

7.0 PUBLIC IMPROVEMENTS

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

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

This chapter is organized into the following sections:

7.1 Vehicular Network

7.2 Bicycle and Pedestrian Network

7.3 Transit System

7.4 Parking

7.5 Streetscape

7.6 Wayfinding System

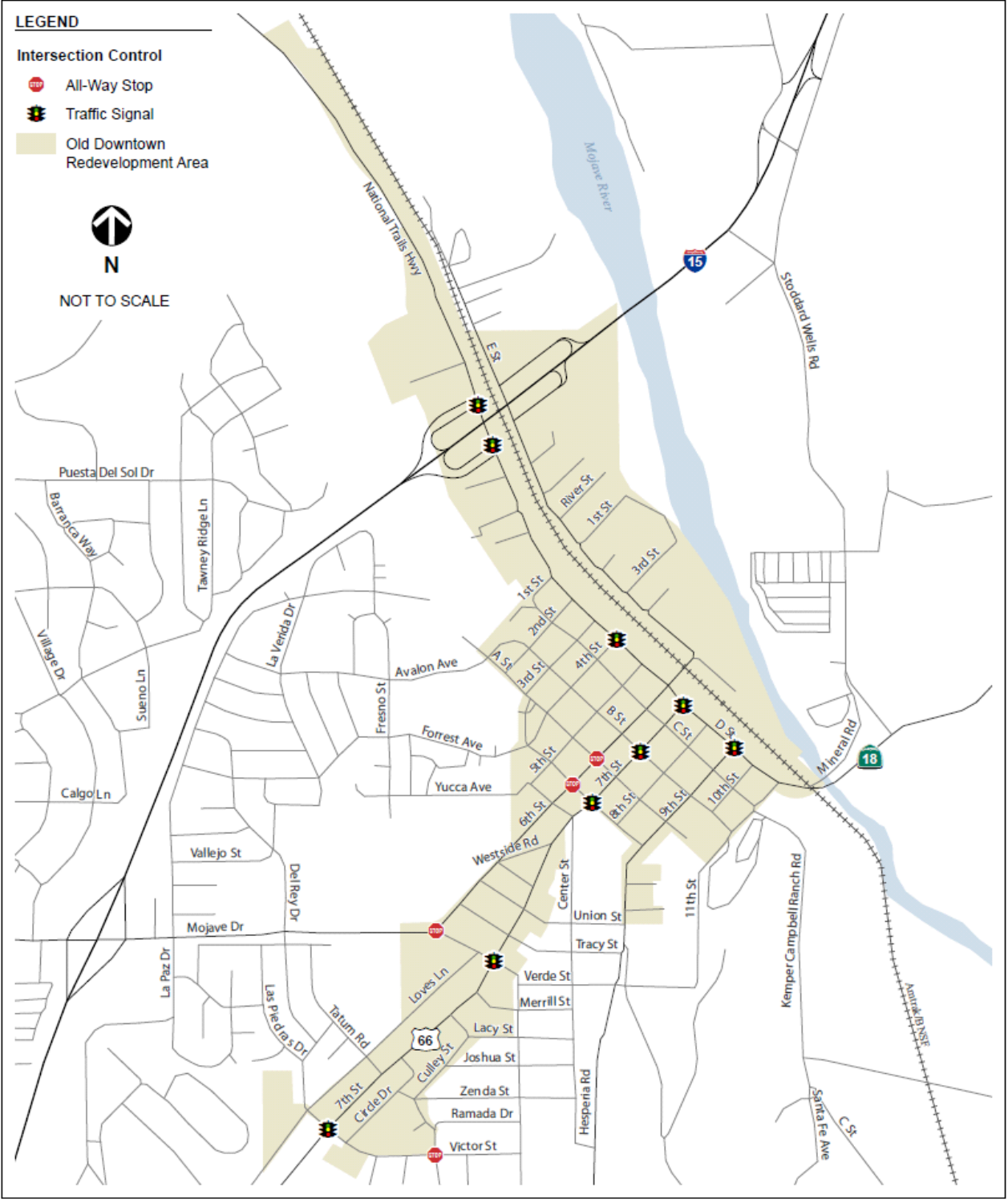
7.1 Vehicular Network

7.1.1 Roadway Network

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

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

Figure 7.1
Existing Roadway Network



Regional Access Roads

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

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

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

Local Access Roads

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

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

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

7.1.2 Planned Circulation Network Improvements

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

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

7.1.3 Proposed Circulation Network Improvements

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

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

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

D Street at 4th Street

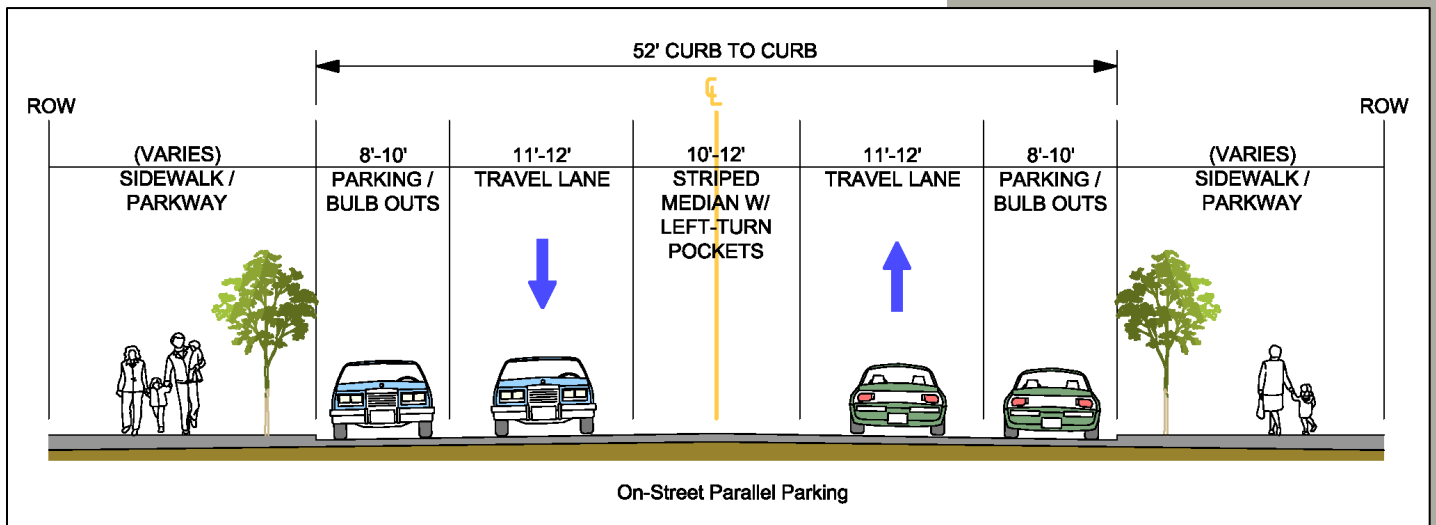
The D Street and 4th Street signalized intersection provides direct access into and out of the Victor Valley Transportation Center. To improve the traffic system and reduce delays for motorists, the east curb of 4th Street should be widened to provide two approach lanes: one shared left-through lane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

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

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

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

Figure 7.2
7th Street Road Diet Cross Section



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

D Street at Hesperia Road

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

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

D Street at 11th Street

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

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

D Street / CA-18 at Stoddard Wells Road

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

7th Street at Forrest Avenue

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

Hesperia Road at Forrest Avenue

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

7th Street at Mojave Drive

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

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

7.1.3 Intersection and Roadway Operations

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

Vehicular Network Policies

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

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

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

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

7.2 Pedestrian and Bicycle Network

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

7.2.1 Sidewalks

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

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

7.2.2 Bicycle Network

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

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

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

Traffic Calming Measures

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

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

Pedestrian & Bicycle Network Policies

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

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

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

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

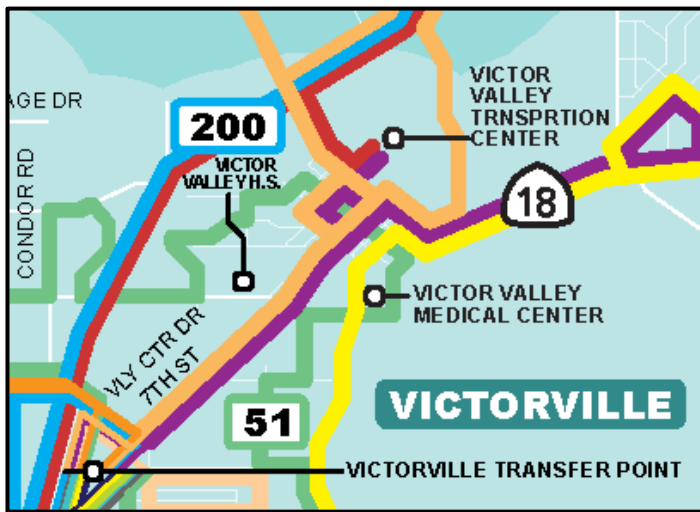
7.3 Transit System

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

7.3.1 Old Town Transit Network

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

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



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

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

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

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

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

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

7.3.2 Transit System Policies

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

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

7.4 Parking

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

7.4.1 Projected Future Parking Supply and Demand

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

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

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

7.4.2 Parking Strategy for Old Town

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

On-Street Parking

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

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

Off-Street Parking

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

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

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

Parking Monitoring Process

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

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

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

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

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

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

Parking Measures

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

Provide Additional On-Street Parking

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

On-Street Parking Standards

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

General

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

Parallel Parking

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

Angled Parking

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

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

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

Shared/Joint Use Parking

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

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

Public Parking Lots and Structures

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

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

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

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

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

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

Parking Policies

Policies that support the proposed parking strategies are identified below.

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

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

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

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

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

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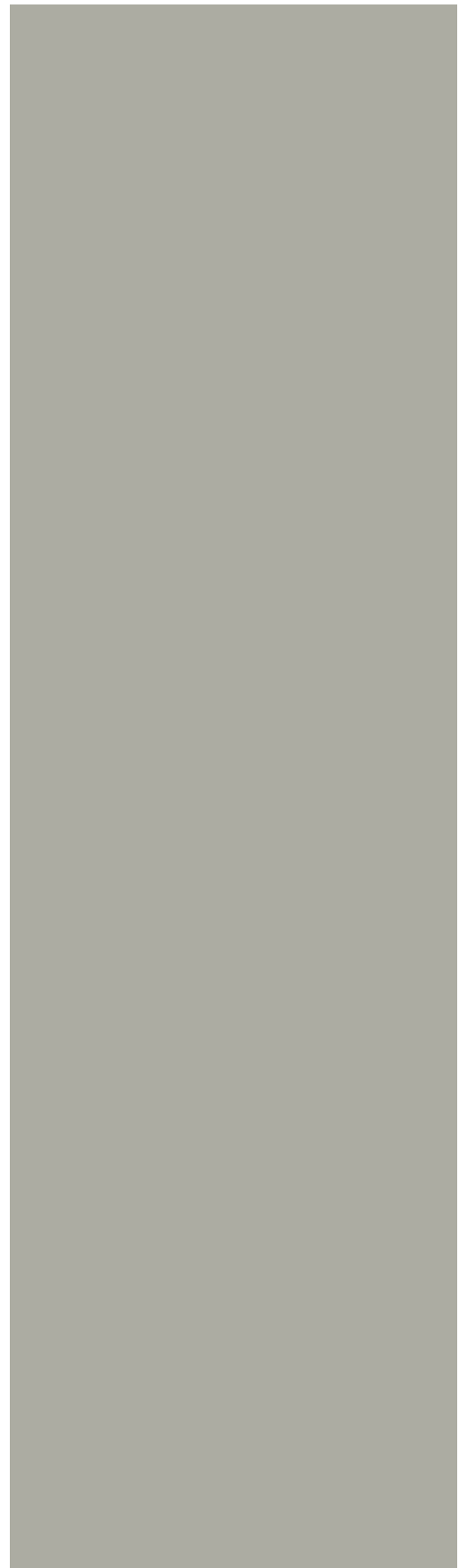
7.5 Streetscape

7.5.1 Furnishings

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

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

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



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Figure 7.7
Streetscape Furnishing

City of Victorville *
* Old Town Specific Plan

Streetscape Furnishings - Sheet 1

Figure 7.7



Decorative Street Lighting



TRASH & RECYCLE RECEPTACLES
LANDSCAPEFORMS - PARC VUE

Recycle Receptacles



PAVEMENT MARKING EXAMPLE

Pavement Marking Example



BENCH - URBANSAPES MODEL: LIBERTY
COLOR: LIGHT METALLIC POWDER COATING

OPTIONAL ROUTE-66 THEMED ART WORK
SELF ADHESIVE DECAL OR PAINT

Benches



Logos for City of Victorville, PMIC, and other partners.

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

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Figure 7.8
Streetscape Furnishings

City of Victorville *
* Old Town Specific Plan
Streetscape Furnishings - Sheet 2
Figure 7.8



METAL BOLLARD
ANODIZED ALUMINUM



BULB-OUT EXAMPLE





Bollards



PLANTER POT AS OPTION FOR BULB-OUT
QUICK CRETE PRODUCTS CORP.
MODEL: COMPOUND SQUARE



PLANTER POT AS OPTION FOR SIDEWALK
QUICK CRETE PRODUCTS CORP.
MODEL: WEDGE SQUARE

Pots



TREE GRATE
URBAN ACCESSORIES
MODEL: FLAT RAINBOW
ADA COMPLIANT
COLOR: TIGER DRYLAC METALLIC. NO-SMUDGE SILVER OR OTHER COLOR TO MATCH TREE GUARD (ALUMINUM)



TREE GRATE
URBAN ACCESSORIES
MODEL: VIPER
ADA COMPLIANT
COLOR: TIGER DRYLAC METALLIC. NO-SMUDGE SILVER OR OTHER COLOR TO MATCH TREE GUARD (ALUMINUM)

Tree Grates

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

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7.5.2 Streetscape Furnishing Standards

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

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

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

7.5.3 Landscaping & Street Trees

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

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

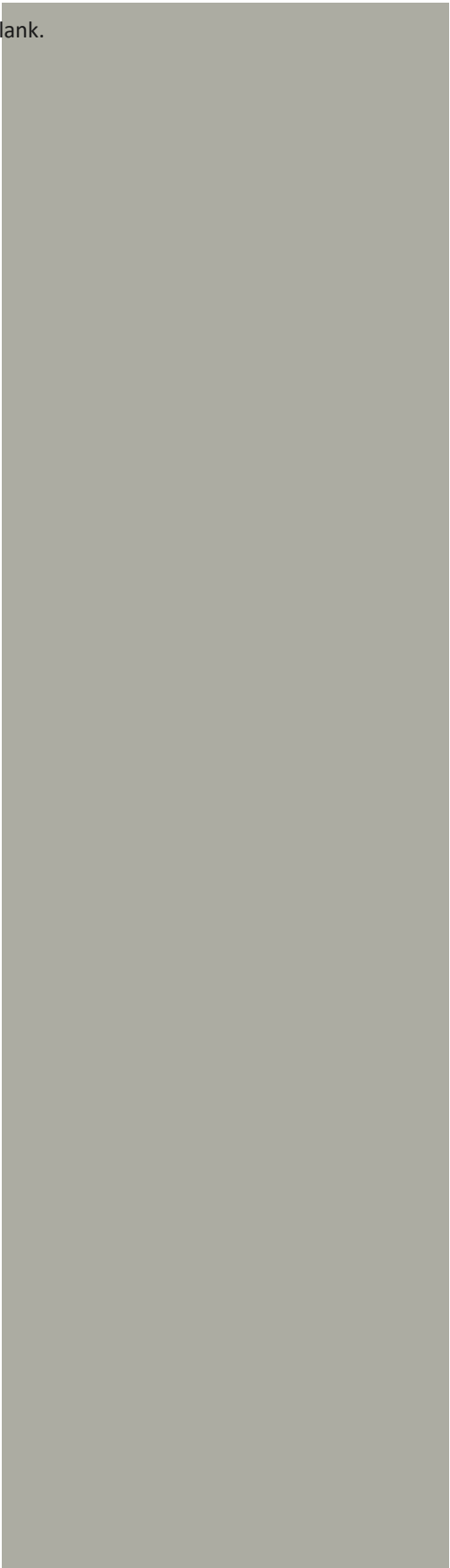
environment. They enhance aesthetic quality and increase pedestrian comfort. They unify street scenes, strengthen pedestrian scale, buffer pedestrian walkways from the street, soften hardscapes, provide shade and visual enclosure, and contribute to the Old Town character. Street trees also reduce the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

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

Figure 7.9
 Plant Palette

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

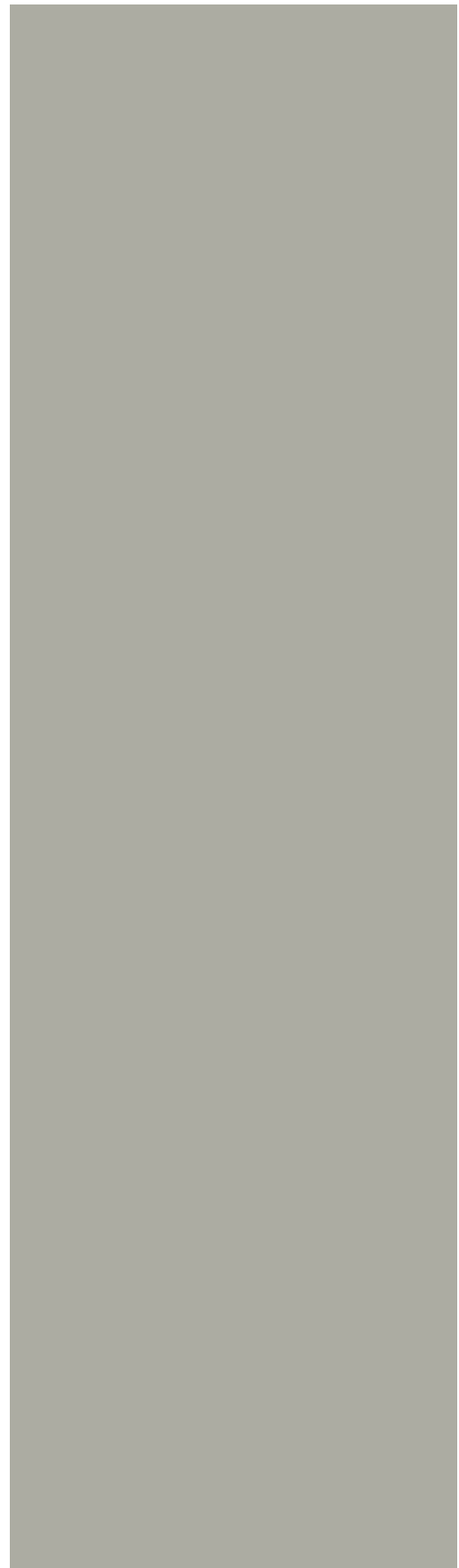
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7.5.4 Streetscape Improvements

Streetscape Element Placement

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



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Figure 7.10
Streetscape Section Key



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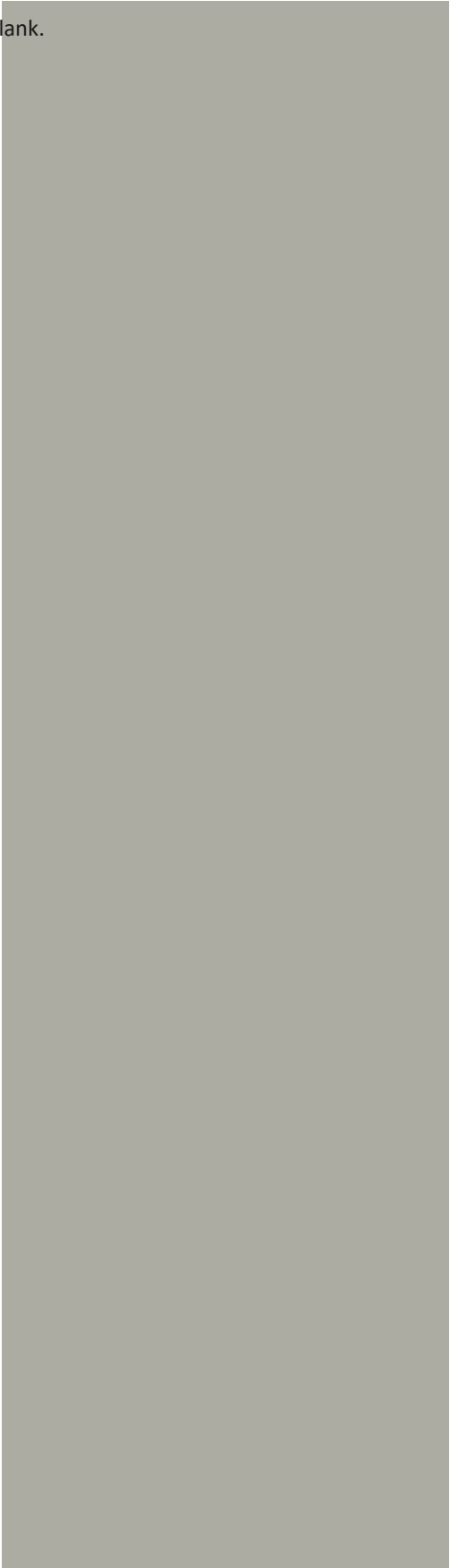
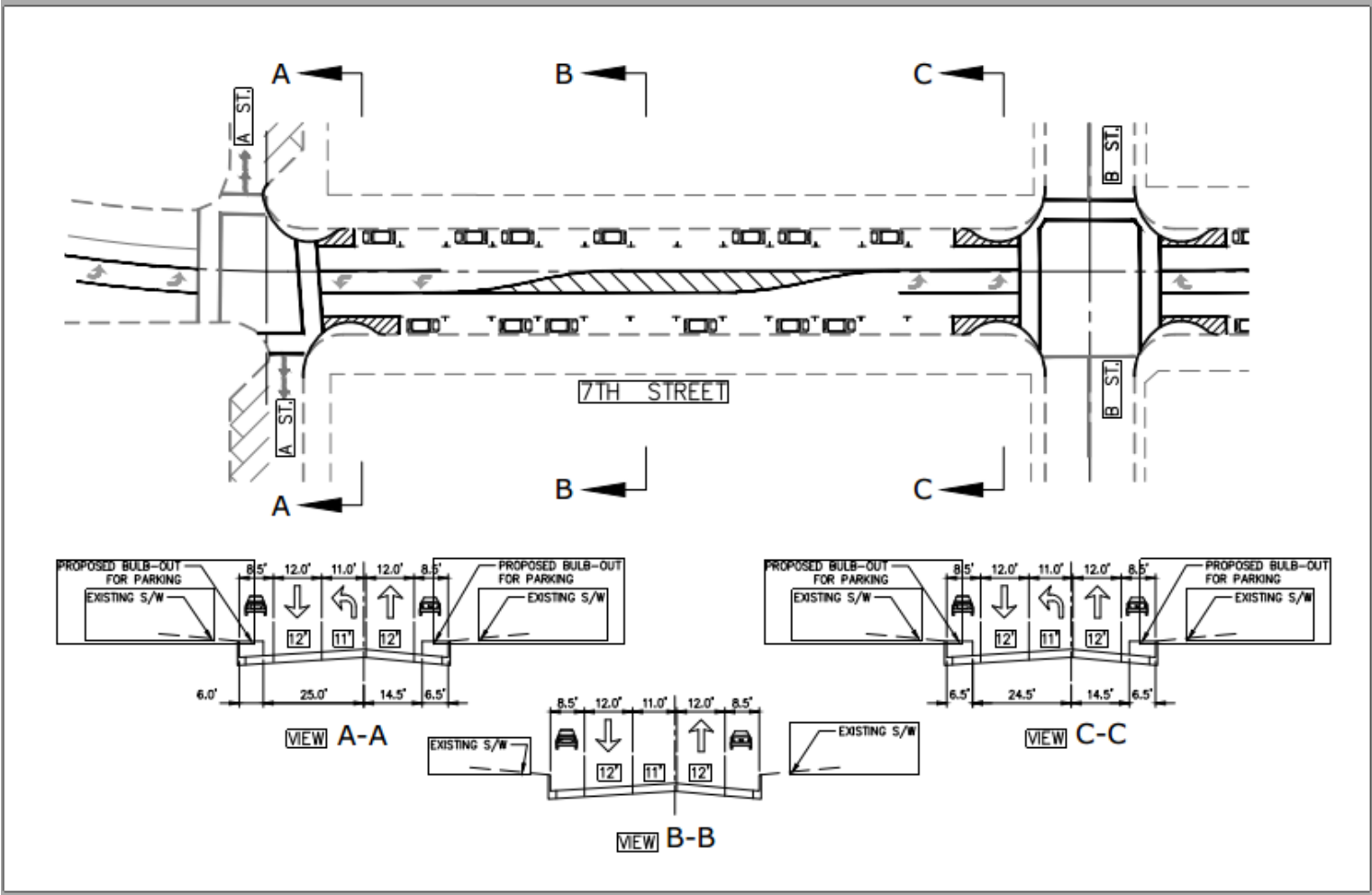


Figure 7.11
Streetscape Section 7th St.



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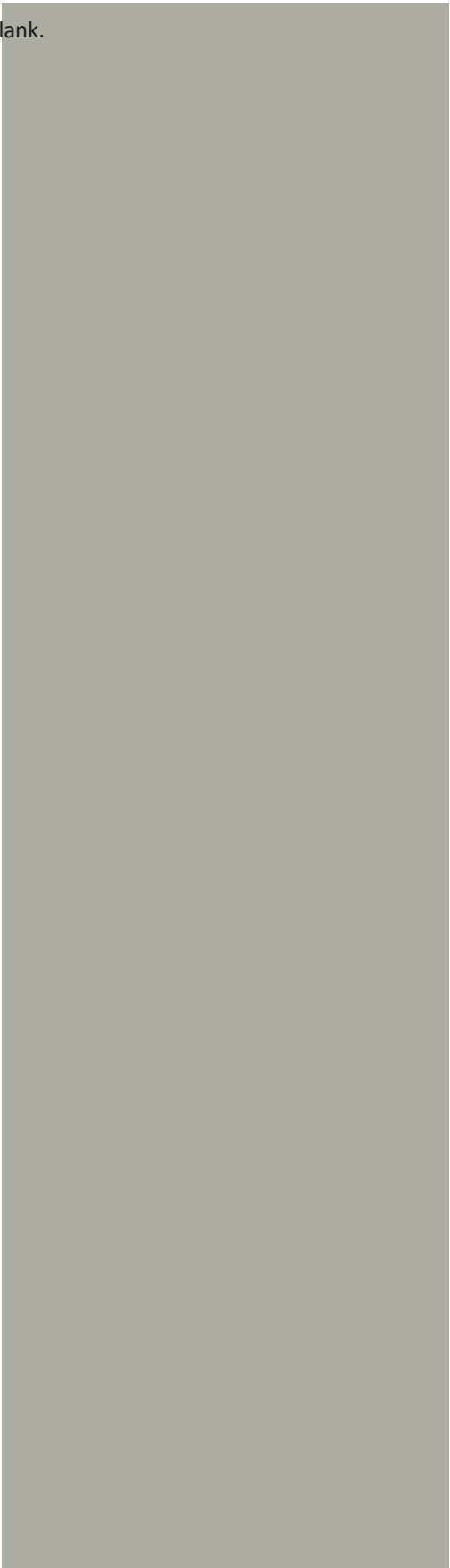
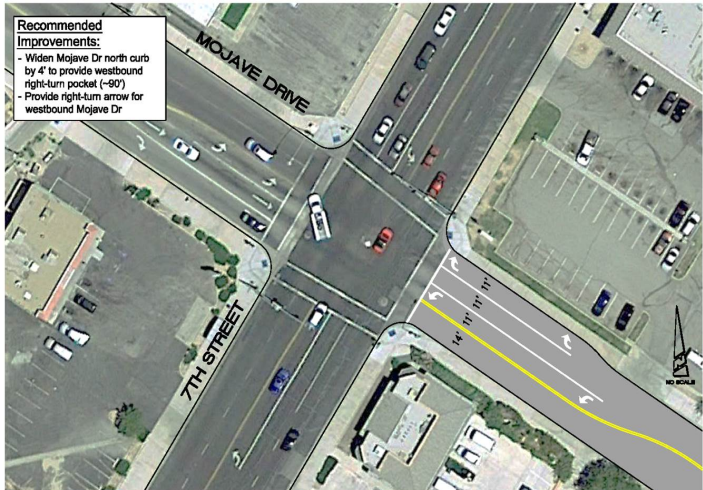
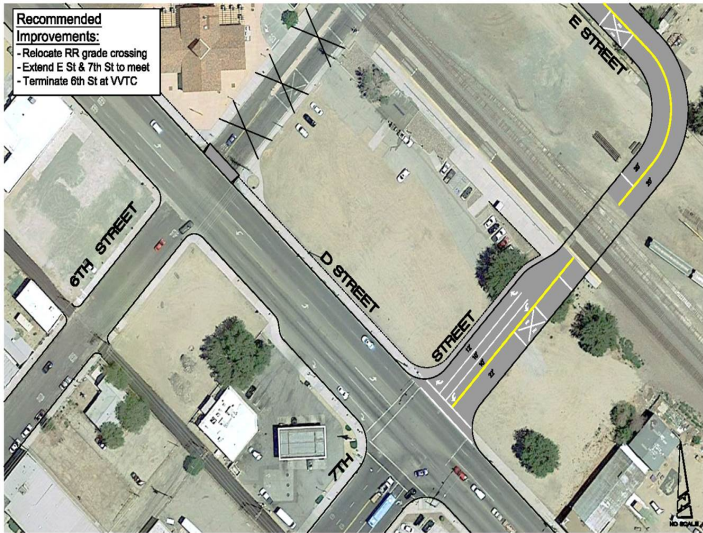
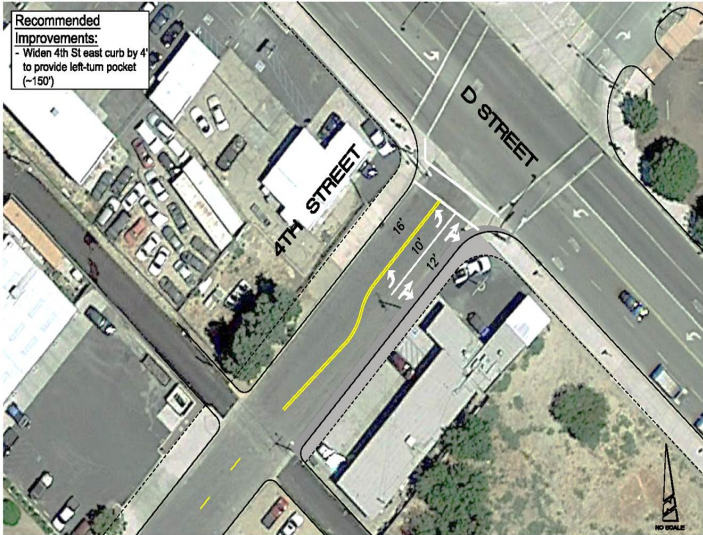


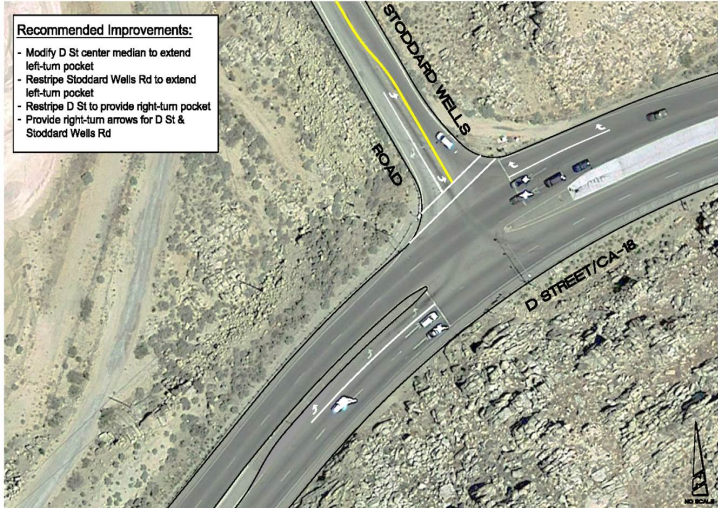
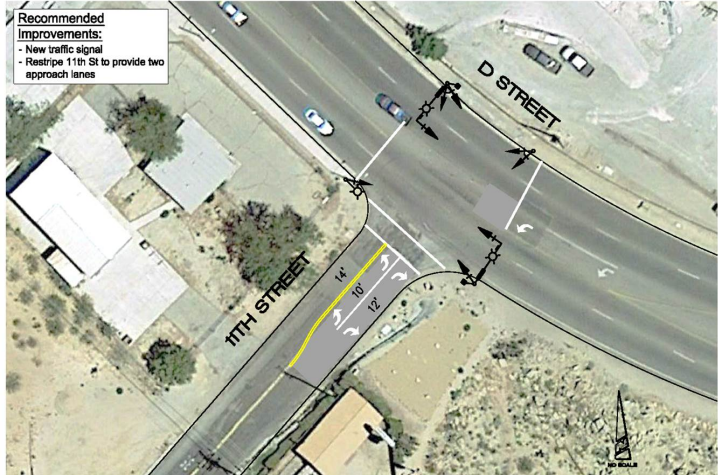
Figure 7.12
Streetscape Improvements



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Figure 7.13
Streetscape Improvements



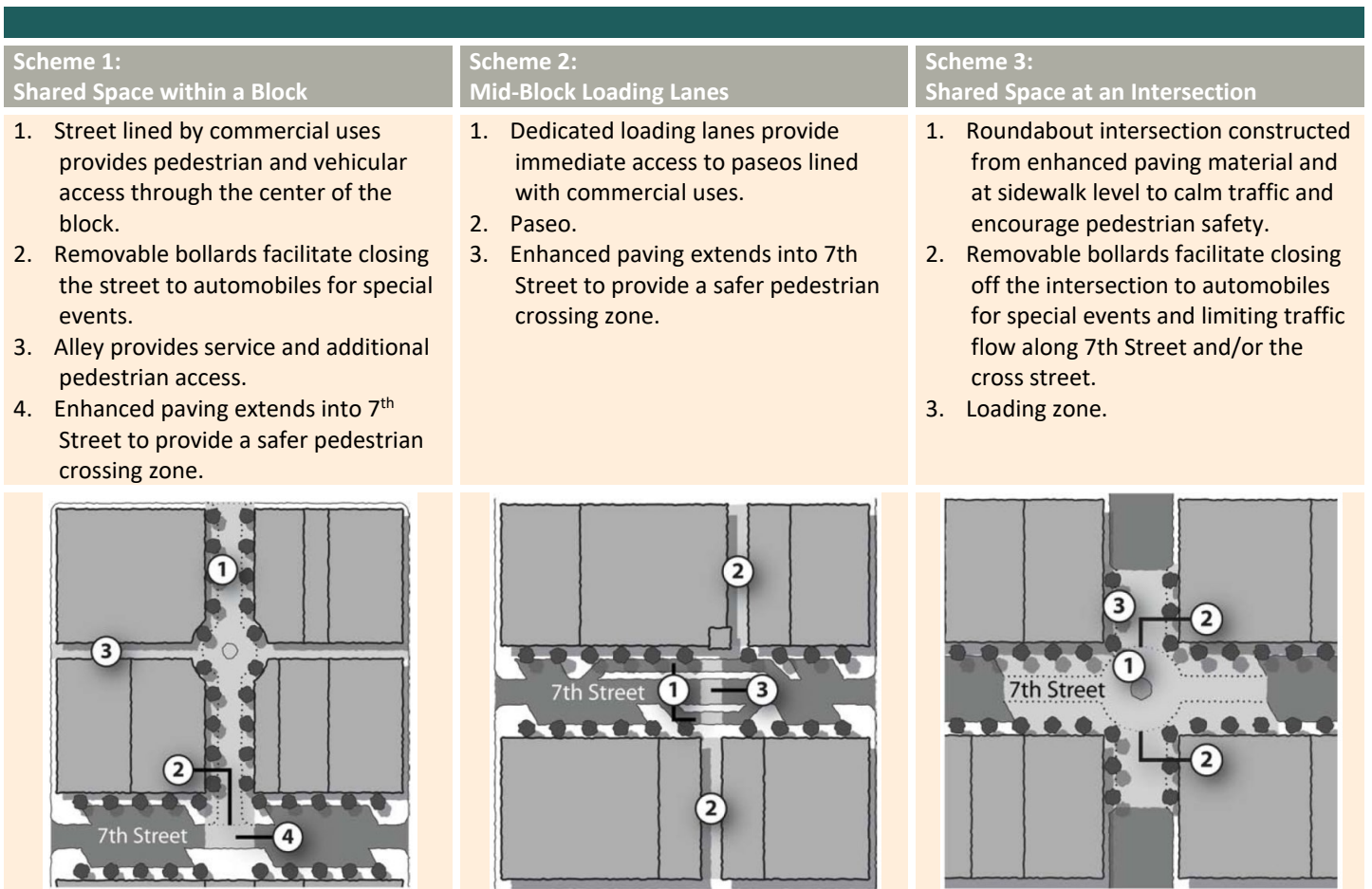
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7.5.5 Old Town Design Concepts

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

Figure 7.14
Old Town Design Concepts



7.6 Wayfinding System

The following concepts illustrate a new wayfinding system for Old Town Victorville. Wayfinding comprises signs, maps, kiosks, arches, and other graphic or architectural methods to convey location and directions to travelers. This series of directional and non-directional monuments and associated signage will announce that visitors and residents have entered a special place, separate and unique from the rest of the city. As Old Town evolves, it is important to consider how visitors are directed to their destinations, whether they arrive on foot or by car, and how to make sure that their experience in Old Town is a positive one. The elements in the recommended wayfinding system will provide a strong identity for Old Town. **Figures 7.15 through 7.19** illustrate elements in the Old Town Victorville wayfinding system, while **Figure 7.20** demonstrates how signage can be located in the project area to help announce arrival and aid the user in navigating the Old Town area.

7.6.1 Wayfinding Objectives

The Old Town wayfinding system should:

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

7.6.2 Public Signage Types

The wayfinding system includes the following types of public signage:



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



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

Figure 7.15
Public Signage Overview



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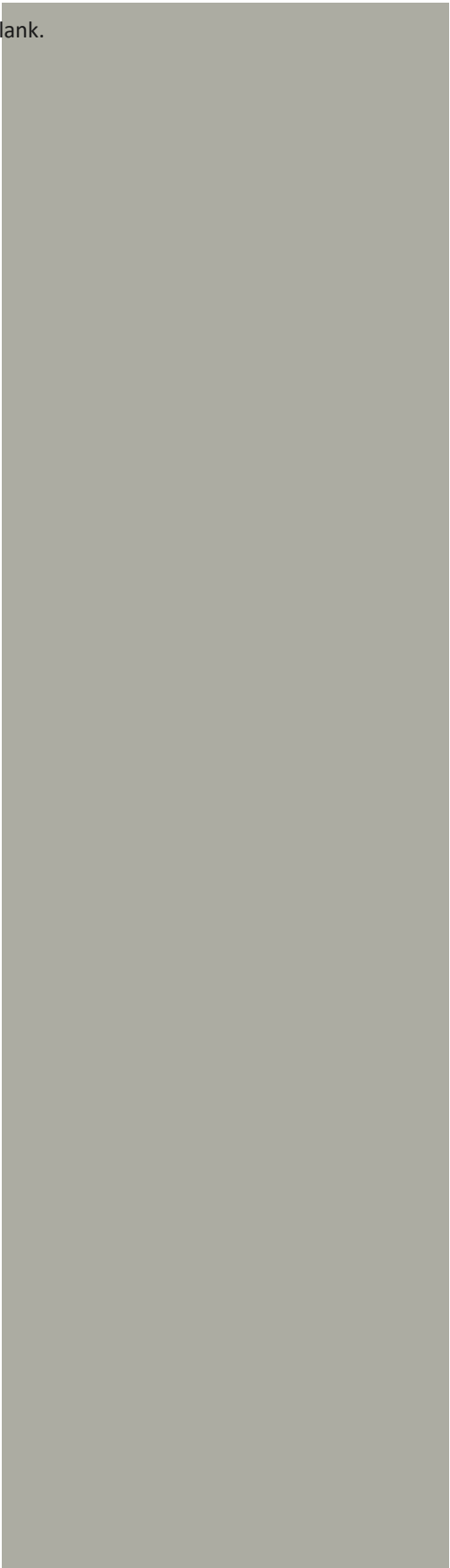
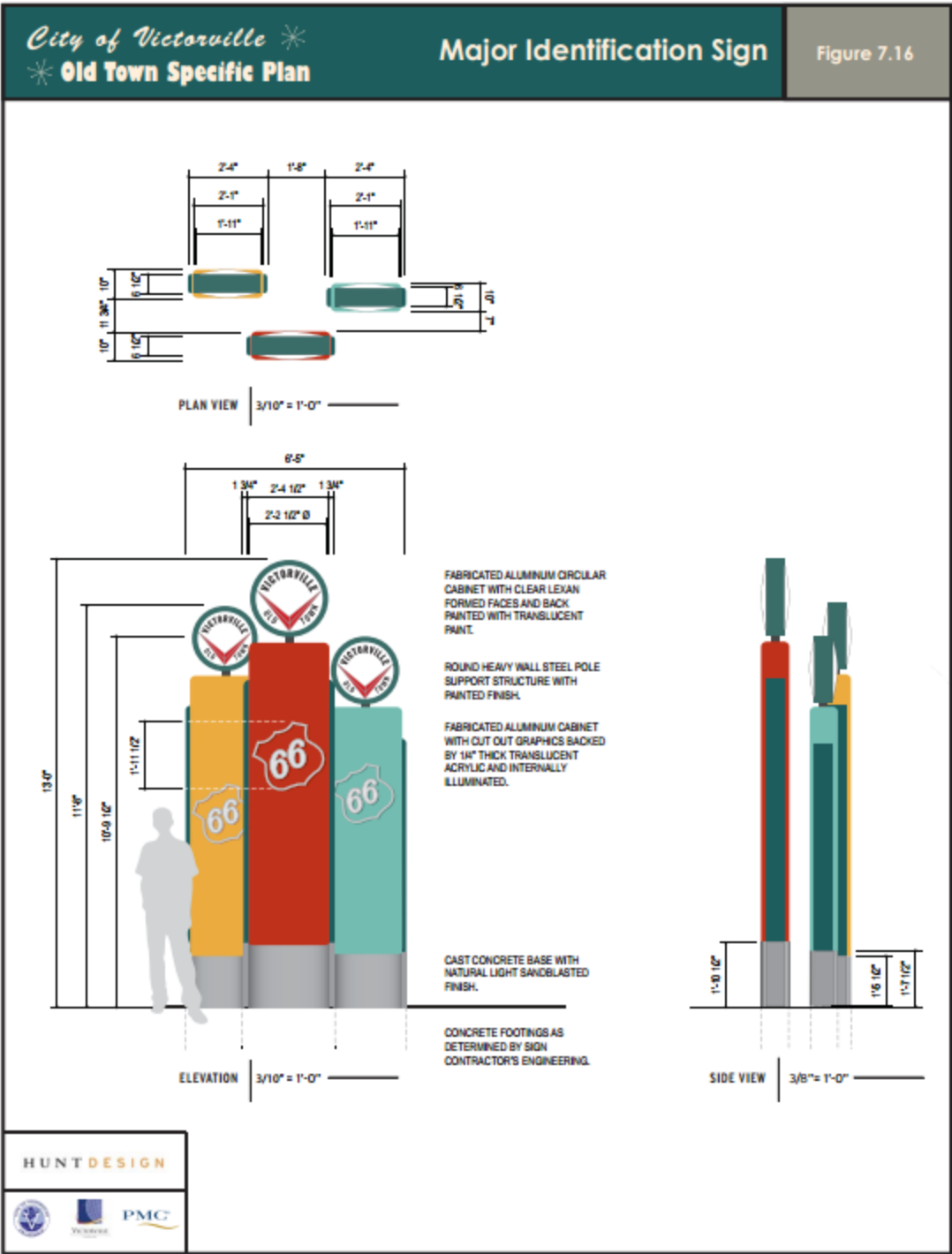


Figure 7.16
 Major Identification Sign Specifications



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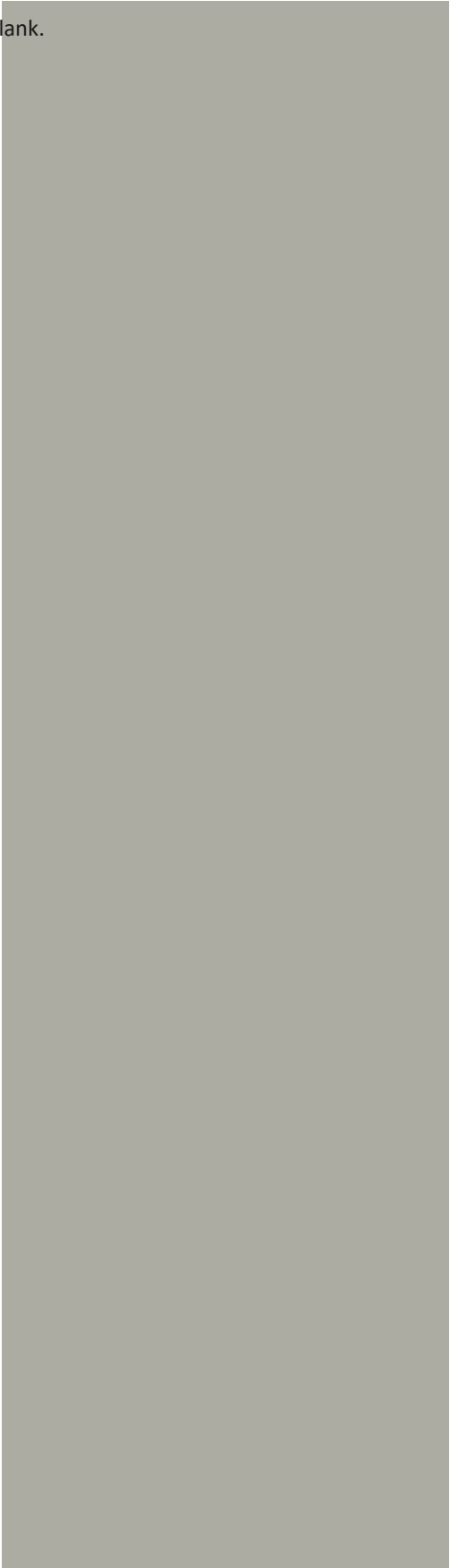
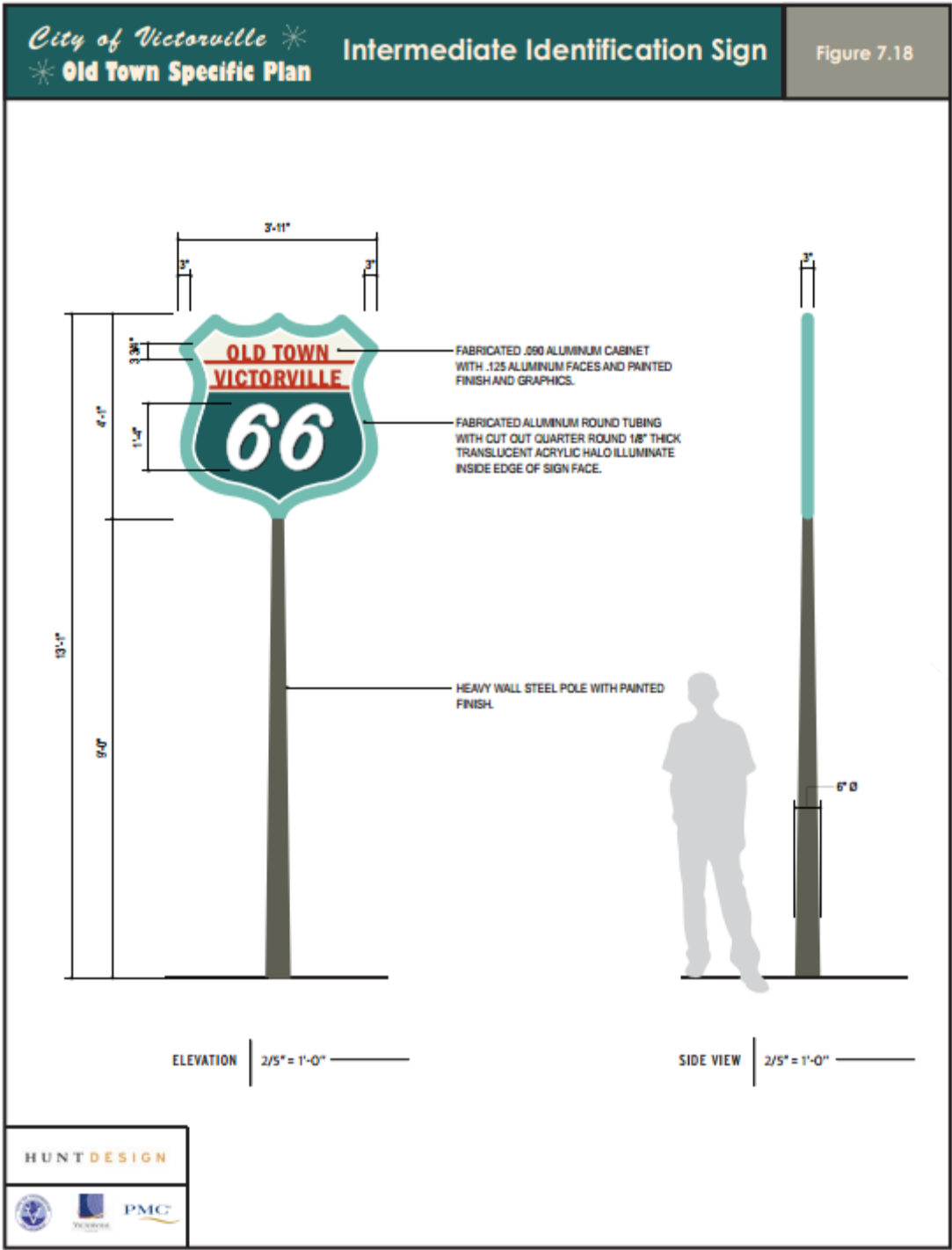


Figure 7.18
Intermediate Identification Sign



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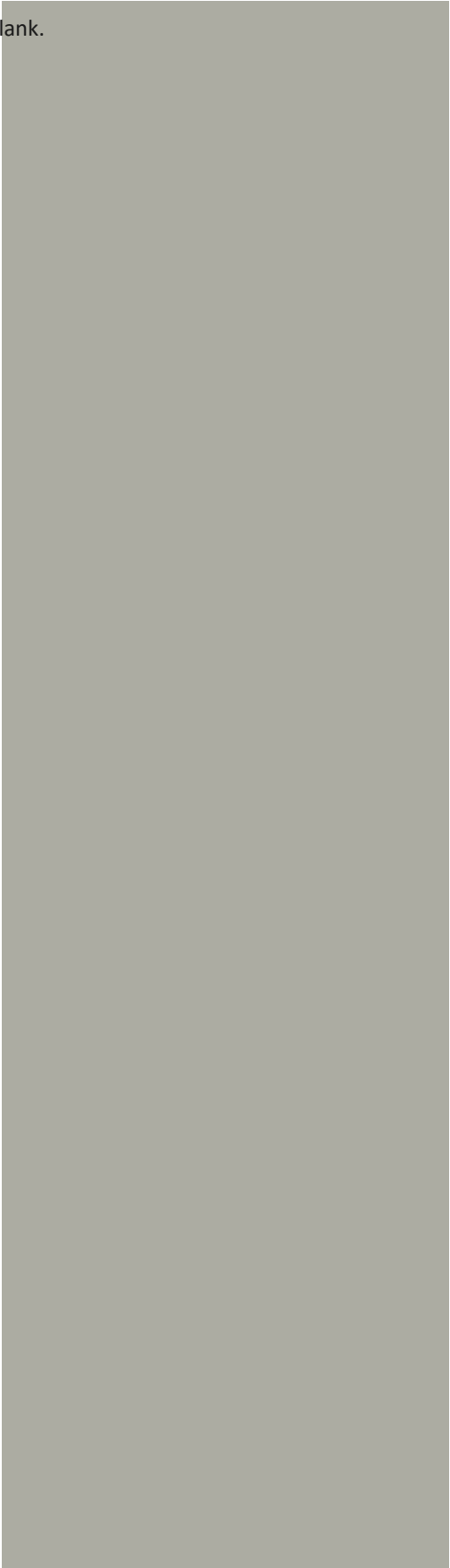
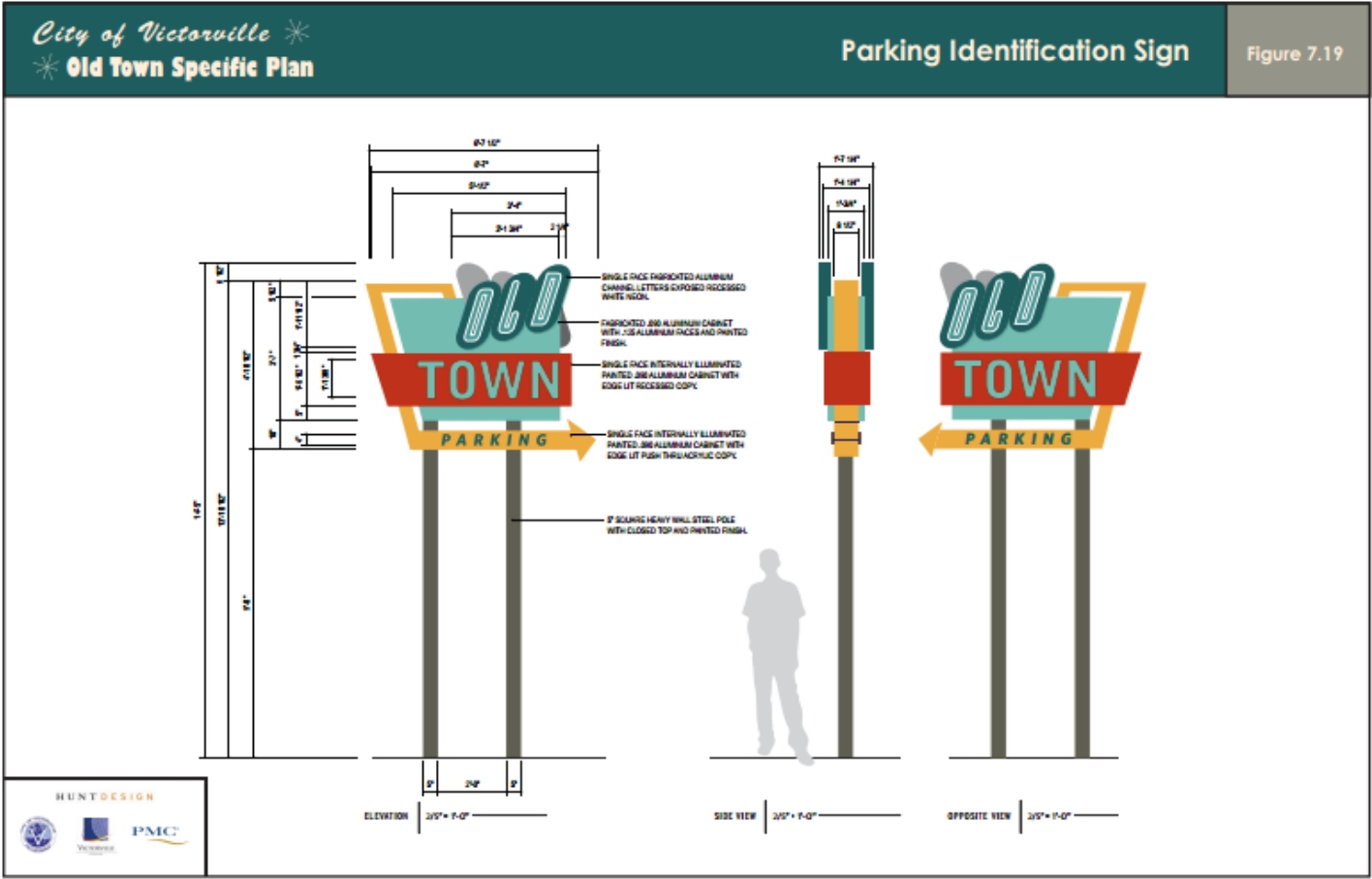


Figure 7.19
Parking Identification Sign



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Figure 7.20
Wayfinding System



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