwelling, Multi-Family	P	P	C ²	–	C ²	–	–	C	–	–
Dwelling, Single-Family	P	–	–	–	–	–	–	–	–	–
Dwelling, over ground-floor office or retail	–	–	P	P ¹	P	P ¹	–	P	–	–
Family Day Care Home, Large (1–14 children)	C	C	–	–	–	–	–	–	–	–
Home Occupation	P	P	P	–	P	–	–	P	–	–
Live/Work Facility	C	C	P	–	P	C	–	P	–	–
Low Barrier Navigation Center	P	P	P	P	P	P	–	P	–	–
Community Service Use Listings										
Assembly Use (e.g., church, club, lodge, mortuary, social hall)	C	C	C	–	C	–	C	–	C	C
Clothing/M meal/Supply Distribution	C	C	–	–	–	–	–	–	–	C
Community Center/Civic Uses	–	–	P	C	P	–	P	C	C	P
Community Garden	P	P	P	C	P	C	P	C	P	P
Equestrian Uses	–	–	–	–	–	–	–	–	P	C
Indoor Amusement/Entertainment	–	–	C	C	C	C	–	–	–	P
Indoor Fitness and Sports Facilities	–	–	C	C	C	C	P	–	C	P
Libraries and Museums	–	–	P	C	P	C	C	–	C	C
Outdoor Commercial Recreation	–	–	–	–	–	–	C	–	C	P
Parks and Public Plazas	P	P	P	P	P	P	P	P	P	P

LAND USE CLASSIFICATION	P = Permitted; C = Conditional; – = Not Permitted									
	RM(O)	RMH	MUR	MURO	MUS	MUSO	CA	LI	OS	AOS
Public Safety Facility	P	P	P	P (1K SF max)	P	P (1K SF max)	C	P	C	P
Schools – Public	P	P	P	–	P	–	P	C	–	–
Schools – Private	P	P	P	–	P	–	C	C	–	–
Schools – Vocational	P	P	P	C	P	P	C	C	–	–
Theatres and Auditoriums	–	–	P	C	P	C	P	C	C	C
Utility, Transportation and Communication Use Listings										
Park-and-Ride Facility	–	–	P	–	P	–	-	P	–	–
Railroad Maintenance Yard	-	-	-	-	-	-	-	C	-	-
Telecommunications Facility	C	C	P	–	P	–	-	C	C	C
Transit Stations and Terminals	–	–	P	P	P	P	-	P	–	–
Utility Facility and Infrastructure	–	–	–	–	C	–	-	C	C	C
Retail, Service, and Office Listings										
Alcoholic Beverage Sales (Off Sale) ³	–	–	C	C	C	C	-	–	–	–
Art studio	-	-	P	P	P	P	-	C	-	-
Banks and Financial Services	–	–	P	P ¹	P	P	-	–	–	–
Bed and Breakfast Inn	P	P	P	P ¹	P	P	-	–	–	–
Brew Pub or Micro-brewery (ABC Type 23)	-	-	C	C	C	C	-	C	-	-
Business Support Services	–	–	P	–	P	P	-	P	–	–
Convenience Store	C	C	P	–	P	P	-	C	–	–
Drive-in/Drive-through Sales & Services	–	–	–	–	C	C	-	–	–	–
Grocery Store (30K SF max)	–	-	P	P	P	P	-	–	–	–
Home Improvement Supplies (SF max)	–	–	P (3K)	P(3K)	P(5K)	P (5K)	-	–	–	–
Hotels/Motels	–	–	P	P	P	P	-	–	–	–
Laundromat	-	-	P	-	P	-	-	C	-	-
Medical Services – General	–	–	P	P	P	P	-	–	–	–
Neighborhood Market	C	C	P	P	P	P	-	–	–	–

LAND USE CLASSIFICATION	P = Permitted; C = Conditional; – = Not Permitted									
	RM(O)	RMH	MUR	MURO	MUS	MUSO	CA	LI	OS	AOS
Office – Business and Professional	–	–	P	P ¹	P	P	-	P	–	–
Office – Accessory	–	–	P	–	P	P	-	P	–	–
Personal Services	–	–	P	P	P	P	-	C	–	–
Personal Services, Restricted	–	–	C	–	C	C	-	–	–	–
Pet Shop & Grooming	–	–	P	P	P	P	-	–	–	–
Plant Nursery (Retail)	–	–	C	–	P	–	-	–	–	–
Research & Development	–	–	–	–	–	–	-	P	–	–
Restaurants (including beer and wine)	–	–	P	P	P	P	-	C	–	–
Restaurants (including liquor)	–	–	C	C	C	C	-	-	–	–
Retail – Accessory	–	–	P	P	P	P	-	P	–	–
Retail – General	–	–	P	P	P	P	-	C	–	–
Retail – Restricted	–	–	C	–	C	–	-	C	–	–
Thrift Stores	-	-	P	P	P	P	-	C	-	-
Veterinary Facility	–	–	P	–	P	–	-	–	–	–
Auto Parts Sales	–	–	–	–	P	–	-	–	–	–
Auto Repair	–	–	–	–	C	C	-	–	–	–
Car Wash (full service) and Detailing	–	–	–	–	C	C	-	–	–	–
New and Used Auto Sales	–	–	–	–	C	C	-	–	–	–
Service/Gas Station	–	–	–	–	C	C	-	–	–	–
Industrial, Manufacturing, and Processing Use Listings										
Custom Manufacturing	–	–	–	–	–	–	-	P	–	–
Cottage Industry	C	C	P	–	P	–	-	P	–	–
Printing and Publishing	–	–	–	–	C	–	-	P	–	–
Recycling Facility – Collection	–	–	–	–	C	–	-	P	–	–
Other Similar Uses as Determined by the Zoning Administrator or the Planning Commission										
Similar Uses	C/P	C/P	C/P	C/P	C/P	C/P	C/P	C/P	C/P	C/P

LAND USE CLASSIFICATION	P = Permitted; C = Conditional; – = Not Permitted									
	RM(O)	RMH	MUR	MURO	MUS	MUSO	CA	LI	OS	AOS
Transitional Uses that are Temporary in Nature on Vacant Land										
Transitional Uses	C	–	–	–	–	–	–	–	–	–

- 1 Entrances/foyers/lobbies to above-ground residential units businesses are permitted in this district, not to exceed 650 SF.
- 2 When built with a mixed-use commercial component
- 3 Refer to Municipal Code Section 16-3.07.020(a) Alcohol Sales

4.5 Accessory Uses

4.5.1 Residential

Accessory uses for residential such as home occupations, child care, renting rooms, vehicle repair and swimming pools shall be subject to the regulations set forth in the VVMC Section 16-3.07.030. This shall include accessory uses for the residential units of a mixed-use development or a live-work building.

4.5.2 Commercial, Light Industrial

Accessory uses for commercial, industrial and other non-residential accessory uses shall not exceed a total of twenty percent of the total floor area of the primary use occupying the building and include such uses as the following. Additional uses not specifically listed may approved at the discretion of the Zoning Administrator.

- a) Administrative Office
- b) Café
- c) Day Care Facility
- d) Garden – associated with a resaurant or market (may be rooftop)
- e) Market
- f) Meeting room - community or private
- g) Outdoor cooking in conjunction with a restaraunt
- h) Outdoor seating in conjunction with a restaraunt

4.6 Special Requirements for Certain Uses

Included or or in addition to the requirements of Section 16-3.07.020 of the VVMC, certain uses require development and/or operating standards in order to protect the health, safety and welfare of the community in Old Town. The following special requirements apply to certain permitted or conditional uses. Notwithstanding, the uses listed within Section 16-3.07.020 of the VVMC shall be subject to all the requirements set forth within that Section.

4.6.1 Veterans Memorial

The Veterans Memorial located on the northeast corner of Forrest and Seventh Streets is a cherished memorial for not only veterans, but for the residents of Old Town and the citizens of Victorville. Due to the importance of this memorial and the fact that parades and other gatherings often occur at and near the memorial, future land uses that will occur adjacent to this site must take this sensitive land use into account during development. Therefore, any use and/or development that will occur on the adjacent vacant parcels must provide for a public benefit buffer and amenity around the memorial that shall be installed concurrently with the development. The buffer and feature may be utilized during gatherings at the memorial by the general public and may be as basic as grass or concrete with benches and/or may contain an arbor or trellis and landscaping. The exact size and design of the buffer and amenity shall be determined during the time of project entitlement and in the case of a mixed-use development, the feature may be counted toward any open space and/or amenity requirement for that project.



4.6.2 Low-Barrier Navigation Centers

Low-Barrier Navigation Centers are permitted by-right in zones that allow for mixed-use and multi-family developments, and include the RM, MUR, MURO, MUS, MUSO, and LI zone districts. As further defined in the Glossary of Appendix A, a Low-Barrier Navigation Center is a housing first, service-enriched shelter focused on moving homeless and homeless families into permanent housing and provides temporary living facilities while on-site case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing and is subject to the operational and site requirements listed herein.

a) Operational Requirements

In accordance with CA Government Code requirements, a Low Barrier Navigation Center development shall meet the following requirements:

1. It offers services to connect people to permanent housing through a services plan that identifies services staffing.
2. Referrals and intakes of persons into a Low Barrier Navigation Center shall not occur as walkups. The facility shall be linked to a coordinated entry system, so that assessments are conducted prior to persons arriving for admittance to the facility. "Coordinated entry system" means a centralized or coordinated assessment system developed pursuant to Section 576.400(d)(d) or Section 578.7(a)(8)(a)(8), as applicable, of Title 24 of the Code of Federal Regulations, as those sections read on January 1, 2020, and any related requirements, designed to coordinate program participant intake, assessment, and referrals.
3. It complies with Chapter 6.5 (commencing with Section 8255) of Division 8 of the Welfare and Institutions Code, which includes the incorporation of the Core Components of Housing First:
 - i. Tenant screening and selection practices that promote accepting applicants regardless of their sobriety or use of substances, completion of treatment, or participation in services.
 - ii. Applicants are not rejected on the basis of poor credit or financial history, poor or lack of rental history, criminal convictions unrelated to tenancy, or behaviors that indicate a lack of "housing readiness."
 - iii. Acceptance of referrals directly from shelters, street outreach, drop-in centers, and other parts of crisis response systems frequented by vulnerable people experiencing homelessness.
 - iv. Supportive services that emphasize engagement and problem solving over therapeutic goals and service plans that are highly tenant-driven without predetermined goals.
 - v. The use of alcohol or drugs in and of itself, without other violations, is not a reason for eviction.
 - vi. In communities with coordinated assessment and entry systems, incentives for funding promote tenant selection plans for supportive housing that prioritize eligible tenants based on criteria other than "first-come-first-serve," including, but not limited to, the duration or chronicity of homelessness, vulnerability to early mortality, or high utilization of crisis services. Prioritization may include triage tools, developed through local data, to identify high-cost, high-need homeless residents.

- vii. Case managers and service coordinators who are trained in and actively employ evidence-based practices for client engagement, including, but not limited to, motivational interviewing and client-centered counseling.
 - viii. Services are informed by a harm-reduction philosophy that recognizes drug and alcohol use and addiction as a part of tenants' lives, where tenants are engaged in nonjudgmental communication regarding drug and alcohol use, and where tenants are offered education regarding how to avoid risky behaviors and engage in safer practices, as well as connected to evidence-based treatment if the tenant so chooses.
 - ix. The facility may include special physical features that accommodate disabilities, reduce harm, and promote health and community and independence among tenants.
- 4. It has a system for entering information regarding client stays, client demographics, client income, and exit destination through the local Homeless Management Information System as defined by Section 578.3 of Title 24 of the Code of Federal Regulations.
 - 5. The operator should participate in local coordination meetings with other service providers to ensure continuity of care.

b) Site Requirements

In conjunction with Title 16 design standards, a proposal for a low-barrier navigation center shall address the following:

- 1. A low-barrier navigation center may include general office activities and provide for services for clients such as donations, mail reception, referral services, job placement services, worship, bible study, group meetings and clothing assistance.
- 2. Off-street parking shall be provided at the ratio of one on-site parking space for every ten adult beds, plus one additional space for the on-site manager. No client shall sleep or live within a motor vehicle on or off the shelter property at any time.
- 3. All low-barrier navigation centers shall meet and comply with all Local, County and State Health and Safety codes and laws such as, but not limited to, the California Building Code, the California Fire Code and the San Bernardino County Division of Environmental Health Services.
- 4. Prior to occupancy, a low-barrier navigation center must be inspected to ensure all standards are met. No facility may operate unless all requirements are satisfied.
- 5. Any outdoor or indoor event/use not specifically permitted with a low-barrier navigation center shall require review and approval of a Temporary Use Permit by the Development Department subject to the discretion of the Zoning Administrator.

6. There shall be no outdoor storage permitted, including but not limited to, clothes lines and shopping carts.
7. Loitering or panhandling at or near low-barrier navigation centers is prohibited, including but not limited to, businesses, sidewalks, parking lots, public parks, rights-of-way or other private properties.
8. Supportive services and supplies shall only be provided to those persons residing in the Low-Barrier Navigation Center and must take place within an enclosed building.
9. On-site personnel shall be provided during all hours of operation and a designated area shall be maintained for such personnel near the main entry of the facility.
10. A low-barrier navigation center shall provide a detailed security plan for review and approval to the Development Department prior to operation. Entries and exits from the facility shall be always monitored by on-site personnel. Any violation of the approved security plan shall be grounds for the revocation of the business/occupancy license.
11. Restroom facilities shall be provided in accordance with regulations outlined in the current adopted California Plumbing Code or as otherwise required by the Building Official. Separate and secured areas shall be provided for both men and women for sleeping, showering and restroom facilities. The navigation center manager shall be responsible for ensuring that all restroom and showering facilities comply with city and state building codes.
12. All low-barrier navigation centers must obtain a business license and an occupancy permit from the Development Department.
13. Any food service or on-site meal preparation areas shall comply with all applicable City of Victorville and San Bernardino County Division of Environmental Health Services requirements.

c) Review Process

Though the use itself is permitted by-right as defined in subdivision (i) of Section 65583.2. Division 13 (commencing with Section 21000) of the Public Resources Code, the law permits a local government to implement design review standards to the proposal.

1. Each proposal for a low-barrier navigation center shall go through a Site Plan review process to ensure that the operational requirements and site requirements included herein are addressed, and that the proposal meets the definition of a Low-Barrier Navigation Center.
2. In conjunction with the Site Plan review, an applicant for a Low-Barrier Navigation Center shall submit their business proposal and include their previous experience to determine land use compatibility and compliance with the operational requirements of the facility.

d) Effective Date

The allowances for Low Barrier Navigation Centers within the Old Town Specific Plan shall remain in effect until January 1, 2027, as outlined in California Government Code Section 65668, and as of that date are thereby repealed unless otherwise extended by the State legislature.

4.7 Process to Determine Similar Uses

Recognizing that every conceivable use cannot be identified in this Specific Plan and anticipating that new uses will evolve over time, this section gives the Zoning Administrator authority to approve uses when their operation, impacts, and scale are similar to those uses listed in this Specific Plan. In making a determination that a use is similar, the Director shall make all of the following findings:

- (a) The characteristics of, and activities associated with, the proposed use are equivalent to one or more of the listed uses and will not involve a higher level of activity or population density than the uses listed in **Table 4.2 Permitted Uses**.
- (b) The proposed use is consistent with the purposes of the applicable land use district.
- (c) The proposed use is compatible with the values and the character of the land use district.
- (d) The proposed use is consistent with the General Plan and this Specific Plan.

Determinations will be made in writing and will contain the facts that support the determination. The Planning Division will maintain a record of all such determinations for public review. All determinations will be provided to the Planning Commission as an information item within 30 days of the Zoning Administrator's determination.

4.8 Temporary Uses

Temporary uses are limited short term uses that help generate additional pedestrian activity in Old Town to increase awareness, interest and revenue for local businesses as well as to encourage the community to gather. Such activities include, but are not limited to, Farmers Markets, Route 66 Car Shows, Grand Openings, Special Events, Community Events and Public Events. Those temporary uses that are deemed beneficial to the Old Town area economically and/or socially and are open to the public as well as free of charge shall not be subject to the typical fees incurred by a City issued Temporary Use Permit. The Zoning Administrator shall determine if any given Temporary Use is qualified for a fee

waiver through the Temporary Use permitting process per Section 16-3.07.050 of the VVMC.

In addition, specific site design and operational standards shall apply to certain longer-term temporary activities such as mobile food truck hubs, as outlined in Section 4.8.1:

4.8.1 Mobile Food Truck Hubs

This section shall apply only to the establishment of food truck hubs with two or more mobile food truck vendors set up on private property within the Mixed-Use Retail Overlay and Mixed-Use Service overlay zone districts. This section shall not apply to sidewalk or street vending. Additionally, this section shall not apply to a single food truck temporary use, which would be held to Title 16 standards for a Temporary Use Permit, excepting for “Special Event Permit” requirements.

a) Food Truck Hub Permit Application and Review

1. A Temporary Use Permit shall be reviewed and processed in accordance with Title 16 Temporary Use Permit standards, excluding time limitations and Special Event Permit findings as outlined in Section 16-3.07.050.
2. An application for a Temporary Use Permit (TUP) to allow for a food truck hub shall be submitted to, reviewed, and approved by the Planning Department in consultation with any other applicable reviewing City departments. A complete application including a site plan, property owner authorization, Health Department approvals, proof of City of Victorville Business Licenses, evidence of liability insurance, and other items as deemed necessary by staff shall be submitted to the City for review.

b) Food Truck Hub Operational Requirements

1. All food truck hubs shall require the approval of a Temporary Use Permit which includes site layout review and verification of written property owner approval. Only the property owner or a party designated as the owner's agent may submit a food truck hub application. The food truck vendor, event sponsors, and/or property owner, shall be jointly responsible to ensure food trucks are in full compliance with the operational standards of this chapter.

2. Hours of Operations. Mobile food vendors shall be prohibited from operating between the hours of 10:00PM to 6:00AM. Cleanup and vacation of site shall occur prior to 11:00PM.
3. A Temporary Use Permit for a food truck hub permit may be approved for a maximum period of six months at a time. Permit is renewable if no confirmed violations have been reported or have been appropriately resolved. If substantial changes to the event as approved by the original application are proposed, a new application shall be required.
4. All food truck vendors shall obtain, maintain, and display in plain view, a current and valid City of Victorville Business License and San Bernardino County Health Department Permit. Food truck vendors shall be fully responsible for complying with County Health Department requirements for the operation of the food truck, including but not limited to the storage, cooking, and serving of food items.
5. All food trucks shall be occupied and supervised by the permitted owner or authorized operator of said vehicle at all times.
6. Food trucks shall only stop, stand, or park on surfaces paved with concrete, asphalt, or a clean gravel surface as approved by the City Engineer.
7. All food preparation, cooking and storage shall occur inside the permitted vehicle or at an approved commissary off site.
8. Only food and non-alcoholic drinks shall be sold from food trucks. Alcoholic beverages may be allowed subject to City approval and authorization from the Department of Alcoholic Beverage Control (ABC).
9. No food shall be prepared, sold, or displayed outside of the food truck vehicle.
10. Food truck vendors and event organizers shall be responsible for managing customer queuing and for ensuring that safe pedestrian accessibility is maintained. While operating a food truck vehicle, vendors shall keep customers and other patrons from blocking any streets, sidewalks, paths, driveways, doorways, and other avenues of vehicular and pedestrian traffic.

11. Food trucks shall be maintained in a clean and presentable condition at all times free from graffiti, body damage, or obvious signs of deterioration (e.g., peeling paint, rust, etc.).
12. All grounds used by a food truck vendor shall be maintained at all times in a clean and presentable condition. Any trash or spills of food by-products shall be immediately cleaned up, and dumping of gray water onto the ground or public streets shall not be allowed.
13. Grease and liquid waste shall not be disposed of in or upon unapproved locations, including tree wells, storm drains, sanitary sewer systems or public streets. The food truck vendor shall collect and properly contain any new or used fat, oil, or grease substances, and shall remove from the premises said substances for disposal at an approved facility.
14. Each approved food truck shall provide a minimum of one trash receptacle and ensure that it is properly serviced to avoid accumulation of litter. All containers and their contents shall be removed from the site at the conclusion of business activities. No refuse or waste generated during the event shall be disposed in any public trash receptacle.
15. All food trucks shall be entirely self-sufficient in regards to utilities (e.g., gas, electricity, water, etc.) necessary to operate independently and efficiently.
16. Food truck hubs are subject to the City of Victorville Noise Ordinance. No horns, amplification systems, sound-producing devices/music systems, radios, televisions, which can be heard outside of the immediate area of any mobile food truck, may be used.
17. No overnight parking of a food truck or trailer shall be permitted. Food trucks shall be removed from the site when not in operation and/or at the end of an approved event.

c) Food Truck Hub Site Requirements

1. Food trucks operating for more than one hour at an approved event shall provide customers and employees access to restroom facilities within 200 feet of the food truck location. Restroom facilities shall include operational toilets and hand-washing

facilities with potable water, soap, and paper towels. The number of provided restrooms shall meet the minimum required to support the event pursuant to the current adopted California Plumbing Code or as otherwise required by the Building Official.

2. Parking. Three off-street parking spaces shall be provided on-site per each approved food truck. This parking requirement may be waived if public parking is available within 200 feet of the permitted food truck hub. Public parking is considered street parking or parking within a shared off-street parking facility with written approval from the property owner for the use of the lot.
3. Wayfinding signage shall be placed on-site to direct patrons to approved parking facilities. The submitted site plan shall include the proposal for patron parking.
4. Site amenities such as trash receptacles, tables, chairs, lighting, etc. may be proposed to remain on-site in a semi-permanent fashion provided there is oversight by the property owner to prevent loitering during non-business hours.
5. All trucks shall provide lighting to illuminate the area of business, unless the site is already well-lit, subject to the review and approval of the Zoning Administrator.
6. The applicant shall make an effort to create an appealing site environment that incorporates the retro styling of Route 66. This can be accomplished through the inclusion of temporary or semi-permanent features such as raised flower beds, furnishings, bistro lighting, and signage.

d) Prohibited Activities

No food truck vendor or sponsor of a food truck event shall:

1. Operate a food truck event in a manner that would create a public or private nuisance;
2. Knowingly allow any person on the site of a food truck event, to cause or create a disturbance in, around, or near the location of the event by offensive or disorderly conduct;
3. Knowingly allow any person to consume, distribute, possess, or sell any alcoholic beverage on the site of the food truck event,

except as expressly allowed as a condition of the permit and in compliance with the laws and regulations enforced by the State Department of Alcoholic Beverage Control;

4. Knowingly allow any person to illegally consume, distribute, possess, or sell any controlled drug or dangerous substance in, around, or near any location of a food truck or food truck event; or
5. Sell non-food items or the perform any professional or personal services from a food truck. Food and clothing giveaways are strictly prohibited.

e) Suspension or Revocation of a Food Truck Hub Permit

All violations of this section are declared to be a public nuisance and may be abated by the City in such manner as provided by law. The City may suspend or revoke any food truck hub permit issued pursuant to this chapter based upon reasonable cause, which may include any one or more of the following reasons:

1. Nonpayment of required fees or deposits to the City;
2. Violation of any permit condition;
3. Violation of any law involving the operation of the food truck event; or
4. An emergency situation constituting an immediate threat to the public health, safety or welfare as determined by the Director and/or Chief of Police.

4.9 Nonconforming Uses

Nonconforming uses are existing uses that are not permitted or not listed in **Table 4.2 Permitted Uses**. Please refer to Sections 16-3.05.010–16-3.05.070 of the Victorville Development Code for the City’s nonconforming use provisions.

4.10 Historical Resource Preservation

Historical Resources are those improvements, buildings, structures, signs, features, Historic Districts, landmarks, trees or other objects of cultural, architectural or historical significance to the City that are at least 50 years old and which have been determined to be eligible for historic designation and deemed appropriate by the Historic Preservation Committee.

4.10.1 Locally Historical

There are many current local designated Historic Points of Interest in Old Town such as the Chantry House, the Old Victor School and the Barrel House. These and other designated points of interest as well as future locally designated historic places within the Specific Plan shall be protected and not permitted to be modified, demolished (unless declared a public hazard by the Development Department i.e. Code Enforcement, Building or Fire), altered, renovated, remodeled, improved or expanded unless approved by means of a Minor Conditional Use Permit and a Minor Site Plan or a Conditional Permit and Site Plan, depending on the extent of the physical modification. The review of the modification shall utilize the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*. Minor improvements, renovations, ordinary maintenance and repair or any interior modifications that do not effect the exterior of the building are not subject to this requirement. This requirement shall ensure that Old Town retains its Historic Resources, preserves its Historic buildings, promotes interest and education in Old Town, fosters civic pride, encourages reuse of buildings and protects the unique character of Old Town. If the modifications will improve the structure, Planning fees may be combined together (Site Plan & CUP) subject to the approval of the ZA.



Any proposal for a Locally Historic Point of Interest, Building, Sign, Structure, Place, Block, District or other area shall be heard by the City Council after a recommendation from the Historic Preservation Committee per Section 16-1.02.080 of the VVMC and may be subject to Section 16-3.17 Historic District of the Development Code (Title 16). The City Council Resolution of historic designation shall be recorded with the property and shall be only removed if the City Council reverses designation or the historic resource is disposed of.

Although any group, entity, historical society, museum, preservation organization, governmental agency or citizen may recommend a historic designation, only a property owner may authorize a proposed historic designation of a privately held building or property.

4.10.2 State and Federal Historical

To be registered at the State or National Level with the National Register of Historic Places or the California Office of Historic Preservation, the applicant shall first be registered as a Locally Historic Resource to gain City support for a State or Federal designation. Although the City is not a party to these designations because the City is not a Certified Local Government, the City may still offer support, guidance and assistance. Additionally, by becoming a State or National Historic Resource, the structure or building may qualify for a Mills Act Contract, utilize the California Historical Building Code (CHBC), qualify for State and Federal Grants and Loans, increase property values and/or qualify for a historic plaque.



4.11 Historic Wall Murals/Public Art

Historic murals placed on buildings such as the one above completed by artist Phil Yeh in Needles, CA add nostalgia, charm and beauty to urban areas. Additionally, murals and public art attract tourists as well as patrons to Old Town.

4.10.1 Historic Wall Murals

Historic Wall murals shall be permitted by means of a Minor Conditional Use Permit subject to review and approval of the Zoning Administrator. The murals must depict a historical or cultural significant event, site, person, geographic feature, transportation device or other thing or object that ties into the historic Route 66 Theme, Railroad theme or other Historic Old Town theme. The murals may not be offensive and cannot act as signage.

A Historic Wall Mural program such as one utilized for a walking tour to encourage pedestrians to walk through Old Town, may be approved by means of a Conditional Use Permit from the Planning Commission. The program must follow the guidelines above and must have a unified theme.

4.10.2 Public Art

Public Art or a Public Art Program should have a Route 66 theme or a Mid-Century Modern period style. Because public art is typically installed on public property, it is usually a public/private venture, therefore shall be reviewed and approved by the Planning Commission and/or City Council depending on the scope of the project.



5.0 DEVELOPMENT STANDARDS

The development standards establish rules for site layout, parking, building placement, and building form for each of the land use districts. An important initiative of the Old Town Specific Plan is to clearly spell out development standards that shape the desired urban form. Building intensities are regulated through conformance to the prescribed development standards (i.e., height, setbacks, parking, form, and massing). These standards are designed to simplify, streamline, and customize the standards and requirements described in the City's Development Code (Title 16) for development and reuse within the Old Town Area.

Standards are mandatory requirements that must be satisfied for all new projects and building renovations for any major modification of the exterior. Major modifications are defined as any alterations of more than 10 percent of the existing building façade or area. Refer to Chapter 9: Implementation, Section 9.4 Plan Administration.

Unless otherwise specified in the Specific Plan, permit requirements and site planning and development standards are as specified in the City of Victorville Development Code (Title 16). Where the Specific Plan and Development Code standards differ, the Old Town Specific Plan standards prevail for development within the Old Town Area. When the Specific Plan is silent (e.g., wireless communication facilities), the City of Victorville Development Code (Title 16) requirements remain in force.

This chapter is organized into the following sections:

5.1 Development Standards

5.2 Parking Reductions

5.3 Frontage Types

5.4 Building Types

5.1 Development Standards

The objectives of the development standards are to:

- Prioritize the pedestrian and promote pedestrian amenities in the design of new development;
- Promote new development that responds to the local context and historical Route 66;
- Encourage infill development and adaptive reuse of historical sites;

- Encourage mixed-use development; and
- Demonstrate the significance of the role and character of the 7th Street Corridor (Historic Route 66) within the downtown.

The following tables identify the development standards for each land use district.

Table 5.1 Residential Medium Density (RM) Development Standards

Development Feature	Development Standard
Lot Size	7,000 square foot minimum (may require the merging of lots)
Unit Size	650 square foot minimum Studio Efficiency Unit – 320 square foot minimum
Density	Up to a maximum 15.0 du/acre
Density Bonus	Allowed for Affordable Housing subject to CA Government Code Section 65915 (Up to a total maximum 21.0 du/acre)
Building Height	1 story minimum 3 stories maximum
Front/Streetside Setback (to back of sidewalks) (see Figure 5.1)	5' minimum up to 2 stories Within 15' of property line, each story above 2nd story must step back an additional 5'
Side Yard Setback (see Figure 5.1)	5' minimum, except for row house building types where 0' minimum is allowed
Rear Setback (see Figure 5.1)	5' minimum with alley 10' minimum without alley
Architectural Encroachments	Balcony/porch/stoop may encroach 5' maximum into setback Bay window/chimney/eave may encroach 3' maximum into all setback areas
Vehicular Parking (see also Section 5.2 Parking Reductions)	a) Residential: 1 space/unit minimum covered; 2 spaces/unit maximum b) Non-residential: N/A
Bicycle Parking	One-family or two-family dwelling: No spaces required Multi-family dwelling with private garage for each unit: No spaces required Multi-family dwelling without private garage: 1 space/4 dwelling units minimum Senior housing: 1 space/10 dwelling units minimum
Frontage Types	Forecourt, Light Court, Dooryard / Terrace, Porch, Stoop
Building Types	Stacked, Terraced, Carriage House, Du/Tri/Quadplex, Multi-Family Villa, Rowhouse, Courtyard Housing, Bungalow Court
Access	All main building entries shall face the street or court. Private surface parking lots are not permitted in front of buildings. Locate on-site parking to the rear of the property or internal to the block and provide access to parking through alleys and driveways.

Development Feature	Development Standard
Open Space & Landscaping	<p>A minimum of 20% of the net lot area must be devoted to landscaping and open space, which may include patios, plazas, courtyards, or rooftop gardens.</p> <p>Open Space, Recreational Amenities and Landscaping shall be in accordance with Section 16-3.08.100(c)(6) of the VVMC.</p> <p>A landscape area with a minimum width of 5 feet clear shall be provided between any driveway or uncovered parking areas and adjacent lot line, except for areas provided for site access.</p> <p>Parking areas shall be landscaped in compliance with Table 5.7.</p>
Fencing/Walls	<p>Decorative block walls, wrought iron fencing, treated and stained wood fencing and vinyl fencing shall be permitted within the rear and side yards up to a maximum of 7 feet.</p>

Figure 5.1
RM Development
Standards Diagram

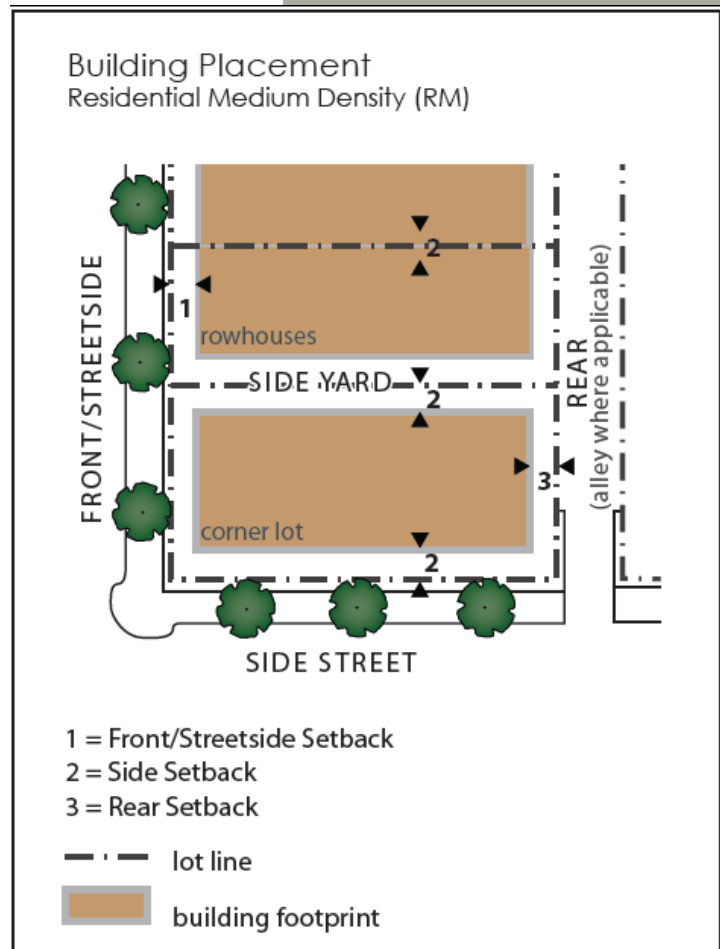


Table 5.2 Residential Medium-High Density (RMH) Development Standards

Development Feature	Development Standard
Lot Size	7,000 square foot minimum (requires the merging of lots)
Unit Size	650 square foot minimum Studio Efficiency Unit – 320 square foot minimum
Density	15.1 – 25.0 du/acre
Density Bonus	Allowed for Affordable Housing subject to CA Government Code Section 65915 (Up to a total maximum 34.0 du/acre)
Building Height	1 story minimum 3 stories maximum
Front/Streetside Setback (to back of sidewalks) (see Figure 5.2)	5' minimum up to 2 stories Within 15' of property line, each story above 2nd story must step back an additional 5'
Side Yard Setback (see Fig 5.2)	5' minimum, except for row house building types where 0' minimum is allowed
Rear Setback (see Figure 5.2)	5' minimum with alley 10' minimum without alley
Architectural Encroachments	Balcony/porch/stoop may encroach 5' maximum into setback Bay window/chimney/eave may encroach 3' maximum into all setback areas
Vehicular Parking (see Section 5.2 Parking Reductions)	a) Residential: 1 space/unit minimum covered; 2 spaces/unit maximum b) Non-residential: N/A
Bicycle Parking	One-family or two-family dwelling: No spaces required Multi-family dwelling with private garage for each unit: No spaces required Multi-family dwelling without private garage: 1 long-term space/4 dwelling units minimum; and 1 short term space/20 dwelling units minimum Senior housing: 1 space/10 dwelling units minimum
Frontage Types	Forecourt, Light Court, Dooryard/Terrace, Porch, Stoop
Building Types	Stacked, Terraced, Carriage House, Du/Tri/Quadplex, Multi-Family Villa, Row House, Courtyard Housing, Bungalow Court
Access	All main building entries shall face the street or court. Private surface parking lots are not permitted in front of buildings. Locate on-site parking to the rear of the property or internal to the block and provide access to parking through alleys and driveways.
Open Space & Landscaping	A minimum of 20% of the net lot area must be devoted to landscaping and open space, which may include patios, plazas, courtyards, or rooftop gardens. Open Space, Recreational Amenities and Landscaping shall be in accordance with Section 16-3.08.100(c)(6) of the VVMC. A landscape area with a minimum width of 5 feet clear shall be provided between any driveway or uncovered parking areas and adjacent lot line, except for areas provided for site access. Parking areas shall be landscaped in compliance with Table 5.7.
Fencing/Walls	Decorative block walls, wrought iron fencing, treated and stained wood fencing and vinyl fencing shall be permitted within the rear and side yards up to a maximum of 7 feet.

Figure 5.2
RMH Development
Standards Diagram

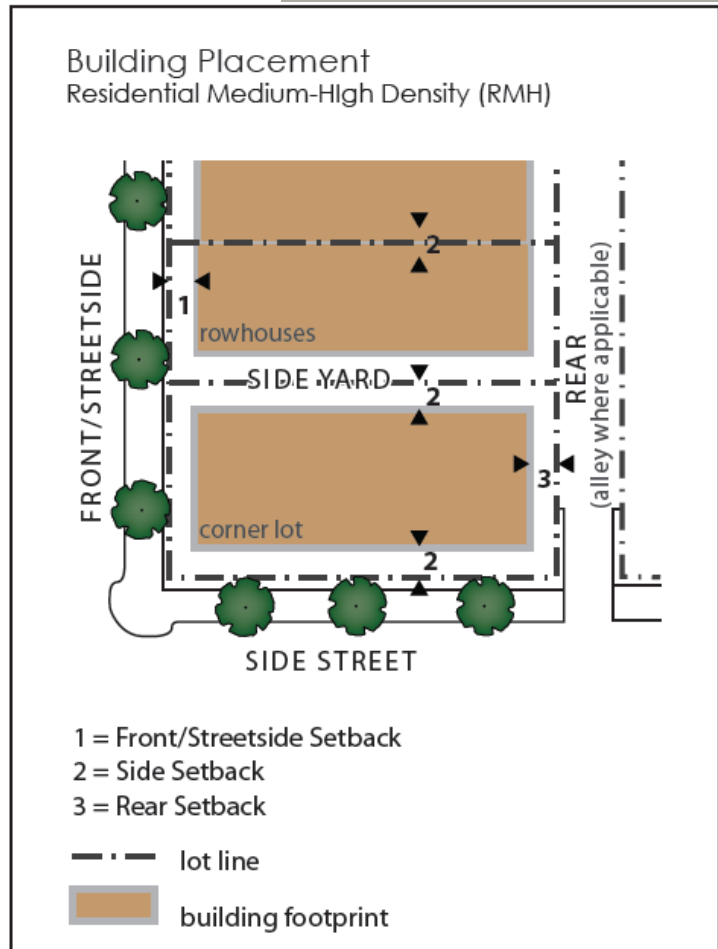
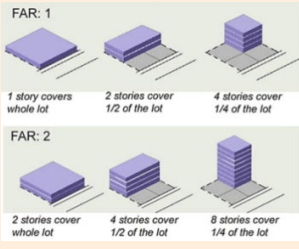


Table 5.3 Mixed-Use Retail (MUR & MURO) Development Standards

Development Feature	Development Standard
Lot Size	Horizontal Mixed Use Project (residential located at the rear) - minimum 5 acre lot size Vertical Mixed Use Project (commercial first floor, residential top floors) – no min. lot size
Unit Size	Studio Efficiency Unit – 320 square foot minimum 1 Bedroom Unit - 500 square foot minimum 2 Bedroom Unit - 750 square foot minimum
Commercial MURO	Commercial is required on the ground floor of mixed use projects fronting 7th and 'D' Streets to a depth of 71 ft. as measured from the front property line (approx. ½ the lot depth). The PC may allow a commercial depth of no less than 35' for portions of lots that do not front the street
Residential Density	18.0 – 25.0 du/acre for horizontal mixed use Up to 35.0 du/acre if vertical mixed use
Density Bonus	Allowed for Affordable Housing subject to CA Government Code Section 65915 (Up to a total maximum 34.0 du/acre for horizontal mixed use and up to 48.0 du/acre if vertical mixed use)
Floor Area Ratio (FAR)	 <p>0.6 – 3.0 FAR Example</p>
Building Height	When fronting 7th Street or D Street, 1 story minimum when adjacent to a 1 or 2 story building and 2 story minimum when adjacent to a 3 story building When not fronting 7th Street or D Street, 1 story minimum 2 stories maximum when adjacent to a 1 story building 3 stories maximum when adjacent to a 2 or 3 story building
Front/Streetside Setback (to back of sidewalks) (Fig 5.3)	0' minimum 10' maximum without forecourt 20' maximum with forecourt
Side Setback (see Figure 5.3)	0' minimum
Rear Setback (see Figure 5.3)	No minimum unless abutting residential, where 10' minimum setback required
Architectural Encroachments	Bay window/eave may encroach 3' maximum into rear setback Gallery may encroach into the public right-of-way
Vehicular Parking (see also Section 5.2 Parking Reductions)	Residential: 1 space/unit minimum covered; 2 spaces/unit maximum Non-residential: 1 space/500 SF floor area minimum All residential parking shall be screened from the public right-of-way
Bicycle Parking (see also Section 5.2 Parking Reductions)	Non-residential: 1 long-term space/12,000 sf floor area & 1 short-term space/5,000 sf floor area Multi-family dwelling with private garage for each unit: No spaces required Multi-family dwelling without private garage: 1 long-term space/4 dwelling units minimum and 1 short-term space/20 dwelling units minimum Senior housing: 1 long-term space/10 units min. and 1 short-term space/20 dwelling units min.

Development Feature	Development Standard
Minimum Lot Frontage	Primary Street - 80% lot frontage (proportion of lot fronting the street that contains a building) Secondary St. - 65% lot frontage (proportion of lot fronting the street that contains a building)
Frontage Types	Arcade, Gallery, Shopfront, Forecourt, Light Court, Dooryard/Terrace
Building Types	Podium, Full Block Liner, Half Block Liner, Infill, Stacked, Terraced
Access	All main building entries shall face the street. Private surface parking lots are not permitted in front of buildings. On-site parking shall be accessed from the rear or the side of the property. No new curb cuts along 7th Street and 'D' Street are permitted.
Public Open Space & Landscaping	A minimum of 5% of the net commercial area must be devoted to public open space, which may include patios, plazas, outdoor dining, courtyards, or rooftop gardens. For projects that cannot or choose to not meet this requirement, an in-lieu fee must be paid. Undesirable aspects of the development (e.g., trash storage, surface utility structures) shall be screened with planting wherever possible. Parking areas shall be landscaped in compliance with Table 5.7.
Private Residential Open Space & Landscaping	A minimum of 200 square feet of common open space per unit in accordance with Section 16-3.08.100(c)(6) of the VVMC. 50% of the units must have private open space, such as a patio or balcony.
Fencing/Walls	Decorative block walls or wrought iron fencing shall be permitted within the rear and interior side yards up to a maximum of 8 ft. and the front or street side yards up to a maximum of 4 ft.

Figure 5.3
MUR/MURO Development
Standards Diagram

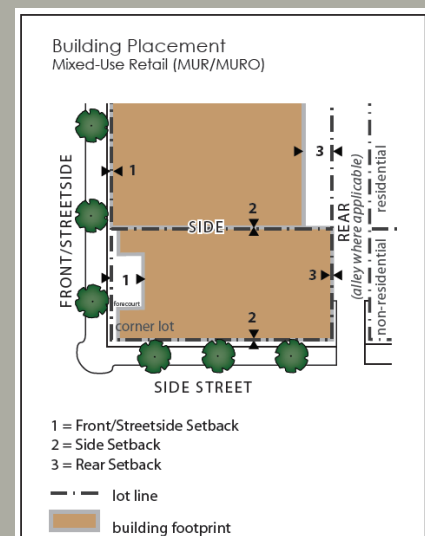
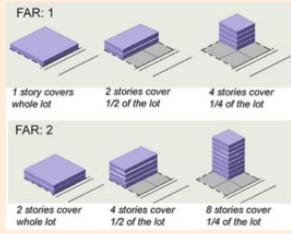


Table 5.4 Mixed-Use Service (MUS & MUSO) Development Standards

Development Feature	Development Standard
Lot Size	Horizontal Mixed Use Project (residential located at the rear) - minimum 5 acre lot size Vertical Mixed Use Project (commercial first floor, residential top floors) – no min. lot size
Unit Size	Studio Efficiency Unit – 320 square foot minimum 1 Bedroom Unit - 500 square foot minimum 2 Bedroom Unit - 750 square foot minimum
Commercial MURO	Commercial is required on the ground floor of mixed use projects fronting 7th and 'D' Streets to a depth of 71 ft. as measured from the front property line (approx. ½ the lot depth). The PC may allow a commercial depth of no less than 35' for portions of lots that do not front the street
Residential Density	18.0 – 25.0 du/acre for horizontal mixed use Up to 35.0 du/acre if vertical mixed use
Density Bonus	Allowed for Affordable Housing subject to CA Government Code Section 65915 (Up to a total maximum 34.0 du/acre for horizontal mixed use and up to 48.0 du/acre if vertical mixed use)
Floor Area Ratio (FAR)	 <p>0.6 – 3.0 FAR Example</p>
Building Height	When fronting 7th Street, D Street or Hesperia Road, 1 story minimum when adjacent to a 1 or 2 story building and 2 story minimum when adjacent to a 3 story building When not fronting 7th Street, D Street or Hesperia Road, 1 story minimum 2 stories maximum when adjacent to a 1 story building 3 stories maximum when adjacent to a 2 or 3 story building
Front/Streetside Setback (to back of sidewalks) (Fig 5.4)	0' minimum 10' maximum without forecourt 20' maximum with forecourt
Side Setback (see Figure 5.4)	0' minimum
Rear Setback (see Figure 5.4)	No minimum unless abutting residential, where 10' minimum setback required
Architectural Encroachments	Bay window/chimney/eave may encroach 3' maximum into rear setback Gallery may encroach into the public right-of-way
Vehicular Parking (see also Section 5.2 Parking Reductions)	Residential: 1 space/unit minimum covered; 2 spaces/unit maximum Non-residential: 1 space/500 SF floor area minimum All residential parking shall be screened from the public right-of-way
Bicycle Parking (see also Section 5.2 Parking Reductions)	Non-residential: 1 long-term space/12,000 sf floor area & 1 short-term space/5,000 sf floor area Multi-family dwelling with private garage for each unit: No spaces required Multifamily dwelling without private garage: 1 long-term space/4 dwelling units minimum and 1 short-term space/20 dwelling units minimum Senior housing: 1 long-term space/10 du minimum and 1 short-term space/20 du minimum

Development Feature	Development Standard
Minimum Lot Frontage along 7th St., Hesperia Rd & 'D' St.	65% lot frontage Street (proportion of lot fronting the street that contains a building)
Frontage Types	Arcade, Gallery, Shopfront, Forecourt
Building Types	Podium, Full Block Liner, Half Block Liner, Infill, Terraced
Access	All main building entries shall face the street. Private surface parking lots are not permitted in front of buildings. On-site parking shall be accessed from the rear or the side of the property. No new curb cuts along 'D' Street and Hesperia Road are permitted.
Public Open Space & Landscaping	A minimum of 5% of the net commercial area must be devoted to public open space, which may include patios, plazas, outdoor dining, courtyards, or rooftop gardens. For projects that cannot or choose to not meet this requirement, an in-lieu fee must be paid. Undesirable aspects of the development (e.g., trash storage, surface utility structures) shall be screened with planting wherever possible. Parking areas shall be landscaped in compliance with Table 5.7.
Private Residential Open Space & Landscaping	A minimum of 200 square feet of common open space per unit in accordance with Section 16-3.08.100(c)(6) of the VVMC. 50% of the units must have private open space, such as a patio or balcony.
Fencing/Walls	Decorative block walls or wrought iron fencing shall be permitted within the rear and interior side yards up to a maximum of 8 feet and the front or street side yards up to a maximum of 4 ft.

Figure 5.4
MUS/MUSO Development
Standards Diagram

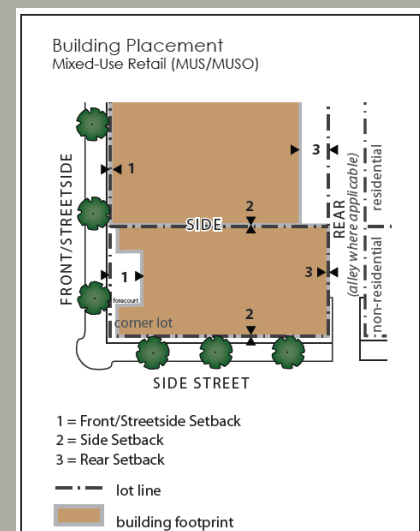


Table 5.5 Light Industrial (LI) Development Standards

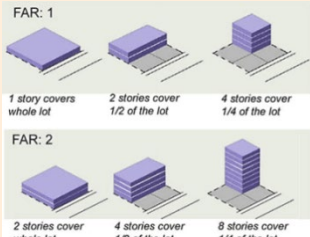
Development Feature	Development Standard
Residential Density	Up to a maximum of 8.0 du/acre
Floor Area Ratio (FAR)	 <p>0.5 – 2.0 FAR Example</p>
Building Height	1 story minimum 1 story maximum for light industrial, 2 stories maximum for live/work facility
Front/Streetside Setback (to back of sidewalks – see figure 5.5)	10' minimum 50' maximum
Side Setback (see figure 5.5)	5'
Rear Setback (see figure 5.5)	10' if abutting alley; otherwise 15'
Architectural Encroachments	Balcony may encroach 5' maximum into setback Bay window/eave may encroach 3' maximum into rear setback Gallery may encroach into the public right-of-way
Vehicular Parking (see also Section 5.2 Parking Reductions)	a) Residential: 1 space/unit minimum covered; 2.0 spaces/unit maximum b) Non-residential: 1 space/500 SF minimum
Bicycle Parking	1 long-term space/12,000 SF floor area minimum 1 short-term space/20,000 SF floor area minimum
Frontage Types	Arcade, Gallery, Shopfront, Forecourt, Light Court
Building Types	Podium, Full Block Liner, Half Block Liner, Infill, Terraced
Access	All main building entries shall face the street. No new curb cuts along D Street are permitted.
Open Space & Landscaping	No minimum area of open space and landscaping is required, except for live/work developments, where 5% minimum of net lot area must be devoted to open space, such as patios, plazas, courtyards, or rooftop gardens. A Landscape Plan shall be approved for all developments requiring a development permit. Undesirable aspects of the development (e.g., trash storage, surface utility structures) shall be screened with planting, wherever possible. Parking areas shall be landscaped in compliance with Table 5.7.
Fencing/Walls	Decorative block walls or wrought iron fencing shall be permitted within the rear and interior side yards up to a maximum of 8 feet and the front or street side yards up to a maximum of 4 feet.

Figure 5.5
LI Development
Standards Diagram

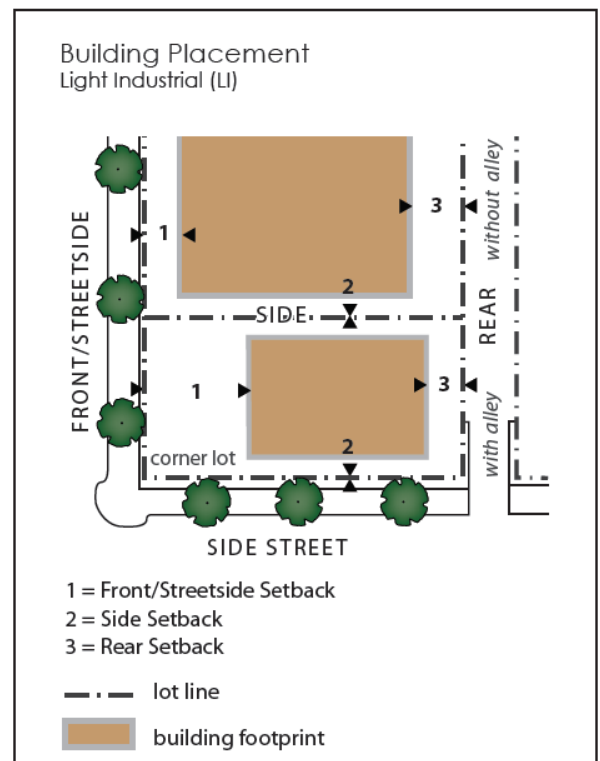


Table 5.6 Community Anchor (CA), Active Open Space (AOS) & Open Space (OS) Development Standards

Development Feature	Development Standard
Building Height	1 story minimum 2 stories maximum
Front/Streetside Setback (to back of sidewalks)	0'
Side Setback	0'
Rear Setback	0'
Architectural Encroachments	Balcony may encroach 5' maximum into setback Bay window/eave may encroach 3' maximum into rear setback Gallery may encroach into the public right-of-way
Vehicular Parking (see also Section 5.2 Parking Reductions)	1 space per 3 persons permitted capacity for active recreational facilities
Bicycle Parking	Determined on a project-by-project basis

Development Feature	Development Standard
Frontage Types	Arcade, Gallery, Shopfront, Forecourt, Light Court
Building Types	Podium, Full Block Liner, Half Block Liner, Infill, Terraced
Access	All main building entries shall face the street. No new curb cuts along Seventh Street and 'D' Street are permitted.
Open Space & Landscaping	Open space and landscaping requirements shall be evaluated on a project- by-project basis. Parking areas shall be landscaped in compliance with Table 5.7.

Table 5.7 Landscaping Requirements for Parking Areas

In addition to the applicable landscaping requirements in the development standards tables above, parking areas shall be landscaped in compliance with the following:
A. Uncovered parking areas exceeding 5,000 square feet
When the total uncovered parking area exceeds 5,000 square feet, the following shall be required in addition to other provisions required in the landscape plan:
<ul style="list-style-type: none"> Planter islands for trees, shrubs, or ground cover shall be provided at intervals of no less than every 10 parking stalls to break up the continuity of the parking area.
B. Uncovered parking areas exceeding 25,000 square feet
When the total uncovered parking area exceeds 25,000 square feet, the following shall be required in addition to other provisions required in the landscape plan:
<ul style="list-style-type: none"> Parking area buffers shall be provided adjacent to all lot lines consisting of a 5-foot-wide planter strip, with sufficient plantings to effectively screen the parking area, or a decorative planter, solid fence, or wall not more than 3 feet in height. Planter islands for trees, shrubs, or ground cover shall be provided at intervals of no less than every 15 parking stalls to break up the continuity of the parking area.
C. Screening between Residential and Mixed-Use Retail (MUR) and Mixed-Use Service (MUS)
<ul style="list-style-type: none"> In addition to the above requirements, Mixed-Use Retail or Mixed-Use Service projects that are directly adjacent to residential lots shall include a minimum of 5-foot-wide planter, with appropriate screen plantings to mature at height of no less than 8 feet.

5.2 Parking Reductions

Vehicular parking space requirements and/or covered parking requirements from the above standards in Subsection 5.1 may be reduced with a special review of a submitted parking analysis during the Site Plan review process and shall take into consideration the following factors:

- Proximity of transit facility (bus stop or light rail stop);
- Shared parking facilities;

3. Availability of on-street parking adjacent to the site or within walking distance;
4. Provision of unbundled residential parking;
5. Provision of residential transit pass or “ecopass”;
6. Provision of employee transportation demand management (TDM) programs;
7. Proximity to car-sharing facilities;
8. Provision of senior housing units;
9. Parking lot location and visibility from the right-of-way;
10. Provision of affordable housing units; and
11. Other special considerations that reduce vehicular parking demand.


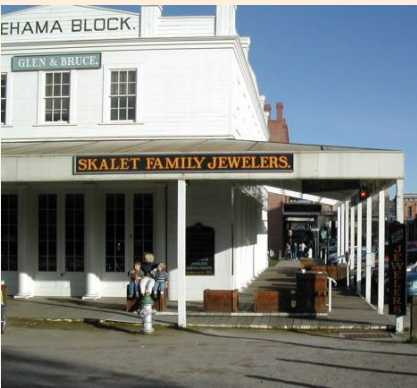




Bicycle parking reductions from the above standards may be permitted with a special review and shall take into consideration the following factors:

1. Proximity to and quantity of adjacent bicycle parking facilities located on the street and within public parking garages; and
2. Other special considerations that reduce bicycle parking demand.

5.3 Frontage Types

The following table provides a visual dictionary of the frontage types identified in the previous development standards tables. Definitions for the building types are found in **Appendix A: Glossary**.

Table 5.9 Frontage Type Imagery

Arcade	Gallery
	
Shopfront	Forecourt
	
Dooryard/Terrace (Residential example)	Dooryard/Terrace (Commercial example)
	

Light Court
(Residential example)



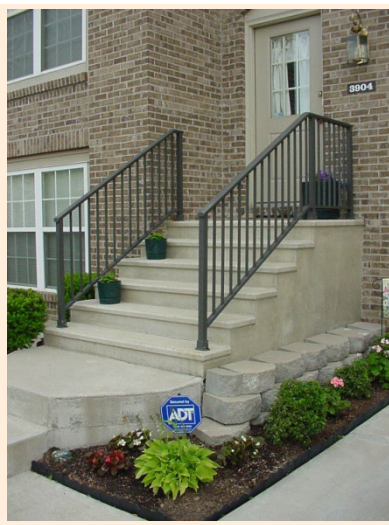
Light Court
(Commercial example)



Porch



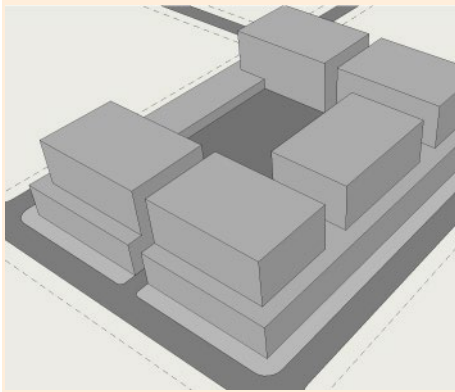
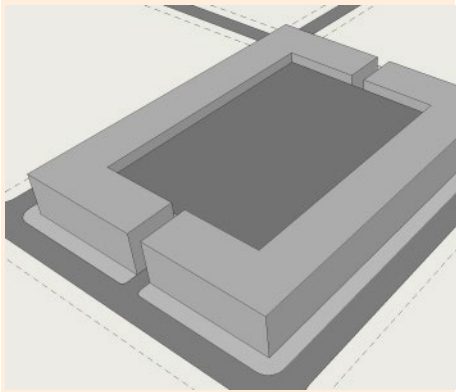
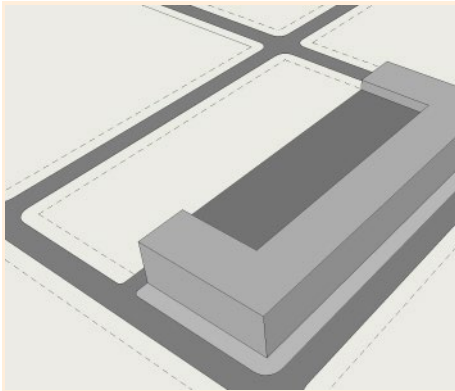
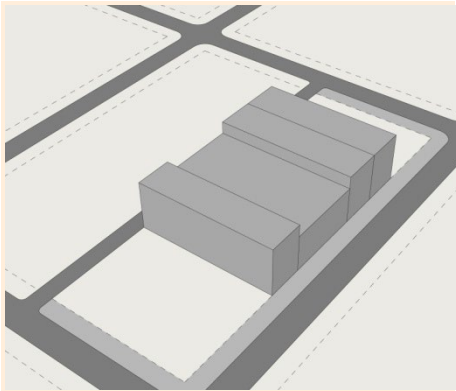

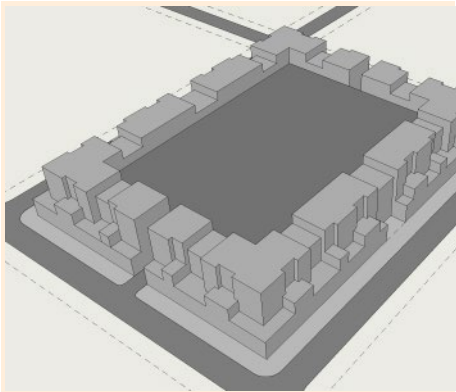
Stoop



5.4 Building Types

The following table illustrates the building types identified in the previous development standards tables. These building types allow a variety of flexible building forms appropriate for Old Town. Definitions for the building types are found in **Appendix A: Glossary**.

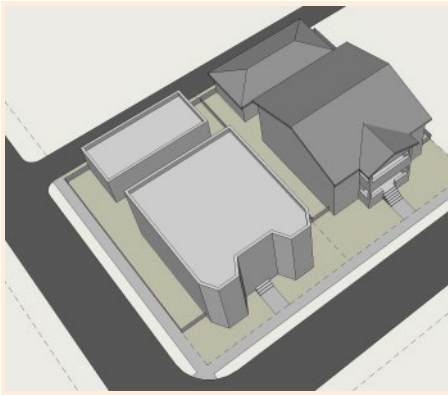
Table 5.10 Building Type Imagery

Podium	Full Block Liner
	
Half Block Liner	Infill
	
Stacked	Terraced
	

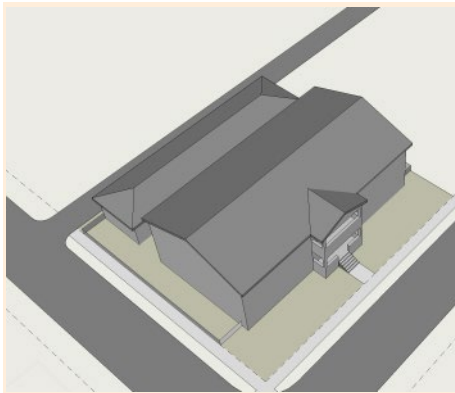
Carriage House



Du/Tri/Quadplex



Multi-Family Villa



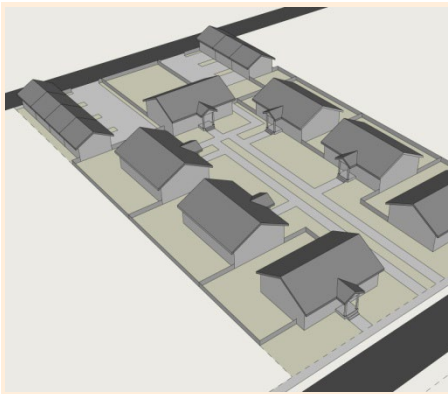
Rowhouse



Courtyard Housing



Bungalow Court



6.0 DESIGN GUIDELINES

This section provides design direction for private property in Old Town Victorville and will guide new development, improvements, and renovations to be consistent with the vision for the area. These guidelines describe and illustrate designs that are appropriate for transforming Old Town Victorville into an economically vibrant and pedestrian-friendly destination. The guidelines are intended to strengthen the area's sense of place by promoting urban design that responds to the local climatic conditions and unique character of Victorville.

The design guidelines are categorized as follows:

6.1 Architecture

- 6.1.1 Architectural Style
- 6.1.2 Building Materials & Color
- 6.1.3 Storefront Design

6.2 Private Sign Design

- 6.2.1 General Guidelines
- 6.2.2 Additional Guidelines for the 7th Street and D Street Corridors

6.3 Mixed Use Development

- 6.3.1 Site Planning & Building Siting
- 6.3.2 Form, Massing & Articulation
- 6.3.3 Building Usage
- 6.3.4 Landscaping
- 6.3.5 Circulation & Access
- 6.3.6 Parking
- 6.3.7 Plazas & Outdoor Spaces
- 6.3.8 Lighting
- 6.3.9 Service & Storage

6.4 Green Development

- 6.4.1 Green Site Design
- 6.4.2 Green Building Design

6.1 Architecture

6.1.1 Architectural Style

The desired architectural style for Old Town development should draw upon the architectural vernacular commonly associated with Route 66 heritage and reflect elements of the below architectural styles that will be further defined in this section:

- Mid-Century Modern
- American Roadside
- Googie

New development and remodels of existing buildings should make a strong effort to demonstrate a contemporary take on the architectural elements of these styles, described below. The guidelines in this section are intended to pull inspiration from these styles and encourage creative use of materials that are modern and available.



Mid-Century Modern¹

This style is defined as an architectural, interior, and product design form that generally describes mid-twentieth century developments in modern design, architecture, and urban development from roughly 1933 to 1965. This style emphasized creating structures with ample windows and open floor plans with the intention of opening up interior spaces and bringing the outdoors in. Many mid-century houses utilized then-groundbreaking post and beam architectural design that eliminated bulky support walls in favor of walls seemingly made of glass.

At the core of the style is an appreciation for nature and the simplicity of form, also called minimalism. This appreciation of nature is most notable in the way that natural materials like stone and wood are incorporated as much for their beauty as for their structural qualities.

¹ http://en.wikipedia.org/wiki/Mid-Century_modern

American Roadside²

Also known as novelty or mimetic architecture, this figurative style evolved in the United States during the 1950s and represents a programmatic approach to building design. Buildings are shaped to mimic, or copy, their function or to suggest objects associated with their function.

The mid-twentieth century was the heyday of roadside architecture. Commercial buildings were designed to catch the attention of potential customers. A coffee shop might be shaped like a coffee cup. A diner might be painted to resemble a hot dog. Even the most inattentive passerby would know instantly what was featured on the menu.



Googie³

This architectural period was born of the post-World War II car culture and thrived in the 1950s and 1960s. Reflecting high-tech space-age ideas, the Googie style grew out of the Streamline Moderne, or Art Moderne, architecture of the 1930s. Googie describes a futuristic, often flashy, building style that evolved in the United States. Often used for restaurants, motels, bowling alleys, and assorted roadside businesses, Googie architecture was designed to attract customers.

Signature features, including bold angles, colorful signs, plate glass, sweeping cantilevered roofs, and pop-culture imagery, captured the attention of drivers on adjacent streets. Googie has also been known as Populuxe, Doo-Wop, Coffee Shop Modern, Jet Age, and Space Age. It is also sometimes identified as part of a larger overall movement of space-age industrial design.



² <http://architecture.about.com/od/roadside/g/mimetic.htm>

³ <http://www.spaceagecity.com/googie/>

Art Deco⁴

A style of decorative art developed originally in the 1920's with a revival in the 1960's, marked chiefly by geometric motifs, streamlined and curvilinear forms, sharply defined outlines, often bold colors, and the use of synthetic materials such as plastics.






Streamlined Moderne or Art Moderne is a late type of Art Deco that emerged in this period during the 1930's. This style is emphasized by curving forms and long horizontal lines.








⁴ A Visual dictionary of Architecture, Ching, 1997 and http://en.wikipedia.org/wiki/Streamline_moderne



Signature Elements

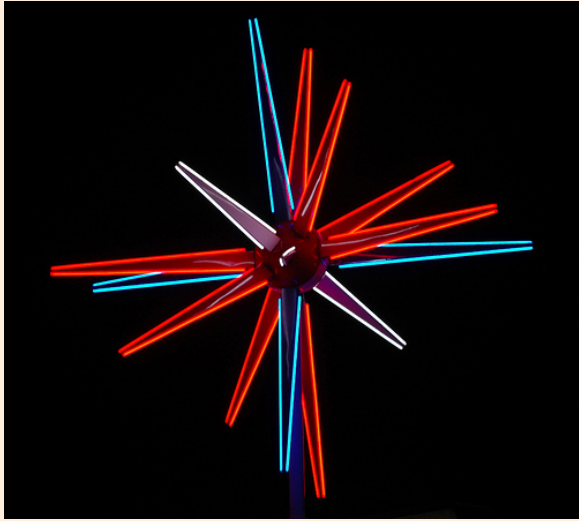


The following elements are representative of historic architectural style. It is important to reiterate that the styles desired for the Old Town area are modern interpretations of the elements and graphic examples shown below. Literal interpretation of these examples is not expected, as these are exaggerated forms intended to be used for creative inspiration.

Element	Example
Geometric shapes	
Louvered/cantilevered canopies	
Upswept roofs	

Element	Example
Large domes	
Large sheet glass windows	 

Element	Example
Flashing lights and neon signs	
Boomerang shapes	

Element	Example
<p>Flying wings or zigzags</p>	
<p>Amoeba shapes</p>	

Element	Example
Starbursts and atomic models	
Flying saucer shapes	
Exposed steel beams	

Modern Interpretations of Historic Elements

The below imagery demonstrates modern interpretations of the above historic design elements.



6.1.2 Building Materials & Color

- Building materials and colors indicative of the mid-century modern era as described above are encouraged.
- Building materials and colors should complement the architectural style of the building.
- Materials and finishes should be durable, low maintenance, resistant to sun and water damage, and able to withstand the local climatic conditions.
- The use of high-quality, sustainable materials is encouraged.
- The use of metal materials for architectural detailing is strongly encouraged.
- The creative use of color is encouraged, provided it is consistent with the project's architectural style or theme.
- Complementary variations in color and materials are encouraged to enhance the visual quality of building façades. Building elevations facing public areas should be given particular emphasis.

Encouraged Materials

Nice Use of encouraged materials



Concrete



Fluted block



Corrugated metal



CMU block



Aluminum



Glass



Neon



Tile

Encouraged Color Palette

The below color palette is indicative of mid-century modern colors and represents colors chosen for the Old Town Specific Plan.

Combinations

and/or variations

of these colors shall be creatively used in future development and signage. The colors that represent the architectural period of influence include but are not limited to:

- Robin's-egg blue
- Primary yellow
- Cantaloupe orange
- Celery green
- Pink Flamingo
- Tarragon

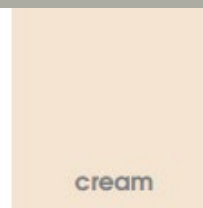
Base Color examples:



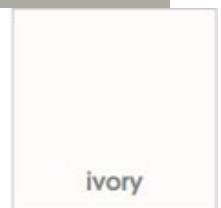
lemonade



sand



cream

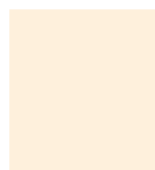


ivory

Secondary Color examples:



PANTONE
201 C



PANTONE
7506 PC



PANTONE
130 C



PANTONE
7477 C



PANTONE
3262 C



PANTONE
Cool Grey 10



Use of retro color palette



Storefront featuring a recessed door

The below signage concepts are excerpts from the public wayfinding program elements in Chapter 7. These examples are included for reference and inspiration for private sign design using the recommended color palette.



6.1.4 Storefront Design

- storefront elements should be unified. awnings, lighting, and color.
- Obscure window glazing is discouraged. Clear glazing is strongly recommended.
- Glazing should be angled to reduce glare, and the use of awnings and canopies to identify entrances, provide weather protection, and provide a transition zone between the sidewalk and building interior is encouraged.
- Cantilevered awnings and geometric canopies protect pedestrians from the interior elements and reinforce the architectural theme for the area.
- To better display goods, ground-floor retail shops should make use of windows that contain a high percentage of glass.
- Given Victorville's intense summer heat, building design should provide sufficient shade and respite for the pedestrian. When possible, building and streetscape design should maximize views of the stunning desert landscape that surrounds Old Town.
- The use of cantilevered awnings and geometric canopies is encouraged to protect pedestrians and to add interest to storefronts and reinforce the modern architectural theme for the area.
- The design and placement of awnings, canopies, galleries, and arcades should correspond to the building's scale, proportion, and overall design.
- Canvas and metal are appropriate materials for awnings and canopies.
- Businesses with rear entrances located along alleys or parking areas are encouraged to improve this entrance and the corresponding façade with architectural features, such as signage, lighting, and awnings. To make this



Cantilevered awnings and geometric canopies protect pedestrians from the interior elements and reinforce the architectural theme for the area.

entrance more desirable to pedestrians, businesses are encouraged to construct, install, and/or place pedestrian amenities, including landscaping, enhanced paving, pedestrian-scale light fixtures, and outdoor seating, along the alleyway.

- Creative designs that establish a unique identity for a project are encouraged; however, these must be executed within the boundaries of the Specific Plan area's established character.
- Corporate chain or franchise architecture is strongly discouraged, unless the project's design is consistent with the desired scale and character of Old Town Victorville.
- Development should feature a consistent design concept that is expressed on all exterior elevations of the buildings on the site.
- Entries should be well defined, face directly to the main public street or street corner, and be well illuminated. Dark entry spaces are discouraged.
- Building design features should respond to the local climatic conditions and enhance comfort for people both indoors and outdoors. Examples of such features include arcade and gallery frontage types, awnings, and sunshades.



Improved rear entrances along an alley



Creative designs that establish a unique identify for a project are encouraged.



6.2 Private Sign Design

6.2.1 Guidelines for the 7th Street and D Street Corridors

To emphasize Old Town Victorville's location along and important historical relationship to the former US Route 66, signage along 7th Street and D Street should pay homage to the time of the highway's heyday in the city. The objective is not to erect signs that replicate the signage prevalent in the area during this period, but is instead to establish a "modern Route 66" signage theme that creatively melds historical and contemporary elements and styles.

- The preferred sign type is made from metal, painted with a porcelain finish, and contains neon elements, such as lettering, an outline, and possibly a logo. These signs should feature angular geometric configurations and may have animated elements. Depending upon the location, these signs may be placed upon the building's roof or be pole-mounted.
- Signs painted onto blank building walls are also encouraged, provided they include characteristics of Route 66 roadside design and relate to the highway's automobile culture.
- The use of lettering styles, colors, and fonts that were popular during the 1950s and 1960s is encouraged. Please refer to section 6.1.3 for information on preferred color palette.

6.2.2 General Sign Guidelines

All signage should complement the project design, be compatible with the character of Old Town Victorville, and be designed for pedestrians, bicyclists, and motorists. Recognizing that not all signage in every new development or renovation project can be a custom themed design, the following guidelines are included for use in designing all other Old Town signs.

- Signs should complement the style and character of the development and be integrated with the building architecture.
- Signs must be professionally designed and fabricated.
- Appropriate sign materials shall include metal, fiberglass, wood, concrete, neon, screen print on canvas awnings, or painted graphics on building surfaces.
- Signs must be maintained in good repair.
- The use of small, pedestrian-oriented signs is strongly encouraged.
- The use of hanging signs, projecting signs, window signs, wall signs, and awning signs is encouraged.
- The use of pole signs is strongly discouraged.
- Roof signs, plastic, internally illuminated box signs, and signs with moving (not flashing), or animated illumination are encouraged only if the style of the sign is reflective of the signature architectural styles as described in section 6.1.

6.3 Mixed Use

6.3.1 Site Planning & Building Siting

- Site designs should be pedestrian-oriented, not dominated by parking lots, automobile use, or unattractive utilities.
- To enhance the street frontage, safety, and social interaction, building edges shall generally be aligned with the edge of the public right-of-way. Slight deviations from this configuration can be made to allow for play in massing and scale of buildings and to facilitate the construction of pocket plazas.
- Buildings should be arranged to define, connect, and activate pedestrian paths and public spaces.
- Buildings and windows should be located in a manner that maximizes the visibility of entryways, pathways, and on-site parking areas and to promote natural surveillance and security.
- The preservation and enhancement of trees, topography, and other natural features existing on the site is encouraged.



Align buildings to public right-of-way.
Deviations can be made for massing and pocket plazas.



Arrange buildings to define, connect, and activate pedestrian paths and public spaces.

6.3.2 Form, Massing & Articulation

- Mixed-use buildings shall be at least two stories tall. To help further create a sense of urban enclosure along the street, it is encouraged that buildings be constructed to a height of three to four stories.
- The fourth floor of a building may be stepped back from the building's front façade by a minimum of 5 feet and a maximum of 10 feet.
- It is encouraged that buildings be designed to include a rhythm and scale of fenestration (doors and windows) that unifies and complements the adjacent buildings.
- To establish nodes in Old Town Victorville's mixed-use areas, certain buildings should stand out as more extensively designed.

6.3.3 Building Usage

- Buildings should contain a mixture of residential with ground-floor retail and small office uses. Residential areas should be confined to the upper floors and along alleys. Commercial space, primarily comprising restaurants, cafés, and neighborhood-serving retail, should be located on the building's ground floor, facing onto the street.

6.3.4 Landscaping

- Development should make extensive use of landscaping to accomplish many objectives, including:
 - Add texture to walls and other vertical surfaces.
 - Bring buildings down to human scale.
 - Provide shade.
 - Complement and enhance the architecture.
 - Screen undesirable views and reduce noise.
 - Establish a connection to the desert through the use of regionally appropriate species and landscape design techniques.



6.3.5 Circulation & Access

- Circulation systems should be designed to avoid conflicts between vehicular, bicycle, and pedestrian traffic.
- The site design should provide a network of convenient and safe pedestrian pathways to connect areas on the site to building entrances, adjacent properties, transit stops, and public rights-of-way. It is strongly encouraged that developments provide continuous, direct pathways, street crossings, elements that create visual interest, shade, site furnishings, and safety for pedestrians.
- Blank wall space adjacent to pedestrian pathways should be mitigated by articulated wall planes, landscaping, and/or covered walkways.
- To create a sense of arrival, pedestrian and vehicular entrances should be clearly identified and easily accessible. It is strongly encouraged that these areas feature enhanced paving, landscaping, and special architectural features.
- To reduce the number of driveway curb cuts and provide for convenience, safety, and efficient circulation, it is strongly encouraged that adjoining non-residential developments establish reciprocal access.
- Site access should be provided by alleys, from the rear, or via side streets as well as frontage along Seventh Street from 'D' Street to Forrest.
- Drive-Thru facilities are conditionally permitted within the Mixed-Use Service (MUS) and MUS Overlay (MUSO) Districts. They shall only be placed behind the building and wrap on the interior side only. Drive-thru facilities shall not be permitted adjacent to or visible from the front or street side right-of-ways.



Clearly identified pedestrian and vehicular entrances





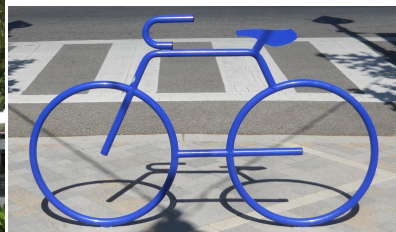
Trellised pedestrian path provides shade

6.3.6 Parking

- On-street parking should be located in front of the building, and on-site parking should be located behind, next to, under, or within the building.
- Parking areas shall be well connected to the street by pedestrian mews/paseos. The entries to these spaces shall be

articulated to indicate the presence of parking.

- Access to on-site parking should be provided by alleys, from the rear, or via side streets.
- Large parking fields shall be avoided. Instead, site designs should incorporate small, connected parking lots that utilize shared driveways.
- Shared parking is encouraged wherever possible. Parking lot designs should provide safe and convenient pedestrian access. This includes creating wide, well-lit walkways that connect on-site pedestrian circulation systems in parking lots to public sidewalks and building entries and incorporating pedestrian drop-off locations within overall parking lot circulation patterns.
- It is strongly recommended that developments provide bicycle racks. These shall be placed in a well-lit, secure, and highly visible location near the primary entrance(s) to a building and shall not obstruct the designated pedestrian pathways.
- Surface parking areas should be shaded with trees, landscaping, trellises, or other shading devices.



Surface parking area shaded by trees/bicycle rack example



On-street parking in front of buildings



Pedestrian walkway in surface parking area shaded by trellis and shade trees



Courtyard



Plaza



Outdoor dining/café seating

6.3.7 Plazas & Outdoor Spaces

Old Town Victorville's mixed-use areas should incorporate many kinds of open spaces that complement a variety of activities. Appropriate open spaces include plazas, courtyards, forecourts, outdoor dining/café seating areas, and pedestrian mews/paseos.

- Public outdoor spaces shall be well designed and complement the project's architecture. It is recommended that open spaces incorporate a combination of accent materials, site furniture, shade structures, accent lighting, color, texture, art, or other focal elements.
- Plazas should provide ample pedestrian amenities. These may include seating, pedestrian lighting, planters, fountains, drinking fountains, distinctive paving, public art, landscaping, and bicycle racks.
- To encourage the use of plazas and discourage unwanted activity within the spaces, it is recommended that they be located in highly visible locations and visually linked to the street.
- To introduce moisture into the air and cool summer temperatures in semi-enclosed areas, designs are strongly encouraged to place water features in public spaces such as courtyards and plazas.
- Shade trees and shaded seating areas are strongly encouraged in public spaces to provide protection from the sun.



Fountain in plaza to help cool air on hot days

6.3.8 Lighting

- Lighting should provide visual interest and security and complement the project's architectural and landscape design.
- Pedestrian pathways and building entrances should be sufficiently lit to enhance public safety and security in those areas.
- To protect the night sky and prevent off-site glare, exterior light fixtures must shield the light and direct illumination downward utilizing narrow spectrum LED lighting.
- Energy-efficient lighting solutions should be considered.

6.3.9 Service & Storage

- Developments should adequately plan for and screen from public view storage and service areas, including garbage collection, recycling, fire, and utilities. Appropriate methods to accomplish this screening include a combination of building design, landscaping, berming, walls, and/or location.
- Chain-link fences and/or gates are prohibited for screening purposes.

6.4 Green Development

6.4.1 Green Site Design

Each project site should be designed to reduce water runoff and consumption, to minimize the heat island effect and solar access, to increase natural ventilation, and to incorporate the current standards for sustainable development practices.

- Stormwater runoff should be detained and retained by maximizing the use of pervious surfaces and vegetative ground cover. This includes the following considerations:
 - The use of permeable paving, pavers, turf, stone, brick, and decomposed granite is encouraged.
 - The use of natural topographic features or built swales to filter site drainage is encouraged.
 - Roof drainage should be routed through turf or other landscaping to treat stormwater runoff and allow percolation and groundwater recharge.
- To reduce water consumption for landscaping, the use of native vegetation is encouraged.
- The use of recycled water for landscaping is encouraged.
- The site should be oriented to respond to solar access and to maximize natural ventilation. Buildings and landscaping should be placed in a manner that maximizes solar access during the cooler months and minimizes it during the warmer months.



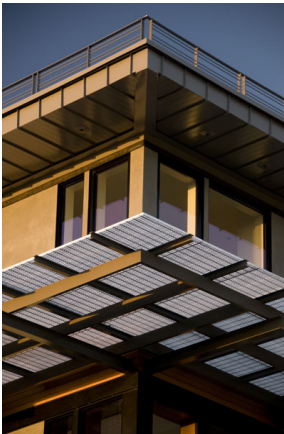
Natural stormwater filtration



Permeable paving



Roof drain routes to permeable landscaping



Large eaves



Integrated solar panels

- It is strongly encouraged that the project be designed to reduce the heat island effect. Examples of appropriate measures to accomplish this include green roofs, light-colored materials, and landscaping.
- It is encouraged that LEED, or similar standards and thresholds, be used to improve overall site and building quality in terms of energy efficiency and renewable resources.

6.4.2 Green Building Design

Consideration should be given to incorporating green building practices into every project design. These practices should focus on minimizing heat gain during summer months and heat loss during winter months.

- To reduce energy demand, the use of natural climate control techniques is encouraged. Examples of such techniques include appropriately orienting buildings, using light-colored materials and high-albedo (white) roofs, incorporating green roofs and roofs with larger eaves, constructing thick walls that feature recessed windows, and planting deciduous trees to provide shade coverage for south-facing windows.
- To provide natural light indoors, the abundant usage of windows is encouraged. Wherever possible, windows should be placed appropriately to provide cross-ventilation and promote natural cooling.
- To reduce interior temperatures during the summer months, it is encouraged that sun control and external shading devices be placed over windows. Examples of shading devices include awnings, shutters, sunshades, vertical fins, overhangs, eaves, and trellises.
- Building materials made from recycled/green materials are strongly encouraged.
- It is required that new project designs incorporate renewable energy sources, such as integrated solar panels. Whenever solar panels are used, careful consideration should be given to placing the panels in a manner that prevents reflection and glare on adjacent properties.



Solar panels as afterthought

7.0 PUBLIC IMPROVEMENTS

Old Town Victorville has an established roadway network accommodating multiple modes of transportation. The streets are designed on a grid system and the blocks are small enough to provide several different routes for navigating by automobile, bicycle, or on foot.

While these attributes are very positive, there are additional improvements that need to be made in order to expand the grid throughout the entire Old Town area and enhance pedestrian, bicycle, and vehicular facilities and connectivity within the Old Town area. This chapter provides strategies and recommended improvements for Old Town Victorville to help implement a multimodal transportation network in support of Old Town as a destination location. This chapter also identifies streetscape furnishing and public signage.

This chapter is organized into the following sections:

7.1 Vehicular Network

7.2 Bicycle and Pedestrian Network

7.3 Transit System

7.4 Parking

7.5 Streetscape

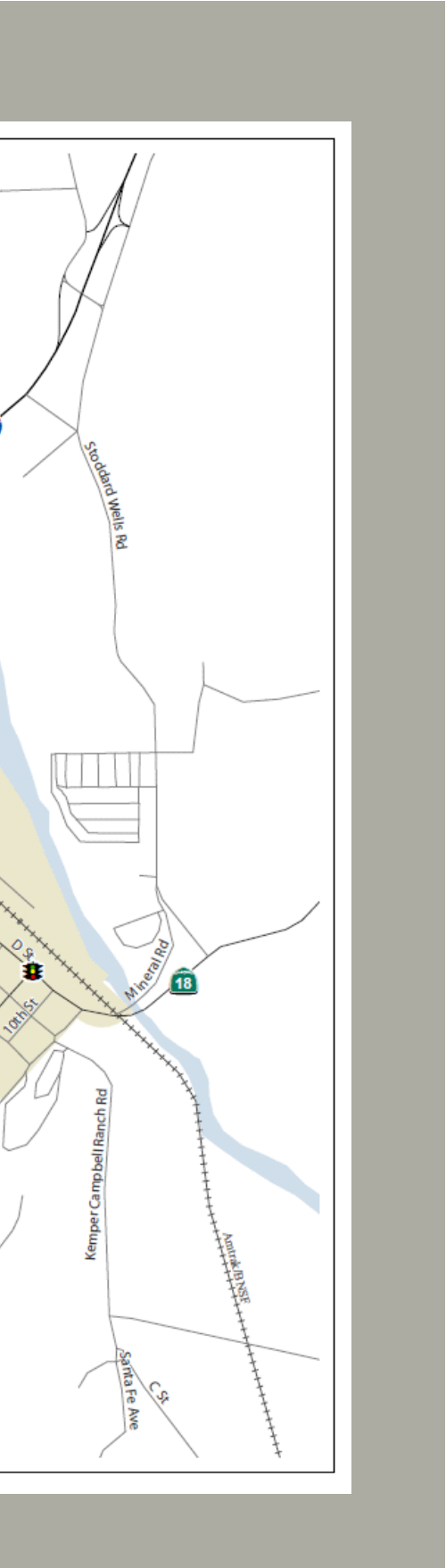
7.6 Wayfinding System

7.1 Vehicular Network

7.1.1 Roadway Network

The Old Town roadway network consists of a grid network oriented around two intersecting corridors: D Street and 7th Street. For the purposes of this Specific Plan, D Street and parallel roadways are considered east-west, while 7th Street and parallel roadways are considered north-south. All streets within Old Town are owned and operated by the City of Victorville except for D Street (Hwy 18) which is a State highway owned and operated by Caltrans.

Regional access to the project site is provided from Interstate 15 (I-15), Historic US Route 66 (US-66), and State Route 18 (SR-18). Local access is provided from D Street, 7th Street, 6th Street, Hesperia Road, Stoddard wells Road and Mojave Drive. **Figure 7.1** shows the existing roadway network.



Regional Access Roads

I-15 begins in San Diego, extends north through Escondido, Corona, and Victorville, continues to Las Vegas and Salt Lake City, and terminates in Montana at the Canadian border. Near the study area, I-15 is a six-lane freeway with full interchanges at E Street, D Street, and Mojave Drive.

US-66 (7th Street), also known as historic Route 66, begins in Chicago and continues through St. Louis, Oklahoma City, and Albuquerque until its termination near downtown Los Angeles. US-66 travels roughly along I-40 from Oklahoma City. Within the study area, it is a four-lane arterial street.

SR-18 (D Street) begins at SR-210 in the City of San Bernardino, extends north through Big Bear and Lucerne Valley, and follows Palmdale Road to Palmdale. SR-18 is a four-lane arterial.

Local Access Roads

6th Street, contained entirely in the study area, is a two-lane north/south arterial roadway that begins at Mojave Drive and terminates at E Street. 6th Street runs parallel to 7th Street, offering an alternative route due to its virtually exclusive right-of-way. Within the study area, 6th Street also provides an at-grade crossing of the Burlington Northern Santa Fe (BNSF)/Amtrak railroad tracks.

Hesperia Road is a north/south arterial roadway that begins at D Street and terminates within the City of Hesperia at Lime Street. Within the study area, Hesperia Road is a two-lane roadway with a center turning lane.

Mojave Drive is an east/west arterial roadway that begins 20 miles west of the study area and terminates at the intersection of Victor Street within the study area. Mojave Drive is a four-lane arterial street and serves an important link to the I-15, with an interchange located one mile west of 7th Street.

7.1.2 Planned Circulation Network Improvements

As of this Specific Plan, an interchange improvement project is currently under way with the California Department of Transportation (Caltrans) at the I-15 and D Street (SR-18) interchange. This project is planned to be completed by 2025, and is expected to improve access to the Old Town area from the freeway, with both ramp and roadway improvements.

Separately, an upcoming improvement project south of the study area aims to improve regional traffic flows by extending Green Tree Boulevard eastward to provide an additional connection between Victorville, Hesperia, and Apple Valley, offering an alternative route between D Street and Bear Valley Road. This project is planned in phases to be completed in the near future.

7.1.3 Proposed Circulation Network Improvements

One key strategy of the Specific Plan is to enhance 7th Street as a destination area for the Old Town commercial core. This strategy hinges upon re-introduction of on-street parking on 7th Street as well as enhancing access and mobility throughout Old Town on its versatile grid network. Besides the 7th Street corridor, other notable Old Town destinations include the Victor Valley Transportation Center, Victor Valley Global Medical Center, and the Historic Route 66 Museum.

To this effect, a “road diet” is planned for 7th Street within the study area. This road diet would reduce the number of travel lanes from two per direction to one per direction, with on-street parallel parking, pedestrian bulb-outs at intersections, and a center striped median lane that opens up to provide left-turn pockets at intersections. It should be noted that the left-turn pockets provided at intersections is crucial to the operations of the reduced traffic lanes, allowing the on-street parallel parking to remain in place for the long term.

Figure 7.2 presents the revised 7th Street cross section as described.

D Street at 4th Street

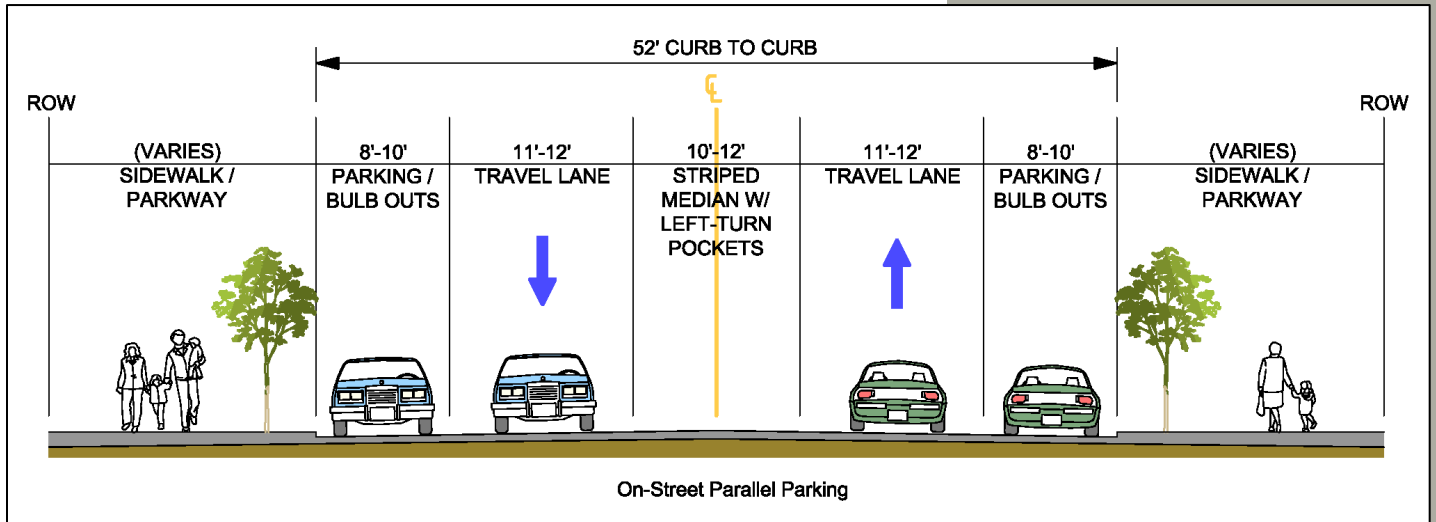
The D Street and 4th Street signalized intersection provides direct access into and out of the Victor Valley Transportation Center. To improve the traffic system and reduce delays for motorists, the east curb of 4th Street should be widened to provide two approach lanes: one shared left-through lane and one dedicated right-turn lane. This improvement also improves access to the western neighborhoods Old Town so that residents in the area can access D Street without using 7th Street. Note that this project also provides an opportunity to improve pedestrian access to the transportation center by completing the missing sections of sidewalks along both sides of 4th Street between D Street and C Street.

D Street at 6th Street and D Street at 7th Street

As commercial and residential development grows in both Victorville and Apple Valley, traffic along D Street is expected to intensify. Although 7th Street is the primary north/south arterial serving Old Town, it does not provide direct access over the railroad tracks to the residential and recreational areas north of the tracks on E Street, but rather terminates at D Street, forming a “T” intersection. Access across the tracks is only provided by a single at-grade track crossing at 6th Street, with no other railroad crossings provided in the area.

As Old Town grows, the neighborhood and recreational areas served by E Street would become more desirable, leading to increased revitalization and development north of the railroad tracks as well as more traffic and pedestrians crossing the tracks. To improve connectivity across the tracks, the railroad crossing should be relocated from its current location to a new at-grade crossing on 7th Street.

Figure 7.2
7th Street Road Diet Cross Section



Relocating the railroad crossing to 7th Street would negate future need for a new traffic signal at 6th Street and provide for an expansion of the Victor Valley Transportation Center to include the Amtrak passenger platform currently located between 6th Street and 7th Street. Relocation of the track crossing could also benefit BNSF Railway by extending the railcar storage area. In order to accommodate the new crossing, E Street should be extended to connect with an extended 7th Street. The relocation would also eliminate 6th Street between D Street and E Street, creating a "T" intersection at D Street and 6th Street that would remain stop-controlled for 6th Street. The relocation of the railroad crossing would also accommodate higher traffic volumes on both D Street and 7th Street.

D Street at Hesperia Road

A traffic analysis performed by Albert Grover and Associates revealed that commuters use Hesperia Road as an alternate to 7th Street to access both the I-15 freeway and Apple Valley via D Street. In order to reduce traffic delays at the intersection and improve Hesperia Road as an alternate to 7th Street, the east curb of Hesperia Road should be widened to provide three approach lanes: one left-turn lane and two right-turn lanes with arrows. This improvement is expected to not only relieve traffic congestion at the intersection, but improve future traffic flow on both Hesperia Road and 7th Street.

Furthermore, the redevelopment of the vacant lot on the southwest corner of this intersection should be conditioned to provide a right-turn pocket lane in order to separate turning vehicles from slowing down or otherwise impacting the main eastbound traffic flows on D Street.

D Street at 11th Street

This intersection is located immediately west of a large curve in D Street as it crosses the Mojave River. As 11th Street provides access to the Victor Valley Medical Center and Victor Valley Memorial Park, facilitating direct access to D Street for hospital and memorial park staff, patients, and visitors would improve traffic conditions not only on 11th Street, but also for Hesperia Road, the main alternative route. Therefore, a traffic signal should be installed at this location and coordinated with the existing traffic signals on D Street.

Along with the new traffic signal installation, the northbound 11th Street approach should be restriped to provide two traffic lanes, separating left-turn traffic from right-turn traffic, reducing delays.

D Street / CA-18 at Stoddard Wells Road

Stoddard Wells Road provides an alternative northbound route toward Barstow, with access to the I-15 freeway. Per this Specific Plan, future residential development is anticipated along Stoddard Wells Road. To improve efficiency, reduce delays, and increase safety, the left-turn pockets on D Street and Stoddard Wells Road should be extended and a new dedicated right-turn lane be striped on the westbound D Street approach. Right-turn arrows should also be provided for westbound D Street and southbound Stoddard Wells Road.

7th Street at Forrest Avenue

Forrest Avenue forms the southern boundary of the Old Town grid network and provides primary access to the old University Preparatory School site. To relieve traffic demand along the 7th Street commercial corridor and improve access to the school site, the northbound 7th Street approach should be widened to provide for a dedicated northbound right-turn lane along with an accompanying right-turn arrow.

Hesperia Road at Forrest Avenue

To facilitate access to the old University Preparatory School site and improve connectivity between 7th Street and Hesperia Road via Forrest Avenue, a new traffic signal should be installed at this intersection. The eastbound Forrest Avenue approach should also be widened to provide two approach lanes: one left-turn lane and one right-turn lane.

7th Street at Mojave Drive

A de facto “gateway” intersection for the southern approach into Old Town Victorville, this intersection currently operates as a three-way traffic signal where the eastbound and westbound directions on Mojave Drive do not operate

concurrently. With the anticipated Old Town growth, the westbound Mojave Drive approach should be widened to provide for an additional right-turn lane with a dedicated right-turn arrow.

7.1.3 Intersection and Roadway Operations

The City's General Plan identifies that level of service (LOS) D should be maintained at intersections, except in certain high activity areas designated by the Planning Commission, where LOS E is acceptable. With the proposed improvements, all intersections are expected to operate at LOS D or better.

Vehicular Network Policies

Policies that support the proposed vehicular network strategies are identified below.

Policy 7-2: Implement 7th Street road diet after widening occurs on Hesperia Road/9th Street to accommodate traffic.

Policy 7-3: Identify the Old Town area as a high activity area. Adopt LOS E as an acceptable level of service threshold for vehicles to minimize bicycle and pedestrian crossing distances.

Policy 7-4: Implement the identified roadway cross sections in Figures 7.3-7.5. This will enhance the walking environment Old Town and will serve all users of the roadway system.

7.2 Pedestrian and Bicycle Network

The overall goal for non-motorized transportation is to have a complete network for bicyclists and pedestrians. Improvements will be guided by the vision that bicyclists and pedestrians can easily and safely navigate Old Town. This can be accomplished by focusing on both enhancing and expanding bicycle and pedestrian facilities and designing appropriate crossings for pedestrians and bicycles.

7.2.1 Sidewalks

Pedestrian facilities are provided throughout the majority of the Specific Plan area. Sidewalks, crosswalks, and pedestrian-actuated traffic signals create a pedestrian-friendly environment, particularly through the 7th Street and 6th Street corridor.

Implementation of the roadway cross sections should improve the environment by providing safe, shaded walking areas in the Old Town core.

7.2.2 Bicycle Network

The City's Non-Motorized Transportation Plan (Bike Plan) was completed in 2010. It identifies needed bicycle facilities in the area, including connectivity to the rest of

Victorville and the Region. It is recommended that bicycle travel in and through the Old Town core be encouraged through implementation of the City's Non-Motorized Transportation Plan.

Additionally, safe and attractive bicycle parking facilities will be provided as part of both the Bicycle Master Plan and Specific Plan.

Traffic Calming Measures

Traffic calming measures are techniques that are used to better manage traffic through sensitive areas. These techniques are typically focused either on reducing traffic volume on roadways (roadway closures, half closures, etc.) or on reducing travel speed through the corridor (chicanes, bulbouts, speed humps, traffic circles, etc.).

Given the connectivity of the grid system in the Old Town area, it is recommended that this connectivity be maintained and that traffic calming measures focus on managing traffic speeds through the core area.

Pedestrian & Bicycle Network Policies

Policies that support the proposed pedestrian and bicycle network strategies are identified below.

Policy 7-5: Update the Old Town Specific Plan to incorporate the Non-Motorized Transportation Plan.

Policy 7-6: Promote bicycle and pedestrian activity in the Old Town area by providing marked and dedicated facilities and encouraging travel along roadways with lower traffic volumes. Additionally, provide safe, attractive, and secure bicycle parking facilities within the Old Town core to promote this travel choice.

Policy 7-7: Calm traffic through the Old Town core by implementing curb extension (bulbouts), pedestrian enhancements, and other traffic calming measures as appropriate.

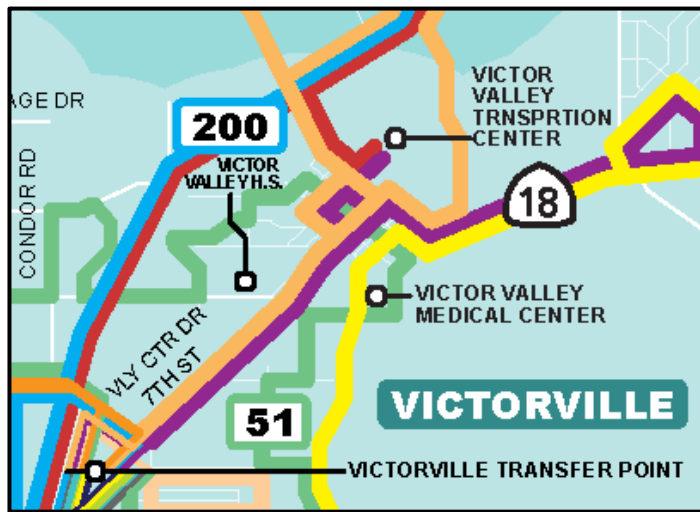
7.3 Transit System

The Specific Plan focuses on connections to existing transit opportunities, including providing better connectivity to the train station on D Street through improved bicycle and pedestrian facilities. Additionally, the Specific Plan enhances existing and future transit in the study area by providing for bus turnouts and potential shuttle stops throughout the Old Town core.

7.3.1 Old Town Transit Network

The **Amtrak Southwest Chief** route runs through Old Town Victorville, with a stop at the Victor Valley Transportation Center, located at the intersection of 6th and D Streets. An at-grade railroad crossing for these railroad tracks—owned by Burlington Northern Santa Fe (BNSF) Railway—is along 6th Street between D Street and E Street.

The City of Victorville is served by the Victor Valley Transit Authority, which operates various local and regional passenger bus lines, including the following routes within the study area:



Route 15 (yellow) provides access to Barstow to the north via CA-18 and Stoddard Wells Road as well as San Bernardino to the south via D Street and Hesperia Road. Service to Barstow operates four round-trips daily, while service to San Bernardino operates throughout the day every two hours on weekdays and every three hours on Saturdays.

Route 22 (orange) provides access to Silver Lakes and Helendale to the north and northwest via D Street / CA-18, B Street, 7th Street, 4th Street, and Stoddard Wells Road. Service operates approximately every two hours throughout the day, seven days a week.

Route 41 (purple) provides access to Apple Valley to the east via D Street, 7th Street, and 4th Street. Service operates every half-hour on weekdays and every hour in the evenings and weekends.

Route 51 (green), the Victorville Circulator, provides access to the rest of the City of Victorville via B Street and 11th Street. Service operates approximately every hour throughout the day, seven days a week.

The **NTC Commuter** (red) provides access specifically for commuters to and from the Fort Irwin National Training Center, travelling along D Street between the I-15

freeway and the Victor Valley Transportation Center during the weekday commute hours only.

7.3.2 Transit System Policies

Policies that support the proposed transit system strategies are identified below.

Policy 7-8: As development applications and improvements are contemplated throughout the Specific Plan area, configure roadways and buildings to support transit by providing appropriate curb-returns and bus turnouts in the study area. Consider potential shuttle opportunities, as funding is available, to connect the Old Town core to major employment centers in the area.

7.4 Parking

This section describes expected parking needs and parking strategies for the buildout of the Specific Plan. The Specific Plan aims to provide sufficient and convenient parking for all uses within Old Town without sacrificing accessibility for bicyclists and pedestrians.

7.4.1 Projected Future Parking Supply and Demand

Parking generated by the proposed project will result in a significant increase for parking in the Old Town area.

According to the Urban Land Institute's Shared Parking assessment and determined that the Old Town area will have a peak parking demand, at buildout, of approximately 14,000 parked vehicles. The current on- and off-street public supply is estimated at 2,100 spaces, with some additional on-street parking provided with implementation of the Specific Plan.

Therefore, the remaining demand will need to be served either through public parking facilities (such as parking structures) or provided through private development in private parking lots. Some of the strategies for providing sufficient parking are summarized below.

7.4.2 Parking Strategy for Old Town

The strategies explained in this section are intended to ensure sufficient parking is provided for all Old Town land uses. Recommendations are provided for both on- and off-street public parking.

On-Street Parking

On-street parking is usually the most convenient for shoppers, as it provides direct access to their destinations. As mentioned previously, Old Town has approximately 2,000 on-street parking spaces. The Specific Plan proposes to increase the number

of on-street parking spaces by approximately 500 parking spaces with the recommended cross sections.

Off-Street Parking

Public off-street parking is limited in the study area to only two facilities. Therefore, private parking lots service most of the parking demand in the study area.

Utilizing private development to serve parking demand typically limits a jurisdiction's ability to promote shared parking techniques between multiple users in a study area and usually leads to over-parked facilities (i.e., many parking spaces remain empty at any point of the day). Over-parking promotes use of the vehicle for travel between uses, limits the development area of a project, and limits the walkability of the area.

The City should consider strategies that gradually convert private parking facilities into public facilities, or combine parking facilities such that they can be used by multiple tenants.

Parking Monitoring Process

As future development occurs within Old Town Victorville, it is envisioned that the City would apply a set of comprehensive strategies designed to both increase available parking supply and moderate parking demand. Key issues related to these strategies are the order in which they are applied and the timing of when the strategies are needed. It is recommended that the strategies outlined below be implemented in conjunction with regular monitoring of parking occupancy. This monitoring would involve the collection of occupancy counts for all on- and off-street facilities. Additionally, this monitoring would note if any of the following occurred:

- If new parking facilities were constructed and if so, how many spaces were added?
- Were any parking facilities removed and if so, how many spaces were lost?

Using the data on any changes in parking supply and demand, the monitoring report would estimate how many spaces are currently available. Based on the results of this monitoring, the City would be able to determine if additional parking is needed based on the following process.

The City would first note the parking occupancy within the Old Town. It is recommended that no additional parking be supplied until parking occupancy exceeds 75 percent. This process is envisioned to be iterative as detailed below.

A key consideration in the parking monitoring process will be to account for both public and private parking facilities. It is recommended that the City count both

public and private areas but maintain separate tabulations to determine if there are disparities in the parking availability between the public and private lots. It is also recommended that the occupancy thresholds consider both public and private parking together unless there is a significant disparity between the two. The City would also have the option to apply the occupancy threshold either to just the public parking or to the private parking separately.

Parking Measures

Suggested parking measures are provided in the likely order they could be implemented.

Provide Additional On-Street Parking

A comprehensive restriping program by the City would ensure that all on-street spaces are striped and marked appropriately. Currently, some of the parallel parking spaces are not marked or the markings have faded. Restriping these spaces will limit instances in which vehicles are parked across multiple spaces.

On-Street Parking Standards

New public parking in Old Town Victorville shall comply with the following standards:

General

- On-street parking shall be allowed on all roadways with curb-to-curb widths of 28 feet or greater, except Hesperia Road/9th Street, D Street, Forrest Avenue, and Verde Street where through trips are utilizing the roadway system.
- In general, on-street parking shall not have time restrictions, but the City shall enact restrictions in peak demand locations as deemed necessary.

Parallel Parking

- All on-street parallel parking stalls shall be 20 feet in length and 8-10 feet in width.
- Parking stalls shall be defined in accordance with the engineering standards of the City.
- No stall shall be closer than 20 feet from the nearest cross street.
- Parking shall be a minimum of 10 feet from the point a driveway crosses the back edge of the sidewalk and no closer than 5 feet from the ending of driveway radius at the curb.

Angled Parking

- Angled parking shall be designed according to dimensions provided in the dimensions of parking prepared by the Urban Land Institute. For a 45-degree angled parking space, the vehicle projection (curb to street) shall be 17 feet 8

inches, the travel lane adjacent to angled parking shall be a minimum of 12 feet, 8 inches, and the width of the space shall be 12 feet.

- Angled parking stalls shall be marked in accordance with the engineering standards of the City.

Shared/Joint Use Parking

Shared parking is a tool through which adjacent property owners share their parking lots and reduce the number of parking spaces that each would provide on their individual properties. This method of providing parking spaces could be feasible in Old Town Victorville given the mix of uses in certain areas that allow people to park in one spot and then walk from one destination to another. As Old Town continues to develop, additional opportunities for privately shared parking may arise and will be subject to the standards for shared parking.

The City should also consider leasing parking spaces for public use when there is a surplus of privately owned parking in Old Town. For example, if an existing business has a 100-space lot located near a high-demand area and 50 percent of the lot is regularly underutilized, the City may enter into a contract with the business to lease the spaces for public use. This approach will allow the City to provide additional parking supply without constructing new parking facilities. The availability of shared parking opportunities should be identified during the parking monitoring process since this tabulation will note both public and private spaces that are occupied and other spaces available for use.

Public Parking Lots and Structures

As Old Town revitalization and plan area buildout progresses, demand for public parking will increase. Based on geographic location, ownership trends, and vacancy, the proposed parking facilities for off-street surface lots or future structures are shown in **Figure 7.6**. In the short term (0–3 years), the City should look to secure property for future public parking facilities. As revitalization progresses, in the short to mid term (0–6 years), surface lots should be established as needed. As the Old Town Specific Plan vision is realized, surface lots that were previously established should be considered as possible structures (as funding and site conditions permit). Project area economic conditions, density, and trip generation are the key elements in determining whether a parking structure is viable.

Parking structures have the advantage of providing large amounts of parking on a relatively small footprint, thereby encouraging a denser, more walkable environment. Structures can be combined with other uses, such as ground-floor retail, to enhance building aesthetics, maintain pedestrian activity in the vicinity of the structure, and avoid “dead zones” without any attractions to pedestrians.

Parking structures are expensive, and significant investment must occur in Old Town Victorville to make them a feasible alternative. If structures are developed,

densities could increase on properties that would otherwise serve surface parking uses. If considered, parking structures could be considered at the following locations:

- East of A Street, north of 7th Street
- East of A Street, South of 7th Street
- East of Verde Street

Implementation of public parking structures could allow the City to consider in-lieu fees (instead of private on-site private parking) to promote development in the Old Town core and increase densities in the core area. Additionally, as activity in the core area increases, parking structures could be utilized to facilitate long-term (no parking restriction) parking, while on-street parking would serve much shorter time spans.

Parking Policies

Policies that support the proposed parking strategies are identified below.

Policy 7-9: Establish a parking district for Old Town. This parking district would allow the Specific Plan area to plan, construct, and implement parking facilities for the area as a whole. Additionally, the parking district would be responsible for monitoring the parking facilities.

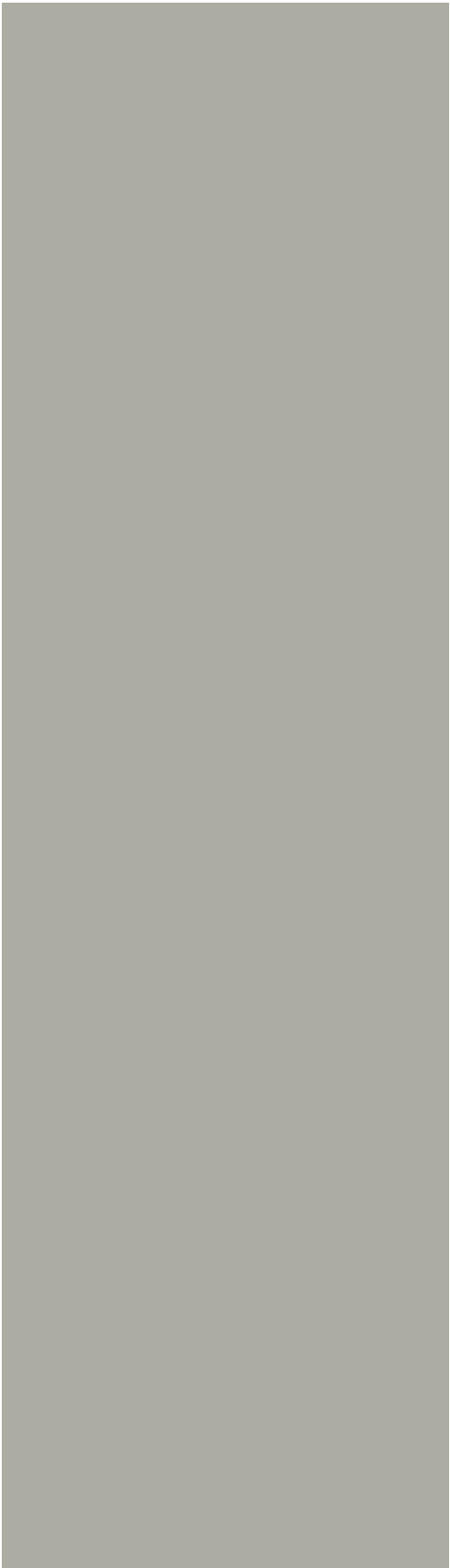
Policy 7-10: Implement a Parking Management Plan (PMP) that would include the following components once parking occupancy in the Old Town core reaches 70 percent:

- Institute market-rate pricing
- Install computerized “pay by space” parking meters
- Assess time restrictions and modify as necessary
- Keep Old Town parking revenue in Old Town (e.g., reinvest into the Specific Plan area)
- Consider parking in lieu fees to satisfy minimum off-street parking requirements
- Locate shared parking facilities throughout Old Town to minimize the amount of parking dedicated to parking

Policy 7-11: Develop and adopt design guidelines for parking facilities that reinforce Old Town’s identity.

Policy 7-12: Require parking facilities to include elements that emphasize pedestrian and bicycle modes of travel.

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7.5 Streetscape

7.5.1 Furnishings

In order to transform the public streetscape from mere transportation facility to vibrant public space, it is important to add amenities that allow people to stop and linger, that provide services and information, and that engage the senses. Street furnishings create a comfortable, attractive, and pleasant streetscape environment for pedestrians. A coordinated palette of furnishings animates the public realm and helps establish the character and identity of an area. Pedestrian furniture can be an effective traffic calming strategy, as the presence of pedestrian furnishings along the sidewalk provides visual cues to help drivers recognize that they are entering a pedestrian area, and they may respond by reducing vehicle speeds.

The Old Town Specific Plan provides an opportunity to update and improve the Old Town streetscape and amenities. This Specific Plan establishes a recommended streetscape palette to create a strong identity and uniformity for Old Town.

Figures 7.7 and 7.8 illustrate the selected street furnishing palette for Old Town Victorville.

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Figure 7.7
Streetscape Furnishing



*Comparable alternatives may be approved by the Planning Commission or City Council

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Figure 7.8
Streetscape Furnishings



*Comparable alternatives may be approved by the Planning Commission or City Council

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7.5.2 Streetscape Furnishing Standards

A coordinated palette of street furniture and lighting throughout Old Town will contribute to a distinct sense of place and heightened awareness of the area, attracting visitors and residents. Pedestrian furnishings and amenities must be located between the travel zone of the sidewalk and the curb to ensure a clear path of travel for pedestrians. For direction on placement of streetscaping elements, please refer to section 7.5.3 Streetscape Improvements below.

The following characteristics should be considered when selecting street furnishings for the Old Town area:

- Usability
- Comfort
- Safety
- Universal access
- Ease of maintenance
- Uniformity and/or compatibility in design style, color, and material
- Durability
- Reparability
- Nontoxic
- Regionally sourced
- Recycled content
- Ability to be recycled or reused
- Anti-Vandalism
- Anti-Graffiti

7.5.3 Landscaping & Street Trees

Landscaping enhances the quality and character of Old Town by making streetscapes more beautiful and comfortable. Plants can be used to create distinctive identity and seasonal interest. Planting should be located and maintained so as to not impair visibility of pedestrians, bicyclists, and drivers.

Median and sidewalk planting strip landscaping will be focused on use of native plants, ease of maintenance, climate appropriateness, and a strong unified theme. Plants will be durable, lower-water-use varieties that are adaptable to the local climate. The City has developed a recommended planting list of native and water-conserving trees, perennials, grasses, and shrubs that should be used for plant selection in the Old Town area. Street trees are an important component of the

environment. They enhance aesthetic quality and increase pedestrian comfort. They unify street scenes, strengthen pedestrian scale, buffer pedestrian walkways from the street, soften hardscapes, provide shade and visual enclosure, and contribute to the Old Town character. Street trees also reduce the urban heat island effect, cooling both the outdoor urban environment and the interiors of buildings fronting the street.

Figure 7.9 provides guidance for developing a uniform theme for the planting of the trees, shrubs, and ground covers along Old Town streets and public rights-of way.

Figure 7.9
Plant Palette

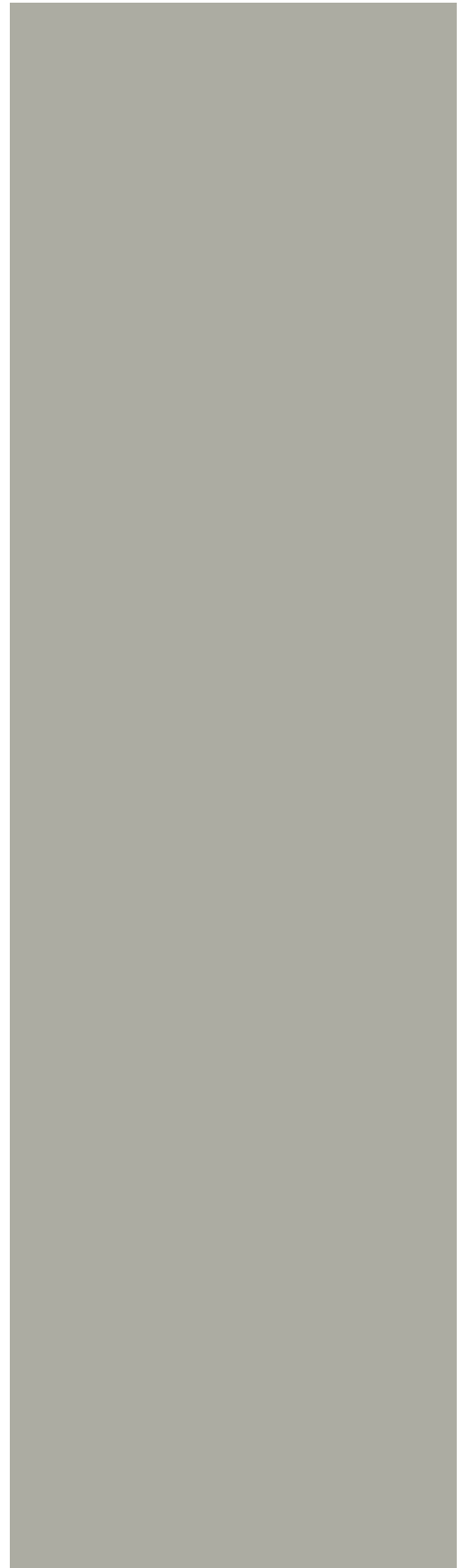
City of Victorville Old Town Specific Plan												Plant Palette	Figure 7.9
TREES													
Botanical Name	Common Name	Height	Water Needs	Root Damage	Flowers	Ca. Native	Evergreen	Deciduous	Median Tree	25' + Parkway	Street Tree		
<i>Arbutus unedo</i>	Strawberry Tree	30	Low	Low	Fall-Winter / White		X		X	X	X		
<i>Cercidium floridum</i>	Blue Palo Verde	35	Low	Low	Spring-Sum / Yellow	X		X				X	
<i>Cercis occidentalis</i>	Western Redbud	25	Low	Low - Mod.	Spring / Purple	X		X	X	X	X		
<i>Chilopsis linearis</i>	Desert Willow	25	Low	Low - Mod.	Spring / Purple			X	X	X	X		
<i>Cotinus coggygria 'Royal Purple'</i>	Smoke Tree	15	Low	Low	Spring / Lavender			X	X	X	X		
<i>Fraxinus velutina 'Rio Grande'</i>	Rio Grande Arizona Ash	50	Low	Moderate	NA			X		X			
<i>Gleditsia trianthos</i>	Honey Locust	45	Low	Moderate	NA			X	X	X	X		
<i>Gleditsia trianthos inermis 'Sunburst'</i>	Sunburst Honey Locust	35	Low	Moderate	Spring / Yellow			X	X	X	X		
<i>Heteromallis arbutifolia</i>	Toyon	25	Low	Low	Summer / White	X	X		X	X	X		
<i>Juniperus osteosperma</i>	Utah Juniper	35	Low	Low	NA	X	X			X			
<i>Koeberlinia paniculata</i>	Goldenrain Tree	35	Low	Low	Summer / Yellow			X	X	X	X		
<i>Lagerstroemia indica</i>	Crape Myrtle	25	Low	Low	Summer / Variety			X	X	X	X		
<i>Melia azadirach</i>	China-Berry	50	Low	Moderate	Spring / Lavender			X		X			
<i>Parkinsonia aculeata</i>	Mexican Palo Verde	25	Low	Low	Spring / Yellow			X		X			
<i>Platanus scarfolia 'Bloodgood'</i>	Bloodgood London Plane Tree	65	Low	Moderate	NA			X	X	X	X		
<i>Prunus cerasifera 'Mt. St. Helena'</i>	Mt. St. Helena Purple-Leaf Plum	25	Mod.-High	Low	Spring / Pink			X	X	X	X		
<i>Washingtonia filifera</i>	California Fan Palm	65	Low - Mod.	Moderate	NA	X	X		X	X	X		
<i>Washingtonia robusta</i>	Mexican Fan Palm	65 +	Low - Mod.	Moderate	NA		X		X	X	X		
<i>Yucca brevifolia</i>	Joshua Tree	25	Low	Low	Spring / White	X	X		X	X	X		
<i>Zelkova serrata</i>	Sawleaf Zelkova	65	High	Low	NA			X	X	X	X		
SHRUBS & PERENNIALS													
Botanical Name	Common Name	Ht. x Width	Water Needs	Flowers	Ca. Native	Evergreen	Deciduous						
<i>Lavandula latifolia</i>	Spike Lavender	3 x 3	Low - Mod.	Through Yr. / Blue		X							
<i>Salvia species</i>	Sage	2-5 x 2-5	Low	Spring-Summer	Many	X							
<i>Teucrium chamaedrys</i>	Germander	1-2 x 2-3	Low	Summer / Magenta		X							
<i>Yucca whipplei</i>	Our Lord's Candle	3-4 x 4-6	Low	Summer / White	X	X							
<i>Muhlenbergia rigens</i>	Oner Grass	3 x 3	Low	NA	X	X							
<i>Hesperaloe parviflora</i>	Red Yucca	3 x 3	Low	Summer / Rose		X							
<i>Celtis pallida</i>	Desert Hackberry	8-15 x 10-18	Low	NA		X	X						
GROUND COVERS													
Botanical Name	Common Name	Ht. x Width	Water Needs	Flowers	Ca. Native	Evergreen	Deciduous						
<i>Cotoneaster dammeri 'Coral Beauty'</i>	Bearberry Cotoneaster	1 x 6	Low	Spring / White		X							
<i>Festuca ovina glauca 'Elijah Blue'</i>	Blue Fescue	1 x 1	Low	NA		X							
<i>Helleborus viridis</i>	Blue Dot Grass	2-3 x 2-3	Moderate	NA		X							
<i>Gazania species</i>	Gazania	1 x 1	Low - Mod.	Spring/Summer		X							
<i>Oenothera biennis</i>	Mexican Evening Primrose	1 x 3	Mod. - High	Spring-Sum / Pink		X							
<i>Rosmarinum officinalis 'Lockwood de Forest'</i>	Prostrate Rosemary	1-2 x 6-8	Low-Mod.	Spring / Lt. Blue		X							
<i>Verbena rigida</i>	Verbena	1 x 3-5	Low - Mod.	Spring-Fall / Purple		X							

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7.5.4 Streetscape Improvements

Streetscape Element Placement

The following street improvements provide additional detail to recommended lane configuration changes that demonstrate integration of street furniture and landscaping into the overall right-of-way cross section. **Figures 7.10** through **7.13** illustrate placement of furnishings, public art, landscaping, and enhanced paving/decorative treatments with respect to the new street configurations for 7th Street.



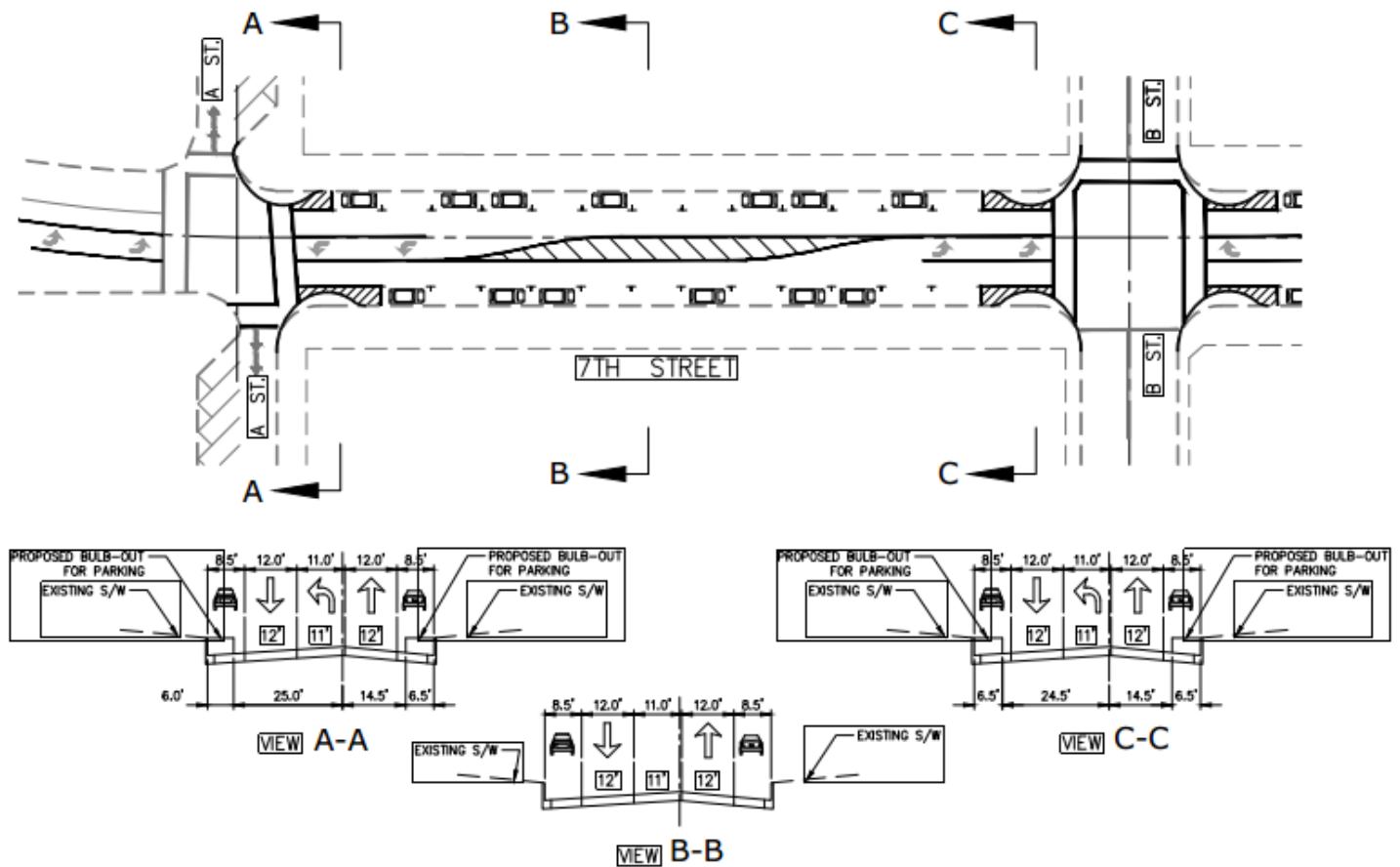
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Figure 7.10
Streetscape Section Key



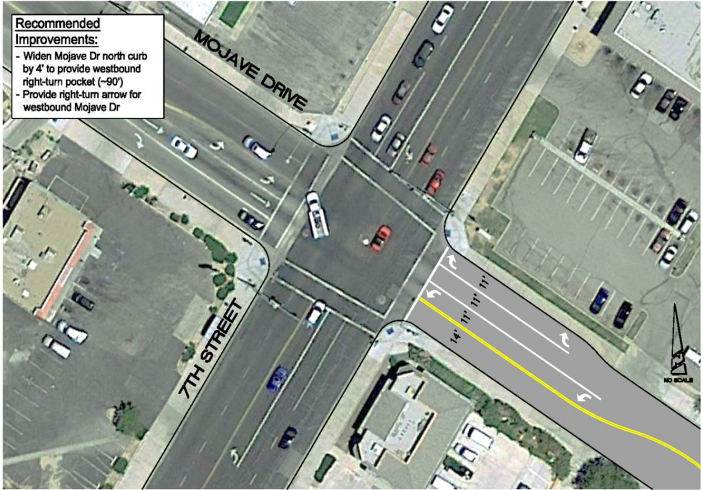
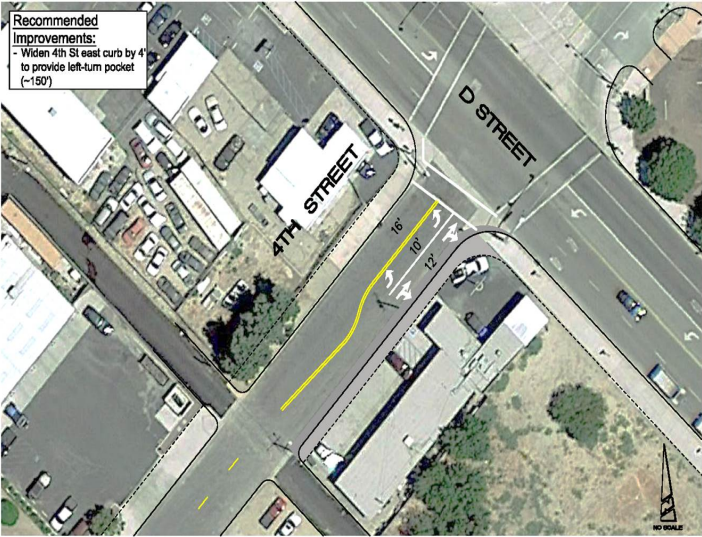
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Figure 7.11
Streetscape Section 7th St.



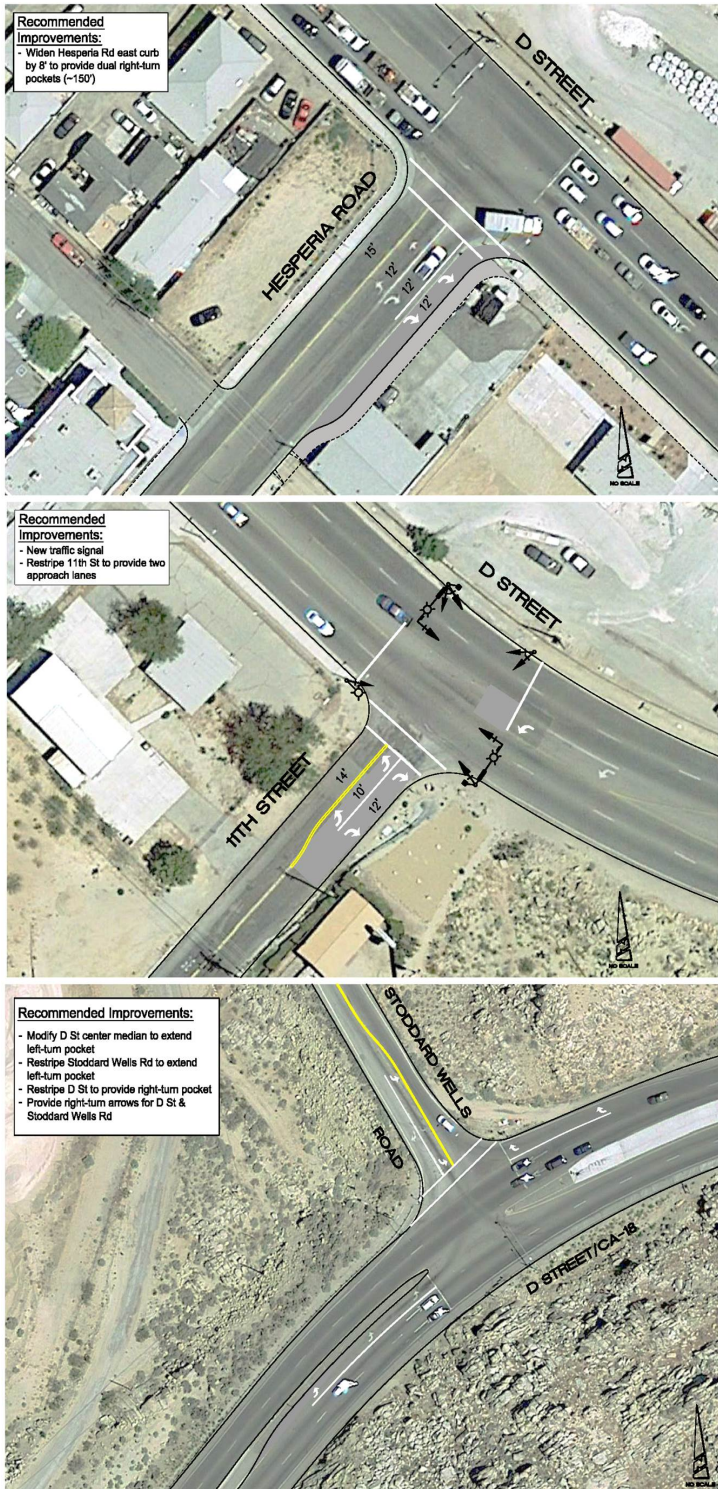
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Figure 7.12
Streetscape Improvements



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Figure 7.13
Streetscape Improvements

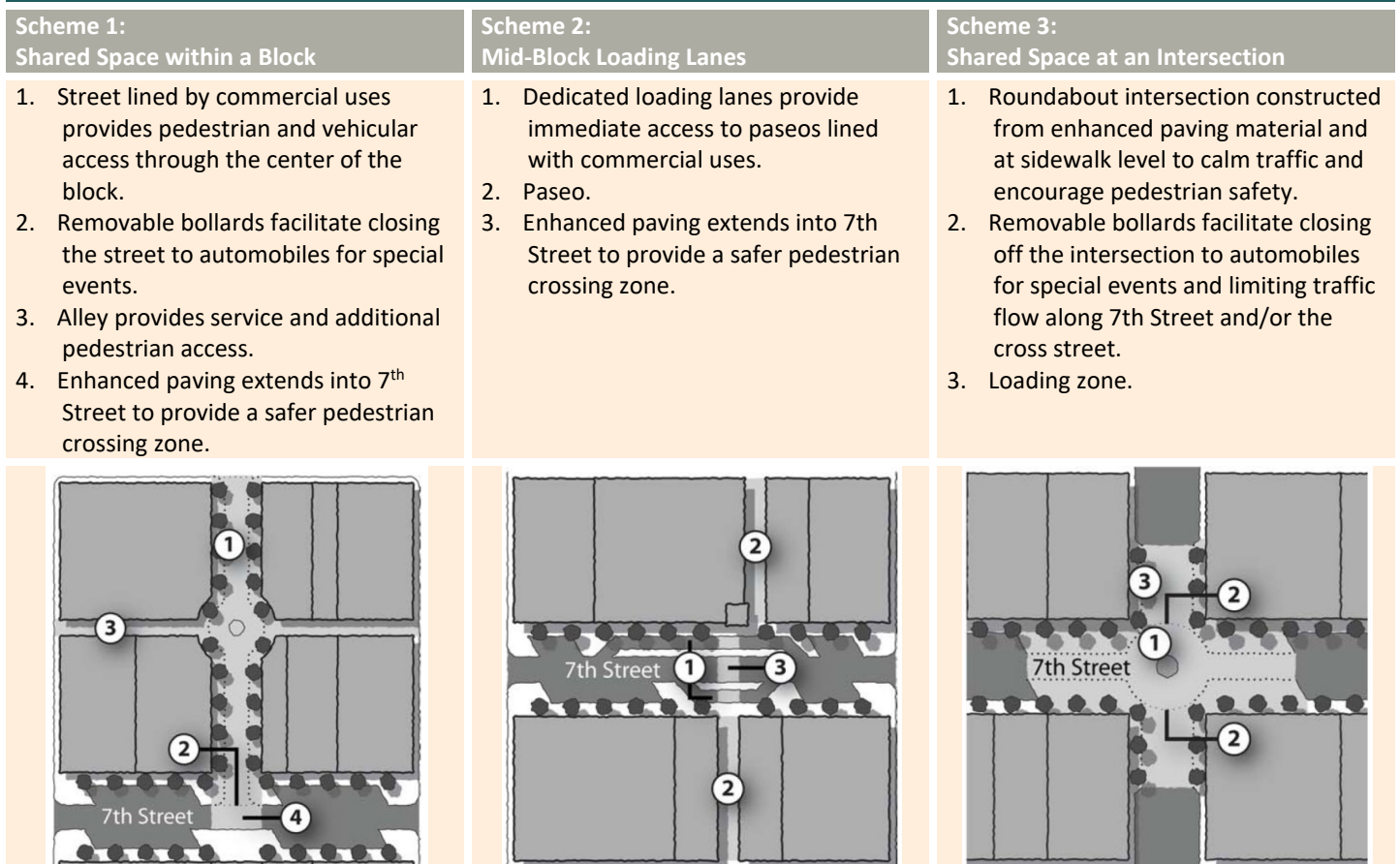


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7.5.5 Old Town Design Concepts

In addition to the recommended street configuration, furnishings, and landscaping improvements illustrated in this chapter, streetscape improvements have been developed as concepts that may be applied to the Old Town street network. The concepts were developed by Staff and represent ideas that have been demonstrated in other communities. They may allow for Old Town drop-offs and temporary street closures or “shared spaces” by motorists and pedestrians. **Figure 7.14** illustrates Old Town design concepts that can be applied as shared (or convertible) space within a block, mid-block, or at an intersection. The concepts explore different approaches to creating passenger drop-off facilities for high volume uses, pedestrian malls or paseos that can be used to create ambiance, or spaces for public events such as street fairs. These concepts will be most successfully applied after project area revitalization is well under way, when economic health has stabilized, and as area activity and parking demand result in the long-term revitalization of the Specific Plan area.

Figure 7.14
Old Town Design Concepts



7.6 Wayfinding System

The following concepts illustrate a new wayfinding system for Old Town Victorville. Wayfinding comprises signs, maps, kiosks, arches, and other graphic or architectural methods to convey location and directions to travelers. This series of directional and non-directional monuments and associated signage will announce that visitors and residents have entered a special place, separate and unique from the rest of the city. As Old Town evolves, it is important to consider how visitors are directed to their destinations, whether they arrive on foot or by car, and how to make sure that their experience in Old Town is a positive one. The elements in the recommended wayfinding system will provide a strong identity for Old Town.

Figures 7.15 through 7.19 illustrate elements in the Old Town Victorville wayfinding system, while **Figure 7.20** demonstrates how signage can be located in the project area to help announce arrival and aid the user in navigating the Old Town area.





7.6.1 Wayfinding Objectives

The Old Town wayfinding system should:

- Provide directional and information signs that are attractive, clear, and consistent in theme, location, and design.
- Announce arrival into Old Town and build the sense that Old Town is a unified place.
- Identify key destinations and facilities, such as public parking, parks, shopping, and cultural and civic destinations.
- Be collocated with other streetscape furniture, such as streetlights and transit shelters, where possible, to enhance visibility and reduce visual clutter in the public realm.
- Promote walking, bicycling, and use of mass transit.

7.6.2 Public Signage Types

The wayfinding system includes the following types of public signage:

Sign Type	Use and Standards	Image
Major Identification Sign (Gateways)	Major identification signs will be used as gateway features to mark a sense of arrival and a transition into Old Town. These visual gateway features are civic in emphasis and serve to identify and promote the distinct identity and overall design theme of the Specific Plan area. Entrance features may consist of a combination of other design treatments, such as landscaping, special lighting, paving, and/or public art, that serve as identifiable community landmarks. See Figure 7.16 for sign specifications.	
Directional Sign (Old Town)	Directions signs will be used to direct people into Old Town from adjacent neighborhoods and districts. See Figure 7.17 for sign specifications.	
Intermediate Identification Sign (Route 66 Marker)	Intermediate identification signs should be used to demarcate historic Route 66 along 7 th Street and D Street. See Figure 7.18 for sign specifications.	
Parking Identification Sign	Parking identification signs identify the location of public parking lots or structures. See Figure 7.19 for sign specifications.	

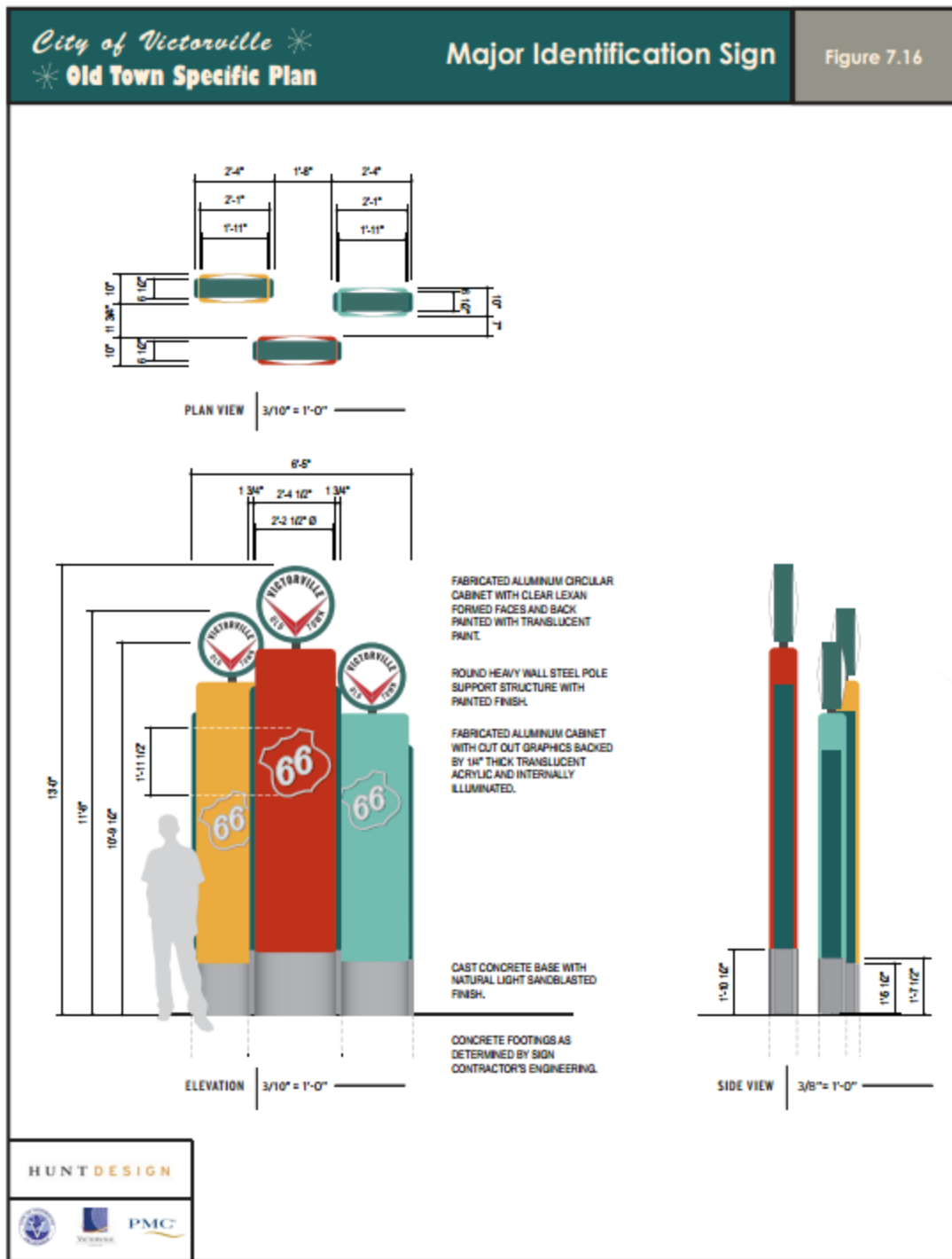
Sign Type	Use and Standards	Image
Minor Directional Sign	Minor directional signs should be used to denote locations of key shopping areas, civic buildings, and tourist attractions. Signs should be lighted, landscaped, and placed permanently at roadsides or within medians at key locations throughout the Specific Plan area.	
Pedestrian Signs, Maps, and Kiosks	Pedestrian signs, maps, and kiosks should be placed throughout Old Town to direct visitors to local businesses, community amenities, and parking areas. Pedestrian-oriented signs and maps should be located at key pedestrian activity nodes in Old Town, such as transit stops, plazas, shopping areas, and paseos.	
Alley/Paseo Gateway	Alley/paseo gateway features provide a sense of arrival and transition to unique pedestrian places within Old Town. Entrance features may consist of a combination of plant materials, hardscape elements (such as archways, trellises, and special paving), and signage.	
Banners	Banners or flags for use on area streetlight poles should be included in the signage program. Banners may be changed periodically to provide advertisement for special events and promotions in Old Town.	
Entry Archway	Currently an Entryway Arch exists at the entrance to the Old Town Core on Seventh Street just north of 'D' Street. During the third Community Workshop – Circulation, the Community had the opportunity to choose a new design for this archway, to be renovated in the short term.	

Figure 7.15
Public Signage Overview



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Figure 7.16
Major Identification Sign Specifications

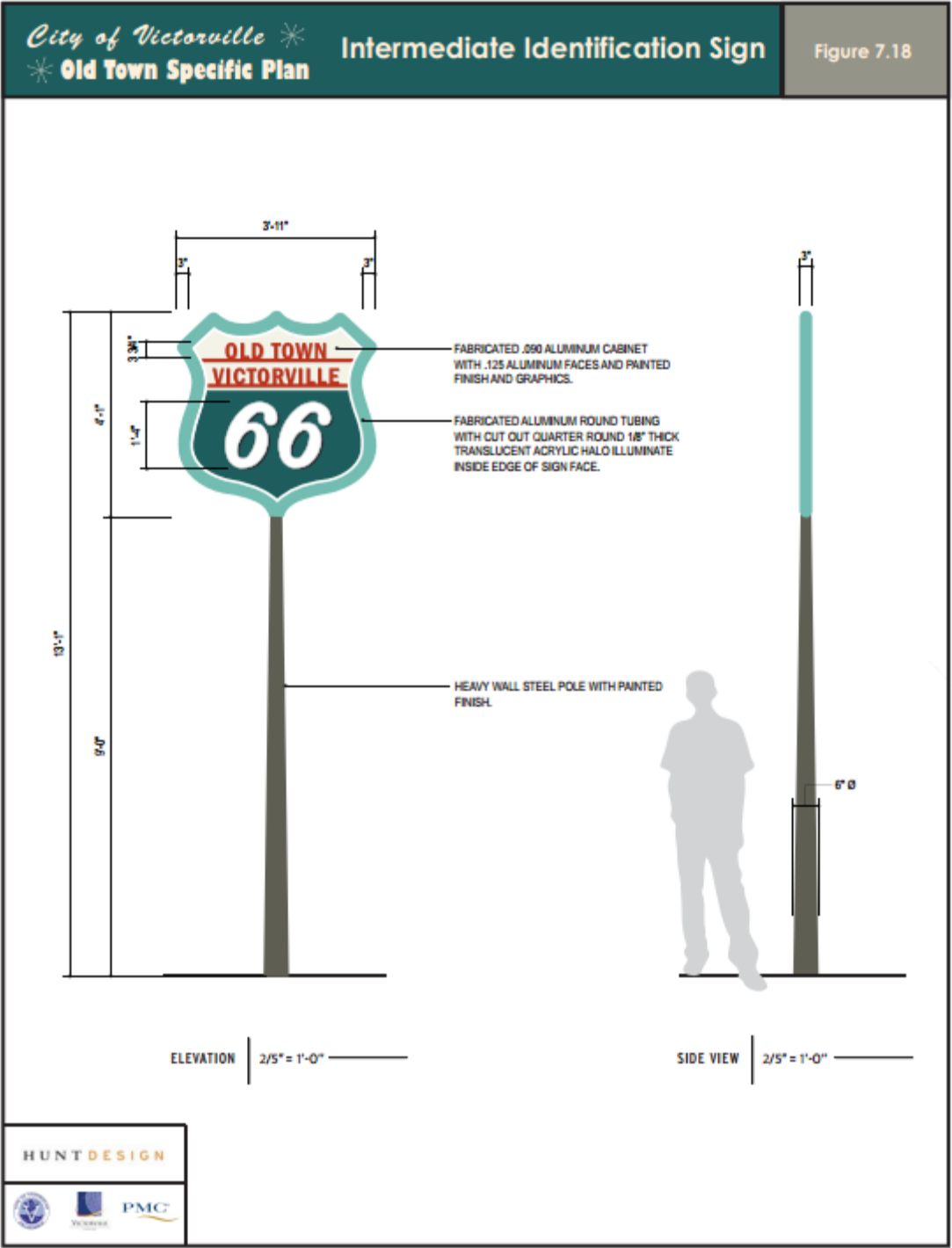


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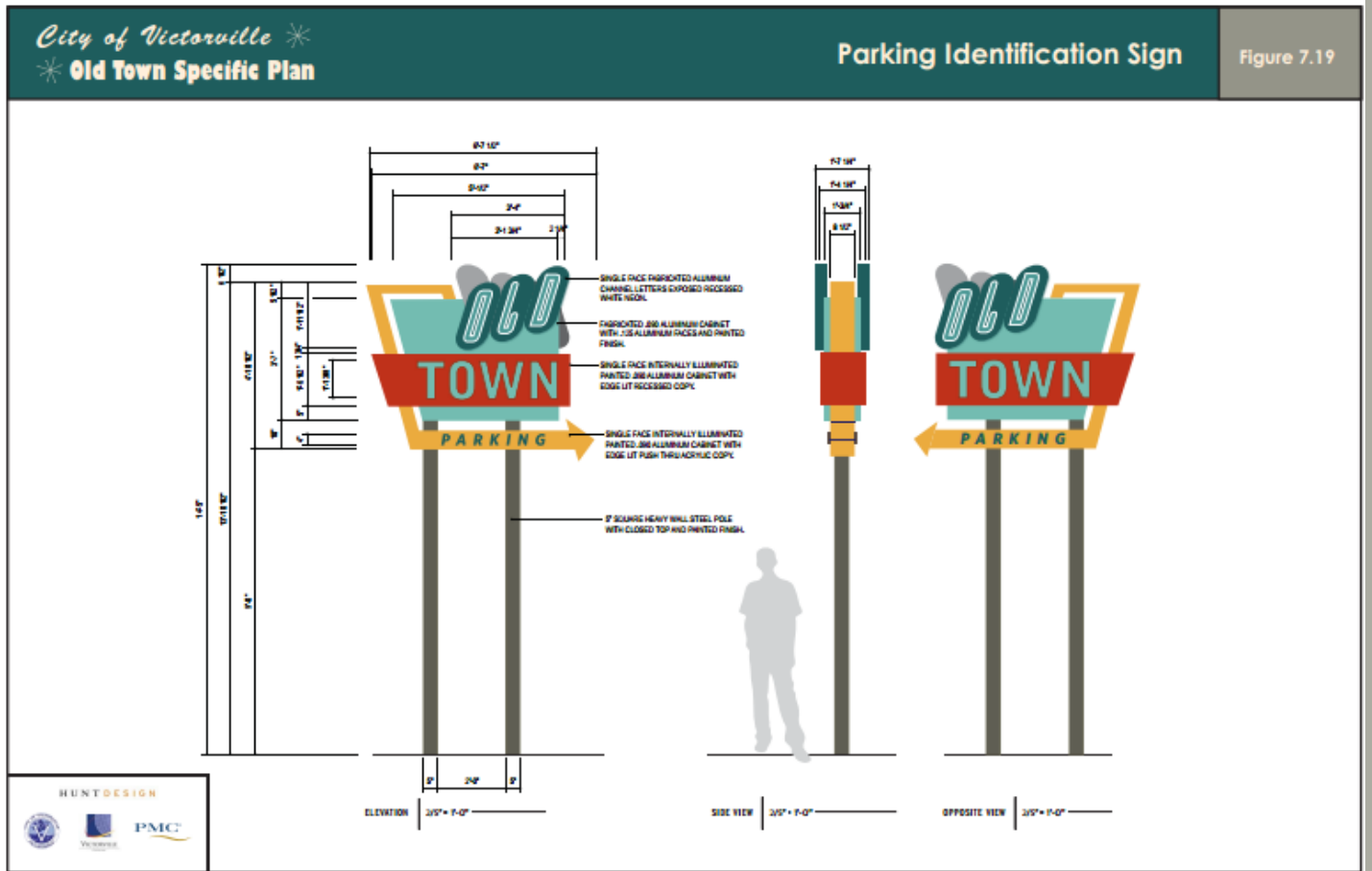
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Figure 7.18
Intermediate Identification Sign



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Figure 7.19
Parking Identification Sign



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Figure 7.20
Wayfinding System



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8.0 INFRASTRUCTURE, PUBLIC UTILITIES, AND FACILITIES

This chapter describes the essential infrastructure and public facilities required to support the development envisioned by the Old Town Specific Plan. As new development proceeds in the Old Town Area, additional demands will be placed on the existing infrastructure.

This chapter is organized into the following sections:

- 8.1 Water Supply
- 8.2 Sewer/Wastewater
- 8.3 Storm Drainage
- 8.4 Solid Waste Collection, Disposal, and Recycling
- 8.5 Energy

This chapter will list each service operating in the Specific Plan Area, provide an assessment of how these services will meet the anticipated demand, and identify those facilities that need to be replaced, upgraded, and/or expanded. The essential public facilities covered in this chapter include:

Essential Service Providers in Specific Plan Area	
Water Supply, Treatment and Distribution	Victorville Water District
Sewer/Wastewater	Victor Valley Wastewater Reclamation Authority
Storm Drainage	City of Victorville Department of Public Works
Solid Waste Collection, Disposal, and Recycling	Collection and recycling: City of Victorville Department of Public Works, Solid Waste Division contract services to Burrtec Waste
	Disposal: City of Victorville Department of Public Works, Solid Waste Division contract services to Burrtec Waste
Energy	Natural gas: Southwest Gas Corporation
	Electricity: Southern California Edison

8.1 Water Supply

Existing Conditions

Water service in the Specific Plan area is provided by the Victorville Water District. The District is a public agency which was formed in 2007 by the consolidation of the Baldy Mesa Water District and the Victor Valley Water District. The water source is the Alto sub-basin of the Mojave River Groundwater Basin, a groundwater aquifer located in the High Desert. To ensure satisfactory water quality, the District chlorinates the water before distributing it into the system and treats the water for arsenic contamination at four plants interspersed throughout the system.

Water is distributed within the Old Town and Midtown areas through water main lines ranging in diameter from 5 to 12 inches. The line's size is determined by the use being served and the fire protection flow rate required for the use. The Specific Plan area's water and fire service is generally sufficient to meet the needs of the existing uses, but some of Old Town's fire hydrants fall below the current pressure and spacing standards.

Victorville Water District is a proponent of using recycled water for a variety of purposes. These uses include agricultural irrigation, landscape irrigation, impoundments for landscape, recreational and/or wildlife uses, wetland and wildlife enhancement, industrial processes, construction activities, and groundwater recharge. To encourage the use of recycled water, the District allows users to purchase recycled water to offset the costs of treating wastewater.

Victorville Water District is actively involved in conserving its existing groundwater supply and ensuring that the proper accommodations are made to support the City's long-term growth objectives. The District's approaches include water conservation, water reuse, installation of additional wells and pumping stations, and importing water from the State Water Project via the California Aqueduct. The District's Water Conservation Department provides a number of services to help reduce water consumption. Services include water audits, residential plumbing retrofits, using a rate structure that encourages conservation, community outreach programs and events, developer incentives, retaining water conservation specialists, a wastewater prohibition ordinance, a cash-for-grass program, encouraging water-smart landscaping, and offering a low-water-use appliance rebate.

Buildout Conditions

Commercial developments proposed for sites that are currently occupied by residential uses or that are underutilized will require fire mitigation measures such as interior fire sprinklers and/or the replacement of the existing water mains with pipes measuring at least 8 inches in diameter. In addition, all development subject

to review by the City will be reviewed by the Victorville Water District. When an upgrade to the Specific Plan area's water system is required to accommodate such development, the developer may be responsible for a portion or all of the costs.

8.2 Sewer/Wastewater

Existing Conditions

Sewer service in the Specific Plan area is provided by the Victor Valley Wastewater Reclamation Authority, a regional wastewater treatment agency operated jointly by the City of Victorville and three other members. Services provided by the agency include the operation, maintenance, repair, and cleaning of sewer collection lines to ensure that they do not exceed their designed capacity and to prevent stoppages and backups.

The Specific Plan area's sewer system was originally developed approximately 65 years ago. Portions of main sewer lines extending through the Old Town area, especially those along C and D streets, are now deficient. This condition is attributed to increased development in other areas of the city overloading the system. However, in December of 2015, after 18 months of work VVWRA completed the installation of 4,000 feet of a new sewer pipeline along 'C' and 'D' Street in Old Town as part of the Upper Narrows Pipeline Project. The secondary lines that only serve the Specific Plan area are able to accommodate the existing uses.

Buildout Conditions

Deficiencies in the sewer lines along C and D streets can be eliminated by constructing an 18-inch-diameter relief sewer line. This line would increase the system's carrying capacity and intercept additional lateral lines, reducing the burden placed on the existing lines.

New developments that require sewer service are subject to review by City engineering staff. If a development will require improvements to the sewer system, the improvements may be imposed upon the developer.

8.3 Storm Drainage

Existing Conditions

The Specific Plan area's storm drainage system is maintained by the City's Department of Public Works. The system was originally installed more than 40 years ago. It includes a major channel to accommodate the Oro Grande Wash and a box culvert to carry flows collected from the Old Town streets. This system is sufficient to serve the Specific Plan area's existing uses.

Buildout Conditions

No improvements to the storm drainage system are proposed within the Old Town area; however, the City plans to construct a new detention basin south of the Specific Plan area. The City has made improvements to the Oro Grande Wash's flow rate, increasing it to a level that cannot be sufficiently captured and carried by Old Town's existing box culvert. To comply with the San Bernardino County Flood Control District facilities plan, the detention basin must be in place by the time the flow rate approaches capacity. In addition, the City's Engineering Department may review proposed projects to determine if stormwater facilities need to be upgraded to accommodate the development.

8.4 Solid Waste Collection, Disposal, and Recycling

Existing Conditions

Burrtec Waste provides solid waste collection, disposal, and recycling services for the Specific Plan area. The company provides curbside pick-up service with a 95-gallon container for refuse and a 60-gallon container for recyclables. The company also accepts household hazardous waste items at a collection center. In July 2018, the company began offering green waste collection services in Victorville for commercial and multi-family developments (4 or more units) to comply with AB1826.

Nonhazardous solid and liquid waste generated in the Old Town and Midtown areas is deposited in the Victorville Landfill, a facility operated by the County of San Bernardino Public Works Department, Solid Waste Management Division. Recently the landfill was expanded and it has the capacity to support Old Town's growth.

Recyclables are taken to the Victor Valley Materials Recovery Facility (MRF). Co-owned by the City of Victorville and the Town of Apple Valley and operating since 1995, MRF helps the City meet the Assembly Bill (AB) 939 requirement that waste sent to a landfill be reduced by 50 percent beginning in the year 2000. The facility also accepts materials from adjoining communities and provides drop-off and recycling buy-back services for residents and businesses.

Buildout Conditions

If new development proposed within the Specific Plan area causes an increased demand on the solid waste collection system, the developer will have to coordinate with the City and service providers to meet the increased demand. However, as mentioned the current landfill has the capacity to support buildout conditions.

8.5 Energy

8.5.1 Natural Gas

Existing Conditions

The Southwest Gas Corporation provides natural gas service in the Specific Plan area. Service is supplied by two 4-inch high-pressure lines originating at taps near the intersection of Gasline and Air Base roads. The primary line feeds into a regulator station at the intersection of 6th and E streets, and the secondary line feeds into a regulator station at the intersection of Mojave and Amargosa and enters the Old Town and Midtown areas along 7th Street. Two companies distribute gas in the Specific Plan area. A majority of the gas is purchased from the Southern California Gas Company, the less expensive seller. Pacific Gas and Electric gas is also sold in the Specific Plan area, especially during peak periods.

Old Town's natural gas pipeline network was originally installed in 1931. Given the system's age, the network is constructed from metal pipes. Because metal pipes are prone to rust, the system is checked for integrity and the lines are tested for leaks on an annual basis. The Public Utilities Commission completes all repairs and replacements.

Buildout Conditions

The natural gas distribution systems and supply are generally sufficient to serve the kinds of future development envisioned in the Old Town and Midtown areas; however, certain uses may require upgraded distribution lines. New development and the expansion of existing structures are subject to comment from the Southwest Gas Corporation.

8.5.2 Electricity

Existing Conditions

The Southern California Edison Company provides electrical service to the Specific Plan area. Service originates from the Victorville Substation, which is located on the southeast corner of C Street and 6th Street. The Old Town and Midtown areas distribution grid is served by three 33 kilovolt circuits and four 4-16/2.4 kilovolt circuits.

Buildout Conditions

The existing electricity distribution grid will sufficiently serve new development that occurs in the Specific Plan area. However, all new developments and the expansion of existing developments that are subject to review by the City of Victorville are also subject to review by Southern California Edison. If a development requires new facilities and/or additions or modification to the distribution grid system, this

requirement will be noted during the project review process. In these instances, developers may be responsible for a portion or all of the required improvements.

9.0 IMPLEMENTATION PLAN

This chapter outlines the implementation program for the City of Victorville Old Town Specific Plan.

This chapter includes the following sections:

9.1 Implementation Action Plan

9.2 Potential Funding & Financing Mechanisms

9.3 Incentives Toolbox

9.4 Plan Administration

The vision of the Specific Plan is supported by the following Implementation Action Plan (**Table 9.1**). The Implementation Action Plan provides a summary of the Specific Plan recommendations in the form of the major programs, projects, and actions needed for implementation. The table identifies the responsible party, potential funding sources, and suggested timing of each action.

Table 9.1 Implementation Action Plan

Key:		
<i>Responsible Department:</i>		
<i>D = Development (includes Planning, Building, Development Engineering, Code Enforcement)</i>		
<i>ED = Economic Development</i>		
<i>E = Engineering (includes Capital Improvements, Development Support, Survey, Traffic Engineering)</i>		
<i>CS = Community Services (includes Parks & Facilities, Recreation)</i>		
<i>PD = Police Department</i>		
<i>PW = Public Works</i>		
<i>Priority:</i>		
<i>1 = Short Term (0–3 years)</i>		
<i>2 = Mid Term (4–6 years)</i>		
<i>3 = Long Term (7+ years)</i>		
<i>Ongoing</i>		
<i>Funding Sources:</i>		
<i>See Table 9.2 Potential Funding Mechanisms for funding sources, abbreviations, and descriptions</i>		

Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
Land Use Regulation or Policy (LU)					
LU-1	Adopt the Specific Plan for Old Town Victorville by ordinance.	1	D		City General Fund
LU-2	Adopt land use designations in the General Plan that allow for the expanded Specific Plan zoning districts.	1	D		City General Fund
LU-4	Explore options for land assembly in Old Town for the purpose of development.	1	D, ED		

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Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
LU-5	Identify and adopt a selection of incentives from Table 9.3 Recommended Incentives.	1	D	ED	N/A
LU-6	Establish and maintain a Code Enforcement Team to enforce the Old Town Specific Plan area.	1	D		General Fund, CDBG
LU-7	Residential Front Yard Landscape Beautification Enforcement Program	1	D		General Fund, CDBG
LU-8	Create a re-tenancing contingency policy for vacated commercial properties.	1	D	ED	N/A
LU-9	Update the Old Town Specific Plan to incorporate the City's Bicycle Master Plan, once completed.	1	D	E	N/A
Economic Development (ED)					
ED-1	Establish a Property & Business Improvement District (PBID).	2	D, ED		General Fund, Private
ED-2	Establish an Old Town Association, which will be responsible for: <ul style="list-style-type: none"> Organizing and promoting events and activities in Old Town, including, but not limited to: <ul style="list-style-type: none"> Vintage auto show Farmers Market on Seventh Street or at the Transit Center Christmas Tree at the Transit Center Coordinated approach to business practices, e.g., consistent store hours Old Town map/brochure Retail recruitment and retention strategy Public relations campaign <ul style="list-style-type: none"> Old Town Association newsletters Old Town logo and slogan Promotional materials Develop and cultivate media channels to highlight successes and positive transformation of Old Town 	1	D, ED Downtown Association, Chamber of Commerce		General Fund, PBID, advertising, media match, sponsorships, underwriters
ED-3	Develop a Storefront and Façade Improvement Program to include replacements and upgrades to storefronts.	1	D, ED		PBID, Route 66 Grants, CDBG
ED-4	Identify key commercial realtors that will help locate new businesses in vacant and underutilized buildings and undeveloped land parcels, especially at key intersections and highly visible locations.	1	ED		PBID

Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
ED-5	<p>Create a “Clean and Safe Old Town” pilot project to enforce and maintain clean streets. The pilot project team will:</p> <ul style="list-style-type: none"> Crack down on and clean up illegal dumping on public streets. Eliminate/address substandard building conditions. Immediately warn and if necessary, fine culpable owners/residents that illegally dump on streets or are responsible for unsafe, substandard buildings. Increase police patrol of the streets by biking and walking to enhance the real and perceived sense of security and safety for existing residents and businesses. Ensure that sidewalks and roads are well swept regularly. 	1	D, PD		General Fund, PBID
ED-6	Implement policy to fill vacant ground-floor and underutilized storefronts in key building locations with temporary displays and activities.	1	D, ED		PBID, sponsorships
ED-7	<p>Assemble an Old Town Business Recruitment Packet to contain:</p> <ul style="list-style-type: none"> Updated inventory of vacant and underutilized parcels Information on available financial assistance programs Information on development incentives 	1	ED		PBID
ED-8	Create a residential rehabilitation program that provides grants and loans for residential property owners and renters.	1	D, ED		CDBG
ED-9	<p>Enhance the City of Victorville’s website to specifically launch an Old Town web page to:</p> <ul style="list-style-type: none"> Promote Old Town as a cultural and commercial destination. Provide up-to-date information on events and local businesses. Highlight Old Town parking locations. Celebrate recent successes and projects. Provide discounts to Old Town businesses. 	1	D		PBID, sponsorships, underwriters
ED-10	Actively seek out master developer for active open space development opportunities (sports venue, tennis or swim club, etc.).	2	ED		SRFP
Circulation (C)					
C-1	Calm traffic through the Old Town core by implementing curb extensions (bulbouts), parallel parking, pedestrian enhancements, and other calming measures as proposed.	1	E		Measure I, CIP, ISRFP, TE, Beautification Grant
C-2	Implement Main Street (7th Street) streetscape improvements.	2	E, D		Measure I, CIP, ISRFP, TE, Beautification Grant

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Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
C-3	Install the necessary widening on streets intersecting 'D' Street as proposed	2	E		Measure I, CIP, ISRFP, TE, Beautification Grant
C-4	Old Town streetscape improvements (all other streets).	2	E	D	Measure I, CIP, ISRFP, TE, Beautification Grant
C-5	Improve alleys (beautification).	3	E	D	Measure I, CIP, ISRFP, TE, Beautification Grant
C-6	Provide clearly marked and dedicated bicycle and pedestrian facilities (including bike parking) to encourage travel along roadways with lower traffic volumes. Implement recommended bicycle improvements for the Old Town area as specified by the Bicycle Master Plan under way.	2	E		Measure I, CIP, ISRFP, TE, Beautification Grant
C-7	Relocate the rail crossing on Sixth Street to Seventh Street	3	E		Measure I, CIP, ISRFP, TE
C-8	Configure roadways and buildings to support transit by providing appropriate curb returns and bus turnouts in Old Town as development applications are considered.	3	E		FTA grants, In-Lieu Fees,
C-9	Explore potential shuttle opportunities, as funding is available, to connect the Old Town core to major employment centers in the area.	1	PW		FTA grants, Measure I, CIP, ISRFP, TE,
C-10	Develop a parking assessment district (PAD) (with in-lieu fees).	3	E, D, ED		In-Lieu Fees, CIP
C-11	Implement public parking strategy as outlined in this Plan.	2	E		PAD
C-12	Implement a Parking Management Plan (PMP) that would include the following components once parking occupancy in the Old Town core reaches 70%: <ul style="list-style-type: none"> • Institute market-rate pricing. • Install computerized "pay by space" parking meters. • Assess time restrictions and modify as necessary. • Keep Old Town parking revenue in Old Town. • Consider parking in-lieu fees to satisfy minimum off-street parking requirements. • Locate shared parking facilities throughout Old Town. 	3	D, E		PAD
C-13	Develop and adopt design guidelines for parking facilities that reinforce Old Town's identity and include elements that emphasize pedestrian and bicycle modes of travel.	1	D, E		N/A
C-14	Acquire sites for designated public parking lots.	2	ED, E		General Fund

Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
C-15	Establish Daily/Weekly Metrolink commutes from the Victor Valley Transportation Center	2	ED, E		
C-16	Relocate the Amtrak station to the Transportation Center	2	PW		
C-17	Implement street lighting improvements throughout Old Town where deemed appropriate.	1	E, PW		SLAD, CIP, Measure I
Public Realm Improvements (PR)					
PR-1	Develop and implement a wayfinding program that establishes a marketing theme for Old Town Victorville. The program will include major gateway, minor gateway, and directional signage Consider the following gateway locations: <ul style="list-style-type: none"> • 7th and Forrest • I-15 and D • 7th and Victor • D and 11th/Hesperia 	1	D,	ED, E	CIP, Beautification Grant
PR-2	Pursue opportunities to construct a public/private plaza between 6th and 7th at D Street.	2	ED	D	PBID, Private, CIP
PR-3	Pursue opportunities for public/private Improvements to connect Old Town to the riverfront trail.	3	ED	D, E, CS	CIP, EEMP grants
PR-4	Implement remaining public improvements as illustrated in Chapter 7 of this Plan.	2	E	D	CIP, Beautification Grant, Route 66 Grants
PR-5	Redesign and Revise the Old Town Entrance Sign	1	PW	D	CIP, Beautification Grant, Route 66 Grants
Preservation Programs (P)					
P-1	Assist property owners in maintaining or rehabilitating historic properties. <ul style="list-style-type: none"> • Provide local incentives and technical assistance to support the use of federal and state incentive programs to encourage preservation of privately owned historic resources. • Re-evaluate the uses permitted within historic structures as a means to preserve the structure. 	1	D, ED		Federal Historic Preservation Tax Credits, Low-Income Housing Tax Credits, Route 66 grants

Implementation Action		Priority	Responsibility		Funding Sources
			Lead	Support	
P-2	Showcase the history and cultural diversity of Old Town to expand cultural and heritage tourism. <ul style="list-style-type: none"> Establish self-guided walking tour collateral. Create a program of historic markers to be placed in front of key Old Town buildings, including Barrel House, Chantry House, Methodist Church, Sixth St. Prep School, Victorville Hardware, High Desert Center for the Arts, historic homes, and other buildings of cultural significance. 	2	Old Town Association, Chamber of Commerce	ED, D	Preservation grants, underwriters, Route 66 Grants
P-3	Explore becoming a federally designated Preserve America Community to reaffirm the City's commitment to preservation and become eligible for Preserve America grants.	2	D		Preservation grants, Route 66 Grants
P-4	Implement a local Main Street Program. <ul style="list-style-type: none"> Obtain membership with the National Trust Main Street Center. Attend the annual National Main Street Conference. 	3	ED	D	
P-5	Establish a list of Local Historic Buildings or Blocks and/or add Zoning Designation, Guidelines and or Regulations for Historic Places	1	D	ED	Preservation grants, Route 66 Grants
Funding Programs (F)					
F-1	Establish a Developer Assistance Program to fund non-residential rehabilitation projects.	1	ED, D		
Educational Programs (E)					
E-1	Business and Property Owners Specific Plan Education Program.	1	D		General Fund, PBID
E-2	Continue and expand the City's Technical Assistance Program.	1, Ongoing	D, ED		SBA, Route 66 Grants

9.2 Potential Funding & Financing Mechanisms

The following describes the various funding mechanisms that are available at the federal, state, regional, and local level that may be pursued by the City and/or adjoining agencies to implement the planned public improvements as well as to support some annual operations and maintenance costs. The discussion below includes potential funding sources for the Specific Plan area.

This section is organized into the following primary funding categories:.

Federal Funding Sources (comprising grants and programs)

State Funding Sources (comprising grants and programs)

Regional Funding Sources (comprising grants and programs)

Local Funding & Financing Sources (comprising funds, fees, and special districts)

Private (comprising funds and sponsorships)

Table 9.2 Potential Funding Mechanisms

Type	Source	Description	Use
Federal			
Economic Development Administration (EDA) Grant		The Federal Economic Development Administration (EDA) is a potential source of grant money for the Victorville Old Town Specific Plan.	Funds from the EDA can be used to finance construction and rehabilitation of infrastructure and facilities that are necessary to achieve long-term growth and dynamic local economies. EDA will provide public works investments to support the reconstruction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness.
Small Business Administration (SBA)	www.sba.gov	Through training, technical assistance, and financing programs, the Small Business Administration helps people plan, launch, and sustain successful businesses. The SBA works with banks and other lending institutions to provide guaranteed loans for a variety of general business purposes (7a), real estate or equipment (CDC/504), and small (up to \$35,000) short-term loans (microloans).	Business improvements.
Community Development Block Grants (CDBG)		Federal funds through the Department of Housing and Urban Development (HUD) for community revitalization efforts and economic development opportunities. Includes the Entitlement Communities Grant.	Housing, public infrastructure, public services, and economic development projects that focus on benefiting low- and moderate-income persons who are at or below 80% of the area median income (AMI).
HOME		Provides formula grants to states and municipalities that communities often use in partnership with local nonprofit groups to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership or provide	This type of grant could be used for affordable housing units. These funds must be used for low- to moderate-income persons.

Type	Source	Description	Use
		direct rental assistance to low-income households.	
HUD 202 Low Income Senior Housing Grants and Loans (HUD 202)		Housing developers can compete nationally for Department of Housing and Urban Development (HUD) grants and low-interest loans to build housing for low-income seniors.	Housing for low-income seniors.
Low Income Housing Tax Credit (LIHTC)		A federal dollar-for-dollar tax credit that attracts equity investments to finance the development of affordable housing. It is administered by the California Tax Credit Allocation Committee.	Development of affordable housing.
Historic Preservation Tax Credit		A Federal Investment Tax Credit of 20% of total qualified rehabilitation costs. The credit to the owner's federal income tax may be carried back one year or forwarded up to 20 years. Eligible buildings are those listed in the National Register of Historic Places that, after rehabilitation, are used for commercial or residential rental use. Work must meet the Secretary of the Interior's Standards for Rehabilitation.	Rehabilitate buildings in the Old Town area that are listed on the National Register of Historic Places.
Preserve America Grants	www.preserveamerica.gov/federalsupport.html	The Preserve America matching-grant program provides planning funding to designated Preserve America Communities, Neighborhoods, and Certified Local Governments to support preservation efforts through heritage tourism, education, and preservation planning. Grants do not fund the repair, rehabilitation, or acquisition of historic properties, sites, or collections.	Grant funding can be used to support planning, development, and implementation of innovative activities and programs that creatively promote and preserve the community's cultural resources. Projects must fit in one of the following categories: Research and documentation Education and interpretation Planning Marketing Training
Brownfields Economic Development Initiative (BEDI)	www.hud.gov/office/cpd/economicdevelopment/programs/b	BEDI is a competitive grant program used to spur the return of brownfields to productive	BEDI funds are used for the redevelopment of abandoned, idled, and underused industrial

Type	Source	Description	Use
	edi/index.cfm	economic reuse. BEDI grants must be used in conjunction with a new Section 108 guaranteed loan. Both Section 108 loan proceeds and BEDI grant funds are initially made available by HUD to public entities approved for assistance.	and commercial facilities where expansion and redevelopment is burdened by real or potential environmental contamination.
Targeted Brownfields Assessment (TBA) Grant	www.epa.gov/brownfields/grant_info/tba.htm	Targeted Brownfields Assessments promote the cleanup and redevelopment of brownfields. TBA funding may only be used at properties eligible for U.S. Environmental Protection Agency (EPA) Brownfields funding. EPA generally will not fund TBAs at properties where the owner is responsible for the contamination unless there is a clear means of recouping EPA expenditures. Further, the TBA program does not provide resources to conduct cleanup or building demolition activities. Cleanup assistance is available under EPA's Cleanup or Revolving Loan Fund (RLF) grants.	Contamination and cleanup assessment of brownfield sites.
Brownfields Cleanup Grant	www.epa.gov/brownfields/cleanup_grants.htm	Cleanup grants provide funding to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site. An applicant must own the site for which it is requesting funding at time of application. The performance period for these grants is three years.	Cleanup activities at brownfield sites.
Federal Transit Administration (FTA) Grants	http://www.fta.dot.gov/funding/grants_financing_263.html	The Federal Transit Administration helps communities support public transportation by issuing grants to eligible recipients for planning, vehicle purchases, facility construction, operations, and other purposes. FTA administers this financial assistance according to authorization, SAFETEA-LU, which authorizes specific dollar amounts for each program. Brief descriptions of grant programs that are applicable to Victorville	See below.

Type	Source	Description	Use
		<p>are given below.</p> <p>See three programs below which are funded by FTA grants:</p> <ul style="list-style-type: none"> • Urbanized Area Formula Program • Job Access and Reverse Commute Program • Flexible Funding for Highway and Transit 	
Urbanized Area Formula Program (FTA/SAFETEA-LU program)		This program provides formula funding to states for the purpose of supporting public transportation in areas with populations of more than 50,000.	Funds may be used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies, capital investments in bus and bus-related activities, and capital investments in new and existing fixed guideway systems.
Job Access and Reverse Commute (JARC) Program (FTA/SAFETEA-LU program)		The Job Access and Reverse Commute Program addresses the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment.	The JARC program funds transportation projects designed to help low-income individuals with access to employment and related activities where existing transit is either unavailable, inappropriate, or insufficient. The JARC program funds capital, planning, and operating expenses for projects that transport low-income individuals to and from activities related to employment and for reverse commute transit services.
Flexible Funding for Highway and Transit		Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. The idea of flexible funds is that a local area can choose to use certain federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality Improvement	When FHWA funds are transferred to FTA, they can be used for a variety of transit improvements such as new fixed guideway projects, bus purchases, construction and rehabilitation of rail stations, maintenance facility construction and renovations, alternatively fueled bus purchases, bus transfer facilities, multimodal transportation centers, and advanced technology fare collection systems.

Type	Source	Description	Use
		<p>Program (CMAQ) and Federal Transit Administration (FTA) Urban Formula Funds.</p> <p>FHWA funds transferred to the FTA have provided a substantial new source of funds for transit projects. The Urbanized Area Formula Program is one of the FTA programs eligible for transfer of FHWA funding.</p>	
State			
Route 66 Corridor Preservation Program (Route 66 grant)	www.nps.gov/history/rt66	<p>The Route 66 Corridor Preservation Program provides funding assistance in the form of cost-share grants, to support the preservation of the most significant and representative historic Route 66 resources and projects.</p> <p>All preservation, restoration, and rehabilitation projects are required to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.</p>	Preservation of Route 66 buildings, structures, road segments, and cultural landscapes. Assistance is also provided to support research, planning, oral history, and education outreach projects related to the preservation of Route 66.
Housing and Emergency Shelter Trust Fund Act (Prop. 1C)		Prop. 1C authorizes the state to issue bonds to fund a number of housing and development programs.	<p>Grants are available for a number of projects including:</p> <ul style="list-style-type: none"> To pay for parks, water, sewer, transportation, and environmental cleanup—to facilitate urban “infill” development To encourage more dense development near public transportation To pay for infrastructure costs associated with new housing To reduce barriers to affordable housing
Infrastructure State Revolving Fund Program (ISRFP)		This loan program provides low-cost financing to public agencies for a variety of infrastructure programs. Funding assistance ranges from \$250,000 to \$10,000,000. Preliminary	Eligible project categories include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation

Type	Source	Description	Use
		applications are continuously accepted. The term of the loan can be as long as 30 years.	measures, parks and recreational facilities, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, defense conversion, public safety facilities, and power and communications facilities.
Transportation Enhancements (TE) Program		This program is available through the California Department of Transportation (Caltrans). Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.	Federal Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality of life, in or around transportation facilities.
Caltrans Transportation Planning Grant Program		<p>Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects. Grant programs include:</p> <p>Community-Based Transportation Planning Grant (CBTP): Set up to fund coordinated transportation and land use planning that promotes public engagement, livable communities, and a sustainable transportation system, which includes mobility, access, and safety.</p> <p>Environmental Justice Grant (EJ): Promotes community involvement in planning to improve mobility, access, and safety while promoting economic opportunity, equity, environmental protection, and affordable housing for low-income, minority, and Native American communities.</p>	Funds can be used for coordinated land use and transportation planning and community involvement.

Type	Source	Description	Use
Downtown Rebound Capital Improvement Program		This loan program is available through the California Business, Transportation and Housing Agency.	The loans are used to finance the conversion of vacant or underutilized commercial and industrial structures into residential units. Currently there are no funds available, but funding may become available at a later time.
Downtown Rebound Planning Grants Program		This loan program is available through the California Business, Transportation and Housing Agency.	The loans are used to fund local planning for infill housing, adaptive reuse of commercial and industrial space into residential units, and the development of other forms of high-density housing in Old Town. Currently there are no funds available, but funding may become available at a later time.
Environmental Enhancement and Mitigation Program (EEMP)		This grant program is available through the Natural Resources Agency and California Department of Transportation (Caltrans). The Environmental Enhancement and Mitigation Program (EEMP) offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility.	Grants are awarded to highway landscaping and urban forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants.
Targeted Site Investigation (TSI) Program	http://www.dtsc.ca.gov/SiteCleanup/Brownfields/Loans_Grants.cfm	The TSI program provides funds to assess and clean up brownfields sites and to enhance state and tribal response programs. Under the TSI program, the Department of Toxic Substances Control (TSC) selects brownfields sites to receive	Assessment of brownfield sites considered for acquisition and redevelopment.

Type	Source	Description	Use
		environmental investigative services at no cost to the applicant. The TSI is intended to provide local governments information about a site's condition, which can directly affect decisions on property acquisition and redevelopment.	
Regional			
Measure I Local Pass-Through Funds		Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. Measure I is the primary source of revenue for transportation improvements in the City of Victorville. Local officials make decisions about the allocation of these funds.	In Victorville, 65 percent of the funds are used for regional highways and major streets, 30 percent goes toward local streets and roads, and 5 percent is used to offset Victor Valley Transit Authority fares for elderly and disabled passengers.
Local			
City General Fund		This is the most accessible and flexible funding source available to local agencies. Local revenues are collected in the City General Fund from property tax, sales tax, and transient occupancy tax and are expended on projects and programs as defined in the City's adopted budget. Projects and programs that may be funded by this source of money generally include those items which cannot be paid for by other funding sources and which provide a direct community-wide benefit for the residences or businesses in the city. However, since this funding source is the City's primary operating capital and is highly competitive, it should be looked at as a secondary source to fund most projects.	Capital Improvement Projects (CIP).
Developer Agreements		Agreement between the City and developer describing the improvements and funding	Typically used in conjunction with other financing programs such as redevelopment tax increment

Type	Source	Description	Use
		sources available to finance improvements.	financing, community facilities districts, or assessment districts.
Infrastructure Financing District (IFD)		The IFD legislation (California Government Code Section 53395 et seq.) allows the tax increment from new development to be used for capital improvements. It is similar to redevelopment, but an IFD is much easier to create. However, the district must comprise essentially vacant property.	Capital improvements.
Impact Fees		Impact fees are direct charges collected on a one-time basis as a condition of an approval granted by the local government. The purpose of the fee must directly relate to the need created by the development. In addition, its amount must be proportional to the cost of improvement. While most of the Specific Plan area is built out, some of the planned improvements could be necessary because of the pressures either from new development or from recent growth in the surrounding area. Development Impact fees may include traffic mitigation fees, infrastructure improvement fees, and connection fees.	Impact fees can be used to fund capital infrastructure improvements to items specified in the program.
User Fees		Development-related fees collected to offset the cost of the entitlement processing. They may include permit fees and application fees.	Cost recovery of city entitlement processing.
Regulatory Fees		Fees imposed to mitigate the adverse social or environmental consequences of economic activities, such as fees on alcohol vendors to fund police and public education services to address adverse consequences of alcohol consumption.	Policing/safety programs (regulatory fees)

Type	Source	Description	Use
In-Lieu Development Dedication		In lieu of payment of all or a portion of development fees, developers may dedicate land to the City of Victorville for other purposes such as parks or affordable housing. Whenever a developer determines to dedicate land in lieu of payment, a written application must be made describing the property to be dedicated and the development to receive credit for the development fee. If the land is used for a park, the Community Services Director must confer with the Development Director and the Public Works Director and prepare a report to the City Council regarding the proposed dedication. The value of the property to be dedicated must be determined in the same manner as the then-current calculation of the average cost of parkland for the Local Park Development Fee.	N/A
Assessment Districts		Assessment districts are most commonly established to finance the construction of public capital improvements in a localized area and where authorized, to operate and maintain costs of certain public facilities. The City floats bonds to pay for such improvements, and the debt is paid by assessing property owners who will be served by the improvements. Each parcel within the assessment district is assessed for a portion of the infrastructure costs involved based on the benefit each property receives from the construction of the public infrastructure. Examples of assessment districts include Landscape and Lighting Districts, Parking Assessment Districts, and Infrastructure Financing Districts (Government Code Section 53395)	See below.

Type	Source	Description	Use
		et seq.) See discussion below for three commonly used assessment districts: <ul style="list-style-type: none"> Property and Business Improvement District Community Facility District Cost Reimbursement District 	
Property and Business Improvement District (PBID)		A property and business improvement district is a newly established benefit assessment district that can be formed based upon state legislation known as Assembly Bill (AB) 3754. PBIDs are geographically defined business areas in which private property owners band together to gain legal standing and generate sufficient revenue to realize common goals for improving the service and facilities of an area. All types of businesses and some residential zones can be included within this district, including commercial, professional offices, finance institutions, and high-density residential. The PBID can perform a number of activities designed to supplement existing City services, such as marketing of district businesses and activities, promotion of public events, street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, and retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, and plazas are often also funded by a PBID.	Within areas of the Old Town, the following activities would be ideally suited for PBID funding: <ul style="list-style-type: none"> Marketing and Economic Development activities (including planning, media/banner development, special events organization, and ongoing advertising) Landscape and streetscape improvements Parking improvements
Community Facilities Districts (Mello-Roos)		Financing district established by the public agency to provide revenue for infrastructure bonds or annual maintenance.	Infrastructure financing for public improvements with a useful life of 5 years or more and annual maintenance of parks, open space,

Type	Source	Description	Use
			storm drainage improvements, or services such as police or fire.
Cost Reimbursement District		Allows the developer to recoup costs of installing infrastructure with capacity to serve areas beyond the boundaries of the initial development.	Major infrastructure improvements; requires the initial installation of the improvement by a developer who then receives cost reimbursement from future developers as they utilize the improvements.
Private			
Beautification Grant	http://corporate.homedepot.com/wps/portal/Grants	The Home Depot Building Healthy Communities Grant Program is an example of a beautification grant, which grants up to \$2,500 to registered 501(c)(3) nonprofit organizations, public schools, or tax-exempt public service agencies in the United States who are using the power of volunteers to improve the physical health of their community. Grants are made in the form of The Home Depot gift cards for the purchase of tools or materials.	Landscaping and streetscape improvements; clean sidewalk program.
Media Match		Local media (print and electronic) will match dollar for dollar the advertising space or time that an organization will purchase for promoting an event or activity.	Promotion of Old Town events.
National Trust Preservation Fund	http://www.preservationnation.org/resources/find-funding/grants/	The National Trust for Historic Preservation (NTHP) is a nonprofit membership organization that supports preservation activities. The NTHP offers funding assistance for preservation projects that act as a catalyst to spur revitalization efforts in the surrounding community.	To obtain professional expertise in areas such as architecture, archeology, engineering, preservation planning, land-use planning, fundraising, organizational development, and law, as well as to provide preservation education activities to educate the public.
Sponsorships		Cash contributions to an event that is not targeted for a specific expense (but rather to increase event revenue) and for which benefits are promised to the donor (e.g., recognition, table).	Any Old Town program or event that has a willing sponsor.

Type	Source	Description	Use
		For example, XYZ Corporation donates \$5,000 to Anytown; in doing so, the company's logo may be included on the event t-shirts.	
Underwriting		Includes gifts solicited and secured to pay for a specific expense of an event. When pursuing underwriting, it is advantageous to first underwrite an event's direct expenses (versus indirect expenses). For example: XYZ Corporation agrees to purchase the event t-shirts on behalf of the ABC via writing a check directly to the vendor. In doing so, the event does not incur an expense for the shirts.	Any Old Town program or event that has a willing donor.

9.3 Incentives Toolbox

Table 9.3 summarizes the recommended incentives program that may be adopted by City Council resolution. The incentives can be organized into the following categories:

Fee/tax reductions

Other direct financial assistance to developers and businesses

Entitlement incentives

Other incentives

Table 9.3 Recommended Incentives

Item	Description	Recommended Actions	Funding Source
Fee/Tax Reductions			
Plan Check Fees (phased over life of Specific Plan)	Reduce or waive plan check fees for projects proposed in Old Town to send an important message to the development community of the City's commitment to attracting desired development to Old Town.	<ul style="list-style-type: none"> Waive Plan Check fees for all Specific Plan area projects submitted for review during the first 3 years of implementation. Revisit this issue after the first 3 years and consider extending the benefits. 	City General Fund
Development Fees	As a means of improving Old Town's economic attractiveness, the City could revise its fee schedule to provide lower fees in the Specific Plan area. In order to be consistent with AB 1600 requirements, these fee differentials would need to be defensible on the basis that development in Old Town creates less demand for new infrastructure given the availability of existing infrastructure capacity in Old Town.	<ul style="list-style-type: none"> Evaluate the feasibility of adopting different fees for the Old Town compared with the rest of the city. Whereas it conceptually makes sense that impacts are lower (and therefore fees should be lower) in Old Town, this premise would need to be tested as part of the formal study process (as required by AB 1600). 	If structured properly (i.e., fees reflect actual impacts in different parts of the city), this program would have no net cost to the City.
Temporary Use Permit/Event Fees	If a use or event is determined to have a positive economic, social, cultural or civic benefit to Old Town then fees should either be lowered or waived to promote such activities. This will incentivize such events to occur and reoccur in Old Town as well as demonstrate the City's willingness to assist in bringing and retaining pedestrian generating activities to Old Town.	<ul style="list-style-type: none"> Waive all applicable temporary use permit fees that are community related events (open to the public) that meet certain public benefit criteria. These fees may include but not limited to Development temporary use permit fees, Fire Department permit fees, Engineering permit fees and Community Service park fees. 	City General Fund

Item	Description	Recommended Actions	Funding Source
Other Direct Financial Assistance To Developers And Businesses			
Commercial Façade Improvement Program	This program should be available to rehabilitate commercial façades in the Old Town. The program should provide grants for façade rehabilitation for 50% of the costs of building façade improvements.	<ul style="list-style-type: none"> Establish a Commercial Façade Improvement Program, offering grants up to an established limit, to fund 50% of the costs. 	CDGB
Developer Assistance Program	A developer assistance program for nonresidential buildings in the Old Town would help private property owners complete rehabilitation projects that alleviate blight and enhance building safety and appearance. Common projects may include bringing nonconforming buildings up to code, replacing deteriorating windows or even roofs, refinishing or repainting exterior walls, or landscaping.	<ul style="list-style-type: none"> Establish a developer assistance program offering low-interest loans ranging from \$20,000 to \$150,000, depending on the scope and size of the project and the amount of funding available. 	Various City funds
Mortgage Assistance Program	The Mortgage Assistance Program (MAP) is a homebuyer program designed to assist in the costs of purchasing a home. The MAP is a deferred second loan that is repaid with a shared equity at the time of sale, refinance, when the homeowner ceases to occupy the home as their primary residence, or at the end of the loan term (30 years). The City can assist with the amount of down payment and/or closing costs to purchase a home in Victorville.	<ul style="list-style-type: none"> Continue to manage the Mortgage Assistance Program. 	No additional cost

Item	Description	Recommended Actions	Funding Source
Revolving Loan Fund Program	<p>The City should develop specific program guidelines for this proposed revolving loan program. The purpose of the Revolving Loan Fund is to ultimately aid in the revitalization of Old Town by fostering growth of new businesses and assisting expanding businesses. Its objectives are to improve the visual quality of commercial buildings and mixed uses, increase the City's tax base, and provide needed services to local residents. The program will also help preserve historically architecturally significant structures and address safety issues by eliminating code deficiencies. The City should commit approximately \$1,000,000 to the fund. The program will initially be CDBG-funded, and borrowers are therefore subject to prevailing wage requirements. This loan must be used for nonresidential projects only.</p>	<ul style="list-style-type: none"> During the first 2 years of the program, earmark 25% of this fund for projects in the Specific Plan area. Focus on large, high-impact projects (loans of \$50,000 or greater with a 50% matching requirement). After the first 2 years, reevaluate the program guidelines with respect to both the priority pulse points' earmarked share of the fund and the targeted project size. After the first 2 years, the City should explore alternative program funding sources. 	Various City revenues
Entitlement Incentives			
Expedited Plan Checks	This incentive will provide certainty of the City-controlled review process and provide priority processing. Project applications will be expedited, as there is no triggered environmental impact report (EIR) if the project falls within the requirements of the Specific Plan.	<ul style="list-style-type: none"> For projects within the Specific Plan area, offer one-week processing for no additional fee. 	No cost associated with this item
Streamlined Permit Process	To prepare for the increase in development of Old Town projects, the City of Victorville should examine ways it may need to retool project permit, license, tracking, and troubleshooting processes to ensure its ability to accommodate increased caseloads and provide timely and accurate services.	<ul style="list-style-type: none"> Streamline the permit process for projects within the Specific Plan boundary to allow concurrent review and processing of related development permits. 	No cost associated with this item
City-Sponsored Environmental Review	The City may undertake environmental review for projects at their discretion in order to assist in expediting the development process.	<ul style="list-style-type: none"> Undertake environmental review for all Specific Plan projects submitted for review during the first 3 years of implementation. Revisit this issue after the first 3 years and consider extending benefits. 	City General Fund

Item	Description	Recommended Actions	Funding Source
Streamlined Environmental Documentation	The intent of this incentive is to remove—to the maximum degree possible—the need for discretionary approvals for projects that fall within the “envelope” of development established by the Specific Plan. In many communities, this is achieved through a program or master EIR, which essentially serves as an environmental pre-clearance document for all future projects that are consistent with Specific Plan land uses.	<ul style="list-style-type: none"> Investigate the various administrative options for minimizing the need for CEQA documentation for future projects proposed within the Specific Plan area. As appropriate (based on the above investigations), prepare a program EIR for the Specific Plan area. 	No cost associated with this item
Online Permitting	Online permitting is a relatively quick, easy, and customer-friendly method to obtain and apply for a variety of planning and building permits issued by the City.	<ul style="list-style-type: none"> The City should establish a pilot online permitting program. The pilot program would initially be for those projects located within the Specific Plan project area. Eventually the service would be offered citywide. 	General Fund
Parking Incentives	Promoting the Old Town area as a walkable and transit-friendly area should reduce automobile trips. In addition, there are a number of underutilized opportunities for on-street parking in Old Town. Utilizing this extra capacity can enable the City to lower the required parking ratios for new development, thereby substantially reducing the costs of development and giving Old Town an edge relative to other planning areas where parking requirements are higher.	<ul style="list-style-type: none"> The Specific Plan provides for reduced parking requirements. To ensure that the lowered requirements do not result in a long-term parking shortage, this issue should be revisited in the next 3 to 5 years. 	No net cost to City
Height, Setback, and Density Incentives	Old Town is largely built out with existing uses. As a consequence, increased density and flexibility are often necessary to make new development (or redevelopment of existing uses) financially feasible.	<ul style="list-style-type: none"> The Specific Plan provides flexibility and increased density in Chapter 5: Development Standards. Monitor the effectiveness of this provision by revisiting this issue within the next 3 to 5 years. 	No net cost to City

Item	Description	Recommended Actions	Funding Source
Other Incentives			
Create an Old Town Coordinator Position for Development	This individual will be the single point of contact throughout the development process. The coordinator will manage interdepartmental coordination and the effort to streamline the entitlement and infrastructure provision processes. The coordinator will also be responsible for identifying new development opportunities and coordinating public support.	<ul style="list-style-type: none"> City to fund position or designate existing staff member. Development and Economic Development departments to jointly select this specialized candidate. The coordinator will generate and guide key projects by: Interfacing with developers on project design and components, Shepherding developments through the entitlement and development process, and Seeing projects through to fruition in line with City goals. 	General Fund
Technical Assistance	The City provides free technical assistance to developers, such as pre-site plan submittal review and helping to secure financing from grants. The City has hosted workshops to assist with CDBG grant applications.	<ul style="list-style-type: none"> Continue to offer technical assistance and expand the types of services provided, to include Information about local business development resources and link entrepreneurs to training opportunities. 	No direct costs
Area-Wide Infrastructure/Amenity Investments	Area-wide infrastructure and amenity (streetscape) investments will create an upgraded urban environment to encourage new private investment.	<ul style="list-style-type: none"> See Chapter 7: Public Improvements. 	CIP funding sources
Foreign Trade Zone (FTZ)	Foreign-trade zones are established to encourage and expedite U.S. participation in international trade. Foreign goods may be admitted to an FTZ without being subject to customs duties or certain excise taxes. Zones were also established to defer payment of duties until goods are entered into the commerce of the United States.	<ul style="list-style-type: none"> No action. The project is currently located within Foreign Trade Zone (FTZ) #243 and can exercise the benefits associated with this zone. 	No direct cost

Item	Description	Recommended Actions	Funding Source
Recycling Market Development Zone	<p>The High Desert Recycling Market Development Zone (RMDZ) program combines recycling with economic development to fuel new businesses, expand existing ones, create jobs, and divert waste from landfills.</p> <p>This program provides attractive loans, technical assistance, and free product marketing to businesses that use materials from the waste stream to manufacture their products.</p>	<ul style="list-style-type: none"> Local government incentives may include relaxed building codes and zoning laws, streamlined local permit processes, reduced taxes and licensing, and increased and consistent secondary material feedstock supply. Local incentives vary from jurisdiction to jurisdiction. 	General Fund

9.4 Plan Administration

This section of the implementation plan describes the authority of the Specific Plan and the administrative procedures required for amendments and/or modifications to the Plan.

A specific plan is a regulatory tool that local governments use to implement their general plan and to guide development in a localized area. While the general plan is the primary guide for growth and development in a community, a specific plan is able to focus on the unique characteristics of a specialized area by customizing the vision, land uses and development standards appropriate for the context of that area. The Old Town Specific Plan has been prepared pursuant to Section 65450 of the California Government Code.

The City of Victorville Planning Division is responsible for the administration, implementation, and enforcement of this Specific Plan. The Zoning Administrator is responsible for making the determination of whether an amendment to the Specific Plan text or maps is needed. Amendment procedures are as follows:

Specific Plan Amendment

Over time, various sections of the Specific Plan may need to be revised, as economic conditions or City needs dictate. The policies presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments must be judged by relatively fixed criteria. California Government Code Section 65453 clearly states that a specific plan “may be amended as often as deemed necessary by the legislative body.” Amendments to this Plan may be initiated by a developer, any individual property owner, or the

City, in accordance with any terms and conditions imposed during the original approval or in accordance with any terms and conditions pertaining to the City of Victorville Development Code.

- *Proposals to amend the Specific Plan must be accompanied by detailed information to document the change required. This information should include a revised Specific Plan text (or excerpt thereof) and revised Land Use Plan or map amendment, where relevant, depicting the amendment requested.*
- *Since the City has invested a significant amount of time and money in the preparation of the Specific Plan, any proposals to amend the Specific Plan must document the need for such changes. The City and/or applicant should indicate the economic, social, or technical issues that generate the need to amend the Specific Plan.*
- *The City and/or applicant must provide an analysis of the amendment's impacts relative to the context. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Victorville in accordance with the California Environmental Quality Act (Section 15162 of CEQA).*

The Zoning Administrator shall, within ten (10) days of any submittal of a request to amend this Plan, determine whether the amendment is significant or insignificant. If the amendment is determined to be significant, the application shall be reviewed and considered in the manner prescribed by the Zoning Ordinance. If the amendment is determined to be insignificant, the Zoning Administrator may approve or deny the application. Any decision of the Zoning Administrator may be appealed to the Planning Commission and/or City Council, provided said appeal is initiated within ten (10) working days of receipt by the applicant of written notice of the director's decision.

Necessary Findings

The consideration of any proposed amendment to this Plan shall include determination of the following findings:

Changes have occurred in the community since the approval of the original Specific Plan which warrant approving the proposed amendment.

Lack of changes in the Old Town area (no growth, development, or use/reuse of existing structures) that may be attributed to the standards and requirements of the Old Town Specific Plan.

The proposed amendment is consistent with the General Plan for the City of Victorville.

The proposed amendment will result in a benefit to the area within the Specific Plan.

The proposed amendment will not result in any unmitigated impact to adjacent properties.

The proposed amendment will enable the delivery of services and public facilities to the population within the area of this Specific Plan.

The Zoning Administrator will review all of the above-submitted material and provide a staff report for presentation to the Planning Commission and City Council. The Zoning Administrator may also request further clarification of the above findings, if necessary. The staff report will analyze whether the proposed Specific Plan Amendment is consistent with the General Plan and whether the need to amend the Specific Plan can be supported by the conclusions of the supplemental studies.

Public Hearings

If the amendment is considered significant, both the Planning Commission and the City Council must hold public hearings on the Specific Plan amendment, in accordance with Section 65453 of the California Government Code.

ACKNOWLEDGEMENTS

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Revive Our Old Town (ROOT) members for their assistance,
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APPENDIX A GLOSSARY

A.1 Permitted Use Terms

Adult Day Care Home. Pursuant to definitions of state law, a home that provides supervision and non-medical care to six or fewer adults, including elderly persons, in the provider's own home, on a less than 24-hour basis.

Alcoholic Beverage Sales. The retail sale of beer, wine, and/or other alcoholic beverages for on- or off-premise consumption.

Assembly. Permanent meeting facilities such as clubs, lodges, churches, and private meeting halls, for organizations operating on a membership basis for the promotion of the interests of the members (e.g., business associations, civic, religious, social and fraternal organizations, labor unions, and similar).

Auto Parts Sales. Stores selling new and used automobile parts, tires, and accessories. May also include minor parts installation. Does not include tire recapping establishments or businesses dealing exclusively in used parts.

Banks and Financial Services. Financial institutions such as banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, and investment companies. Also includes automated teller machines (ATM).

Bars and Nightclubs. Any bar, cocktail lounge, discotheque, or similar establishment, which may also provide live entertainment (e.g., music and/or dancing, comedy) in conjunction with alcoholic beverage sales. These facilities do not include bars that are accessory to a primary use such as a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May also include the brewing of beer as part of a brewpub or microbrewery. Bars and nightclubs may include outdoor food and beverage areas.

Bed and Breakfast Inn. Residential structures with one family in permanent residence with up to five bedrooms rented for overnight lodging (less than 30 days), where meals may be provided subject to applicable Health Department regulations. A bed and breakfast inn with more than five guest rooms is considered a hotel or motel and is included under the definition of "Hotels and Motels."

Business Support Services. Establishments primarily within buildings, providing other businesses with services such as maintenance, repair and service, testing, rental, etc. Other support services include, but are not limited to, equipment repair

services (except vehicle repair), commercial art and design (production), computer-related services (rental, repair), copying, quick printing, and blueprinting services (other than those defined as “Printing and Publishing”), equipment rental businesses within buildings, film processing laboratories, heavy equipment repair services where repair occurs on the client site, janitorial services, mail advertising services (reproduction and shipping), mailbox services, other “heavy service” business services, outdoor advertising services, photocopying and photofinishing.

Car Wash (full service) and Detailing. Detailing services and permanent attended car washing establishments, including fully mechanized facilities.

Child Day Care Facility. A state-licensed facility that provides non-medical care, protection, and supervision to more than 14 children under 18 years of age on a less than 24-hour basis. Commercial or nonprofit child day care facilities include infant centers, preschools, sick-child centers, and school-age day care facilities. These facilities may be operated in conjunction with a school or church facility or as an independent land use. Also see “Family Day Care Home – Small” and “Family Day Care Home – Large.”

Cluster Housing. Planned development where three or more detached single-family or attached multi-family housing units are located in close proximity to each other and share common open space, such as a courtyard. *[STAFF: For reference, four 25' x 70' lots equal 7,000 SF, which is the suggested minimum lot size, and 100 SF shy of the 7,100 SF typical parcel size in Old Town. This allows someone with a vacant lot to develop three SF units on approx 25' x 70' lots with a shared open space of approx 25' x 70'. A group of two adjacent parcels would allow 6 units on 25' x 70' lots to share a common courtyard of approx 50' x 70'.]*

Community Center/Civic Uses. Establishments operated by a public agency for the primary purpose of providing a service to the general public. Such uses include arts, culture, education, recreation, government, transit, and municipal/public parking.

Convenience Store. An easy-access retail store of 5,000 square feet or less in gross floor area, which carries a range of merchandise oriented to convenience and travelers' shopping needs, including food, beverage, and small personal items. These establishments typically have long or late hours of operation. Convenience stores may be part of a service station or an independent facility. Does not include establishments whose operation is primarily characterized by (a) the sale of alcohol, such as a liquor store; (b) on-site preparation of food, such as a delicatessen or restaurant; or (c) stores that sell fresh fruits, vegetables, and/or meats, such as a grocery store or neighborhood market. Also see “Neighborhood Market” and “Grocery Store” for larger stores or stores oriented toward the daily shopping needs of residents.

Cottage Industry. Establishments for manufacturing and/or assembling small products primarily by hand, including, but not limited to, jewelry, pottery, and other ceramics, as well as small glass and metal art and craft products. See “Custom Manufacturing.”

Custom Manufacturing. Manufacturing, fabrication, processing, and assembly of custom-made products from parts that are already in processed form and that, in their maintenance, assembly, manufacture, or plant operation, do not create excessive amounts of smoke, gas, odor, dust, particulates, sound, vibration, or other objectionable influences that might be obnoxious to uses on-site or on an adjacent site. Uses include, but are not limited to, household furniture, apparel products, small instruments (musical, electrical, or photographic), stationery, signs, stained glass products, leather products, and assembly of bicycle parts. See “Cottage Industry.”

Dwelling, Accessory Unit. An attached or detached dwelling unit that provides complete independent living facilities for one or more persons, with permanent provisions for living, sleeping, eating, cooking, and sanitation sited on the same parcel as the primary dwelling unit. This definition includes granny flats.

Dwelling, Multi-Family. A building designed and intended for occupancy by two or more families living independently of each other, each in a separate dwelling unit, which may be owned individually or by a single landlord (e.g., duplex, triplex, quadplex, apartment, townhouse, or condominium).

Drive-In and Drive-Through Sales and Services. Facilities where food or other products and services may be obtained by motorists without leaving their vehicles. These facilities include, but are not limited to, fast-food restaurants, drive-through coffee, dairy product, photo stores, drive-up bank teller windows, and dry cleaners. Does not include automatic teller machines (ATMs), which are included as part of banks and financial services, nor automobile service stations or car washes, which are separately defined.

Emergency Shelter. A facility in which the primary purpose is to provide temporary or transitional shelter for the homeless in general or for specific populations of the homeless.

Family Day Care Home – Large. State-licensed facilities that provide non-medical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally for 7 to 14 children. As described in the California Health and Safety Code, large day care homes may provide services for up to 16 children when specific conditions are met.

Family Day Care Home – Small. State-licensed facilities that provide non-medical care and supervision of minor children for periods of less than 24 hours within a single-family residence. The occupant of the residence provides care and supervision generally to six or fewer children. As described in the California Health and Safety Code, small day care homes for children may provide services for up to eight children when specific conditions are met.

Food Truck. A licensed, motorized vehicle or mobile food unit licensed by the Department of California Department of Motor Vehicles, designed and equipped to prepare, or serve, and sell food, and temporarily stored in a location where food items are sold to the general public.

Food Truck Hub. A temporary or semi-permanent established on private property where more than two mobile food truck businesses congregate to offer food or beverages for sale to the public.

Grocery Store. A commercial establishment in multipurpose retail sales use where food and beverages for home consumption, and household supplies, are the principal products sold. These full-service businesses do not typically have limited hours of operation. See separate but related listings for “Neighborhood Market” and “Convenience Store.”

Home Improvement Supplies. Establishments (retail or wholesale) that sell kitchen, bath, furnishings, carpeting, and other home-oriented supplies. Other retail uses are permitted if accessory to the primary use. These uses may include an expansive showroom. This category does not include the sale of lumber.

Home Occupation. The conduct of business within a dwelling unit or residential site, employing occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

Hotels and Motels. Facilities with guest rooms or suites, provided with or without kitchen facilities, rented to the general public for transient lodging (less than 30 days). Also includes accessory guest facilities such as restaurants, meeting facilities, personal services, swimming pools, tennis courts, indoor athletic facilities, and accessory retail uses.

Indoor Amusement/Entertainment Facilities. Establishments providing indoor amusement and entertainment services for a fee or admission charge (e.g., dance halls and ballrooms, electronic game arcades). Four or more electronic games or coin-operated amusements in any establishment, or premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or less machines are considered accessory to the primary use of the site.

Indoor Fitness and Sports Facilities. Predominantly participant sports and health activities conducted entirely within an enclosed building. Typical uses include bowling alleys, billiard parlors, ice/roller skating rinks, indoor racquetball courts, indoor climbing facilities, soccer areas, athletic clubs, and health clubs. Does not include special studios not a part of an athletic or health club (e.g., karate studio, dance studio). Also see “Schools – Private and Special/Studio.”

Libraries, Museums, and Similar Facilities. Public or quasi-public facilities such as aquariums, arboretums, art exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, and planetariums, which are generally noncommercial in nature.

Live/Work Facility. An integrated housing unit and working space, occupied and utilized by a single household in an attached single-family or multi-family structure, that has been designed to accommodate joint residential occupancy and work activity. The unit must include residential occupancy on the upper stories. A commercial or industrial component that is complementary to the residential use is required on the ground floor and must be independently leased or used by an occupant of the residential unit. The work space shall contain an active use and not be used exclusively for storage or warehousing. For example, the unit may include residential unit(s) above:

- First-floor storefront for retail, gallery, or service business activity;
- First-floor restaurant, café, or catering establishment with a complete kitchen and sanitary facilities;
- First-floor minor fabrication activities (e.g., carpentry, light welding, print shop, artist studio); and/or
- First-floor office space.

Low Barrier Navigation Center. A housing-first, service enriched shelter occupiable to a client 24-hours a day, focused on moving people into permanent house that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing. “Low Barrier” involves best practices to reduce barriers to entry, and may include, but is not limited to, the following:

- The presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth.
- Pets
- The storage of possessions.
- Privacy, such as a partitions around beds in a dormitory setting or in larger rooms containing more than two beds, or private rooms.

Medical Services – General. Facilities primarily engaged in furnishing outpatient medical, mental health, surgical, and other personal health services, but which are separate from hospitals (e.g., medical and dental laboratories, medical, dental and psychiatric offices, outpatient care facilities, allied health service).

Mixed Use – A type of project or building that contains both commercial and residential, typically with commercial on the bottom floor and residential on the top floors. This type of development allows for live/work opportunities as well as benefits such as compact developments, interactive and vibrant neighborhoods and walkability.

- **Horizontal Mixed Use** – A mixed use development that contains commercial at the front and residential at the rear.
- **Vertical Mixed Use** – Considered true mixed-use, a vertical mixed use development contains commercial on the ground floor and residential on the top floors along the primary street frontage (typically Seventh Street, ‘D’ Street and Hesperia Roads). Residential units may be located on the ground floor without commercial units behind the primary building frontage and along secondary streets.

Neighborhood Market. A pedestrian-oriented grocery/specialty store offering food products oriented to the daily shopping needs of surrounding residential areas. Neighborhood markets are less than 15,000 square feet in gross floor area and operate less than 18 hours per day. May include deli facilities that are ancillary to the market/grocery portion of the use. For larger stores, see “Grocery Store.”

Plant Nursery (Retail). An establishment providing for the cultivation and sale of ornamental trees, shrubs, and plants. Includes the sale of garden supplies and pre-packaged landscape materials (e.g., soils and fertilizers). The classification excludes bulk sales of unpackaged landscape materials and large equipment.

Office – Accessory. Offices that are incidental and accessory to another business or sales activity that is the primary use (part of the same tenant space or integrated development). The qualification criteria for this definition is that the floor area of the accessory office use shall not exceed 50% of the total net habitable or leasable floor area of the tenant space for a single-use development or the combined floor area of an integrated development for a mixed-use project.

Office – Business and Professional. Offices of administrative businesses providing direct services to consumers (e.g., insurance companies, utility companies), government agency and service facilities (e.g., post office, civic center), professional offices (e.g., accounting, attorneys, employment, public relations), and offices engaged in the production of intellectual property (e.g., advertising, architectural,

computer programming, photography studios). Does not include medical offices (see "Medical Services – General"). Outdoor storage of materials is prohibited.

Outdoor Commercial Recreation. Facility for various outdoor participant sports and types of recreation where a fee is charged for use (e.g., amphitheaters, amusement and theme parks, golf driving ranges, health and athletic clubs with outdoor facilities, miniature golf courses, skateboard parks, stadiums and coliseums, swim and tennis clubs, water slides).

Park-and-Ride Facility. A designated area where a vehicle may be left in order to carpool with other commuters or to ride public transit.

Parks and Public Plazas. Public parks including playgrounds and athletic fields/courts and public plazas and outdoor gathering places for community use. If privately owned and restricted to the public (e.g., require payment of fee), the same facilities are included under the definition of "Outdoor Commercial Recreation."

Personal Services. Establishments providing non-medical services as a primary use, including, but not limited to, barber and beauty shops (except massage parlors), clothing rental, dry cleaning pickup stores with limited equipment, home electronics and small appliance repair, laundromats (self-service laundries), shoe repair shops, and tailors. May also include accessory retail sales of products related to the services provided.

Personal Services - Restricted. Personal service establishments, including fortune tellers, psychics, palm readers, massage parlors, tattooing, piercing, and similar services, which tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. May also include accessory retail sales of products related to the services provided.

Pet Shop and Grooming. An establishment engaged in the retail sale of pets, small animals, and pet supplies or grooming of pets.

Printing and Publishing. Establishments engaged in printing by letterpress, lithography, gravure, screen, offset or electrostatic (xerographic) copying, and other establishments serving the printing trade including bookbinding, typesetting, engraving, photoengraving, and electrotyping. Includes establishments that publish newspapers, books, and periodicals, and establishments manufacturing business forms and binding devices. Does not include quick printing services or desktop publishing, which are included in "Business Support Services."

Public Safety Facility. A facility used for public safety and emergency services, including police and fire protection.

Recycling Facility – Collection. A recycling facility used for the acceptance by donation, redemption, or purchase of recyclable materials from the public that does not occupy more than 500 square feet. This classification may include a mobile unit or kiosk-type units that may include permanent structures. Also includes so-called “reverse vending machines” – an automated mechanical device that accepts one or more types of empty beverage containers including, but not limited to, aluminum cans, glass bottles, and plastic bottles, and issues a cash refund or a redeemable credit chip with value of not less than the container’s redemption value as determined by the state.

Research and Development. Indoor facilities for scientific research, and the design, development, and testing of electrical, electronic, magnetic, optical, and mechanical components in advance of product manufacturing, that are not associated with a manufacturing facility on the same site. Includes, but is not limited to, chemical and biotechnology research and development. Does not include computer software companies (see “Offices – Business and Professional”), materials testing laboratories (see “Business Support Services”), or medical laboratories (see “Medical Services – General”).

Residential Care Home. Consistent with the definitions of state law, a home that provides 24-hour non-medical care for six or fewer persons 18 years of age or older, or emancipated minors, with chronic, life-threatening illness in need of personal services, protection, supervision, assistance, guidance, or training essential for sustaining the activities of daily living or for the protection of the individual. This classification includes group homes, rest homes, residential care facilities for the elderly, adult residential facilities, wards of the juvenile court, and other facilities licensed by the State of California.

Restaurants. A retail business selling food and beverages prepared and/or served on the site, for on- or off-premise consumption. Includes eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption and establishments where most customers are served food at tables for on-premise consumption, but may include providing food for take-out. Also includes coffee houses and accessory cafeterias as part of office and industrial uses. Outdoor dining is permitted as an incidental activity to a restaurant or similar food establishment.

Retail – Accessory. The retail sales of various products (including food service) in a store or similar facility that is located within a health care, hotel, office, or industrial complex. These uses include, but are not limited to, pharmacies, gift shops, convenience stores and food service establishments within hotel, office, and

industrial complexes. Includes retail associated with industrial uses for the products sold, distributed, or manufactured on site. Such retail area shall not exceed 25% of the total square footage of the tenant space of a single-use development or the combined floor area of an integrated development in a mixed-use project.

Retail – General. Stores and shops selling multiple lines of merchandise. These stores and lines of merchandise include, but are not limited to, art galleries, bakeries (all production in support of on-site sales), clothing and accessories, collectibles, department stores, drug and discount stores, dry goods, fabrics and sewing supplies, florists and houseplant stores (indoor sales, only), furniture, home furnishings and equipment, general stores, gift shops, hardware, hobby materials, musical instruments, parts and accessories, newsstands, pet supplies specialty shops, sporting goods and equipment, stationery, and variety stores.

Retail – Restricted. Retail establishments such as a secondhand/thrift store and a modular trailer sales store, which tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts.

Schools – Private and Special/Studio. Includes private educational institutions (e.g., boarding schools, business, secretarial and vocational schools, colleges and universities, establishments providing for courses by mail or on-line), and special schools/studios (e.g., art, ballet and other dance, computers and electronics, drama, driver education, language, music, photography). Also includes facilities, institutions, and conference centers that offer specialized programs in personal growth and development (e.g., fitness training studios, gymnastics instruction and aerobics and gymnastics studios, environmental awareness, arts, communications, management). Also see “Indoor Fitness and Sports Facilities.”

Schools – Public. Public educational institutions such as community colleges, universities, elementary, middle/junior high schools, high schools, and military academies.

Service/Gas Station. A retail business selling gasoline or other motor vehicle fuels.

Studio Efficient Residential Unit. A 320 square-foot minimum size residential unit contained within a multi-family dwelling complex on a minimum 15,000 net square-foot lot which contains one principal room having an unenclosed bedroom exclusive of the required bathroom and kitchen facilities. This unit may be contained within a traditional multi-tenant building or be of a modular or container style unit if the structure meets the Design Guidelines contained within Chapter 6 of the OTSP.

Theatres and Auditoriums. Indoor facilities for public assembly and group entertainment, other than sporting events (e.g., civic theaters, facilities for "live"

theater and concerts, exhibition and convention halls, motion picture theaters, auditoriums). Does not include outdoor theaters, concert and similar entertainment facilities, and indoor and outdoor facilities for sporting events; see "Outdoor Commercial Recreation."

Transit Stations and Terminals. Passenger stations for vehicular and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses, taxis, railway, etc.

Veterinary Facility. Veterinary facility that is primarily enclosed, containing only enough cage arrangements as necessary to provide services for domestic and exotic animals requiring acute medical or surgical care with accessory outdoor use that provides long-term medical care. Grooming and boarding of animals is allowed only if accessory to the facility use.

A.2 Frontage Type Terms

Arcade. An arcade frontage is a façade with an attached colonnade at the ground floor that is covered by the upper stories. The upper stories of the building may project over the public sidewalk and encroach into the public right-of-way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may access it.

- This frontage is typically for retail use.
- An encroachment permit is needed to construct this frontage type, but it can be approved as part of Design Review.

Shopfront. This frontage is characterized by a façade which is aligned close to or directly on the right-of-way line with the building entrance at sidewalk grade. A shopfront frontage has substantial glazing on the ground floor. Building entrances may provide a canopy or awning, or alternatively, may be recessed behind the front building façade.

Forecourt. Most of the building façade is at the property line with a portion of the façade set back. The resulting forecourt is suitable for gardens, restaurant seating, or an entry plaza. This type should be used sparingly and in conjunction with other frontage types, as an extensive setback deters pedestrians. A low wall or fence no greater than 36 inches high may also be placed at the property line.

Gallery. Characterized by a façade which is aligned close to or directly abutting the right-of-way line with the building entrance at sidewalk grade and with an attached colonnade that projects over the public sidewalk and encroaches into the public right-of-way. The sidewalk must be fully absorbed within the colonnade so that a pedestrian may access it. *An encroachment permit is needed to construct this frontage type, but it can be approved as part of THE Site Plan Review process.*

Dooryard/Terrace. Dooryards are elevated gardens or terraces that are set back from the street property line. This type of frontage can be used to buffer residences from the street or elevate outdoor dining areas.

Light Court. A light court frontage is characterized by a façade that is set back from the street property line by a sunken light court. This buffers residential uses from the sidewalk and is suitable for outdoor dining.

Stoop. This frontage is characterized by a façade which is aligned close to the frontage line with the ground story elevated from the sidewalk to provide privacy for the ground-floor uses. The entrance is usually an exterior stair or landing which may be combined with a small porch or roof. The stoop frontage type is suitable for ground-floor residential uses with short setbacks.

Porch. This frontage type is characterized by a façade which is set back from the property line with a front yard and by a porch which is appended to the front façade (the porch may encroach into the front setback).

A.3 Building Type Terms

Bungalow Court

(Cluster Housing).

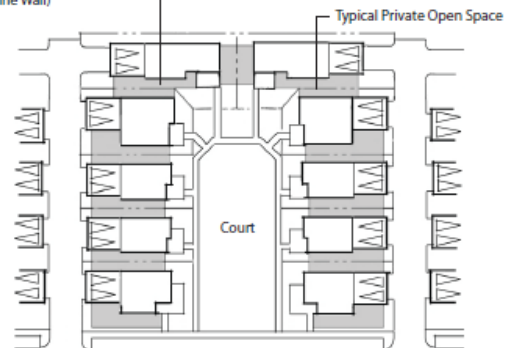
A group of four or more detached houses or duplexes arranged to share a common open space or courtyard.

Pedestrian access to the buildings is from the courtyard and/or the street.

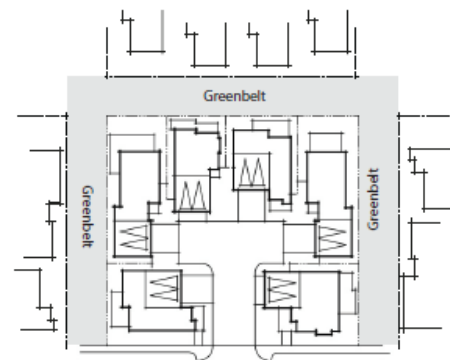
This development type includes greencourt cluster housing and greenbelt cluster housing, illustrated to the right.

Greencourt Cluster Housing

Typical Reciprocal Use Easement (Zero Lot-Line Wall)



Greenbelt Cluster Housing



Carriage House.

A building type consisting of a dwelling unit on top of a detached

garage. Carriage houses typically abut an alley at the rear of a lot that also includes a front yard or side yard house.

Courtyard Housing. A group of attached dwelling units arranged to share one or more common courtyards. Courtyards can occur at the front or side of a development. Dwellings units are accessed from the street or the courtyard(s). Dwelling units generally occur as attached townhouses or stacked apartments/condos. The courtyard is intended to be a semi-public space that can be an extension of the public realm.

Du/Tri/Quadplex. A building type that contains two, three, or four dwelling units. Each unit is individually accessed directly from the street.

Full Block Liner. An attached building with a frontage that spans the length of a downtown block and that has the minimum allowable side yard setbacks. It is used for mixed-use, residential, and commercial development.

Half Block Liner. An attached building with a frontage of approximately one-third to one-half the length of a downtown block and that has the minimum allowable side yard setbacks. It is used for mixed-use, residential, and commercial development.

Infill. An attached building with a frontage that is less than one-third the length of a downtown block and that has the minimum allowable side yard setbacks. It is used for mixed-use, residential, and commercial development.

Podium. A commercial building up to four stories tall that has a larger first floor area compared to the other floors.

Rowhouse. Two or more attached two- or three-story dwellings with zero side yard setbacks. A rowhouse may be used for non-residential purposes.

Stacked. A residential building comprising vertically stacked dwelling units. The main entrance to the building shall be through a street-level lobby.

Terraced Lot. A mixed-use, residential, or commercial building characterized by individual units that are accessed via multi-level outdoor terraces. The terraces are intended to be semi-public spaces that are extensions of the public realm.

APPENDIX B MITIGATION MEASURES

MM 3a-1: All future development within the OTSP project area shall be required to conform with all Mojave Desert AQMD rules and regulations applicable to the specific project proposal. Specific rules applicable to future and subsequent projects under the OTSP may include, but are not limited to, Regulation 1 – General Provisions, Rule 401 – Visibility Emissions, Rule 402 – Nuisances, Rule 403 – Fugitive Dust, and Rule 442 – Usage of Solvents.

Timing/Implementation: Prior to the issuance of a building permit

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-1: All future development within the OTSP project area involving ground disturbance shall be required to conduct focused surveys in suitable habitat to determine the presence of special-status plant species. Surveys shall be conducted in accordance with the CDFG *Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities* (2000). If no special-status plant species are found, then development will not have any impacts to the species and no additional mitigation measures are necessary.

If any of the species are found on site and cannot be avoided, the City shall consult with the USFWS and/or the CDFG, as applicable, to determine appropriate avoidance and mitigation for special-status plants, which may include, but is not limited to, the following measures:

1. Future project applicants shall salvage portions of the plant populations that cannot be feasibly avoided for either re-establishment after construction is complete or transplantation in a new area supporting appropriate habitat.
2. A propagation program shall be developed for the salvage and transfer of rare, threatened, or endangered plant populations from the site before the initiation of construction activities. The propagation and transfer of individual plant species must be performed at the correct time of year and successfully completed before the project's construction activities eliminate or disturb the plants and habitats of concern. The viability of the plant population shall be maintained.

Timing/Implementation: Prior to any ground disturbance

	<p><i>Enforcement/Monitoring:</i> City of Victorville Development Department</p>
MM 4a-2:	<p>All future development within the OTSP project area involving ground disturbance shall be required to conduct focused surveys for California red-legged frog in all suitable habitat within 100 feet of construction activities. Surveys shall be conducted within 15 days of the onset of any construction activities. If California red-legged frogs are determined to be present, construction activities will not be allowed within a 100-foot buffer of occupied habitat. Future project applicants shall consult with the USFWS and obtain all the necessary approvals and/or permits. Through consultation with the USFWS, appropriate avoidance and mitigation for California red-legged frog shall be determined, which may include, but is not limited to, having an on-site biological monitor during construction activities, compensation for loss of habitat, and exclusionary buffer zones.</p> <p><i>Timing/Implementation:</i> Prior to any ground disturbance</p> <p><i>Enforcement/Monitoring:</i> City of Victorville Development Department</p>
MM 4a-3:	<p>All future development within the OTSP project area involving ground disturbance shall be required to conduct focused surveys for western pond turtle in all suitable habitat within 100 feet of construction activities. Surveys shall be conducted within 15 days prior of the onset of any construction activities. If construction is planned after April 1, this survey should include looking for turtle nests. If a nest is found within a 100-foot radius of the construction zone, construction shall not take place within 100 feet of the nest until the turtles have hatched or the eggs have been moved to an appropriate location under consultation with the CDFG. In the event that a turtle is found during construction activities, construction activities shall stop until a qualified biologist, under consultation with the CDFG, moves the turtle to a safe location outside of the construction zone.</p> <p><i>Timing/Implementation:</i> Prior to any ground disturbance</p> <p><i>Enforcement/Monitoring:</i> City of Victorville Development Department</p>
MM 4a-4:	<p>All future development within the OTSP project area involving ground disturbance shall be required to conduct surveys to detect desert tortoise (as determined by the USFWS and the City). Future project applicants shall implement the provisions of the <i>Field Survey Protocol for Any Non-Federal Action That May Occur within the Range of the Desert Tortoise</i> (USFWS 1992). A desert tortoise</p>

presence/absence survey shall be conducted by a qualified biologist in accordance with USFWS 1992 Desert Tortoise Survey Protocol for non-federal actions.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-5: All future development within the OTSP project area involving ground disturbance shall be required to conduct preconstruction surveys for California horned lizard in suitable habitat within 24 hours of the onset of construction activities. The surveys shall be conducted using established protocols to maximize the likelihood of observing the species and shall rely on several walking surveys at times of the day when California horned lizards are most active. The estimated occupied area will be delineated on a map, flagged in the field, and made available to all project personnel. All horned lizards found on the project site during the preconstruction survey will be relocated to a property designated as horned lizard habitat prior to project construction. This measure shall be planned and implemented in coordination with the CDFG.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-6: All future development within the OTSP project area involving ground disturbance shall be required to conduct burrowing owl surveys in all suitable habitat within 30 days of the onset of any construction activities using CDFG and *California Burrowing Owl Consortium Guidelines* (CBOC 1993).

Surveys shall be completed for occupied burrows within all construction areas and a 500-foot buffer of this area in appropriate habitat. All occupied burrows will be mapped on an aerial photo. If no burrowing owls are detected, no further mitigation is necessary.

If burrowing owls are determined to be present in the construction zone and buffer area, the following actions shall be taken by future project applicants to offset impacts:

1. If paired owls are present in areas scheduled for disturbance or degradation (e.g., grading) or within 160 feet of a permanent project feature, and nesting is not occurring, owls are to be removed per CDFG-approved relocation.

2. If paired owls are present within 160 feet of a temporary project disturbance (e.g., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify additional losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).
3. If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) should be avoided from February 1 through August 31 by a minimum of a 250-foot buffer or until fledging has occurred. Following fledging, owls may be passively relocated.
4. Active burrows shall be monitored by a qualified biologist(s)/monitor(s) throughout construction to identify additional losses from nest abandonment.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-7:

All future development within the OTSP project area involving ground disturbance shall be required to conduct flycatcher protocol surveys according to the *Willow Flycatcher Survey Protocol for California* (Bombay et al. 2003), and least Bell's vireo protocol surveys shall be conducted according to the *Least Bell's Vireo Survey Guidelines* (USFWS 2001) in all suitable habitat within 100 feet of the construction zones. If no willow flycatchers and/or least Bell's vireos are detected, no further mitigation is necessary. If willow flycatchers or least Bell's vireos are detected, then future project applicants shall consult with the USFWS and/or the CDFG, as applicable, to determine appropriate avoidance and mitigation, which may include, but is not limited to, the following measures:

Construction activities will be limited to outside the nesting season (typically between September 1 and February 28) so as to avoid impacts associated with nesting bird species. Impacts to suitable willow flycatcher and/or least Bell's vireo habitat from the project will be mitigated through compensation for loss of riparian habitat.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-8:

All future development within the OTSP project area involving ground disturbance shall be required to undertake measures

during construction activities and vegetation clearing (including shrubs and bushes) to avoid active nesting activities. If feasible, vegetation clearing should be conducted outside of the nesting season (typically August 30 to February 1). If vegetation clearing must occur during the nesting seasons (February 1 to August 30), surveys shall be conducted for active nest sites of raptors and other migratory birds no sooner than two weeks prior to the onset of construction activities. The qualified biologist shall survey the construction zone, including staging areas, and a 250-foot radius surrounding the construction zone to determine if active nest sites are present.

If active nests are identified, the following avoidance measures shall be employed:

No construction activities shall occur within 250 feet of an active raptor nest or within 50 feet of other migratory birds. Construction activities can commence in the avoidance buffer once the young have successfully fledged. A qualified wildlife biologist shall monitor the nest to determine when the young have fledged. The biological monitor shall have the authority to cease construction if there is any sign of distress to the raptor or migratory bird. Reference to this requirement and to the MBTA shall be included in the construction specifications.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-9: All future development within the OTSP project area involving ground disturbance shall be required to conduct surveys for bat use in construction zones containing suitable habitat within 30 days prior to the onset of construction activities. If bat roosts are identified on site, future project applicants shall ensure that the bats are safely flushed from the sites. If maternity roosts are identified during the maternity roosting season (typically May to August), no construction activities shall occur within 100 feet of active maternity roosts until a qualified biologist has determined the young bats are no longer roosting.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-10: All future development within the OTSP project area involving ground disturbance shall be required to conduct pre-construction surveys for the pallid San Diego pocket mouse and Mojave River

vole in suitable habitat within 14 days prior to the onset of construction activities. If individuals are found, future project applicants shall consult with the CDFG to determine appropriate avoidance and minimization, which may include but is not limited to establishment of buffer zones to avoid the species, relocation of individuals, and provision of an on-site biological monitor.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4a-11:

All future development within the OTSP project area involving ground disturbance shall be required to conduct protocol-level pre-construction surveys for the Mohave ground squirrel in suitable habitat within 14 days prior to the onset of construction activities. Surveys shall be conducted according to established protocols accepted by the CDFG. If Mohave ground squirrels are determined to be present on a project site, future project applicants shall avoid known burrows of this species as directed by consultation with the CDFG. Avoidance measures may include restricting construction activities for each phase of the project as necessary to avoid disturbance to the known burrows or establishment of exclusion zones (no ingress of personnel or equipment), installation of exclusionary fencing of the area where the species are found, and posting of signs to publicize the sensitive nature of the area. If Mohave ground squirrel burrows cannot be avoided, any individuals present shall be systematically removed by an authorized biologist in accordance with CDFG protocol and guidance. Loss of habitat for this species shall be mitigated for through on-site restoration or purchase of credits at a CDFG-approved conservation bank.

Timing/Implementation: Prior to any ground disturbance

Enforcement/Monitoring: City of Victorville Development Department

MM 4b-1:

Where impacts to riparian habitat are not avoidable and on-site preservation is not possible, habitat compensation shall be required at a minimum of 1:1 impact preservation ratio. To mitigate for the permanent direct and indirect impacts from the proposed project, a mitigation and monitoring plan will be prepared for submittal to the USACE with the Section 404 permit application. The mitigation plan will identify impacts on all jurisdictional features and mitigation measures that will be implemented to achieve "no net loss" (i.e., the same amount of wetland resources lost to site development shall be replaced/created). This may include creation of wetland resources

on the project site or off site as determined acceptable to the City and the USACE. To assist in the on-site revegetation, areas of vegetation with a diameter at breast height (DBH) of 4 inches or less that do not require complete removal shall be cut at ground level with hand-operated power. Future project applicants shall prepare and implement riparian vegetation mitigation and monitoring plans for disturbed riparian vegetation.

Timing/Implementation: *Prior to the issuance of a grading permit*

Enforcement/Monitoring: *City of Victorville Development Department*

MM 4e-1: All future development within the OTSP project area that will result in removal of trees that are protected by Municipal Code Title 13, Chapter 13.33, Preservation and Removal of Joshua Trees, will provide mitigation that will compensate for tree losses. Mitigation can be achieved through replacement, through purchase of habitat conservation areas to protect existing Joshua tree habitats, through in-lieu fee contribution to tree planting programs, or through some combination of these options to achieve a no net loss of tree standard. Prior to any groundbreaking activities, the City Planning Department will determine which trees would be suitable candidates for protection and which trees will need to be mitigated if removed. Trees that will be removed or otherwise harmed by the proposed project shall be mitigated for as described above.

Timing/Implementation: *Prior to any ground disturbance*

Enforcement/Monitoring: *City of Victorville Development Department*

MM 7f-1: The applicant shall provide for an on-site paleontological inspector to monitor all grading operations, or a letter from said licensed professional indicating that monitoring is not necessary during grading. Further, if disturbed resources are required to be collected and preserved, the applicant shall be required to participate financially up to the limits imposed by Public Resources Code Section 21083.2. The results of said monitoring shall be filed with the Development Department prior to the final approval of the project.

Timing/Implementation: *Prior to any ground disturbance*

Enforcement/Monitoring: City of Victorville Development Department

MM 8a-1: All future development within the OTSP project area shall be required to implement the following management practices during construction activities:

- a) Perform 90-day low-NOx tune-ups for off-road equipment operating in the Old Town Specific Plan project area.
- b) Limit allowable idling to 5 minutes for trucks and heavy equipment.
- c) Construction operators shall use Tier 3-rated engines during site grading for all equipment exceeding 100 horsepower, if available.
- d) Construction operators shall utilize equipment with engines equipped with diesel oxidation catalysts, if available.
- e) Construction operators shall utilize diesel particulate filter and diesel oxidation catalyst on heavy equipment, where feasible.

Timing/Implementation: During construction

Enforcement/Monitoring: City of Victorville Planning Division

MM 8a-2: All future development within the OTSP shall include both of the following energy efficiency measures to be applied to the development of new multi-family, commercial, mixed use, industrial and public buildings or a building being renovated where more than 50 percent of the structure would be replaced:

Requirement 1

- The applicant shall be subject to the provisions of the City of Victorville Climate Action Plan (CAP). The applicant shall submit the required CAP screening table demonstrating 45-points or greater of Greenhouse Gas Reduction Measures with the appropriate entitlement application submittal.

Requirement 2

- Provide a renewable energy generation (solar, wind, etc.) capable of producing at least 50 percent of the building's total energy demand.

Timing/Implementation: Prior to the issuance of a building permit

Enforcement/Monitoring: City of Victorville Development Department

MM 9d-1: Prior to the issuance of any building permits, all future development within the OTSP project area shall be required to submit a Phase I environmental site assessment conducted in accordance with American Society of Testing and Materials's "ASTM Standards on Environmental Site Assessments for Commercial Real Estate" or such other standard as may be acceptable to the City Engineer. Future development under the OTSP shall also provide an updated groundwater sampling program in compliance with City requirements. If further investigative or remedial actions are identified therein, all such actions and/or such alternative actions as may be approved by the Development Department shall be implemented to the satisfaction of the Development Department prior to the issuance of any grading permits.

Timing/Implementation: Prior to the issuance of Building Permit

Enforcement/Monitoring: City of Victorville Development Department

MM 18b-1: If human remains or funerary objects are encountered during any grading activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Timing/Implementation: During any grading operations

Enforcement/Monitoring: City of Victorville Development Department

MM 18b-2: In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and the retained SOI-qualified archaeologist shall assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period.

Timing/Implementation: During any grading operations

Enforcement/Monitoring: City of Victorville Development Department