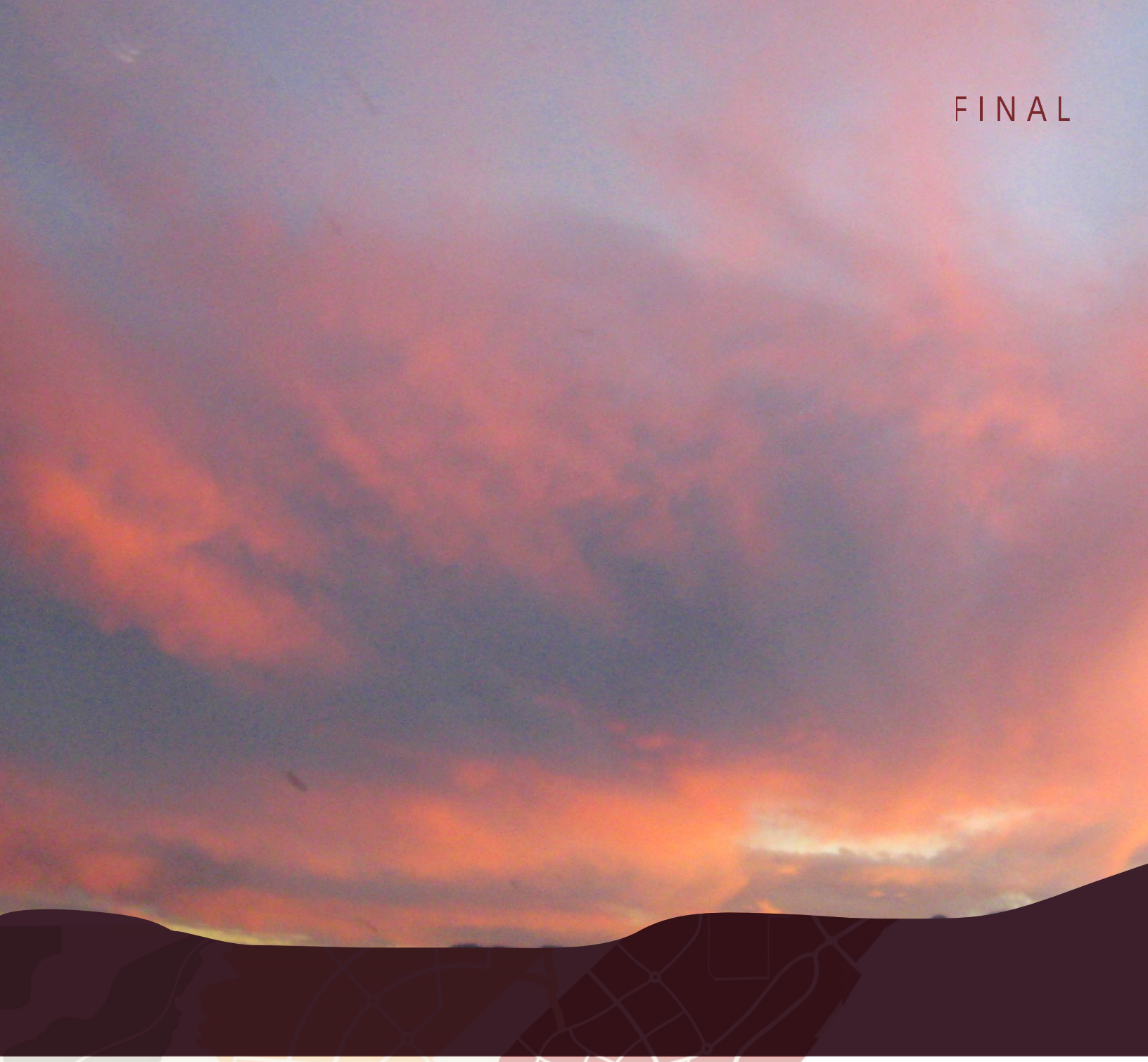


FINAL

DESERT GATEWAY™

CITY OF VICTORVILLE SPECIFIC PLAN

February 10, 2010

AECOM

Table of Contents

Adopted by Victorville City Council December 15, 2009

Chapter 1:
PREFACE

1. PREFACE

1.1 Purpose of the Desert Gateway Specific Plan

This Specific Plan provides a vision for Desert Gateway and seeks to further the vision by establishing goals, objectives, policies, and implementation strategies. This Specific Plan implements the City's General Plan directive to prepare a specific plan for the Desert Gateway area. This Specific Plan also advances the goals of the Victor Valley Redevelopment Plan, which is applicable to Desert Gateway. It is, therefore, a regulatory plan for the development, redevelopment, and revitalization of Desert Gateway.

1.2 Plan authority

The City of Victorville became a charter city in June 2008. As a charter city, Victorville is not required to follow the provisions set forth in Government Code sections 65450-65457 for preparing specific plans. This Specific Plan was prepared with these specific plan provisions as guidelines, but not as mandatory requirements.

1.3 Relationship to other plans

The City of Victorville General Plan 2030 was adopted by the City Council on October 21, 2008. The General Plan designated the Desert Gateway area as "Specific Plan." The Desert Gateway Specific Plan serves as a legal document that implements the General Plan land use designation of "Specific Plan." This Specific Plan serves as a "blueprint" for development by establishing the distribution of land uses and the criteria for development of each land use set forth in the Plan.

Nearly all of Desert Gateway is within a redevelopment area subject to the Victor Valley Redevelopment Plan. The Redevelopment Plan establishes a framework and process for the implementation of redevelopment goals. It is consistent with these goals by promoting economic development; providing a plan for infrastructure and financing of community-serving public improvements; and including comprehensive planning and design objectives, policies, and guidelines to encourage orderly, quality development. Therefore this Specific Plan is also the plan for the redevelopment and revitalization of that portion of Desert Gateway within the redevelopment area.

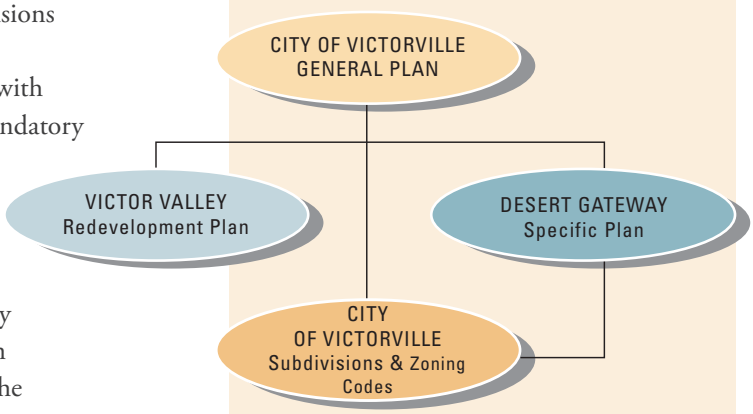


Figure 1.1 Relationship of Desert Gateway Specific Plan to other plans and regulations

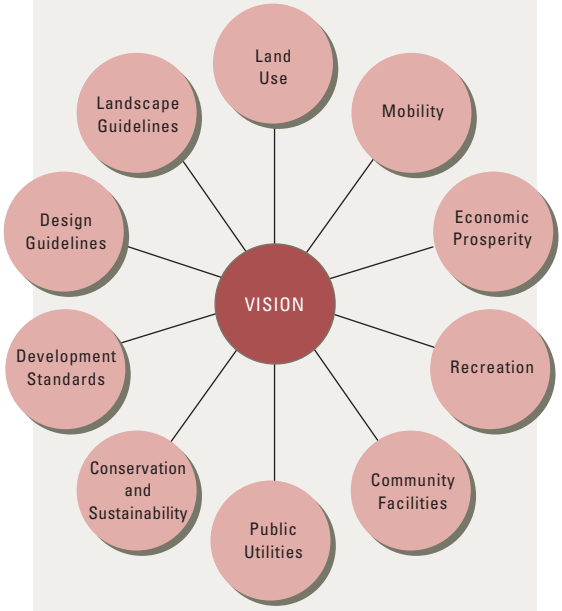


Figure 1.2: Elements of equal status support a single vision

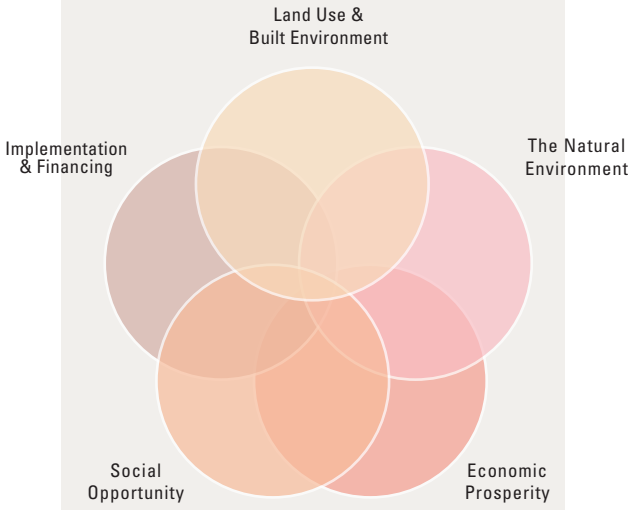


Figure 1.3: Fundamental planning relationships

1.4 Development Approval Components

The adoption of the Specific Plan is one step in a process leading to the development of the Specific Plan area. Major components of the development approval process for the Specific Plan area are discussed below.

After the adoption of the General Plan, the City of Victorville zoned the Specific Plan area within its boundaries to "S-P (Specific Plan)" and pre-zoned the area outside its boundaries to "S-P (Specific Plan)" in order for the annexation of the areas outside of the City's boundaries to take place. The zoning and pre-zoning of the Specific Plan area to "S-P (Specific Plan)" and this Specific Plan establish the zoning regulations for the Specific Plan area. The requirements of the Specific Plan take precedence over the City's Zoning Ordinance. Provisions of the Zoning Ordinance will apply to the Specific Plan area if specifically stated in this Plan. As land outside the City's boundary is annexed into the City, that land will be subject to the Specific Plan.

Desert Gateway is composed of land that is located not only inside of, but also outside of the City's boundaries and sphere of influence. Expansion of the City's sphere of influence is necessary before land can be annexed into the City and subject to this Specific Plan. The City will request the San Bernardino Local Agency Formation Commission (LAFCO) to expand its sphere of influence to encompass all areas of Desert Gateway. These lands will also require annexation into the City before they can be regulated by this Specific Plan. The City supports annexation of all unincorporated land within Desert Gateway.

Subsequent project applications, including development plans, tentative maps, conditional use permits, development agreements, and other development applications, will be required to implement the Specific Plan. These applications will be reviewed for approval by the City pursuant to the Specific Plan.

1.5 How to use this plan

There are 10 elements of this Plan, followed by a chapter on how it is to be implemented. Every element carries equal weight.

Each element begins with its framework plan to provide a broad overview of what is provided by it. Included within the framework plan is an introduction describing the purpose of the plan element, a discussion of the context, and an outline of overall goals. Each framework plan is followed by a series of objective

statements and policies for each objective. Since this Specific Plan directs and regulates land uses for the Desert Gateway area, its policies and regulations supersede those in the municipal code and other plans subordinate to the General Plan. Where a conflict exists, this Specific Plan controls.

Photographs and illustrations are intended to demonstrate and further the understanding of written and textual policies and regulations. However, all photographs and illustrations are conceptual in nature and are not to be construed as prescribing an identical form or condition.

This Specific Plan serves as the zoning regulations governing development, improvements, and construction within the Specific Plan area. The standards contained in this document and subsequent development plans supersede, replace, and take precedence over City standards governing the Specific Plan area.

1.6 Master Developer Agreement

In early 2007, the City, Victorville Redevelopment Agency, and Southern California Logistics Rail Authority entered into an agreement (the "Master Developer Agreement") with several private parties (as defined in the Master Developer Agreement), whose terms are incorporated herein, covering lands within and adjacent to the northern area of the City, inclusive of Desert Gateway. The purpose of the Master Developer Agreement is to facilitate a plan for the development, redevelopment, and acquisition of these lands, and maximize the use of redevelopment tools to serve the long-term interests of the City.

1.7 Severability

If any portion of this Specific Plan is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this Plan. The City Council hereby declares that it would have adopted this Plan and each part hereof, even if any one part is declared invalid.

Should the proposed DesertXpress high speed, passenger rail project not be implemented, have its Southern California terminus station located outside Desert Gateway, or be substantially delayed, the City Council hereby declares that this Specific Plan continues to be consistent with the vision for Desert Gateway and is necessary for the redevelopment and revitalization of the area.

1.8 CEQA Compliance

Consistent with the California Environmental Quality Act (CEQA), the Environmental Impact Report (EIR) certified for the City's General Plan serves as the environmental documentation for this Specific Plan. All applicable mitigation measures adopted pursuant to the General Plan EIR will be imposed on subsequent projects in the Specific Plan area.

CHAPTER 2:
INTRODUCTION

2. INTRODUCTION

2.1. Overview

The Desert Gateway Specific Plan represents a vision for a new community in the High Desert. It represents a project of the future and a new way of life, with transit-oriented development principles central to its character. The type of planning, land uses, design, and pattern of development for Desert Gateway are dictated by its Town Center, series of village centers, and major employment centers, all connected by transit. Transit is supportable when population and employment levels are sufficient. Therefore, it is vital to adhere to the planning principles in this Specific Plan to attain the vision.

Sustainability is a common thread throughout, recognizing the importance of existing in harmony with the environment. The Plan complements the existing Victorville community by expanding opportunity and accommodating forecasted regional growth in a substantially more sustainable manner.

Desert Gateway is located at the interchange of the planned High Desert Corridor expressway and Interstate 15. The High Desert Corridor will provide an additional east/west link in the transportation system serving the Los Angeles region, with an emphasis on goods movement and access to the Southern

Figure 2.1: Regional context map

California Logistics Airport. This significant transportation investment will be a catalyst for economic development in Desert Gateway.

The Specific Plan emerged from a major and comprehensive update to the City of Victorville General Plan and the creation of a redevelopment area following the closure of George Air Force Base, now reused as the Southern California Logistics Airport. This Specific Plan responds to the forces of local and regional growth, local and global economic changes, and international trade. These special opportunities and challenges necessitate a new approach to community building in Victorville, guided by transit-oriented development and sustainable practices. Therefore, Desert Gateway will have higher density housing distinguished by special architectural character and public amenities. Moreover, Desert Gateway establishes a framework for economic development, catalyzed by available redevelopment and public financing tools.

2.2. About Desert Gateway

Setting and History

Desert Gateway is a 10,203-acre area at the northern edge of the City of Victorville. Victorville is located in the southwest portion of San Bernardino County in the Victor Valley, an

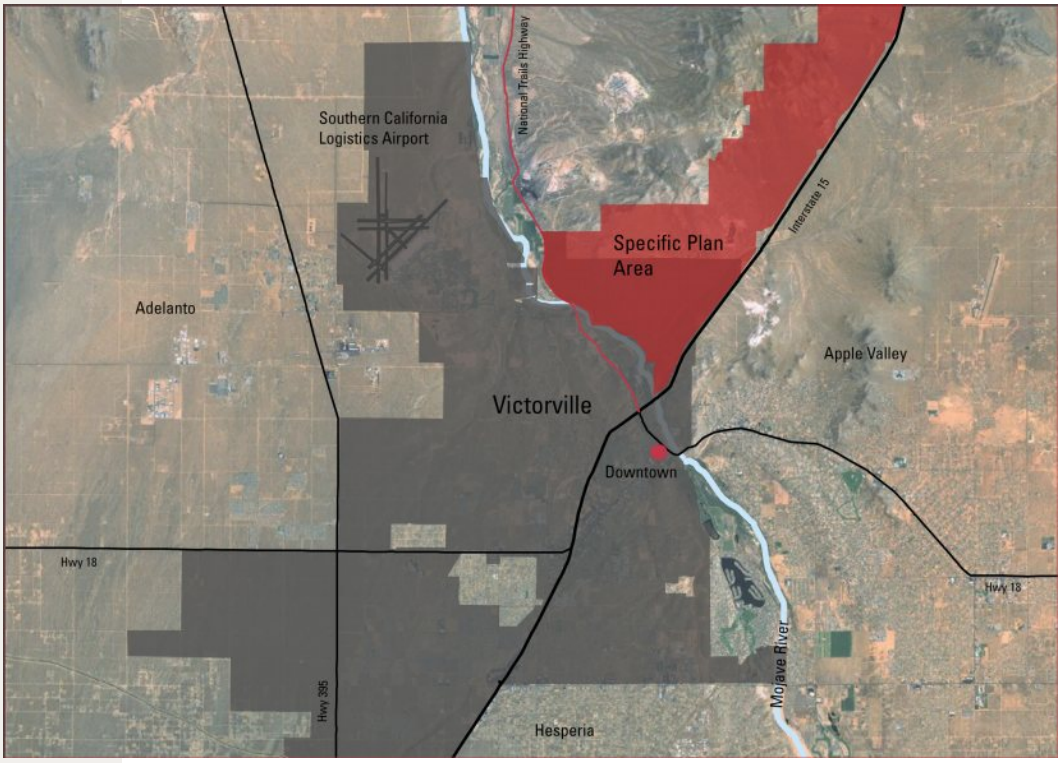


Figure 2.2 City context map

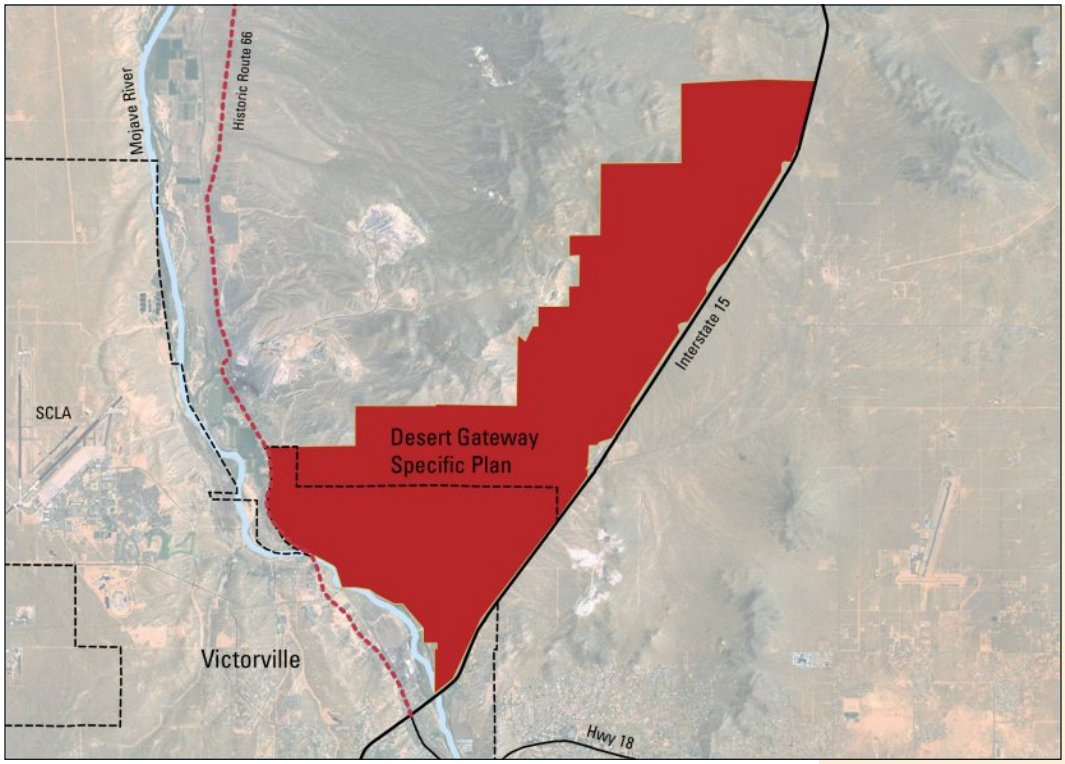


Figure 2.3 Site boundary

area between the San Bernardino and San Gabriel Mountains in southern California. This area is part of the High Desert, characterized by hot summers and cool winters. The Mojave River runs through Victorville, providing a distinguishing natural amenity in the desert.

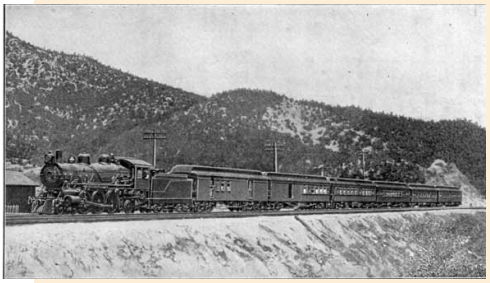


Figure 2.4 Train at Cajon Pass

Victorville is readily accessible to Los Angeles, Long Beach, San Diego, and Las Vegas. In 2007, the City of Victorville had a population of 102,538, a 38 percent increase since the 2000 census. Like much of Southern California, it is imperative that the city's growth occurs in a manner that benefits, expands, and diversifies the economy.

In 2007, the local economy of Victorville was dominated by the service sector, retail trade, and government. There is a need to diversify the economy, particularly with basic sector jobs, the type of jobs that bring wealth into the city by exporting goods and intellectual services. The Southern California Logistics Airport (SCLA) is a major employment center in the local economy. In 2007, the facility was the third highest employer in the Victor Valley, employing about 2,000 workers.

The cities and towns in the High Desert have been greatly influenced by the building of railroads and interstate highways. The city has been influenced by the confluence of human-made transportation routes, beginning in the 19th century with the railroad. As planning points the way to the future, innovations

Figure 2.5 Route 66 was integral to the development and identity of Victorville

Figure 2.6 Desert Gateway in 2007

in transportation will continue to influence how this urban area will grow and change.

Victorville's development is directly related to the construction of the California Southern Railroad, beginning in 1880. The railroad provided a link between Barstow and San Diego, with connections via the Santa Fe Railroad through to Chicago. The town grew around the station that was placed there and, in 1885, was named Victor after Jacob Nash Victor, a company official. The post office changed the name to Victorville in 1901. The railroad extension was crucial for its traversing of Cajon Pass, which would continue to be a major point of access for transportation, freight, and trade.

As ownership of personal automobiles gained popularity in the early 20th century, highways replaced railways as the primary means of travel. The most famous of these early highways passed through Victorville when it was constructed in the 1920s. Route 66, which extended from Chicago to Santa Monica, came to be known colloquially as the Main Street of America, as its adjacent towns and roadside architecture were representative of typical American life at mid-century. The construction of the route resulted in much development meant to serve the highway traveler. Victorville is an example of such a place. Its highway identity continued to define it into the next generation, as the Interstate Highway System came about in the 1960s. Interstate 15 (I-15) passes through Victorville, serving as an important national corridor for goods and travelers. Historic Route 66 passes through the City's historic old town.

In addition to transportation, Victorville's economy has been largely influenced by the military and trade. In the early 1940s, Victorville Army Airfield (later George Air Force Base) was constructed to support the Tactical Air Command. It was a major employment source for residents of Victorville. The Base Closure and Realignment Act of 1989 halted activity at the base, but the City quickly annexed the site and it was converted into the present Southern California Logistics Airport. Once again, it will provide a major source of employment for the City and region.

The City of Victorville has grown more than others in the Victor Valley. The City has identified a number of issues affecting economic prosperity, including the quality of jobs within the City available to its residents and a need for more tax-revenue-generating businesses. These issues need to be addressed as Victorville looks to the future.

Desert Gateway Today

Today, Victorville is a city with much potential. To capitalize on this, the City of Victorville needs to implement change to attract more international development and tourism. The economic profile of the City in the mid-2000s is oriented toward lower paying jobs in the service industry, so the City is working toward a more diversified jobs base.

Much of the existing residential and commercial development is auto-oriented. For the City to attract development to address its current and future needs, it must enhance the diversity and quality of jobs, housing stock, community amenities, and infrastructure. In particular, mixed use, higher density development is essential to attracting the workforce that will lead to diversified economic development. The strengthening of these elements is the driving force behind planning for Desert Gateway.

How Victorville chooses to develop to accommodate significant forecasted population growth will define its future. Growth in international trade passing through area ports and distribution centers is increasingly affecting business development opportunities in Victorville. The economies of Southern California and Las Vegas are becoming more closely linked. Located between these two metropolitan areas, Victorville is positioned to benefit. This Specific Plan is intended to guide opportunities to the benefit of Victorville.

A day in the life: Desert Gateway in 2030

Desert Gateway will include distinct neighborhoods oriented toward mixed use village centers served by transit. This Specific Plan will achieve City-wide goals for greater housing diversity, housing near employment centers, and economic development. Revitalization, educational opportunities, and urban design excellence are also key goals promoted by this Specific Plan. Principles of environmental, economic, and social sustainability guide all of its elements. All this will strengthen Victorville's leading economic, civic, and cultural roles in the High Desert region.

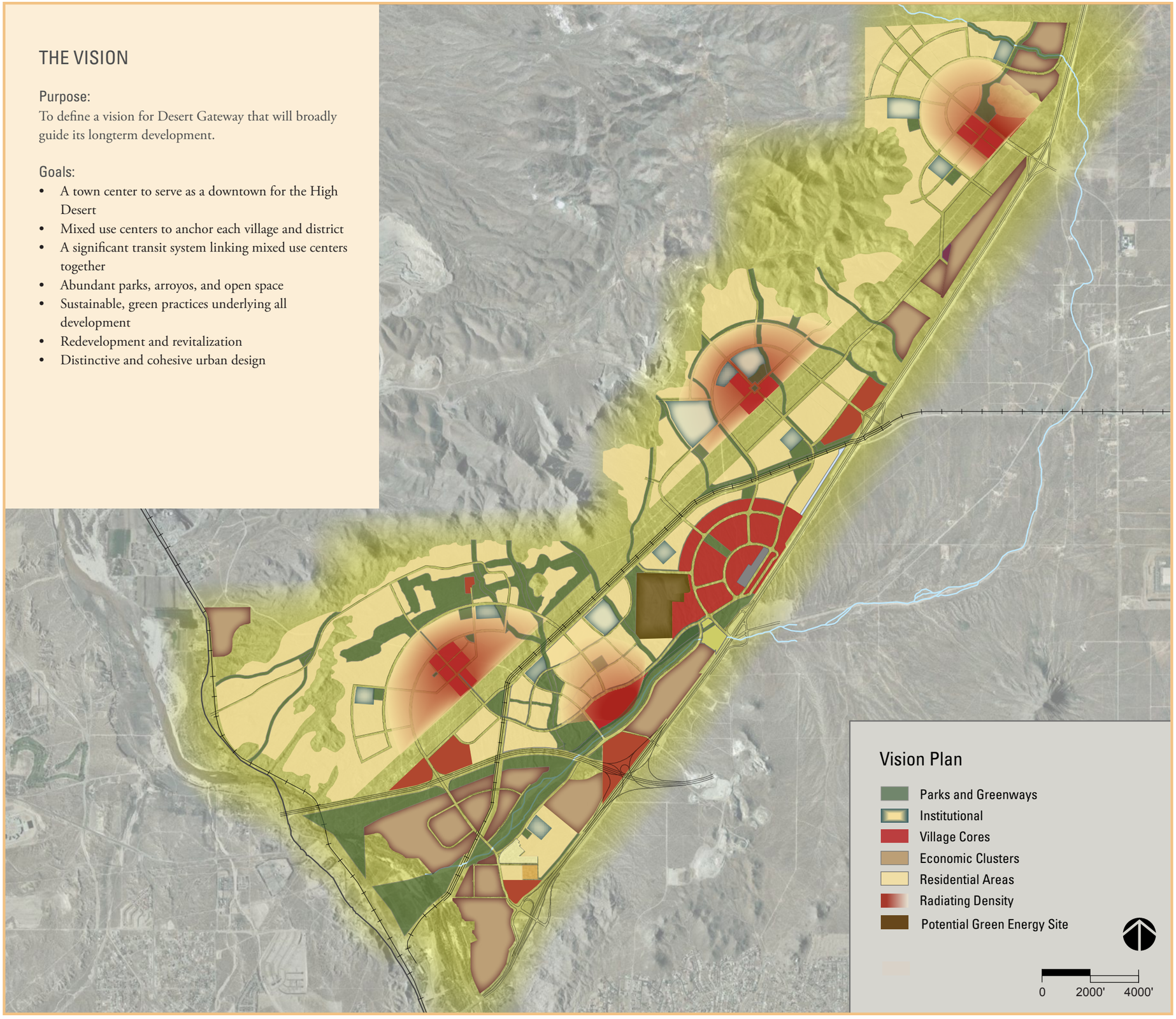
Imagine it is now 2030; it is time to look back at what resulted from building the vision for Desert Gateway. A family with two children living in the Desert Foothills village of Desert Gateway begins its day, walking out their front door rather than getting in their car. Transit on the grand Desert Gateway Boulevard takes one parent to work at the corporate headquarters for a major trade

and logistics company in the Town Center. The company began as a small start-up in the Stoddard Wells Industrial Park, taking advantage of Desert Gateway's location near Southern California Logistics Airport, I-15, and the High Desert Corridor expressway. The airport took on an indispensable role in the logistics chain between the United States and Asia, with manufacturing facilities in modern industrial and business parks within Desert Gateway sending goods through the airport to a now highly developed Asia, while distributing imports throughout the United States. The other parent walks the youngest child to the village center to drink coffee in the Desert Foothills village square with other parents having a play date for the kids at the square. The other child walks to school along an arroyo open space corridor trail, marveling in wonder at the native high desert plants and animals that were protected since the first days of development. It is a special day, because the grandparents are taking the DesertXpress high speed passenger rail from Las Vegas to spend the weekend with the kids, to give mom and dad some time to enjoy an evening at the trendiest restaurant and entertainment venues in the Mixed Use Town Center. Just one family, just one day in the life of Desert Gateway. One vision, infinite opportunities.

THE VISION

Purpose:
To define a vision for Desert Gateway that will broadly guide its longterm development.

Goals:
- A town center to serve as a downtown for the High Desert
- Mixed use centers to anchor each village and district
- A significant transit system linking mixed use centers together
- Abundant parks, arroyos, and open space
- Sustainable, green practices underlying all development
- Redevelopment and revitalization
- Distinctive and cohesive urban design



CHAPTER 3:
THE VISION

INTRODUCTION

Desert Gateway is an innovative vision for a comprehensive place of the future. It channelizes opportunities that benefit the City of Victorville and the region. The vision will be realized through phased implementation of the Specific Plan. This chapter presents an overview of the vision and highlights principal features of this Specific Plan.

The transportation system, particularly transit, guides the land use pattern, design and form in Desert Gateway. All of the plan goals, objectives and policies– its fundamental characteristics—have been carefully prepared to uphold the vision.

Desert Gateway has five key characteristics:
- Allows for sufficient land use density and intensity to support and sustain transit
- Housing, employment and services are located close to transit service
- Mixed use centers anchor neighborhoods, employment centers and transit stations
- The transportation network is multi-modal with interconnected roadways, bikeways, trails and transit
- Urban design guidelines and design features encourage pedestrian activity and reduce automobile use for work, shopping and leisure activities

3.1 ELEMENTS OF THE VISION

The Desert Gateway Specific Plan creates a new community in the High Desert, promoting innovative development patterns to meet the future needs of Victorville and the region. Development within Desert Gateway will be guided by this Specific Plan, through which a vision will become a community.

This Specific Plan is based on transit-oriented planning principles. In addition, it promotes economic development and housing opportunities by creating distinct and diverse land use designations. It is also a Plan for revitalization and redevelopment, by using public financing tools to develop needed infrastructure improvements. Sustainable practices thread throughout this Specific Plan. All contribute to meeting the needs of a growing region that is ready to play a vital role in the future of Southern California.

This chapter presents a broad overview of the vision and is a summary of this Specific Plan.

STRUCTURE PRINCIPLES:

1. **Neighborhoods as building blocks**
   Many small-scale, distinct neighborhoods will form the foundation of the community.

2. **Mixed use centers**
   Neighborhoods and places of business are oriented to mixed use centers, which serve as focal points for the community. Land uses are harmoniously integrated, allowing villages to grow organically.

3. **Parks and open space corridors**
   Diverse and numerous parks are widely distributed, while open space corridors are woven throughout.

4. **Multi-modal mobility systems**
   A dedicated transitway, a backbone trails system, and context-sensitive roadways comprise a strategy for transit-oriented development.

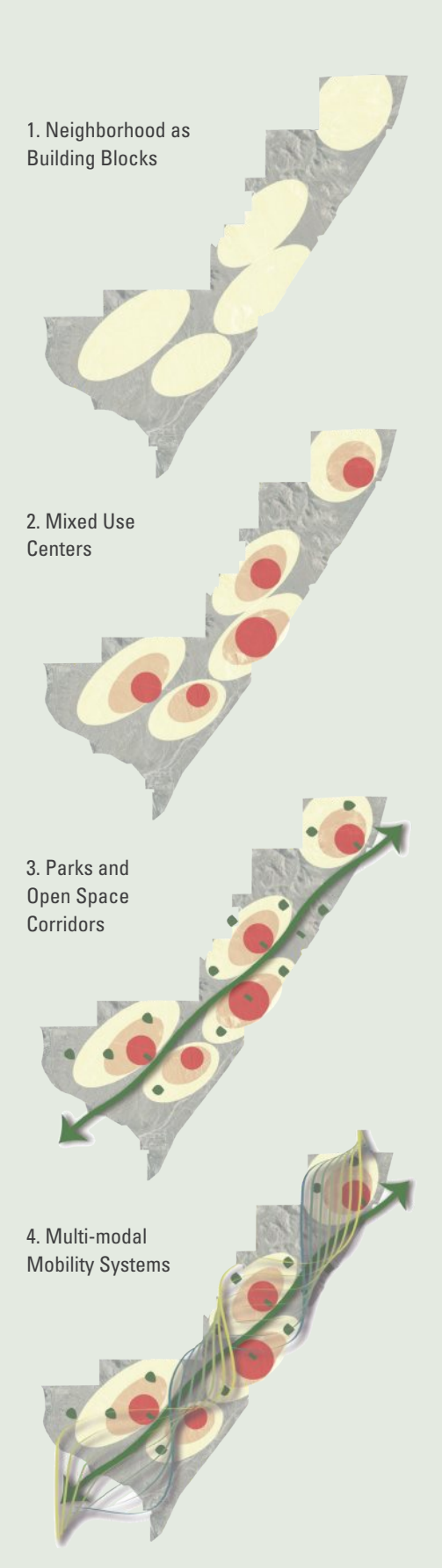


Figure 3.1 Structure principles that function together to produce the Desert Gateway vision

Guiding Principles

1. Create a **town center** with an urban context that is both a local and super-regional draw for commercial, office, and entertainment uses.

2. Provide industrial and business park development to act as the employment generator and **economic engine** for the region.

3. Create a community of **identifiable villages** distinguished by geography, neighborhood character, and diversity.

4. Create **mixed use village centers** that act as the core for neighborhoods, with commercial, community facilities, and residential integrated in a refined village context.

5. Provide a range and **diversity of housing** programs varying from single family houses to high-density condominiums, appealing to a wide variety of buyer opportunities and income levels.

6. Create an **arroyo regional park** as a community connector and a regional recreation amenity.

7. Encourage **a high standard of schools** to promote quality education for the community.

8. Provide a **hierarchy of parks**, including community parks, neighborhood parks, and pocket parks, planned to be conveniently accessible to residential neighborhoods.

9. Provide an **internal transit system** that connects mixed use village centers to the town center when supported by population growth.

10. Create a **sustainable community** that is responsive to the environmental, water, and energy conservation needs of the region and local area.

"Desert Gateway"

... is a passage through the High Desert that will link distinctive destinations and be a destination unto itself.

... is a temporal passage between eras, the latter being a time when sustainable development is the only option.

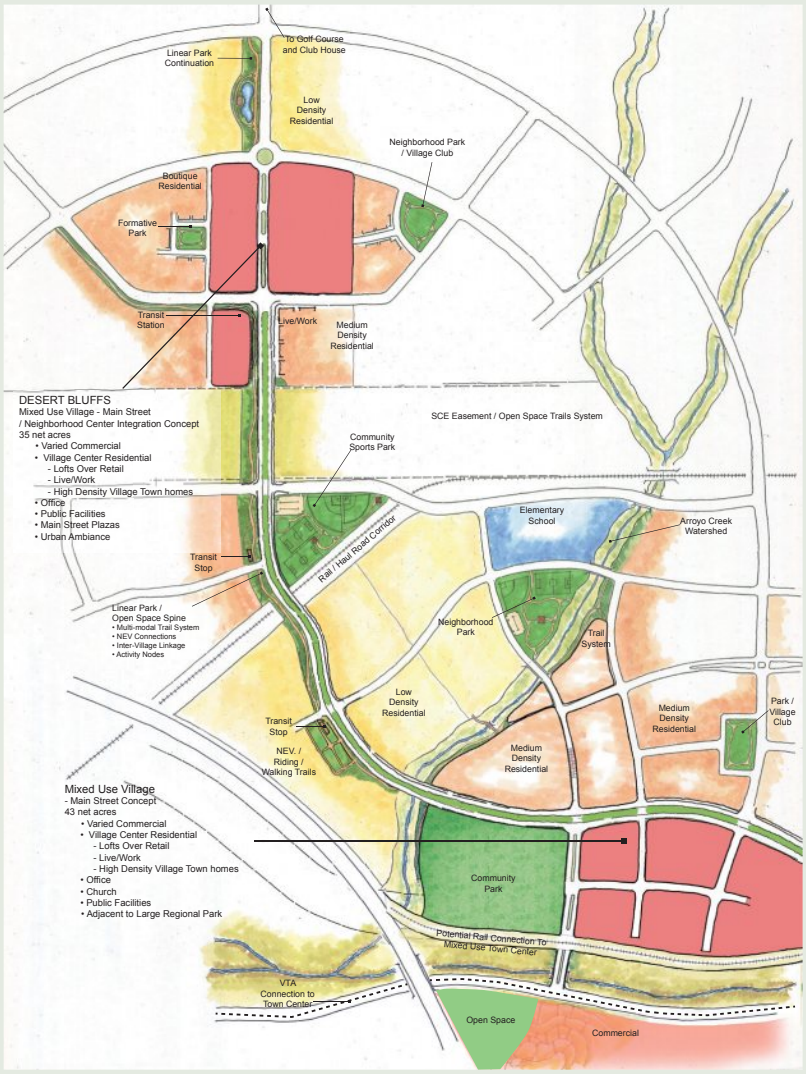


Figure 3.2 Illustration of relationship between mixed use villages of Desert Bluffs and Arroyo Park

3.2 ABOUT THE VISION

What does this Plan create?

As described in the Guiding Principles, this is an innovative Plan for the future of Victorville, the High Desert region, and the continued expansion of Southern California. It is a vision for a transit-oriented, urban community of Victorville, with a significant role in regional economic development. The defining elements are a series of village centers and one regionally significant town center connected by a grand transit boulevard. Open space corridors connect the community with nature. Environmental, economic, and social sustainability are integral to the vision.

Why this vision?

Growth, changes in the economy, and awareness of how both affect the environment necessitate this new vision that will become Desert Gateway. The vision accommodates forecasted growth in a more sustainable manner by using transit-oriented development principles. The efficient use of land promoted by transit-oriented development embodies principles of environmental, economic, and social sustainability. This vision is necessary to solidify Victorville's central role in the High Desert and Southern California, promote economic development, diversify the economy, and create a sense of place.

How is it accomplished?

Housing diversity and density support transit and mixed use village centers. Infrastructure development, housing, and amenities will attract new businesses. Newly designated employment lands accommodate an expanded and diversified economy. Public financing tools will facilitate a well-organized and efficient, master planned approach to infrastructure development.

When is the vision completed?

As a master plan for the development of nearly 16 square miles and an ultimate population similar to the existing City of Victorville in 2007, it is projected to take 20 to 30 years to build Desert Gateway and complete the vision. An additional approximately 32 square miles in the City's Northern Sphere Expansion area is anticipated to be added to the Desert Gateway Specific Plan or form the basis for a separate and compatible specific plan.

What is Transit-oriented Development?

Transit-oriented developments are compact, walkable communities centered around high-quality transit systems. A fine grain mix of uses and higher housing densities are important to sustaining transit service. Transit-oriented development is a way to create a genuine place that builds community, enhances quality of life, and attracts investment.

LAND USE

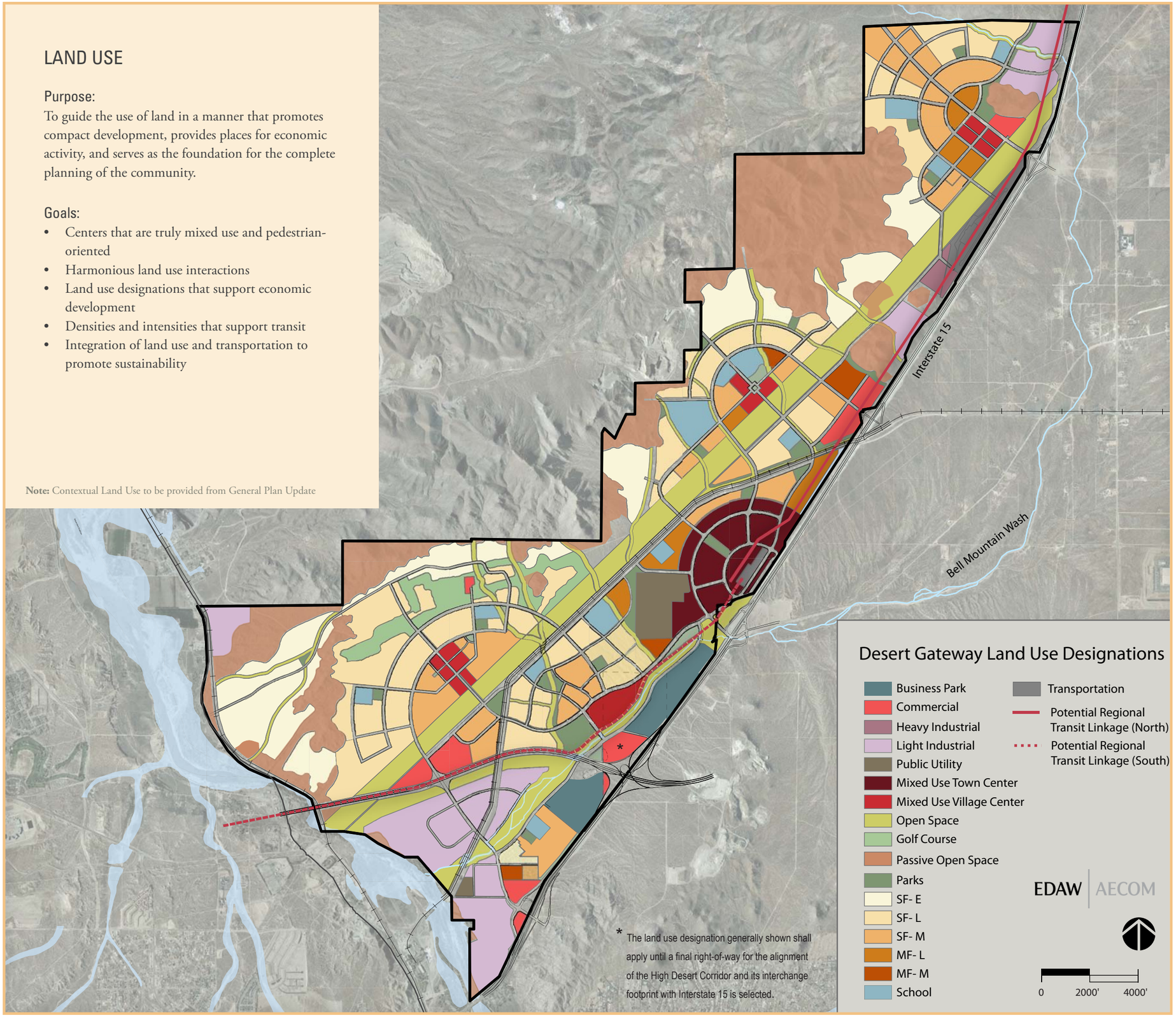
Purpose:

To guide the use of land in a manner that promotes compact development, provides places for economic activity, and serves as the foundation for the complete planning of the community.

Goals:

- Centers that are truly mixed use and pedestrian-oriented
- Harmonious land use interactions
- Land use designations that support economic development
- Densities and intensities that support transit
- Integration of land use and transportation to promote sustainability

Note: Contextual Land Use to be provided from General Plan Update



CHAPTER 4:
LAND USE

INTRODUCTION

The land use plan is the blueprint for the development and use of land in Desert Gateway. The plan sets the character for the community. Desert Gateway will be transit and pedestrian-friendly and support sustainable practices through compact development. The land use plan is guided by the transportation network. The successful functionality of the transportation network is directly sustained by maximum adherence to the transit-oriented principles of the Specific Plan.

The structure principles are:

- A community of distinct villages and districts oriented to mixed use centers
- Planning within the framework created by natural topography and open spaces
- Land use guided by transportation planning

4.1 OBJECTIVE:
Include a variety of community-sustaining uses, achieving an integrated, urban place

The land use plan is the foundation from which the vision is launched. It serves to direct the other elements of this Specific Plan and is reinforced by those elements.

Transit-oriented development principles are fundamental to guiding the land use plan. This efficient land use pattern represents the natural evolution to more compact, urban development, reflecting Victorville's increasing regional prominence and preparing it to beneficially capitalize on forecasted growth. Redevelopment and revitalization are important objectives that are furthered by the land use plan.

Desert Gateway includes an integrated mix of land uses. The land use designations provide diverse housing options and promote economic development. Increased housing densities sustain mixed use village centers and transit ridership. Public amenities and widely distributed parks and trails are vital to attract investment and building a community. Village centers provide for neighborhood-serving businesses. Automobile-oriented commercial centers serve community and regional markets. The characteristics and locations of land uses support a multi-modal approach to transportation.

Land use designations serve to implement the S-P (Specific Plan) zoning district by precisely regulating the use of land across Desert Gateway. Permitted, conditional, and prohibited land uses are established for each land use designation specifically for Desert Gateway.

Figure 4.2 Mixed use villages are a central feature

POLICIES:

4.1.1 A land use plan for Desert Gateway

The diagram on the preceding page is the land use plan for Desert Gateway. The land use plan depicts overall intent and general configurations. Consistent with this, the final delineation of land use designations will be determined through project-specific development plan approvals, pursuant to Policy 14.3.2.

4.1.2 Land use designations established

The designations establish land uses for this Plan, as defined in Table 4.3. These designations regulate the use of land according to character, density, intensity, and uses.

Table 4.1 Land Use Statistics

Designation	Gross Acres
Residential	
SF- E Residential	1,042
SF- L Residential	1,528
SF- M Residential	898
MF- L Residential	210
MF- M Residential	83
Subtotal	3,761
Mixed Use	
Mixed Use Village Center	185
Mixed Use Town Center	325
Subtotal	510
Commercial	
Commercial	283
Subtotal	283
Industrial	
Business Park	222
Light Industrial	838
Heavy Industrial	25
Subtotal	1,085
Institutional/Other	
Elementary Schools	115
Middle Schools	80
High School	65
Golf Course	200
Parks	250
Open Space	3,752
Transportation	102
Subtotal	4,564
Total	**10,203**

Table 4.2 Population Projections

Designation	Housing Units (Approximate)	Population (Projected)*
Residential		
SF- E Residential	2,100	6,700
SF- L Residential	7,500	25,100
SF- M Residential	7,200	20,000
MF- L Residential	2,500	9,500
MF- M Residential	1,300	4,100
Subtotal	20,600	65,400
Mixed Use		
Mixed Use Village Center	700	2,200
Mixed Use Town Center	4,800	15,300
Subtotal	5,500	17,500
Total	**26,100**	**82,900**

* Based on 2008 average household size of 3.18, 2008 General Plan

Figure 4.3 Land use proportions

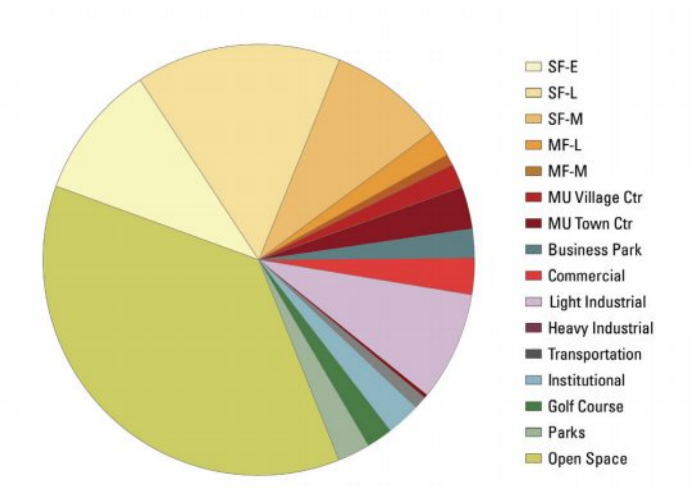


Table 4.3 Land Use Designations

Land Use Category	Density & Intensity	Description
Residential		
SF-E Single Family – Estate	Max 2 dwelling units/ acre	This designation provides for single family detached housing at a very low density, with typical lot sizes of one-half acre and larger. It will occur primarily in the periphery of Desert Gateway at the base of the hills. Typical lot sizes are 17,500 square feet to 1 acre and housing design is Estate as shown in Chapter 11.
SF-L Single Family – Low	Max 5 dwelling units/ acre	This designation provides for single family detached housing on small lots or houses clustered around courts. Typical lot size is 7,200 square feet and housing design is Ranch and Villa, as shown in Chapter 11.
SF-M Single Family – Medium	5 - 12 dwelling units/ acre	This designation provides for clustered single family detached housing, single family attached row houses and multi-plex houses. Typical lot sizes are between 3,000 and 6,000 square feet, and housing design is Traditional, Bungalow, Cottage, and Neo-Traditional, as shown in Chapter 11.
MF-L Multi-Family – Low	12 - 18 dwelling units/ acre	This designation provides for clustered single family detached housing, single family attached row houses, and multi-plex houses. Housing design is Greencourt and Greenbelt, as shown in Chapter 11.
MF-M Multi-Family – Medium	18 - 30 dwelling units/ acre	This designation provides for attached housing, including row houses, townhouses, and stacked flats.
Mixed Use		
MUTC Mixed Use Town Center	14 - 60 dwelling units/ acre 0.25 to 6.0 FAR	This designation provides for an urban, mixed use place as a center of commerce, culture, entertainment, and transportation. It must be located close to I-15 for regional access. Uses include retail, residential, entertainment, cultural, civic, all passenger transportation-oriented uses, train station, lodging, convention, and Las Vegas resort pavilions to serve their customers. Low-, mid-, and high-rise buildings are contemplated.
MUVC Mixed Use Village Center	7 - 30 dwelling units/ acre 0.25 to 1.0 FAR	The Mixed Use Village Center land use is similar to the Mixed Use Town Center, except smaller in scale and with fewer uses. This designation will serve the community villages and districts, providing services that many residents can access by walking and transit. Mixed Use Village Centers will be close to parks and will include retail, residential, and community facilities.

Land Use Category	Density & Intensity	Description
Commercial		
CC Commercial	0.15 - 0.35 FAR	The Commercial designation provides for typical automobile-oriented retail and commercial services. Single centers typically include between 150,000 and 350,000 square feet devoted to general merchandise, convenience services, and restaurants serving a 3- to 6-mile trade area.
Industrial		
BP Business Park	0.20 - 1.20 FAR	The Business Park designation provides for both basic and nonbasic employment uses in Desert Gateway. Including business parks will enhance and diversify the existing economic base of Victorville and its surroundings. The Business Parks should be located on either side of the High Desert Corridor and I-15 interchanges to provide access and visibility for these tenants and employees.
LI Light Industrial	0.05 - 0.45 FAR	The Light Industrial designation provides for primarily basic employment and manufacturing uses. Similar to the Business Park, it provides land for employment, and allows greater flexibility as to the types of businesses. For this reason, the light industrial designations should be located on the periphery of Desert Gateway and alongside the highways.
HI Heavy Industrial	0.05 - 0.45 FAR	The Heavy Industrial designation, like Light Industrial, provides for primarily basic employment and manufacturing uses and allows for those uses that might have intense industrial or outdoor activities with visual effects. Areas designated Heavy Industrial should be located on the periphery of Desert Gateway and alongside highways.
Public & Private Utilities		
TRANS Transportation	Not applicable	The Transportation designation provides for passenger rail stations, and operations and maintenance facilities. Uses include freight railroad, passenger railroad, and accessory uses, and passenger rail facilities.
PU Public Utility	Not applicable	The Public Utility designation provides minor utility facilities that primarily serve uses within Desert Gateway.

Land Use Category	Density & Intensity	Description
Public Uses		
INST Institutional	Not applicable	The Institutional designation includes community-serving facilities that provide for schools, cultural facilities, libraries, religious facilities, and public safety services.
PK Park	Not applicable	The Park designation includes public and private parks that are interspersed throughout the neighborhoods of Desert Gateway.
OS Open Space	Not applicable	The Open Space designation includes areas that are to remain in a substantially natural state, including steep hillsides, washes, flood hazard areas, and sensitive biological resources. Passive recreation, trails and compatible utilities are vital community features accommodated in this designation.

4.1.3 Non-residential intensity range compliance

The land use designations serve as guidelines for non-residential intensity, expressed as floor area ratio (FAR).

4.1.4 Residential density range compliance

Residential density shall be within the range established. Density will be calculated based on the gross land area of the project.

4.1.5 Mix of land uses in mixed use designations

The Mixed Use Town Center and Mixed Use Village Center must provide for adequate and appropriate mix of uses to achieve the vision set forth in the land use plan and associated designations. Different land uses may occur within the same building or be grouped together in neighboring buildings that are close together, unified in form, and have strong pedestrian connections, to function and appear cohesively.

Refer to Chapter 12, Design Guidelines, for policies on site planning addressing the prioritization and location of land uses in areas designated for mixed use.

The total maximum number of housing units within each separate area designated Mixed Use Town Center and Mixed Use Village Center shall be 50 percent or less of the housing unit yield that is possible when the maximum permitted density is applied to entire gross land area in each center.

Commercial uses are vital to creating the intended character in the Mixed Use Village Centers and Mixed Use Town Center and therefore should be provided in step with housing development. At least 50,000 square feet of commercial uses shall be developed for every 1,000 housing units completed.

Flexibility in developing mixed use areas is as important as achieving a balanced mix of land uses. Higher densities and intensities are also vital to promote transit- and pedestrian-oriented places.

4.1.6 Permitted uses

Table 4.4 (at the end of this chapter) provides for the permitted, conditional, and prohibited uses within each land use designation. Any use not expressly listed in the table is prohibited unless the Director of Development determines that the use is in substantial conformance with the intent of the land use designation.

4.1.7 Criteria for conditional uses

Section 18.74 of the City of Victorville Municipal Code provides the criteria under which uses are allowed, subject to conditional review. which shall apply to the Specific Plan area. Table 4.4 includes certain conditional uses for each land use designation.

Figure 4.4 Mixed Use Town Center will be an active, urban village

4.2 OBJECTIVE: Create distinct villages and districts

The land use strategy is enhanced by the creation of a series of distinct and complementary residential and mixed use villages, and non-residential districts. Each village will include a variety of land uses and building types, with a nearby mixed use center serving as its heart.

Several districts will be dedicated to business parks, industrial, and commercial uses. These will contain only one type of dominant land use, dedicated to an economic activity.

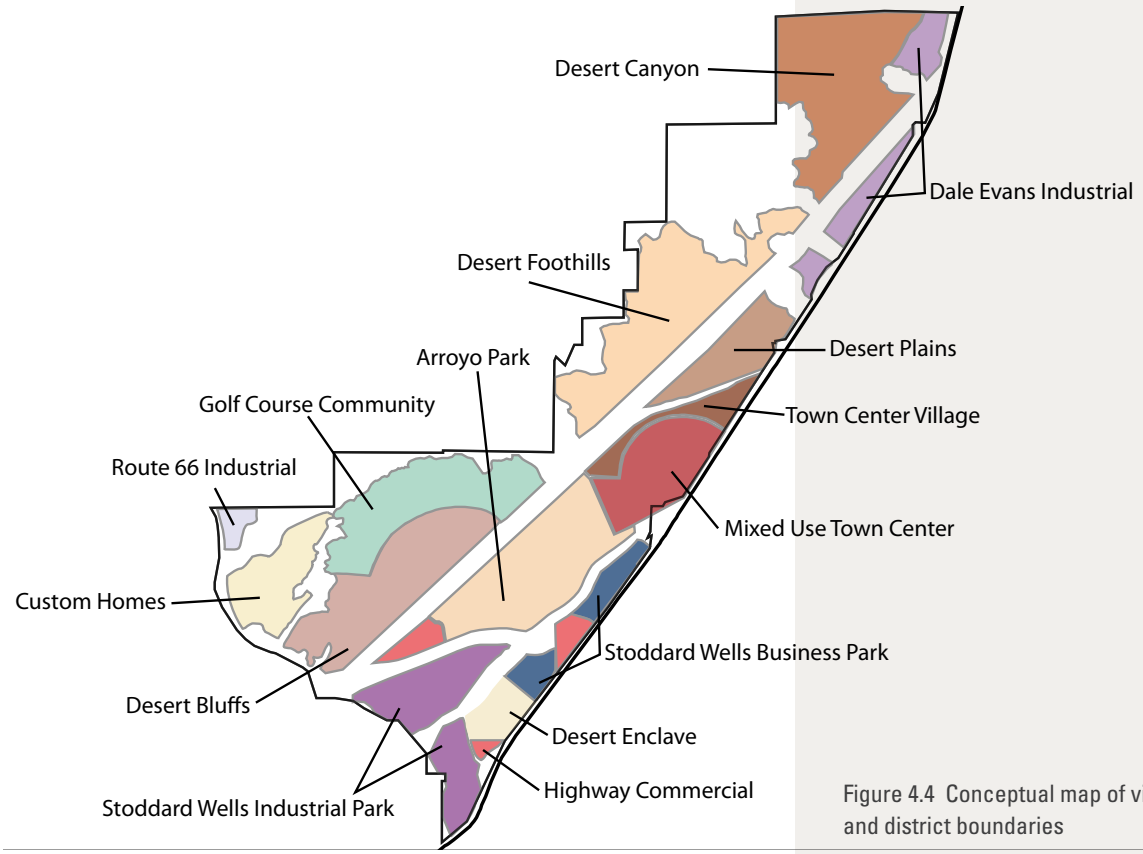


Figure 4.4 Conceptual map of village and district boundaries

POLICIES:

4.2.1 Create a downtown urban center and regional destination for the High Desert

Mixed Use Town Center

This village is the center for Desert Gateway and the High Desert and serves a super-regional role. It consists of the largest, most diverse clustering of uses, and greatest urban density. It may accommodate a rail station for a potential new high-speed, passenger rail. Land uses and design should contribute to the vibrant, culturally energetic urban center intended for this village. Retail, entertainment, and employment uses are emphasized, along with multifamily housing.

Figure 4.5 Arroyo Park will front on major recreation area for Desert Gateway

4.2.2 Establish diverse residential villages with a variety of housing types oriented to mixed use centers

Arroyo Park

This village includes significant linear open space and park. It provides for mostly medium density, single family homes. A mixed

Figure 4.6 Typical village center with retail and residential above

use village is located in Arroyo Park. Threaded through Arroyo Park is a rail corridor, the proposed new High Desert Corridor, and fingers of open space, all of which will influence site planning.

Desert Foothills

Desert Foothills sits at the base of the foothills. A central green square serves as a focal point within its village center. Housing surrounds the village center and decreases in density as it approaches the foothills.

Desert Plains

The Desert Plains village provides housing opportunities along the grand Desert Gateway boulevard, which includes a dedicated transitway. Transit service links it to nearby mixed use centers. The adjacent linear open space provides passive recreation and trail connections. A railroad and commercial center will influence site planning.

Desert Bluffs

Desert Bluffs is situated within the hilly southwestern edge of Desert Gateway. It contains mostly single family housing. A village center is located within the center of Desert Bluffs.

Desert Canyon

Desert Canyon is the northernmost village in Desert Gateway. It is distinguished by the nearby hilly terrain. A mixed use village is located within Desert Canyon.

Desert Enclave

Desert Enclave contains some existing housing. This village is linked to the arroyo open space and park and contains an additional park for residents and the neighboring potential elementary school.

Golf Course Community

Adjacent to the Desert Bluffs village on the southwestern portion of the site is a proposed golf course community. Its location along the base of the foothills affords views into the City. The increase in population in Desert Gateway suggests that a golf course could be supported and useful in attracting economic development.

Town Center Village

This village is located just north and west of the Mixed Use Town Center adjacent to I-15. Housing density is higher, to be complementary to the Mixed Use Town Center.

Desert Estates

Desert Estates is located on the southern edge of Desert Gateway, bordering the steep hillsides and the Mojave River. The neighborhood is adjacent to significant open space and natural amenities with commanding views of the City. Houses in this village shall possess the characteristics of custom-designed houses.

4.2.3 Include commercial district for auto-oriented, regional retail

Power Centers, Regional, and Highway Commercial

Automobile-oriented and large format retailers are intended in these districts. All are directly accessible to the regional highway network.

Figure 4.7 Business Parks will be included in key places in Desert Gateway

4.2.4 Establish economic districts to support employment and economic development

Stoddard Wells Business Park

This business park straddles both sides of the High Desert Corridor and is adjacent to the interchange with I-15. The business park will accommodate a range of important industries and is well suited for a full-service hospital. Its visibility and access take advantage of the role Desert Gateway will play as a center for the High Desert.

Route 66 Industrial

Route 66 Industrial is the smallest of the industrial areas. Multi-tenant industrial users are well-suited to this district.

Stoddard Wells Industrial

Along the west side of I-15, Stoddard Wells Industrial Park is the largest single industrial area. It is intended to complement businesses at Southern California Logistics Airport.

Dale Evans Industrial

Dale Evans Industrial is directly accessible to I-15 and is part of the strategy to integrate land uses by distributing employment opportunities throughout Desert Gateway.

Figure 4.8 Typical light industrial building

4.3 OBJECTIVE: Consider affordable housing within the redevelopment area

State redevelopment law requires that a portion of public financing revenue for redevelopment projects be set aside for affordable housing.

POLICIES:

4.3.1 Comply with affordable housing laws that pertain to the Victor Valley Redevelopment Area

The Victor Valley Economic Development Authority may, for a period of up to 5 years, defer the funds allocated for affordable housing (pursuant to California Redevelopment Law) to other public projects. The purpose of this deferral is to dedicate these funds for needed infrastructure and other general redevelopment activities to expedite economic and business development. Required affordable housing may be located anywhere within the Victor Valley Redevelopment Area.

4.3.2 Award density bonuses for the construction of affordable housing

The California Government Code mandates density bonuses and other incentives to encourage the development of affordable housing in market-rate projects.

4.4 OBJECTIVE: Plan for complementary land uses to Southern California Logistics Airport

Southern California Logistics Airport is an integral element of the Victor Valley economy. It is located to the northwest of the center of Victorville. The airport has adopted a land use strategy to further its goals for future development.

POLICY:

4.4.1 Ensure compatibility with the Airport Comprehensive Land Use Plan for Southern California Logistics Airport

The land use plan and uses shall be consistent with the adopted Airport Comprehensive Land Use Plan (CLUP) for Southern California Logistics Airport. The adopted CLUP does not affect Desert Gateway.

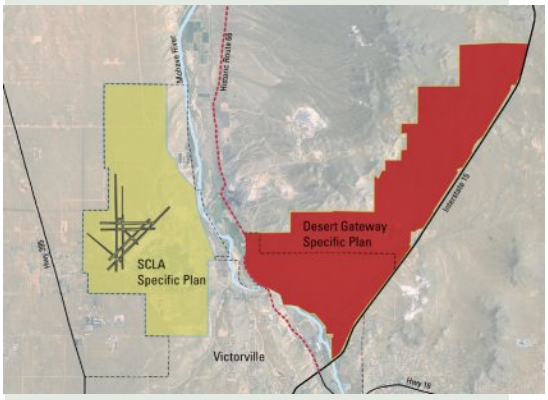


Figure 4.14 Specific Plan area in relation to Southern California Logistics Airport

4.5 OBJECTIVE: Provide for harmonious interactions between land uses

The Desert Gateway Specific Plan intends to separate potentially incompatible land uses, provide for transitional uses, and ensure sound site planning and urban design practices to harmonize different land uses. The purpose of the interface area is to ensure adequate study on a project-specific basis to avoid potential land use conflicts; protect the health, safety, and welfare of residents and users; and ensure favorable conditions for business and industry.

POLICIES:

4.5.1 Address the interface between land uses during project review

Desert Gateway contains limited areas where community commercial, business park, light industrial, and heavy industrial uses interface with residential and park uses. Additionally, existing railroads and a mining haul road are within Desert Gateway. A collector or arterial roadway, or a minimum 100-foot-wide transition space, shall separate residential and related uses from business park, industrial uses, railroads, and the mining haul road.

4.5.2 Maintain harmonious relationships with nearby mining activities

Several aggregate mining and processing plants and related infrastructure are within the vicinity of Desert Gateway. The existing facilities incorporate modern technologies to comply with the requirements of applicable regulatory agencies. Changes or expansions to these facilities should take advantage of the natural terrain and conform to the most current regulations in effect. Compliance with applicable regulations and the use of the foothills as a buffer will ensure that potential land use conflicts are avoided.

4.5.3 Modifications to land use

Modifications to land use may be necessary due to final alignments and designs of future interchanges, streets, haul roads, and other similar reasons, as well as to ensure compatibility with surrounding land uses and facilities. Minor changes may be approved by the Development Director. If a change is major as determined by the Development Director, the change will be determined through project-specific development plan approvals and does not constitute an amendment to the Specific Plan (also see Policy 4.1.1).

Table 4.4 Land Use Table

P = Permitted; C = Conditional; N = Not Permitted

Land Uses	Land Use Categories															
	Residential					Commercial			Employment			Other			Parks	
	SF-E	SF-L	SF-M	MF-L	MF-M	MUTC	MUVC	CC	BP	LI	HI	TRANS	PU	INST	PK	OS
RESIDENTIAL																
Accessory dwelling units	P	P	C	N	N	N	N	N	N	N	N	N	N	N	N	N
Cluster single family housing	N	N	N	P	P	N	N	N	N	N	N	N	N	N	N	N
Age-qualified housing	P	P	P	P	P	P	P	N	N	N	N	N	N	N	N	N
Home occupations	P	P	P	P	P	P	P	N	N	N	N	N	N	N	N	N
Housing over ground floor office and retail	N	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
Rowhouses	N	N	N	P	P	P*	P*	N	N	N	N	N	N	N	N	N
Single family detached housing	P	P	P	N	N	N	N	N	N	N	N	N	N	N	N	N
Stacked flats	N	N	N	C	P	P*	P*	N	N	N	N	N	N	N	N	N
Townhouses	N	N	P	P	P	P*	P*	N	N	N	N	N	N	N	N	N
COMMERCIAL																
Senior care housing	N	N	C	C	C	C	C	N	N	N	N	N	N	N	N	N
Automobile fueling stations	N	N	N	N	N	N	C	C	N	C	C	N	N	N	N	N
Automobile sales indoor	N	N	N	N	N	P	N	P	N	N	N	N	N	N	N	N
Car rental facilities	N	N	N	N	N	C	N	N	N	N	N	C	N	N	N	N
Off-site parking for passenger rail	N	N	N	N	N	C	N	N	N	N	N	N	N	N	N	'P' Utility Corridor Only
Retail	N	N	N	N	N	P	P	P	C	C	N	N	N	N	N	N
Corporate campus	N	N	N	N	N	N	N	N	P	P	N	N	N	N	N	N
Drive-through facilities	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N
Entertainment and theaters	N	N	N	N	N	C	C	C	N	N	N	N	N	N	C	N
Lodging	N	N	N	N	N	P	P	C	N	N	N	N	N	N	N	N
Medical office	N	N	N	N	N	N	C	C	P	N	N	N	N	N	N	N

* Permitted only when combined with commercial component that is equivalent to what could otherwise be developed on the site without housing.

Table 4.4 Land Use Table

P = Permitted; C = Conditional; N = Not Permitted

Land Uses	Land Use Categories																
	Residential				Commercial			Employment			Other			Parks			
	SF-E	SF-L	SF-M	MF-L	MF-M	MUTC	MUVC	CC	BP	LI	HI	TRANS	PU	INST	PK	OS
Office	N	N	N	N	N	P	P	C	P	C	N	N	N	N	N	N
Restaurants	N	N	N	N	N	P	P	P	C	C	N	N	N	N	N	N
Storage facilities	N	N	N	N	N	N	N	N	N	N	P	N	N	N	N	N
INDUSTRIAL																
Bulk outdoor storage of chemicals and fuels	N	N	N	N	N	N	N	N	N	C	C	P	N	N	N	N
Electrical sub-station	N	N	N	N	N	N	N	N	N	N	P	N	P	N	N	N
Manufacturing	N	N	N	N	N	N	N	N	P	P	P	N	N	N	N	N
Prototype manufacturing	N	N	N	N	N	N	N	N	P	P	P	N	N	N	N	N
Research and development	N	N	N	N	N	N	N	N	P	P	N	N	N	N	N	N
Power generation facilities	N	N	N	N	N	N	N	N	N	N	C	C	C	N	N	N
Recycling facilities	N	N	N	N	N	N	N	N	N	N	C	N	N	N	N	N
Uses requiring major operating permits from outside agencies due to air quality emissions or hazardous materials	N	N	N	N	N	N	N	N	N	N	C	C	N	N	N	N
Logistics, warehousing and distribution as a principal use	N	N	N	N	N	N	N	N	C	P	P	P	N	N	N	N
Waste transfer and reclamation facilities	N	N	N	N	N	N	N	N	N	N	C	N	N	N	N	N
ACCESSORY USES																
Compatible accessory uses	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
INSTITUTIONAL																
Medical center	N	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N

Table 4.4 Land Use Table

P = Permitted; C = Conditional; N = Not Permitted

Land Uses	Land Use Categories															
	Residential					Commercial			Employment			Other			Parks	
	SF-E	SF-L	SF-M	MF-L	MF-M	MUTC	MUVC	CC	BP	LI	HI	TRANS	PU	INST	PK	OS
RESIDENTIAL																
Accessory dwelling units	P	P	C	N	N	N	N	N	N	N	N	N	N	N	N	N
Cluster single family housing	N	N	N	P	P	N	N	N	N	N	N	N	N	N	N	N
Age-qualified housing	P	P	P	P	P	P	P	N	N	N	N	N	N	N	N	N
Home occupations	P	P	P	P	P	P	P	N	N	N	N	N	N	N	N	N
Multi-family housing**	N	N	N	N	N	P	P	P	N	N	N	N	N	N	N	N
Rowhouses	N	N	N	P	P	P*	P*	N	N	N	N	N	N	N	N	N
Single family detached housing	P	P	P	N	N	N	N	N	N	N	N	N	N	N	N	N
Stacked flats	N	N	N	C	P	P*	P*	N	N	N	N	N	N	N	N	N
Townhouses	N	N	P	P	P	P*	P*	N	N	N	N	N	N	N	N	N
COMMERCIAL																
Senior care housing	N	N	C	C	C	C	C	N	N	N	N	N	N	N	N	N
Automobile fueling stations	N	N	N	N	N	N	C	C	N	C	C	N	N	N	N	N
Automobile sales indoor	N	N	N	N	N	P	N	P	N	N	N	N	N	N	N	N
Car rental facilities	N	N	N	N	N	C	N	N	N	N	N	C	N	N	N	N
Off-site parking for passenger rail	N	N	N	N	N	C	N	N	N	N	N	N	N	N	N	'P' Utility Corridor Only
Retail	N	N	N	N	N	P	P	P	C	C	N	N	N	N	N	N
Corporate campus	N	N	N	N	N	N	N	N	P	P	N	N	N	N	N	N
Drive-through facilities	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N
Entertainment and theaters	N	N	N	N	N	C	C	C	N	N	N	N	N	N	C	N
Lodging	N	N	N	N	N	P	P	C	N	N	N	N	N	N	N	N
Medical office	N	N	N	N	N	N	C	C	P	N	N	N	N	N	N	N

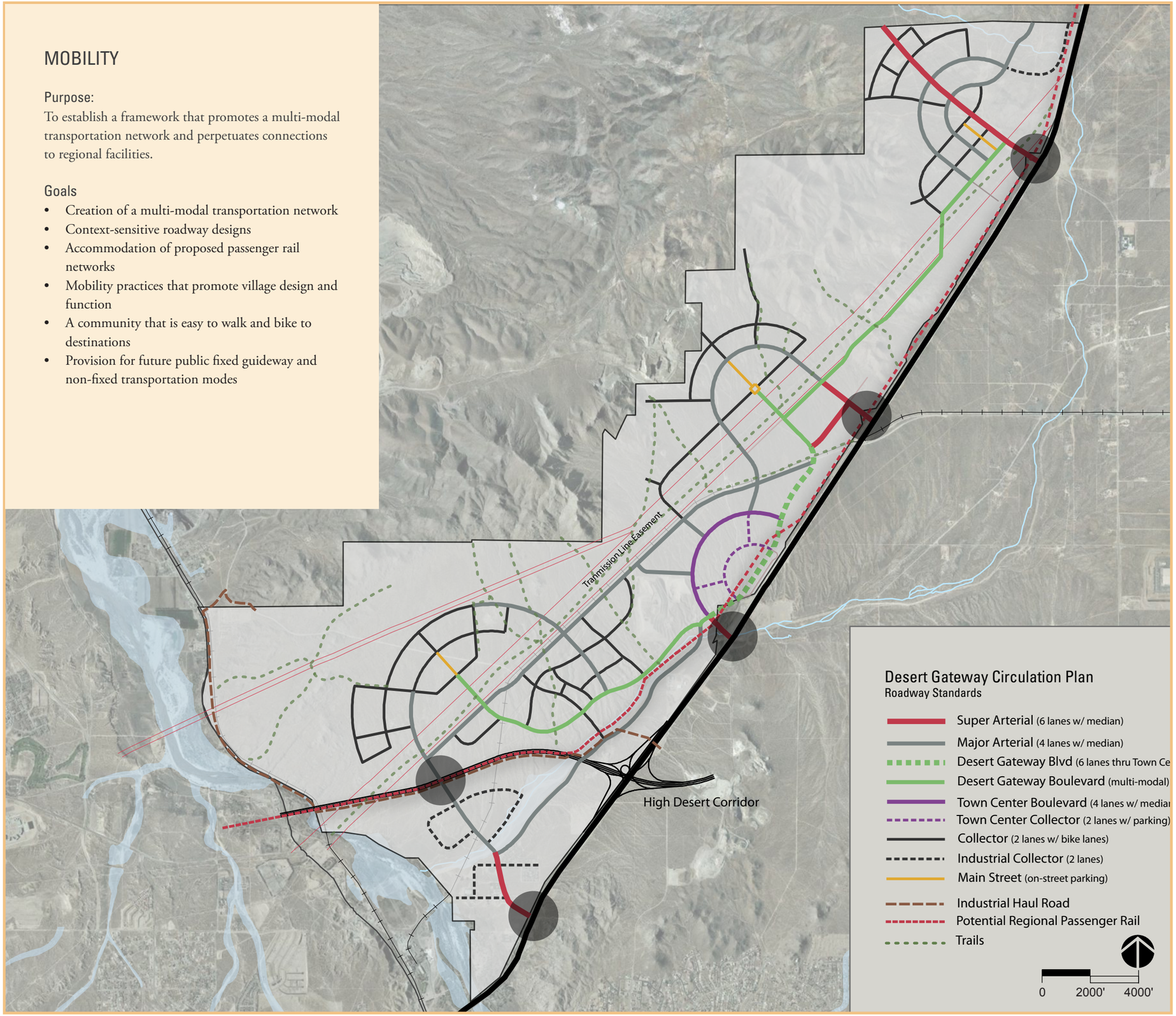
* Permitted only when combined with commercial component that is equivalent to what could otherwise be developed on the site without housing.
** Permitted only over ground floor office and retail and in the Commercial CCon ground floor of sites less than two acres.

MOBILITY

Purpose:
To establish a framework that promotes a multi-modal transportation network and perpetuates connections to regional facilities.

Goals

- Creation of a multi-modal transportation network
- Context-sensitive roadway designs
- Accommodation of proposed passenger rail networks
- Mobility practices that promote village design and function
- A community that is easy to walk and bike to destinations
- Provision for future public fixed guideway and non-fixed transportation modes



CHAPTER 5:
MOBILITY

INTRODUCTION

The Desert Gateway Specific Plan places connectivity and transit-oriented development at the heart of its vision. Efficient circulation, transportation options, and street design are essential for creating the compact communities that comprise the vision. The promotion of alternative transportation, including walking, biking, and public transportation are central objectives.

The structure principles are:

- A grand boulevard with a dedicated transitway linking together all mixed use centers
- A roadway hierarchy that is appropriately designed to complement different land uses
- A high level of connectivity
- A substantial off-street trail network

5.1 OBJECTIVE: Make transit a central element of the mobility plan

Multi-modal transportation is a major theme of the planning strategy for Desert Gateway. Transit ridership is supported by higher density and intensity village centers. Urban design policies encourage transit-oriented development in all of Desert Gateway, linked by a future transit system operating in a dedicated transitway.

Multi-modal refers to a transportation system that relies on several different mobility types to move people and goods. Desert Gateway provides for four principal modes:

- Transit
- Bicycles
- Pedestrians
- Automobiles

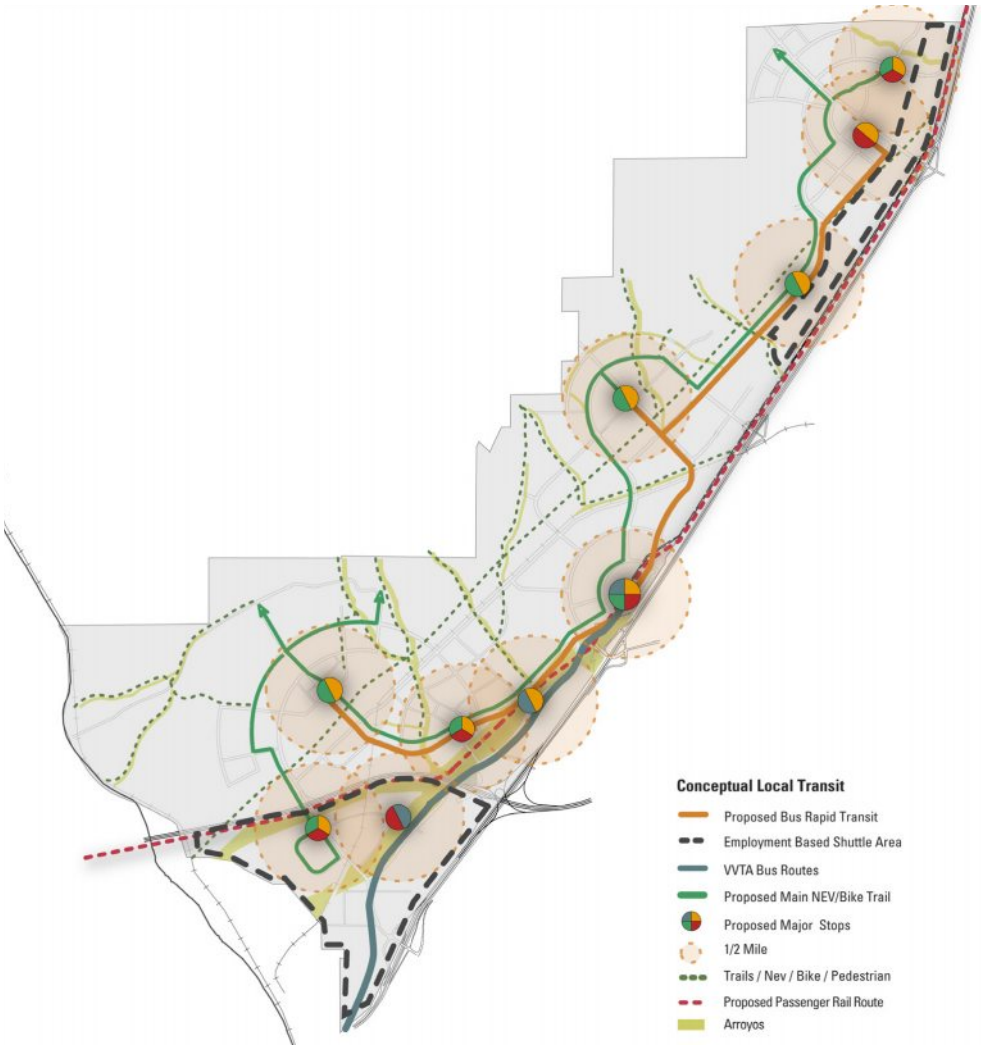


Figure 5.2 Transit plan

POLICIES:

5.1.1 Provide a dedicated rapid transit route

A dedicated transit route shall be provided to link village centers together when supported by ridership. Transit stops will be well-planned and frequent service provided to encourage use of transit as the preferred mode of transportation for visitors and residents alike.

Figure 5.3 Accommodating bus stops in pull-outs.

Potential Transportation Demand Management Programs for Desert Gateway:

- Neighborhood electric vehicles
- Employee shuttles
- Tourist shuttles using remote parking lots
- Carpool initiatives
- Bus Rapid Transit system
- Carsharing/short-term car rentals

5.1.2 Extend Victor Valley Transit Authority bus service to connect Desert Gateway to key local activity centers

The Victor Valley Transit Authority should extend local bus service into Desert Gateway, using a transit hub near the Mixed Use Town Center to link to the transitway for Desert Gateway. The Victor Valley Transit Authority should prioritize links into the City of Victorville and to Southern California Logistics Airport.

5.1.3 Consider transportation demand management programs

Transportation demand management programs are encouraged to reduce automobile trips and reduce parking demand. A program and potential fees may be used as the basis for mitigating transportation or parking requirements.

5.2 OBJECTIVE: Develop an interconnected circulation network

An interconnected roadway and trails network provides multiple options to reach destinations. This can reduce the burden on any single roadway and humanize the network, with smaller roadway sizes. A highly interconnected circulation network is crucial to maximize the efficiency of the mobility system.

POLICIES:

5.2.1 Provide an interconnected street system

A highly connected street system shall be developed, ultimately connecting with the circulation element roadways. Residential areas, Mixed Use Village Centers, and the Mixed Use Town Center shall have short, highly connected blocks to facilitate walking and bicycling. Roadways in commercial and industrial areas shall create block sizes that facilitate economic development and access.

Cul-de-sacs and looping streets that diminish the connectedness of the street network are discouraged. Cul-de-sacs are appropriate to serve as access points to the open space system.

Figure 5.5 is the roadway circulation element for Desert Gateway, which depicts general alignments. These roadways are required to support community and regional traffic.

Exceptions to this policy are allowed due to topography constraints, freeways, expressways, railroads, sensitive natural or cultural resources, and major utility easements. All areas within Desert Gateway shall have two points of access for emergency services.

5.2.2 Provide adequate intersection capacity

Additional rights-of-way shall be provided at intersections and interchanges when required based on a City-approved traffic study.

5.2.3 Plan for connections to future growth areas

The roadway network shall be designed to provide extensions to future growth areas. The number of connections and alignments should minimize costs of crossing significant hills, freeways, expressways, and railroads.

5.2.4 Multi-modal emphasis

Transit, vehicular, bicycle, and pedestrian modes are equal in importance to facilitate connectivity.

Figure 5.4 Circulation in Mixed Use Town Center

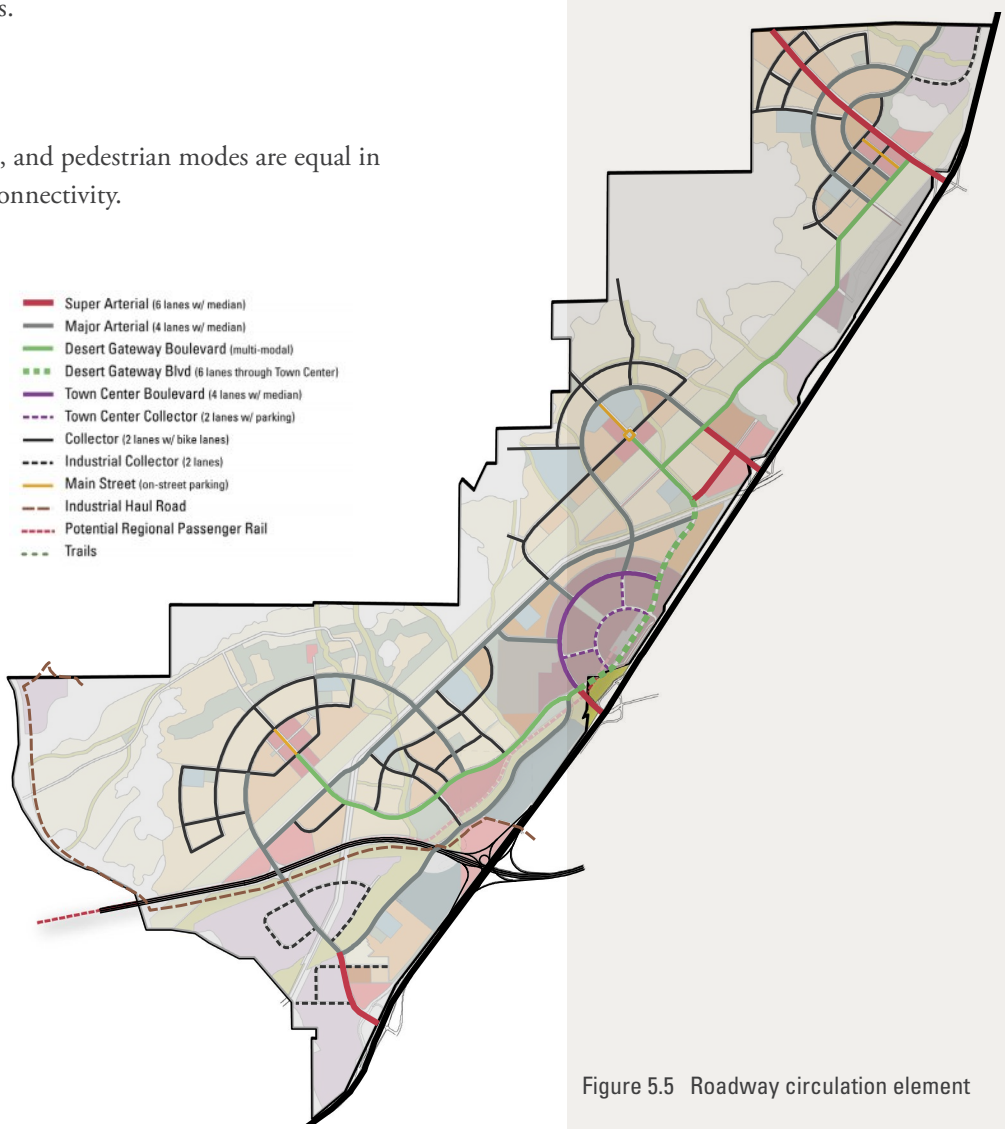


Figure 5.5 Roadway circulation element

5.3 OBJECTIVE:
Provide a hierarchy of streets that respect different urban environments

A hierarchy of roadway cross-sections based equally on functional needs and context-sensitive conditions is vital to ensure that the roadway network advances the guiding principles, goals, and objectives for Desert Gateway. The network must also provide for pedestrian, bicyclist, and transit needs. Roadway design is important to reinforce the street as a key element of the public realm. The following policies establish the required roadway classifications and cross-sections for Desert Gateway.

POLICIES:

5.3.1 Super arterial roadways serve regional traffic

Super arterial roadways will connect Desert Gateway and surrounding areas of Victorville to the regional transportation system. Access will, therefore, be limited. This roadway cross-section is provided in Figure 5.6.

Signalized intersections may be provided at half-mile intervals or greater. Only public streets may intersect with super-arterial roadways.

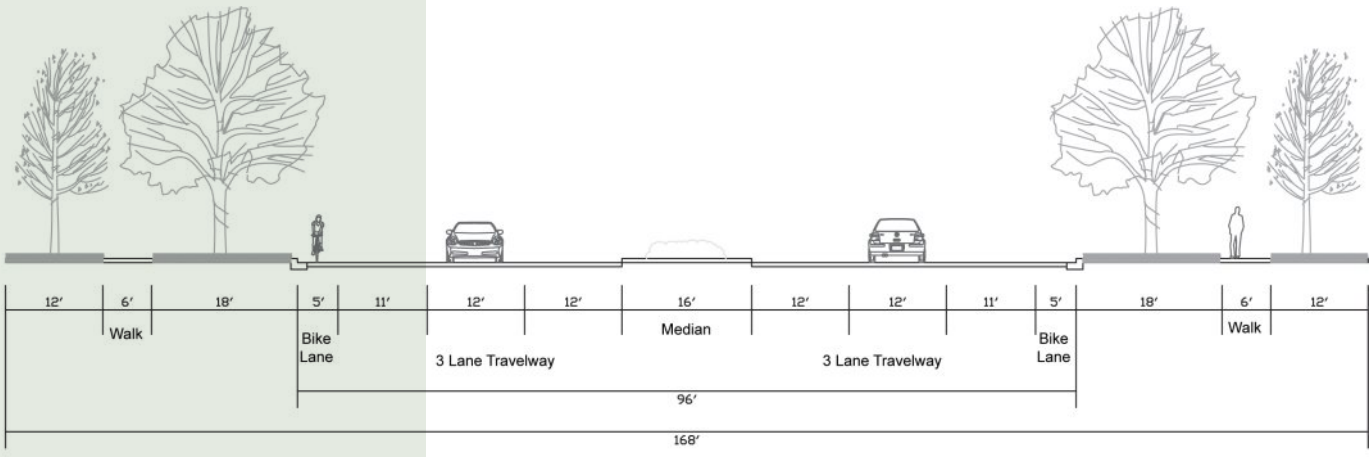


Figure 5.6 Super arterial cross-section

5.3.2 Major arterial roadways link community districts

Major arterial roadways connect super arterials with community districts and link community districts together, when warranted by projected traffic demand. This roadway cross-section is provided in Figure 5.7.

Signalized intersections may be provided at quarter-mile intervals or greater. Public streets and private, non-residential driveways may intersect with major arterial roadways at 300-foot and greater intervals.

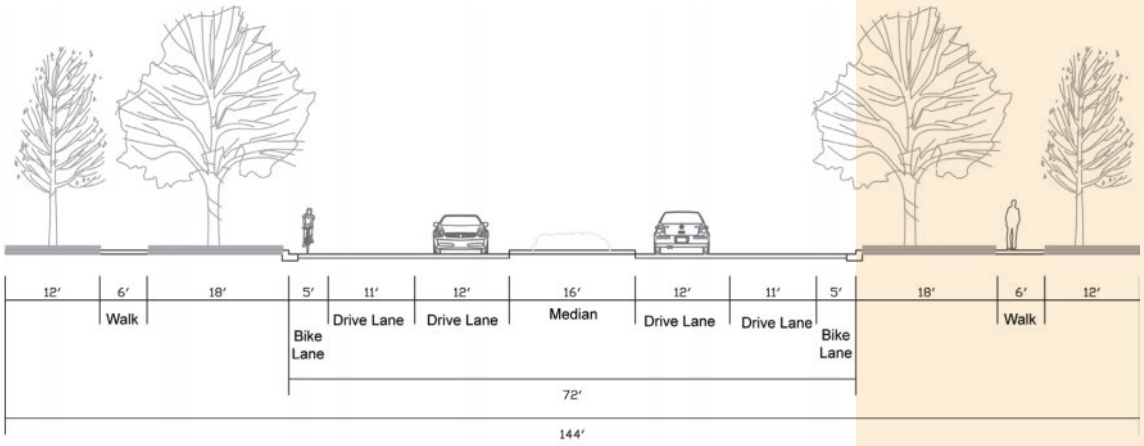


Figure 5.7 Major arterial cross-section

5.3.3 A multi-modal boulevard to link villages together

A multi-modal boulevard will link together all villages within Desert Gateway. The boulevard will provide a dedicated transitway for use by a rapid transit system. Full movement intersections may be provided every 600 feet. This roadway cross-section is provided in Figure 5.8.

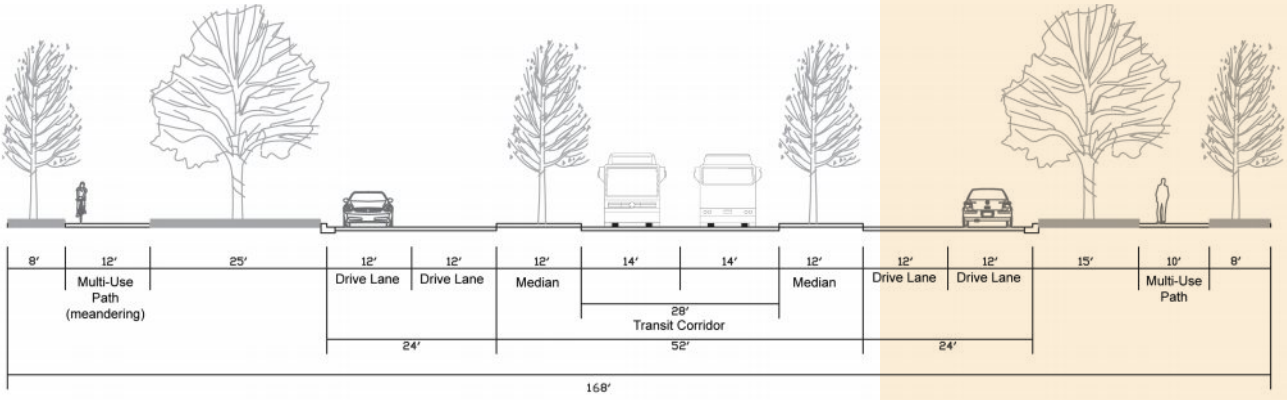


Figure 5.8 Desert Gateway Boulevard

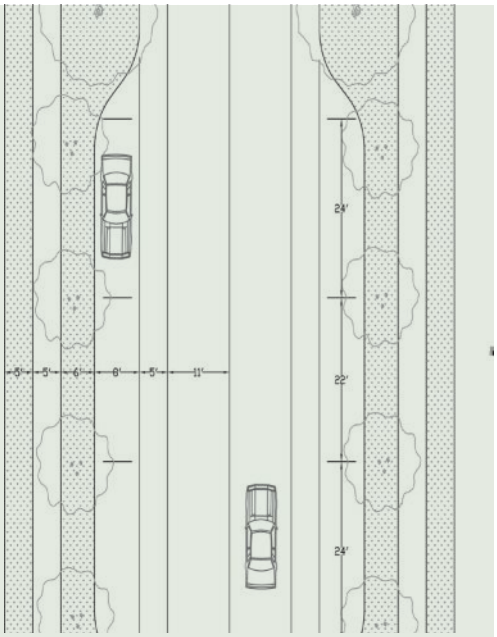


Figure 5.9 Plan view of residential collector with pull-out parking

5.3.4 Collector roadways connect with neighborhoods, commercial areas, and employment centers

Residential collector roadways are designed for slower speeds since these streets connect to neighborhoods. Driveway access for single family residential housing on collector streets is not permitted. Cross-sections and a plan view for residential collectors are provided in Figures 5.9, 5.10, and 5.12.

Collector roadways are also designed to promote access to and within non-residential areas. This roadway cross-section is provided in Figure 5.11. This cross-section may also be used for residential areas where a median and no parking are desired.

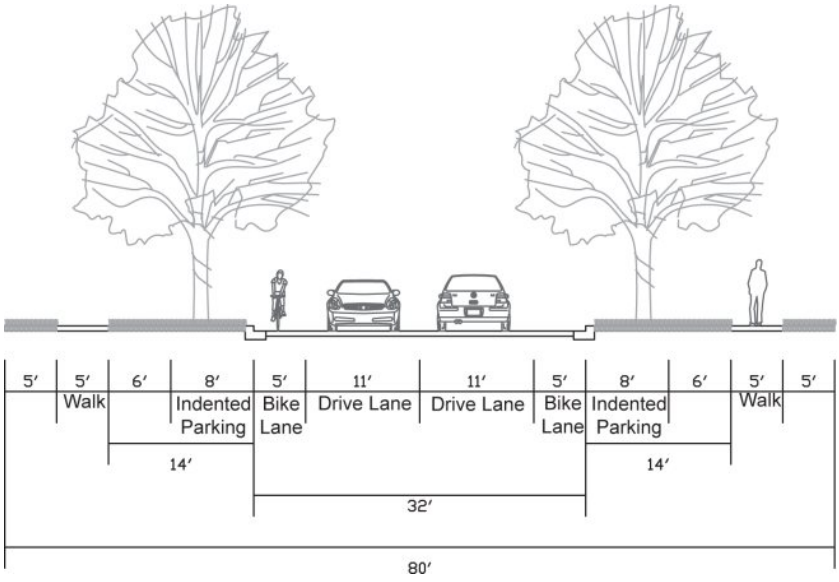


Figure 5.10 Residential collector cross-sections with median and pull-out parking

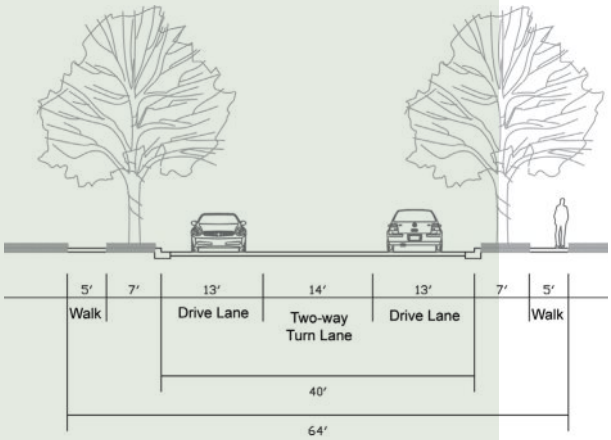


Figure 5.11 Nonresidential collector cross-section

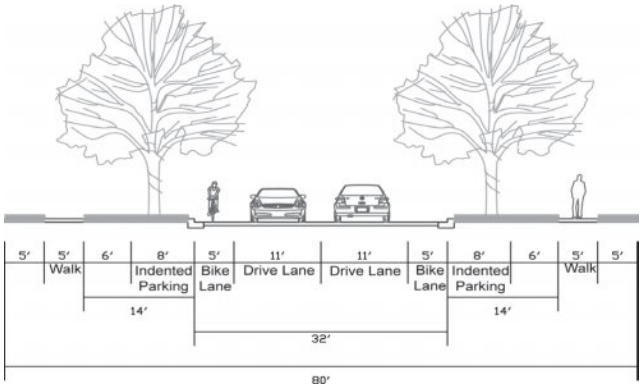


Figure 5.12 Residential collector cross-section with pull-out parking

5.3.5 Mixed Use Town Center boulevards

Major boulevards create key connections from the Mixed Use Town Center to surrounding areas in Desert Gateway. This roadway cross-section is provided in Figure 5.13.

Traffic calming features are strongly encouraged in the mixed-use core where pedestrian traffic and bicycles take precedence. Pull-out parking and intersection neck-downs are encouraged.

Sidewalks shall be generous in width and designed to incorporate landscaping such as trees and planting, and park benches, lamp posts, and other furniture.

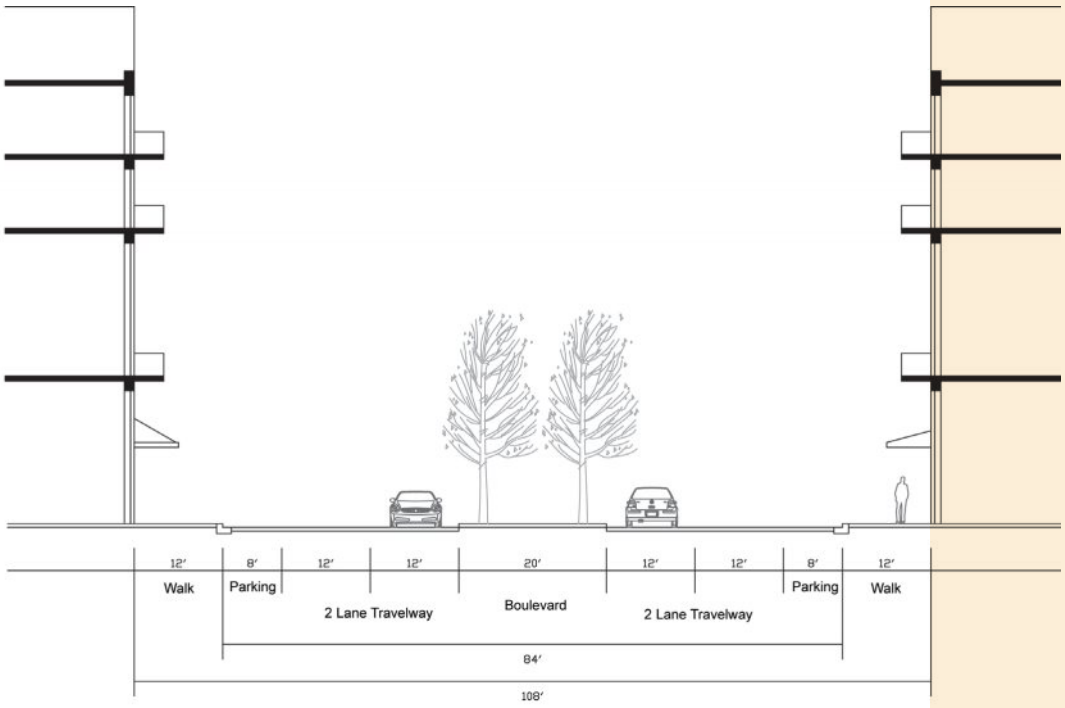


Figure 5.13 Mixed Use Town Center boulevard

5.3.6 Mixed Use Town Center connector roadways

Connector roadways in the Mixed Use Town Center continue the pattern of wide, urban sidewalks but reduce the street width to reflect the lower volume of traffic, and allow for significant use of on-street parking. This roadway cross-section is provided in Figure 5.14.

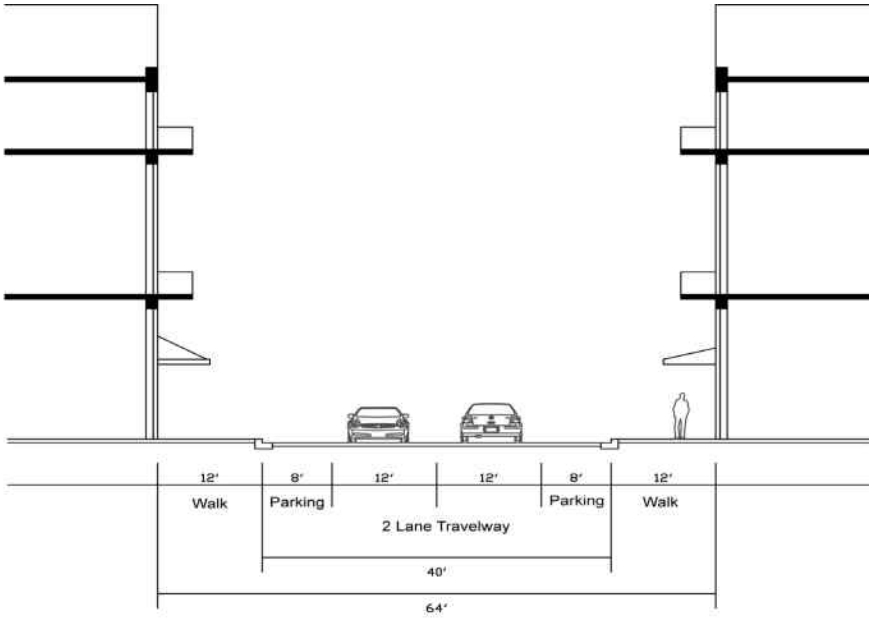


Figure 5.14 Mixed Use Town Center connector roadway cross-section

5.3.7 Mixed Use Village Main Streets

Main streets within villages are designed for significant pedestrian uses and on-street parking. Emphasis is placed on enhancing the public realm. These roadway cross-sections are provided in Figures 5.15 and 5.16.

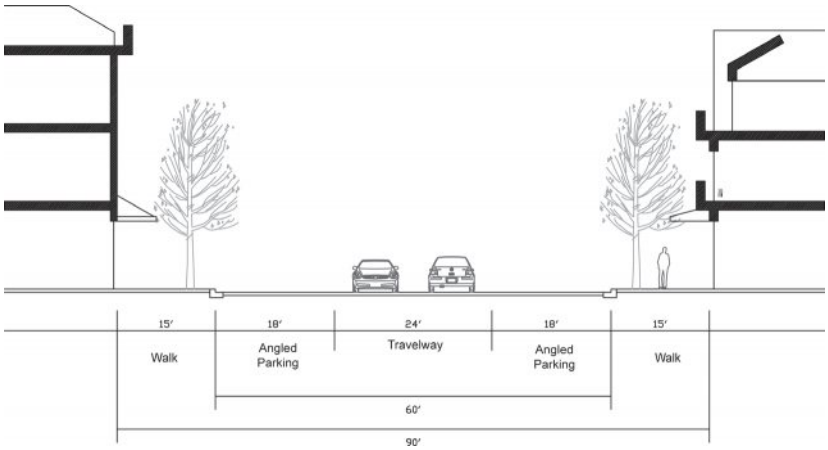


Figure 5.15 Main street

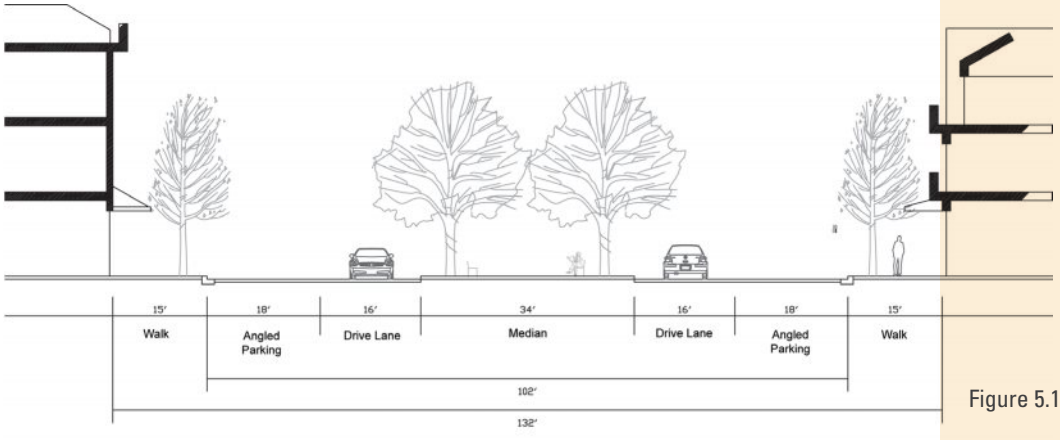


Figure 5.16 Main Street with median

5.3.8 Local roadways link properties to the transportation network

Local roadways form the internal networks within the neighborhoods and non-residential areas. These streets will be low-speed and facilitate access to property.

Local roadway cross-sections for residential uses are provided in Figures 5.17 and 5.18. The cross-section in Figure 5.17 shall be reduced to a 32-foot curb-to-curb width when average daily trips are 700 or less.

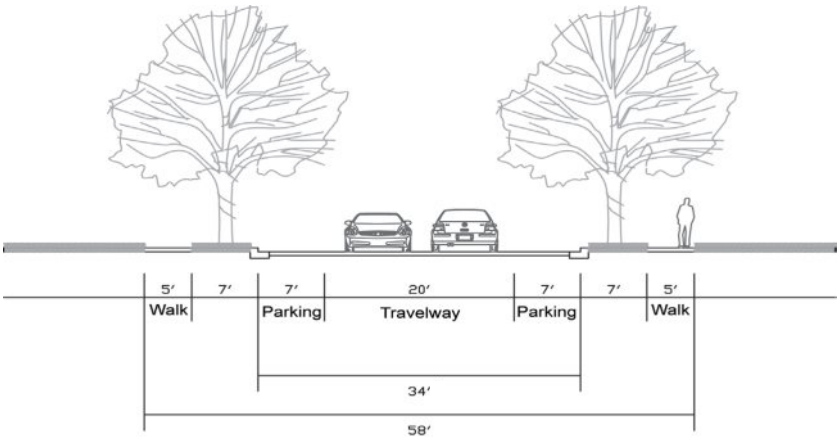


Figure 5.17 Local residential

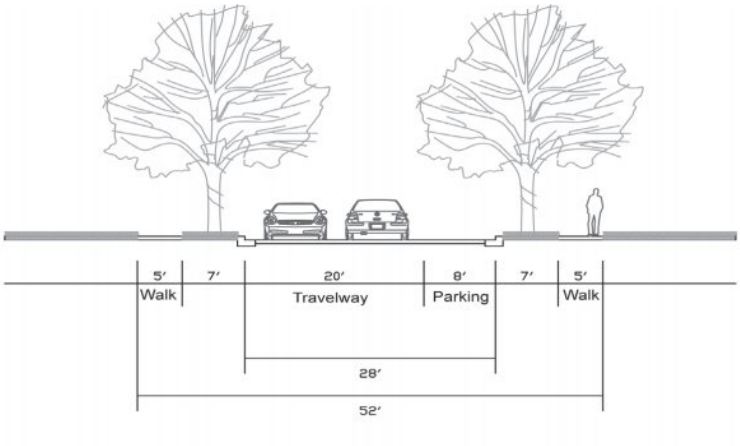


Figure 5.18 Local Residential street section with a single parking lane

The local roadway cross-section for nonresidential areas is provided in Figure 5.19.

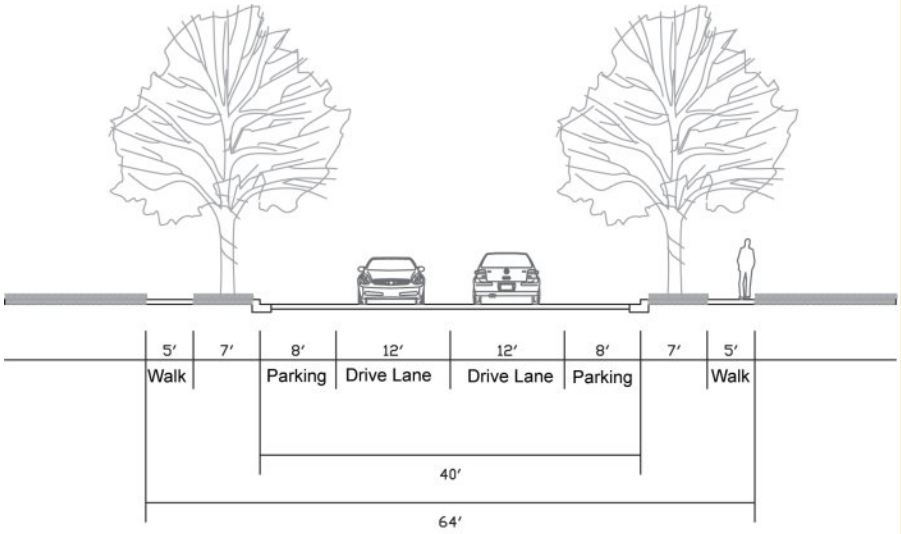


Figure 5.19 Nonresidential local roadway cross-section

5.3.9 Rural roadway

A rural roadway cross-section, depicted in Figure 5.20, may be used in the Single Family - Estate land use designation. Lot sizes served by the roadway shall be a minimum of 0.5 acre.

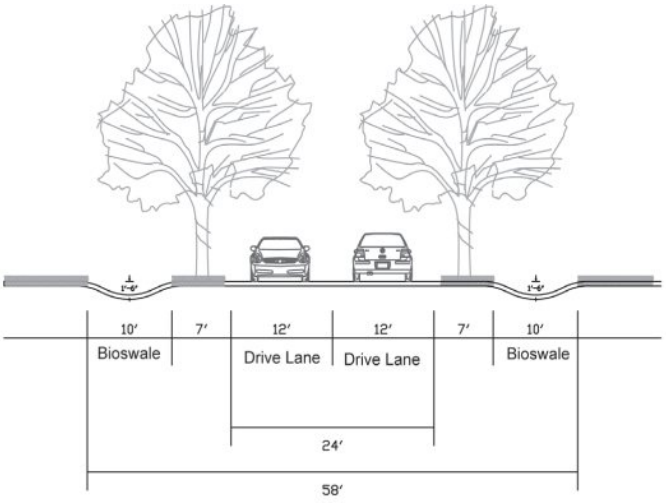


Figure 5.20 Rural roadway cross-section (left)

5.3.10 Alley

An alley cross-section, depicted in Figure 5.21, may be used in residential and mixed use areas.

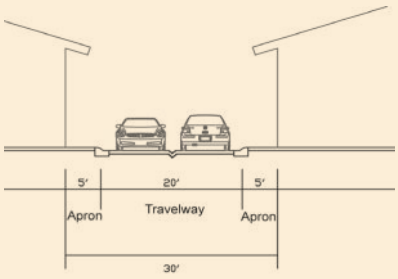


Figure 5.21 Alley cross-section (above)

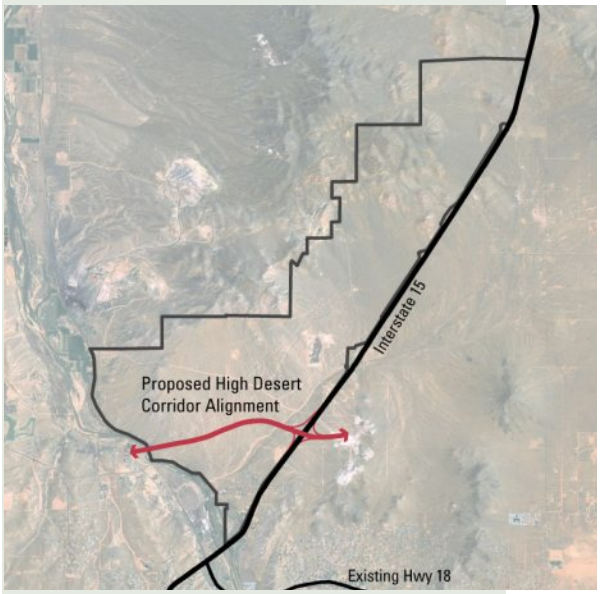


Figure 5.22 Location of I-15 and proposed High Desert Corridor

5.4 OBJECTIVE: Link to the surrounding region and employment centers via area transit, freeways, and expressways

Desert Gateway is located along I-15, which links Southern California to Las Vegas and national markets, and the future High Desert Corridor. The east-west High Desert Corridor will link the Victor and Antelope Valleys directly to I-15. Furthermore, the High Desert Corridor will link Southern California Logistics Airport with I-15, to provide a direct truck route to the Ports of Los Angeles and Long Beach. These transportation corridors contribute to the success of the vision for Desert Gateway. The completion of the High Desert Corridor will enhance regional access.

POLICIES:

5.4.1 Support the High Desert Corridor as a means to more efficiently connect I-15 to the Southern California Logistics Airport and the Ports of Los Angeles and Long Beach

Adequate rights-of-way shall be reserved for the proposed High Desert Corridor upon selection of a final alignment.

5.4.2 Maintain I-15 as key national transportation corridor

Adequate rights-of-way shall be reserved for future of expansion of I-15, pursuant to adopted regional transportation plans.

5.5 OBJECTIVE: Include a system of bicycle and pedestrian pathways

On-street bicycle lanes are important to facilitate bicycle use as an alternative mode of transportation. Off-street trails provide recreation opportunities for pedestrians and bicycles and link neighborhoods to key parks and school sites. Additional trails and connections will be made by individual development projects.

Desert Gateway includes on-street bicycle lanes on appropriate roadway classifications and a backbone trail network. Much of the network integrates trails and pathways with existing drainage corridors. Trails through these natural areas are important mobility links, with access balanced with natural resources.

POLICIES:

5.5.1 Plan for bicycles and pedestrians

All roadways, except the rural roadway, shall provide sidewalks on both sides, separated from the curb and travel lanes by either a landscaped parkway or hardscape parkway.

Bicycle lanes must be provided for all roadway cross-sections that depict bicycle lanes. Automobile turn-lane pockets shall be separately striped from bicycle lanes.

All backbone trails depicted in Figure 5.23 shall be usable by bicycles on either paved or unpaved trail surfaces. Trails shall be a minimum of 8 feet wide with fully improved hard or soft surfaces.

All commercial, village, and employment centers and public facilities shall include bicycle parking. One bicycle parking space shall be provided for every 15 automobile parking spaces, up to 20 bicycle parking spaces.

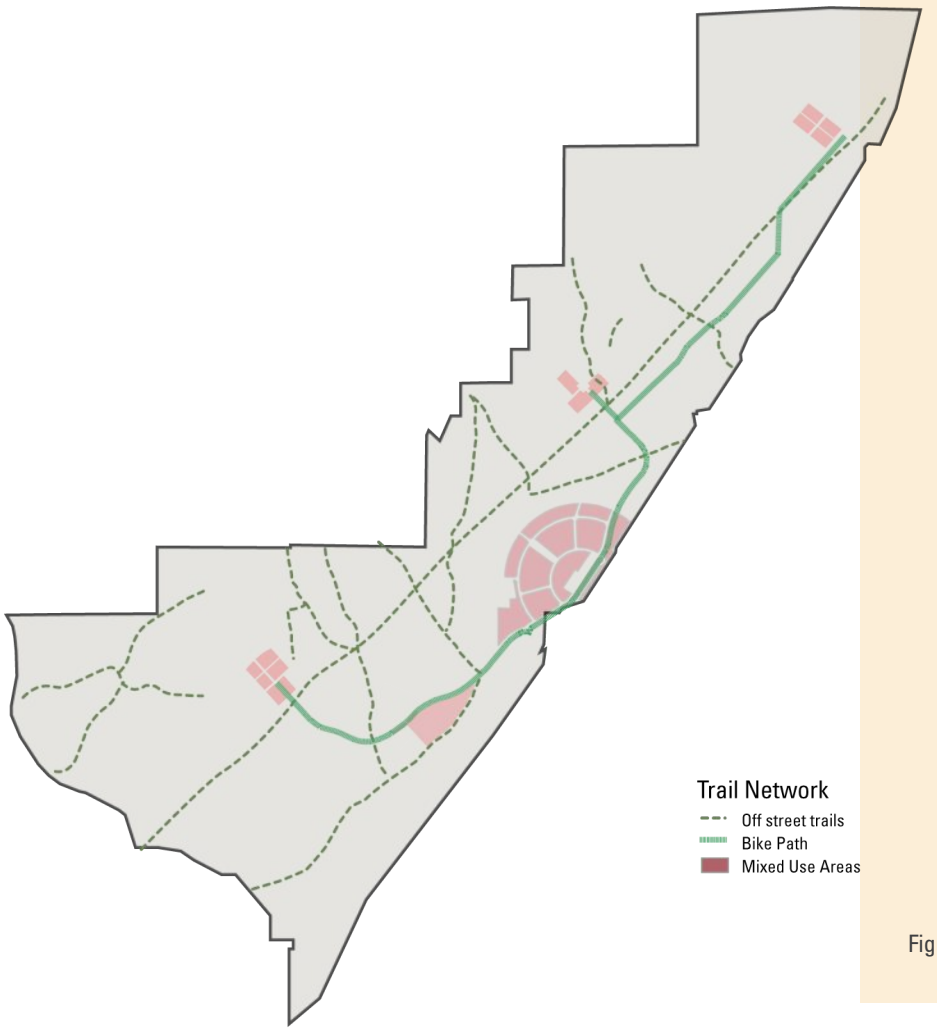


Figure 5.23 Backbone trails network

5.5.2 Provide a complete off-street trail network

The backbone trail network depicted in Figure 5.23 is an integral component of the mobility plan for Desert Gateway. Funding for the backbone trail system shall be included in the public facilities financing plan and prioritized commensurate with roadway improvements in the phasing plan. Links to the backbone trail system are the responsibility of individual project developers.

Parks and schools will be connected to the backbone trail system, where appropriate or feasible, in consideration of the location of the nearest backbone trail link.

Grade-separated trail crossings of super arterial roadways shall be provided. Drainage culverts shall be designed to provide additional grade-separate crossings of roadways where trails follow drainage channels.

5.6 OBJECTIVE: Plan for passenger rail service to link together Victorville, Southern and Northern California, and Las Vegas

Long-term growth forecasted for California will continue to strain freeway and airport facilities. Passenger rail service may be an alternative to automobile or air travel for trips within California and nearby Las Vegas.

The California High Speed Rail Authority is studying rail service between San Francisco, Los Angeles, and San Diego, via the Central Valley. Additionally, the existing Metrolink commuter rail service could be extended to Victorville.

Ten million people travel by car or bus each year between Southern California and Las Vegas. As the only roadway directly linking Southern California to Las Vegas, I-15 has rapidly evolved into a time-consuming, stressful, and often congested travel experience. This demand could be met by a separate project, the DesertXpress high-speed rail line. The Desert Gateway Specific Plan allows for the potential DesertXpress high-speed passenger rail project.

POLICIES:

5.6.1 Plan for the DesertXpress high-speed passenger rail project

The City supports the proposed DesertXpress high-speed passenger rail project to link Southern California with Las Vegas via Victorville, and a future extension or connection beyond to the south and west. This Specific Plan must plan for the DesertXpress, but it is not a required element. An approximate, generalized alignment; three potential station sites; and support facility locations are depicted in this Specific Plan. Land shall be reserved for the final, preferred locations of these facilities. The potential train station sites are located adjacent to I-15. The maintenance facility is located in the northern area of Desert Gateway because it must be separate from the station and located next to the rail alignment.

An Environmental Impact Statement (EIS) is being prepared pursuant to the National Environmental Policy Act (NEPA) to analyze potential environmental consequences of the high-speed passenger rail project (Draft EIS dated March 2009). The actual alignment and location of a train station and maintenance facility will be identified in the Final EIS and certified by the lead federal and cooperating agencies (the Federal Railroad Administration, Surface Transportation Board, Bureau of Land Management, Federal Highway Administration, and National

Figure 5.24 Proposed DesertXpress route

Figure 5.25 Existing and future passenger rail network

Park Service) through Records of Decision at the conclusion of the environmental review process for the high-speed rail project. This decision is expected to occur in 2010. The train station sites that are not selected will continue to be planned with compatible surrounding uses (mixed use, and/or business and commercial uses).

5.6.2 Plan for a potential extension of passenger rail service

Rail alignment corridors shall be reserved to accommodate Metrolink service extension either from the south through Cajon Pass or the west. A westward corridor shall also be reserved to accommodate a potential connection between the California High Speed Rail Project and DesertXpress in the vicinity of Palmdale.

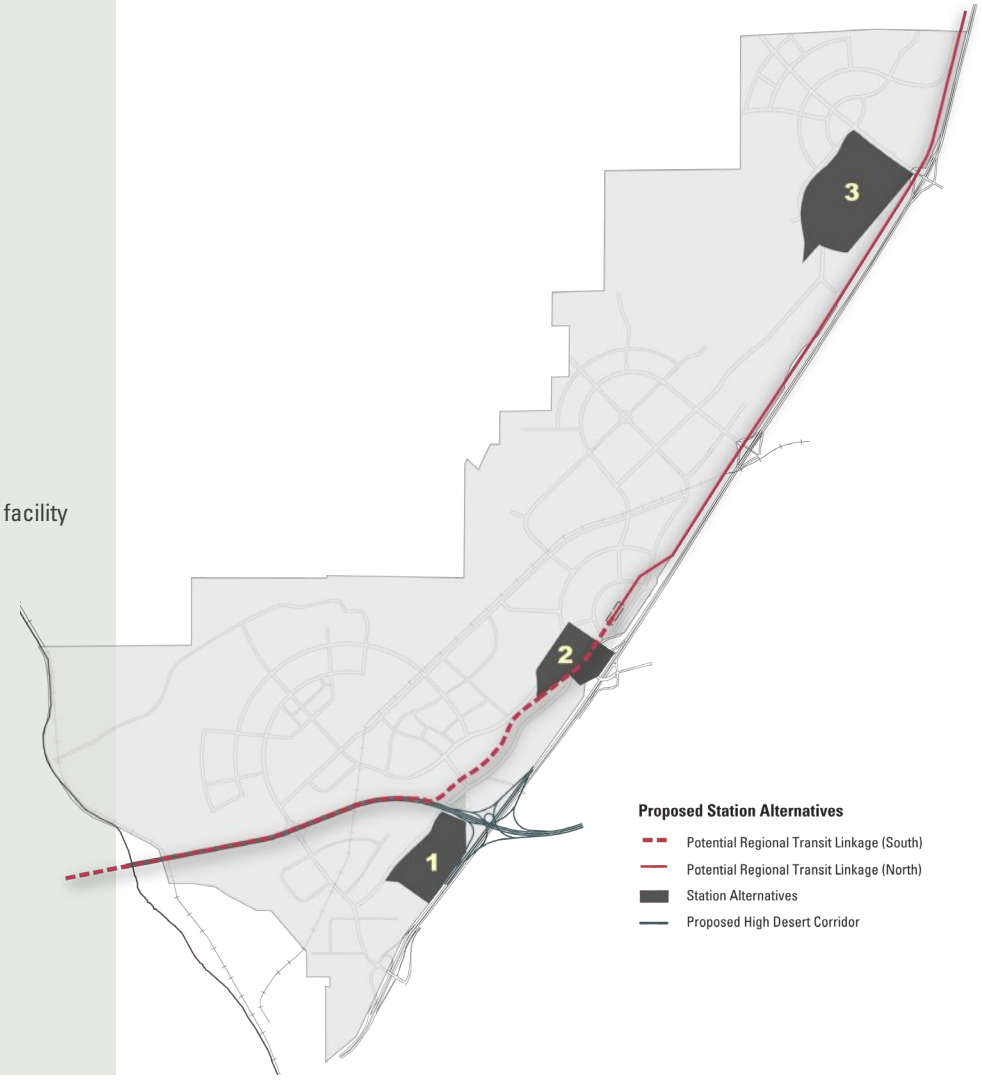


Figure 5.26 Alternative train station facility locations

5.6.3 Maintain options for a major multi-modal passenger station

In addition to the DesertXpress rail station in the Mixed Use Town Center, a site shall be reserved for a potential multi-modal passenger transit facility to be accessed by future passenger rail and bus services.

5.7 OBJECTIVE: Plan for efficient, clean goods movement

Victorville is strategically located along key goods movement corridors serving international trade and port activity, as well as for goods produced in Southern California. Within 100 miles of Victorville are the Ports of Los Angeles and Long Beach. Within 150 miles is the Port of San Diego. Key distribution facilities are located within the Inland Empire. The Otay Mesa Port of Entry at the United States/Mexico border adjacent to the City of San Diego is the principal international commercial land crossing in California, located about 170 miles from Victorville. Significant quantities of raw materials are shipped to manufacturing facilities in Tijuana, Mexico, via Southern California ports and distribution facilities. A large portion of high-value, finished goods from these manufacturing facilities are then shipped to Inland Empire distribution centers and to continental markets using I-15 and long haul rail.

Figure 5.27 Regional context of goods movement system

Victorville has a competitive advantage because of its location along these goods movement corridors, the presence of Southern California Logistics Airport, and the availability of low-cost land. Further, the High Desert Corridor will link to I-15 within Desert Gateway. While Southern California Logistics Airport will be the principal logistics facility in the City of Victorville, Desert Gateway will benefit from logistics services that will need to be located directly adjacent to I-15 and the High Desert Corridor. Therefore, it is important to plan for goods movement in the Desert Gateway Specific Plan.

POLICIES:

5.7.1 Plan for land uses that support goods movement

Land use designations that allow for logistics uses shall be provided in appropriate areas adjacent to I-15 and the High Desert Corridor.

Land uses that support goods movement shall be located in areas where truck traffic circulation can be accommodated with minimal intrusion on residential and related uses. The High Desert Corridor will serve as the principal link between logistics uses within Desert Gateway and Southern California Logistics Airport.

5.7.2 Support an intermodal facility at Southern California Logistics Airport served by a new a rail spur

An intermodal facility is planned at Southern California Logistics Airport, served by a new rail spur from the BNSF mainline. The intermodal facility is also an important component of economic development in Desert Gateway.

5.8 OBJECTIVE: Provide parking that is available, accessible, and flexible

Generally, parking requirements will be based on the City of Victorville Municipal Code. Desert Gateway includes significant mixed use centers that warrant reduced parking requirements. Mixed use, transit, the DesertXpress, and the multi-modal network allow for sharing of parking resources and a reduction in parking requirements. Additionally, urban design and place-making are important factors that must be considered when determining parking requirements.

POLICIES:

5.8.1 On-street parking

On-street parking spaces will count toward meeting the parking requirement when the spaces are on a street within or fronting the project property and the street conforms to a roadway cross-section approved for Desert Gateway.

5.8.2 Shared parking facilities

Uses with different periods of peak parking demand will reduce the required number of parking spaces. A parking study acceptable to the City is required to demonstrate the parking demand of all uses.

Land Uses	Weekday			Weekend	
	Night Midnight to 7:00 a.m. (percent)	Day 7:00 a.m. to 5:00 p.m. (percent)	Evening 5:00 p.m. to Midnight (percent)	Day 6:00 a.m. to 6:00 p.m. (percent)	Evening 6:00 p.m. to Midnight (percent)
Residential	100	60	90	80	90
Office/industrial	5	100	10	10	5
Commercial/retail	5	80	90	100	70
Hotel	70	70	100	70	100
Restaurant	10	50	100	50	100
Entertainment/Recreation	10	40	100	80	100
All other uses, unless a parking study approved by City demonstrates otherwise	100	100	100	100	100

Table 5.1 indicates peak parking demand for different land use types. Parking can be shared efficiently by land uses with different peaks

5.8.3 Parking improvement district

Parking improvement districts may be established within areas designated Mixed Use Town Center and Mixed Use Village Center to fund shared parking facilities. Shared parking facilities can be an alternative to all or part of required individual parking facilities.

5.8.4 Valet parking

Valet parking will reduce the amount of required parking spaces to be provided because cars can be parked in tandem. The amount of the reduction shall be based on a parking study acceptable to the City.

5.8.5 Tandem parking for residential uses

A maximum of two parking spaces in tandem will count toward the required parking for residential uses, provided the parking is within an enclosed garage or parking structure. Tandem parking spaces shall be a minimum of 12 feet wide by 36 feet long. Additional, separate indoor storage must be included to ensure that the vehicle parking spaces are maintained as such.

5.8.6 Parking facilities for the potential DesertXpress train station

In the early stages of development, surface parking lots are expected until the need and land values warrant some structured parking. Further, building the DesertXpress train station is a priority, should the project be built.

In the initial phase, the train station will be supported by surface parking for mid- to long-term usage. The parking will mainly be dedicated to the train station. It will also service some of the key anchor tenants of the adjoining uses. Phase 1 parking for the remainder of the development will also be surface parking.

At buildout, the station will require higher numbers of dedicated parking for mid-term, long-term, and valet parking. The surface parking will be supplemented with structured and/or underground parking with appropriate areas for train station and commercial/retail parking.

5.9 OBJECTIVE: Work with the nearby surface mining and processing facilities to provide access

Existing surface mining and processing facilities are located near the Plan area as shown in Figure 5.28. A haul road linking these facilities traverses the Plan area.

POLICY:

5.9.1 Comply with state law and identify access to nearby mining and processing facilities if requested

Segments of the existing alignment of the haul road serving nearby surface mining and processing facilities will be abandoned by the Desert Gateway Specific Plan. Segments of the existing haul road shall be relocated as depicted in Figure 5.28, provided that the haul road remains necessary to serve nearby mining and processing facilities and an alternative is not available.

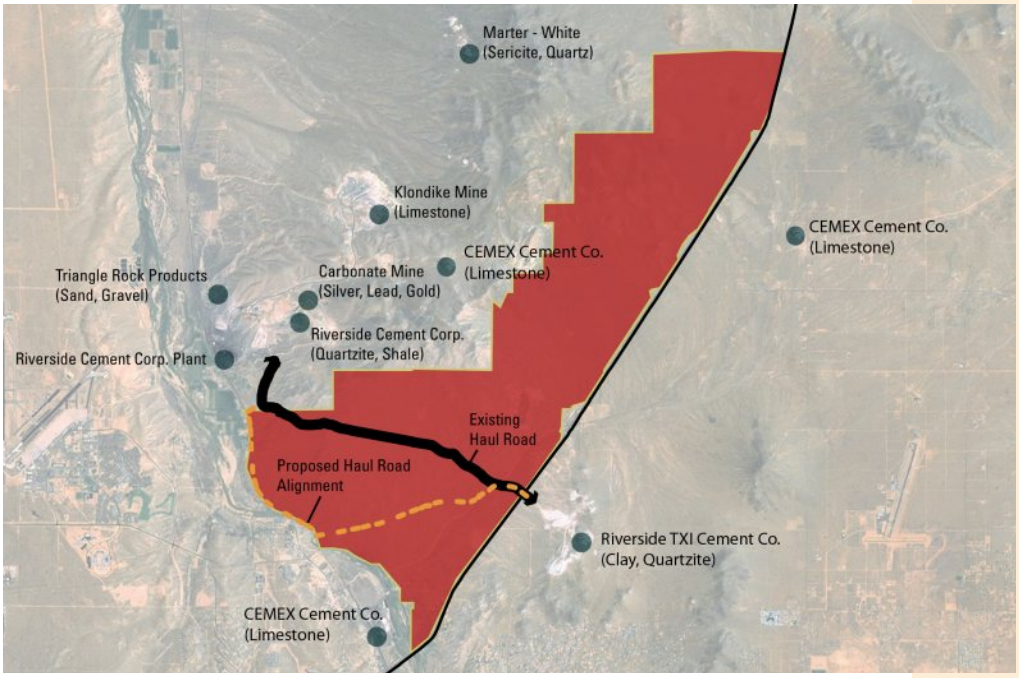


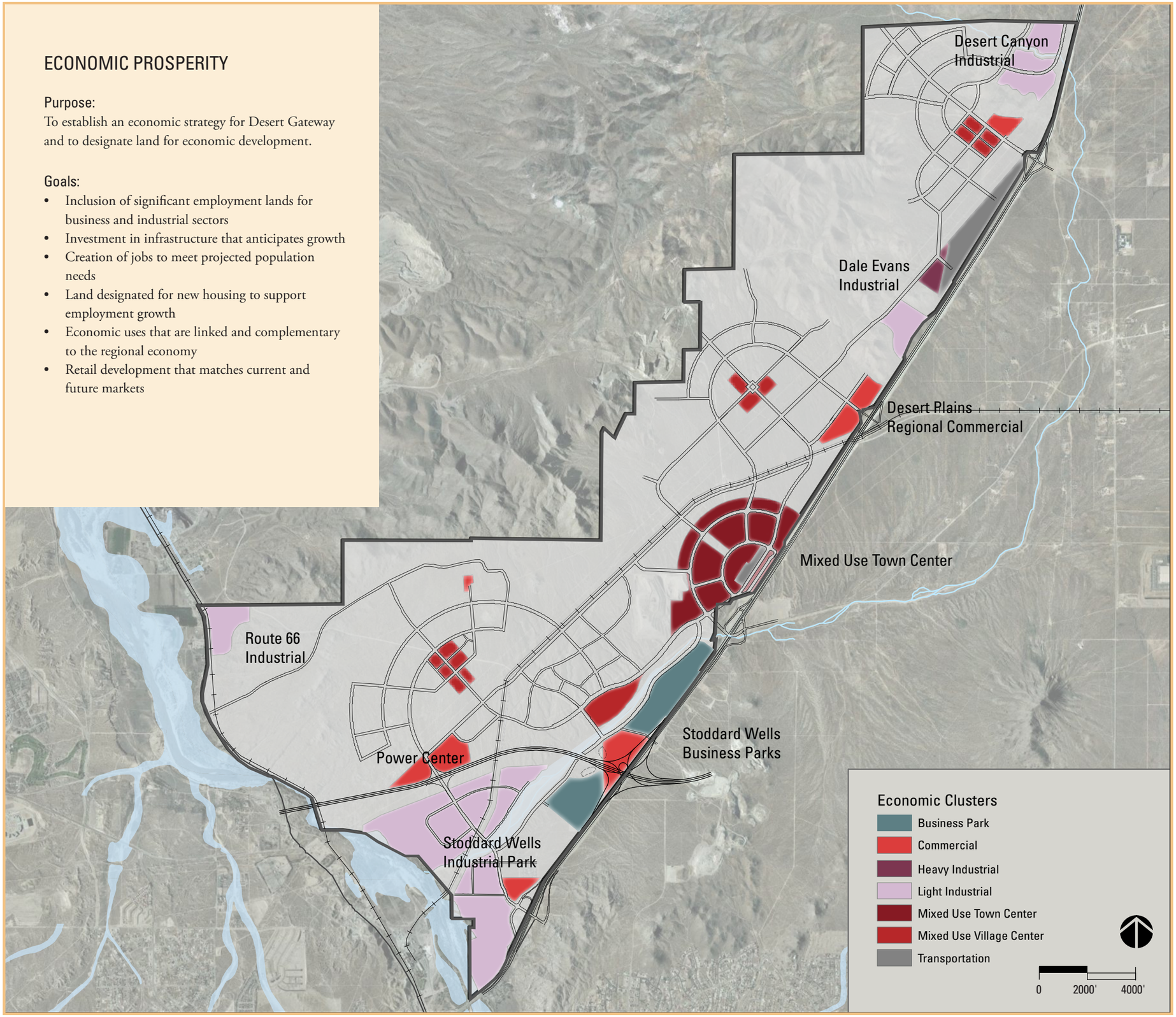
Figure 5.28 Relocation of surface mining haul road

ECONOMIC PROSPERITY

Purpose:
To establish an economic strategy for Desert Gateway and to designate land for economic development.

Goals:

- Inclusion of significant employment lands for business and industrial sectors
- Investment in infrastructure that anticipates growth
- Creation of jobs to meet projected population needs
- Land designated for new housing to support employment growth
- Economic uses that are linked and complementary to the regional economy
- Retail development that matches current and future markets



CHAPTER 6:
ECONOMIC PROSPERITY

INTRODUCTION

Southern California is projected to grow significantly and the High Desert will receive an increasing share of that growth because of the availability of land. This Specific Plan is intended to maximize the benefits of region-wide growth in a manner that will solidify the City of Victorville as the economic and cultural center of the High Desert. Proposed highway improvements and passenger rail connections further support a regional economic center in Victorville. Major transportation facilities, such as I-15, the Burlington Northern Santa Fe Railway connections to the Ports of Los Angeles and Long Beach, and Southern California Logistics Airport place Victorville at a competitive advantage.

The structure principles are:

- An urban, Mixed Use Town Center located at the junction of the two major highways serving the High Desert, functioning as the downtown for the High Desert
- Commercial areas located near major highways to serve the regional market
- Industrial and business parks located near highways for commuter and goods movement access
- Small-scale retail located in village centers to serve the local market

6.1 OBJECTIVE: Further an Economic Development Strategy for the City of Victorville and High Desert Region

The economic development strategy for Desert Gateway leverages strengths and opportunities presented by the Southern California Logistics Airport, availability of relatively low-cost land near the Los Angeles – San Bernardino area, its location proximate to goods movement corridors, and its central location in the growing High Desert region. Moreover, being located within a redevelopment area makes available financing tools to accelerate infrastructure improvements. This will allow infrastructure improvements to lead, not follow, development, serving as a catalyst to consolidate the competitive strengths available to the City of Victorville in this Specific Plan, putting in place what is needed for the City of Victorville to transform its economy.

Trade with Asia will continue to grow substantially, while the availability of land for logistics facilities in the Los Angeles and Inland Empire areas is diminishing. Five miles to the southwest is the intermodal Southern California Logistics Airport, which is a significant air cargo facility linked to the Burlington Northern Santa Fe (BNSF) railway serving the Ports of Los Angeles and Long Beach and the continental United States. Designated a Foreign Trade Zone, Southern California Logistics Airport accommodates industries that will provide well-paying jobs that require technical skills, allowing for upward career mobility for those with high school and vocational training. Moreover, the cost of housing in the High Desert is significantly lower than the Los Angeles, Orange County, and Inland Empire regions.

Two powerplants in the Victorville area, one operational and a hybrid solar/natural gas plant expected to be completed in 2010, will provide 1,400 megawatts of power-generation capacity.

POLICIES:

6.1.1 Balance employment capacity with planned population

The supply and capacity of land devoted to employment-generating land uses in proportion to the planned population of Desert Gateway shall be close to that of the Southern California region. To accomplish this, at least 25 percent of the gross developable land area (excluding Open Space) shall be devoted to commercial, mixed use, and industrial land use designations.

Areas designated Mixed Use Town Center and Mixed Use Village Center should devote a significant proportion of the land area to employment-generating uses.

Employment capacity within Desert Gateway will be between 45,000 and 65,000 jobs

Southern California Logistics Airport core business units:

- Air Cargo
- Aviation Maintenance
- Rail Complex
- Real Estate Development
- Military Defense Programs
- Flight Testing
- Advanced Flight Training
- Charter Passenger Service
- Business & Executive Jet Travel Center

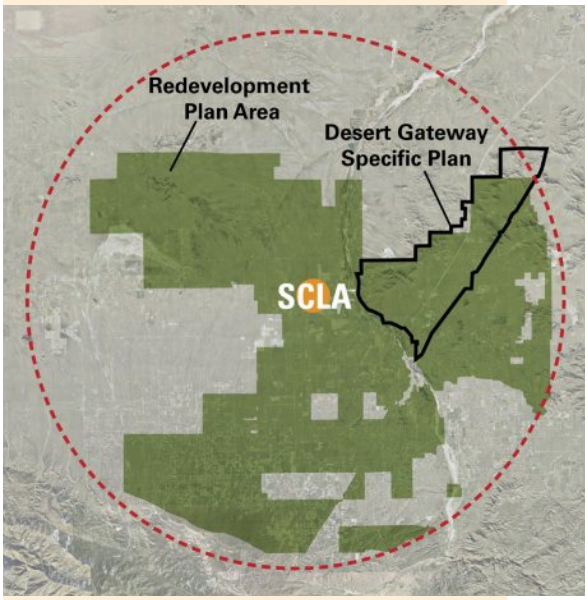


Figure 6.3 Specific Plan in relationship to Redevelopment Plan area

6.1.2 Match jobs to labor skills

Land designated for employment uses shall permit uses that will encourage business development that creates jobs suited to the labor skills and education attainment of the High Desert.

6.1.3 Diversify business and industry

A variety of industrial, commercial, and mixed use land use designations will be provided to accommodate diverse businesses and industries to expand employment and revenue-generating opportunities within the City of Victorville.

6.1.4 Complement economic development activities at Southern California Logistics Airport

Desert Gateway will designate land for research, product development, business services, housing, education, and amenities to support industrial and logistics development at Southern California Logistics Airport. This complementary role will support primary industrial business recruitment and development activities at Southern California Logistics Airport.

6.2 OBJECTIVE: Implement the Victor Valley Redevelopment Plan

The Victor Valley Redevelopment Plan, prepared by the Victor Valley Economic Development Authority, encompasses land generally within an 8-mile radius of what is now the Southern California Logistics Airport, formerly George States Air Force base. Desert Gateway will implement the directives of the Victor Valley Redevelopment Plan.

POLICIES:

6.2.1 Invest in infrastructure first

Infrastructure improvements shall be made in advance of development pursuant to the public facilities phasing and financing plan using all available financing and acquisition tools.

6.3 OBJECTIVE: Provide retail opportunities to serve the local and regional markets

The City of Victorville needs to provide retail and entertainment opportunities for its citizens to minimize leakage of retail spending to surrounding areas and maximize tax receipts. It is also important that different types of retail uses be distinguished with respect to location to create special places. Desert Gateway is located at the crossroads of I-15 and the High Desert Corridor, may be a destination for millions of passengers on the DesertXpress, and is in the center of the urbanizing High Desert region. Therefore, an opportunity exists to serve a larger market share than what would be supported by the planned employment and population in Desert Gateway. The Desert Gateway Specific Plan puts in place the framework to facilitate retail growth; the retail sector will need to develop in step with the market.

Figure 6.4 Regional serving retail

POLICIES:

6.3.1 Retail complementary to the market

Desert Gateway will serve trade areas at the neighborhood, community, regional, and destination scales. In doing so, appropriate land use designations shall be provided, with the supply of land related to the potential market share.

Figure 6.5 Retail shops in a mixed use village

6.3.2 Pedestrian and neighborhood-scale retail uses

Pedestrian and neighborhood-scale retail uses shall be located within areas designated Mixed Use Town Center and Mixed Use Village Center. The pedestrian-oriented Mixed Use Town Center will have a super-regional draw.

6.3.3 Automobile-oriented retail

Automobile-oriented retail shall be located within commercial nodes at freeway and expressway interchanges.

6.4 OBJECTIVE: Develop significant industrial and business parks

Basic sector industry growth is vital to the economic success of the City of Victorville. Basic sector industries export goods and services, resulting in an inflow of revenue to the city, which in turn stimulates secondary sectors.

Substantial industrial and business parks facilitate basic sector economic

Figure 6.6 Business park tenant

Figure 6.6 Research and development facility

Figure 6.8 Light industrial building

Figure 6.9 Medical building

development by providing protected and cohesive sites for land uses with similar needs, encouraging the clustering of traded industries. The availability and readiness of land parcels are also important to catalyzing business recruitment.

The City of Victorville is home to leaders in developing more sustainable sources of energy. The availability of land in the region and desert climate facilitates the siting of sustainable energy production centers. Increasing investment in clean technologies is driving growth in related research, development, and manufacturing facilities.

POLICIES:

6.4.1 Designate areas for industrial and business park uses

Permitted uses within areas designated for Heavy Industrial, Light Industrial, and Business Park shall be consistent with these designations. Multi-tenant commercial office, retail, business services, institutional, and other similar uses are accommodated in other designations provided in Desert Gateway. Medical facilities are appropriate in areas designated Business Park. Building uses primarily for warehousing and distribution should be designed to evolve into higher capacity uses.

6.4.2 Office uses

Corporate headquarters and office uses directly related to research, development, manufacturing, and logistics uses are encouraged within areas designated Light Industrial and Business Park.

6.4.3 Clean technologies

Clean technologies that promote sustainability and energy independence are strongly encouraged within areas designated for Heavy Industrial, Light Industrial, and Business Park. Desert Gateway could attract investment that develops clean technologies.

6.4.4 Availability of large parcels of land

Large parcels of land should be assembled to encourage business recruitment and facilitate infrastructure development. Entitling sites is important to put the City of Victorville at a competitive advantage to attract users in need of large sites within a short timeframe.

6.5 OBJECTIVE:
Create an experience at the DesertXpress train station for both rail passengers and destination visitors

This Specific Plan will accommodate passenger rail service between Southern California and Las Vegas. The proposed DesertXpress high-speed rail link to Las Vegas begins and ends in Desert Gateway. DesertXpress will draw to and from the Southern California market via the City of Victorville. Therefore, its success is dependent in part on convenience and the experience riders will have at the train station. With ridership in the millions, it represents an opportunity to create a destination for train patrons and other visitors alike.

POLICIES:

6.5.1 Beginning the Las Vegas experience

Land uses, transportation facilities, urban design, and site planning surrounding the train station will make using the DesertXpress convenient and special.

6.5.2 A major destination

Entertainment, destination retail, dining, convention, rental car facilities, and lodging uses will be promoted to capitalize and build on rail ridership to create a diverse, thriving destination that attracts both rail patrons and other tourists.

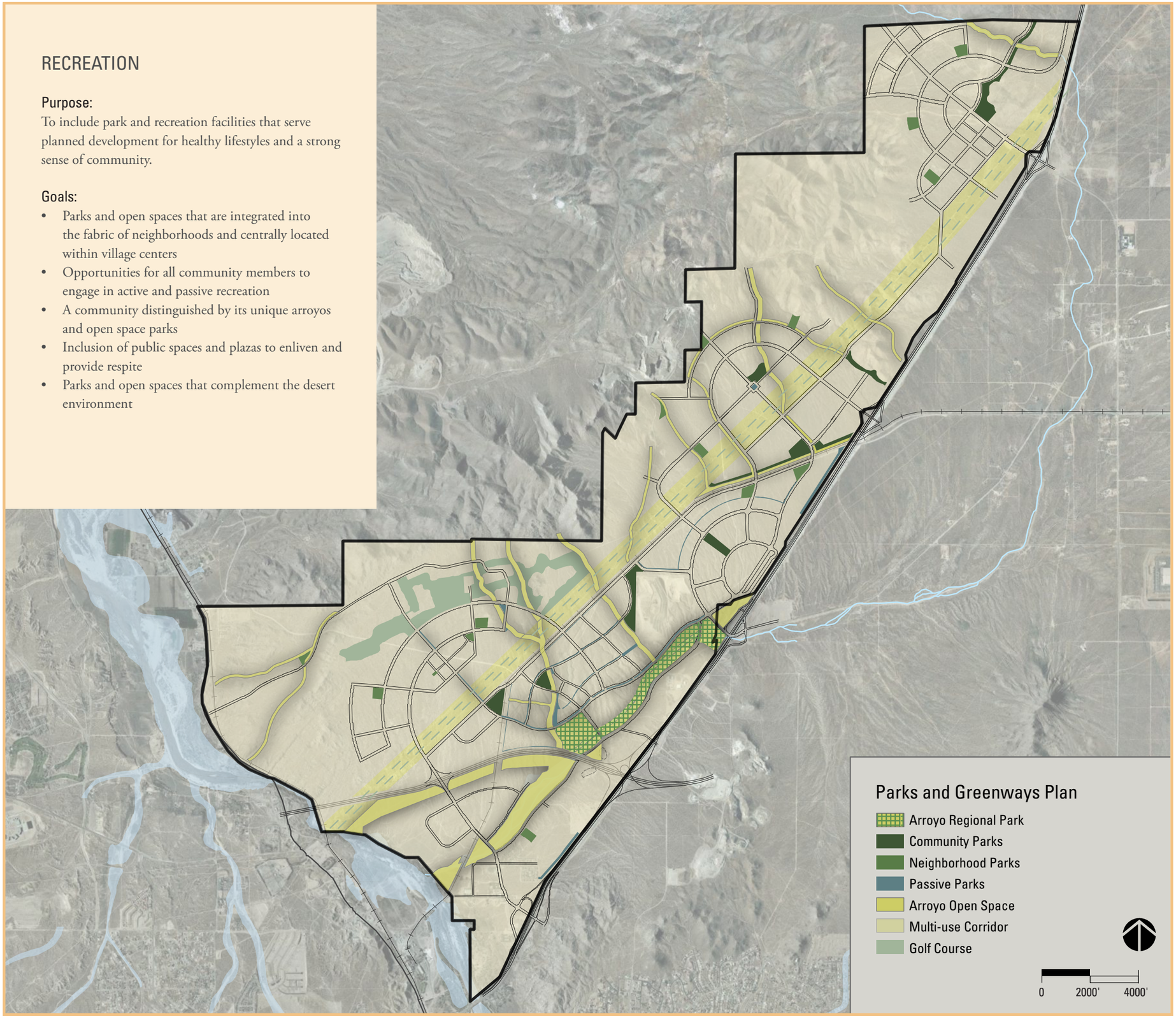
Figure 6.10 Destination retail

RECREATION

Purpose:
To include park and recreation facilities that serve planned development for healthy lifestyles and a strong sense of community.

Goals:

- Parks and open spaces that are integrated into the fabric of neighborhoods and centrally located within village centers
- Opportunities for all community members to engage in active and passive recreation
- A community distinguished by its unique arroyos and open space parks
- Inclusion of public spaces and plazas to enliven and provide respite
- Parks and open spaces that complement the desert environment



CHAPTER 7:
RECREATION

INTRODUCTION

Desert Gateway includes a variety of parks and open spaces to encourage exercise, recreation, social interaction, access to nature, and a livable community. Proposed parks and open spaces range from smaller, highly accessible local parks and plazas integrated into individual residential neighborhoods to larger community parks providing structured recreational facilities for entire villages and districts. The recreation plan creates interactive neighborhoods and destinations while encouraging healthy lifestyles within Desert Gateway.

The structure principles are:

- Parks located in each neighborhood
- Public spaces in mixed use centers
- Arroyos and open space corridors to knit the community together and provide for passive recreation

7.1 OBJECTIVE: Provide parks to meet the needs of residents and workers in Desert Gateway

An adequate supply of park land supports the recreational and social needs of residents and workers. Additionally, parks are an important amenity to encourage economic development. The Specific Plan establishes policies to ensure that an adequate supply of park land will be provided and in a timely manner.

POLICIES:

7.1.1 Provide 3.0 acres of park land per 1,000 population

Desert Gateway shall include 3.0 acres of net usable park land per 1,000 population.

Active, improved park land and minimum 100-foot-wide trail corridors through open space that is enhanced with activity nodes may be credited toward meeting this policy. Private amenities such as recreation centers and clubhouses may be considered for fee credits only and do not count toward meeting this policy.

Publicly and privately owned and maintained park land may satisfy the park land to be provided under this policy.

Population per household rates should be based on factors used by the General Plan or Southern California Association of Governments for single family detached and multi-family housing within the City of Victorville.

A supplemental operations and maintenance financing mechanism is required for single park sites that are less than 10 contiguous acres in size, or less than five acres if a joint school-park site, to count toward satisfying the park land requirement. The public facilities financing plan shall identify supplemental financing.

7.1.2 Provide required park lands concurrently with need

Park lands must be phased concurrently with the development of housing. For every 500 housing units, 5 acres of park land shall be provided. Notwithstanding, development of each community park may be deferred

Figure 7.2 Parks are important elements

Park Type Credits	Quantity	Acres
Arroyo Regional Park	1	35
Community Parks	8	100
Neighborhood Parks	10	50
High School	1	15
Arroyo Trails	12 mi	25
Easement Trail	8 mi	25
TOTAL		**250**

Table 7.1 Park land types and acres provided in Desert Gateway

Optional Parks Credits	Quantity	Acres
Other Parks	6	15
Golf Course	1	50
Village Clubs	4	15
TOTAL		**80**

Table 7.2 Optional park credits; 25 percent credit is assumed for 200-acre golf course

until at least 4,000 housing units are built. Park sites shall be identified upon the preparation of a development plan, pursuant to Policy 14.3.2.

The public facilities phasing and financing plan shall project the issuance of building permits and identify funding sources to finance public park acquisition and construction to comply with this policy.

7.1.3 Maximize access and visibility to parks

Public parks shall be fronted by at least one public street. Private parks shall be fronted by at least one street that is substantially similar in design and function to a public street.

Buildings should face front entrances and facades along parks.

7.2 OBJECTIVE: Provide parks and open spaces within individual neighborhoods

Neighborhood parks provide the population of surrounding neighborhoods with opportunities for daily recreation. The design of each park will be based upon the size, density, and demographics of the surrounding population. Other park types that will serve individual neighborhoods are described under Objective 7.4.

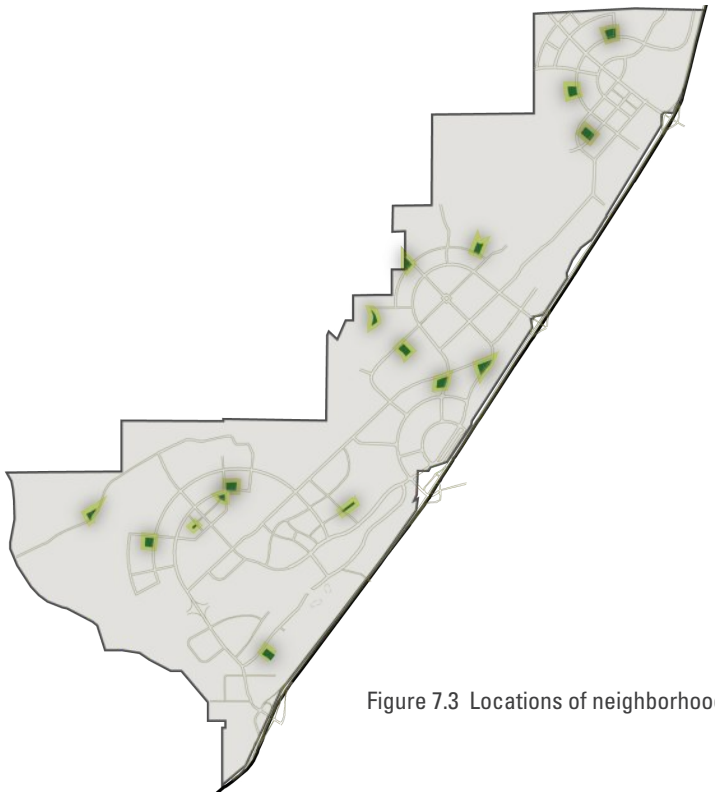


Figure 7.3 Locations of neighborhood parks

POLICIES:

7.2.1 Neighborhood parks should be compatible with the surrounding neighborhood

Public neighborhood parks shall be a minimum of 5 acres and a maximum of 8 acres to be in scale with neighborhoods and ensure that parks are widely dispersed to facilitate nonvehicular access.

Neighborhood parks smaller than 5 acres must be privately owned and maintained, and do not count toward meeting the requirement in Policy 7.1.1. Fee credits may be considered for private neighborhood parks.

Figure 7.4 Neighborhood park

7.2.2 Locate parks within walking distance of residential areas

All residential areas shall be within approximately a quarter-mile of a neighborhood park or other park or recreation facility. Surrounding residential areas should be able to easily access a neighborhood park using direct paths, trails, sidewalks, or roadways.

7.2.3. Maximize opportunities for joint-use of school facilities

Neighborhood parks shall be located adjacent to school sites where possible to maximize the amount of contiguous park/open space areas in Desert Gateway and reduce operations and maintenance costs. Additional policy language addressing joint-use of school facilities is provided in Policy 8.1.4 of the Community Facilities element.

7.3. OBJECTIVE: Establish community parks that promote structured recreational programs

Community parks complement neighborhood parks by serving the many neighborhoods that surround village centers. These parks include several multi-purpose playfields and other structured recreational facilities.

POLICIES:

7.3.1 Community parks should be large enough to serve the surrounding neighborhoods

Community parks shall be a minimum of 10 acres and a maximum of 25 acres in size and accommodate facilities for organized recreational activities. In general, these community

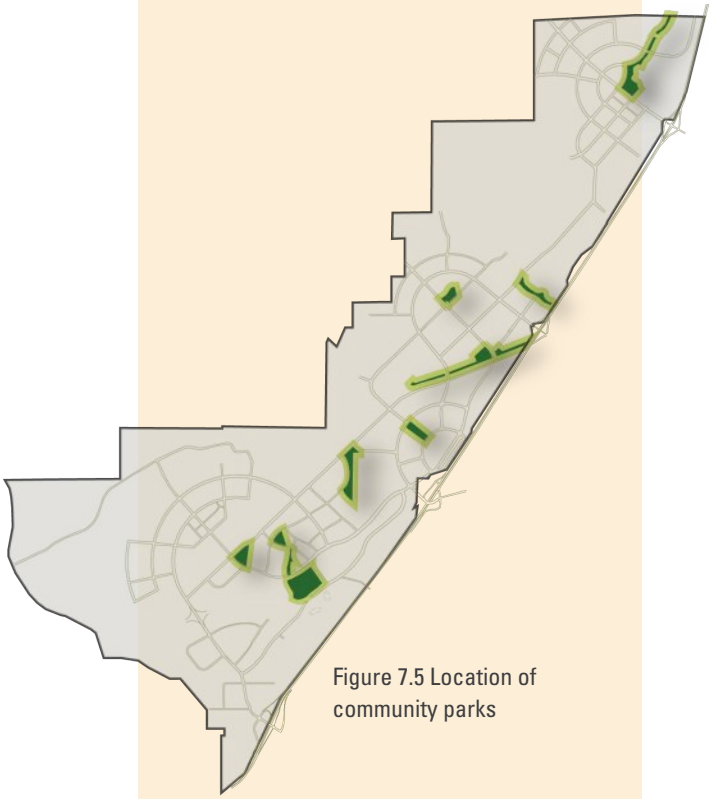


Figure 7.5 Location of community parks

parks are to support the recreational needs of multiple neighborhoods and employment centers.

The heart of the Desert Gateway park system is Arroyo Park, which is located adjacent to the Mixed Use Town Center. This largest community park is intended to serve the entire Desert Gateway Specific Plan Area. It will feature primarily unprogrammed open space, but also multi-purpose ball fields, trails, and other recreational facilities. Arroyo Park will feature the basic components of a community park, plus additional facilities capable of serving the diverse needs of the entire Desert Gateway. Arroyo Park is also a significant element of the open space plan.

Figure 7.6 Community park with ballfield

7.3.2. Locate community parks proximate to village centers.

All residential areas shall be within an approximately 2-mile radius of a community park. When included as a joint-use park with a middle school, the community park may be within 1 mile of a village center.

7.3.3 Maximize opportunities for joint-use of school facilities.

Community parks may be located adjacent to middle school sites to reduce operations and maintenance costs. Additional policy language addressing joint-use of school facilities is provided in Policy 8.1.4 of the Community Facilities element.

7.4 OBJECTIVE: Provide specialized parks and public spaces to meet diverse needs

Specialized parks and public spaces will meet the unique, urban needs of village areas and maximize access to park land. These facilities round out a comprehensive range of outdoor amenities to be provided in Desert Gateway. Plazas are a key element of village areas, where the mix of uses, density, and walkability will be complemented by programmable plaza spaces.

Figure 7.7 Private park with tot lot

Public Plazas

Public plazas are urban open spaces suited for higher density urban environments. Plazas are pedestrian-only areas typically surrounded by a mixture of employment and commercial uses, and sometimes high density residential buildings. Plazas create identity and function as destinations for a nearby neighborhood, an entire village, or even the community depending on their size and attractions. These public spaces

consist of attractions and amenities to draw users. Plazas may include outdoor cafés, sculptures, art displays, playgrounds, benches, enhanced paving, and many more. Successful public plazas are located within walkable areas with high pedestrian traffic.

Arroyo Regional Park

Desert Gateway features arroyos that remain dry except during periods of heavy rains. A linear regional park is provided along the arroyo named Bell Mountain Wash. This naturalized amenity provides for passive recreation, links the community to nature, allows non-motorized transportation connections within Desert Gateway and retains elements of the desert aesthetic.

Village Clubs

Village clubs are the center of community activity for the residents. These private facilities provide additional recreation and social amenities.

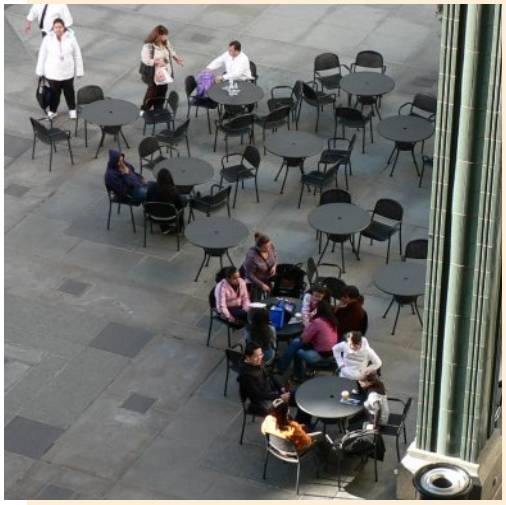


Figure 7.7 Public plazas

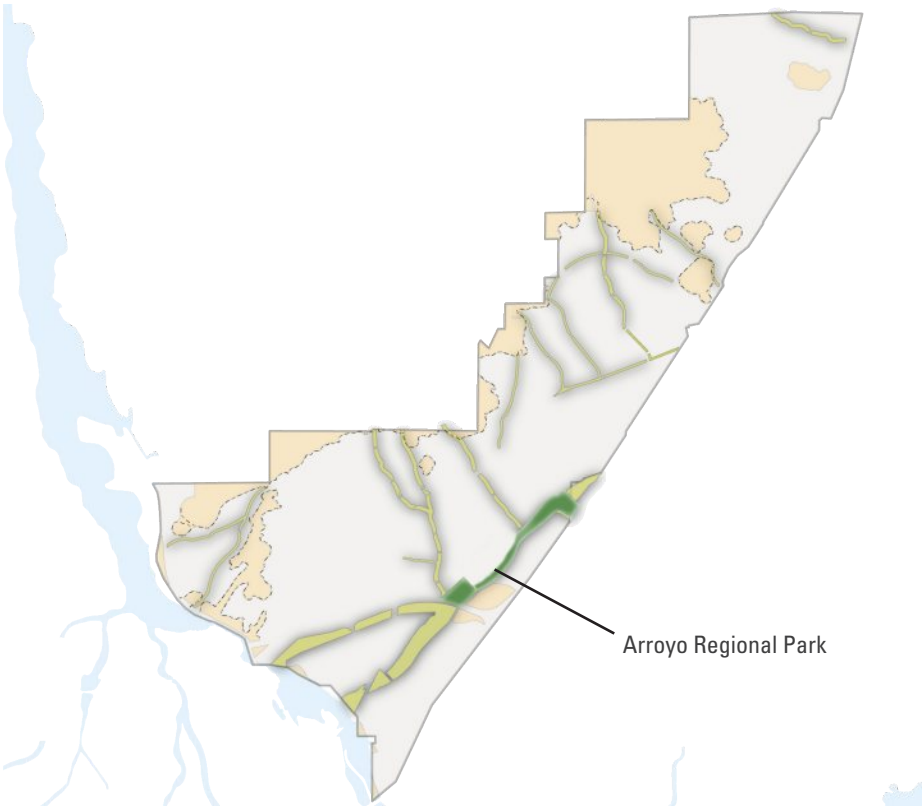


Figure 7.9 Locations of arroyos and open space, and open space recreational parks

Figure 7.10 Park frontage along street

Figure 7.11 Public plazas

POLICIES:

7.4.1 Provide public plazas within the higher density mixed use village centers and town centers

Public plazas shall be provided within areas designated Mixed Use Village Center and Mixed Use Town Center. A plaza is also strongly encouraged near the proposed DesertXpress train station. The typical size of a plaza ranges from one-half to 1 acre in size. Fee credits may be considered for public plazas.

Higher density employment, commercial, and institutional uses like public libraries should front onto public plazas.

Residential uses are permitted to front onto plazas so long as such uses do not exceed 50 percent of the total plaza frontage at the street level. At least one side of a plaza shall front onto a public street.

7.4.2 Establish plazas as lively, accessible outdoor urban spaces

Attractions within and adjacent to plazas, such as outdoor cafes, public art, sculpture, and playgrounds should be provided to draw people into plazas. Outstanding amenities like benches, attractive lighting, enhanced paving, stages for concerts or events, and trash cans shall also be incorporated to make plazas safe and enjoyable destinations. Light-colored paving, trees, and other shade elements are also important plaza features in the local climate of the High Desert.

Plazas should also be easily accessible by foot and located near transit stations/stops.

Vehicular traffic on public streets near plazas should be calmed and move at slow speeds. Public streets adjacent to public plazas that are designed to accommodate special events in the plaza should be considered.

7.4.3 Include a major recreation open space area central to Desert Gateway

Recreation and open space amenities are very important to Desert Gateway. Arroyo Park will include ballfields, trails, and other passive and active activities. It will add value and quality of life to Desert Gateway as an aesthetic amenity and a place for outdoor activities. This area is illustrated in Figure 7.9.

7.4.4 Use arroyos and other open space for trails and passive recreation

Arroyos shall be substantially maintained in their natural condition with limited exceptions to allow for pedestrian access and enhanced aesthetic value. Pervious trails to complement the natural setting should be provided to facilitate safe walking, jogging, and bicycling along a designated path that minimizes human disturbance to existing vegetation, biology, and soils elsewhere within the arroyos. Drought-tolerant, native, noninvasive plantings and other landscaping treatments may be provided if they are consistent with the natural scenery of the arroyos.

7.4.5 Include village clubs to provide private recreational amenities

Each village in Desert Gateway shall have at least 1 village club ranging from 3 to 5 acres in size. Village clubs may include a recreation center, pool facilities, programmed events, basketball and/or tennis courts, workout facilities, tot-lots, abbreviated active sports fields, BMX tracks, skateboard parks, or flexible open space and other appropriate amenities. Fee credits may be considered for village clubs.

Figure 7.12 Passive recreation area

7.5 OBJECTIVE: Take advantage of adjacent lands owned by the Bureau of Land Management and other nearby open spaces.

Significant open spaces are adjacent to Desert Gateway. Lands owned by the Bureau of Land Management and the Mojave River are the two most significant nearby natural amenities. Desert Gateway is influenced by these amenities and its planning will take full advantage.

POLICY:

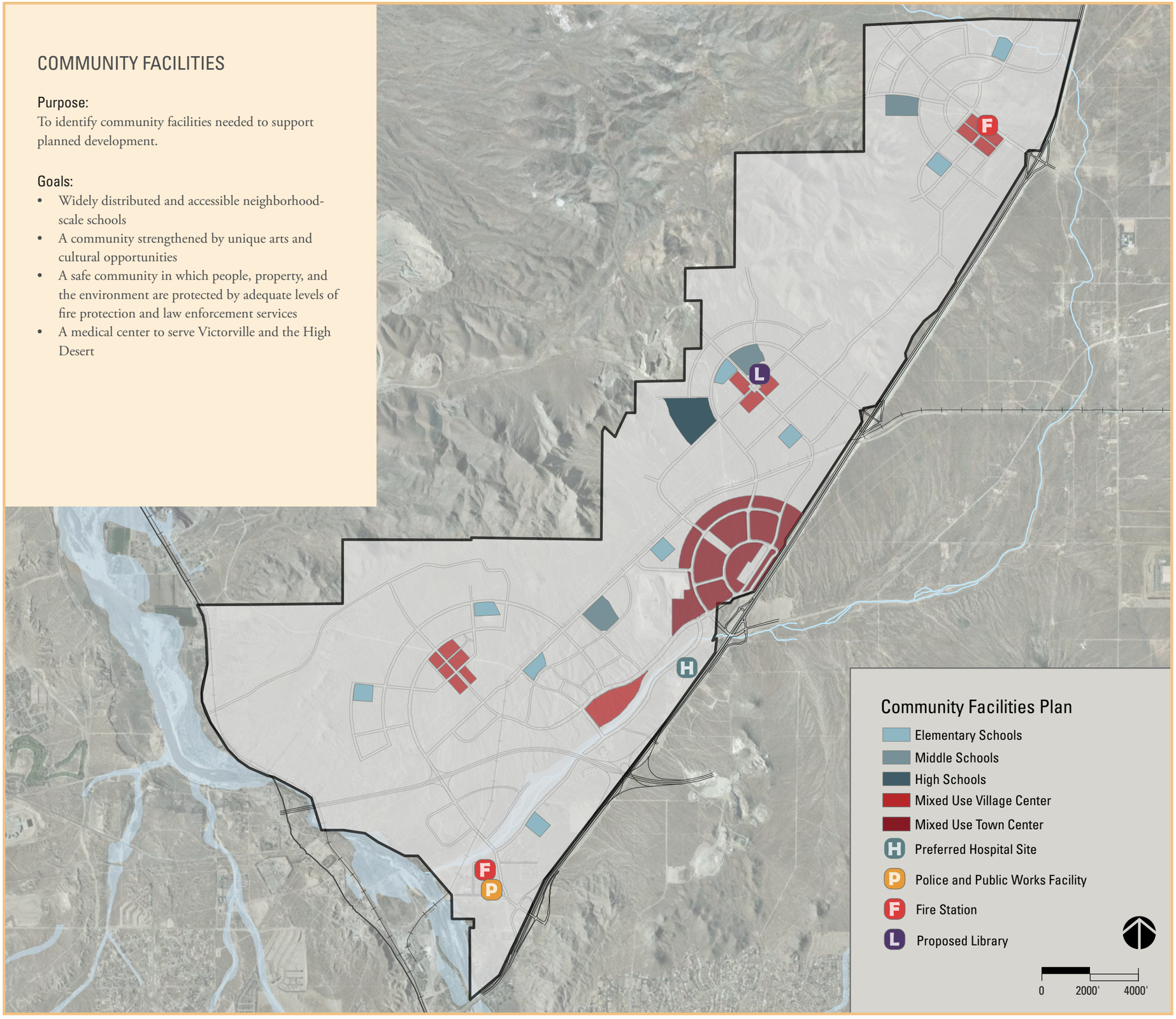
7.5.1 Connect trails in Desert Gateway to surrounding public open space

Trails in Desert Gateway should provide a link to adjacent lands owned by the Bureau of Land Management and along the Mojave River. This will greatly increase the available recreation amenities and opportunities accessible to Desert Gateway.

COMMUNITY FACILITIES

Purpose:
To identify community facilities needed to support planned development.

Goals:
- Widely distributed and accessible neighborhood-scale schools
- A community strengthened by unique arts and cultural opportunities
- A safe community in which people, property, and the environment are protected by adequate levels of fire protection and law enforcement services
- A medical center to serve Victorville and the High Desert



CHAPTER 8:
COMMUNITY FACILITIES

INTRODUCTION

Community facilities such as schools, libraries, arts and cultural facilities, police and fire stations, and medical facilities will be needed to serve planned development in order to create a safe, livable community with a high quality of life.

The structure principles are:
- Schools of all levels
- Public safety facilities located in areas to ensure adequate response times
- Community and cultural facilities located in mixed use centers
- Public facilities designed to enhance community identity

8.1 OBJECTIVE:
Identify school sites to serve the local student population

Desert Gateway is served by two school districts. Victor Elementary School District is composed of elementary schools for students in grades kindergarten through 6 and the Victor Valley Union High School District is composed of middle schools and high schools for students in grades 7 through 12.

Residential development within Desert Gateway will increase the student population within these school districts. As a result, additional school facilities and services will be required to adequately serve the Plan area. Desert Gateway has identified potential school location sites to serve the anticipated student population in Desert Gateway. These sites will be reserved for the appropriate school district, which will be responsible for the acquisition of the site and construction of school facilities. As shown in plan diagram on the preceding page, the Specific Plan has identified potential sites for elementary schools, middle schools and a high school. In addition, the Institutional land use designation allows for private schools in Desert Gateway.

POLICIES:

8.1.1 Elementary and middle schools

Elementary and middle school sites should be centrally located within residential neighborhoods to maximize their accessibility to students from adjacent neighborhoods. Schools should be located such that most if not all students are within convenient walking and/or bicycling distance. Land shall be reserved for elementary and middle school sites. Facility construction should be timed to ensure that adequate schools are available to serve Desert Gateway. All school sites should meet the siting, size, and other standards of the applicable school district.

Figure 8.2 Multi-story public school building

8.1.2 High school

The high school site should be centrally located within Desert Gateway. The site should be conveniently accessible by multiple modes of transportation, with an emphasis on linkages to the public transit system and bicycle and pedestrian networks of Desert Gateway. Land shall be reserved for a high school site. Its construction should be timed to ensure that the school is available to serve Desert Gateway. The school site should meet the siting, size, and other standards of the school district.

8.1.3 Create magnet schools

Schools with theme-based, specialized curricula are encouraged in order to promote a distinguished education system in Desert Gateway.

8.1.4 Maximize opportunities for joint-use of school facilities

Desert Gateway should maximize opportunities for community use of school facilities during evenings and weekends when schools are not in session so that school sites serve more than young people and function as community focal points of individual neighborhoods and the entire Plan area.

Elementary, middle, and high school sites should be located adjacent to public parks and open spaces and incorporate site planning and building orientation techniques in order to maximize the amount of contiguous park/open space areas in Desert Gateway. Doing so increases the amount of park/open space available for student use. In addition, potential joint-use of school recreational facilities by the general public after school hours would also increase the amount of park/open space available to residents of the Plan area. Offering school buildings such as auditoriums for use by the general public after school hours is also encouraged to provide public spaces in which community members or groups can assemble and interact. Joint-use facilities reduce operations and maintenance costs.

8.1.5 School design

School sites are encouraged to be developed in a manner that implement the vision for an environmentally sustainable community. Building practices that meet accepted industry guidelines for green construction and incorporate sustainable practices are strongly encouraged.

School districts are encouraged to design school sites linked to adjacent pedestrian, bicycle, and transit networks to facilitate use of alternative transportation and minimize vehicular traffic impacts to the surrounding community. Multi-story school buildings are encouraged to promote more efficient use of land.

The benefits of a "green" school:

- A healthy, productive learning environment
- Improved teacher retention
- Financial savings
- Hands-on learning
- Environmentally friendly

Figure 8.3 Fossil Ridge High School, Fort Collins, Colorado, a LEED certified building.

8.2 OBJECTIVE: Identify opportunities for post-secondary education

The City of Victorville is currently served by post-secondary educational institutions including a community college, an education center and a vocational college. The provision of post-secondary educational services, such as adult workforce education and education of high school graduates not immediately continuing their education, is crucial to the economic prosperity of Victorville.

POLICY:

8.2.1 Support the City's economic prosperity strategy

Desert Gateway should support the post-secondary education component of the City's economic prosperity strategy by considering the opportunity for post-secondary educational institutions. A college within the periphery of the Mixed Use Town Center provides a central, accessible location for a post-secondary institution within the Desert Gateway and should be considered.

Post-Secondary education institutions in Victorville

- Victor Valley Community College
- Excelsior Education Center
- West Coast College

8.3 OBJECTIVE: Include state-of-the-art library services

The City of Victorville currently operates one public library, providing a variety of resources and programs for residents of all ages. Desert Gateway would generate additional demand for library facilities and service. As a result, Desert Gateway includes multiple sites on which library facilities may be provided. As shown community facilities plan diagram on the introductory page of this Chapter, the Specific Plan designates smaller sites for community facilities within village centers and a larger site for community facilities within the Mixed Use Town Center. The library system in Desert Gateway may consist of smaller, neighborhood-oriented libraries within each community center or one large library within the Mixed Use Town Center serving the entire Plan area.

Figure 8.4 Public library

POLICY:

8.3.1 Provide adequate level of library service

One potential library is proposed in the Mixed Use Town Center to provide library facilities adequate to serve the anticipated population.

"A Library outranks any other one thing a community can do to benefit its people."
Andrew Carnegie

8.4 OBJECTIVE: Seek a thriving arts and culture scene

Communities with rich opportunities for arts and culture are more desirable places to live and work, provide inspiration, beautify public places, and strengthen the community fabric. Arts and cultural amenities also support economic prosperity by providing jobs, generating government revenue, attracting new businesses, and supporting tourism.

POLICY:

8.4.1 Encourage opportunities for arts, culture, and entertainment uses to locate within the Desert Gateway

Development within the Mixed Use Town Center should include a plan for arts and culture facilities, which may include museums, public art, theaters, outdoor entertainment, and the like. Adequate space should also be provided for complementary uses, such as restaurants, coffee shops, bars, and night clubs.

8.5 OBJECTIVE: Plan for adequate police protection services and facilities

The City contracts with the San Bernardino County Sheriff for police protection services. Desert Gateway will generate additional demand for police protection so City police services will be expanded to cover Desert Gateway. Additional police facilities may be needed. Therefore, areas designated as Institutional allow for a police precinct. A potential location is depicted on the introductory plan diagram of this Chapter.

POLICY:

8.5.1 Contribute a fair share of expanded and new police protection services and facilities

A site for a police precinct shall be reserved. The public facilities phasing and financing plan shall identify the timing and funding sources for a new police substation.

If required, a public works maintenance facility should be co-located with the police precinct. The site reserved for the police substation shall include sufficient area to accommodate the public works facility.

8.6 OBJECTIVE: Plan for adequate fire protection services and facilities

The San Bernardino County Fire Department provides fire protection service to the City. Fire department services would be expanded to include Desert Gateway.

Desert Gateway will generate additional demand for fire protection. Additional facilities will be required for the Department to extend services into Desert Gateway. Therefore, areas designated as Institutional allow for a fire station. Potential locations are depicted on the Community Facilities Plan in this Chapter.

POLICIES:

8.6.1 Ensure compliance with fire standards of the San Bernardino County Fire Department and Victorville Building Code

Development of Desert Gateway shall occur in compliance with the requirements of the Victorville Fire Department and municipal code regarding fire protection. Notwithstanding, the roadway cross-sections in the Mobility Element shall control.

8.6.2 Contribute a fair share of expanded and new fire protection services and facilities

Sites for fire stations shall be reserved. The public facilities phasing and financing plan shall identify the timing and funding sources for new fire facilities.

8.7 OBJECTIVE: Allow for medical facilities to serve Desert Gateway

Healthcare services and facilities are essential to protect and improve health, safety, and quality of life for all residents. As the High Desert region grows, a new full-service hospital will be needed to serve the healthcare needs of the growing population. Desert Gateway is an ideal location for the new hospital, with its central location in the High Desert and accessibility to the regional highway and transit infrastructure. Siting a new hospital within Desert Gateway will also promote the City's economic prosperity by attracting the complementary medical and health care operations/industries that tend

to cluster near hospitals. A hospital and related healthcare industries and offices within Desert Gateway would also provide tax revenue to the City and support middle-income employment that is essential to preserve a healthy economic base in Victorville.

POLICY:

8.7.1 Allow for a medical center

The location of a medical center is strongly encouraged within the highly visible and accessible Business Park (BP) area located northwest of the I-15 and High Desert Corridor interchange. Adequately designated land area should be maintained near the medical center site so that the medical facilities and offices that typically cluster near these centers can also locate within the Plan area.

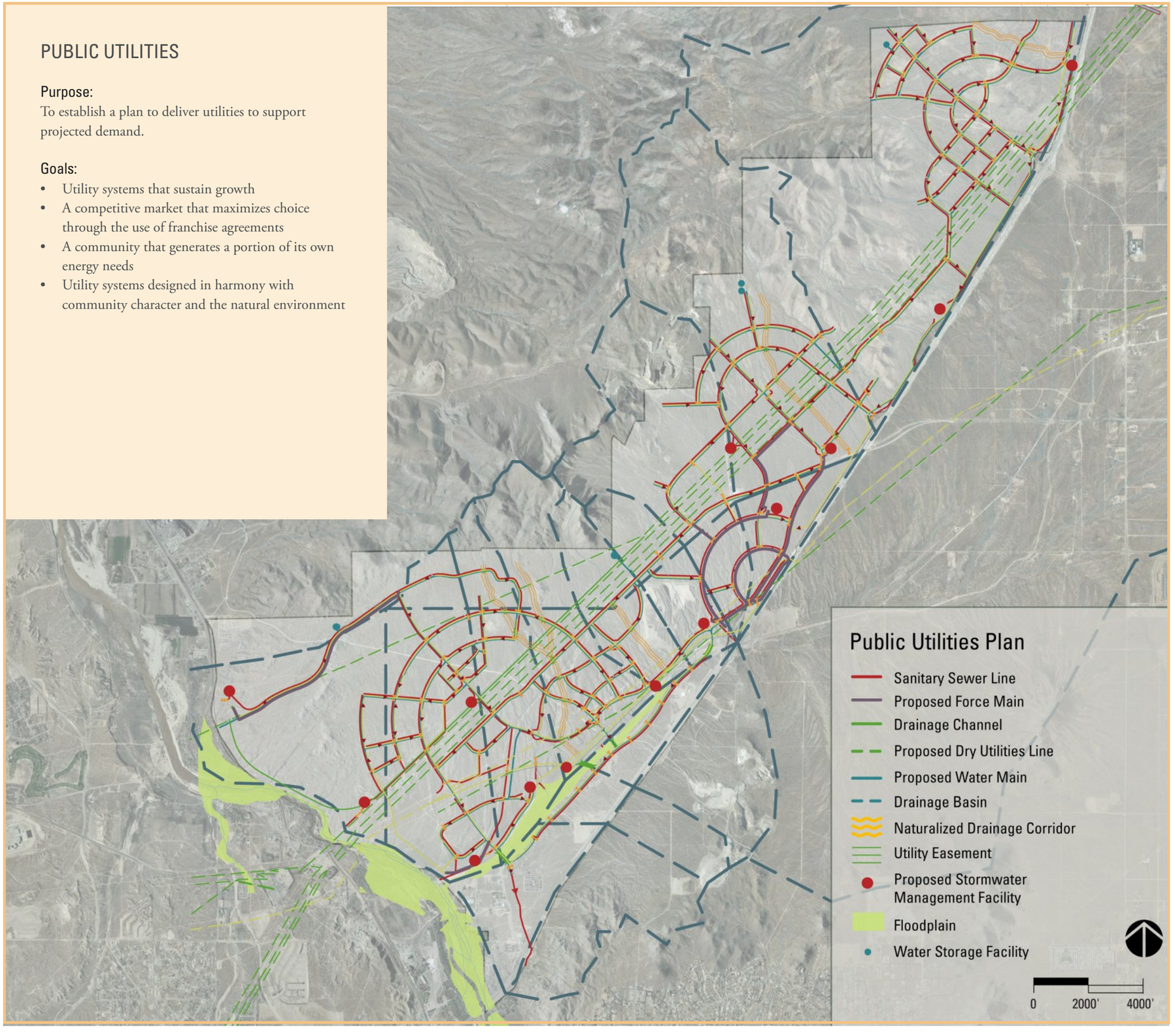
Figure 8.5 Hospital

PUBLIC UTILITIES

Purpose:
To establish a plan to deliver utilities to support projected demand.

Goals:

- Utility systems that sustain growth
- A competitive market that maximizes choice through the use of franchise agreements
- A community that generates a portion of its own energy needs
- Utility systems designed in harmony with community character and the natural environment



CHAPTER 9:
PUBLIC UTILITIES

INTRODUCTION

Infrastructure is a basic need to support the expansion of urban areas. Utility services need to be expanded and extended to serve the community of Desert Gateway. In addition to all basic utilities, Desert Gateway provides opportunities for innovative service delivery and alternative sources of energy. Consumer choices for certain utilities will benefit Desert Gateway. Important sustainability practices will reduce demand, reuse resources, and reduce impacts on the environment. Infrastructure will precede development and reinforce compact land use goals.

The structure principles are:

- Land use supported by necessary utilities
- Naturalized, multi-purpose drainage system that enhances the open space and trail network
- Recycled water system for outdoor irrigation

9.1 OBJECTIVE: Provide an adequate water supply and distribution system

Water service will be provided by the city of Victorville's subsidiary district, Victorville Water District, 2906 Zone. The 2906 Zone capacity will need to be expanded to serve Desert Gateway. Additional wells will be drilled near the Mojave River to provide the additional water supply. Four to five additional pressure Zones will be required to adequately serve Desert Gateway. Excess capacity in the existing 3065 Zone could also be used to supply Desert Gateway. Additional storage reservoirs are required to provide adequate fire flows and pressure throughout the proposed development.

A surface water treatment plant may not be required to serve Desert Gateway. Chlorinators are required for all water wells and some wells may be treated by two existing arsenic treatment plants. A groundwater study will determine if the aquifer under Desert Gateway is sufficient to serve the ultimate development. Other sources of water supply include the Mojave Water Agency's R-cubed project, percolation recharge projects, reclaimed water for irrigation and industrial demands, and future surface water treatment plant. Desert Gateway will be adequately served by current and future water wells and other water facilities.

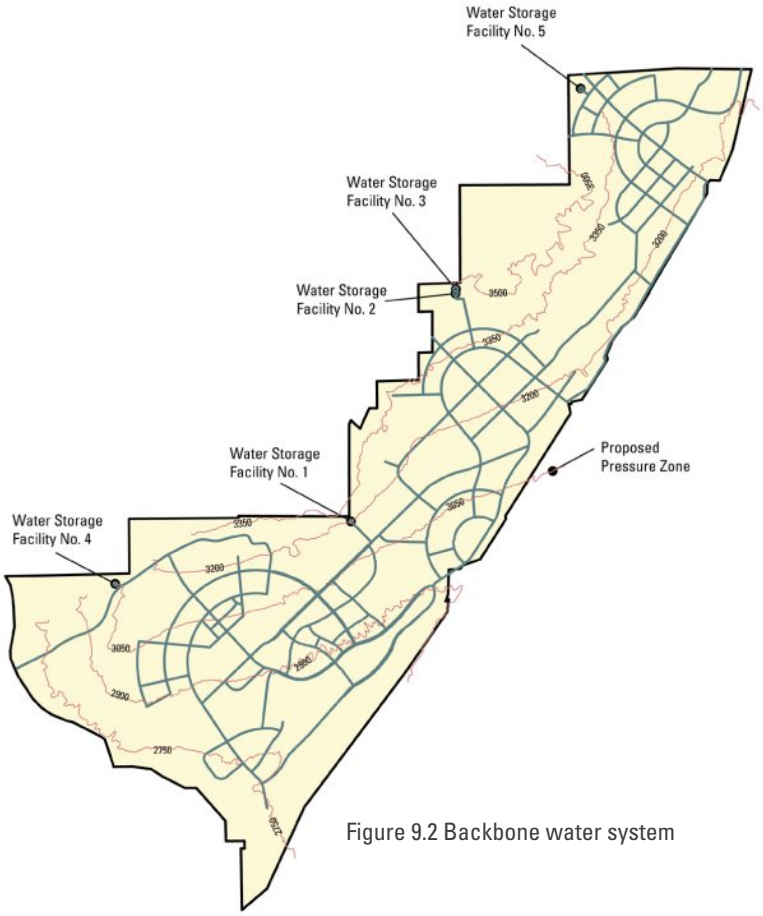


Figure 9.2 Backbone water system

POLICIES:

9.1.1 Ensure that adequate water supply and distribution systems are available

Water supply, distribution and treatment system improvements shall be made in advance of projected demand to facilitate the development of Desert Gateway. A water master plan and/or water supply assessment will be required to determine the water supply needs, size and quantity of reservoirs, transmission pipelines, well, pumping plants, and booster pumping plants to adequately serve Desert Gateway. The combination of a groundwater study or water supply assessment will ensure that adequate water supply and distribution systems will be in place for Desert Gateway.

Water service connection fees shall be paid in advance of the phased construction of the water system serving Desert Gateway. An alternative to pre-paid connection fees; the master developer will construct the water facilities (transmission mains, wells, and booster pumping plants and reservoirs) and the Water District will issue connection fee credits equal to the value of the water improvements that are above and beyond what is required to support Desert Gateway.

9.1.2 Plan for future development in the Northern Expansion Area

Water mains shall be evaluated to determine whether the City of Victorville should contribute to oversizing to accommodate projected growth in the Northern Expansion Area.

9.1.3 Plan for delivering recycled water

A Recycled Water Master Plan will also be completed to determine what recycled water facilities will be needed to serve the proposed irrigation and industrial demands. Booster pumping plants, recycled water transmission mains (purple pipe), and reservoirs will be part of the recycled water distribution system. Consider storing recycled water in the Mixed Use Town Center for potential use as an amenity.

Figure 9.3 Reclaimed water used for landscape irrigation

9.2 OBJECTIVE: Provide an adequate sanitary sewer collection and treatment system

The Victor Valley Wastewater Reclamation Authority operates a regional wastewater treatment plant that will serve Desert Gateway. Sewer mainlines are located to the south and west of Desert Gateway, which will also serve nearby areas. Additionally, an existing sewer mainline running in a southerly direction will serve Desert Gateway. Together, these mainlines have adequate capacity to serve Desert Gateway. In anticipation of growth, wastewater treatment and the regional sewer interceptor systems are being expanded. These improvements need to accommodate flows from Desert Gateway.

POLICIES:

9.2.1 Ensure that adequate sanitary sewer collection and treatment systems are available

Sewer utility system and treatment improvements shall be made in advance of projected demand to facilitate the development of Desert Gateway. Regional interceptor and treatment capacity shall either be expanded or reserved in advance of anticipated demand.

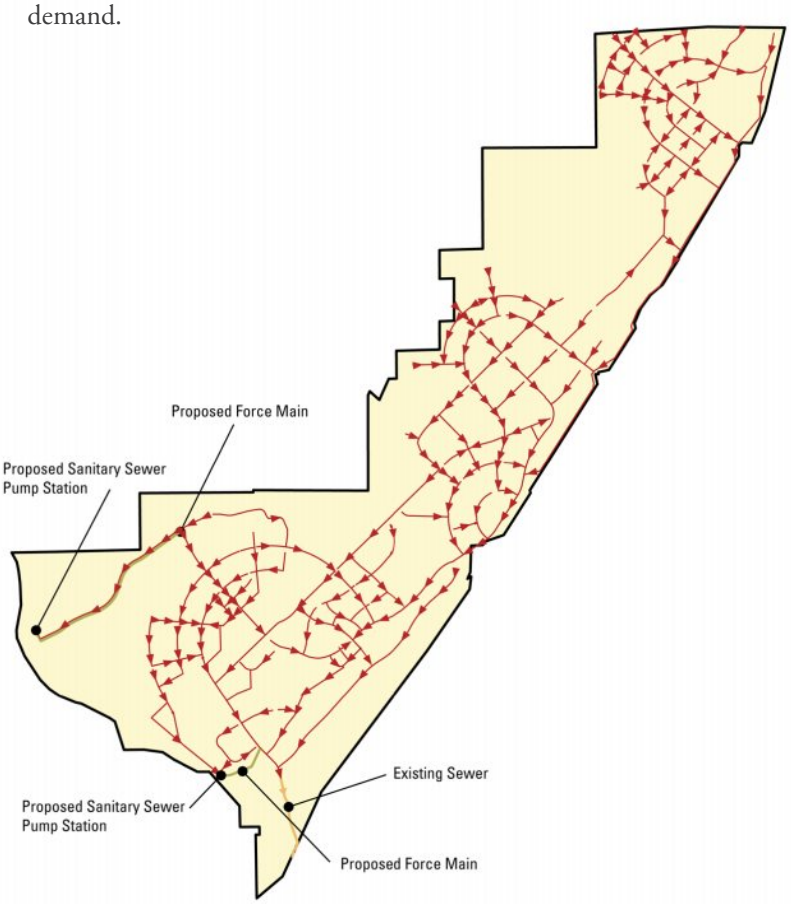


Figure 9.4 Backbone sanitary sewer system

9.2.2 Plan for future development in the Northern Expansion Area

Sanitary sewer mains shall be evaluated to determine whether the City of Victorville should contribute to oversizing to accommodate projected growth in the Northern Expansion Area.

9.3 OBJECTIVE: Provide a drainage system that is an integral component of community design and function

Several drainage courses exist on-site. The Mojave River and the Bell Mountain Wash are the principal drainage courses for Desert Gateway. Although the community is located within a desert climate, intermittent, significant rainfall events do occur. Moreover, urban runoff will be generated and needs to be managed.

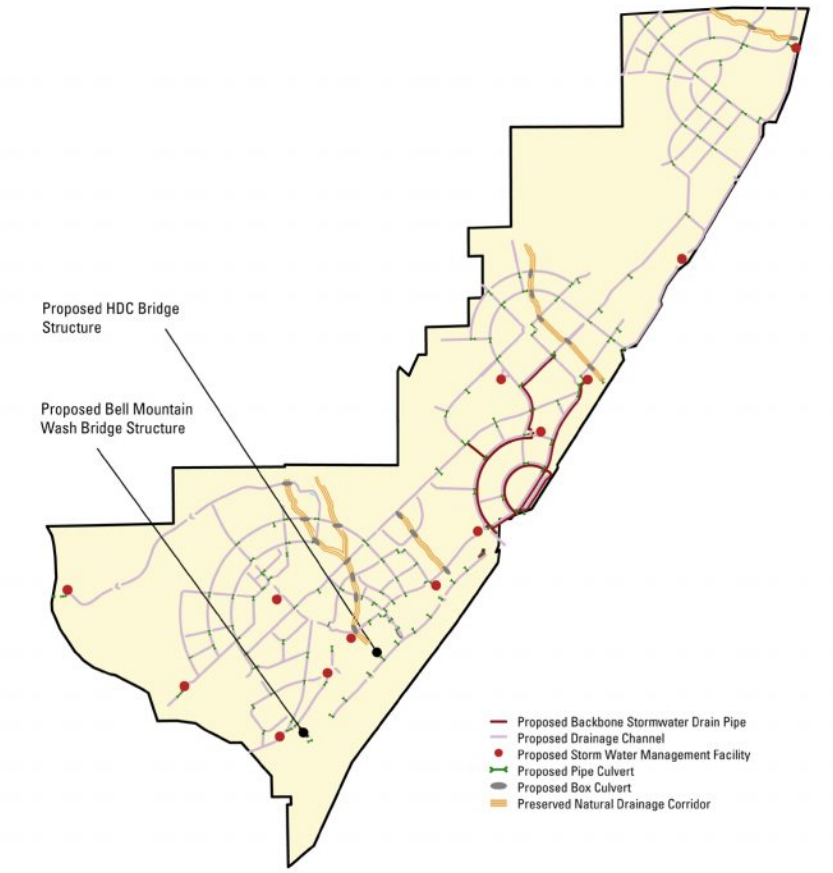


Figure 9.5 Backbone drainage system

POLICIES:

9.3.1 An integrated, multi-purpose drainage system

The drainage system shall both be functional and enhance the quality of life of Desert Gateway residents, workers, and visitors.

Culverts shall be designed to safely allow use as trail crossings of Mobility Element roadways where planned trails also follow drainage channel crossings of these roadways.

Drainage channels shall be maintained in a substantially natural state, allowing for basic hydrological improvements, integrated into the open space and trails system.

Drainage channels and regional stormwater quality and detention basins shall be linked to the open space system and Mojave River to provide for wildlife habitat and movement.

Figure 9.6 Dual trail and drainage culvert

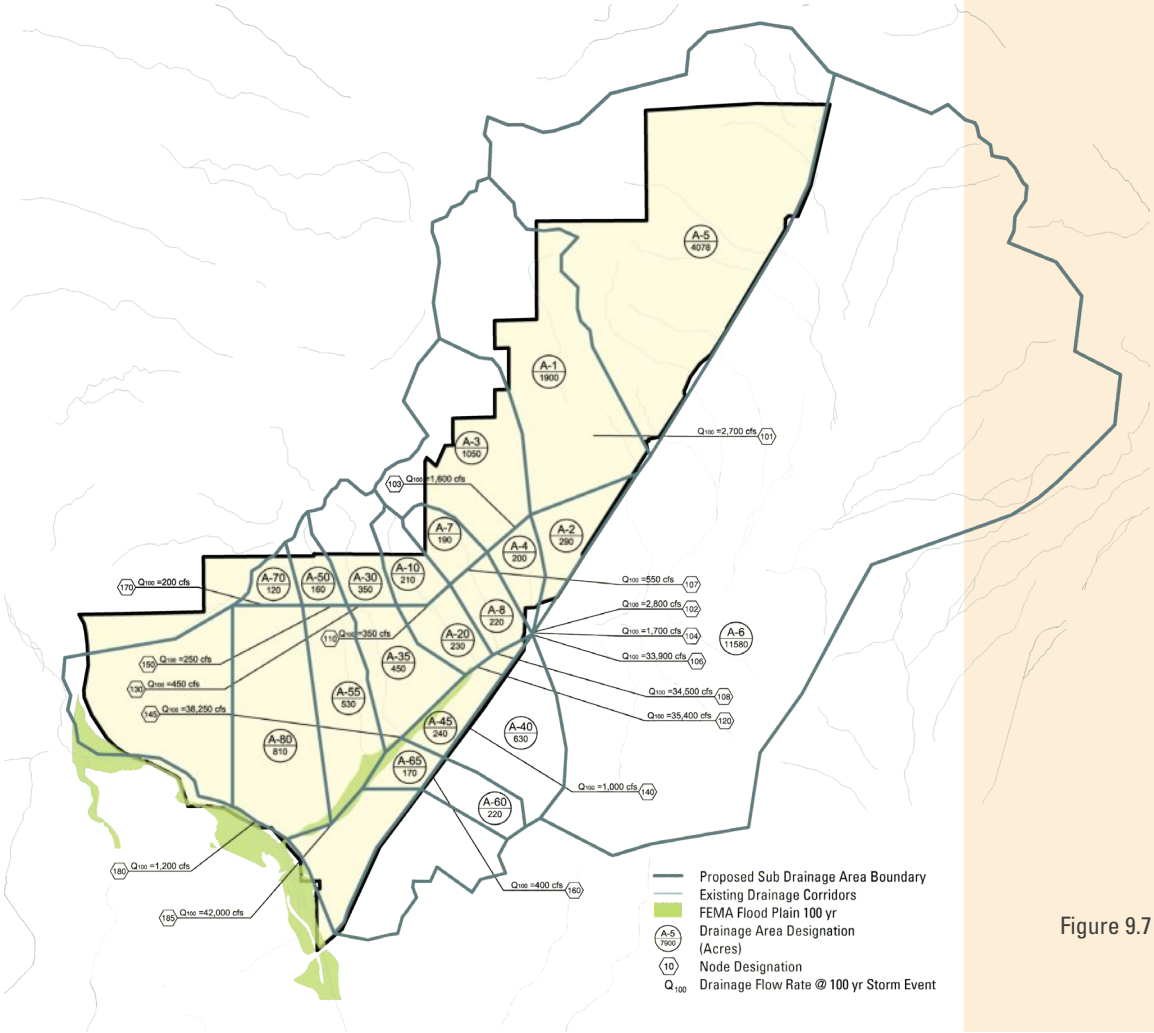


Figure 9.7 Drainage basins

Figure 9.8 Naturalized drainage channel

9.3.2 Use land efficiently

Regional stormwater detention and water quality basins are encouraged.

Compatibly designed stormwater detention in parks and parking lots is permitted to efficiently realize development intensity and density.

9.3.3 Respect floodplains and flood hazard zones

Development should not occur within identified 100-year floodplains. Passive open space and limited park development may be located within these areas

9.4 OBJECTIVE: Promote diverse sources of energy

There are increasing pressures on nonrenewable energy supplies and growing concern for the impact energy consumption has on global climate change. Desert Gateway presents an opportunity to comprehensively plan for utilizing diverse sources of energy.

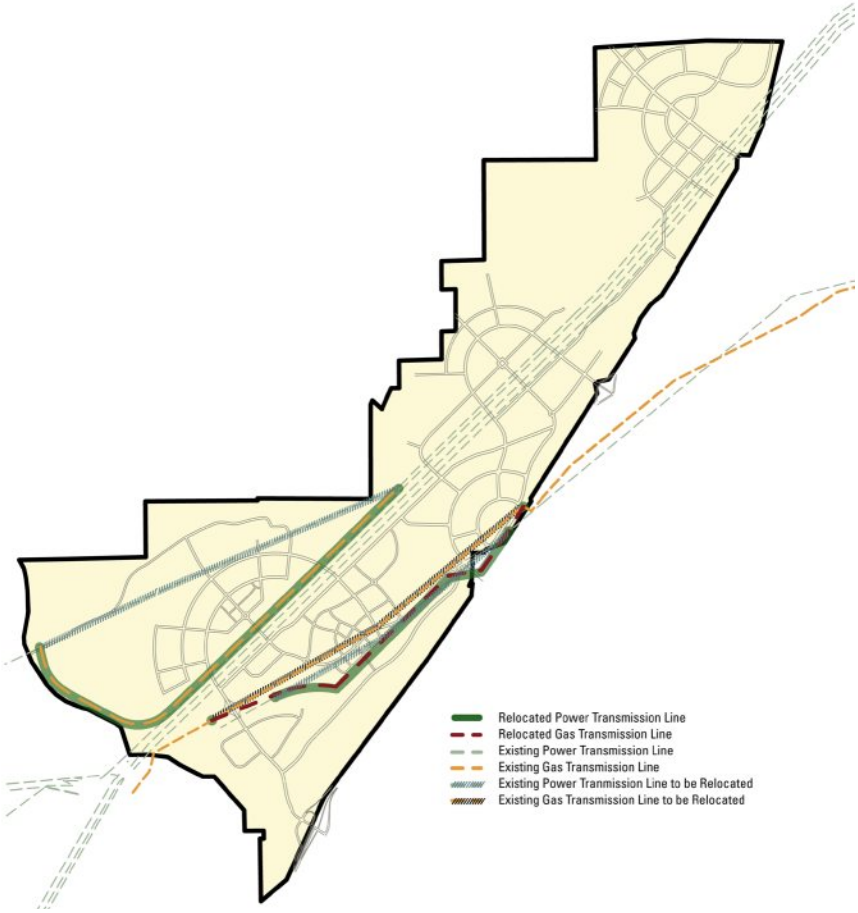


Figure 9.9 Backbone dry utilities

A connection point for electricity and gas is provided in the southeast corner of the site, along Stoddard Wells Road.

Except for existing high voltage transmission lines and certain support facilities, all utilities will be placed underground.

POLICIES:

9.4.1 Electricity

Land shall be reserved for an electrical substation unless the substation is located outside of Desert Gateway. The electrical substation shall be located within an area designated for Light Industrial or Heavy Industrial. It must be designed to minimize visual impacts from adjacent properties and be located outside of view corridors to hillsides and the Mixed Use Town Center.

9.4.2 Natural gas

Natural gas service shall be provided to Desert Gateway.

Land use and development shall be sensitive to the existing high pressure natural gas transmission pipelines.

Additional compressor stations within Desert Gateway are discouraged.

9.4.3 Produce alternative sources of energy within Desert Gateway

A landfill gas energy generation system may be developed to capture methane from decomposing waste at the Victorville Landfill as a source of energy and to reduce carbon emissions.

Following closure, the Victorville Landfill may be reused, in part, for a solar and/or wind electricity generation field.

9.5 OBJECTIVE: Promote efficient and sustainable solid waste collection and recycling systems

Solid waste collection is required in Victorville. The City has the option to enter into a franchise agreement with a service provider to collect solid waste in Desert Gateway. A convenient recycling program is vital for encouraging reuse of resources, reducing energy consumption, and preserving landfill capacity.

Figure 9.10 Solar field

Figure 9.11 Wind energy

Figure 9.12 Landfill gas energy generation facility

POLICIES:

9.5.1 Solid waste collection and recycling

A single provider should provide solid waste collection and recycling services within Desert Gateway.

Recycling facilities and services should be provided for all residential, commercial, and industrial users.

9.5.2 Minimize construction waste

All construction projects within Desert Gateway shall provide a plan for waste reduction and recycling.

9.5.3 Support the closure and relocation of the Victorville Landfill

The City of Victorville will work with the County of San Bernardino to close the Victorville Landfill and open a new landfill facility in the Victor Valley to accommodate long-term regional growth. Consider a program to convert a portion of waste to energy.

9.6 OBJECTIVE: Provide an adaptable telecommunications system

The economy heavily relies on a modern telecommunications system. This is particularly important for Victorville, which is on the periphery of the Los Angeles – San Bernardino economic region. Additionally, an adaptable, modern telecommunications system is part of the infrastructure that needs to be in place to support economic development.

A connection point for telecommunications is provided in the southeast corner of the site, along Stoddard Wells Road. A fiber hub is planned at the south side of the Mojave River.

POLICIES:

9.6.1 A complete and adaptable telecommunications infrastructure

Telephone, cable, and a fiber optic backbone system shall be provided throughout Desert Gateway.

9.6.2 Wireless communications

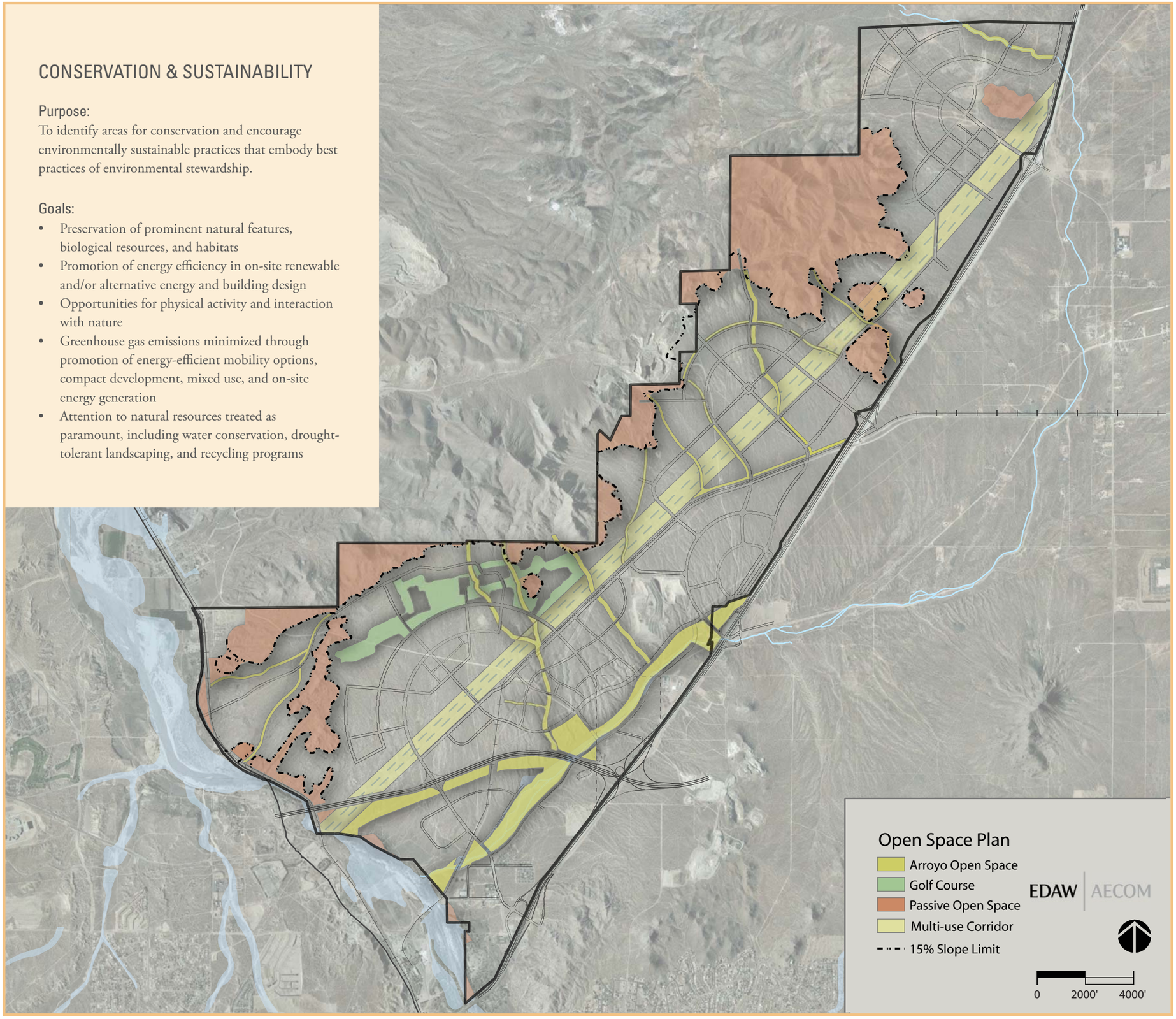
Consider wireless telecommunications infrastructure as part of individual site development projects.

Commercial mobile radio services, such as cellular towers, shall be co-located with other buildings and structures to minimize visual impacts.

CONSERVATION & SUSTAINABILITY

Purpose:
To identify areas for conservation and encourage environmentally sustainable practices that embody best practices of environmental stewardship.

Goals:
- Preservation of prominent natural features, biological resources, and habitats
- Promotion of energy efficiency in on-site renewable and/or alternative energy and building design
- Opportunities for physical activity and interaction with nature
- Greenhouse gas emissions minimized through promotion of energy-efficient mobility options, compact development, mixed use, and on-site energy generation
- Attention to natural resources treated as paramount, including water conservation, drought-tolerant landscaping, and recycling programs



CHAPTER 10:
CONSERVATION & SUSTAINABILITY

INTRODUCTION

Desert Gateway is designed as an environmentally responsible community based on the principles of conservation and sustainability. Sustainability or sustainable development "is development that meets the needs of the present without compromising the ability of future generations to meet their own needs." This Specific Plan seeks harmony with the desert environment by preserving open space corridors, protecting sensitive biological resources, maintaining natural hillsides, and encouraging human interaction with nature. It also includes the generation of renewable energy, conserving limited energy and water resources, and promoting alternative forms of transportation.

The structure principles are:
- Preservation of hillsides and sensitive biological resources
- Open space thread throughout the site
- Sustainable practices implemented at all levels and stages of development

10.1 OBJECTIVE: Strategically preserve natural land features within Desert Gateway as open space

Desert Gateway maintains a variety of open spaces that are either free from development or developed with low-intensity uses that respect natural environmental characteristics. Protected open spaces are identified in Figure 10.2. The Open Space designation includes areas that are permanently maintained in a substantially natural state, including steep hillsides, washes, flood hazard areas, and sensitive biological resources, as well as man-made major utility corridors. These areas are threaded throughout neighborhoods, responding to natural topography and water features.

The most significant open space corridors are located between the industrial and business parks located in the southwestern portion of Desert Gateway. The large utility easement corridor that roughly bisects Desert Gateway from I-15 in the northeast to the proposed High Desert Corridor alignment in the southwest corner of Desert Gateway functions as an open space corridor. Preservation of these lands as open space provides important and significant opportunities for physical activity, social interaction, and human interaction with nature; conservation of natural biological resources; and protection of human health and property from hazards. The Specific Plan will perpetuate immediate access to area open space, natural amenities, Quartzsite Mountain and other adjacent land owned by the Bureau of Land Management.

"Plans to protect air and water, wilderness and wildlife are in fact plans to protect man."
- Stewart Udall

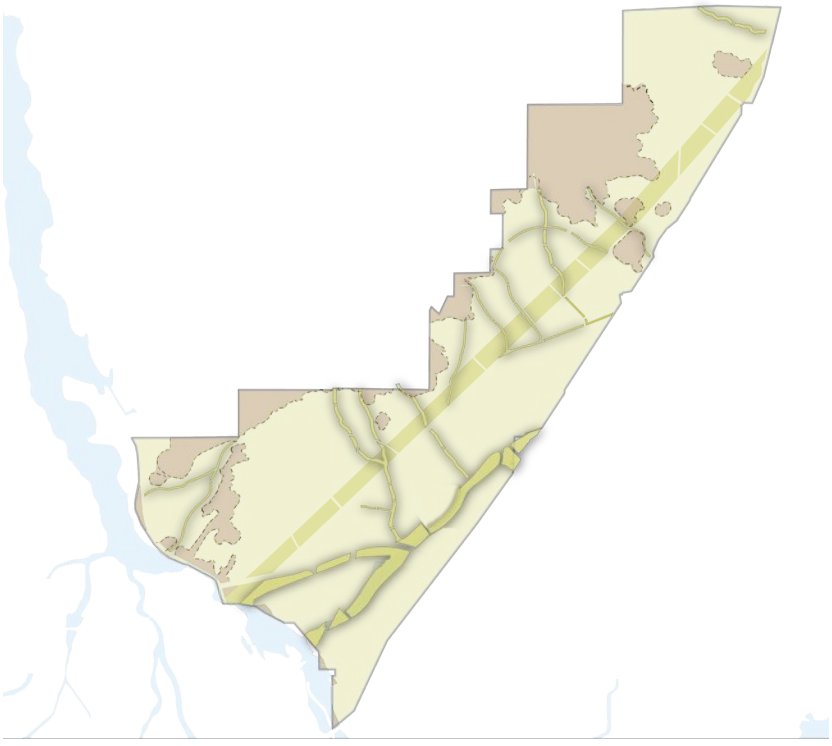


Figure 10.2 Open space plan, including arroyos and passive open space

Figure 10.3 Desert Gateway in 2007

Human Benefits of Green Spaces

Scientific research demonstrates that human interaction with urban parks and open or green spaces provides the following benefits:

- Enhanced concentration
- Improved employee attitudes and well-being
- Stress reduction
- Reduced domestic conflict
- Less school aggression and violence

Source: University of Washington Center for Urban Horticulture.

POLICIES:

10.1.1 Natural landforms and features should be integral components of project design

Take advantage of natural landforms and features to create a unique urban community integrated with the natural environment, provide scenic public and private views, protect biological resources, link neighborhoods with open space corridors, and buffer the individual neighborhoods.

10.1.2 Conserve open spaces inhabited by sensitive biological resources

Buildings and infrastructure shall not be sited within sensitive biological resource areas.

10.1.3 Preserve existing topography and landforms

Some modifications in existing contours of Desert Gateway will be necessary to allow for development, grading and other earthmoving activities. Grading shall work with the natural topography in Desert Gateway.

10.1.4 Design open spaces to promote human development

Desert Gateway will maximize opportunities for human interaction with nature by integrating nature into the urban, man-made landscape, and designing open spaces with opportunities for physical activity, including trails and spaces to promote physical activity and exercise and private spaces to allow passive enjoyment of nature.

10.2 OBJECTIVE: Preserve steep hillsides in a natural state

Desert Gateway features a unique and varied topography that includes steep hillsides as shown on the diagram of the first page of this Chapter. Protection of steep hillsides in a natural vegetated state minimizes erosion potential, protects plant and animal habitats, and helps maintain natural water systems. Maintaining steep hillsides also protects the unique setting of the natural landscape to foster a community with a distinctive sense of place and aesthetic interest.

POLICY:

10.2.1 Protect steep hillsides from development

Development shall not occur on hillsides within the open space areas shown in Figure 10.2. Steep hillsides will be maintained in a natural and/or vegetated state or restored if affected by temporary construction operations.

10.3 OBJECTIVE: Protect sensitive biological resources

The Specific Plan area lies within the southwestern Mojave Desert, which is composed primarily of Creosote Bush scrub and saltbush scrub plant communities. Also occurring within the Specific Plan area are rabbitbrush scrub, Joshua Tree woodland, and along the Mojave River corridor, riparian communities containing Fremont Cottonwood, willows, White Alder, and California Sycamore. The Mojave River provides valuable riparian resources, regulated waters and wetlands, and is a seasonally important resource for migratory birds and other wildlife in the region.

The entire project site is within the 6.2-million-acre West Mojave Plan Area (WMPA), which includes public and private lands in portions of San Bernardino, Inyo, Kern, and Los Angeles counties. The West Mojave Plan (WMP) has been prepared for the WMPA and a federal land use amendment, released in January 2005, provides a comprehensive framework for the conservation of the desert tortoise, the Mohave ground squirrel, and nearly 100 other sensitive plants and wildlife species and the natural communities of which they are a part. It would amend the Bureau of Land Management's California Desert Conservation Area Plan for public lands and would serve as a habitat conservation plan for private lands. Nonfederal entities in the WMPA are in the process of preparing a habitat conservation plan in support of "incidental take" permits pursuant to section 10(a)(1)(B) of the federal Endangered Species Act. When adopted, the WMP will provide guidance on impact assessment and mitigation requirements for sensitive species and habitats within the project site.

POLICY:

10.3.1 Preserve sensitive biological resource areas

Site-specific, sensitive biological resources shall be identified. These resources should generally be preserved and/or restored on-site. Where such resources are more appropriately preserved elsewhere, adequate mitigation shall be provided. Connections

Energy and Community Design

The design and density of buildings greatly influence energy consumption. Consider the following:

- Nationally, buildings are responsible for about half (48%) of all energy consumption, while more than three-fourths (76%) of power plant-generated electricity is used to operate buildings.
- Transportation activities represent over one-fourth (27%) of all energy consumption in the United States.
- Southern California Edison, the most likely electric utility provider for Desert Gateway, derives almost two-thirds (62%) of its electricity from fossil fuel combustion.

Desert Gateway will set an example of energy-efficient community design through a compact community form that reduces the amount and distance of automobile trips, supports alternative transportation, provides green buildings, and generates renewable energy.

"I'd put my money on the sun and solar energy. What a source of power! I hope we don't have to wait 'til oil and coal run out before we tackle that."
- Thomas Edison

and corridors between habitat areas must be protected, and habitats should never be fragmented. Sensitive or otherwise protected species shall be protected and preserved in compliance with applicable local, state, and federal laws.

10.4 OBJECTIVE: Minimize consumption of finite energy resources, reduce greenhouse gas emissions, and promote clean air

Energy is fundamental to the economy and quality of life of any community, including Desert Gateway. Reliance on finite fossil fuels as energy sources to power these activities results in negative environmental impacts such as air pollution and global climate change. Since fossil fuels are finite, nonrenewable energy sources that cannot be replaced, a community dependent on fossil fuels is not sustainable.

The technology and knowledge exist to complement fossil fuels with alternative energy sources. For example, the design of buildings and the built environment can greatly influence levels of energy consumption and the type of energy consumed. The design of the built environment largely influences energy consumption by affecting how far and how much individuals travel by automobile to complete their daily activities. To increase energy efficiency, promote clean air, and limit global warming emissions, this Specific Plan promotes conservation of energy derived from fossil fuels and generating a portion of its own energy needs with renewable energy sources.

Benefits of Green Buildings

Environmental benefits
- Enhance and protect ecosystems and biodiversity
- Improve air and water quality
- Reduce solid waste
- Conserve natural resources

Economic benefits
- Reduce operating costs
- Enhance asset value and profits
- Improve employee productivity and satisfaction
- Optimize life-cycle economic performance

Health and community benefits:
- Improve air, thermal, and acoustic environments
- Enhance occupant comfort and health
- Minimize strain on local infrastructure
- Contribute to overall quality of life

POLICIES:

10.4.1 Think global, act local

Development within Desert Gateway should reduce its impact on the global environment by striving toward a partially self-sufficient community that generates a portion of its own energy; uses local building and landscape materials; purchases food from local farmers; minimizes operational energy of buildings and infrastructure; realizes a compact form to reduce the length and frequency of automobile trips; and promotes alternative transportation options to provide people and businesses with transport choices that allow them to save energy and money.

10.4.2 Construct "green" buildings

Promote the design and construct public and private buildings using building practices that substantially meet accepted industry

guidelines for green construction and sustainable practices, which may include:

- Site design and building orientation that address factors such as passive solar gain and solar access, cross ventilation, shade, prevailing winds, landscape and tree planting, and sun screens.
- Adequate insulation to reduce air conditioning demand in the summer and heating during winter.
- Use of reclaimed or recycled building materials, or materials derived from renewable sources (such as wood from a sustainable forest).
- Utilization of solar energy through the installation of photovoltaic (PV) solar panels and/or solar hot water heaters.
- Use of accepted industry guidelines for energy-efficient rating for appliances and mechanical equipment installed by builders, when the option is available.

10.4.3 Promote alternative transportation options

Desert Gateway is designed with compact form, higher densities, and urban design measures to promote alternative transportation options like public transit, walking, electric vehicles, and bicycling to realize substantial energy savings and other benefits such as cleaner air, reduced greenhouse gas emissions, reduced traffic congestion, and lower transportation-related spending for consumers. At least one site for the charging of electric vehicles shall be provided.

10.4.4 Provide energy for the community

Landfill gas from Victorville Sanitary Landfill shall be recovered, converted and used as an energy source. Landfill gas recovery will reduce the amount of harmful greenhouse gas (methane) and air pollution emissions from this landfill, leading to cleaner air, reduced health risks, and less contribution to global climate change. Recovering landfill gas will also create jobs and help the local economy. Once closed, the landfill may also be covered with solar panels to harness clean, renewable energy for Desert Gateway from the sun.

10.4.5 Reduce embodied energy

Embodied energy describes the amount of energy required during the lifecycle of a product including extraction, manufacture, transport, installation, and disposal. Promote materials for the construction of buildings and infrastructure in the Desert Gateway with a low embodied energy.

Benefits of Recovering Landfill Gas

- Decreased methane emissions, a potent greenhouse gas
- Alternative source of energy for the community
- Improved local air quality
- Job creation, revenue and cost savings
- Near-elimination of landfill odors

Figure 10.4: Housing with solar panels

10.4.6 Minimize the amount of energy consumed by infrastructure and equipment

Public and quasi-public infrastructure should incorporate cost-effective, energy-efficient technology and design available at the time of construction.

Water consumption and wastewater generation shall be managed to reduce energy consumption associated with operation of water and wastewater systems.

Outdoor lighting shall have efficient operational energy and be used conservatively.

10.4.7 Create a supportive regulatory environment

Design standards and covenants, conditions, and restrictions that preclude builders or property owners from installing renewable energy systems such as photovoltaic solar panels and small wind turbine systems should be avoided.

Incentive programs to achieve maximum implementation of sustainable and green practices are encouraged.

10.4.8 Support the efforts of the Mojave Desert Air Quality Management District to improve air quality in the High Desert

Projects within this Specific Plan will comply with all applicable rules, regulations, and plans of the Mojave Desert Air Quality Management District.

Construction within Desert Gateway shall incorporate cost-effective, energy-efficient, low-emission equipment and practices available at the time of construction.

10.4.9 Commit to sustainable development practices

Buildings are encouraged to exceed Energy Code requirements for energy efficiency.

Design and construct buildings to meet accepted industry guidelines for green construction.

Solar power generation is encouraged on buildings in Desert Gateway. Consider orienting houses within 30 degrees of north or south to create optimum conditions for use of passive and active solar strategies.

Office, industrial, retail commercial, and any other private nonresidential development projects should derive a portion of their energy consumption from renewable energy sources.

All City-owned public buildings in Desert Gateway should meet accepted industry guidelines for green construction.

10.5 OBJECTIVE: Incorporate sustainable principles into community design

Proven practices can be applied to make a community more sustainable. For example, placing trees and plants strategically and using light-colored, high-albedo roofing and paving materials can mitigate the Urban Heat Island Effect and reduce energy consumption and human health impacts by significantly lowering air temperature and ozone formation within urbanized areas. Selecting materials that require less energy to produce and are extracted, processed, and manufactured locally reduces energy consumption and pollution, and supports the local economy. Recycling of materials prevents the waste of potentially useful materials, reduces consumption of finite materials, and reduces energy consumption and greenhouse gas emissions.

POLICIES:

10.5.1 Mitigate the Urban Heat Island Effect

Use cool roofing materials and paint with light-colored, high-albedo materials (solar reflectance index [SRI] of at least 0.3) to reduce heat build-up. Also provide light-colored, high-albedo pavement materials within roads and parking lots. Open grid paving such as pervious concrete and semipervious pavements also reduces heat build-up. Shade trees and shade structures (when covered with high SRI material) should cover nonroof impervious site landscape on public and private property (including roads, sidewalks, courtyards, parking lots, and driveways). Dark materials on roofs and roads should be avoided unless shaded.

10.5.2 Select and use sustainable materials

Desert Gateway should use materials for buildings, infrastructure, and landscape that require reduced resource input to create or maintain, including rapidly renewable materials (available for use within 10 years of harvest); reused materials; materials composed of recycled content; and materials that are extracted, processed, and manufactured locally.

Mitigating the Urban Heat Island Effect

By replacing natural land cover with pavement, buildings, and other infrastructure, urban and suburban areas can experience temperatures up to 10 degrees (Fahrenheit) higher than nearby rural areas. Elevated temperatures impact the community by increasing peak energy demand, air conditioning costs, local air pollution levels, and heat-related illness and mortality.

Desert Gateway will incorporate proven sustainability practices such as light-colored roofing and pavement, green spaces, and shading to minimize the potential for elevated temperatures and the associated impacts.

10.5.3 Avoid materials, products, and practices that would harm human health or the environment

Materials and material by-products with potential to build up toxic concentrations in the tissue of humans and organisms or known to cause cancer or reproductive harm should be avoided. Landscape materials requiring use of harmful pesticides and herbicides should be avoided.

10.5.4 Reuse and recycle waste associated with all phases of the community

A construction waste management plan that identifies materials to be diverted from disposal and whether the materials will be sorted on-site or commingled shall be provided for every project requiring either discretionary or ministerial approval.

Nonrecoverable materials should be directed to energy recovery processes.

Recycling services should be provided to all residential and nonresidential customers in Desert Gateway. Services that facilitate the recycling of as many materials as possible are strongly encouraged.

10.5.5 The design of the golf course should minimize impacts to the natural environment

Figure 10.5 Golf course designed for a desert environment

The golf course shall be designed to minimize or avoid loss, damage, or fragmentation of sensitive biological resources; irrigation water demand; and fertilizer and pesticide impacts. Preferable design strategies include but are not limited to preserving and/or conserving wildlife corridors throughout the course; minimizing the amount of turf areas; planting drought-tolerant turf grass and landscape materials; revegetating out-of-play areas to compensate for vegetation removal; and installing appropriate infrastructure so reclaimed wastewater can be delivered for irrigation when it is made available in the future.

10.5.6 Statement of sustainability

Land use applications requiring discretionary review shall provide a statement describing how these policies in Objective 10.5 are addressed by the project.

10.6 OBJECTIVE: Promote the efficient use of water

Desert Gateway is located in an arid climate that receives an annual average of about 5.5 inches of precipitation. Furthermore, urban development can also change natural site hydrology. Typical urban development substantially increases the volume of and level of pollutants within storm water runoff and greatly decreases infiltration to groundwater. With a growing population, and increasing urbanization and demand for water in the Victor Valley and High Desert region, water conservation and water quality policies are essential to preserving this valuable natural resource for current and future generations.

POLICIES:

10.6.1 Treat water as a valuable natural resource that should be used conservatively, cleaned, and reused

Water should not be treated as a waste product to be captured and conveyed off-site in Desert Gateway. Precipitation, potable water, rainwater, and greywater should be harvested, used, reused, and distributed to maximize both environmental and human benefits.

10.6.2 Incorporate drought-tolerant, desert-friendly landscape design

Landscaping within both public and private areas shall incorporate native drought-tolerant species to minimize or avoid the need for watering.

Turf areas shall be avoided on private property and provided only where essential to the function of the land use on public property. Artificial turf is encouraged.

Group plants with similar water needs together to maximize irrigation efficiency.

Use soil improvement techniques and landscape materials to maximize water retention and infiltration rates.
Avoid use of invasive, nonnative species.

Select plants to fit existing soil and drainage conditions instead of changing soil and drainage conditions to fit a desired plant list.

Figure 10.6 Desert-friendly landscaping

Figure 10.7 Desert-friendly landscaping

Water Conservation Saves Energy

Approximately 20 percent of California's electricity demand and over 30 percent of natural gas demand are associated with the extraction, conveyance, treatment, and delivery of water. By establishing policies that conserve water, this Specific Plan is also saving energy and limiting greenhouse gas pollution.

Source: California Energy Commission.

10.6.3 Use recycled greywater and wastewater for landscape irrigation and other nonpotable water uses

Install appropriate infrastructure so reclaimed wastewater can be delivered for landscape irrigation when it is made available, consistent with City water and wastewater master planning.

10.6.4 Provide water conservation devices and appliances

Water- and energy-efficient irrigation systems shall be provided, such as weather-responsive irrigation systems.

Low-flow toilets, showerheads, faucets, washing machines, and other water-conserving appliances should be installed throughout Desert Gateway.

10.6.5 Achieve target water balance conditions

The proportions of water inputs to the site (by precipitation, surface flow, and piped-in supply) and outputs from site (from evapotranspiration, runoff, and water that infiltrates the soil) should have no negative effect on the environment. This target water balance can be achieved through many techniques such as use of pervious and semi-pervious materials, vegetation and plants, and breaking up of compacted soil to allow water to infiltrate the soil; maintaining existing drainage patterns; and directing runoff from impervious areas to water quality facilities such as constructed wetlands and vegetated soil-based infiltration systems before conveying off-site.

CHAPTER 11:
DEVELOPMENT STANDARDS

11.1 OBJECTIVE: Use clear development standards for a range of single family housing types

To provide for a range of single family housing types at varying densities to support transit service and attract economic development, special development standards are needed. Increased density demands enhanced design and predictable standards to realize a special urban place.

POLICY

11.1.1 Development standards for single family housing

All single family housing shall conform to the development standards in this chapter. The Design Guidelines in Chapter 12 supplement these development standards.

A request to modify these standards through an individual development application requires approval of a Site Plan (Chapter 18.71, Victorville Municipal Code, as amended from time-to-time). Any modification must result in a superior development project. A preliminary development plan required by Policy 14.3.2 of this Specific Plan may not modify these single family development standards.

11.2 OBJECTIVE: Use City-wide development standards for all other land uses

Development standards to guide site planning are set forth in the Victorville Municipal Code and adopted design guidelines.

POLICY

11.2.1 Development standards for all land uses, except single family housing

City-wide development standards apply to all land uses, except single family housing, unless otherwise provided by this Specific Plan.

Development standards unique to Desert Gateway that modify City-wide standards may be established in a development plan, which is required for every village or district (or portion thereof), pursuant to Policy 14.3.2 of this Specific Plan.

Zone Compatibility Table

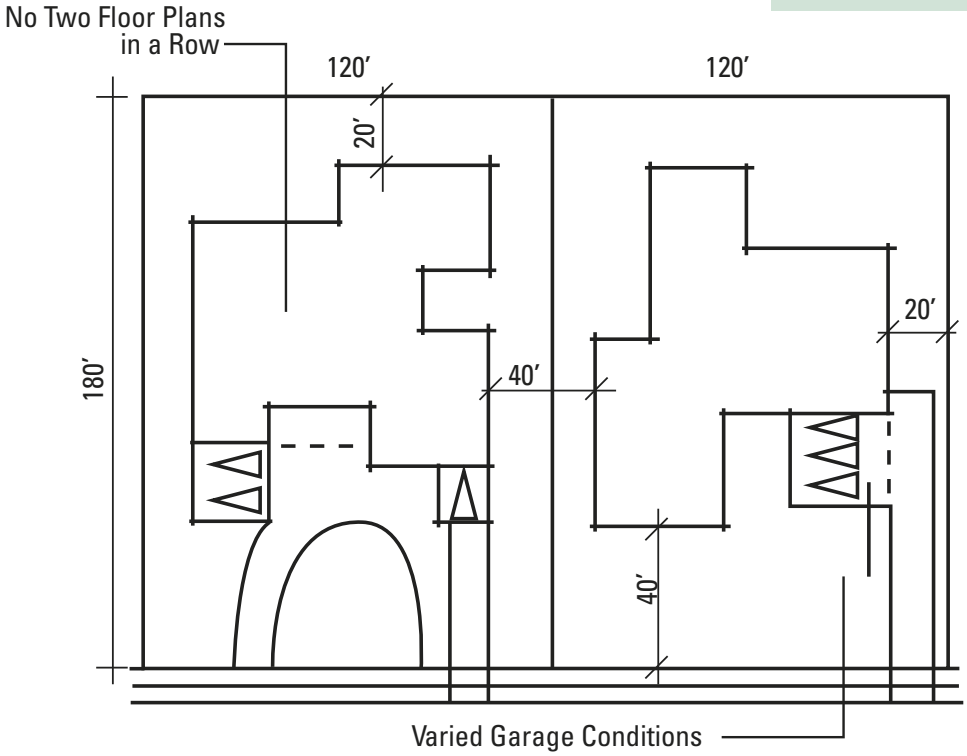
Desert Gateway Land Uses	Victorville Zones							
	R-3	R-4	MU	C-1	C-2	I.P.D	M-1	M-2
Multi-Family—Low	●	○						
Multi-Family—Medium		●	●					
Mixed Use Town Center			●					
Mixed Use Village Center			●					
Commercial				●	○			
Business Park				●	●	○		
Light Industrial						●	○	
Heavy Industrial								●

● Primary Compatible Zone
○ Secondary Compatible Zone

Estate

120' X 180' (21,500 SF Lots)
Single Family Detatched Lots

Village Locations
Custom Homes
Desert Foothills
Golf Course Community



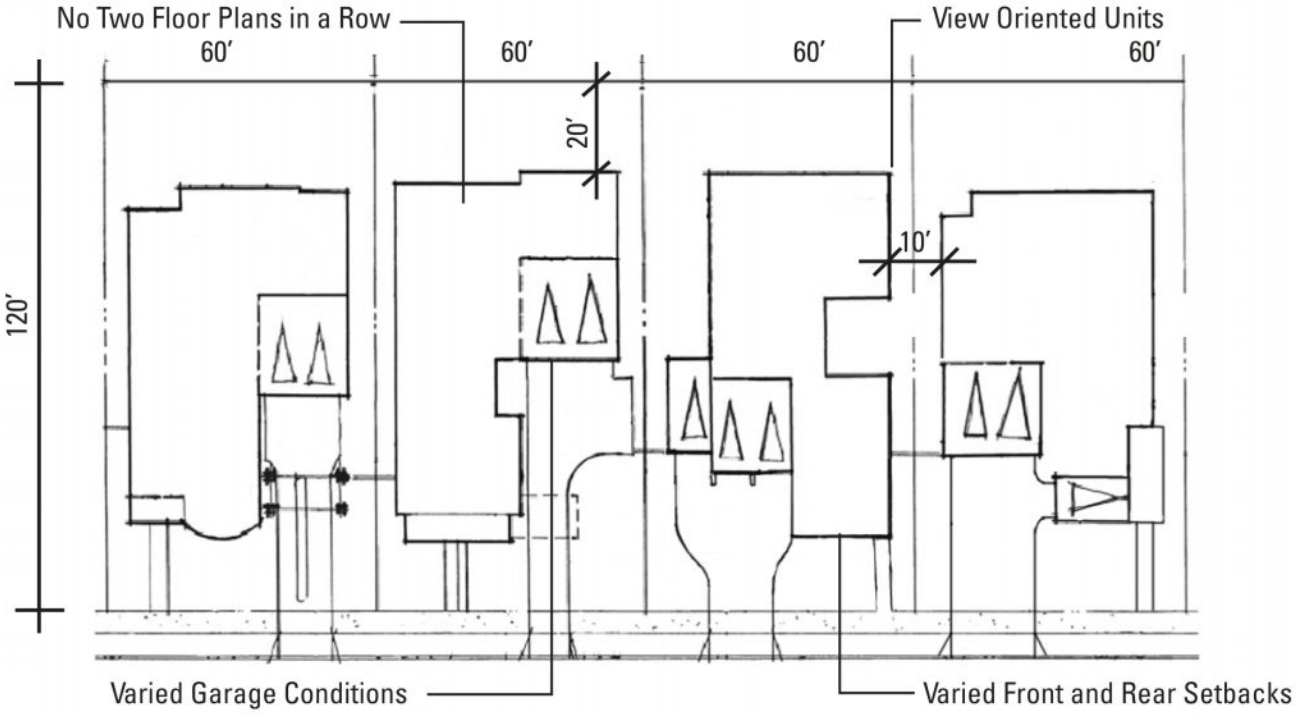
Product Criteria	
Lot Size	21,500 SF lot min.
Plan Sq. Ft. Range	4,000-10,000 SF
Expected Net Density	2 DU/ Acre
Setbacks	
Front to back of sidewalks	
Living	40'
Corner/Street Side	20'
Side Setback	20' min.
Rear Setback	
Living	20' min.
Garage Setback	
Shallow Recess	40' Front
Building Height (2 story)	30' per ICC
Parking	2 Private
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	30% - 50%

Ranch

60' X 120' (7,200 SF Lots)
Single Family Detached Lots

Village Locations

- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park

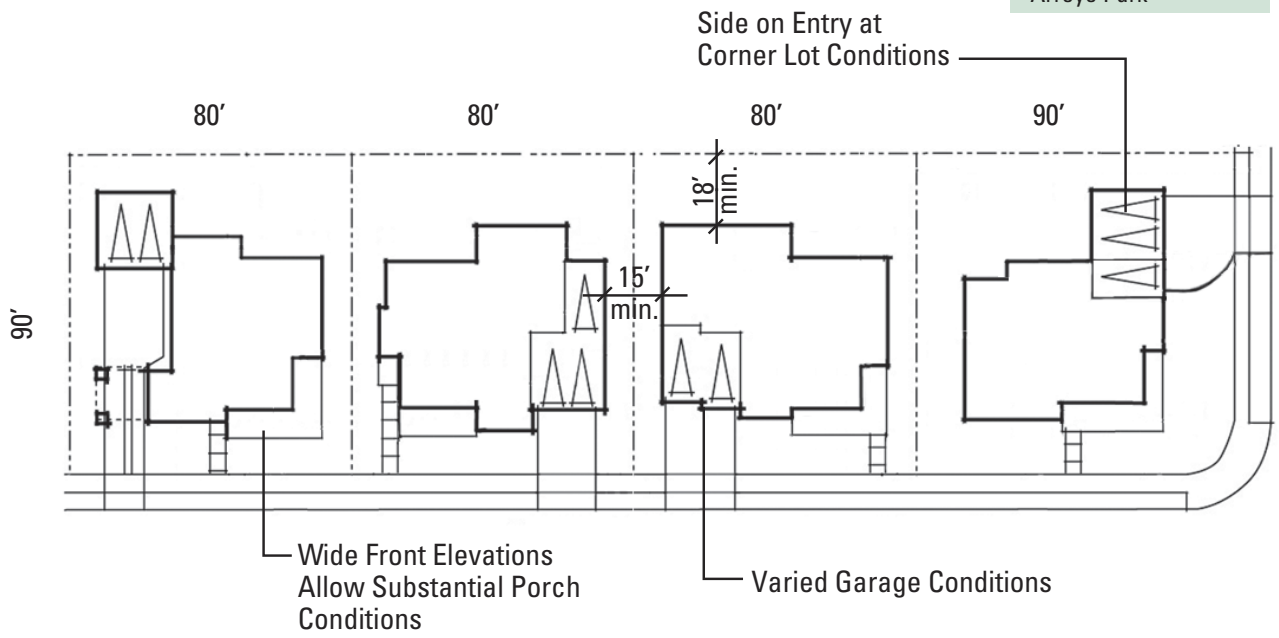


Product Criteria	
Lot Size	7,200 SF lot min.
Plan Sq. Ft. Range	3,200-4,300 SF
Expected Net Density	3 DU/ Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5' and 10' min.
Rear Setback	
Living	20' min./25' avg.
Garage Setback	
Shallow Recess	20' Front
Swing-In	12' Front
Rear	10' Rear
Building Height (2 and 3 story)	36' per ICC
Parking	2 Private
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 60%

Villa

80' X 90' (7,200 SF. Lots)
Single Family Detached Lots
Wide-Shallow Concept

Village Locations
- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park



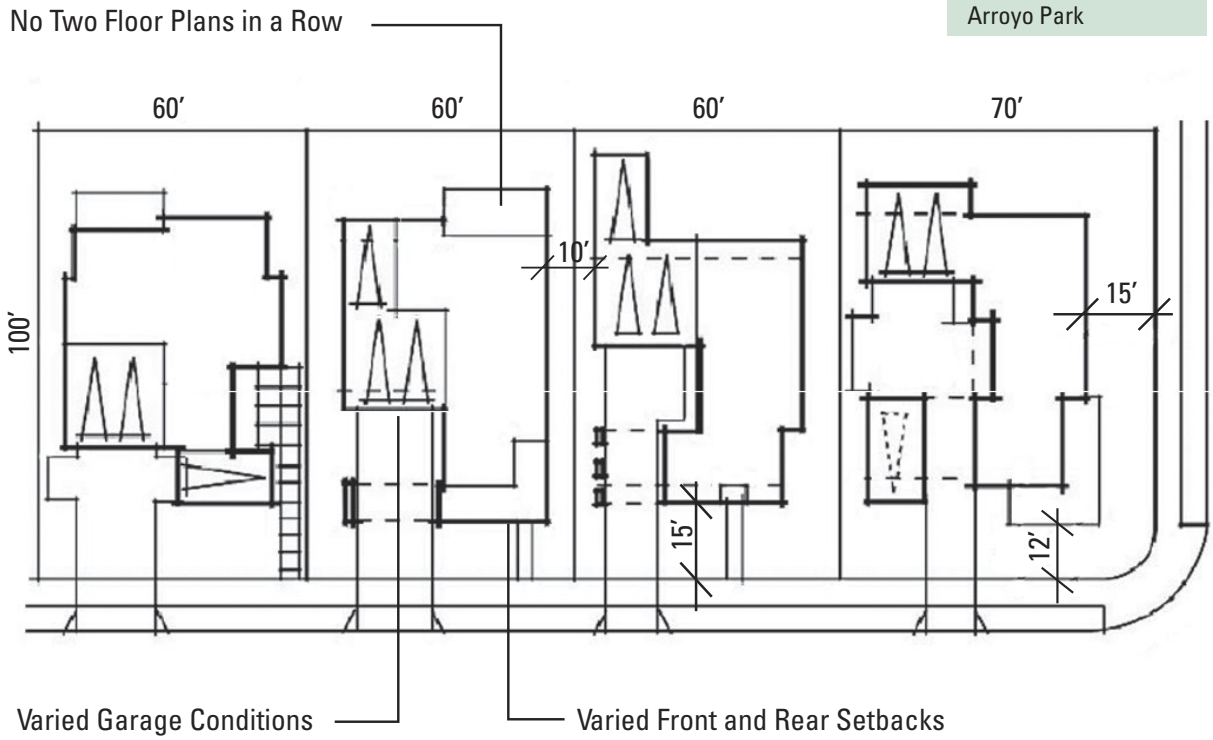
Product Criteria	
Lot Size	7,200 SF Lot
Plan Sq. Ft. Range	3,200 - 4,300 SF
Expected Net Density	3.7 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	7.5 ' min.
Rear Setback	
Living	18' min./ 23' avg.
Garage Setback	
Shallow Recess	18'
Swing-In	12'
Rear	5'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 60%

Traditional

60' X 100' (6,000 S.F. Lots)
Single Family Detached Lots

Village Locations

- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park



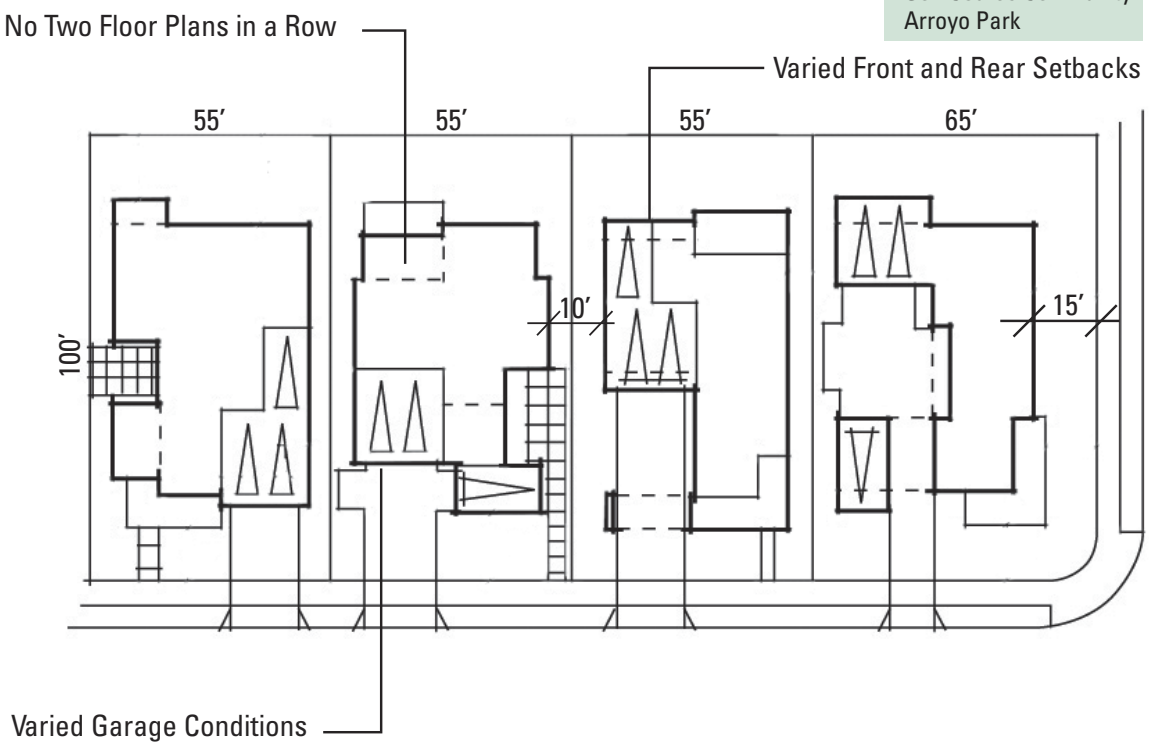
Product Criteria	
Lot Size	6,000 SF lot min.
Plan Sq. Ft. Range	2,700-3,600 SF
Expected Net Density	4-4.5 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5'
Rear Setback	
Living	20' min.
Garage Setback	
Shallow Recess	18'
Rear	5'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 60%

Bungalow

55' X 100' (5,500 SF. Lots)
Single Family Detached Lots

Village Locations

- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park

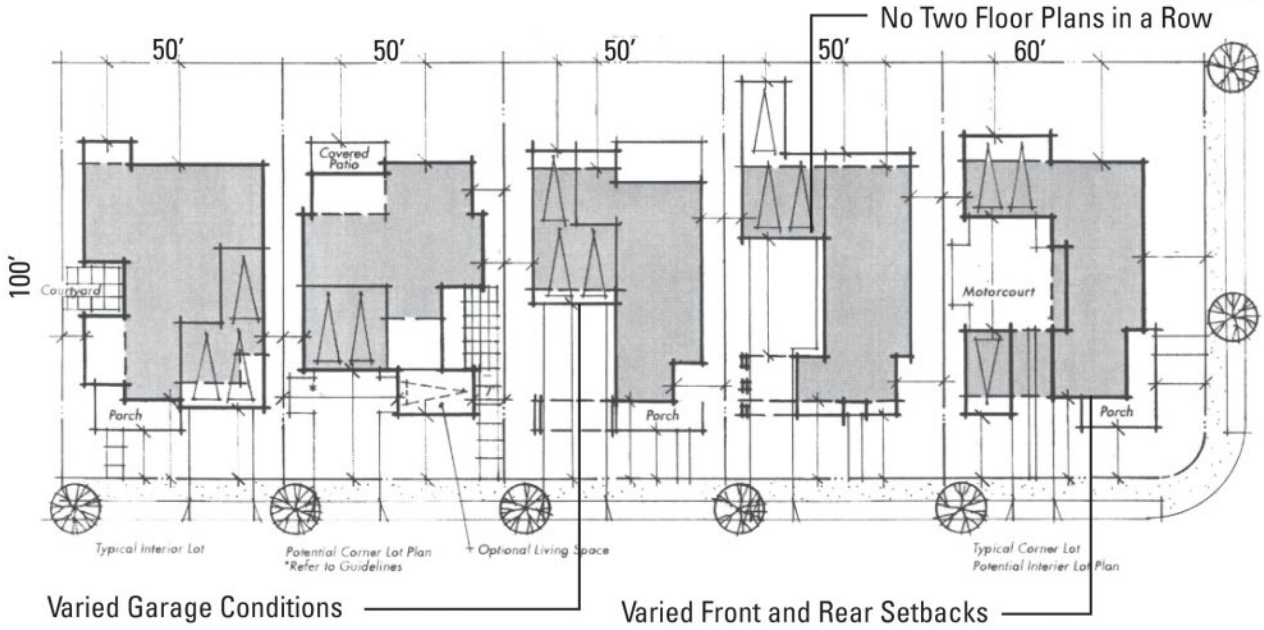


Product Criteria	
Lot Size	5,500 SF lot min.
Plan Sq. Ft. Range	2,400-3,300 SF
Expected Net Density	4.5-5 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5'
Rear Setback	
Living	20' min.
Garage Setback	
Shallow Recess	18'
Rear	5'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 60%

Cottage

50' X 100' (5,000 SF Lots)
Single Family Detached Lots
Wide-Shallow Concept

Village Locations
- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park

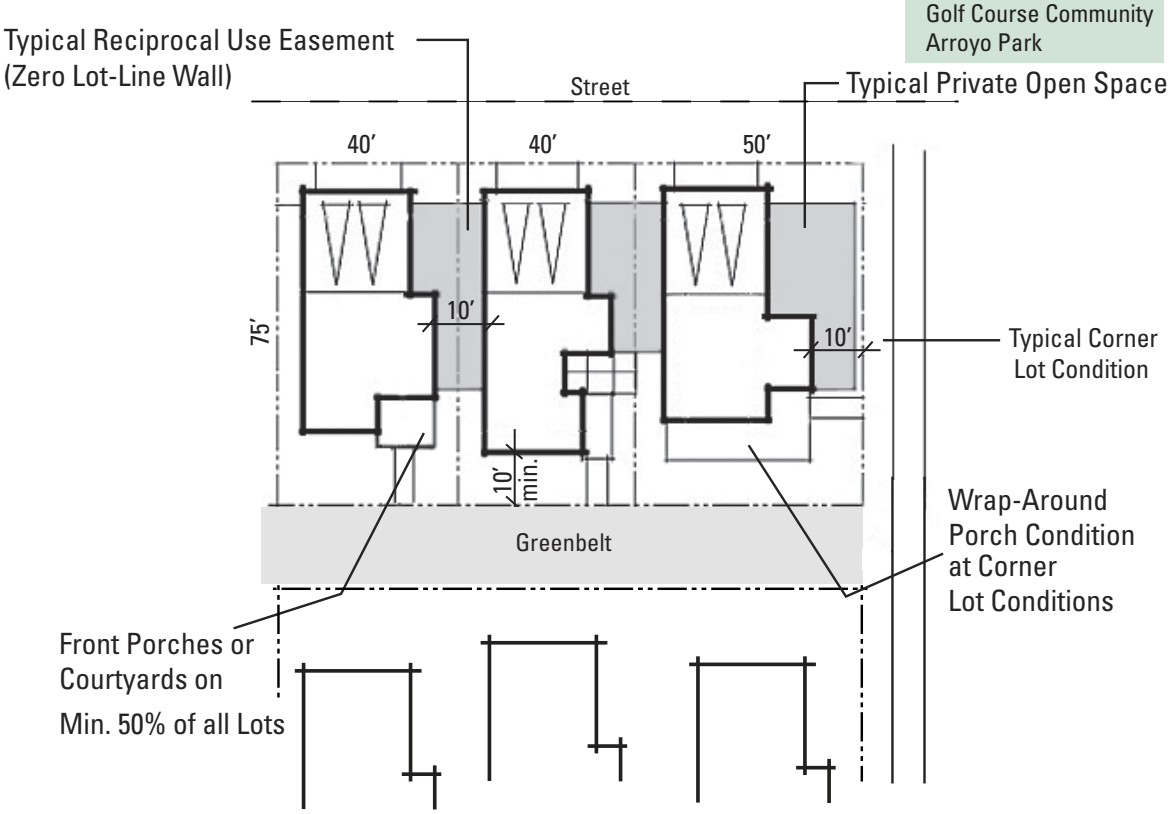


Product Criteria	
Lot Size	5,000 SF lot min.
Plan Sq. Ft. Range	2,250-3,000 SF
Expected Net Density	5-5.5 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	10'
Side Setback	5' min.
Rear Setback	
Living	18' min. / 20' avg.
Garage Setback	
Shallow Recess	18'
Swing-In	12'
Rear	5'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 60%

Neo-Traditional

40' X 75' (3,000 SF. Lots)
Lane-Loaded Lots (Single Family Detached)

Village Locations
- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park



Product Criteria	
Lot Size	3,000 SF lot min.
Plan Sq. Ft. Range	1,500-2,000 SF
Expected Net Density	7.5-8 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	8'
Living	10'
Corner/Street Side	10'
Side Setback	5'
Rear Setback	4' Apron
Between Buildings	
Garage face to garage face	30'
Porch to porch	15'
Side to rear	30'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	50% - 60%

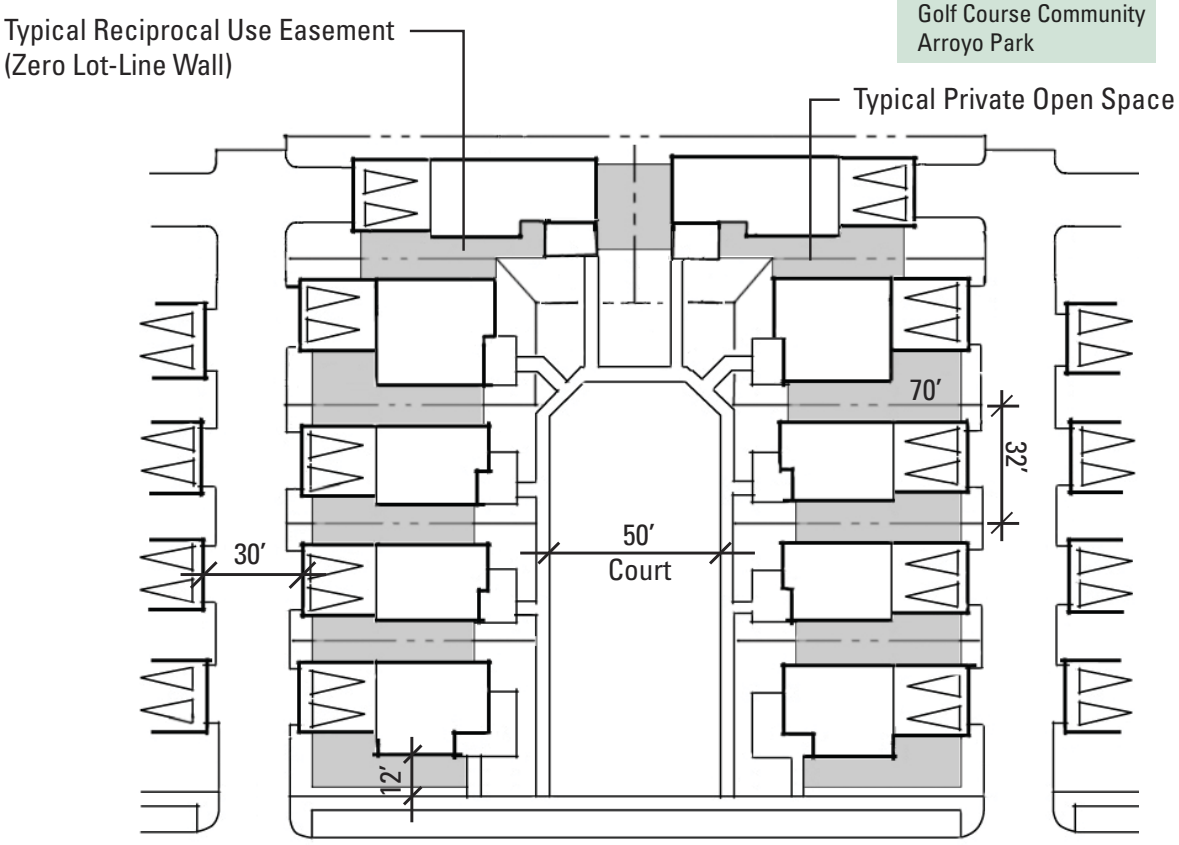
Greencourt

32' X 70' (3,000 S.F. Lots)

Lane-Loaded Greencourt (Single Family Detached)

Village Locations

- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park



Product Criteria	
Lot Size	3,000 SF lot min.
Plan Sq. Ft. Range	1,300-1,600 SF
Expected Net Density	9-10 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	8'
Living	10'
Side Setback	5'
Rear Setback	4' Apron
Between Buildings	
Garage face to garage face	30'
Courtyards	
Minimum dimensions	50' (common court)
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest
Architectural Styles	Varied styles proposed
Floor Area Ratio (F.A.R.)	40% - 55%

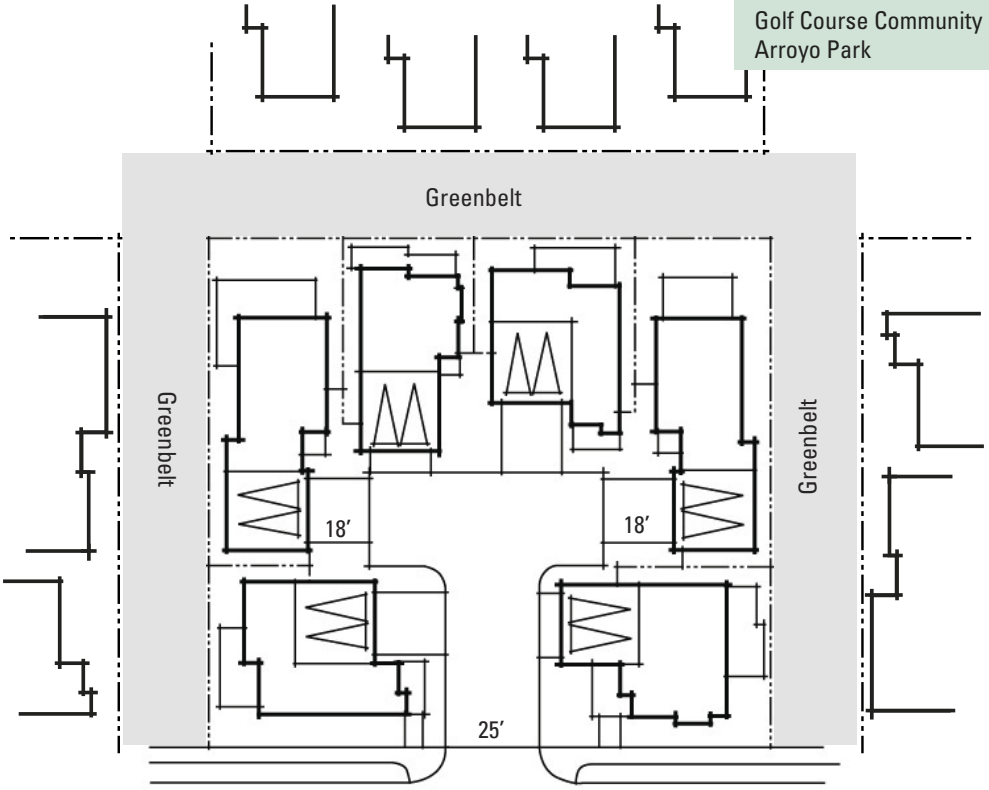
Greenbelt

SFD Clusters

Cluster Lots (Single Family Detached)

Village Locations

- Desert Foothills
- Desert Canyons
- Desert Bluffs
- Desert Plains
- Golf Course Community
- Arroyo Park



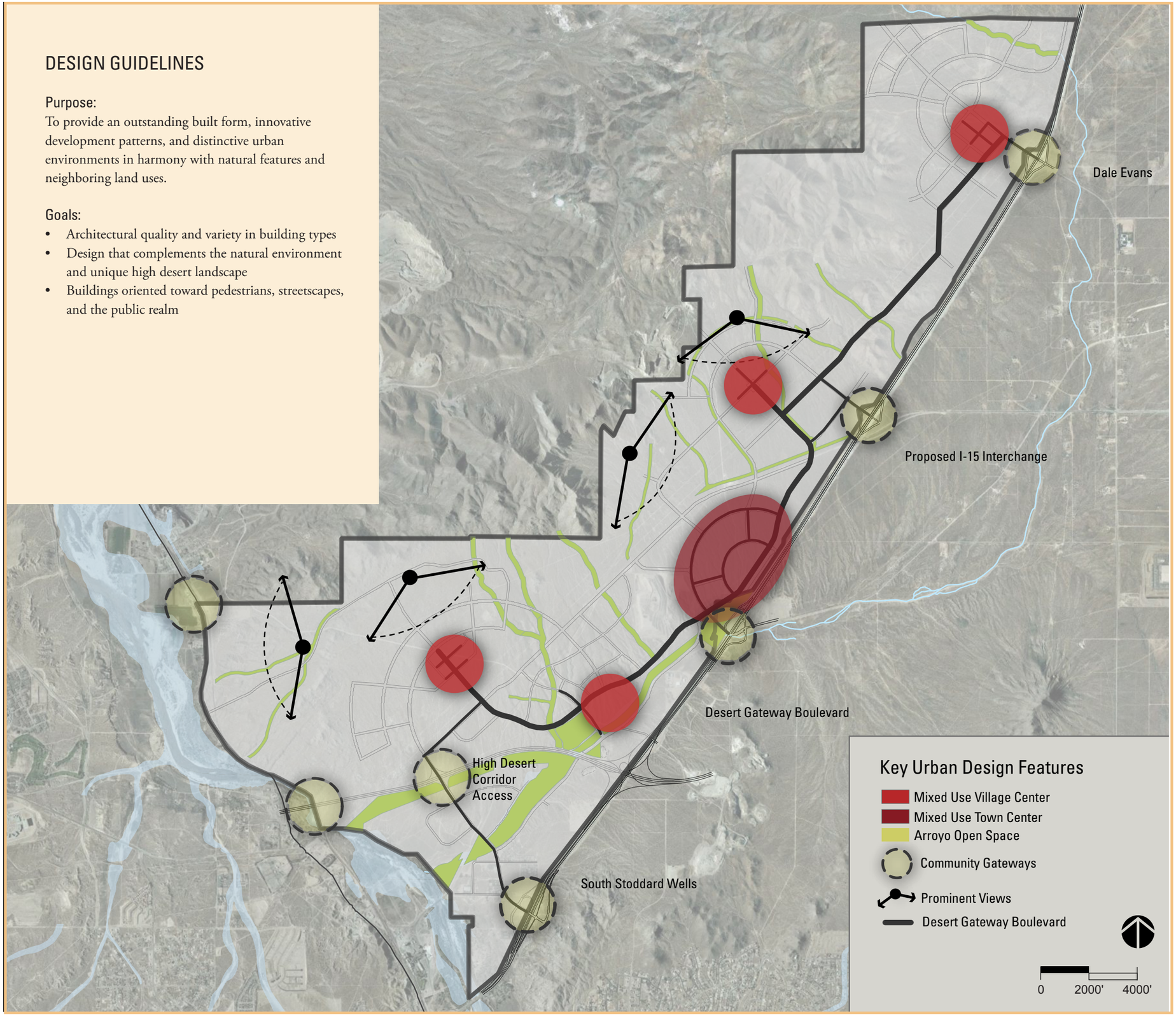
Product Criteria	
Lot Size	Varies (3,000 SF min.)
Plan Sq. Ft. Range	1,500-2,000 SF
Setbacks	
Front to back of sidewalks	
Porch and balconies	10'
Living	10'
Corner/side street	15'
Side Setback	5'
Rear Setback	5'
Living	10' min./15' avg.
Garage Setback	
Front	5'
Rear	5'
Building Height (2 and 3 story)	36' Per ICC
Parking	2 Private / 1 Guest (Long Driveway = 1 Space)
Architectural Styles	Varied elevation styles proposed
Floor Area Ratio (F.A.R.)	50% - 70%

DESIGN GUIDELINES

Purpose:
To provide an outstanding built form, innovative development patterns, and distinctive urban environments in harmony with natural features and neighboring land uses.

Goals:

- Architectural quality and variety in building types
- Design that complements the natural environment and unique high desert landscape
- Buildings oriented toward pedestrians, streetscapes, and the public realm



CHAPTER 12:
DESIGN GUIDELINES

INTRODUCTION

Desert Gateway is a uniquely designed place. It will be a mixed use, high density place to live, work, and play. Design guidelines will ensure that a cohesive built form is apparent throughout Desert Gateway. Architecture will invoke the theme of the desert while promoting innovative designs and placemaking. Urban design strategies will go hand-in-hand with land use decisions to produce active streetscapes, and cohesion with the natural environment.

The structure principles are:

- Mixed use centers that are urban in character and pedestrian-friendly, and support transit
- Community gateways to highlight arrival in Desert Gateway
- Buildings that respect the public realm along roadways and public lands
- Urban design that draws from views, colors, and topography of the natural landscape

12.1 DESIGN INTEGRITY

The charm and inherent beauty of a great community is the result of good urban design, meticulous crafting, time, and care.

Building design and execution of architectural vocabularies should express the regional context of the community with a sense of reverence, contemporary innovation, and aesthetic detailing. The palette of architectural vocabularies and crafting of the building form, massing, and roofscapes should be done from a streetscape perspective. The design value of an individual building's elevation needs to be incorporated into the larger compositional statement of a streetscene. Outdoor living spaces should be utilized as design and living elements that complement the architectural style and vary the interaction of the buildings with the pedestrian pathways and streets.

Figure 12.1 The design concept reflects in every element

Landscape themes, palettes, and placement embellish the physical design of the community with texture and context. Landscape design should be based on land use context, open space function, and sensitivity for responsible water use.

In summary, the community design should be more than an execution of design elements, it should create streetscape that express aesthetically pleasing compositions throughout the community. To this end, a strong focus will be placed on overall quality and design integrity.

12.2 DESIGN REVIEW PROCESS

To ensure that the built environment reflects the quality design expected in Desert Gateway, each development proposal will undergo design review to ensure consistency with the Specific Plan and its subsequent applicable development plan created pursuant to Policy 14.3.2. The design review process will ensure that the project develops in a manner that respects the community vision while responding to changes in the market and the City over time.

The design guidelines within the Desert Gateway are meant to complement the City wide adopted design guidelines. Where a particular design standard is not addressed within the Desert Gateway, the citywide design guidelines shall take precedence. Where a listed design standard

Fig 12.2 Victorville historic train

Fig 12.3 Victorville historic center

within Desert Gateway conflicts with the City wide adopted design guidelines, then the more superior design standard shall be utilized at the discretion of the Director of Development.

The design review process will continue through the development, review, modification, and approval stages to ensure individual builder packages foster a cohesive community design that meet the vision above and beyond the rules of this document. Design review encompasses, but is not limited to, these elements:

- Community design
- Neighborhood crafting
- Site planning
- Residential and non-residential architecture
- Standards and covenants
- Landscape design
- Civil and value engineering

The design review process will ensure that the execution of builder developments will meet the goals, vision, neighborhood crafting elements, aesthetic composition of housing types and architectural vocabularies and innovative building developments of Desert Gateway. This process will make the development more than a Specific Plan subdivision but a community of integral character that is an aesthetic, economic, business and character asset to the City.

12.3 RESIDENTIAL GUIDELINES

The purpose of this section is to provide general planning and design guidance for the residential neighborhoods of Desert Gateway:

- Organization of residential neighborhoods
- Neighborhood crafting - objectives and key elements
- Architectural character and key elements

12.3.1 Organization of Residential Neighborhoods

The Project is envisioned to be organized by a series of villages with the Town Center being the central focus of the community. These villages are defined by natural features such as the foothills, the natural drainage corridors, and/or by human-made features such as transportation corridors and human-made open space features. An intricate multi-modal plan provides linkage between the various villages via vehicular route, pedestrian and bike trails, and public transit routes. Each village is organized around a mixed-use village center at the core, with multiple neighborhood types that radiate out from the high density urban core to the low density neighborhoods toward the outer edge of the village.

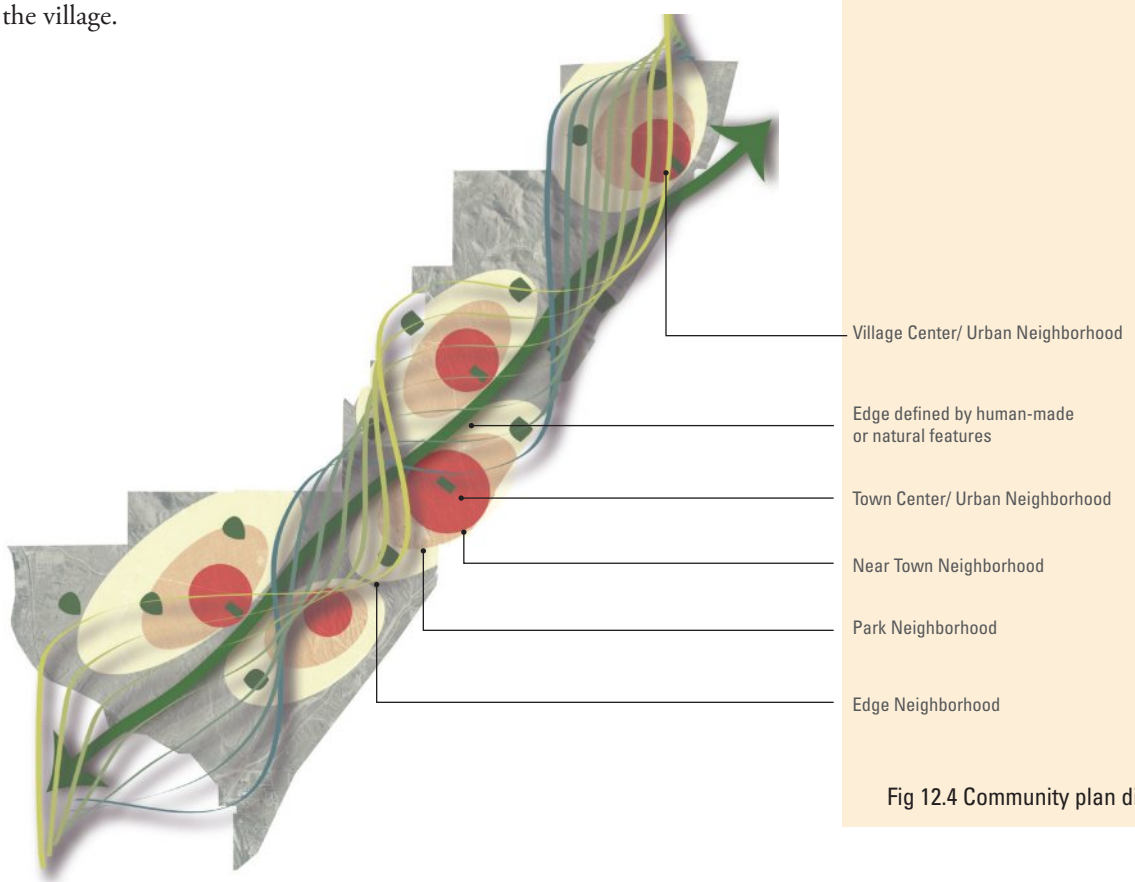


Fig 12.4 Community plan diagram

12.3.1.1 Village Centers

Village Centers are the anchors for each of the residential villages at Desert Gateway. They should be planned and programmed to establish the character and identifiable elements of each village. Village Centers provide central gathering places for the community to interact and connect. Each center may take on a different focus and scale, such as health and wellness, education, or cultural and civic, and provides a variety of functions and programs for its neighborhoods. Components of the center may include one or more of these elements: neighborhood level retail and services, community center, school, religious and public facilities, or civic parks and recreation spaces. The establishment of these centers allows for walkability, compact development and social connectivity all working together to achieve Desert Gateway's sustainable principles.

Fig 12.5 Village Center, Main Street configuration


Fig 12.6 Village Center, neighborhood center setting

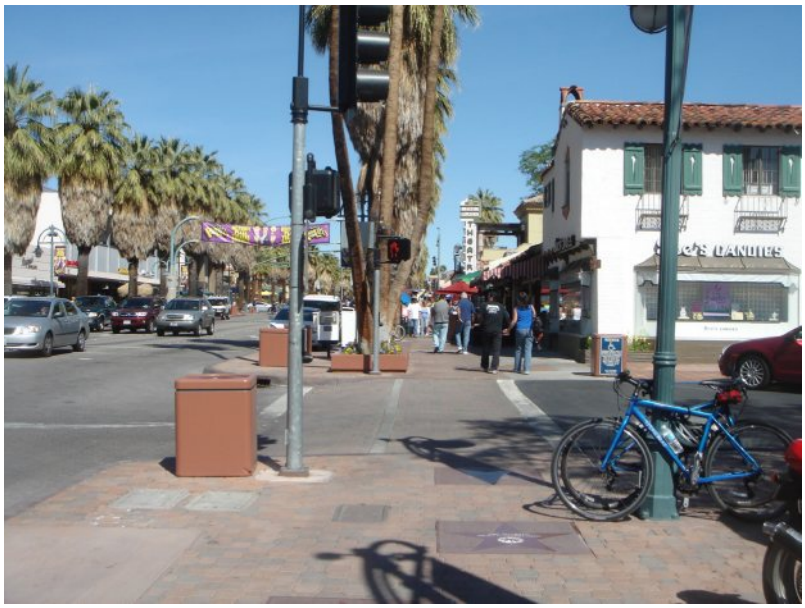


Fig 12.7 Pedestrian friendly street

12.3.1.2 Neighborhood Types

Within each residential village, there are several neighborhood types. In general, these neighborhood types radiate from a formal urban character in the center out to the relaxed natural character at the rural edges.

At Desert Gateway, four neighborhood types have been identified: urban, near town, park, and edge. Each type is further described as follows:

Urban Neighborhood

Urban Neighborhoods are typically at or around a village center, and generally consist of higher density and potential mixed-use housing types. Residents will be within walking distance to a convenience shopping and service core and/or community activities and recreational facilities core. Unique housing types in this neighborhood potentially include apartments, condominiums, townhouses, and other attached products such as duplexes, triplexes, cottages and other small detached homes.

Primary Character Elements:

- The highest density neighborhoods within a village, allowing the greatest number of residents to have close proximity to the core community facilities.
- Well-connected street and sidewalk system in a connected grid pattern.
- Allow for tighter and more uniform building setbacks along the streets.
- Buildings are typically a little taller in height and a little higher in density.
- More formal and urban landscape character, reflecting the urban environment and proximity to the core.
- Open space is primarily organized by plazas or squares which are often framed by buildings.

Fig 12.8 Mixed Use Urban Neighborhood

Fig 12.9 Residential Urban Neighborhood

Fig 12.10 Urban Neighborhood
Sample layout*

*Example only. Does not represent actual design.

Fig 12.11 Near town neighborhood

Near Town Neighborhoods

The Near Town Neighborhoods are a transition between the Village Center Neighborhood and the Park Neighborhoods. Housing types in this neighborhood are primarily high density apartments, condominiums and townhouses mixed in with some medium-high density single family detached homes and cottages. This neighborhood type is within walking distance to most of the proposed convenience shopping and services provided in the Village Center.

Primary Character Elements:

- A mix of the highest density to medium density housing types, allowing a great number of residents within walking distance to the core community facilities, services and amenities.
- Similar to the urban neighborhood, streets and sidewalks are well-connected.
- Tight building setbacks along residential streets.
- Landscape character transitions from the formal and urban character in the Urban Neighborhood to the more traditional landscape character with street trees in the parkways and curb-separated sidewalks.

Fig 12.12 Near Town Neighborhood Sample layout*

*Example only. Does not represent actual design.

Park Neighborhoods

The Park Neighborhoods are a transition between the Near Town Neighborhoods and the Edge Neighborhoods. They provide a supportive setting for traditional family living. A hierarchy of parks and recreational facilities should be created to serve and support the neighborhoods. These amenities may be linked by on-street sidewalks and off-street pedestrian paseos, so that residents can easily and safely traverse between homes, parks, recreation facilities and open space.

Primary Character Elements:

- A mix of medium-high, medium and low density housing types.
- Very gentle interconnected curvilinear street patterns with variable building setbacks that create a variety of views and interest to the street scene.
- Allow for a diverse collection of architectural styles
- A traditional landscape character with street trees in the parkways and curb-separated sidewalk.
- Neighborhood parks and greenbelts as primary neighborhood focus.

Fig 12.13 Parks as neighborhood focus

Fig 12.14 Off-street pedestrian paseo

Fig 12.15 Park Neighborhood Sample layout*

*Example only. Does not represent actual design

Fig 12.16 Homes along open space edge

Fig 12.17 Natural open space edge with trails

Fig 12.18 Relaxed, curvilinear street and informal landscaping

Fig 12.19 Edge Neighborhood Sample layout*

*Example only. Does not represent actual design.

Edge Neighborhoods

The Edge Neighborhoods are typically located at the edge of the community, and generally consist of lower density housing types. The form of the Edge Neighborhood tends to be more informal and work more closely with the natural landform. In Desert Gateway, edge neighborhoods may be identified primarily along the desert foothills and adjacent to natural drainage corridors.

Primary Character Elements:

- A mix of low density and estate housing types.
- Relaxed street pattern that works with the land to preserve natural topography and landscape elements.
- Irregular streets and blocks of picturesque qualities.
- Allow for variable setbacks on streets to enhance visual interest.
- More rural streetscape reflecting the character of the natural landscape.
- Natural open space or green belts as primary neighborhood focus and view orientation.

12.3.2 Residential Neighborhood Crafting

Neighborhood Crafting is intended to describe the level of design and planning details to create the residential neighborhoods in Desert Gateway. This shift in community character, compared with typical subdivision neighborhoods, will distinguish the community within the marketplace and provide "added value" to builders and homeowners alike.

The creation of a community that is more of a "traditional neighborhood" feel and less of a "mass produced" feel can be achieved through a mixture of smaller tracts of single product, greater diversity of architectural style, smoother transition between products and increased pedestrian friendly streets. The result is a community of neighborhoods that are more walkable, attractive, feel safer, encourage neighbor interaction and age with elegance and visual richness.

12.3.2.1 Neighborhood Crafting Objectives:

Move Away from Monotonous, "Mass Produced" Communities.

- Allow for variety of grains in home builder tract size: large, medium and fine.
- Provide individuality and identity at both the neighborhood and home level by varying neighborhood design and increasing choice in architectural styles.

Fig 12.20 Stylistic, color and material diversity

Fig 12.21 Move away from production neighborhoods

Fig 12.22 Unattractive neighborhood street

Fig 12.23 Informal neighborhood park with Desert Theme in "Edge Neighborhoods"

- Combine stylistic, color, materials diversity and shorter blocks to avoid repetition on the same block.

Create Neighborhood Clarity and Cohesion

- Provide a hierarchy of physical and visual neighborhood organization elements: primary elements include a village center, icon streets and signature parks; secondary elements include formative neighborhood parks and special landscape elements.
- Define neighborhoods through neighborhood character, parks, landscape features, and natural physical elements that "override" single builder/product identity, while providing an underlying diversity that allows individual product lines to "blend" together.
- Use "formative" parks as a focal element to organize neighborhoods. Parks should be sized to provide human scale and a strong sense of place. Architecture and housing mass around the parks should be designed to further frame and articulate the space. Each park shall have a unique program, form and character to enhance neighborhood identity.

Fig 12.24 Formal neighborhood parks used as organizational elements in the "Park Neighborhoods"

Redefine the Role of the Street as a Pedestrian Social Space

- Create meaningful, walkable destinations within the neighborhood, such as a finer grain of parks and open space, and streets aligned to link important places such as schools and community facilities.
- Make the street a more safe and pleasant place by narrowing the street width, introducing street trees, landscaped parkways between curbs and sidewalks, and greater architectural interest along the street.
- Emphasize architectural detail and interactive architecture with porches, courtyards, entries, windows, and second-story balconies related to the street.
- De-emphasize the garage on the street by placing the living space of the home in front of the garage.
- Orient living activity toward the street by incorporating front porches and active living space toward the front of the home.

Fig 12.25 Residential street

Fig 12.26 Architectural Diversity

12.3.2.2 Neighborhood Crafting Key Elements

The following design elements allow neighborhoods to be crafted consistent with the goals defined in the Neighborhood Crafting Objectives section.

Home Builder Parcels

Integration of a variety of home builder parcel sizes allows a community to move away from the typical monotonous subdivisions of exclusively large single builder tracts. At Desert Gateway, while builder parcels size may encompass primarily large and medium grain, finer grain mix may be integrated in areas where appropriate, such as the Town Center and the Village Centers. Neighborhood Crafting principles as described in this section of the document would apply to builder parcels of all sizes.

Fig 12.27 Architecture Forward

Variable Front Yard Setbacks

Building setbacks should vary depending on product types and location. In general, a variable front yard setback is required within each block. Exceptions are homes in Urban and Near Town Neighborhoods, and those that front on a square, a formative park or an icon street, where uniformity in building setbacks is preferred.

Variable Lot Width

Variable lot width provides a more interesting street scene and efficient use of the land. Therefore, providing variable lot width within an individual product line is required. This allows large units to be plotted on wider lots and smaller units on narrower lots. When variable lot widths are used, the average lot width should equal the standard lot width as permitted, and the minimum lot width should be no more than 10 percent smaller than the standard lot width.

De-Emphasis of Garages

Location and variation of garage placement in relation to the living elements of the architecture and the street helps create a dynamic streetscene experience. Garage placement should vary between plans and may include forward, flush, recessed, deep-recessed, swing-in, motorcourt, and alley-loaded garages.

- Forward Garage – The garage plane extends in front of the living space wall plane.
- Flush Garage – The garage plane is in line with the living space wall plane of the home. A porch, courtyard or second story projection should extend forward of the wall plane.
- Recessed Garage – The garage plane is setback behind the front living space wall plane.

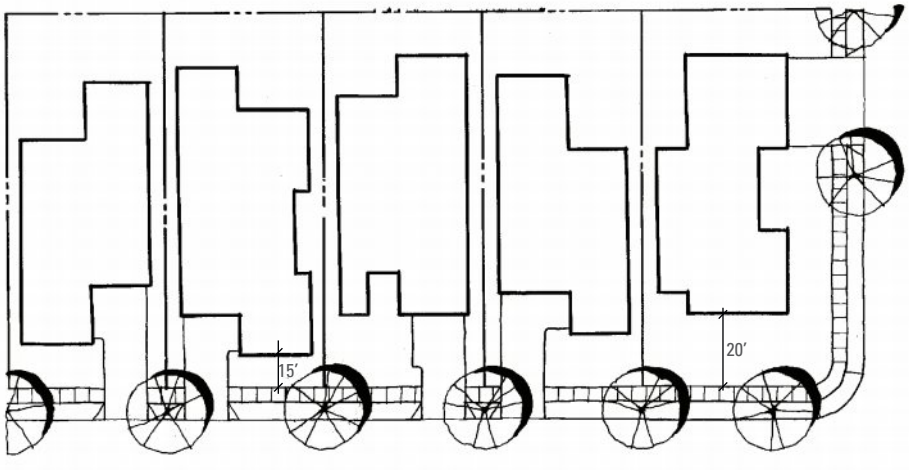
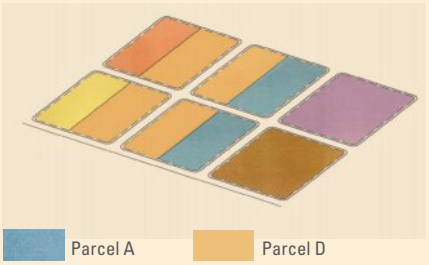


Fig 12.28 Variable Front Yard Setbacks

10-20 acre parcels or more

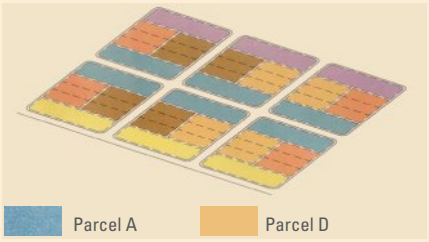
Typical Large Tract



5-10 acre parcels

Shared streets as product boundary
Product on either side of the street

Typical Mid-Grain



1-5 acre parcels

Fine grain mix of product

Typical Fine Grain - Mixed Block Traditional Neighborhood Design

Fig 12.29 Home builder parcels of large, medium and fine grain

- Deep-Recessed Garage – The garage plan is setback behind the front living space wall plane towards the rear side of the lot.
- Swing-In Garage – The garage plane faces the side lot line. This configuration may be split to further reduce the garage presence. The street-facing elevation of the street should be articulated with the same level of detail as the front façade of the home.
- Motorcourt – Consolidation of garages facing an interior court accessed by a single driveway. Dimensions of the motorcourt should be appropriate to the number of homes served and allow sufficient space for maneuvering.
- Alley-Loaded Garage – Garage accessed from an alley at the rear of the lot allowing for greater density and greater presence of living space of the street.

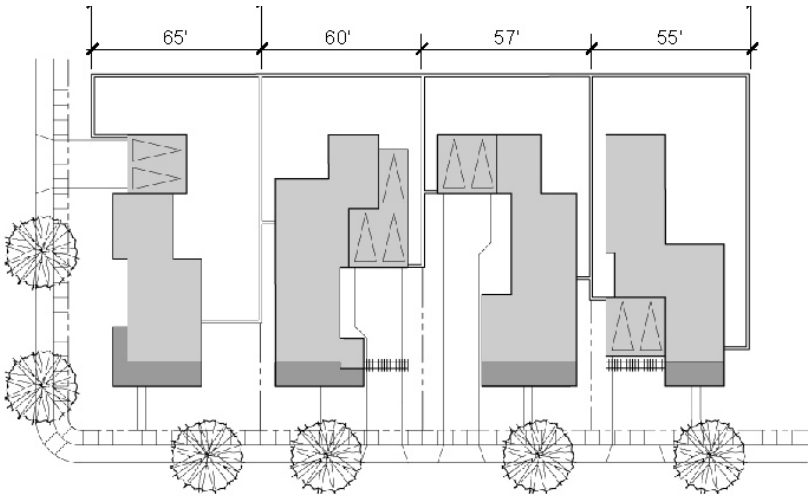


Fig 12.30 Variable lot width

Garage Doors

The focus of the front elevation should aesthetically be on the living spaces of the home. Appropriate treatment of garage doors will further enhance the elevation and decrease the utilitarian appearance of the garage. Various garage door patterns, window and/or color schemes may be included as appropriate to individual architectural styles.

Outdoor Living Spaces

Outdoor living spaces, including porches, courtyards and balconies, activate the streetscene and promote neighborly interaction. Outdoor spaces, when styled appropriately, should function as a highlighted feature of the elevation in size or detail. In addition, outdoor living spaces can create indoor/outdoor environments, opening up the home to enhance indoor environmental quality.

Roof Massing

Composition and balance of roof forms is as definitive to a streetscape as the street trees, active architecture or architectural character. Rooflines and pitches, ridgelines and ridge heights will create an authentic and balanced form to the architecture and elevation.

- Direction of ridgelines and ridge heights should vary between plans.
- Roof form and pitch should match the architectural style of the elevation.
- Asphalt shingles are not allowed as a residential roof material.

Fig 12.31 Garage doors that match the architectural style

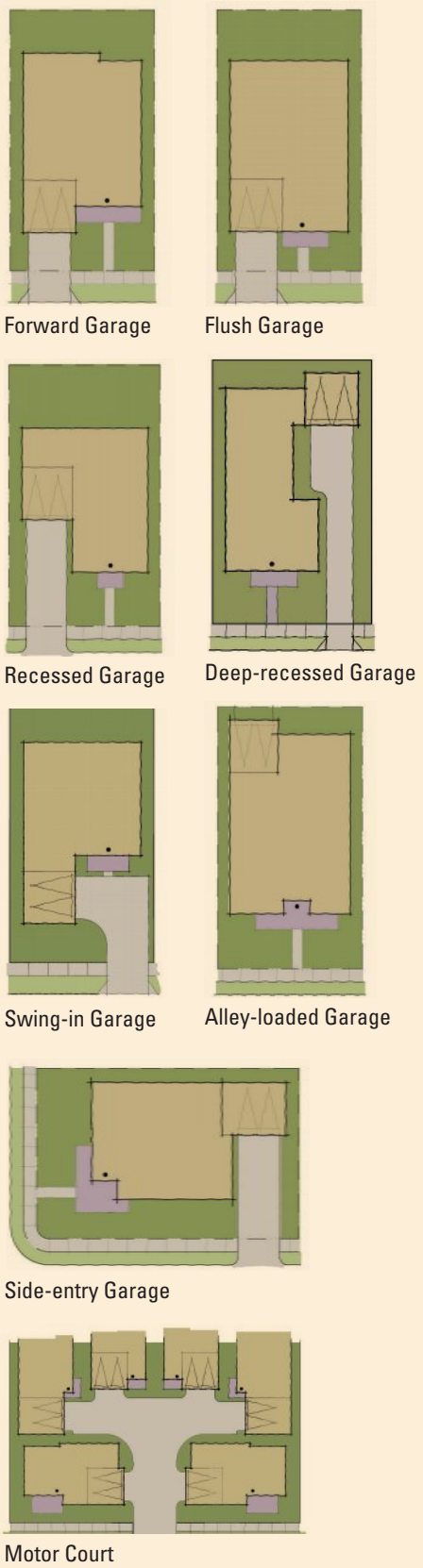


Fig 12.32 Garage placement

- Roof forms should be designed to potentially accommodate photovoltaics, outside of the direct public view, such as flush with the roofing material.

Accessory Structures

Accessory structures should conform to the design standards, setback and height requirements of the primary structure. If visible from the front or corner-side lot line, the visible elevation should be considered a front elevation and should meet the design criteria of the applicable architectural style.

Fig 12.33 Porches as outdoor living space

Articulation

Building facades should have architectural detailing and enhancements such as decorative porches and/or enhanced window treatments and building material. Where appropriate, visible courtyard space may also be located along street side elevations.

Alley

Alley accessed housing allows more house, porch and front door exposure to the street by locating the driveway and garage to the back of the lot. While the primary function of an alley is to serve for garage access and trash collection purposes, it will be

experienced daily by neighborhood residents. Tree and shrub plantings should be incorporated into alley designs with trash and utility locations thoughtfully located to avoid a "utilitarian" character.

Materials and Colors

Exterior building materials should be consistent and compatible with the natural character of the surrounding desert environment. Appropriate materials include brick, masonry, stucco, concrete, plaster and stone or prefabricated stone products. Maintenance concerns, a desire for long-term architectural quality and new high-quality manufactured alternative wood materials, make use of real wood elements undesirable. Where "wood" is referred to in these guidelines, it can also be interpreted as simulated wood trim with style-appropriate wood texture. In addition, some styles can be appropriately expressed without the wood elements, in which case stucco-wrapped, high-density foam trim with style-appropriate stucco finish are acceptable. Similarly pre-cast elements can be satisfied by high-density foam or other similar materials in a style-appropriate finish. All trim and detail elements should match the architectural style of the home. The application of siding and accent veneers should be done in a manner that upholds the design character and style authenticity of the architecture.

Fig 12.34 Corner house

Fig 12.35 Alley

A variety of natural looking materials and colors can provide the diversity required for visual interest. The primary purpose of the architectural color palette selection is to avoid monotony in a community.

To achieve this goal of diversity, the following criteria should be considered:

- A minimum of two (2) colors per elevation (3 preferred). For example, one body color, one trim and/or accent color.
- Individual color schemes should be appropriate to the architectural styles.
- Detached single family homes should not have the same color scheme as the adjacent homes.

Fig 12.36 Compatible materials and colors on multi-family housing

Fig 12.37 View Corridor

- Attached/multi family homes should have an overall theme of balanced color palettes and materials to avoid clashing and achieve a harmonious composition within each community.

Compatibility

New units should be built in scale with the existing neighborhood and respect the same height limit. Where the new development contains higher buildings it should ensure a stepped transition to the existing buildings.

View Corridors and Orientation

Views enhance the quality of everyday life and therefore are an important component of the economic and social value of a site. They can establish a direct relationship between the built environment and nature, defining a sense of orientation and identity for the community. Unique, picturesque elements for the site include the desert mountains backdrop, the open space, the proposed green belts, and the parks. Whenever possible, these scenic views should be considered as underlying criteria for orienting the layout of the development. Furthermore, when possible, buildings will be placed with passive and active solar orientation in mind.

Sensitive Edges

The character of elevations exposed to visible public edges is a vital element to the overall integrity of Desert Gateway and require design sensitivity to create silhouettes and massing that reflect the quality of the community. Edge conditions occur where development is adjacent to a golf course, wash or other natural open space, or along main arterials and development perimeters.

- Along edges and high visibility corridors, such as roads, parks, trails and public open space, side and rear elevations should include thoughtful massing and a variety of enhanced elements.
- Massing, roof forms and architectural elements should vary between plans.

- Lower profile houses should be positioned along the edges, stepping down towards the open space.
- Single side-to-side gable ends should be limited along edges.
- A side-on condition should be preferred to a wall condition along development perimeters and main arterials.

Grading

Grading should be minimized to the extent possible and natural slopes should be incorporated in the overall design, as described in Objective 10.1, Policy 10.1.3. Where grading is unavoidable:

- Encourage site design that is guided by the natural contours
- Slopes should be blended with the natural terrain.
- Emphasize and accentuate scenic vistas.
- Avoid large manufactured slopes in favor of smaller slopes.
- Avoid raising the grade significantly above the grade of adjacent properties, especially near interior property lines. When such grading is inevitable, compensate by reduced building heights within the raised grades.
- Implement slope-stabilizing landscaping and irrigation on manufactured slopes.
- Housing may be built into the slope or cantilevered to minimize grading.

Utilities, Refuse Enclosures and Equipment

- Utilities should either be underground or located in inconspicuous areas, and screened with landscaping.

Fig 12.39 Treatment of rear elevations exposed to public view

Enhancement of Elevations Exposed to Public Views:

- Plotting that balances hip and gable roof forms
- Offset massing (on individual plans or between plans)
- Roof plane breaks (on individual plans or between plans)
- A feature window treatment or fully-trimmed windows
- Single-story elements on two-story homes
- Detail elements from the front elevation

Fig 12.38 Housing along sensitive edge

- Refuse containers and equipment should be easily accessed by service vehicles and located within a screened enclosure that reflects the architectural character of adjacent buildings.
- Landscaping or trellises are encouraged where screened enclosures are visible from a street or walkway and shall be permanently maintained.

Walls and Fences

Fences and walls should be designed as an integral part of the whole project and used to screen service and refuse collection areas.

- Chain link and wooden fences are not allowed in Desert Gateway. Design walls and fences to match adjacent architecture.
- Walls and fences are not allowed in residential front yards or street side yards within the front setback.

Fig 12.40 Wall design is integral part of the project

12.3.3 Residential Architectural Style Guidelines Overview

The residential architectural style guidelines are intended to provide direction that will guide the development to achieve a high quality living environment. The design criteria in these guidelines are offered to encourage thoughtful architecture and authenticity of styles through the application of appropriate design elements. While detail elements may be added to further convey the character of a style, the appropriate overall massing, scale, plan forms and roof forms should be used as a foundation to establish a recognizable authentic architectural style.

12.3.3.1 Architectural Style / Plan Mix

An important design goal for Desert Gateway is to develop appealing streetscapes throughout the community that exhibit both visual and functional variety. The following requirements are intended to ensure this diversity, as well as a sense of individuality for each home. While it is not necessary that every design element described on the following pages be utilized, selective and appropriate use will greatly contribute to achieving the desired results.

In single-family detached neighborhoods, provide:

- A minimum of three (3) different building plans.
- A minimum of three (3) elevations per building plan.
- A minimum of three (3) architectural styles per neighborhood.

In attached and multi-family neighborhoods, provide:

- A minimum of two (2) building plans per neighborhood (50-175 units), with the ability to reverse plot plans or add elements to corner units.
- A minimum of three (3) individual unit plans per building. Individual unit plans may be repeated between building plans.
- Provide one (1) or more styles per community. If only one style is selected, provide different elevation elements per unit.

Residential Architectural Style Selection

Every neighborhood in Desert Gateway should be comprised of a variety of architectural styles. The following palette of architectural styles provides a foundation for direction and vision in creating appealing residential neighborhoods within the community, however, new styles may be developed and added on in the future as deemed appropriate.

- Mid-Century Modern / Desert Modern
- Desert Prairie
- Craftsman
- Cottage
- Spanish Monterey
- Spanish Colonial
- Spanish Mission
- American Farmhouse
- Ranch / Hacienda

Fig 12.41 Simple, clean volumetry

Style Characteristics

- Focus on massing and volumes
- Functional design
- Absence of ornamentation
- Low, horizontal planes
- Flat roofs
- Windows are creatively used to balance the volumetric composition

Fig 12.42 The use of materials reflects the internal organization of space

Mid-Century Modern / Desert Modern

The "Mid-Century Modern" or "Desert Modern" style grew out of the aesthetics of the world-renowned German Bauhaus and gained popularity in the United States in the middle of the 20th Century. It is reflected in the work of Albert Frey, Donald Wexler, Richard Neutra, and other world-famous architects. A home developer, Alexander Homes, popularized this post-and-beam style in the Coachella Valley.

This architectural style represents the sculptural persona of the modern vocabulary. The mid-century homes are design-oriented and expressive, reflecting the function but also allowing for elaborate details that highlight the building techniques and materials.

Use of materials, projections, and windows hallmark the statement made by the form of this style. Often more than one material and more than one color are used in a balanced composition that emphasizes the massing.

Fig 12.43 Variation of planes

Key Elements:

- Plan form is typically box-like, or a collection of square or skewed boxes, in bold, simplified forms.
- Roofs are typically low pitched and shielded by parapets.
- Wall materials typically consist of stucco, standing-seam metal and/or siding.
- Front entries are typically less pronounced than in historical styles, however entries may be articulated by trim, form or overhangs for resident identification.
- Projections to articulate façades are typical and may include building wall planes, awnings, overhangs, window trim and accent roof forms.
- Windows are typically a primary feature of the elevation; designs usually include groupings, unique size or shape, and oversized; floor-to-ceiling windows are typically used to create an indoor/outdoor ambiance most suitable for private, pool-side living in a desert climate.
- Color blocking is typical.

Fig 12.44 Volumetric composition is essential in defining the style

Fig 12.45 Creative use of materials

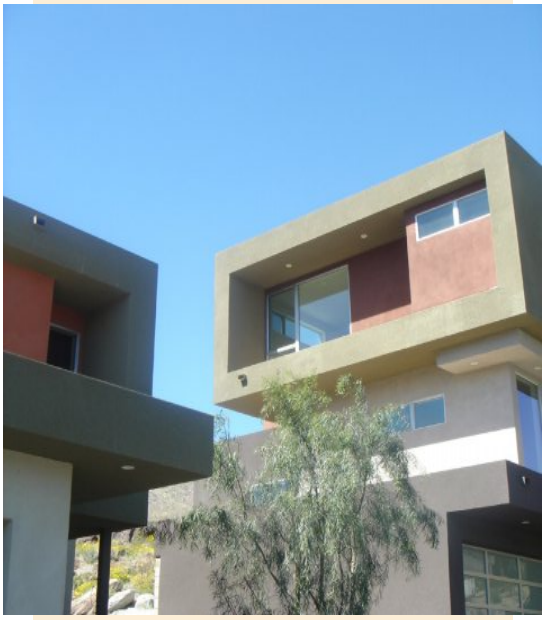


Fig 12.46 Colors emphasize massing

Fig 12.47 Historic example of Prairie style

Style Characteristics

- Rythm of window patterning
- Brick or ledge stone walls masonry is used to emphasize the horizontal lines
- Covered terraces
- Extended overhangs
- Chimney used to anchor primary mass

Desert Prairie / Southwest Prairie

Frank Lloyd Wright believed that rooms in a home should not be boxed-in and confining. He began to design houses with low horizontal lines and open interior spaces. Rooms were often divided by leaded glass panels. Furniture was either built-in or specially designed. These homes were called Prairie style after Wright's 1901 Ladies Home Journal plan titled, "A Home in a Prairie Town". Prairie houses were designed to blend in with the flat, prairie landscape.

The first Prairie houses were usually plaster with wood trim or sided with horizontal board and batten. Later Prairie homes used concrete block. Prairie homes can have many shapes: square, L-shaped, T-shaped, Y-shaped, and even pinwheel-shaped.

While the Prairie style originated in Chicago and in other large Midwestern cities, vernacular examples were spread widely throughout the country in the early 20th century by pattern books and popular magazines. In the southwest region, the Prairie style has evolved and adapted to the dramatic, rugged landscape of the desert environment.

Fig 12.48 Contemporary example in stucco with deep recessed garage

Fig 12.49 Contemporary example in brick and stucco

Key Elements:

- Plan form is primarily single story with a recessed second story.
- Roofs are typically low-pitched hips with flat concrete tile and wide overhangs.
- Wall materials typically consist of light to medium sand finish stucco; rustic cut stone accents at wainscots and at columns; banding or belt courses are typical.
- Windows are typically rectangular and/or square-shaped in arts and crafts style; banding is commonly found along top or bottom of the windows; sometimes with ribbon windows high on wall.
- Front entrances are typically sheltered by a porch that encompasses at least 50% of front elevation.
- Massive columns with stone pier bases are typical.

Fig 12.50 Contemporary example with entrance porch

Fig 12.51 Contemporary example with masonry base and stucco