

DRAFT



Desert GatewayTM

CITY OF VICTORVILLE
SPECIFIC PLAN

October 29, 2009

AECOM

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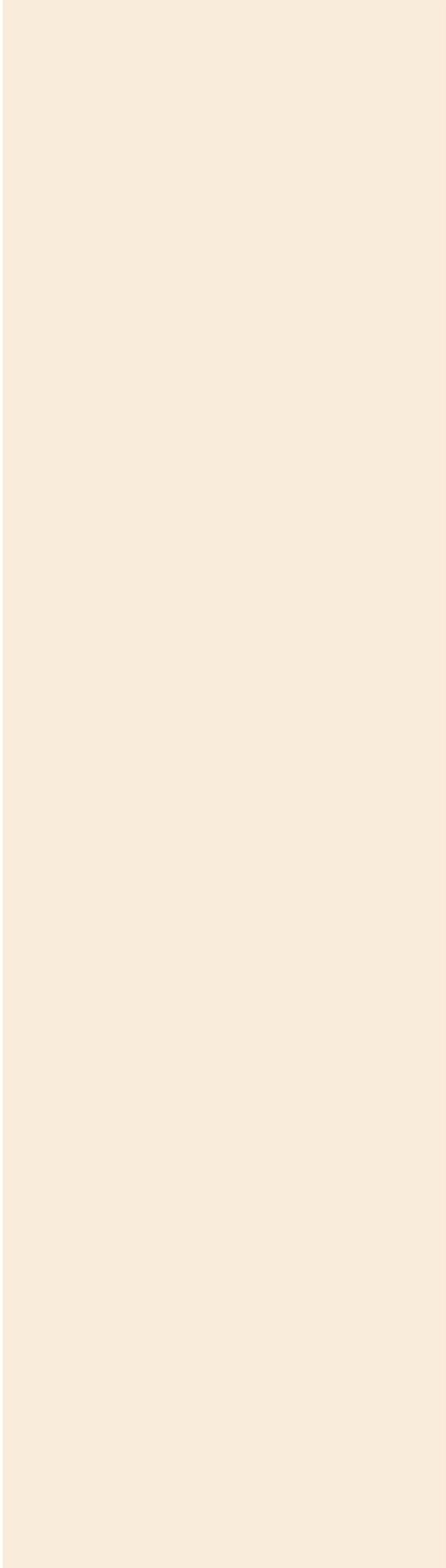
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CHAPTER 1:

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.

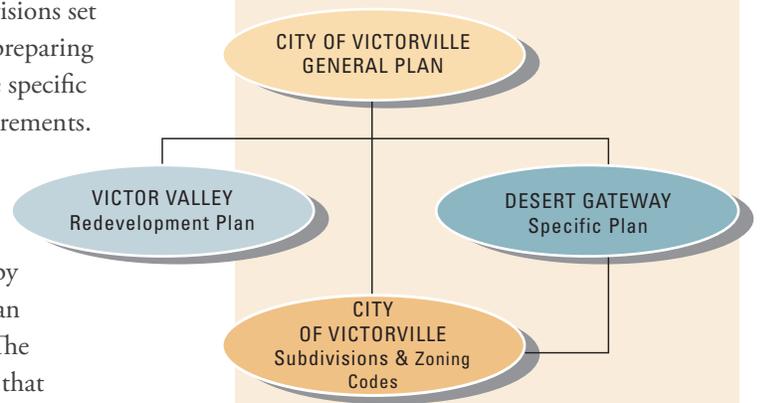


Figure 1.1 Relationship of Desert Gateway Specific Plan to other plans and regulations



Figure 1.2: Elements of equal status support a single vision

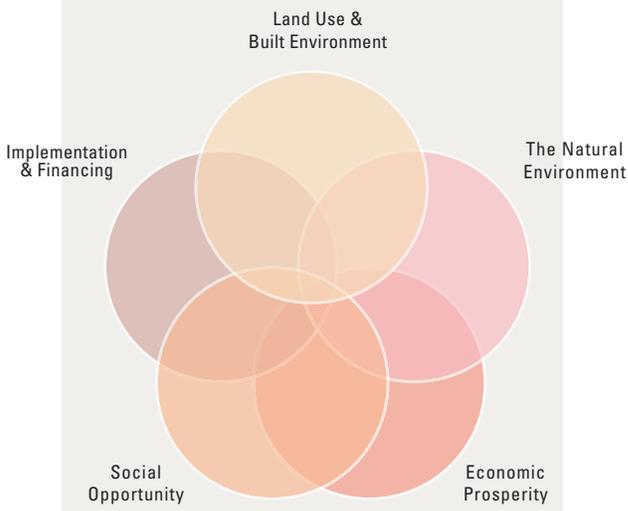


Figure 1.3: Fundamental planning relationships

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.

Concurrently with the adoption of the Specific Plan, the City of Victorville zoned the 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 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 comprises land that is located not only inside but also outside 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 ten elements of this plan followed by a chapter on how it is to be implemented. Every element carries equal weight. Therefore, the plan must be internally consistent.

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 longterm 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 irrespective of the fact should any one part be 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

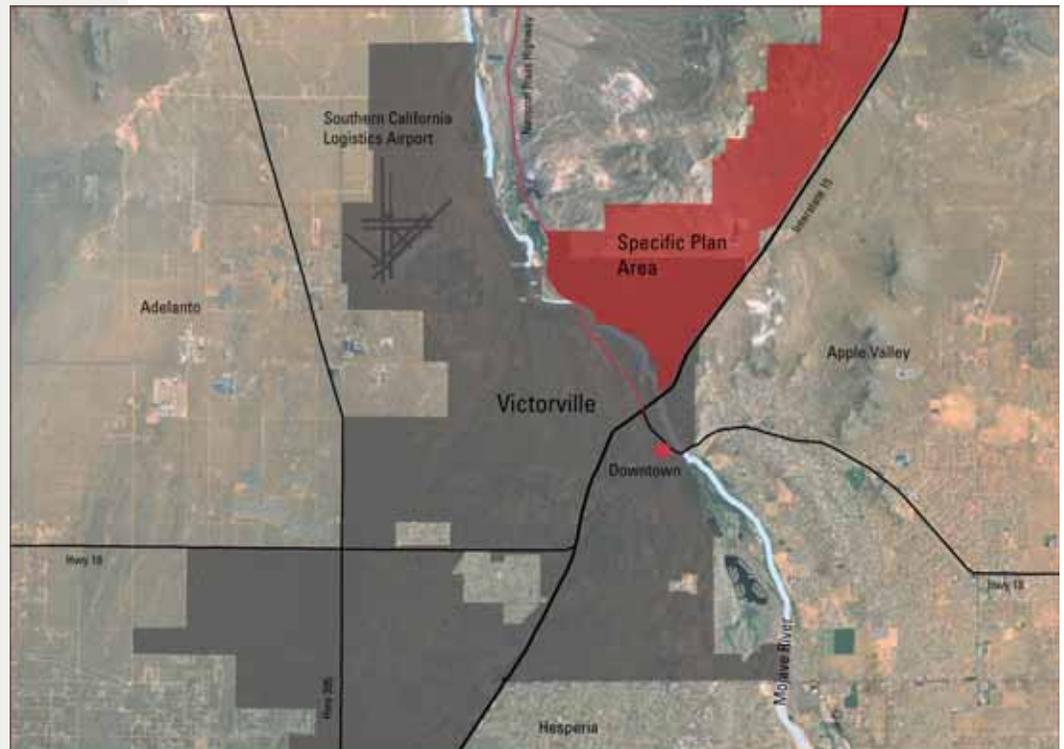


Figure 2.2 City context map



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.

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 man-made transportation routes, beginning in the nineteenth century with the railroad. As planning points the way to the future,

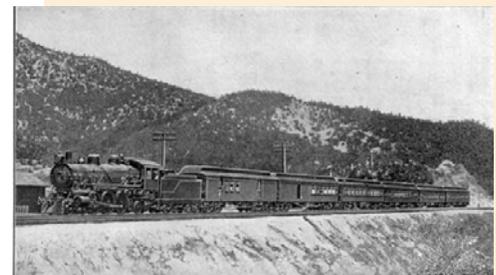


Figure 2.4 Train at Cajon Pass



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



Figure 2.6 Desert Gateway in 2007

innovations 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 twentieth 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, in 2009, Victorville is a city with much potential. To capitalize, the City of Victorville needs to implement change to attract more international development and tourism dollars. The economic profile of the City in the mid-2000s is oriented to 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 endeavor to 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. Finally, 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 to 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. The transit within 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.

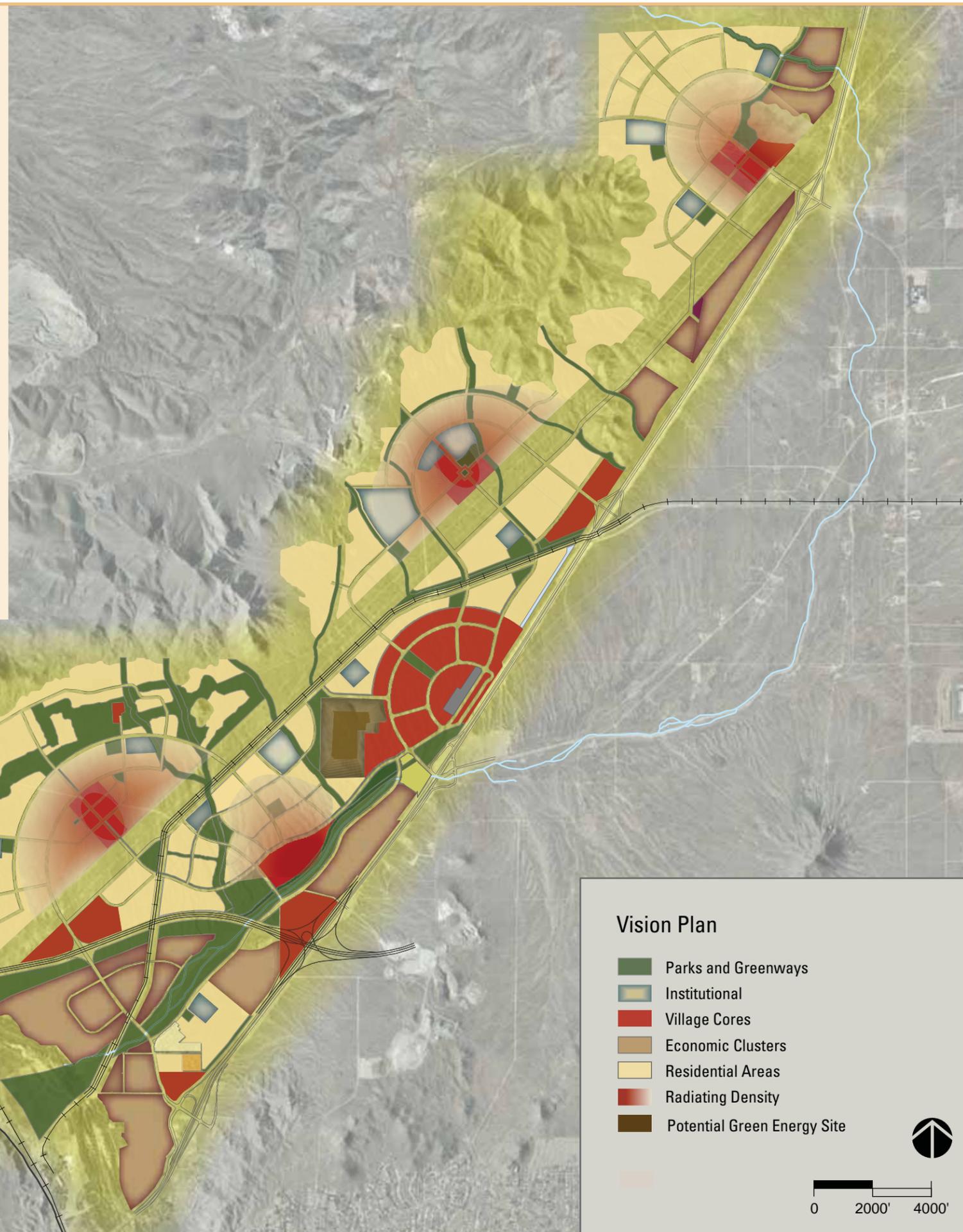
THE VISION

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.

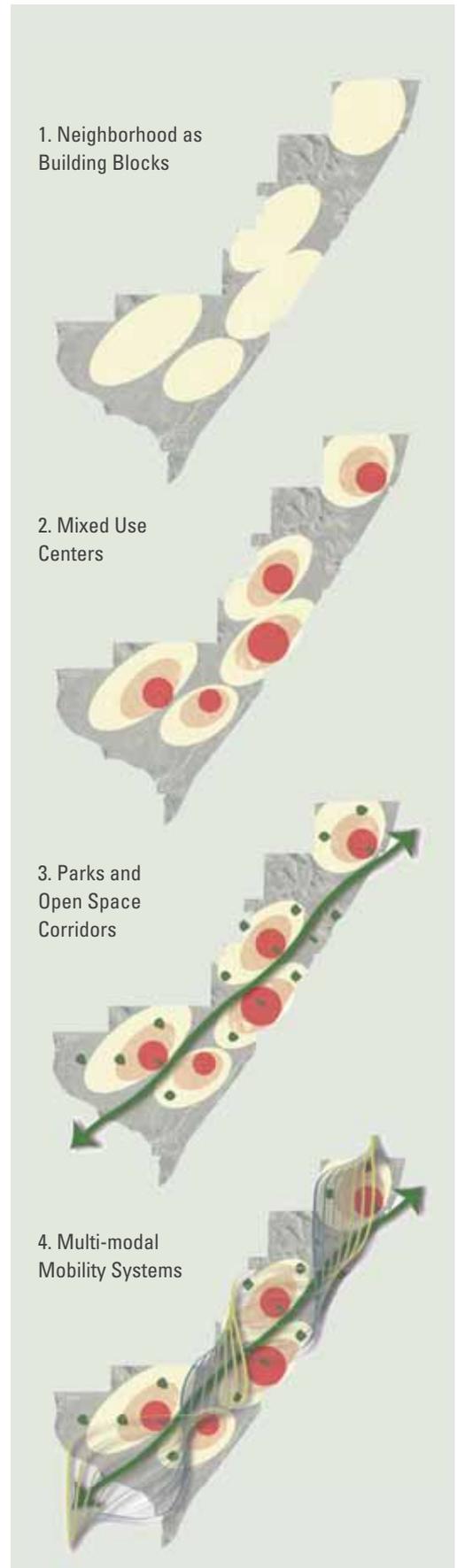


Figure 3.1 Structure principles that function together to produce the Desert Gateway vision

Guiding Principles

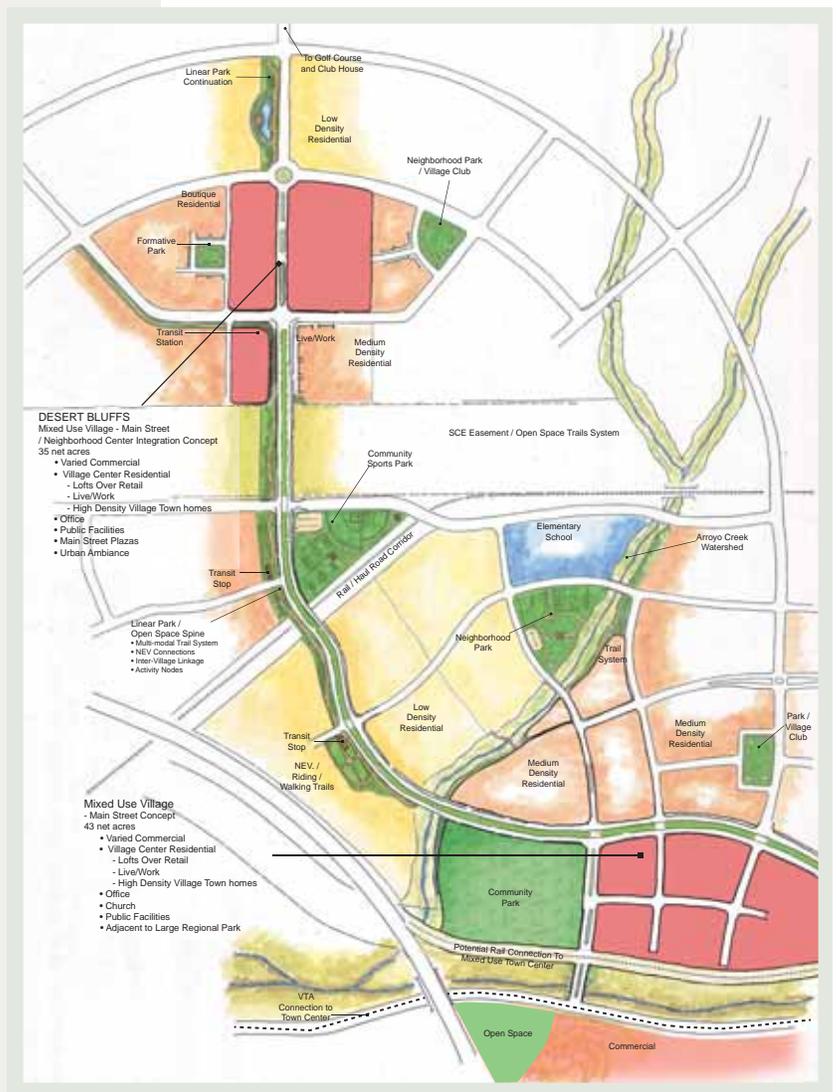
1. Create a **town center** with an urban context that is both a local and super-regional draw for commercial, office, and entertainment uses.
2. Provide industrial and business park development to act as the employment generator and **economic engine** for the region.
3. Create a community of **identifiable 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.

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

“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.



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

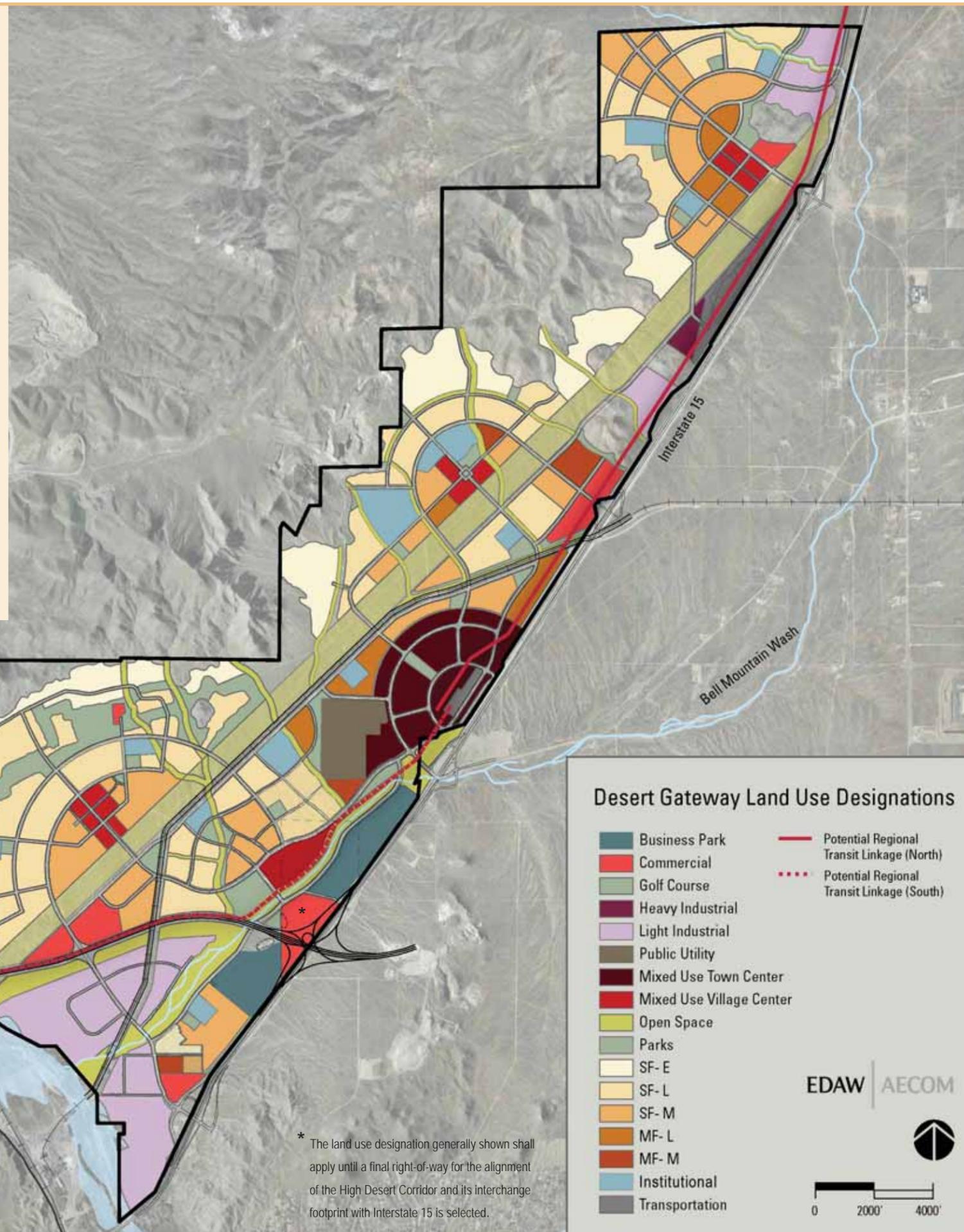
Purpose:

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



* The land use designation generally shown shall apply until a final right-of-way for the alignment of the High Desert Corridor and its interchange footprint with Interstate 15 is selected.

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 prepares 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 promotes 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.

POLICIES:

4.1.1 A land use plan for Desert Gateway

The plan 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.



Figure 4.2 Mixed use villages are a central feature

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

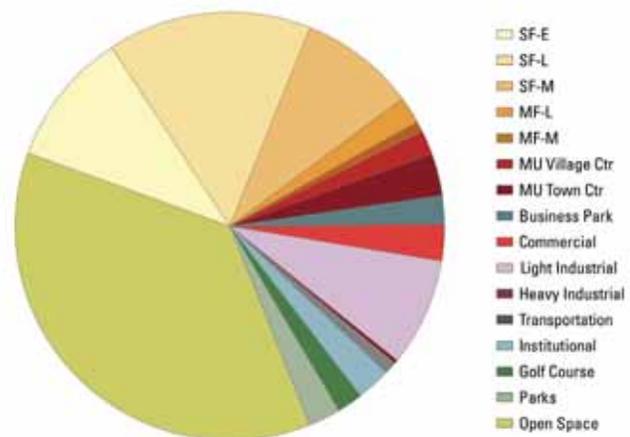


Table 4.3 Land Use Designations

Land Use Category	Density & Intensity	Description
Residential		
SF-E Single Family – Estate	Max 2.0 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.
SF-L Single Family – Low	Max 7 dwelling units/ acre	This designation provides for single family detached housing on small lots or houses clustered around courts. Typical lot sizes are between 5,000 and 7,200 square feet.
SF-M Single Family – Medium	7.1 - 12.0 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 4,000 square feet.
MF-L Multi-Family – Low	12.1 - 18.0 dwelling units/acre	This designation provides for clustered single family detached housing, single family attached row houses, and multi-plex houses.
MF-M Multi-Family – Medium	18.1 - 30.0 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	7.1 - 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 Nonresidential intensity range compliance

The land use designations serve as guidelines for nonresidential 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.

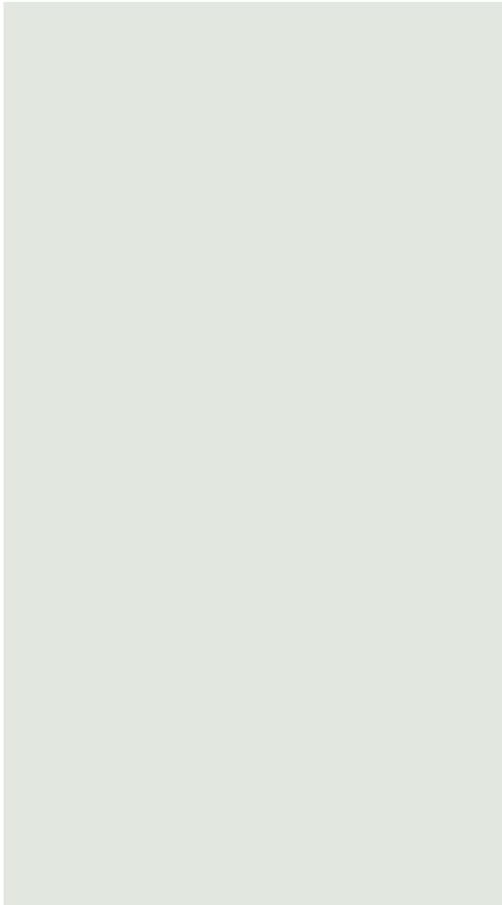


Figure 4.4 Mixed Use Town Center will be an active, urban village

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.

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 nonresidential 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.

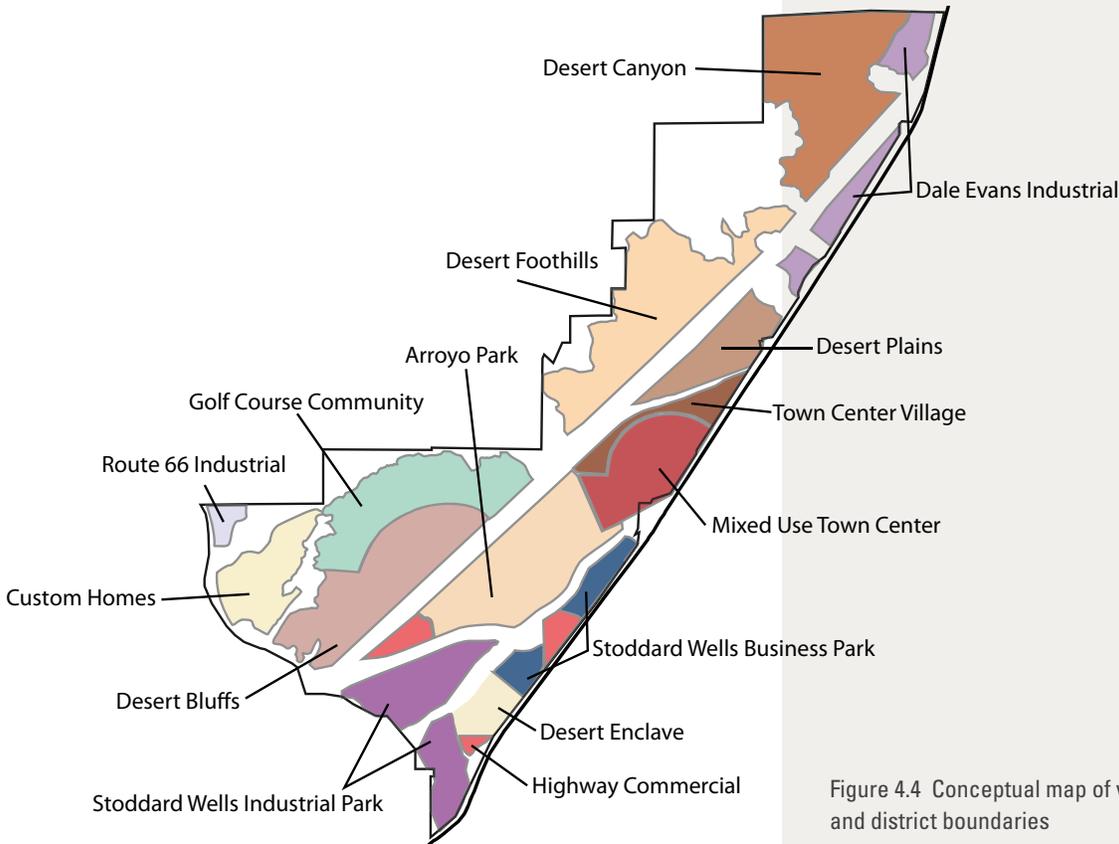


Figure 4.4 Conceptual map of village and district boundaries

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



Figure 4.6 Typical village center with retail and residential above

mixed 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 to the 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.

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



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



Figure 4.8 Typical light industrial building

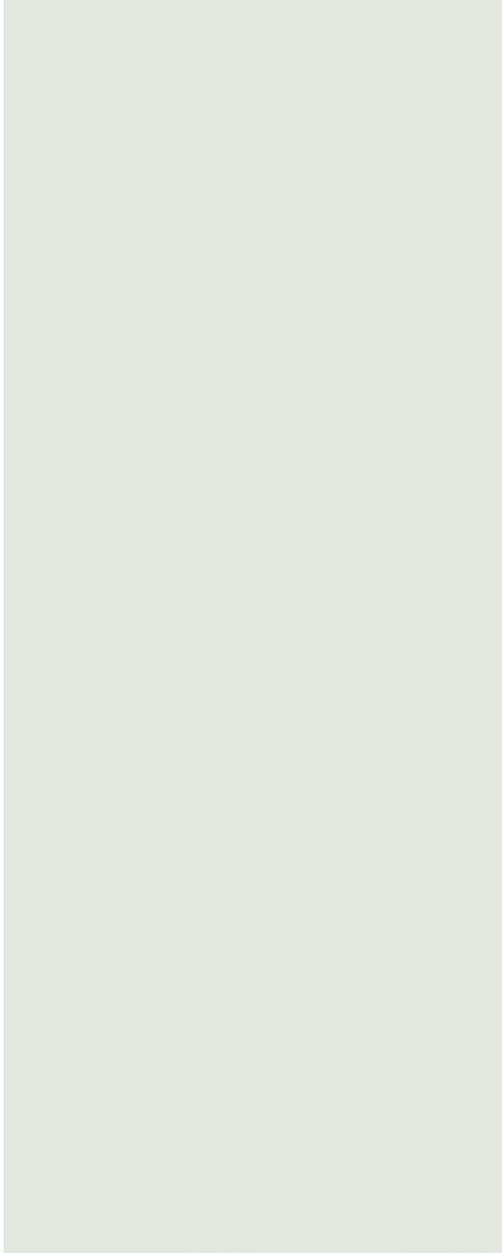


Figure 4.14 Specific Plan area in relation to Southern California Logistics Airport

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 five 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.

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.

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	P	P	N	N	N	N	N	N	N	N	N	N	N	N		
Age-qualified housing	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Home occupations	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Housing over ground floor office and retail	N	N	N	N	N	P	P	P	P	P	P	P	P	P	P	P		
Rowhouses	N	N	P	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
	N	N	N	N	N	P	P	C	P	C	N	N	N	N	N	N
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
Salvage yards	N	N	N	N	N	N	N	N	N	N	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					Employment			Other			Parks				
	SF-E	SF-L	SF-M	MF-L	MF-M	MUVC	CC	BP	LI	HI	TRANS	PU	INST	PK	OS	
Public schools	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
FACILITIES																
Adult day care	N	N	N	N	N	P	N	N	N	N	N	N	P	N	N	
Cultural facilities	N	N	N	N	N	P	C	N	N	N	N	N	P	N	N	
Convention center	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	
Interpretive centers	N	N	N	N	N	P	N	N	N	N	N	P	P	P	P	
Landfill	N	N	N	N	N	N	N	N	N	N	N	P	N	N	N	
Large and small family day care homes	P	P	P	N	N	N	N	N	N	N	N	N	N	N	N	
Civic facilities	N	N	N	N	N	C	N	N	N	N	N	P	P	N	N	
Assembly	N	C	C	C	C	N	N	N	N	N	N	N	P	N	N	
Academic private colleges	N	N	N	N	N	C	N	N	N	N	N	N	P	N	N	
Private schools	N	N	N	N	N	N	N	N	N	N	N	N	P	N	N	
Public safety	N	N	N	N	N	N	N	N	N	N	N	N	P	N	N	
Recreation centers	N	N	N	N	N	C	N	N	N	N	N	N	P	P	N	
TRANSPORTATION																
Freight railroad	N	N	N	N	N	N	N	N	N	N	P	N	N	N	N	
Passenger railroad operations and maintenance facilities	N	N	N	N	N	N	N	N	N	N	P	N	N	N	N	
Passenger train station	N	N	N	N	N	N	N	N	N	N	P	N	N	N	N	
PARKS																
Neighborhood park	P	P	P	P	P	N	N	N	N	N	N	N	P	P	N	
Community park	P	P	P	P	P	N	N	N	N	N	N	N	P	P	N	
Golf courses	P	P	P	P	P	N	N	N	N	N	N	N	N	P	N	
Passive park	P	P	P	P	P	P	N	N	N	N	N	N	N	N	P	
Pocket park	P	P	P	P	P	P	N	P	C	N	N	N	P	P	C	
Public plaza	N	N	N	N	N	P	N	P	N	N	N	N	P	P	N	

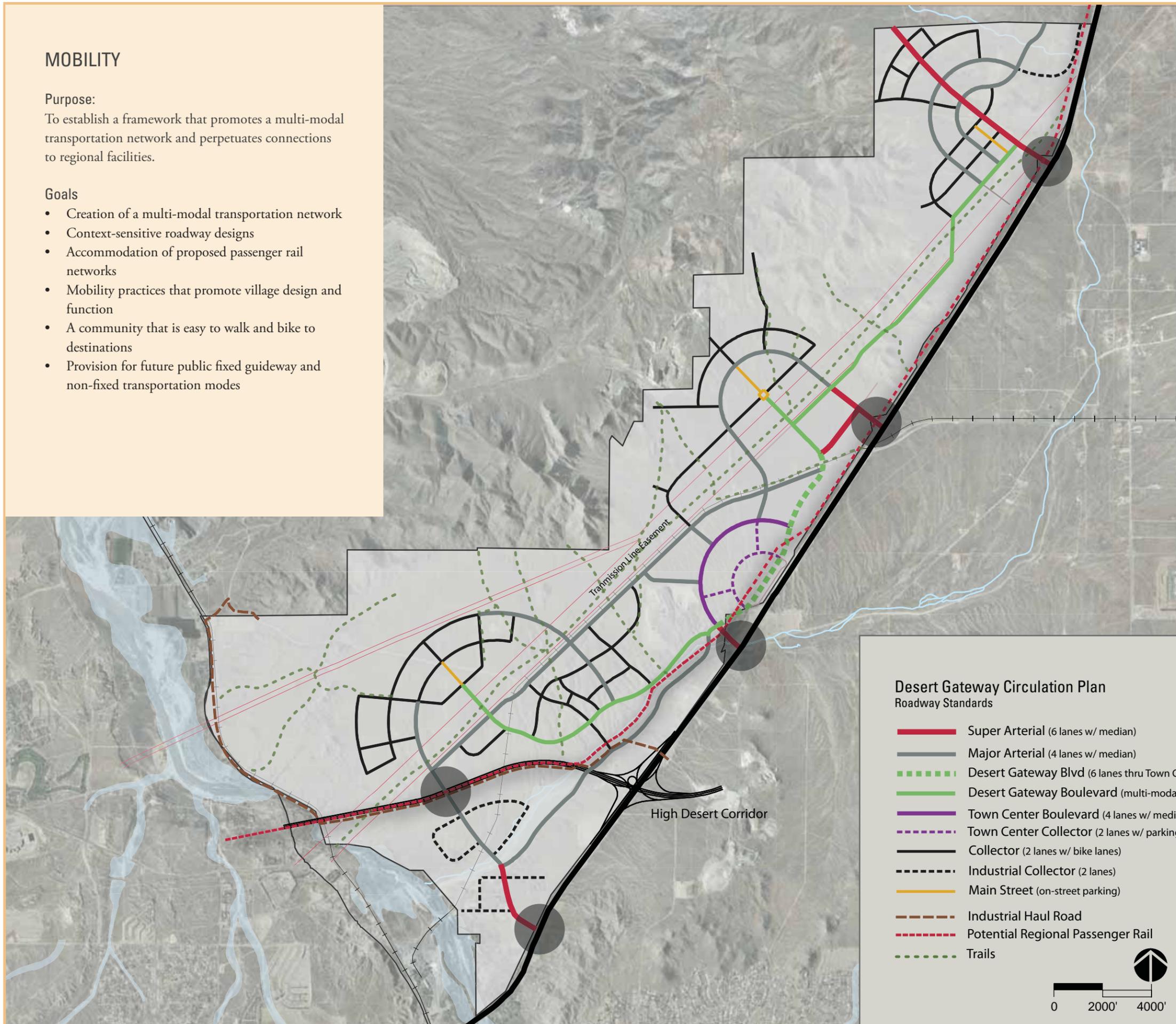
MOBILITY

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

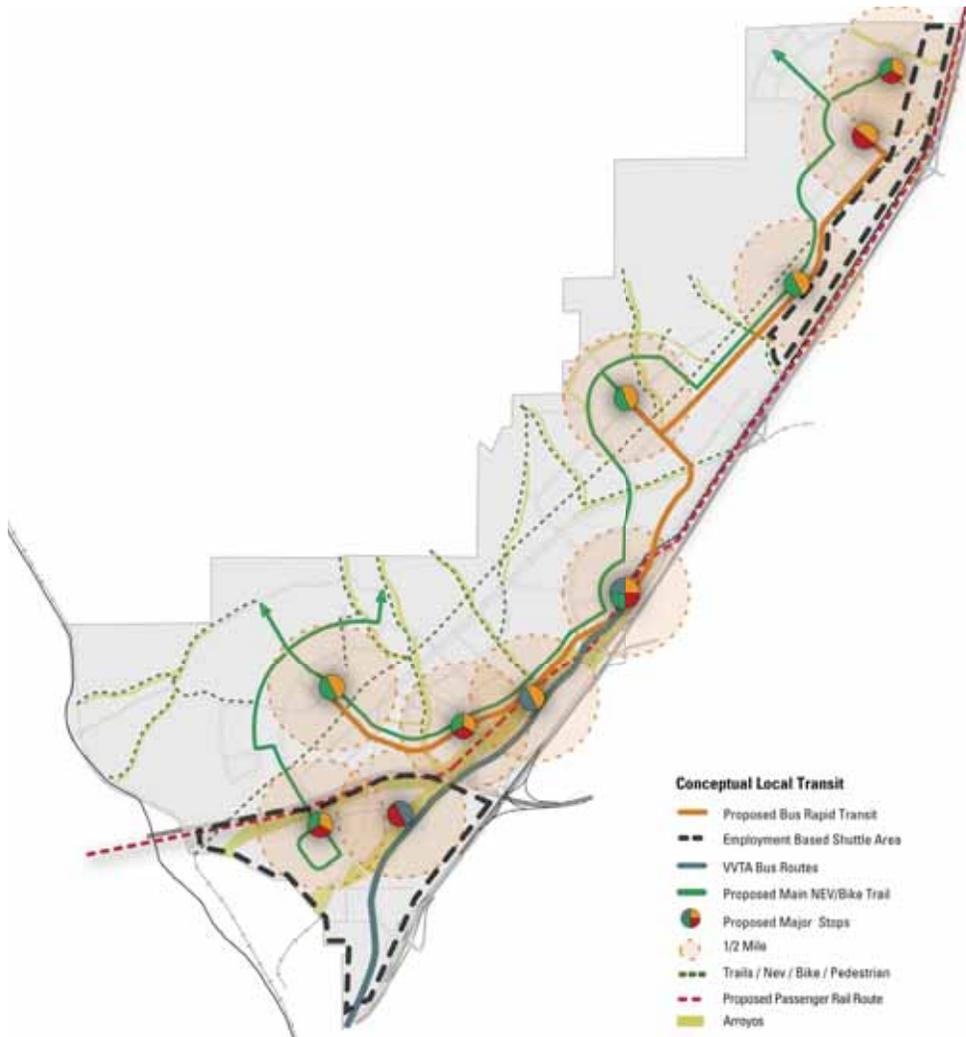
The Desert Gateway Specific Plan places connectivity and transit-oriented development at the heart of its vision. Efficient circulation, transportation options, and street design are essential for creating the compact communities that comprise the vision. The promotion of alternative transportation,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



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.

Multi-modal refers to a transportation system that relies upon 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



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 right-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

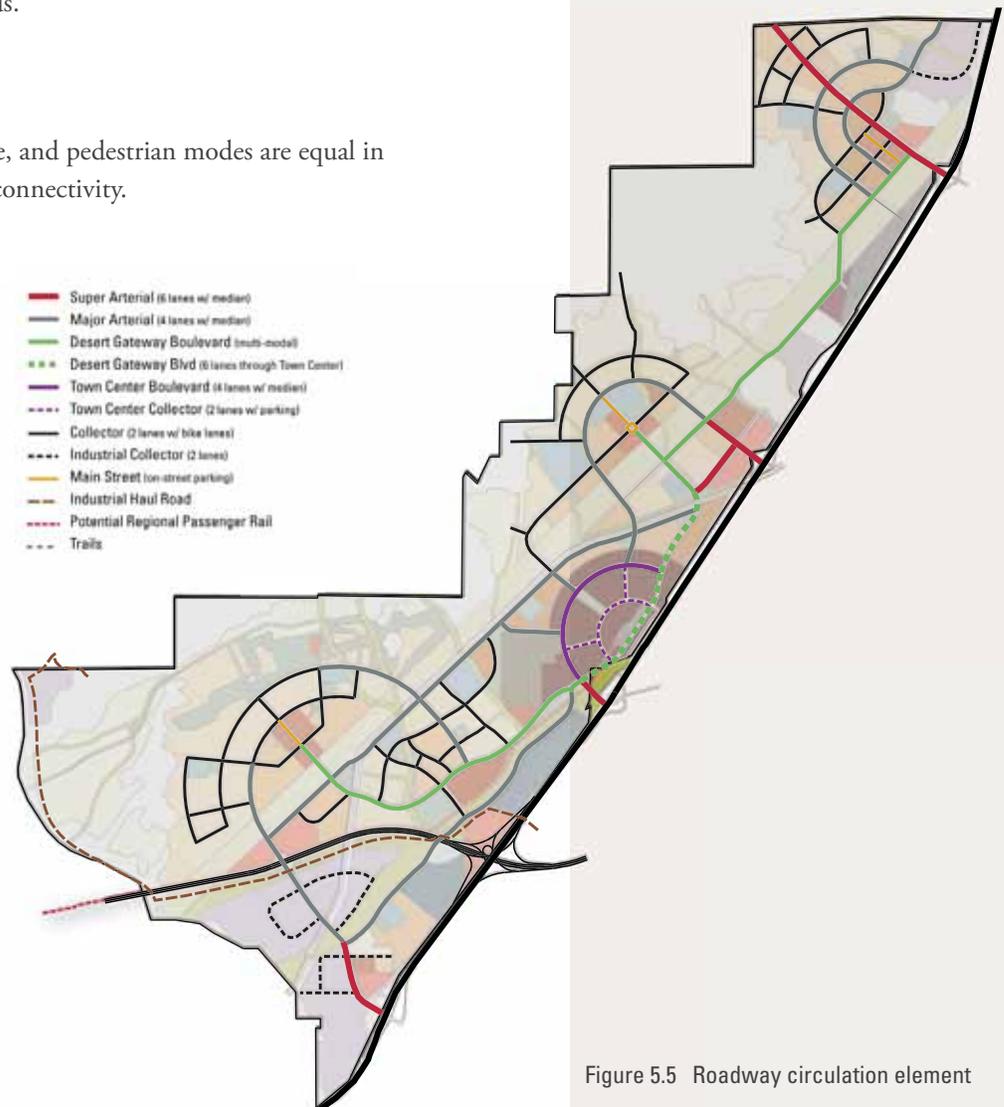


Figure 5.5 Roadway circulation element

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.

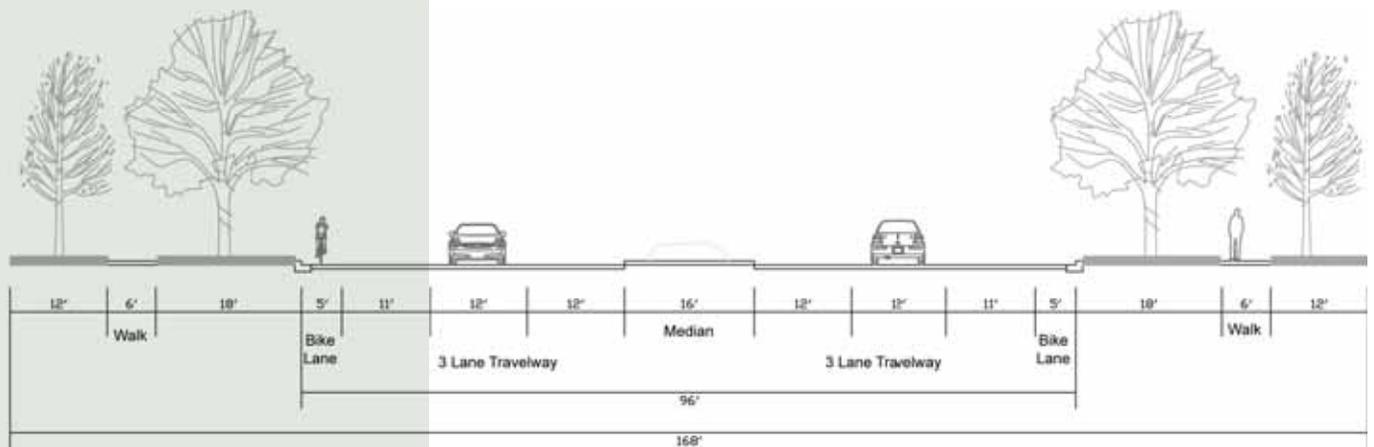


Figure 5.6 Super arterial cross-section

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, nonresidential driveways may intersect with major arterial roadways at 300-foot and greater intervals.

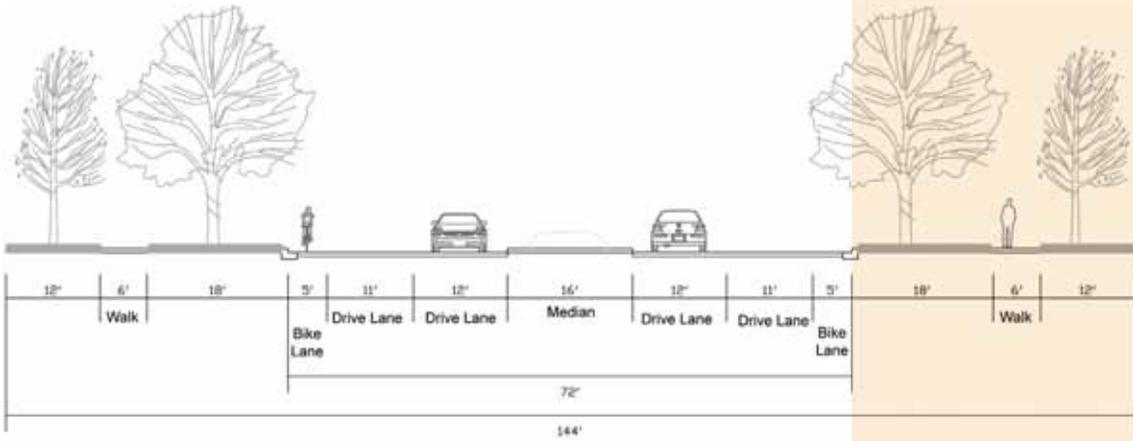


Figure 5.7 Major arterial cross-section

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.

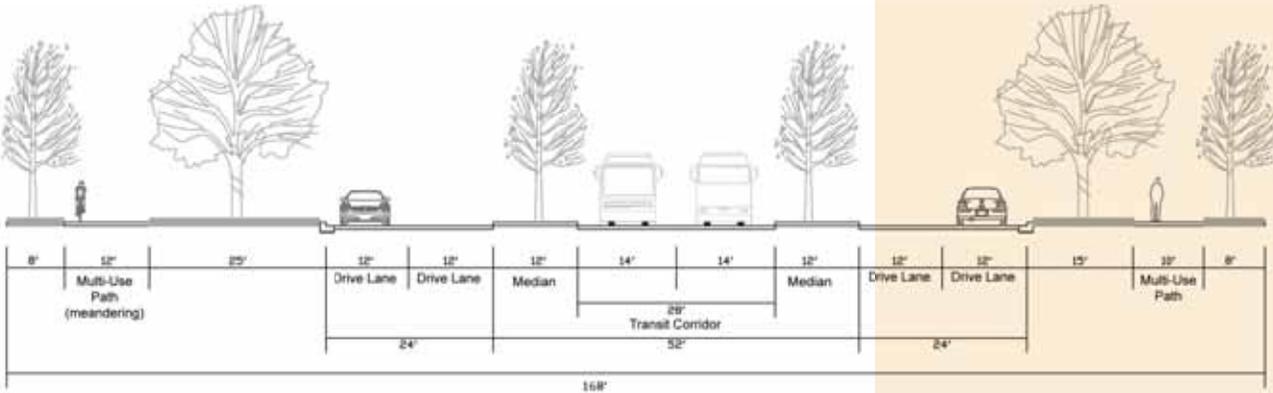


Figure 5.8 Desert Gateway Boulevard

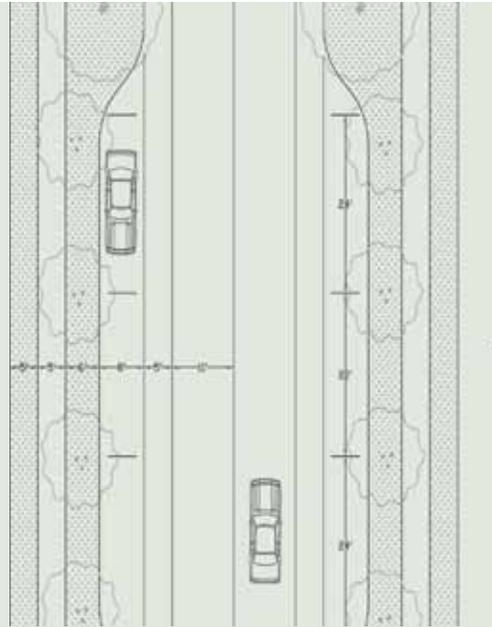


Figure 5.9 Plan view of residential collector with pull-out parking

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 nonresidential 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

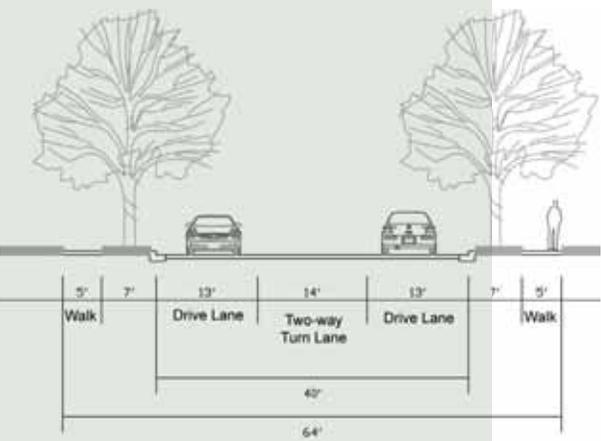
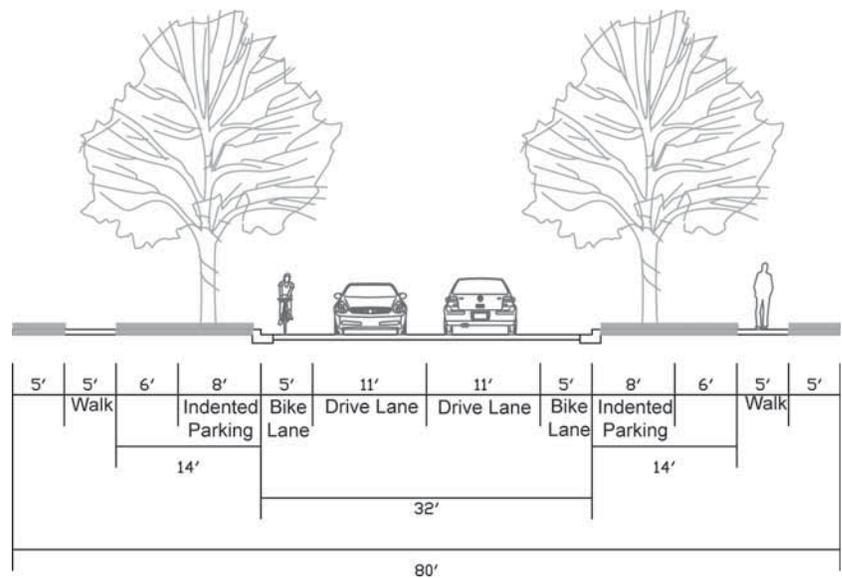


Figure 5.11 Nonresidential collector cross-section

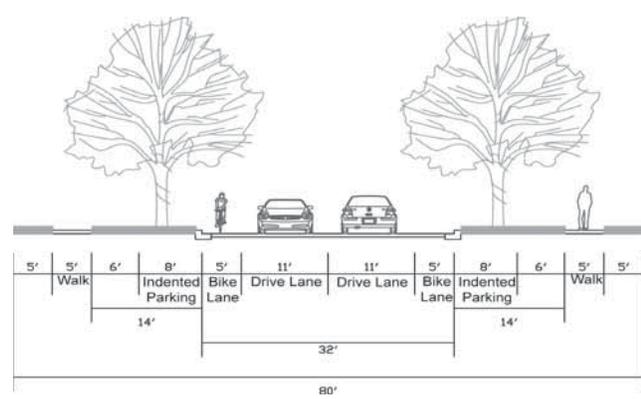


Figure 5.12 Residential collector cross-section with pull-out parking

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.

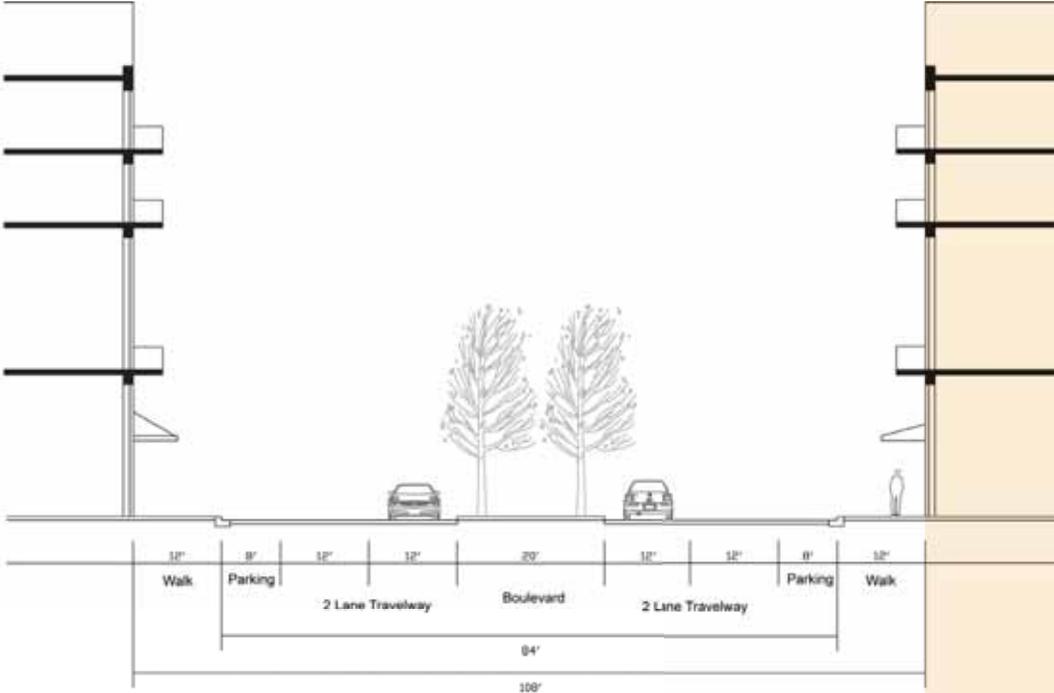


Figure 5.13 Mixed Use Town Center boulevard

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.

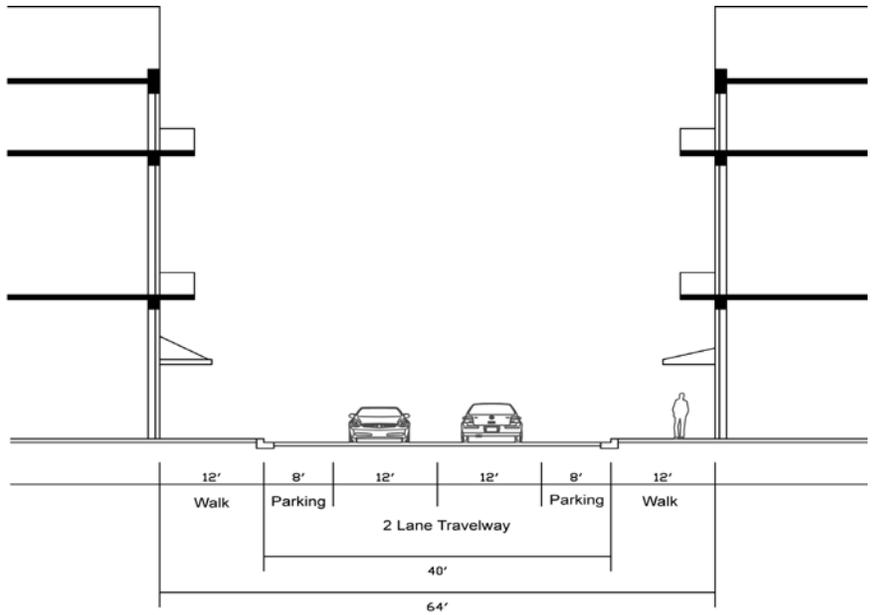


Figure 5.14 Mixed Use Town Center connector roadway cross-section

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.

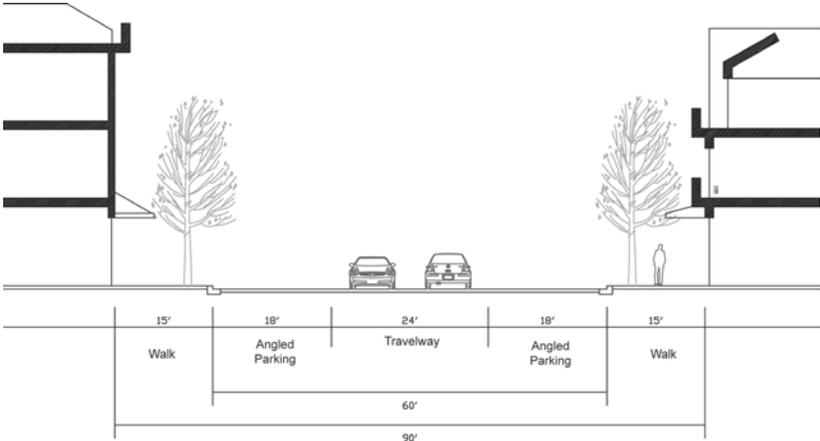


Figure 5.15 Main street

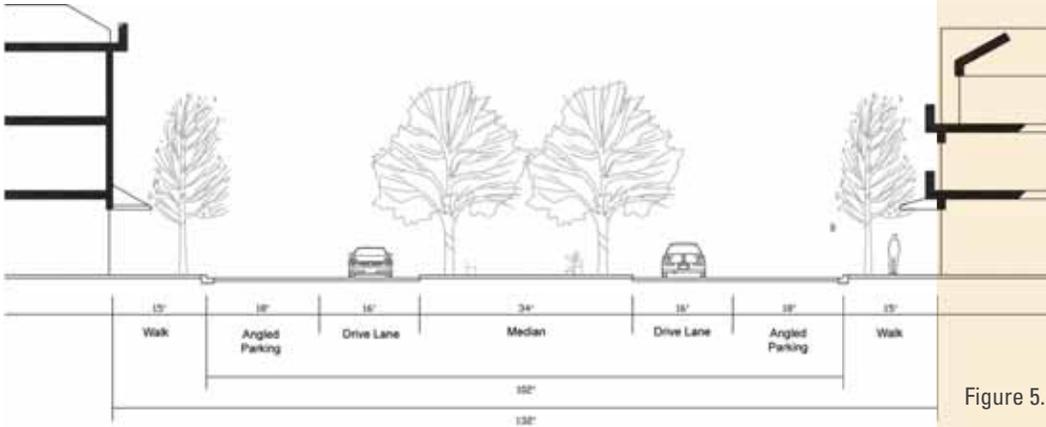


Figure 5.16 Main Street with median

5.3.8 Local roadways link properties to the transportation network

Local roadways form the internal networks within the neighborhoods and nonresidential 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.

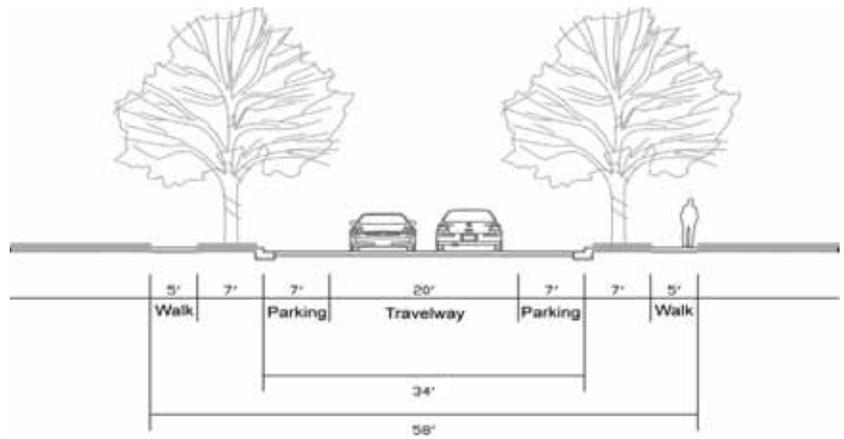


Figure 5.17 Local residential

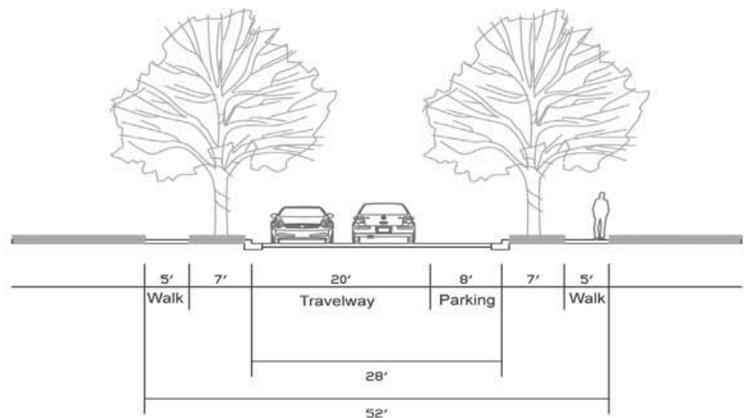


Figure 5.18 Local Residential street section with a single parking lane

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

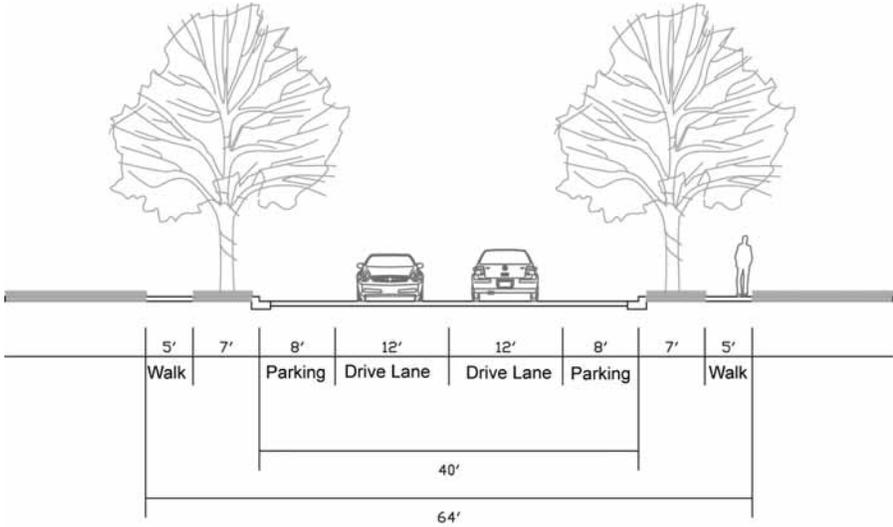


Figure 5.19 Nonresidential local roadway cross-section

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 one-half acre.

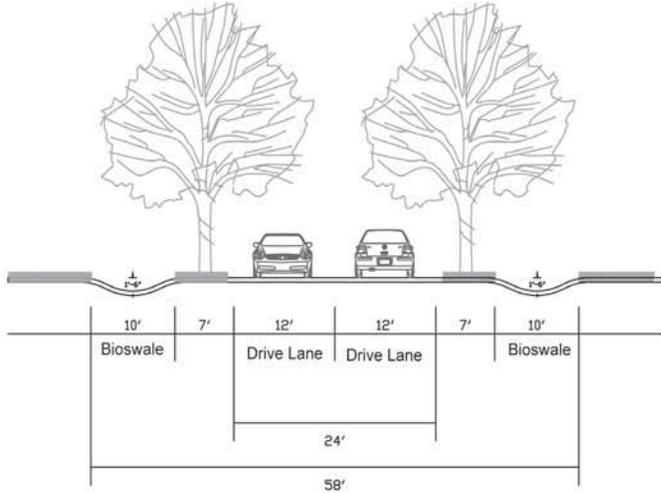


Figure 5.20 Rural roadway cross-section (left)

5.3.10 Alley

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

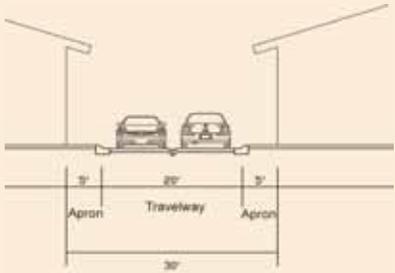


Figure 5.21 Alley cross-section (above)

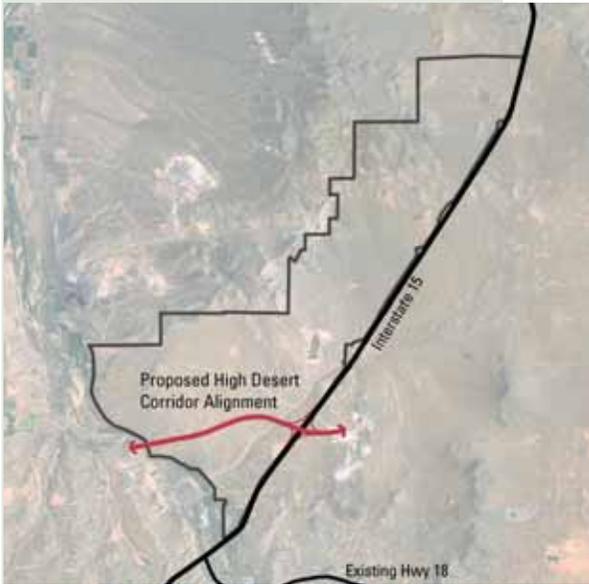


Figure 5.22 Location of I-15 and proposed High Desert Corridor

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 High Desert Corridor, its completion 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 right-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 right-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.

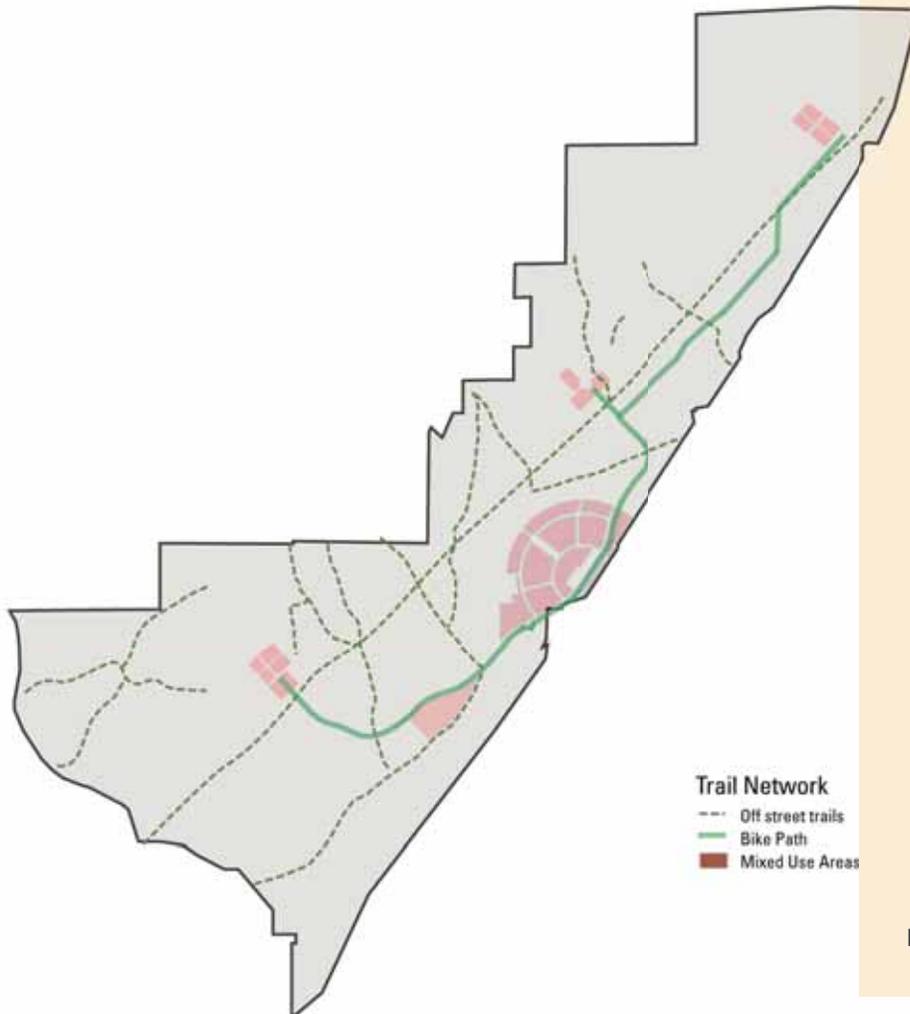


Figure 5.23 Backbone trails network

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



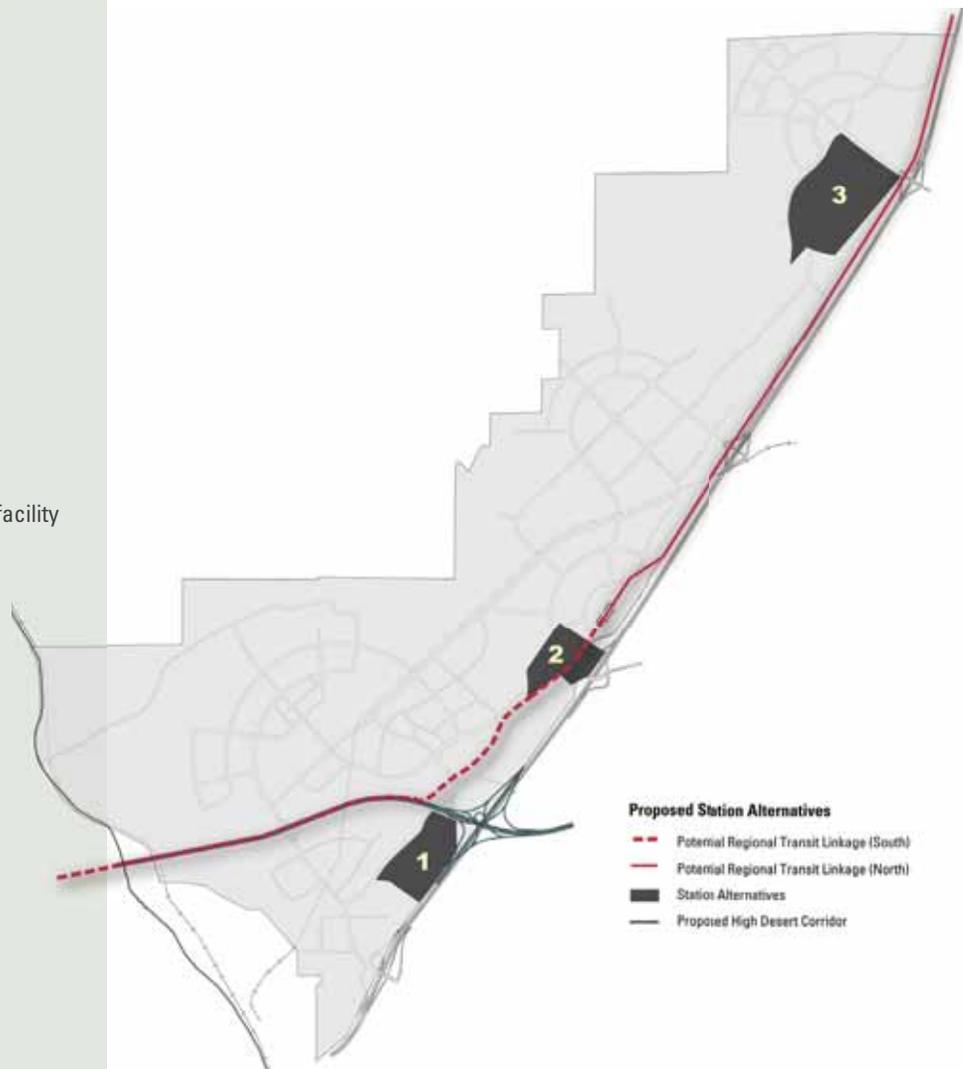
Figure 5.25 Existing and future passenger rail network

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.

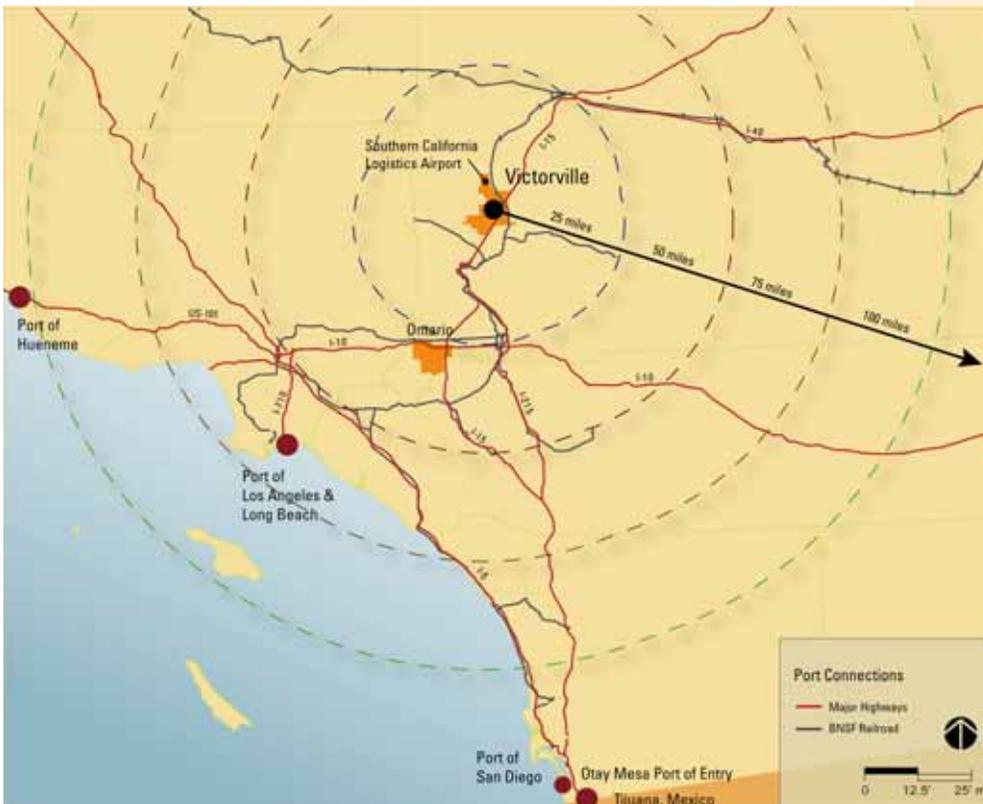


Figure 5.27 Regional context of goods movement system

Victorville has a competitive advantage both because of its location along these goods movement corridors coupled with the presence of Southern California Logistics Airport and 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 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.

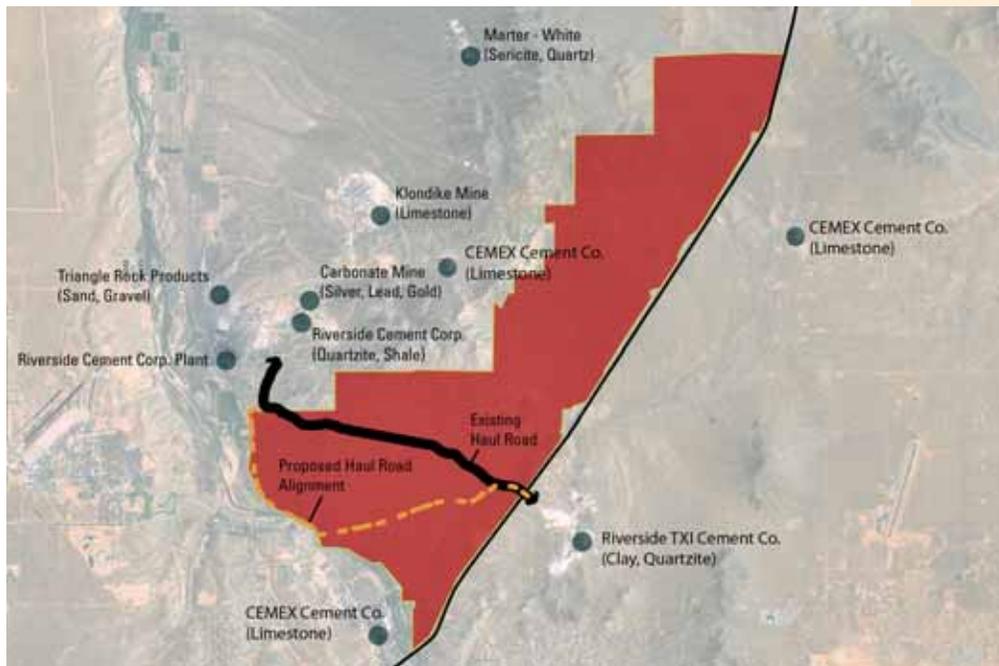


Figure 5.28 Relocation of surface mining haul road

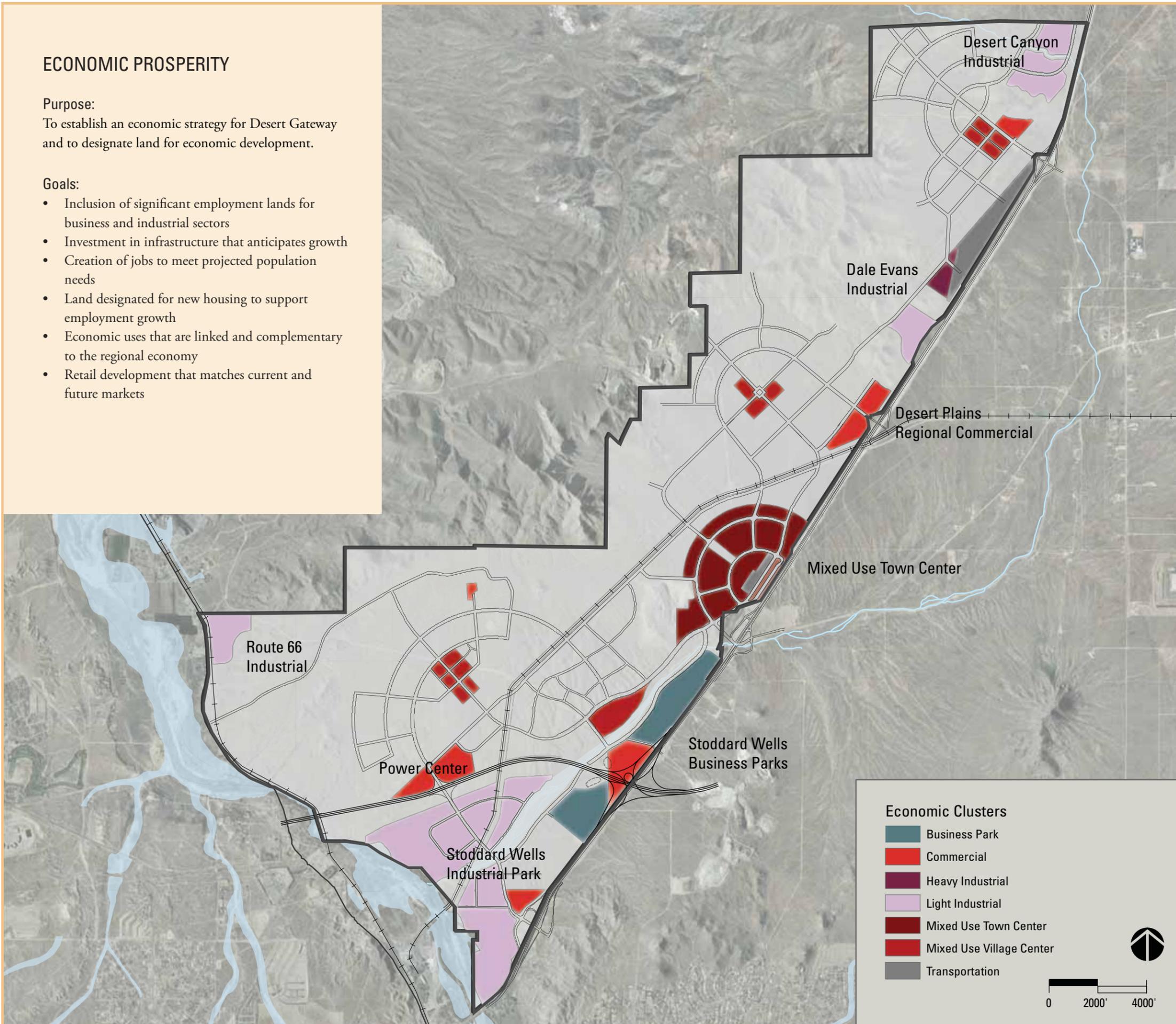
ECONOMIC PROSPERITY

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

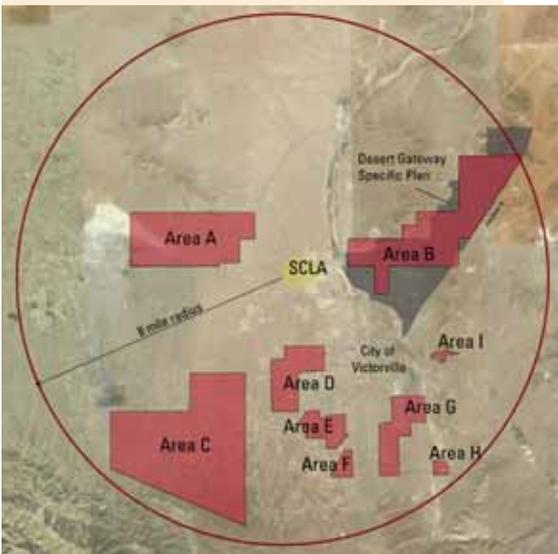


Figure 6.3 Specific Plan in relationship to Redevelopment Plan area

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.

6.2.2 Prioritize redevelopment funds for to improve infrastructure

Priority shall be given to allocate redevelopment funds generated within Desert Gateway to infrastructure improvements and related land acquisition, deferring other uses of revenue as allowed by the Victor Valley Redevelopment Plan to future phases of development within the Victor Valley Redevelopment Plan project area.

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.

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.

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.



Figure 6.4 Regional serving retail



Figure 6.5 Retail shops in a mixed use village



Figure 6.6 Business park tenant



Figure 6.6 Research and development facility



Figure 6.8 Light industrial building



Figure 6.9 Medical building

Substantial industrial and business parks facilitate basic sector economic 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 upon rail ridership to create a diverse, thriving destination that attracts both rail patrons and other tourists.

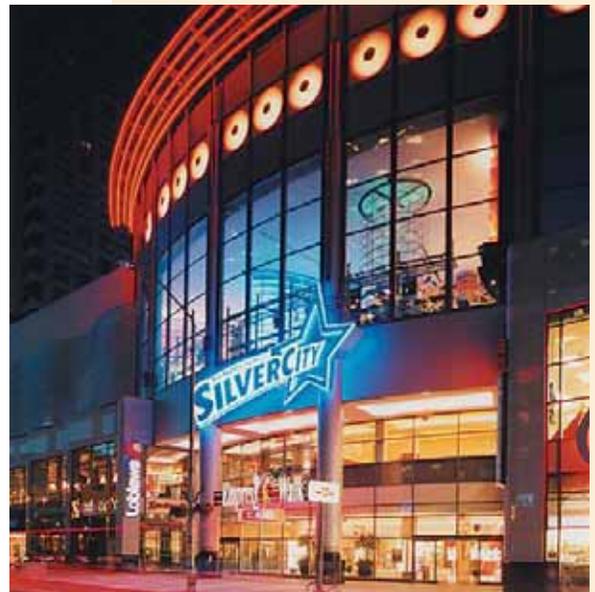


Figure 6.10 Destination retail

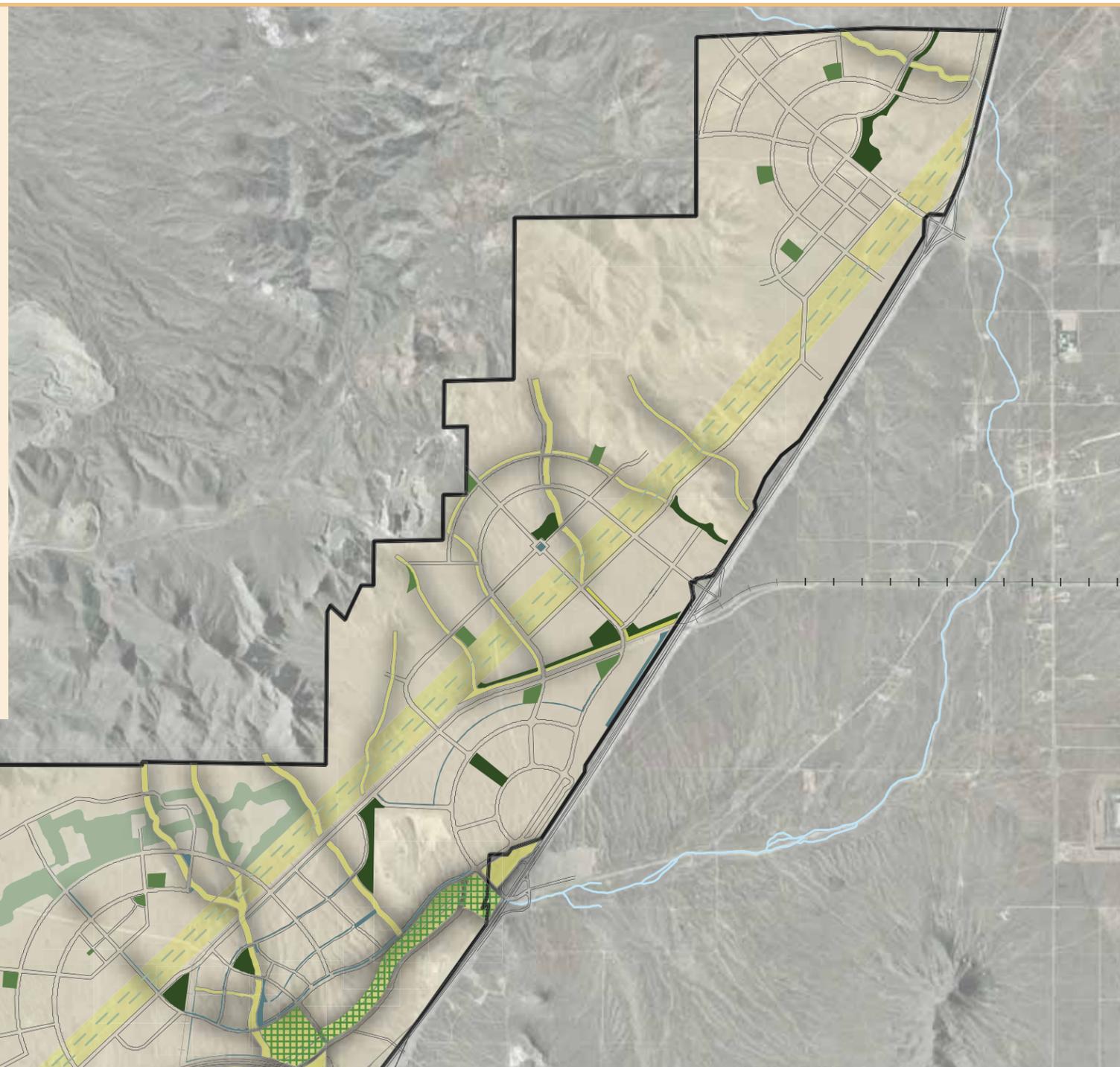
RECREATION

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



Parks and Greenways Plan

- Arroyo Regional Park
- Community Parks
- Neighborhood Parks
- Passive Parks
- Arroyo Open Space
- Multi-use Corridor
- Golf Course



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.

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 7.4 Neighborhood park

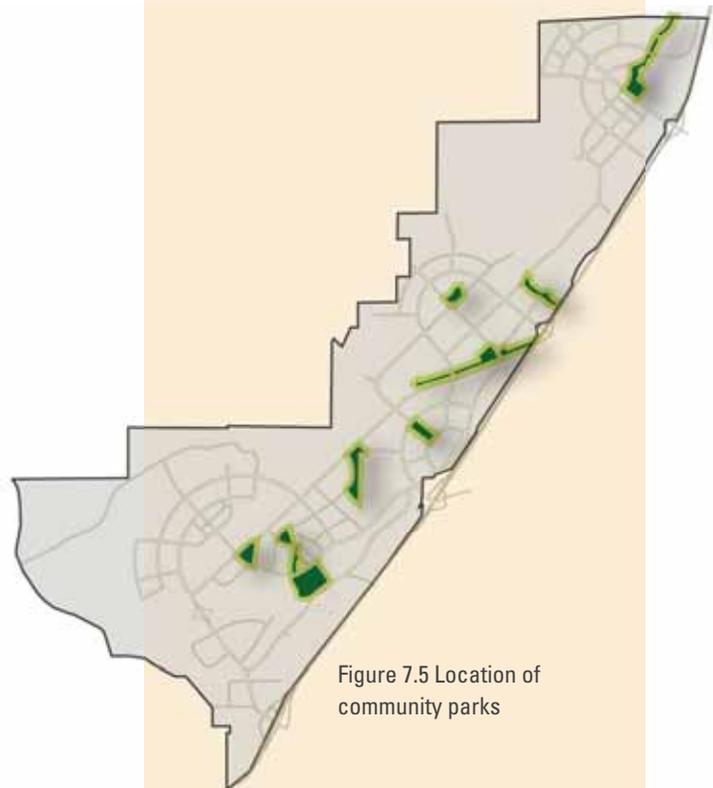


Figure 7.5 Location of community parks



Figure 7.6 Community park with ballfield

parcs 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.

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.

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



Figure 7.7 Private park with tot lot

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

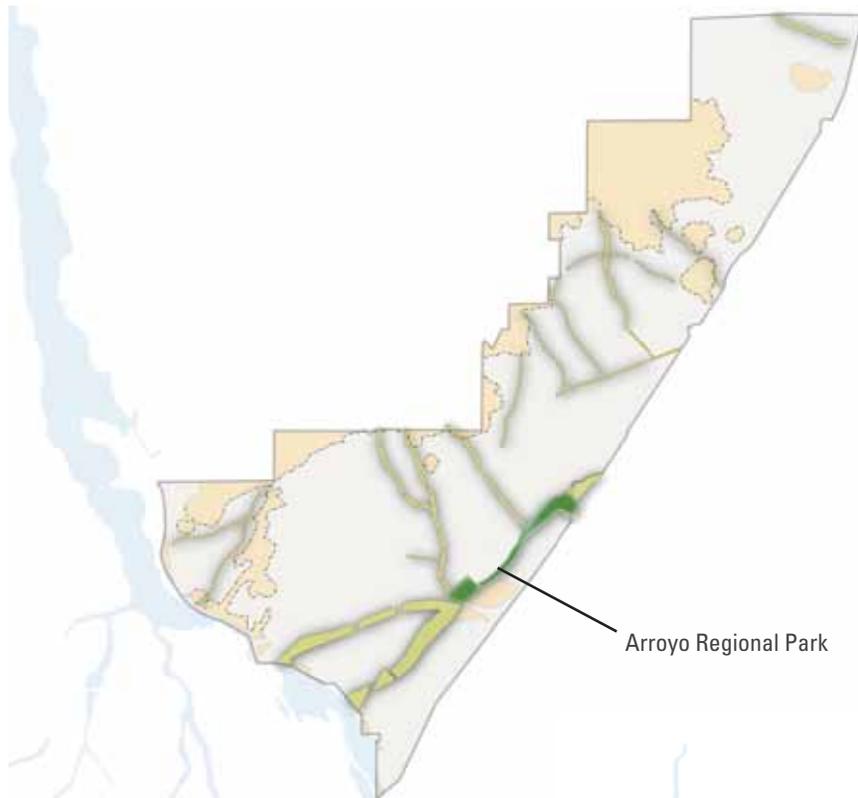


Figure 7.9 Locations of arroyos and open space, and open space recreational parks



Figure 7.10 Park frontage along street

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.



Figure 7.11 Public plazas

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.

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.



Figure 7.12 Passive recreation area

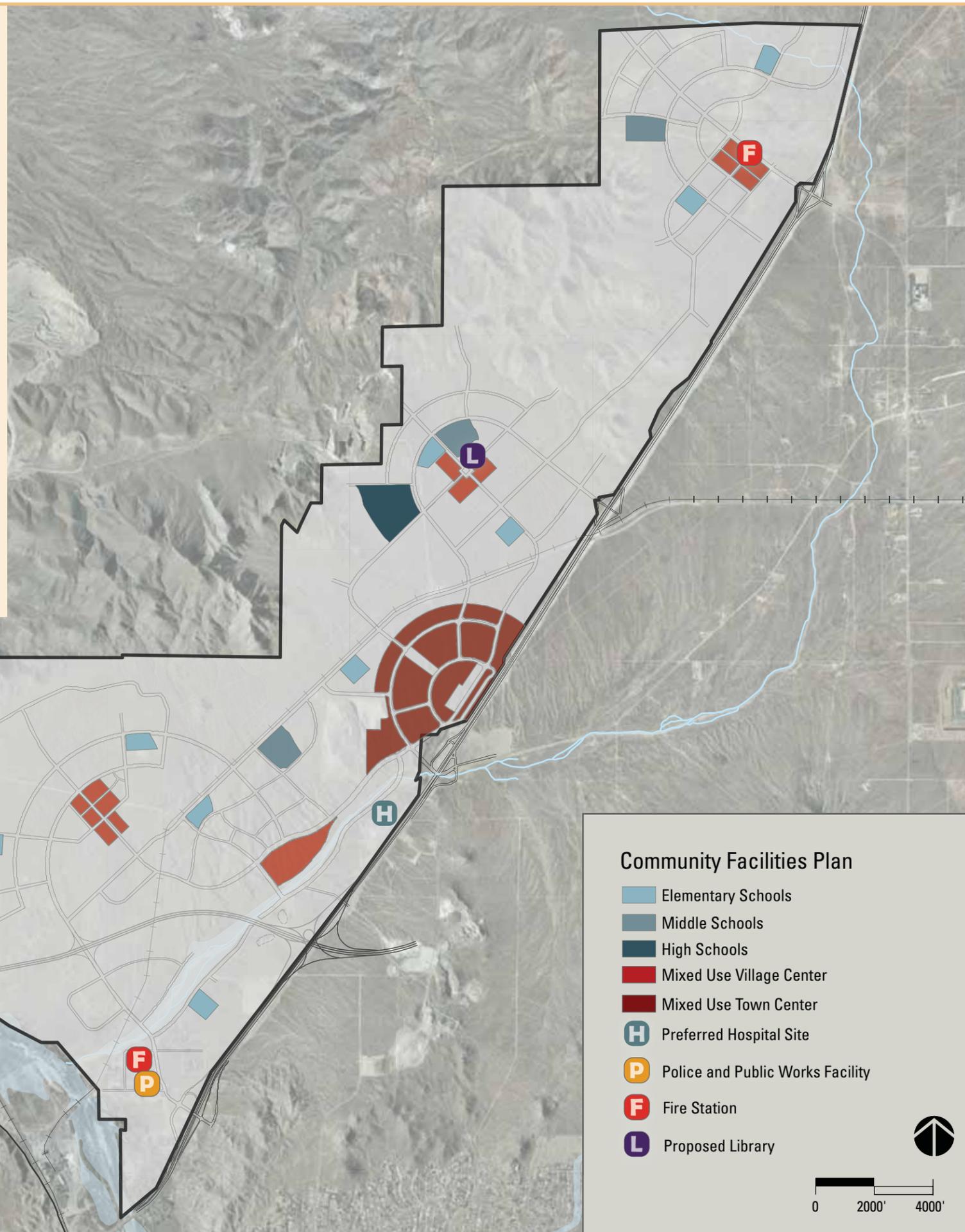
COMMUNITY FACILITIES

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.

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.



Figure 8.2 Multi-story public school building

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.

8.1.3 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.

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.

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.

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.

Post-Secondary education institutions in Victorville

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



Figure 8.4 Public library

“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 Bernadino 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 Bernadino 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

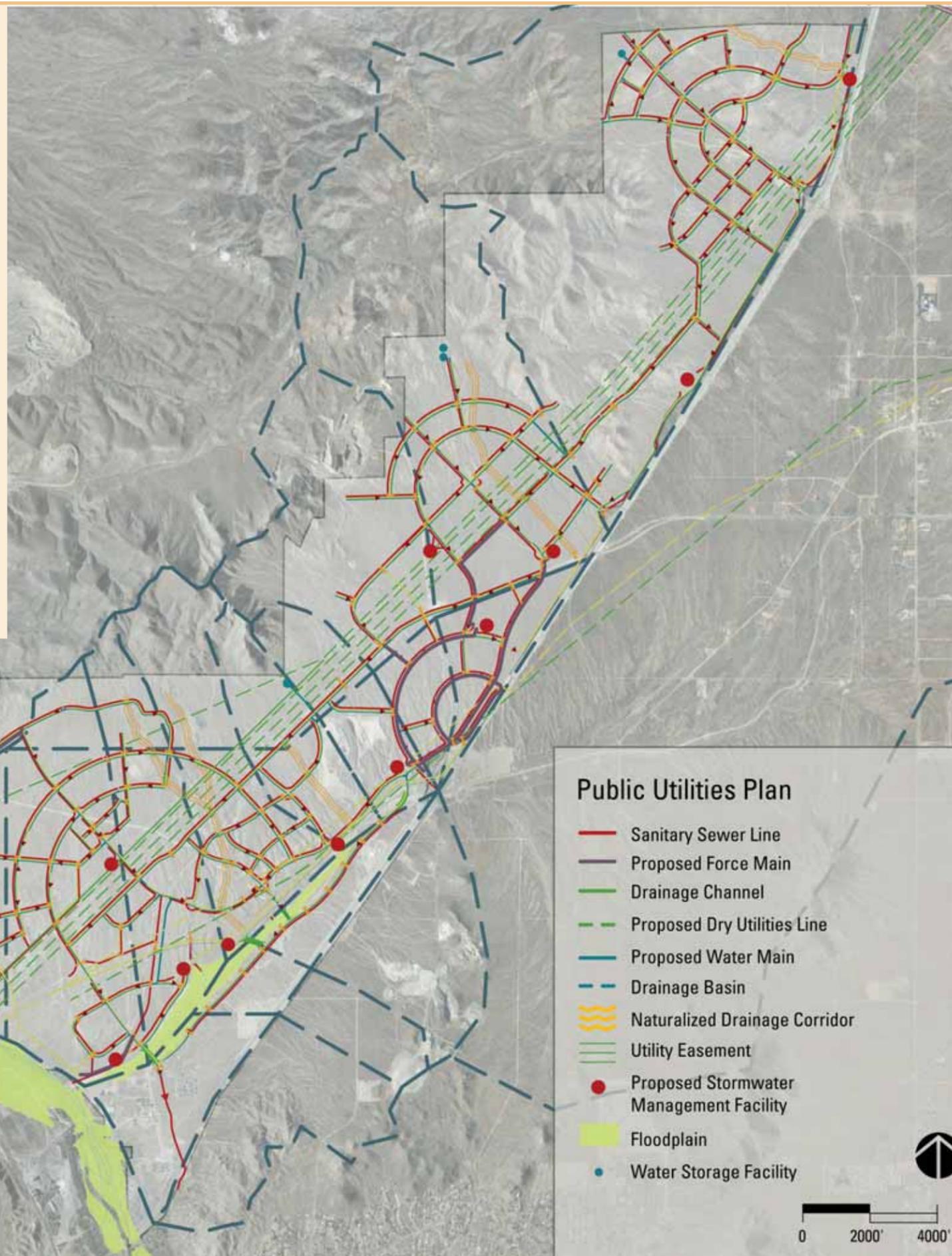
PUBLIC UTILITIES

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.

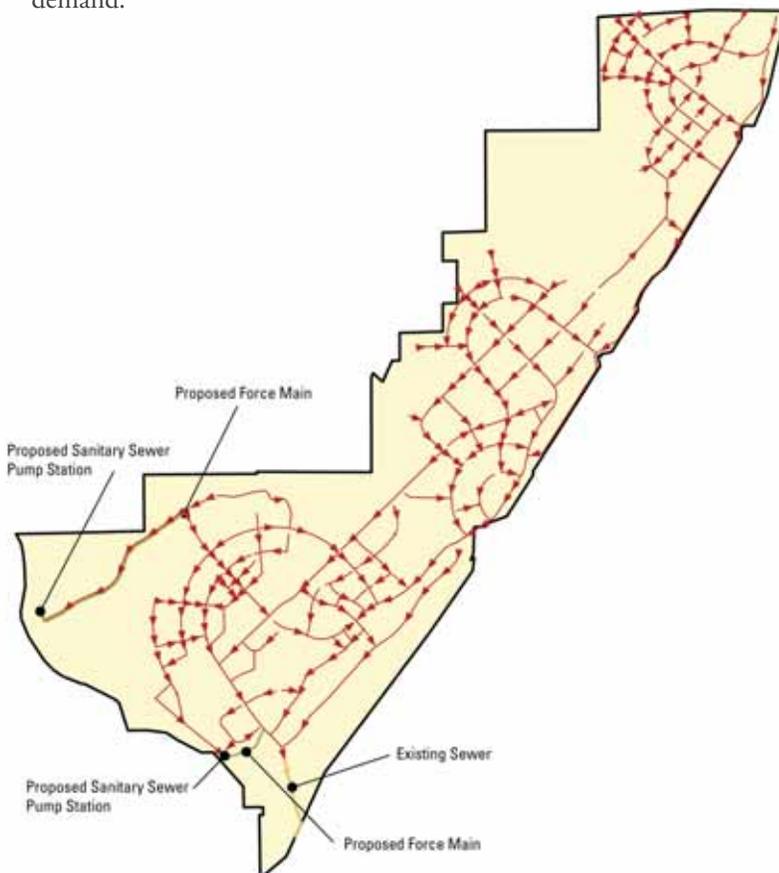


Figure 9.4 Backbone sanitary sewer system

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.

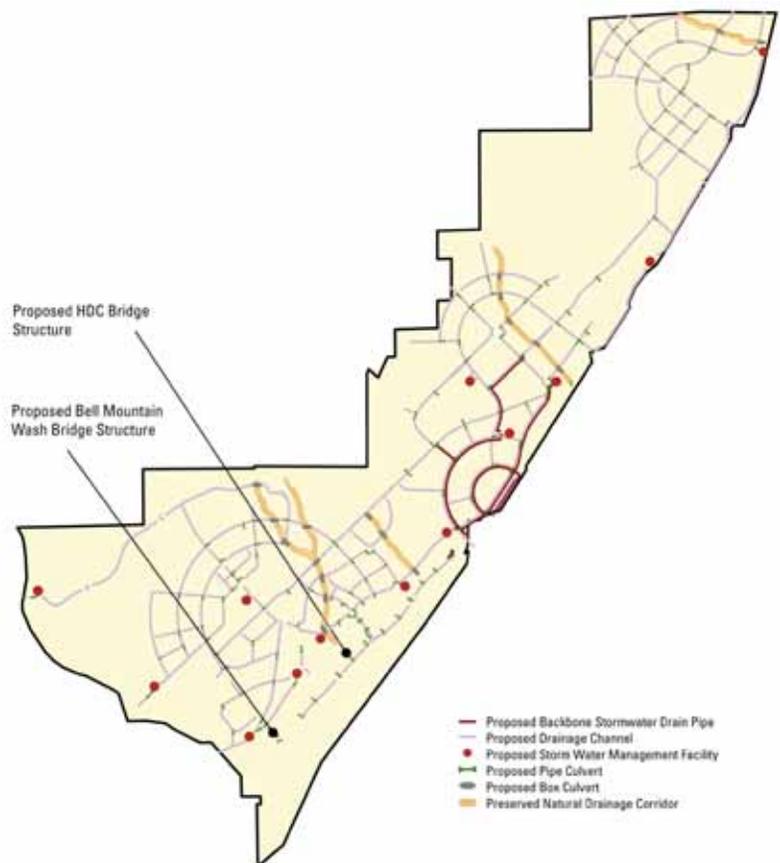


Figure 9.5 Backbone drainage system

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.

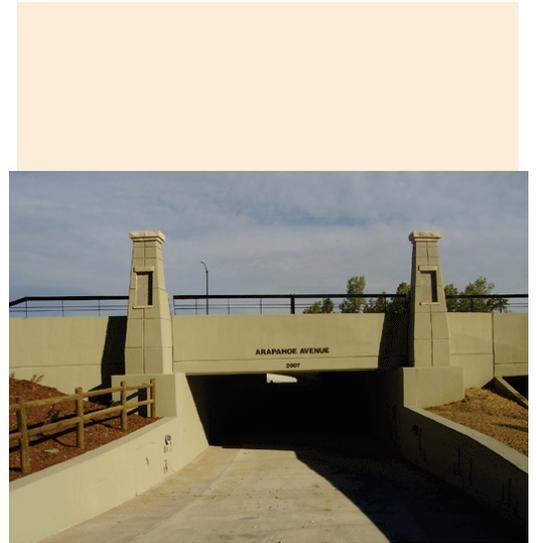


Figure 9.6 Dual trail and drainage culvert

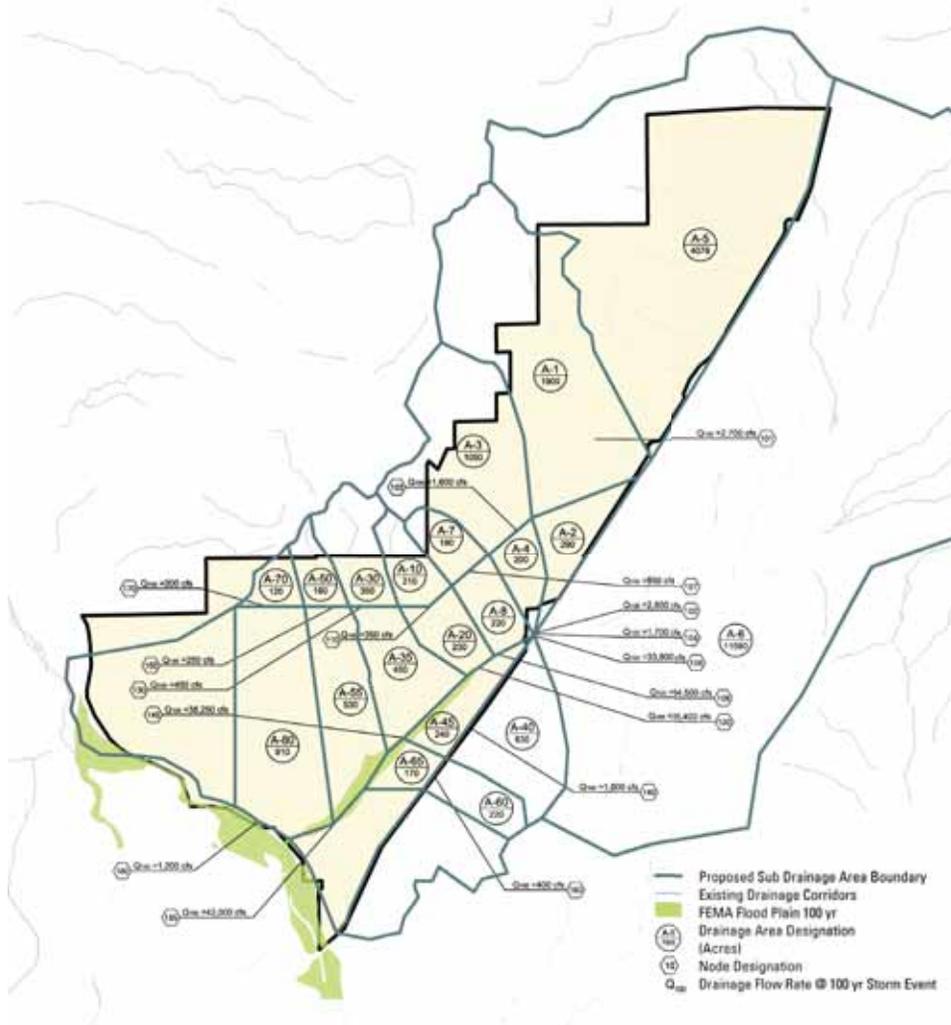


Figure 9.7 Drainage basins

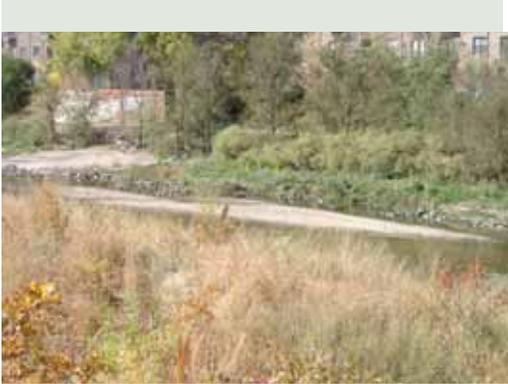


Figure 9.8 Naturalized drainage channel

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.

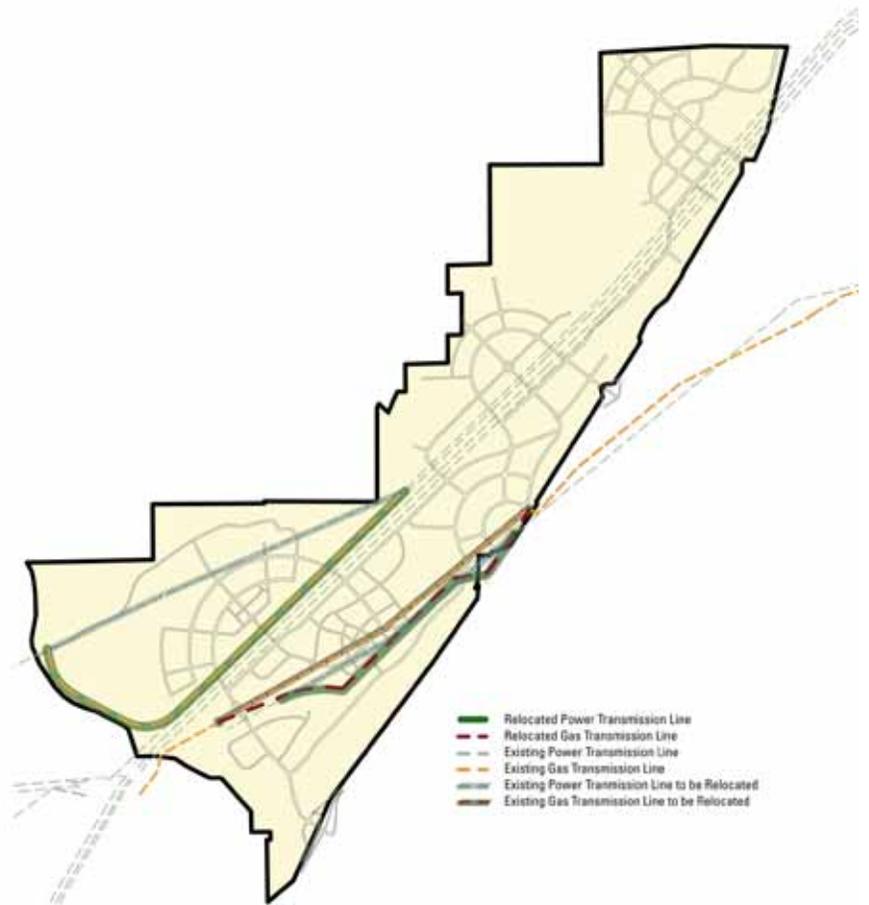


Figure 9.9 Backbone dry utilities

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.

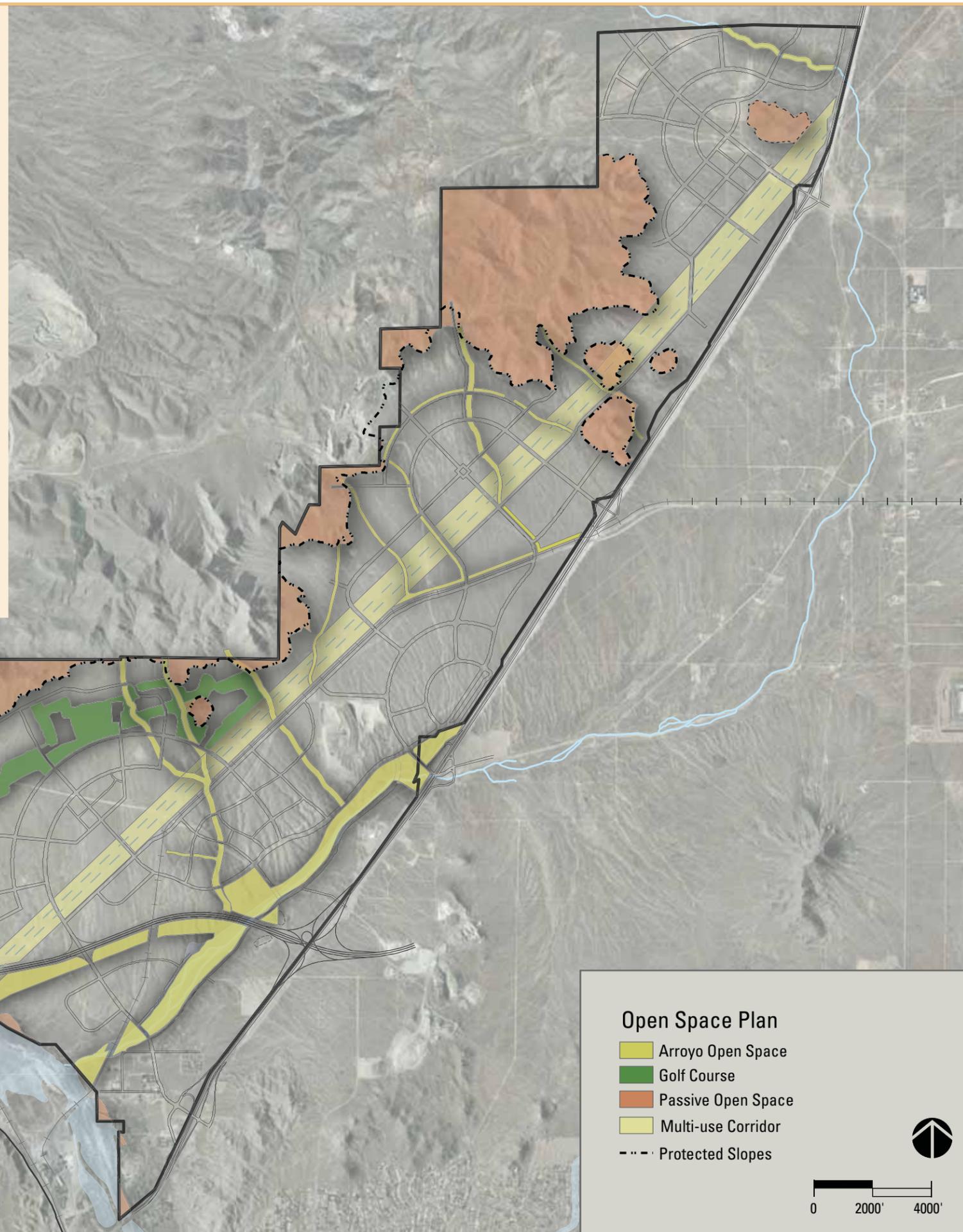
CONSERVATION & SUSTAINABILITY

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.

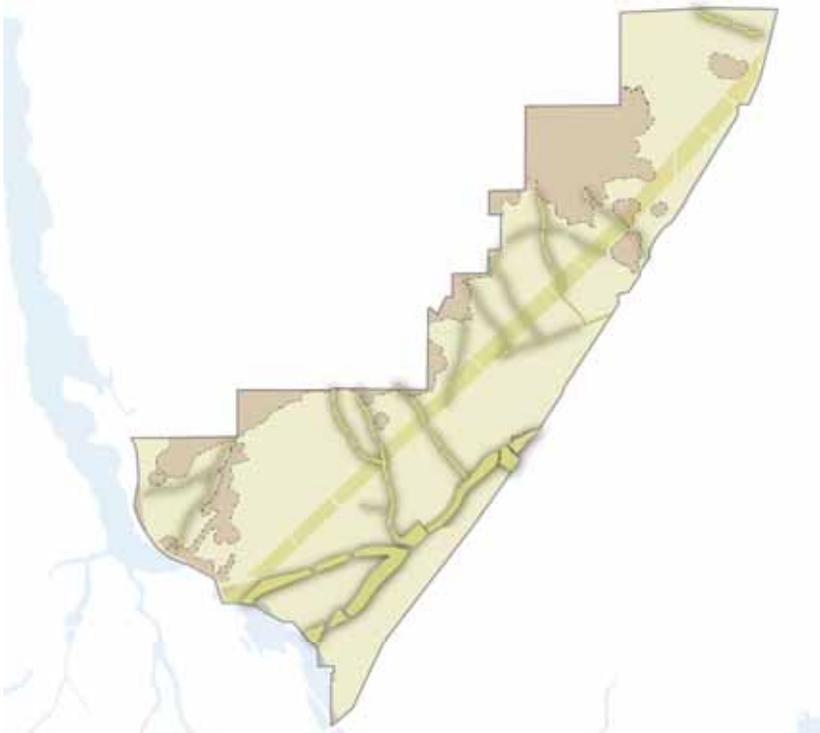
The structure principles are:

- 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 Mohave 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.

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

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

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

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.



Figure 10.5 Golf course designed for a desert environment

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	LP.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

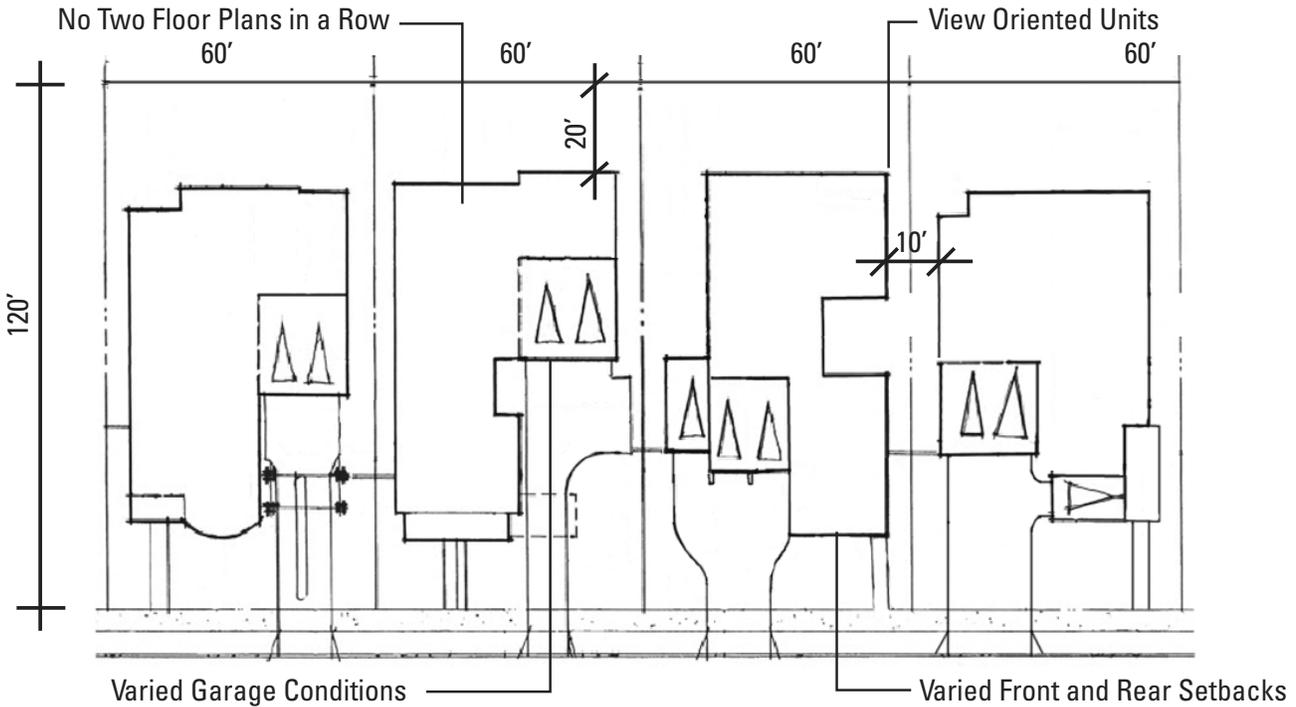
Ranch

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

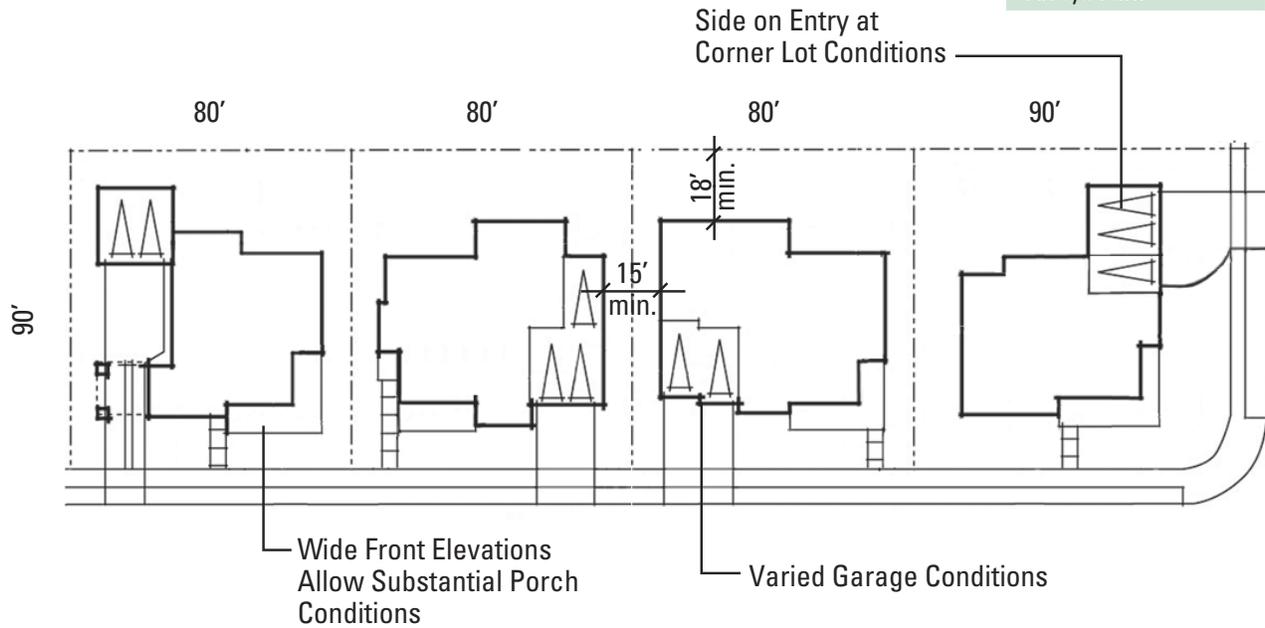


Product Criteria	
Lot Size	7,200 SF lot min.
Plan Sq. Ft. Range	3,200-4,300 SF
Expected Net Density	3 DU/ Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5' and 10' min.
Rear Setback	
Living	20' min./25' avg.
Garage Setback	
Shallow Recess	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



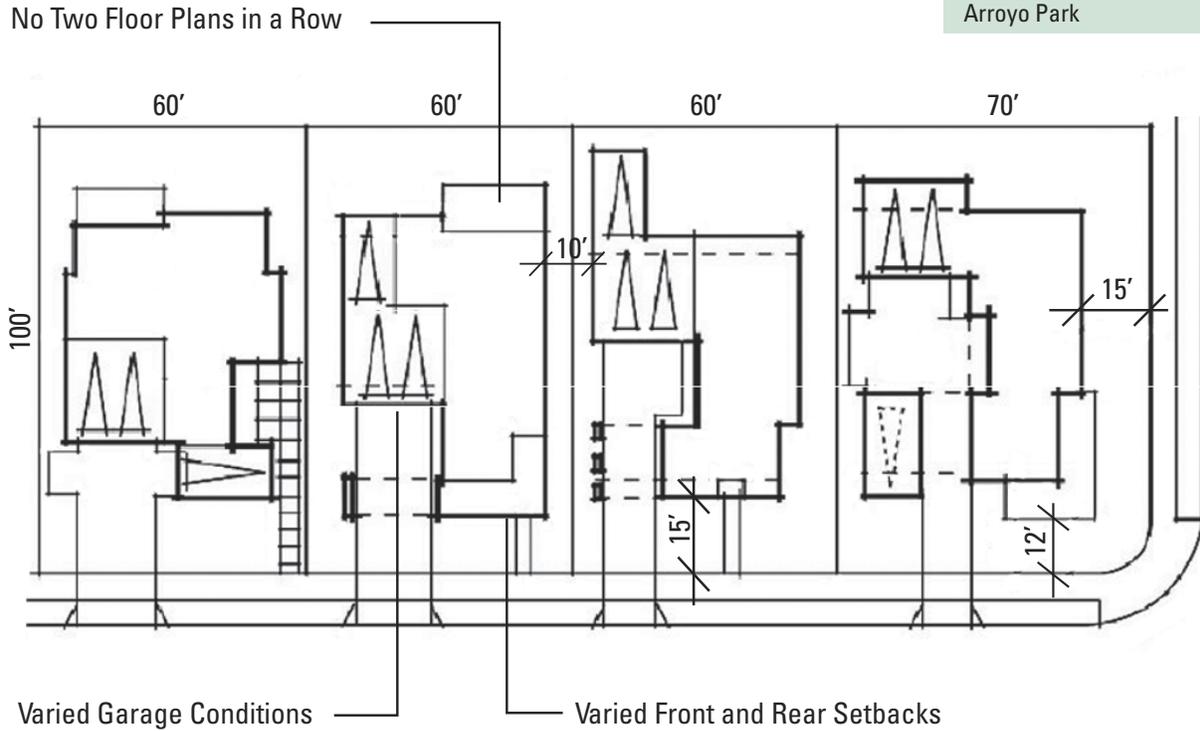
Product Criteria	
Lot Size	7,200 SF Lot
Plan Sq. Ft. Range	3,200 - 4,300 SF
Expected Net Density	3.7 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	7.5' min.
Rear Setback	
Living	18' min./ 23' avg.
Garage Setback	
Shallow Recess	18'
Swing-In	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

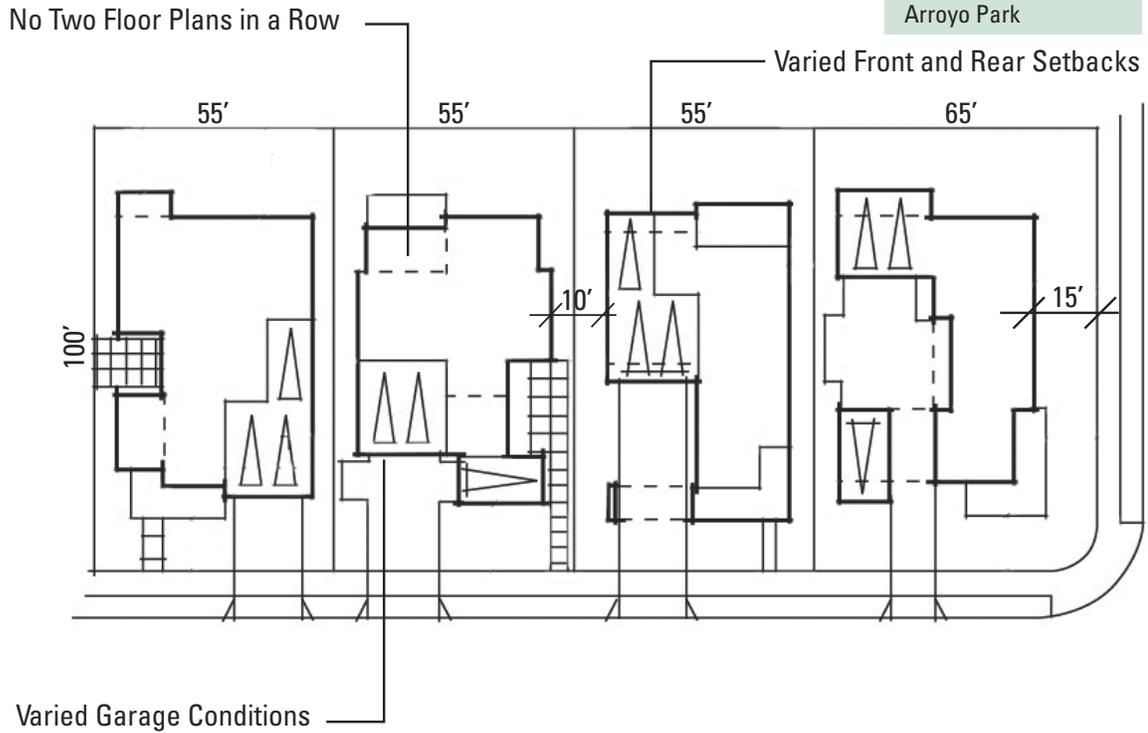


Product Criteria	
Lot Size	6,000 SF lot min.
Plan Sq. Ft. Range	2,700-3,600 SF
Expected Net Density	4-4.5 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5'
Rear Setback	
Living	20' min.
Garage Setback	
Shallow Recess	18'
Rear	5'
Building 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

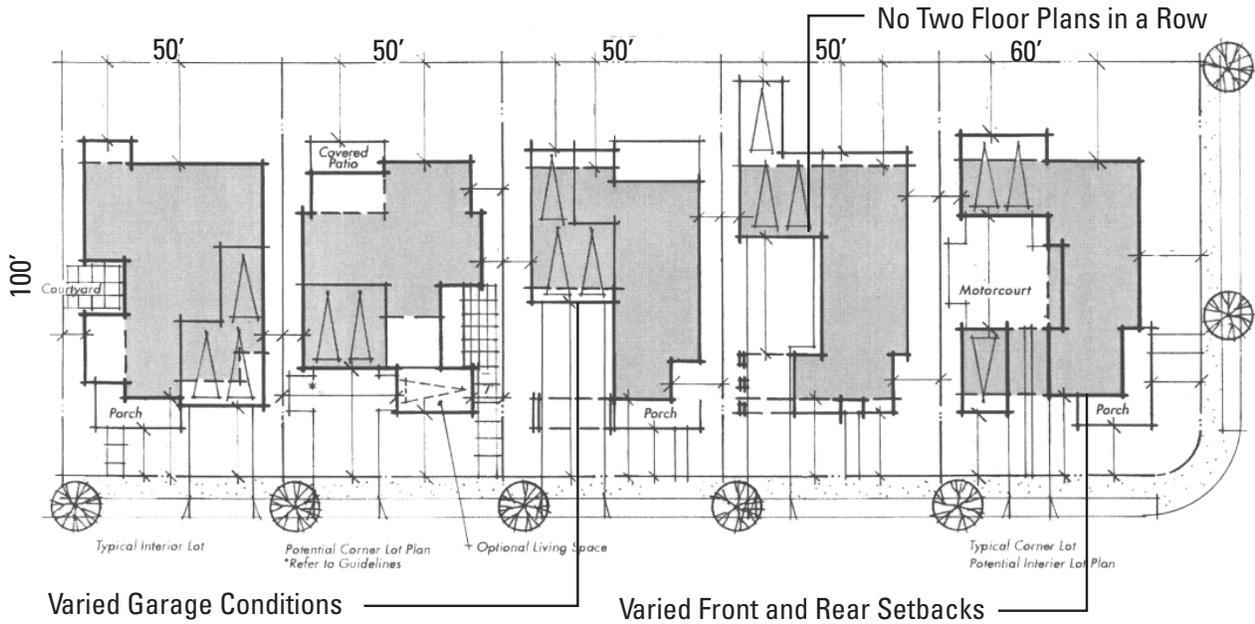


Product Criteria	
Lot Size	5,500 SF lot min.
Plan Sq. Ft. Range	2,400-3,300 SF
Expected Net Density	4.5-5 DU/Acre
Setbacks	
Front to back of sidewalks	
Porch/courtyards	10'
Living	15'
Corner/Street Side	15'
Side Setback	5'
Rear Setback	
Living	20' min.
Garage Setback	
Shallow Recess	18'
Rear	5'
Building 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%

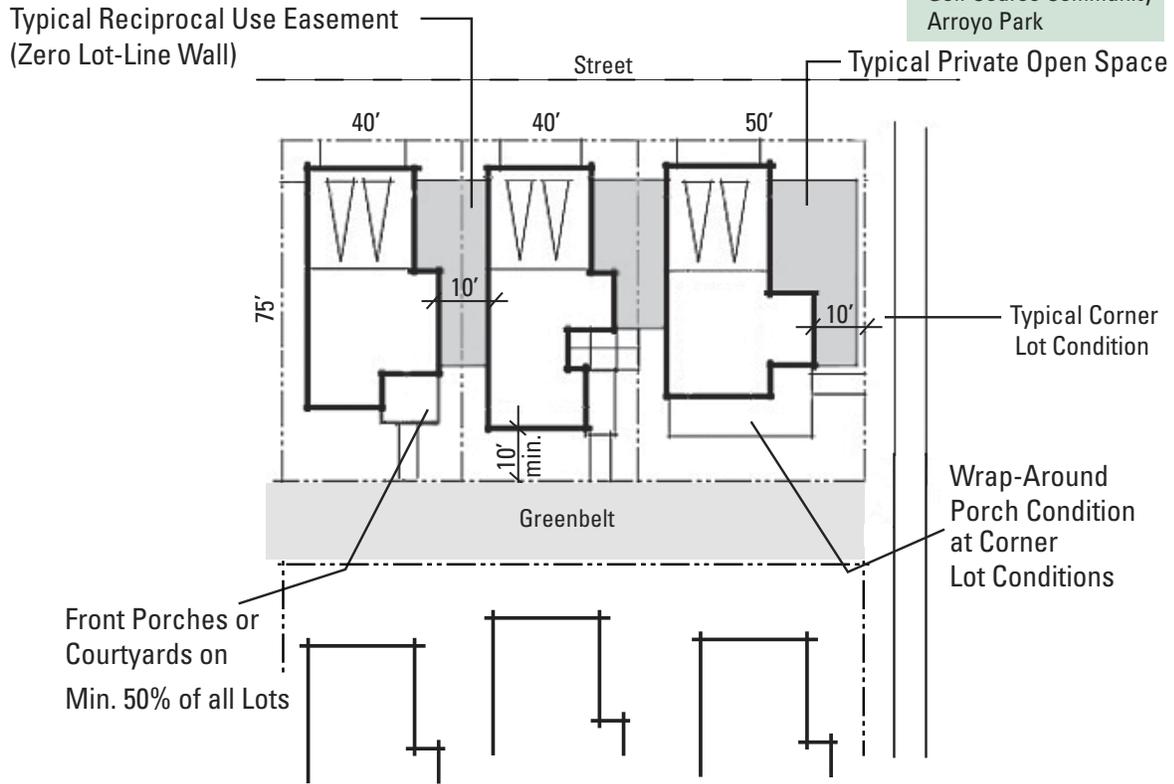
Neo-Traditional

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

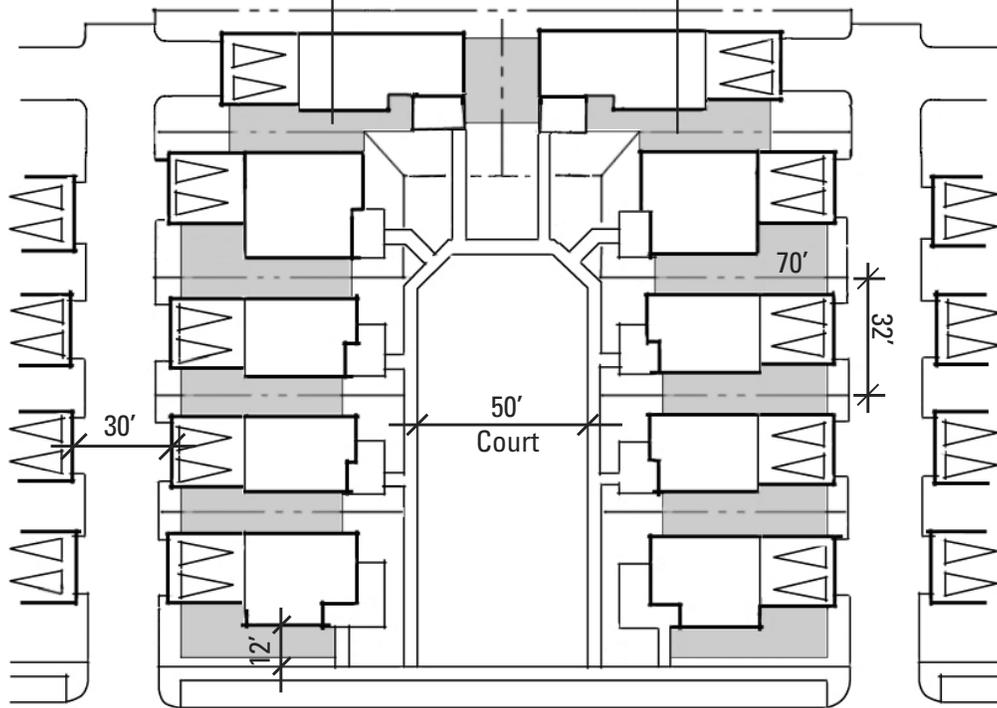
32' X 70' (3,000 S.F. Lots)

Lane-Loaded Greencourt (Single Family Detached)

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

Typical Reciprocal Use Easement
(Zero Lot-Line Wall)

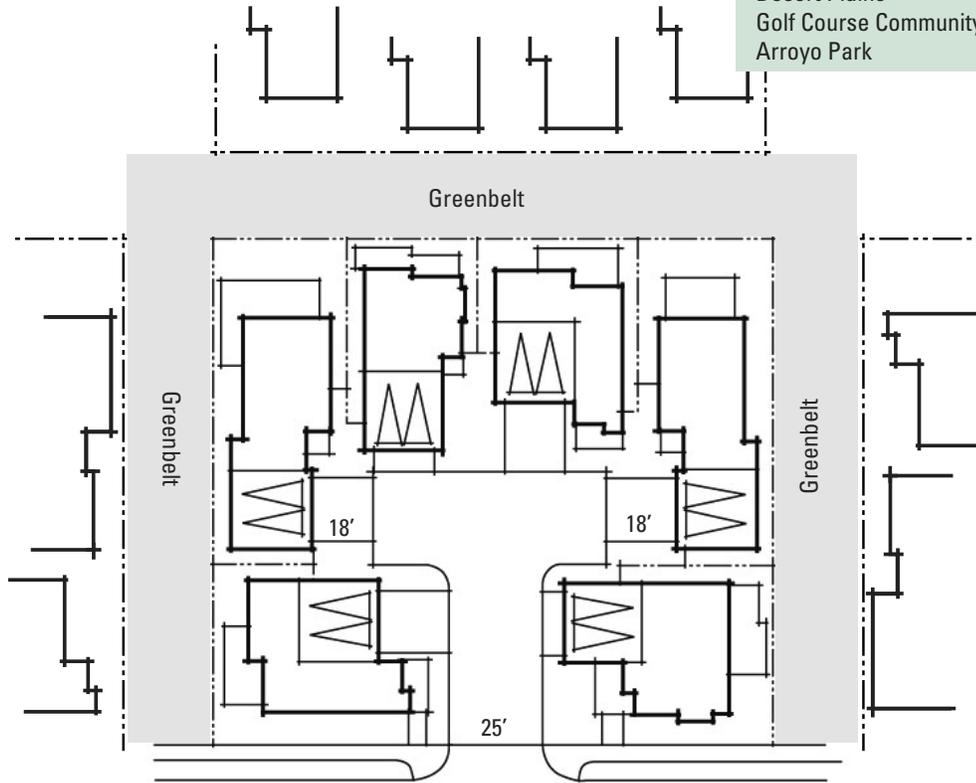
Typical Private Open Space



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%

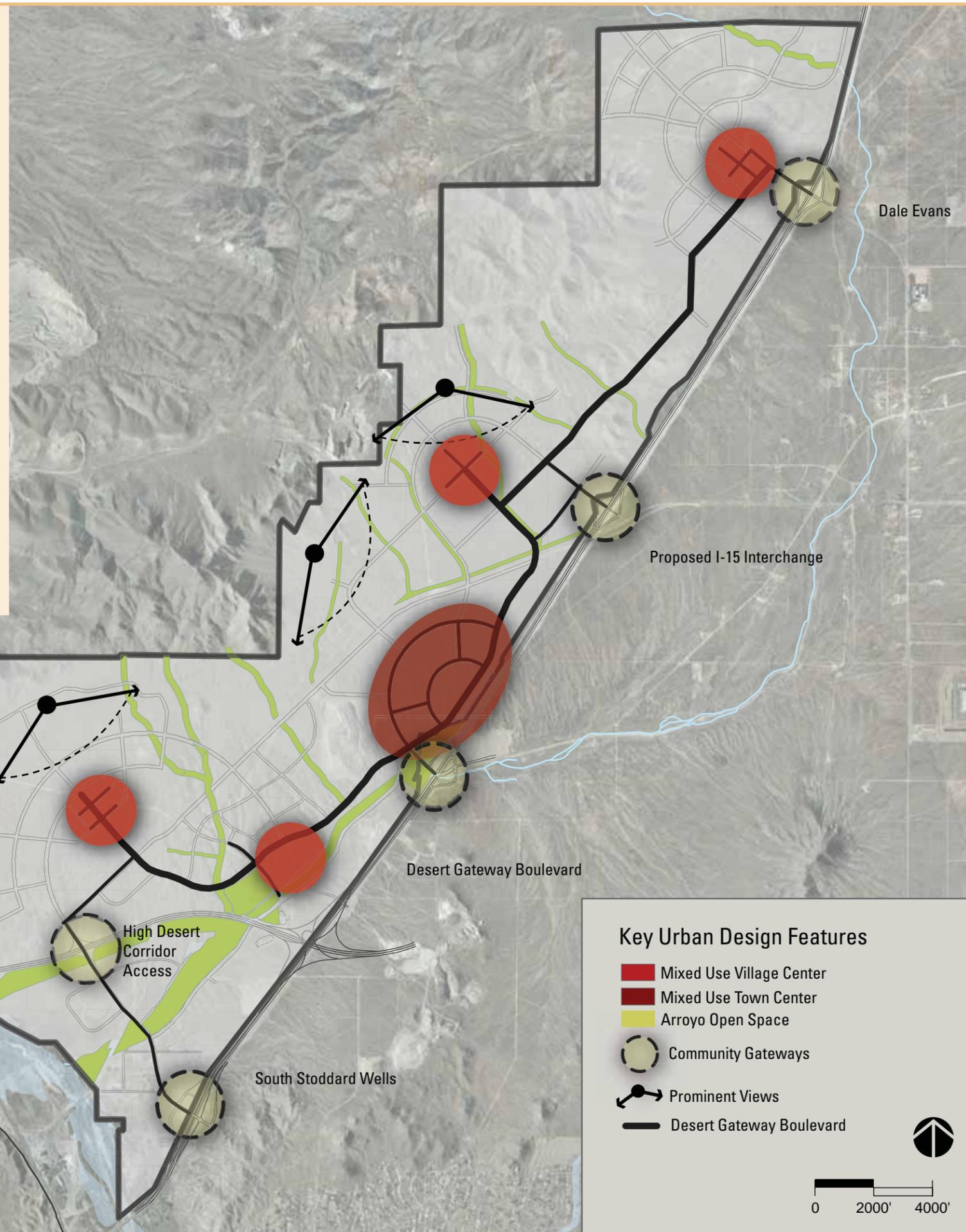
DESIGN GUIDELINES

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 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.

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 shall be more than an execution of design elements, it shall 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 review process will continue through the development, review, modification and approval to ensure individual builder packages foster a cohesive community design that meets the vision above and beyond the rules of this document. Design review encompasses, but is not limited to these elements:



Figure 12.1 The design concept reflects in every element



Fig 12.2 Victorville historic train

- 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.



Fig 12.3 Victorville historic center

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 man-made features such as transportation corridors and man-made open space features. An intricate multi-modal plan provides linkage between the various villages via vehicular route, pedestrian and bike trails, as well as 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.

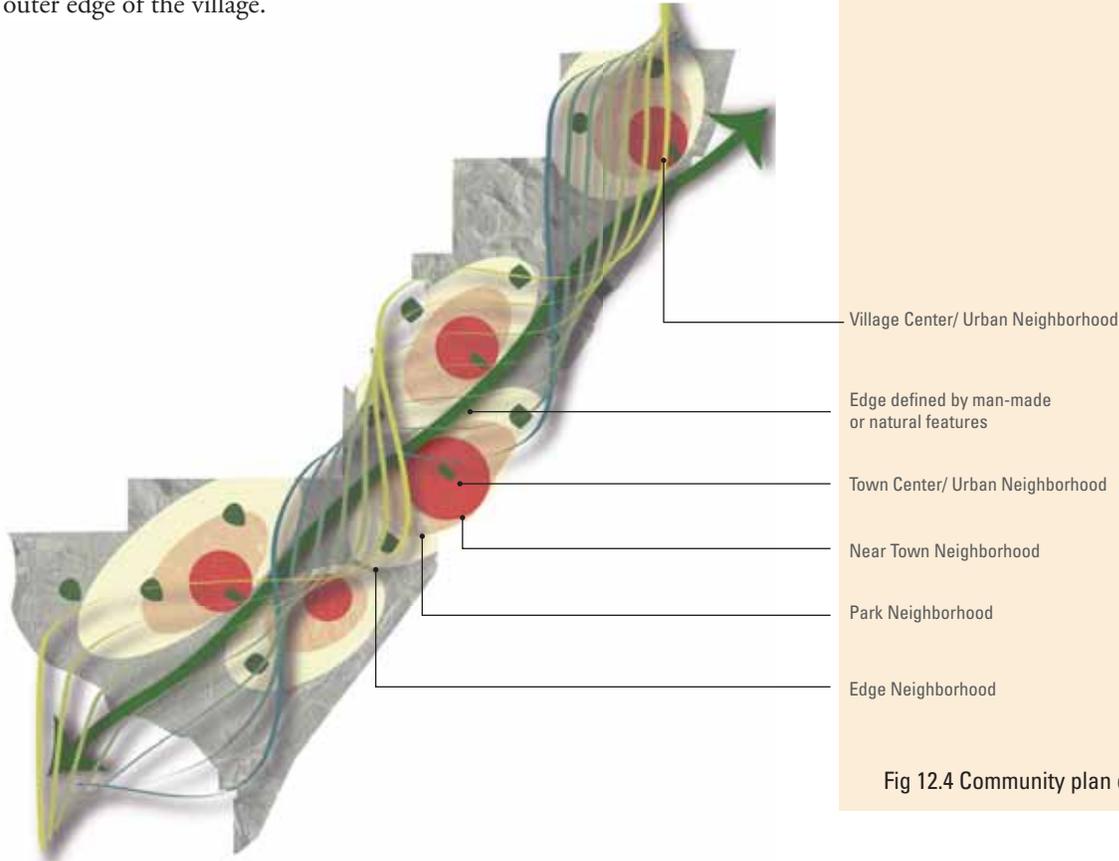


Fig 12.4 Community plan diagram

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*



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.

*Example only. Does not represent actual design.

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.

Variable Front Yard Setbacks

Building setbacks should vary depending on product types and location. In general, a variable front yard setback is encouraged 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.



Fig 12.27 Architecture Forward

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 allowed. 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 shall be at least 10 percent less 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.

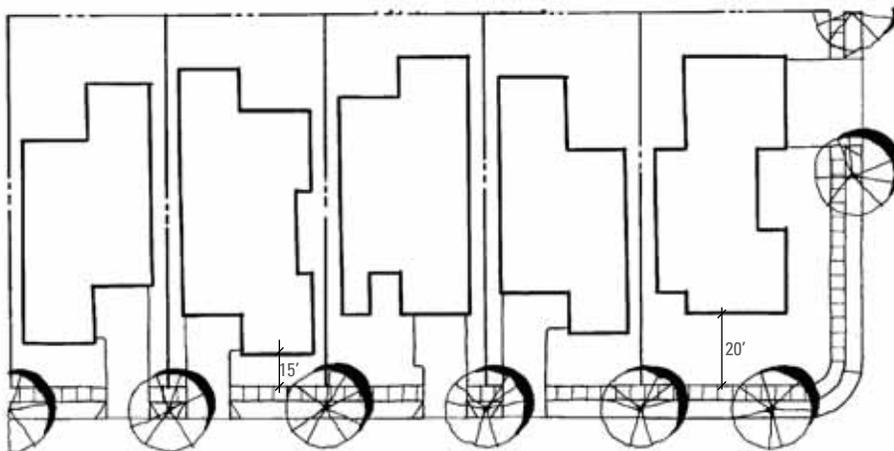
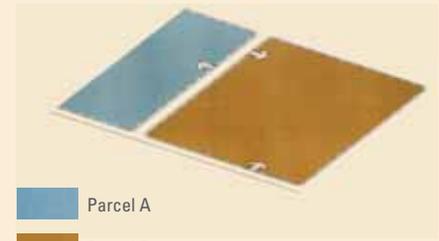


Fig 12.28 Variable Front Yard Setbacks



Parcel A
Parcel B

10-20 acre parcels or more

Typical Large Tract

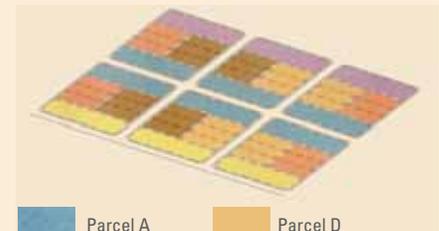


Parcel A Parcel D
Parcel B Parcel E
Parcel C Parcel F

5-10 acre parcels

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

Typical Mid-Grain



Parcel A Parcel D
Parcel B Parcel E
Parcel C Parcel F

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

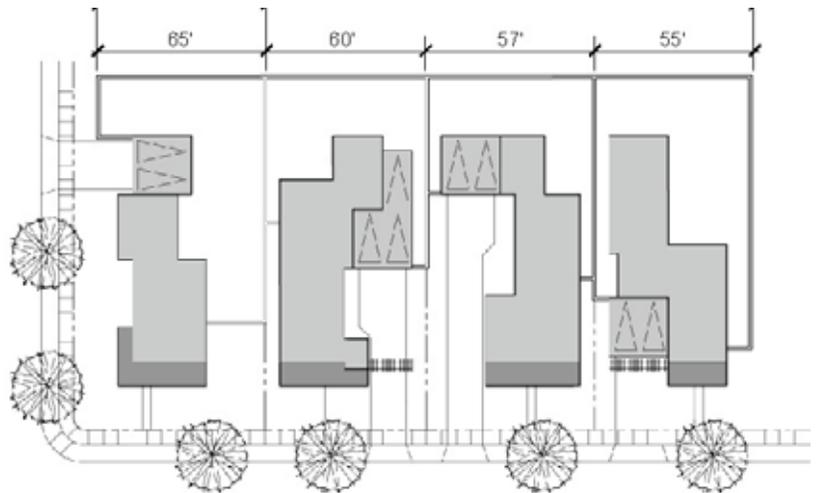


Fig 12.30 Variable lot width

the rear of the lot allowing for greater density and greater presence of living space of the street.

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

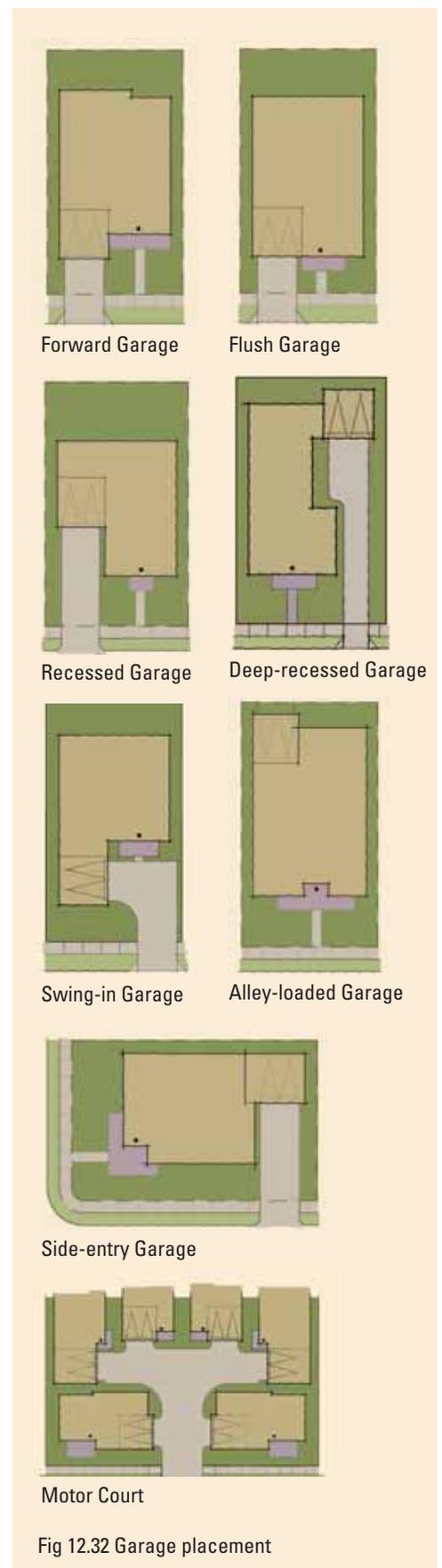


Fig 12.32 Garage placement

- 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.

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 12.34 Corner house



Fig 12.35 Alley



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

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 12.41 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



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

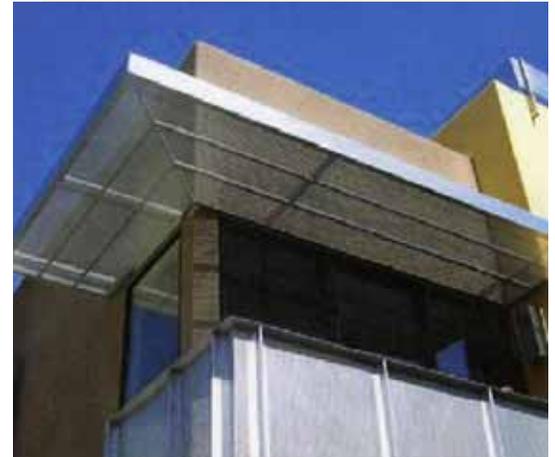


Fig 12.45 Creative use of materials



Fig 12.46 Colors emphasize massing

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 12.47 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



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



Fig 12.52 Cross gable roof

Style Characteristics

- Masonry base
- Stucco walls with accent composite lap siding
- Composite wood trims
- Flat concrete tile, low pitched roof
- Shed or gable dormers
- Ample porch



Fig 12.53 Pronounced horizontal plane, deep overhangs

Craftsman

Originating in California, Craftsman architecture relied on the simple house tradition, combining hip and gable roof forms with wide, livable porches and broad overhanging eaves. Extensive built-in elements define this style, treating details such as windows and porches as if they were furniture. The horizontal nature is emphasized by exposed rafter tails and knee braces below broad overhanging eaves with rustic-textured building materials. The overall effect was the creation of a natural, warm and livable home of artful and expressive character.



Fig 12.54 Battered columns resting on stone piers

Key Elements:

- Plan form is typically a simple box.
- Roofs are typically a shallower pitch with shingles (no wood or asphalt shingles) or flat concrete tiles and exaggerated eaves.
- Roof forms are typically a side-to-side gable with cross gables.
- Roof pitch ranges from 3:12 to 5:12
- Wall materials may include stucco, horizontal siding and stone.
- Exposed rafter tails are typical under eaves.
- Siding accents at gable ends are typical.
- Front porch at the main entry is typical.
- The following three options of porch columns are typical of the Craftsman style:
 - Battered tapered columns.
 - Battered columns resting on brick or stone piers.
 - Simpler porch supports of double square post resting on piers; piers may be square or tapered.
- Windows are typically fully trimmed.
- Window accents typically include dormers or ganged windows with continuous head or sill trim.



Fig 12.55 Full porch facade



Fig 12.56 Typical triple window configuration



Fig 12.57 Composite wood window trim



Fig 12.58 Simple details on classic plan and roof form

Style Characteristics

- Stucco walls
- Brick accent material
- Front entry surround with accent material
- Steeper pitched gables with single roof material
- Exaggerated eaves

Cottage

The Cottage is a picturesque style that evolved out of medieval Tudor and Norman domestic architecture. The evolving character that resulted in the English “cottage look” became extremely popular when the addition of stone and brick veneer details added in the 1920’s. The Cottage’s roof pitches are steeper than traditional homes, and are comprised of gables, hips and half-hip roof forms. The primary material is stucco with a heavy use of stone and brick bases, veneers and tower elements. Some of the most recognizable features for this style are the stucco accents in gable end forms and the sculptured swooping walls at the front elevation.



Fig 12.59 Steep roof breaking over single element



Fig 12.60 Two-story roof

Key Elements:

- Plan form is typically a combination of one-and two-story elements.
- Roofs are typically steeper pitched hip or gables with shingles (no wood or asphalt shingles) or flat concrete tile and typical overhangs.
- Wall materials typically consist of stucco; stone and siding are appropriate accent materials.
- A steep, second-story roof form breaking over a first-story element is typically a prominent feature of the elevation
- Angled bay windows are typical.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Details typically include wrought iron or balcony accents, projecting head or sill trim, round or arch features at windows or entry and plank or panel shutters.

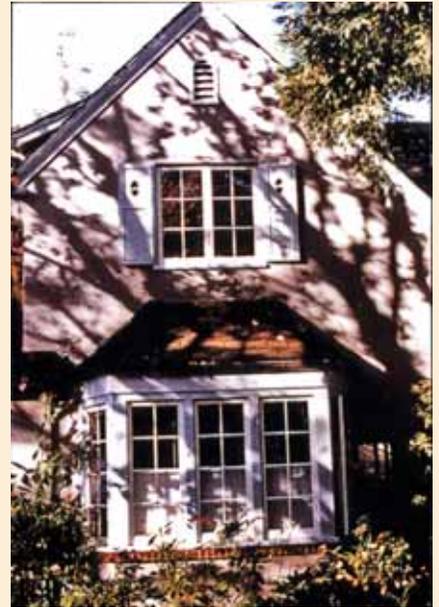


Fig 12.62 Bay window and steep roof as primary features



Fig 12.61 Asymmetrical massing



Fig 12.63 Two-story balcony with simple details

Style Characteristics

- Stucco walls
- Brick accent material
- Front entry surround with accent material
- Steeper pitched gables with single roof material
- Exaggerated eaves

Spanish Monterey

Influenced by Spanish Colonial and the two-story New England house, this version of Monterey architecture favors Spanish detailing, while maintaining simpler, Colonial-style form. This indigenous California style adapted the American influences of the gold-rush era into the traditional Spanish adobe-style homes of the Mission-established towns. Borrowing the second-story cantilevered porch and covered first-story porch in place of the traditional courtyard, lends a Monterey and New England flavor to an otherwise Spanish eclectic home.

Elegant and simple, the Spanish Monterey style exhibits rectilinear building forms, wrought iron details and rusticated corbels and head trim. Homes in this style should be distinctively Spanish with adjustments in the form and materials to emphasize the cantilevered balcony or covered outdoor living space.



Fig 12.64 Contrasting materials between stories

Key Elements:

- Plan form is typically a simple two-story box with a strong one-story element.
- Roofs are typically a shallow to moderately pitched with concrete “S” or barrel tiles and typical rake/eave overhangs.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco or brick.
- Shaped corbels and beams typically detail roof overhangs and cantilevers.
- A second-story cantilevered balcony is typically the main feature of the elevation.
- Balcony or porch is typically detailed by simple columns without cap or base trim.
- Front entry is typically sheltered.
- Spanish elevation details typically include round or half-round tile profiles at gable ends, exposed rafter tails, segmented arch elements and wrought iron accents.
- Windows may be recessed with simple head and/or sill trim, sometimes with plank-style shutters and/or entry door.



Fig 12.65 Windows with plank-style shutters and cantilevered balcony



Fig 12.66 Cantilevered balcony with rustic posts



Fig 12.67 Cantilevered balcony with colonial detail



Fig 12.68 Multi-family Spanish Monterey



Fig 12.69 Steps designed to reflect style

Style Characteristics

- Sculpted-decorative walls with cap detail
- Masonry or precast looking window sills
- Segmented arches with pilaster supports
- Composite wood eave supports

Spanish Mission

The inspiration for Spanish Mission style dates back as far as the late seventeenth century. Spanish and Mexican missionaries settling in the southwest set up the small communities known as missions to convert the American Indians to Catholicism. The primary structure in these missions is typically the church, forming one of four outside walls of buildings with an interior “corridor” or veranda surrounding a central courtyard. This plan form protected its residents from Indian attacks, as well as providing a pleasant respite from the heat, encompassing areas for patio and garden.

Using the materials and labor at hand, combined with the influences from Spain and other parts of Europe, these buildings took on a unique regional appearance. The American Indian influence produced a simple flat walled building like a pueblo, with heavy wooden gates and few other openings, built with adobe, wood and tile, then plastered. The corners, worn by the environment, took on a soft, rounded look, not too different than some of the purposely sculpted forms from Spain. The sculpted parapet walls, arch forms, bell towers, and sometimes ornate details at the entry came from the Spanish-inspired architecture. Later, wood railings, decorative wooden gates and shutters were added, and as this style evolved, became more ornamental details.



Fig 12.70 Two-story version with Porte Cochere

Key Elements:

- Plan form is typically a rectangular two-story formal geometric box with a strong one-story element. The central form may expand to create an “L” or “U” shape configuration.
- Predominant hip roofs rectilinear in plan form, or gable roofs typically terminated by characteristic sculpted Mission parapet with eaves and rakes.
- Roofs are typically moderately pitched with concrete “S” or flat clay tile.
- Wall materials are typically stucco with smooth to light sand finish.
- Structural elements typically include segmented or elliptical arched arcades. Predominant round pre-cast concrete columns, or stucco pilasters with decorative cornice trim.
- Windows typically use segmented or elliptical arch forms as the characteristic shapes with custom divided lights. Square or rectilinear window shapes are possible, with standard divided light configurations.
- Front entry is typically sheltered by a single-story arcade.
- Decorative walls with brick or pre-cast concrete sills, caps and coping may be used.



Fig 12.71 Corner plotted one-story version with sculpted parapets and simple roof form



Fig 12.72 Typical form and arched window detail

Style Characteristics

- Full-arched entry and covered porch
- Recessed windows
- Decorative iron lanterns, sconces, hinges and hardware
- Sculpted chimney
- Gable roof with decorative gable end vents

Spanish Colonial

This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. Key features of this style were adapted to the California lifestyle. Plans were informally organized around a courtyard with the front elevation very simply articulated and detailed. The charm of this style lies in the directness, adaptability and contrasts of materials and textures.

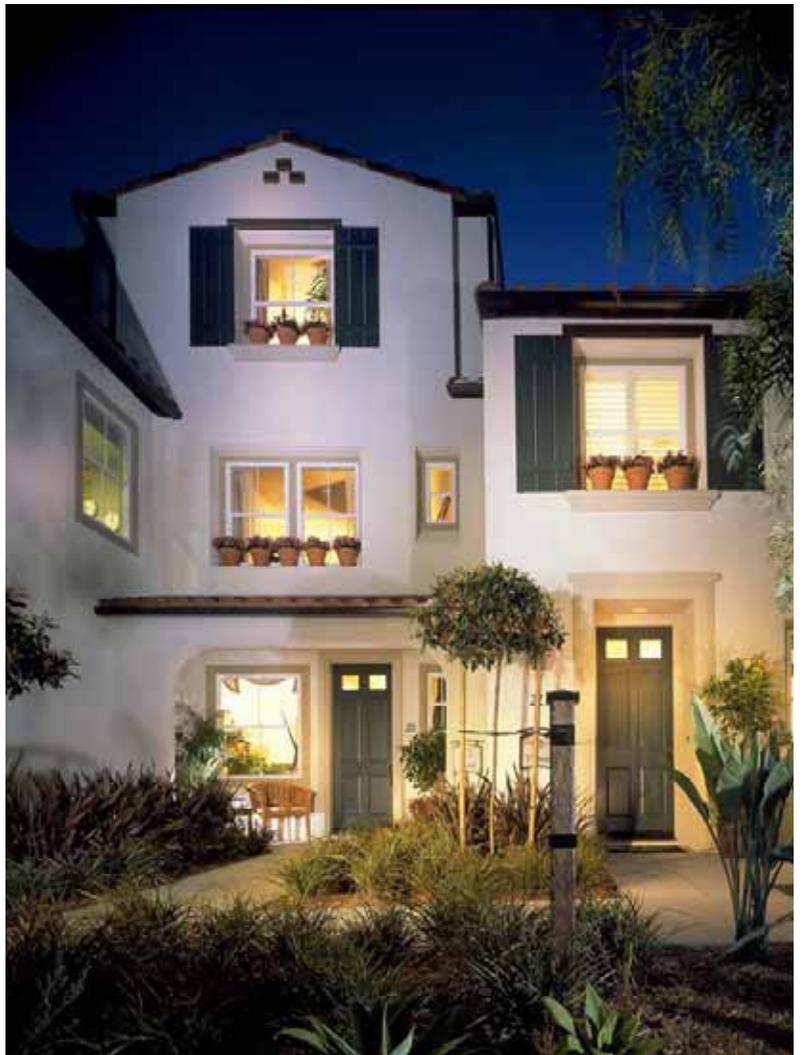


Fig 12.73 Typical stucco exterior

Key Elements:

- Plan form is typically a rectangular or “L”-shaped.
- Roofs are typically a shallower pitch with concrete “S” or barrel tiles.
- Roof forms are typically comprised of a main front-to-back gable with front-facing gables.
- Wall materials are typically stucco.
- Decorative “wood” beams or trim are typical.
- Siding accents at gable ends are typical.
- Segmented or full-arch elements are typical in conjunction with windows, entry or the porch.
- Round or half-round tile profiles are typical at front-facing gable ends.
- Arcades are sometimes used.
- Windows may be recessed, have projecting head or sill trim or be flanked by plank-style shutters.
- Decorative wrought-iron accents, grille work, post or balcony railing may be used.



Fig 12.74 Multi-family Spanish Colonial



Fig 12.75 Juliet balcony with arcade; decorative wrought iron



Fig 12.76 Spanish Colonial arcade and details



Fig 12.77 Windows and details define style



Fig 12.78 Multi-family Farmhouse

Style Characteristics

- Front porch with simple columns
- Standing-seam accent roof over entrance
- Simple window trim
- Steeper gable roof



Fig 12.79 Porch and roof indicative of the style

American Farmhouse

The American Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial styles from New England and the Midwest. As the American frontier moved westward, the American Farmhouse style evolved according to availability of materials and technological advancements – such as balloon framing.

Large, wrapping front porches with a variety of wood columns and railings are the predominant feature of the style. Two story massing, dormers and a casual cottage look, with a more decorated appearance, is typical of the Farmhouse adaptations that spread through the West and California.



Fig 12.80 Classic form with standing-seam accent roof

Key Elements:

- Plan form is typically simple.
- Roofs are typically of steeper pitch with flat concrete tiles.
- Roof forms are typically a gable roof with front facing gables and typical overhangs.
- Roof accents sometimes include standing-seam metal or shed forms at porches.
- Wall materials may include stucco, horizontal siding and brick.
- A front porch typically shelters the main entry with simple posts.
- Windows are typically trimmed in simple colonial-style; built up head and sill trim is typical.
- Shaped porch columns typically have knee braces.



Fig 12.81 Porch, posts, materials and roof form



Fig 12.82 Porch, posts, materials and roof form



Fig 12.83 Gabled roof with siding and porch element



Fig 12.84 Porch and materials indicative of the style



Fig 12.85 Stucco exterior with stone veneer as accent

Style Characteristics

- Blend of stucco and stone
- Varried massing, typically with recessed second floor
- One-story shed porch roof
- Heavy timber wood posts and corbels; exposed rafter tails
- Recessed windows
- Rustic wood or composite material shutters

Ranch / Hacienda

The Ranch / Hacienda House is a building form rather than an architectural style. It is primarily a one-story rambling home with strong horizontal lines and stronger connection between indoor and outdoor spaces. Rooted in the plan are forms of working ranches and traditional haciendas, the “U” or “L”-shaped open floor plan focused windows, doors and living activities on the porch or courtyard with simplified indoor spaces. The horizontal plan form is what defines the Ranch House. The materials, style and character applied to the Ranch have been varied, adapted, interpreted and modernized based on function, location, era and popularity.

A staple of the working ranch and Spanish Hacienda, this single-story family oriented home became very popular with the development of tract homes in the post-World War II era. Simple and affordable to build, the elevation of the Ranch house was done in a variety of styles. Spanish stylings with rusticated exposed wood beams, rafter tails under broad front porches and elegantly simple recessed windows were just as appropriate on the Ranch Home as the clean lines of siding and floor to ceiling divided-light windows under broad overhanging laminate roofs.

Details and elements of the elevation of a Ranch House should be chosen as a set identifying a cohesive style. Brick and stucco combinations with overly simple sill trim under wide windows with no other detailing lends a modern Prairie feel while all stucco, recessed windows and exposed rusticated wood evokes a Spanish Hacienda Ranch.

Key Elements:

- Plan form is typically one-story of strong horizontal design.
- Roofs are typically a shallow pitch with “S” tile, barrel tile, shingles or flat concrete tile.
- Roof forms are typically gable or hip with exaggerated overhangs.
- Wall materials may include stucco, siding and brick.
- A porch, terrace or courtyard is typically the prominent feature of the elevation.
- Exposed rafter tails are typical.
- Porch is typically detailed by simple posts / beams with simple cap or base trim.
- Front entry is typically pedimented by a surround, porch or portico.
- Windows are typically broad and accented with window head and sill trim, shutters or recessed.
- A strong indoor / outdoor relationship joined by sliding or French doors or bay window is typical.



Fig 12.86 Typical Shed Porch



Fig 12.87 Basic plan with typical one wing addition facing street



Fig 12.88 Blended stucco and stone example with front courtyard



Fig 12.89 Front facing gable and shed roof over porch

12.3.3.2 Attached Single-family and Multi-family Residential

While the general residential design criteria applies to both detached single family housing and attached single-family/multi-family housing, the following are additional design criteria that address specifically to attached single family/multi-family attached products, which may include townhomes, rowhouses, condominiums and apartment complex:

Building Elevation: Base, Middle, and Top

All attached housings should be composed of three parts: base, middle and top regardless of architectural style selected.

- The base or ground floor treatments should generally be designed with individual dwelling entries, stoops and porches.
- The middle should consist of a multi-story façade element with varied fenestration, color, materials and/or breaks in wall plane.
- The top floor or cornice level should be modulated and exhibit a strong cornice line or overhang. Tops of building facades should be visually terminated through the use of articulated rooftops; stepped parapets, hip and/or other forms of multifaceted building tops.



Fig 12.90 Multi-family around motorcourt



Fig 12.91 Clustered multi-family buildings using desert-specific materials



Fig 12.92 Strong cornice line

Building Massing

Large building massing that is typically associated with multi-family attached homes, should be articulated through variations in roof lines or building heights, as well as the introduction of arcades, recessed entrances, window bays, balconies, separated wall surfaces, colors and materials, and variation in setbacks.



Fig 12.93 Massing, varied fenestration, color and breaks in the wall plane

Ground Floor Treatment and Pedestrian Access

Ground floor units oriented to public or private streets should be accessed individually and directly from the abutting street or pass-through, preferably with individual front stoops or porches. Buildings may have individual entries with two or more units



Fig 12.94 Common courtyard for multi-family housing



Fig 12.95 Variations in building height define corner articulation

combining walkways to the street sidewalk. Exceptions are buildings facing arterial streets or within courtyards. Large building structures, such as podium or wrap buildings should have their main entrances face streets and be appropriately enhanced with architectural elements.

Garages, Driveways and Guest Parking

- Place garages behind buildings (with access from driveways or alleys).
- Recess garages that face the street behind the primary facade of building.
- Use a side-facing garage door.
- Provide adequate guest parking on site and along adjacent streets.

Open Space and Landscaping

Common open space should be provided for all attached / multi-family developments. Common areas should include pedestrian pathways, shared gardens, plazas, water elements, courtyards, tot lots and recreation facilities.

Corner Articulation

Multi-family buildings at the corner of street intersections or pedestrian pass-throughs should receive an enhanced treatment to create a pedestrian friendly corner focal point. Corner treatments should employ some of the following techniques:

- Variations in building height or the use of tower elements.
- Enhanced or articulated building massing.
- Change of color and/or materials.
- Larger scale of windows, openings and entry ways.
- Wrap-around porch, overhanging balconies or bay windows.
- Enhanced window treatments, shutters, trims and other architectural detailing.

Colors and Materials

The palette of colors and materials used for the attached multi-family buildings should be appropriately used in relation to the desert environment, the building style, scale, and location. Building facades should be designed to incorporate the use of contrasting and complementary colors and materials. The predominant building colors should be chosen to create aesthetically pleasing building elevations with other tones/colors used to accentuate door or window openings, cornices and other architectural elements and features. The textures of the building materials should be used to enhance the building elevations by adding details and richness.

- At least two (2) distinct colors (3 preferred) or materials should be used on a building to create variety and details.
- Color schemes should be harmonious within the neighborhood and its the surrounding development.
- Colors of the different façade elements should be well coordinated.

Attached Single-family and Multi-family Residential Style

Allowable architectural styles are as depicted per single family residential design guidelines in earlier section. For general description of the styles, refer to section 12.3.3.1.



Fig 12.96 Common open space for multi-family housing



Fig 12.97 Appropriate use of colors



Fig 12.98 Simplified boxed form detailed with windows, materials and awnings



Fig 12.99 Mixed Use Village Center



Fig 12.100 Commercial



Fig 12.101 Business Park



Fig 12.102 Industrial



Fig 12.103 Institutional

12.4 COMMERCIAL AND INDUSTRIAL

The purpose of this section is to provide general design guidance for the non-residential uses at Desert Gateway. The guidelines are intended to:

- Define the character and quality of non-residential uses in Desert Gateway
- Promote the human and pedestrian scale of non-residential developments and ensure compatibility between non-residential and residential uses
- Strengthen the pedestrian environment and improve connectivity
- Minimize potential negative visual impacts from the scale, bulk and mass inherent to large non-residential buildings
- Minimize negative impacts from on-site activities to adjoining uses
- Allow for needed flexibility to respond to conditions and constraints inherent to specific sites and uses
- Promote site, building and landscape designs that are responsive to the desert environment and climate

This section of the Specific Plan contains two general types of information: the first is a set of site planning guidelines that pertains to all categories of non-residential uses at Desert Gateway outside of the Mixed Use Town Center:

- Mixed Use Village Center
- Commercial
- Business Park
- Industrial
- Institutional

The second provides general description of the land use character and architectural guidelines for each of the land use categories.

12.4.1 Commercial and Industrial Site Planning Guidelines

The Site Planning Guidelines set forth in this section pertain to all the non-residential uses in Desert Gateway located outside of the Mixed Use Town Center. The guidelines address the planning components that are important to promote a high aesthetic quality, efficient use of site, environmental responsibility and public safety throughout the non-residential development:

- Site Grading
- Connectivity
- Building Placement and Orientation
- Access and Circulation
- People Places and Site Amenities
- Parking
- Services, Refuse Collection and Utilities
- Drive-through Facilities
- Cart Return Facilities
- Encroachments into ROWs and Building Setbacks

12.4.1.1 Site Grading

Grading should be minimal, to the extent possible. Where grading cannot be avoided, the following guidelines should be observed:

- Slopes shall follow natural contours as much as possible and should blend with the existing terrain seamlessly.
- Large manufactured slopes shall be avoided in favor of several small slopes.
- Grading should optimize water retention and retain significant natural vegetation.

12.4.1.2 Connectivity

As hubs of services, activities and employment, the non-residential areas should be designed to allow for the safe and convenient movement of pedestrians, bicycles, vehicles, and public transit traffic.



Fig 12.104 Pedestrian connections through parking lot



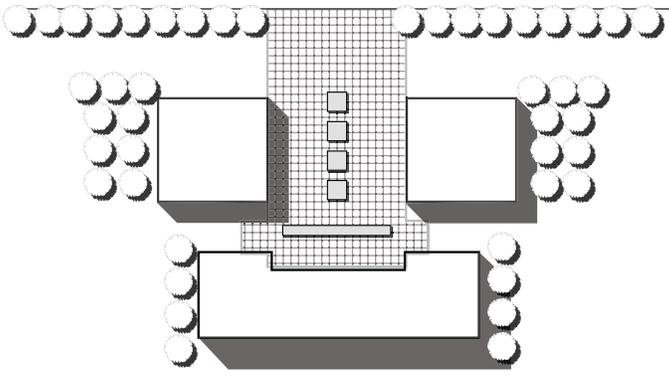
Fig 12.105 Buildings should frame and enclose outdoor gathering places

- Clearly delineated pedestrian paths should connect the off-site public sidewalks, transit facilities, and parking areas to the on-site pedestrian system and / or to the main entrances of buildings.
- Developments shall make internal connections to adjoining sites whenever such connections will encourage walking over driving to the same destination.
- The pedestrian network should be distinct and easily identifiable by motorists through usage of one or more of these elements: different paving material, pattern, color, or pavement heights, decorative bollards, well-defined crosswalks and raised median walkways with landscaped buffers.
- Bicycle parking should be accessible and located near a building's main public entrance. The design of bicycle facilities should compliment the design of the development's landscape and architecture or be visually inconspicuous.

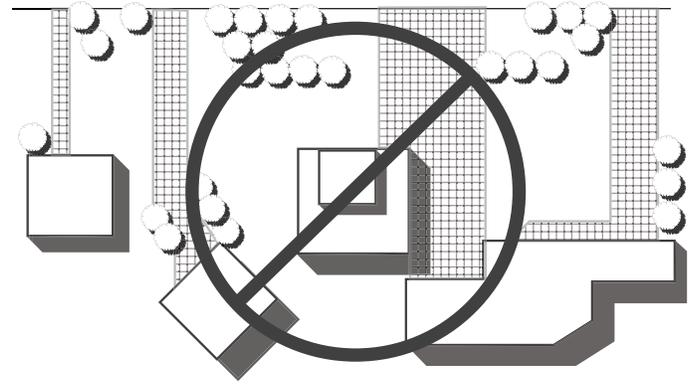
12.4.1.3 Building Placement / Orientation

Location and orientation of buildings within the network of streets, pedestrian connections, and open spaces on a site largely establishes the character of a development. Special attention should be paid to the impacts of visibility, massing, height and skyline, and where applicable, the animation of street life. Environmental consideration such as natural light and shade should also play an important role on building placement, orientation and setbacks. For all non-residential development:

- Building orientation should be coordinated to establish positive relationships with adjacent streets and structures. New development height should ensure a transition from the height of adjacent development to the maximum height of the proposed structure.
- Buildings location should be used to frame and enclose interesting outdoor gathering space on-site, with consideration toward the scale of the area and of the adjacent buildings.
- Where practical, building entrances should be oriented toward the street to encourage street life.



Organize buildings to form positive relationships with adjacent streets and structures



Avoid random placement of buildings

Fig 12.106 Building placement and orientation

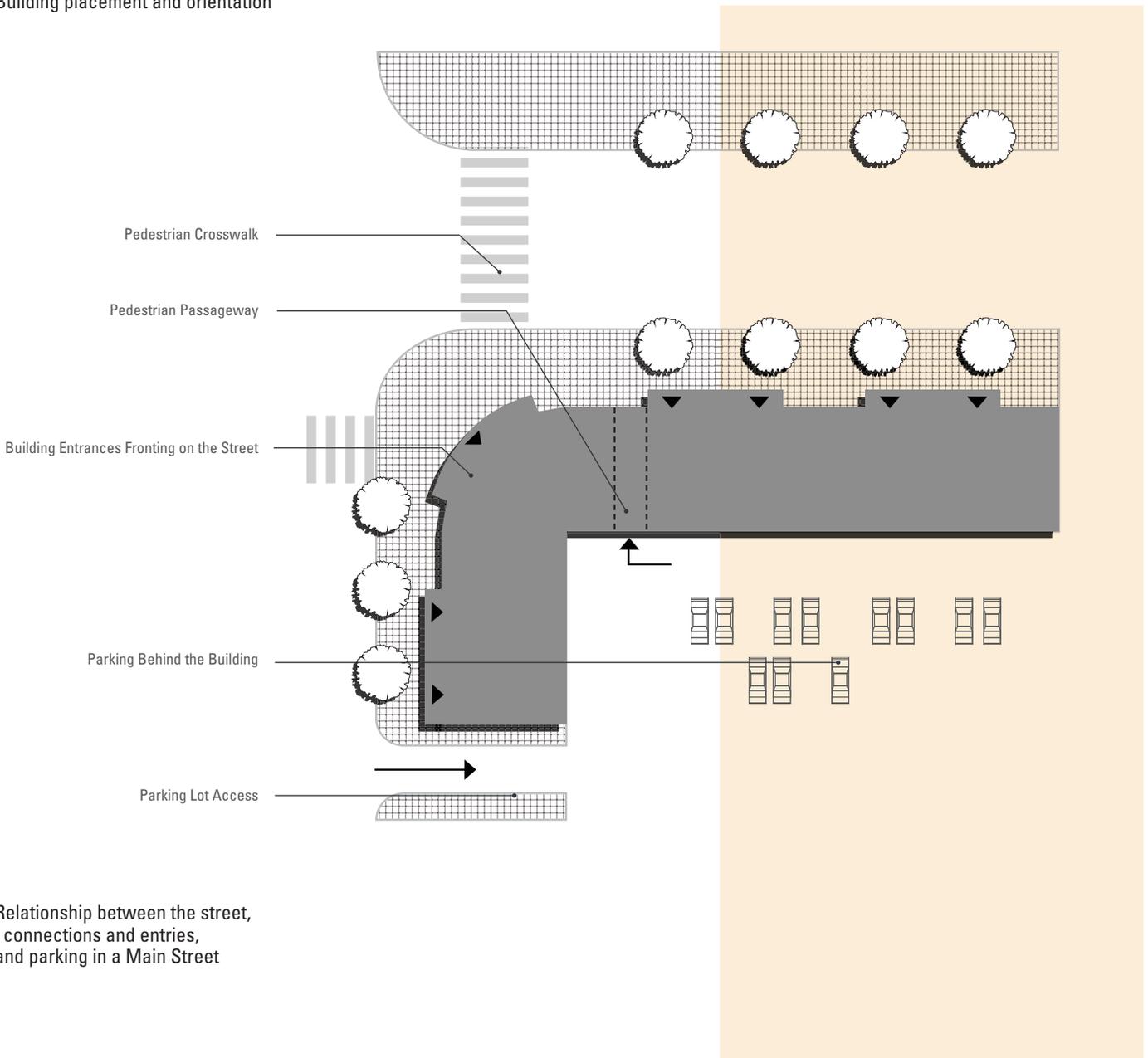


Fig 12.107 Relationship between the street, pedestrian connections and entries, buildings, and parking in a Main Street setting



Fig 12.108 Pedestrian connections through Main Street block to the parking behind



Fig 12.109 Frame and enclose off-street parking areas



Fig 12.110 Building entry

- Building placement should be optimized to take advantage of off-site views.
- Building orientation should allow for natural light and ventilation when feasible.
- Parking structures should not dominate street frontages.
- Continuous, blank building elevations should not be placed adjacent to principal streets. Walls that run in the same direction more than 50 feet should incorporate significant offsets.

Where commercial mixed-use occurs in a Main Street development, additional guidelines are as follow:

- Orient buildings at or near the back of the sidewalk.
- Buildings should form a continuous edge that gives definition and scale to the street. Interruption of this continuous edge should be treated architecturally to provide for building entries, pedestrian connections, courtyard / plaza spaces or outdoor seating / eating areas.
- Commercial buildings in a mixed use setting should be integrated with adjacent buildings of other uses, not turn a backside toward them.
- Orient buildings to frame the corner of an adjacent street intersection.
- Frame and enclose off-street parking areas on at least two sides where possible.

12.4.1.4 Building Entries

Building entries in general should be prominent physical statements, by orientation, architecture or signage, to be visually appealing and identifiable to users.

- In a Main Street development, locate major building and tenant entries to front onto the main pedestrian street frontage. Permit larger retail stores or commercial tenants to have a secondary entrance(s) from an off-street parking lot.
- Commercial, industrial and business park development typically have their primary building entrances from an off-street parking lot. Building entrance should be clearly

visible, easily identifiable as visitors access the site, and the pedestrian connections from the parking lot to the building entrance should be well-defined.

- Recessed openings, such as doors and windows, provide depth and should be used to break up the monotony of large walls.
- Entries, gateways and stairwells shall relate to or be tied into the overall building mass and architecture.

12.4.1.5 Access and Site Circulation

Access points, site circulation and parking areas on a single site and between adjoining sites should be coordinated to the extent possible to maximize site efficiency and to reduce the dominance of vehicular traffic on community landscape. Simultaneously, pedestrian movement should be reinforced and supported by site plans to enhance the walkability of the non-residential uses.

- Primary and secondary access to individual parcels is generally permitted from a collector level street. Access from arterial streets should be minimized and may be limited to right-in, right-out only. These access points and / or driveways should be located one hundred and fifty (150) feet apart in general and approximately two hundred (200) feet from the nearest intersection.

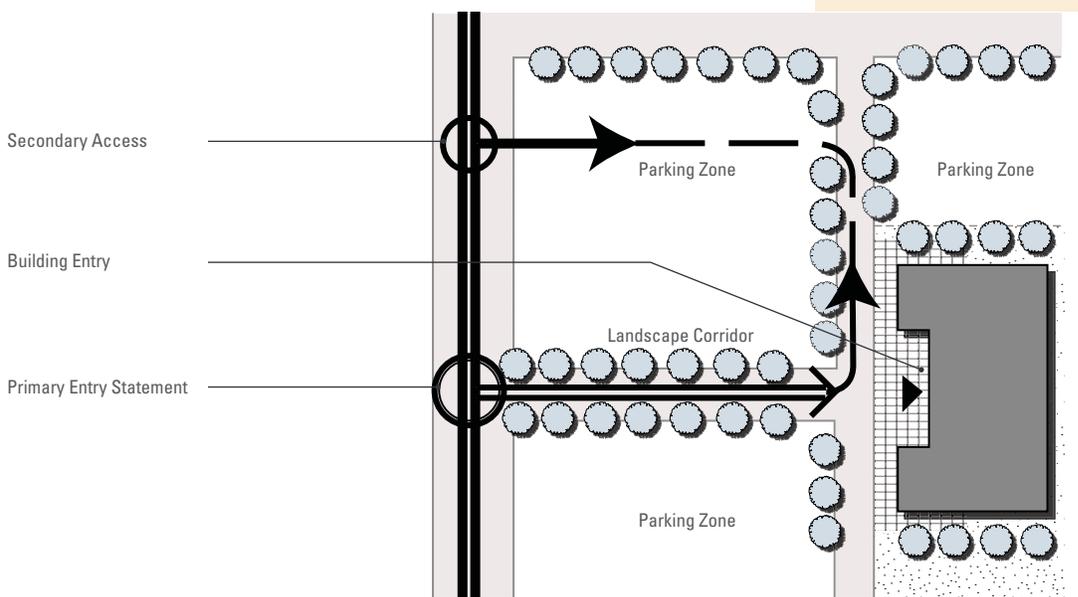


Fig 12.111 Site access diagram



Fig 12.112 Main Street pedestrian space and passageway to parking area



Fig 12.113 Courtyard space



Fig 12.114 Plaza



Fig 12.115 Outdoor cafe

- Access points should be coordinated with adjacent parcels to maximize joint access for parking and circulation. Furthermore, these access points should align with that of the development parcels across the street whenever practical.
- Driveways and parking areas shall be designed to provide for sufficient vehicular stacking during peak hours. A 60-foot setback from the curb should be provided for the first parking stall which is perpendicular to a driveway, or first aisle juncture.
- Access to the primary entry for each site should be planned to create a distinct series of spatial and arrival experiences. This may include an entry statement, a landscape corridor, a separate visitor drop-off and a fore-court or building entry plaza.

12.4.1.6 People Places / Site Amenities

“People Places” in non residential areas are encouraged to promote a vibrant and interactive environment for residents, employees and visitors alike. These common use areas include plazas, arcades, outdoor patios, building entry forecourts and courtyards. These spaces provide opportunities for activities such as outdoor eating, reading, casual encountering, and small group gathering.

- Buildings should be carefully placed and arranged to create and enclose a variety of outdoor “people places”.
- “People places” should be designed in proportion to the surrounding buildings and activities. They should be large enough to be usable, however not so large as to appear empty or barren.
- “People places” should be furnished with appropriate site amenities such as benches, low walls, shade trees and / or shade structures, water elements and bollards to facilitate pedestrian uses.
- “People places” should accommodate solar orientation to allow for sunny outdoor spaces in winter and shade in summer with shade structures and shade trees.

In a Main Street development, the quality of the pedestrian environment should be enlivened by interactive architecture and

landscape design including architecturally vibrant storefronts with:

- Accent trees and planting materials
- Seating opportunities (planter walls and benches)
- Enhanced trellises
- Accent or festive lighting
- Focal objects (water, murals, public arts, topiary)
- Outdoor dining areas
- Awnings and arcades
- Bay windows
- Openings and entryways

12.4.1.7 Parking

Sufficient employee, visitor and resident parking shall be provided to accommodate all vehicles associated with the use of each site. However, developments are encouraged to seek opportunities and incorporate design features or transportation management strategies that strive to reduce automobile use, such as enhanced accessibility to public transit, enhanced pedestrian connectivity, trip reduction programs and shared parking programs.

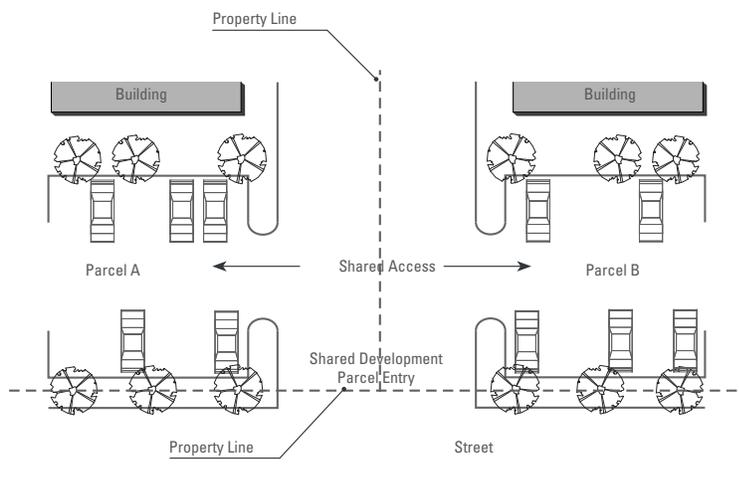


Fig 12.120 Shared Access Diagram

- Designated spaces must be provided in convenient locations for handicapped, carpool, and bicycle parking. Handicapped parking spaces shall be constructed to comply with accessibility standards.



Fig 12.116 Art as focal object of a plaza



Fig 12.117 Outdoor dining in people places encourages pedestrian traffic



Fig 12.118 Desert trees providing shade



Fig 12.119 Landscaping at parking lot



Fig 12.121 Parking area screening with perimeter walls and landscaping



Fig 12.122 Parking area screening with berm and vegetation



Fig 12.123 Shade structure as alternative shading device

- Parking areas should be screened from the view of public streets; this can be achieved by means of landscape berms and / or planting materials.
- Site planning should work to disperse parking areas as opposed to creating singular expanses of pavement.
- Parking access should be located as far as possible from street intersections in order to provide sufficient stacking room.
- Parking areas larger than five acres should have a hierarchy of circulation: major access drives with no parking, and parking aisles for direct access to parking spaces.
- In a Main Street setting, on-street parking should be provided for convenient access to store fronts. Additional off-street parking areas should be located behind buildings, and screened from public view by means of planting materials and/or low walls; residential apartments can also be used to clad the parking area to minimize the visual impact on the street.
- Shade canopies and shade trees will be provided to create a pleasant appearance and help to reduce the heat island effect/light reflecting surface area. Trees should be distributed throughout the parking lot and not merely at the ends of parking rows.
- Redundant circulation should be avoided and pavement widths reduced whenever possible in favor of greater landscaped open space.
- Landscaped pedestrian paths should be provided through parking areas to building entrances.
- Parking structures should not be placed in visually prominent sites or dominant street frontages. They should strive for a pleasant appearance by avoiding the placement of the ramps at the exterior of the structure and trying to fit in the overall street front design.

12.4.1.8 Utilities, Service and Refuse Collection

Utilities, services and loading areas shall be provided on each non-residential site sufficient to serve the business and activities conducted on the site. Utilities include but are not limited to electrical transformers, electrical switchgear, electrical service sections, gas meter, back flow preventers, fire risers, fire

connections, communications cabinets, etc. Services and loading areas include but are not limited to outdoor storage, special equipment, maintenance, loading and refuse collection areas.

Utility Infrastructure:

- Identify the location of above ground utility facilities early in the design process. Thoughtfully locate utility facilities such that they are generally placed at the side or rear of the building in a location that is not highly visible from the street or pedestrian routes.
- Utility cabinets and pedestals should not be located within parking lot landscape islands or public right of way where they cannot be screened, are exposed to damage from vehicles, and /or present a hazard to drivers and pedestrians.
- When possible, utilities cabinets, pedestals and other above ground utility infrastructure should be clustered and screened with landscape materials, berms, walls and / or architectural elements, and they should be painted a tone that is neutral to its setting.
- Utility facilities should be accessible for required service and maintenance.
- Infrastructure equipment including, but not limited to drainage systems, sewers, gas lines, water lines, telephone and communications wires and equipment, shall be installed and maintained underground.
- Consider any potential need for wireless communication facility integrated directly into the architecture of buildings early in the design process. Freestanding facilities should be fully screened and integrally designed with the site.



Fig 12.124 Utility infrastructure painted in neutral colors and concealed with landscaping

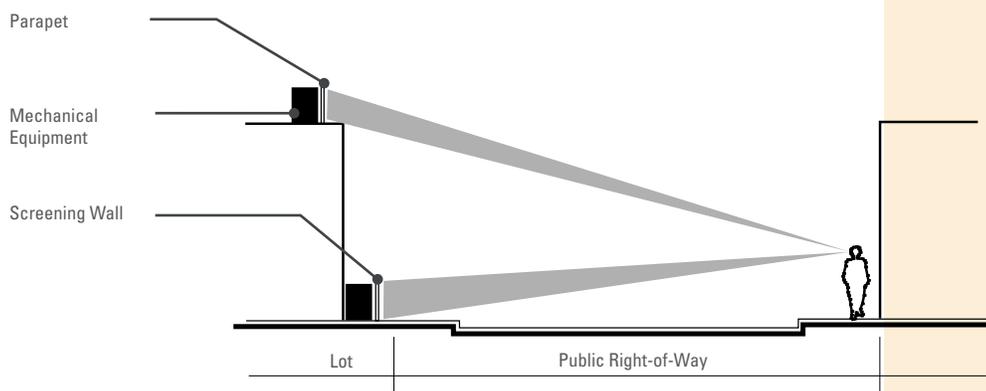


Fig 12.125 Utility infrastructure screening

- All rooftop mechanical equipment and communication equipment, including satellite dishes, should be completely screened by parapet walls or within the roof structure, from abutting roadways.

Service and Refuse Collection:

- Service and refuse collection areas should be located on interior, side or rear yards, away from public view and screened from public areas.
- In larger commercial, industrial and business park developments, service and refuse collection areas should be separated from main circulation and parking area to avoid conflict between service vehicles and regular traffic flow to and from the site.
- The service, loading and refuse collection areas should be designed to allow for on-site truck maneuvers to eliminate the backing of large trucks onto a public street.

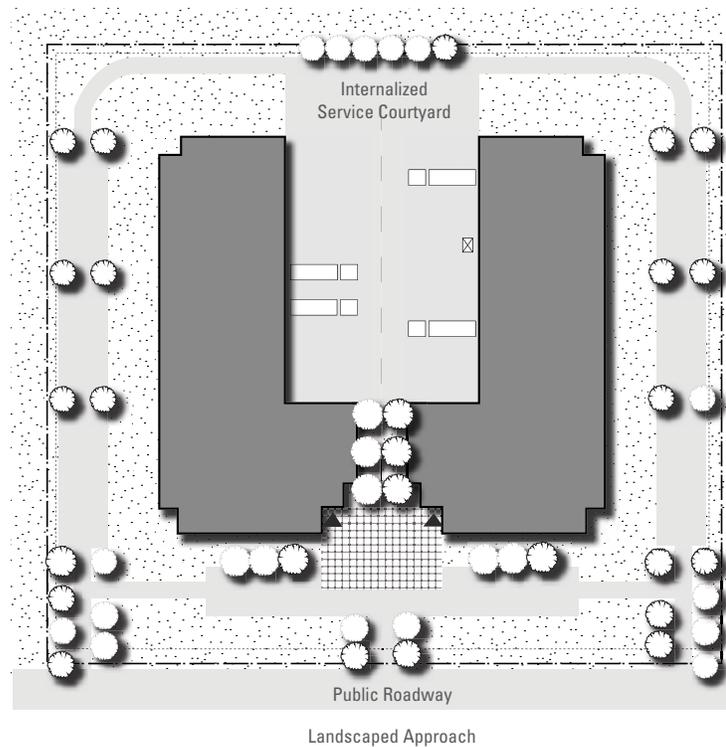


Fig 12.126 Internalized service courtyard

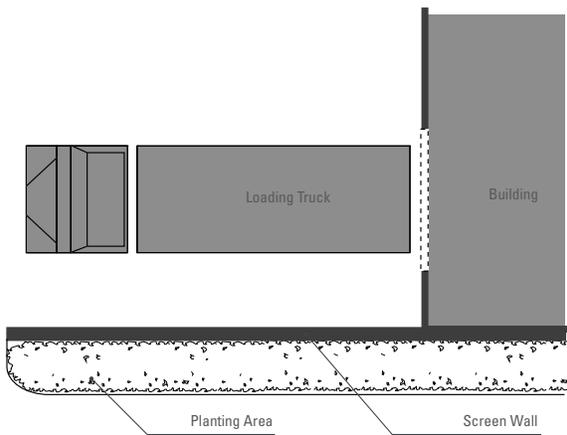


Fig 12.127 Loading area screening

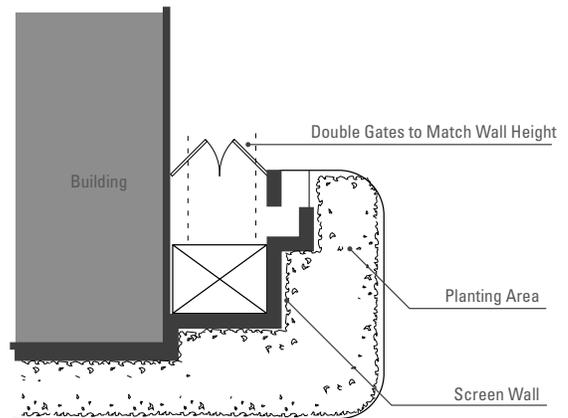
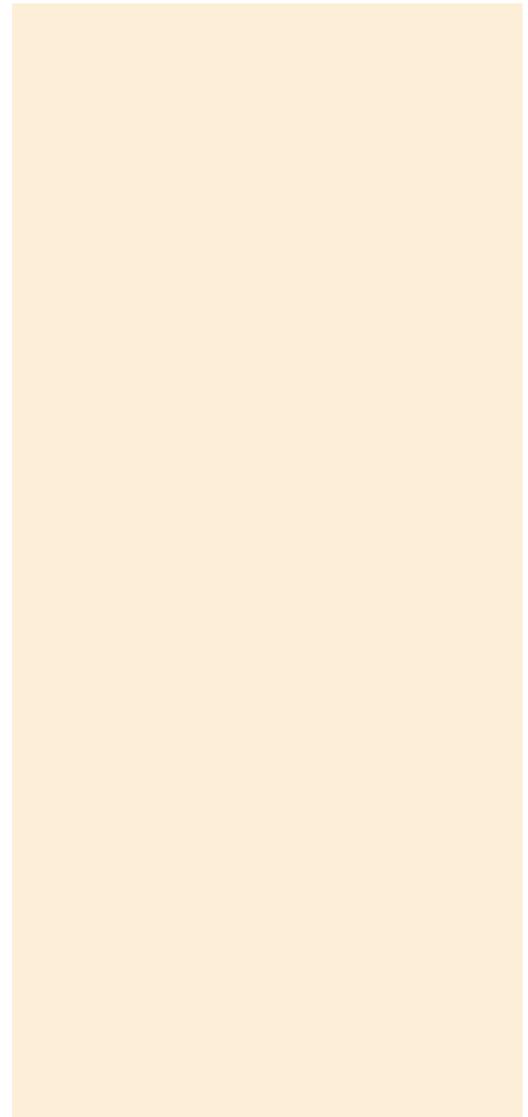


Fig 12.128 Refuse collection screening

- Service and loading areas and refuse enclosures should be screened by a solid wall with materials, color and texture compatible to the adjoining building.
- Screen walls must be twelve (12) inches higher than the equipment, service areas or refuse collection areas that they are screening.
- Gates for refuse enclosures must be solid or opaque, and must be made of durable low maintenance materials.
- Shopping carts, dollies, flatbed cars, etc. should be stored within the building or behind a screened wall that is integral to the architectural design of the adjoining building.
- Storage of miscellaneous materials and merchandise should be contained within the buildings and should not be visible from off-site. Exterior storage within and below solid screen walls may be permitted, provided the storage of all such materials are at least twelve (12) inches below the screen wall which surrounds them.
- No service or refuse collection area may extend into a required setback area.



12.4.1.9 Drive-Through Facilities

The drive-through facilities should be located and designed to minimize their visibility from public streets and the impact on the adjacent properties.

- The location of drive-through facilities should provide the necessary stacking spaces according to their use.
- The stacking spaces have to be located so that waiting vehicles do not block parking stalls or interfere with the vehicular and pedestrian traffic.
- The drive-through windows should be designed to incorporate architectural coverings consistent with the building design in order to break up the built mass and provide shelter.
- Lighting beneath canopies should be shielded and fully recessed to minimize glare.
- Conveyance systems used to connect remote drive-through stations with the building should be architecturally incorporated or placed below grade.
- Landscaped screening should be provided to the drive-through windows and the order boxes if they face the street.

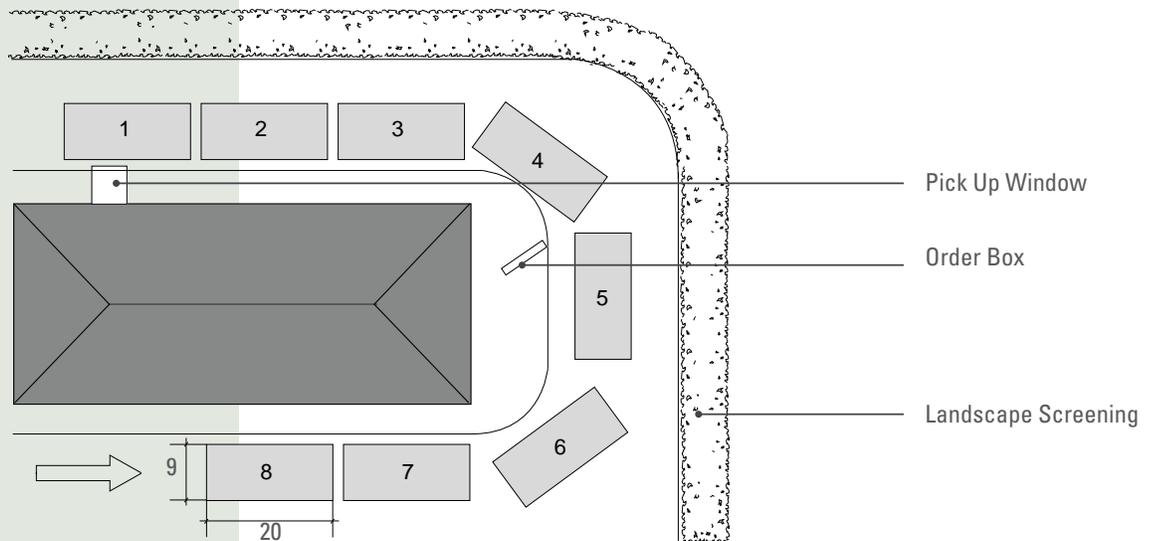


Fig 12.129 Drive-through facility

12.4.1.10 Buffers, Walls and Fences

The use of buffers, walls and fences will assist in transitioning between land uses, as well as in screening undesirable views. Where commercial and industrial uses are adjacent to residential development, visual buffers in the form of setbacks, landscaping, walls, berms or a combination of these shall be considered to minimize any negative impact on the residential areas.

Walls and fences for screening and security purposes should be designed as integrated parts of the overall architectural and site design. All materials should be durable and finished in textures and color complementary to the overall architectural design.

No wall or fences exceeding three feet in height should be constructed on public street frontage.

12.4.1.10 Cart Return Facilities

Cart return areas will be provided wherever shopping carts are available on-site, and will be evenly distributed through the parking area to ensure comfortable use.

- Cart return facilities shall be consistent in design with the rest of the project and its architecture.
- Where the cart return facility is adjacent to the building, it should be designed as integral part of the building.

12.4.1.11 Encroachments into ROWs and Building Setbacks

Where it is beneficial to do so and does not obstruct connectivity or visibility, encroachments into rights-of-way (ROWs) and building setbacks may be allowed. Outdoor seating at restaurants, directional signage, public displays of art, transit or shuttle stops, fountains, news racks, galleries, arcades, awnings, and canopies are examples of items that may encroach within right of ways and building setbacks



Fig 12.130 Wall and landscape buffer screening undesirable views



Fig 12.131 Shopping cart return designed as part of the building



Fig 12.132 Zero Setback would be appropriate for storefronts in mixed-use developments



Fig 12.133 Encroachment into the right of way with outdoor cafe sitting area



Fig 12.134 Architecture sensitive to the desert climate



Fig 12.135 Human scale and pedestrian oriented design

12.4.2 Commercial and Industrial Architectural Guidelines

The intent of the non-residential architectural guidelines is to ensure a base level of quality architecture that is responsive to its context and builds upon the aesthetic identity of the community. Image, character, quality and the aesthetic interest of a place is solidified by the architectural design of the building as an individual entity and as an element in the community composition. The guidelines of this section are intended to:

- Encourage multi-building or phased commercial developments to use compatible schemes of materials, colors, and architectural vocabulary to present a unified development character without creating repetitive or redundant forms or design
- Ensure building design reflects the regional context and is sensitive to the desert climate
- Ensure buildings are designed to respect human scale and promote pedestrian activities and experience
- Encourage sustainable development by limiting the amount of resources necessary to construct and operate buildings and by designing buildings to be adaptable for multiple uses

12.4.2.1 General Guidelines for all Non-residential Uses

The following section provides general architectural guidelines that apply to all non-residential uses at Desert Gateway:

Building Form and Character

Building form, character, placement and detail should complement each other to create an aesthetically interesting streetscape viable for pedestrian and business activity.

- Building forms should be well-proportioned resulting in a balanced composition of elements.
- Modulation and variation of building masses between adjacent buildings is encouraged.
- Building massing should consist of a mix of heights, within or between buildings, to provide visual interest to the site.
- Layering of wall planes and volumes should provide a rhythm of dynamic building forms and shadows.

- Prominent massing features should be designed in conjunction with key elements, such as building entries, pedestrian nodes, plazas or courtyards, to function as announcement of prominent intersections or project entries, or to highlight features of building entries.
- Buildings that occupy a pad within a planned project or shopping center should share similar design characteristics and design vocabulary. Utilizing similar colors, materials and textures as well as repeating patterns, rhythms and proportions found in the architecture of other buildings can help to achieve unity within the development parcel.

Scale and Proportion of Development

Scale and proportion of buildings among adjacent development should be synchronized to achieve visual harmony within a community.

- New development should respect the predominant scale of development in the surrounding area by designing with elements of similar scale and providing a gradual transition to any larger scaled masses proposed.
- Taller buildings or portions of a building should be located internally to a site with buildings stepping down in height as they reach the edges of the site that are adjoined by smaller scaled development. Tall buildings can also be used as focal points, in order to draw attention to entries or main activity areas within the development.

Roof Considerations

Roofs should be designed for functionality and enhance / complement the overall architectural design of the building.

- Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged.
- Form and materials shall be integrated with the overall design vocabulary of the development.
- Fascia and/or cornice elements should be consistent with the primary design.



Fig 12.136 Prominent corner statement



Fig 12.137 Gradual height transition to existing buildings

- Parapets, when used, should be contiguous and incorporate side/rear elevation returns to eliminate false front/unfinished appearance.
- Roof drains should not be visually exposed; they should be internalized or covered in a manner that is architecturally integrated in the building design.

Facade Treatments

Building should have articulation along auto and pedestrian corridors to generate pedestrian scaling and visual interest along the streetscape.

- Architectural design of buildings should avoid blank walls, especially along the primary pedestrian walkway.
- Buildings that utilize only one building material in the facade treatment shall be detailed with banding, architectural details, textures, color variation and/or offset massing.
- Projections, overhangs and recessed elements should be used to provide shadow articulation and scale to building elevations.
- Elevations having appropriate shielding, and not located on a pedestrian or major corridor, do not require architectural enhancements. However, roof or parapet treatments should be consistent with enhanced elevations.
- Architectural treatments indicated on a front of a building should be reiterated in the treatment of side or back facades when the latter are exposed to public views.



Fig 12.138 Enhanced tilt-up design, materials and projections on simple massing

Parking Structures

Parking structure design should match or complement the design vocabulary of the attached or adjacent building.

- Incorporate form, materials, color and details from the attached or adjacent building.
- Parking structures should not exceed the height of the attached or adjacent building.
- Roof/parapet/fascia treatment should match or complement the attached or adjacent building.

Climatic Response

Building design elements and vocabularies should respect and respond to the unique climate condition in the desert environment.

- Building elements that speak to the desert environment, such as architectural shade devices, a strong relationship to the ground plane, deeply recessed windows and the use of materials and textures that are associated with the region are highly encouraged.
- Covered walkways and arcades are important elements in a desert environment. They are a response to climate, provide a sense of protection and can help articulate the mass and minimize the bulk of a building. Covered walkways and arcades should be provided on building frontages where pedestrian traffic is likely.
- Buildings should respond to solar heat gain, reflectivity and glare through building orientation and the use of architectural shading devices such as pronounced eaves, fin walls and/or covered walkways and low reflective material treatments.
- Where awnings and umbrellas are used, they should be functional and provide maximum shade to the window area. Awnings and umbrellas should be made out of durable and low-maintenance materials and should complement the architectural design of the building.



Fig 12.139 Design oriented parking structures



Fig 12.140 Parking structures integrated in the street front



Fig 12.141 Parking structures integrated with other uses



Fig 12.142 Awnings and arcades incorporated in the building design



Fig 12.143 Partial arcade that provides shade and conceals on-street parking



Fig 12.144 Architecture is designed to provide shade at the pedestrian level



Fig 12.145 Corporate design that fits the design vocabulary of the community

Architectural Details, Materials and Colors

- Primary entrances to buildings should be distinguished with façade variations, porticos, roof variations, recesses or projections, or other integral building forms.
- Window design should complement the architectural style of the building.
- Building materials in general should be durable and have low maintenance requirements in the desert environment.
- Rich materials and a variety of materials are desirable on both the wall planes, roofs and ground plane. If stone or decorative block veneers are incorporated, the material should be used to highlight significant building features and masses elements.
- Site walls and screen walls should be architecturally integrated with the building.
- Screening devices, enclosed service, loading and refuse areas should be designed to be an integral part of the building architecture.

Corporate Architecture

Corporate businesses should fit the scale and character of the community.

- Typical “chain” prototype styles are discouraged.
- Gas station canopies shall be consistent with the design of the project and building architecture
- Playground structures provided by fast food restaurants shall be located indoors and be subordinate to and consistent with the design of the main building.
- Corporate signage shall not dominate the building façade: harmoniously incorporate logo in the architectural vocabulary.

12.4.3 Architectural Guidelines for Specific Uses

The following section provides general architectural guidelines for specific uses in Desert Gateway: Mixed Use Village Center, commercial, industrial and institutional.

Mixed Use Village Center

The Mixed Use Village Centers provide for a variety of neighborhood level, pedestrian-oriented retail, services, office, entertainment, residential and community facility land uses in a combination of Main Street setting and conventional local neighborhood center / grocery store development. The intent of this component is to encourage the development of a vibrant mixed use area where residents and visitors can live, work,



Fig 12.148 Outdoor dining in mixed use environment



Fig 12.146 Mixed use street front



Fig 12.147 Sidewalks that accommodate large flows of pedestrians



Fig 12.149 Identifiable Pedestrian Network



Fig 12.150 Iconic architecture elements

shop, dine, entertain, socialize, and contribute to the economic viability of the Villages as a whole.

The fine-grain mixed use development within the Village Center should resemble an idealized image of a traditional retail Main Street. The organic development of these main streets involved the addition or replacement of buildings over an extended period by individual builder. This development process created a composition of eclectic character, a sense of variety and spontaneity, fostering pedestrian and business vitality. The desired eclectic streetscene can consist of authentic interpretations of various traditional design vocabularies, more contemporary interpretations or ideally an interesting combination which reinforces the perception of a long established community built over time.

- To the extent feasible, buildings should generally appear as a collection of individual small buildings rather than a single uninterrupted large building; forms appear to be a on a tenant-by-tenant basis, having varied facade treatments and design as if the street scene developed over time.
- Multiple building heights and parapet/fascia treatments are encouraged.
- Ground floors should have storefront design with large windows and articulated entries.
- Pedestrian-scale windows, features and massing should be incorporated.
- Building/tenant entries should be articulated.
- Horizontal definition between uses, generally between the first- and second-story, is encouraged.
- Incorporate awnings and arcades to provide shade.
- Larger single-tenant buildings should use massing offsets and architectural elements to create visual interest in the building and reduce the overall mass.
- Recesses and/or projections are encouraged to articulate facade with light and shadow variation; balconies, pronounced sill trim, awnings or recessed windows are encouraged on upper stories for this purpose.

Grocery stores, pharmacies or other large grain commercial development within the Village Center should be designed to fit into the fabric of the surrounding neighborhood, by giving

special consideration to site layout, building design, pedestrian orientation, traffic patterns, connections to multi-purpose trails and similar site and building characteristics.

- To the extent feasible, buildings should generally appear as a collection of smaller individual buildings rather than a single uninterrupted large building.
- Building forms should appear to be on a tenant-by-tenant basis, having varied facade treatments or varied massing with unified design, material and color palette.



Fig 12.151 Grocery store that emulates the scale and the style of surrounding neighborhood



Fig 12.152 Daily Need Services Embellished with “Small-town” Facades and Design



Fig 12.153 Varied roof plan and incorporation of overhangs in the grocery store design



Fig 12.154 Volume Massing



Fig 12.155 Unified Design with Building Offsets

- Design should be compatible to create an understandable and intuitive development.
- Building/tenant entries shall be articulated.
- Pedestrian-scale windows, features and massing should be incorporated.
- Wall plane offsets are encouraged.
- Material and/or color variation is encouraged.
- Multiple building heights and parapet/fascia treatments are encouraged.
- Parapets, when used, shall be contiguous and wrap building sides to reduce the “false front” appearance.
- Projections or architectural elements to create sheltered pedestrian areas are encouraged.
- Faux glazing on upper stories can create the impression of active elements.

Commercial: Community Commercial

The Community Commercial provides a broad range of retail and services at a community wide and regional level. It may include medium to large box types of commercial such as home improvement stores, book stores, sporting goods stores, electronic appliance stores and hardware stores. Due to the variety of business types and the automobile-oriented nature of these commercial areas, special attention should be focused on site layout, building placement and orientation, vehicular and pedestrian circulation, and service area screening to ensure a high aesthetic quality and clear pedestrian connection is achieved. An effort should also be made to attain design compatibility between adjoining uses.

- To the extent feasible, buildings should generally appear as a collection of smaller individual buildings rather than a single uninterrupted large building.
- Building forms should appear to be a on a tenant-by-tenant basis, having varied facade treatments or varied massing with unified design, material and color palette.



Fig 12.158 Texture and color break up the building mass



Fig 12.156 Big Box integrated in the urban fabric



Fig 12.157 Facade embellished with elements that visually reduce the scale of the store



Fig 12.160 Elaborate design

- Design should be compatible to create an understandable and intuitive development.
- Building/tenant entries shall be articulated.
- Pedestrian-scale windows, features and massing should be incorporated.
- Recesses and/or projections are encouraged to articulate facade with light and shadow variation.
- Material and/or color variation is encouraged.
- Multiple building heights and parapet/fascia treatments are encouraged.
- Parapets, when used, shall be contiguous and wrap building sides to reduce the “false front” appearance.
- Chain businesses are encouraged to incorporate their logo/marketing image with the architectural vocabulary of the building/development rather than the standardized logo/marketing building of the individual chain store.



Fig 12.159 Single buildings articulated with individual storefront facades

Industrial

Industrial uses include business park, light industrial and heavy industrial. These industrial facilities accommodate not only a wide variety of business but also a wide range of activities, each of which requires a specific environment and physical structure.

Business Park

A business park is a multi-building development planned to accommodate a range of uses from office space and research and development (R&D), to light industrial and supporting services. Development parcels can range from a single user on an individual lot to an integrated campus like setting furnished with supporting uses and amenities for the people who work there. Some key elements for business park design include:

- A flexible master plan that anticipates change to serving diverse markets over the long term.
- Flexible building design that meets changing market conditions and tenant needs.
- On-site amenities and services that contribute to a more interesting and desirable working environment.
- Attractive landscaping and public spaces that ensures the entire development has a cohesive and appealing appearance.
- Locate building types that are the least industrial in appearance and function, such as offices, R&D and flex facilities on the most visible part of the business park, close to freeway, interchanges, major arterials, transit routes, commercial services, and residential areas.
- Locate building types that are more industrial-looking, such as manufacturing and assembly facilities, and warehouses and distribution facilities in less prominent areas of the business park.

Office buildings may range from garden-type office to Class A multistory office. In general, they require well designed buildings with corporate identity and image. Strong entrance treatment, good visitor access, attractive landscaping and clear graphic signage are important elements to further enhance



Fig 12.161 Business Park setting



Fig 12.162 Business Park setting



Fig 12.163 Use of materials, glazing and offsets



Fig 12.164 Simple, design oriented architecture



Fig 12.165 Design based on form and massing

the aesthetic quality of the office development. Plazas and courtyards should be incorporated on site to provide visual interest as well as outdoor eating and gathering space for employees and visitors. Proximity to support uses and amenities are also important elements to office users.

Where possible, office buildings should be placed on the most visible part of a business park, close to freeways, interchanges, major arterials, transit routes, commercial services and residential areas.

- Monolithic masses of singular form, height, wall plane or material should be avoided
- Entry statements for pedestrian/user identification should be highly articulated
- Elevations with tenant/visitor entries should have glazing
- Layered wall planes, banding, other architectural details and/or varying materials should be used to articulate forms
- At least two (2) of the following techniques should be used to enhance building architecture and reduce overall mass:
 - Color variation
 - At least two (2) different building materials
 - Changes in texture
 - Vertical/horizontal wall plane projections/recesses (minimum 2-foot offset)
 - Variation of roof line (height or form)
 - Articulated pilasters
 - Architectural elements significantly different from main building in mass or height
 - Trellis or awning elements (proportional to massing of building)
 - Balconies

Research & Development (R&D)

R&D encompasses a wide variety of tenant types. A typical R&D building includes a combination of office/dry lab space, and the remainder flexible space for wet lab, testing facility, engineering, manufacturing, showroom, storage, assembly, distribution and other support uses.

An R&D campus may accommodate a group of office, R&D and supplemental light industrial buildings in a campus environment that is typically organized around a central open space element. A campus can interweave recreational facilities, formal and informal gathering areas, and places for quiet contemplation or study. Recreational facilities range from walking and jogging paths to volleyball and basketball courts, baseball diamonds, and putting greens. Moreover, R&D employees are likely to work irregular hours, often through the night, thus it is important to provide other support amenities on site such as retail and services, dining, and daycare.

- Buildings should be well designed to promote quality corporate identity and image and should:
 - Avoid monolithic masses of singular form, height, wall plane or material
 - Incorporate strong entrance statement(s) for pedestrian/user identification
 - Foster intuitive visitor access and parking
 - Include an attractive lobby area
- The building(s) should serve the intended function/tenant with appropriate floor to floor heights, service/loading areas and heights and internal spaces/functions
- Campus planning should coordinate shared parking, people places and pedestrian connections among buildings
- Architectural design of buildings should be done in a cohesive manner and should incorporate similar or coordinating design elements or color schemes
- Architectural design of the buildings should be cohesive along all pedestrian or major corridor elevations.



Fig 12.166 Shadow articulates simple design



Fig 12.167 Materials and architectural element emphasize massing



Fig 12.168 Simple architecture, integrated uses

Fig 12.169 Color emphasizes simplicity



Light and Heavy Industrial

The architectural design of industrial buildings may be more utilitarian in form and material selection; consideration should be given to blending the quality of development and facade elevation into the context of the Desert Gateway vocabulary.



Fig 12.170 Light and color variation



Fig 12.171 Entry features on simple, functional design

- Architectural elements, offset wall planes or changes in building massing/height are encouraged to avoid singular building forms.
- Architectural elements or details such as materials, color, massing or similar elements should be used to highlight and accentuate entries.
- Tilt-up panels should utilize textured forms, sand blasting or scoring for visual relief. Smooth panels, without the above elements, may be used in conjunction with color variation.
- Metal panels, elements or wall systems shall be finished to reduce reflection and glare.

Institutional

Institutional uses provide a variety of public and private services and support to the residents, employers and visitors alike at Desert Gateway. They include community centers, recreational facilities, schools, churches, civic facilities, fire and police stations. These institutional facilities potentially play a significant role in the “Place Making” of the community. They often act as focal points or landmarks and therefore should be held to a high degree of quality in both design concept and execution. The architectural expression of these buildings should be one of substance; one that conveys a sense of permanence and importance in the community. Height limit and building orientation exemptions may be considered for special iconic elements such as clock or church towers. Sensitively designed and implemented, the image associated with these structures will become “public” or “civic” in nature contributing to a sense of “civic pride” in the community. Where practical, they should be thoughtfully integrated into the neighborhoods and districts. Key facilities should be carefully located to emphasize their civic character and importance to the community.

- Authentic and contemporary design vocabularies are encouraged; faux or overly thematic architecture is discouraged.
- Elevations of all buildings on the same site should have a unified design.
- Scale and mass of buildings should complement the surrounding neighborhood.
- Pedestrian-scale architectural elements and windows are encouraged.
- Consider and design all elevations equally.
- Orient building entries or architectural statements toward major street frontage.
- Monolithic building forms are discouraged.
- Use of two or more materials is encouraged; use of materials should complement not detract or complicate architecture.
- Vertical and horizontal offsets are encouraged.



Fig 12.172 Entry emphasized by special design elements



Fig 12.173 Varied volumetry breaks up the scale of the building



Fig 12.174 Vertical elements confer iconic value



Fig 12.175 Public plaza



Fig 12.176 Pedestrian character.



Fig 12.177 Landscaping in pedestrian areas.

12.5 MIXED USE TOWN CENTER

12.5.1 Character Statement

The Mixed Use Town Center (Town Center) is located at the strategic heart of Desert Gateway. The vision for the project foresees a place where people from all walks of life live, work and play. From children to seniors, tourists and office workers alike, the Town Center is a major regional destination.

The Town Center builds on the region's local, natural and cultural qualities to create an integrated urban community characterized by a true sense of place. The project's uniqueness and strong identity will realize its potential as a vibrant, dynamic, livable activity center that is an appealing destination for all. As the region's pulse, the project will become the symbolic heart of the entire Victor Valley.

With gathering places, parks, pathways and a variety of mid-density urban buildings, the Town Center comprises the design principles necessary to make it the genuine heart and focal point for surrounding communities.

Urban Design

The Town Center's design is based on the principles of new urbanism which emphasize a mix of uses, a variety of housing types, and a physical environment that is conducive to pedestrian and public transit travel. The plan is pedestrian focused with accessible multi-modal transportation, but does not ignore the importance of car access. Buildings are generally mid-rise with intimate relationships to the streetscape.

Land Uses

Set in a contemporary urban environment, the Town Center plan calls for a mix of uses combining major residential, commercial and civic uses. A destination lifestyle retail promenade will define the heart of the project including the

potential for waterfront dining, a public market and major retail anchors. The dynamic commercial hub will be complemented by office, hospitality, academic and a variety of residential uses set in a relatively dense mixed-use community.

Train Station

The plan contemplates a potential train connection and station in the future. To the extent that the City has endorsed this project and provided support, Desert Gateway has identified potential locations for this opportunity. The design of the sites are not predicated on the station being there. This allows the project to move forward notwithstanding the train. The project's uses will be dictated by the market and the plan was developed to allow maximum flexibility, in the event of an interstate rail transport system.

Planning Principles

All buildings in the Town Center will have a strong presence and relationship with the streetscape below. Unlike typical suburban box development which turns its back on the urban environment, the streetscape in the Town Center is visually continuous creating a harmonious urban fabric. Inner roads are not broken or interrupted by large parking lots, decks, blank facades, service entrances, etc.

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



Fig 12.178 Possible train station at Town Center



Fig 12.179 Sidewalk design in Town Center



Fig 12.180 Consistent Streetscape

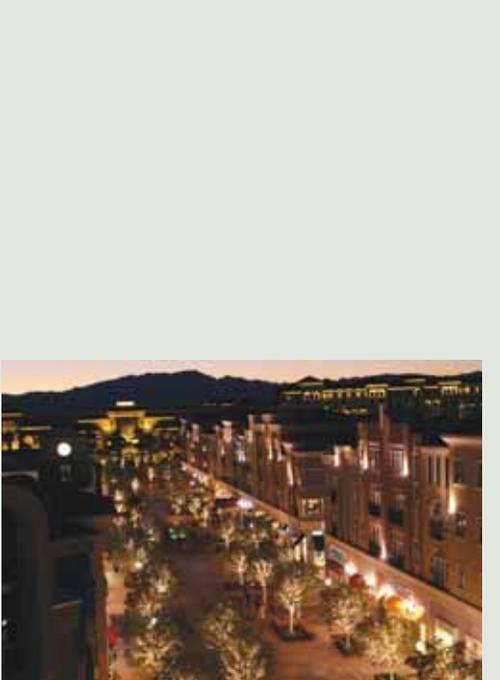


Fig 12.181 Streetscape character



Fig 12.182 Boulevard character

accommodate street activity such as cafés with outdoor seating. Areas should be designated as places for public gatherings, namely street performances, informal exhibitions, and outdoor art shows. In general, main street environments are to become pleasant places for shopping, dining outdoors or indoors, public gathering and performances, or simply a pleasant stroll through the neighborhood.

Streetscape

The community is defined by major boulevards that create key connections to Desert Gateway’s surrounding villages. The interweaving of adjacent villages with the urban center is crucial to the creation of a community that remains vibrant, generates value and achieves sense of place.

In this respect, the roads that define the Town Center are designed to create a pleasant urban environment. They are characterized by landscaped medians, bike lanes and generous sidewalks. Traffic is encouraged to slow down as the boulevards enter the mixed use core where pedestrian traffic and bicycles take precedence.

Boulevards gain access to the heart of the community via secondary urban streets which emphasize sidewalk circulation and multi-modal transit systems. As the most important node of activity for the community at large, the Town Center contains people places and public spaces allocated for community events, concerts, festivals and the like. The streetscape provides

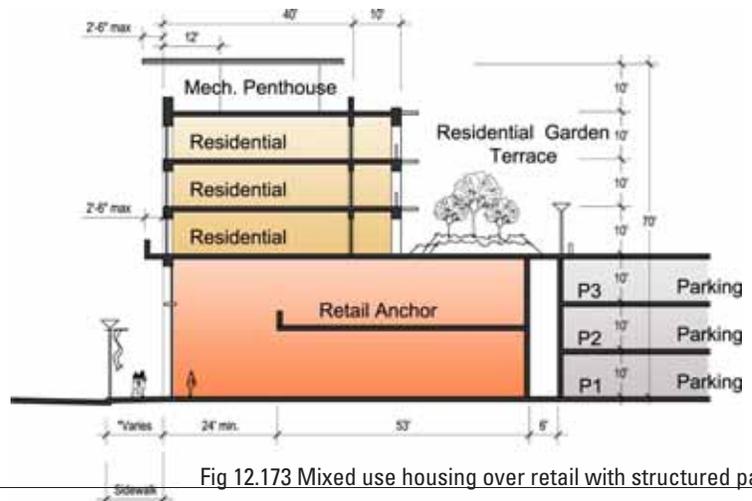


Fig 12.173 Mixed use housing over retail with structured parking

abundant sightlines and direct access to these gathering spots. In addition, access to public transit is available and user-friendly.

Phasing of Town Center Development

The Town Center site is intended as an urban commercial hub and central focal point for the needs of residents and visitors from the surrounding community. The first phase will include the construction of the main retail promenade with retail shops at ground level, corner anchors occupying two levels, and two to four stories of residential above. Surface parking is to be located behind the retail façade and accessed by pedestrian links.

Major retailers, cinemas, cultural facilities, restaurants and a featured food market will anchor the development. A hotel, signature convention center and office towers will support and contribute to the onsite population. A proposed train station would add more visitors, and in this phase would be supported by permanent, landscaped surface parking which becomes part of the linear park running the length of the town center and the highway. Extending from the main promenade will be large public circulation areas leading to significant intersections in the later phases of the Town Center development.

The build-out that will follow the initial construction phase is intended to expand the core of the Town Center linking services, businesses, residents, and visitors to the heart of the development. The city blocks are planned as a network of radiating roadways designed to expand the medium density urban streetscape of the first phase into a larger, denser urban development.

A large pedestrian boulevard with appropriate drought-tolerant landscaping will provide an aesthetic and practical link from major roadways to the center of the Town Center promenade. Additional mixed use buildings are to house street accessible commercial and retail units with residential above filling in the remaining streets. Surface parking is built up as deck parking, and enclosed by the commercial/residential facades on all sides. Terraces are created on top of each parking structure, providing private gardens terraces to each residential block.

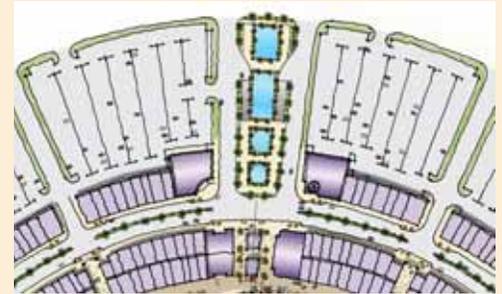


Fig 12.184 Phase 1 Central Intersection



Fig 12.185 Phase 2 Central Blocks



Fig 12.186 Phase 3 Mixed use and residential area

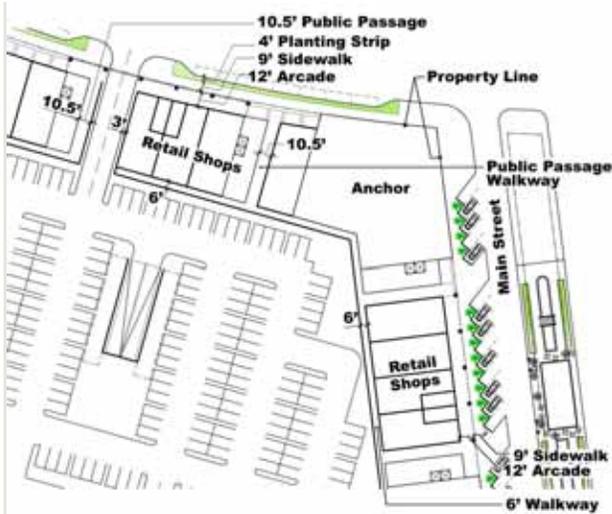


Fig 12.187 Mixed use site planning policies

12.5.2 Architecture

Additional commercial and civic iconic buildings are added on the main avenues, creating visual and cultural anchors within the development. Low rise townhomes are clustered together on the perimeter of the Town Center, buffered by the commercial façade. A stadium or sports facility may be built near a peripheral site dedicated to a private and/or post-secondary education facility. Below grade parking is to be added at the core of the Town Center to support additional train ridership and onsite population.

Architectural design in the Town Center will be based on a human, pedestrian scale development reminiscent of successful town centers and squares in Europe and North America. The buildings in this district will be contemporary, but with reference to the local historic architectural language and history that is indigenous to this region. These references are not to be overwhelming or too literal, and should include the use of local materials.

The style of modern design described in the Town Center is an architecture that captures the essence or spirit of the place and the region in a modern manner. It is also a style of architecture that is not only found in hot and arid climates, but is also fundamentally sustainable in that context. Systems and technologies that take into account the climate's unique characteristics, such as wind and sun, should be a key element of the design strategy.

Train Station

The proposed train station is to be given a progressive contemporary design and will take on an iconic role for the development as a centerpiece of the Town Center. The station is to be raised off the ground on series of stilts for dramatic impact, and to provide visibility to the development. It is to be designed as a three-dimensional form as it is visible from all angles of the Town Center and Interstate 15.



Fig 12.188 Landmark architecture

Modern architectural language is to be used for the design of the structure. This includes general use of straight lines, articulation of facades and horizontal proportions, flat roofs, and cantilevered canopies. Entrance and lobby areas are to be inviting and have a general feeling of openness through the use of transparent glazing and easily identifiable entryways. The station is to be accessible from several points, including street level and parking below. The dramatic nature of the train station energizes the entire project.

Mixed Use Buildings

The primary character of the Town Center is expressed by the architecture of the mixed use buildings that define the streetscape. The relatively dense nature of these buildings requires an overall cohesive architectural style with the careful use of alternating design elements and forms to create variety and visual interest. This may include varying the color or materials based on a theme.

Modern architectural language is to be used for the design of the buildings. Upper level residences may also use rectangular roof features, balconies and bay windows with wrap around glass. Ground level entrances to retail units are to be well defined through the use of cantilevered entrance canopies and transparent glazing. Corner anchors are to bring definition to important intersections in the development through the use of featured architectural elements such as including curved facades, canopies, and premium materials.

Attractive materials are to be used on the ground level and main façade. Material used on corner anchors is to be expressed on the full height of the building to create a unified façade. The buildings are intended to provide a pedestrian-based urban retail space with parking behind or off the main frontage.

Civic, Commercial, & Hotel

Civic, commercial and hotel buildings on the site are often set back from property lines and set as objects on the site. These buildings often take on an iconic role for the development and



Fig 12.189 Train station architecture



Fig 12.190 Mixed use building



Fig 12.191 Sustainable character



Fig 12.192 Drought-tolerant landscaping

so must relate with others on the site to promote a cohesive architectural character. Modern architectural language is to be used for the design of the buildings. This includes horizontal proportions and for glazing and design elements, flat roofs, and cantilevered canopies.

Distinct and appropriate architectural features are encouraged on these public buildings to promote an identifiable character within the site. Entrance and lobby areas are to be inviting and have a general feeling of openness through the use of transparent glazing on the ground level and easily identifiable entryways. Long facades are to be broken up through the use of human scaled architectural articulation. Attractive materials are to be used on the ground level and main façade.

The buildings are to provide visual interest on their relative streetscapes. Landscaped public spaces are to be integrated with the design of each building with special attention placed on views in and out of the buildings. The buildings are to be built as street front objects with parking behind or off the main frontage.

Sustainable Design

In keeping with current thinking and concerns, and taking the cue from large industry leaders in energy and other sectors, basic environmental principles are to be applied. In developed areas, open green area is to be emphasized with additional roof top gardens to provide a total minimum green coverage for the development. Proactive use of energy management systems is encouraged through the use of high efficiency power generators, water filtration systems, the use of photovoltaic panels, etc. Sun shades and louvers are to be incorporated where possible to reduce solar heat gain.

Landscaping

Extensive natural landscaping, pathways, and a series of berms will combine to create an internalized parkland system that is connected directly to the Town Center. Any plant and tree growth will be drought-tolerant, building on the sustainable character of the development. Similar design elements will

be mirrored throughout the streetscape to create synergy and continuity. Streets and parking lots will follow strict landscaping criteria in order to create a pleasant outdoor environment in an urban context.

12.5.3 Massing & Building Form

The mix of appropriate building types and form will define the public realm and urban open spaces of the Town Center. In this respect, massing and form will generally be human-scale in design so as to maintain the intimate urban atmosphere of the development. While massing is generally uniform throughout the project, building forms - including iconic structures and mid-density single-use commercial towers - provide architectural focal points.

As a rule, buildings house three stories of residential over one level of commercial space. By doing so, buildings will relate intimately to the street and sidewalk despite their moderate height. Entries, canopies, arcades and other features will help achieve this by creating safe, pleasant walking environments. Moreover, the massing and orientation of buildings should promote active commercial activity at grade, support public transit access and respond to public and open spaces.

Buildings at the heart of the project will also provide smooth transitions between the commercial core and the more residential and office neighborhoods around the periphery. Access to the main commercial area from the latter areas should also be maximized. Buildings will be tallest at the center of the project, but generally a consistency in building form is maintained to create continuity within the Town Center.

12.5.4 Building Height, Setbacks & Bulk Criteria

Building heights will be determined in accordance with a consistent street front, orientation to the town center, and human-scale design. Floor-to-floor heights will be a minimum of 12 feet with retail elevations a minimum of 14 feet. Most buildings will be a maximum of four stories tall, with the

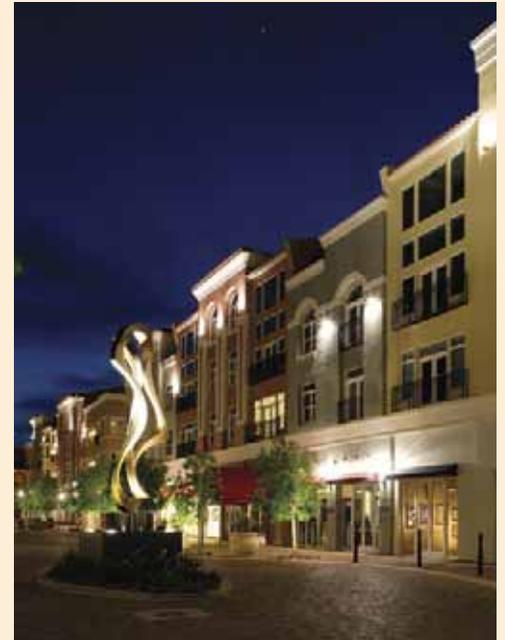


Fig 12.193 Typical massing and height of Town Center buildings



Fig 12.194 A combination of surface and structured parking will support the Town Center, including shared parking between land uses

exception of single-use civic, transportation, and single-use commercial office buildings.

In general, setbacks in the Town Center district are meant to be minimal in order to create a dense, urban, mixed use environment. Front setbacks are to be set against the right-of-way. Secondary streets in the Town Center follow the main setback criteria.

12.5.5 Parking Design

In general, it is encouraged that parking and parking structures be shared between adjacent land uses as much as possible. Parking is to be accommodated behind the street shops, and preferably in deck parking that is covered by garden terraces allocated to residents living above the ground floor retail units. Generally, all surface parking will be located behind the building.

Street parking will also be a feature of the Town Center. In order to create a Main Street environment along the main boulevard with continuous frontage of appropriately designed retail shops, streetscape and access, parking must be accessible from the street. Secondary streets in the Town Center should also adhere to Main Street principles while catering to service and parking access, etc. Parking types may include parallel and angled parking.

CHAPTER 13:

LANDSCAPE GUIDELINES

13.1 Objective

The purpose of the Landscape Design Guidelines, in conjunction with the design principles discussed in this document, is to provide direction to create, define and guide the character of Desert Gateway, ensuring the development meets Desert Gateway standards of excellence. These guidelines use the water budget approach modeled after the Alliance for Water Awareness & Conservation (AWAC) Model Landscape Ordinance, Section 5 through Section 9 to uphold the projects commitment to sustainable design.

The Landscape Design Guidelines Principles and water budget are intended to reinforce the community making principles of this plan and to describe the landscape design intent for Desert Gateway. These principles provide a specific framework and direction for these design guidelines.

13.2 Landscape Design Principles

The Landscape Design Principles are intended to provide guidance for the provision of landscapes throughout Desert Gateway and seek to achieve a system of landscapes and open spaces that are viable and sustainable. The landscape design principles recognize that technologies will change and advance significantly throughout the construction lifecycle of Desert Gateway, and as such, are intended to function as a living document.

The following principles have been established as benchmarks of performance:

- The landscape design should seek to utilize current best practices in sustainable site development and be adaptable to new technologies as they prove themselves reliable. It should be an exemplar of sustainable urban site development.
- The landscape design should provide an interconnected hierarchy of green spaces at a variety of scales, including major parks, minor parks, corridors, public open space and private landscapes.
- The landscape design should seek to enhance overall quality of life by providing recreational opportunities that promote a healthy lifestyle, are safe and complement the well-being of its residents.
- The landscape design should improve the visual quality and amenity values of Desert Gateway.



Figure 13-1 Near Town



Figure 13-2 Near Town



Figure 13-3 Near Town



Figure 13-4 Near Town

13.3 Landscape Design Goals

This section describes the Landscape Design Goals for Desert Gateway which are intended to guide the provision of landscapes throughout Desert Gateway. The following goals have been established as benchmarks of performance:

- The landscape design, both public and private, should create a strong community identity for Desert Gateway and enhance the community making principles described in this plan.
- The landscape shall be designed in a manner that integrates Desert Gateway into the existing landscape context of its setting, while creating a unique environment that has a strong and distinctive sense of place.
- The landscape design of Desert Gateway shall incorporate infrastructure elements where appropriate to enhance functionality throughout Desert Gateway.
- The landscape design of both public and private, should encourage pedestrian and bicycle access throughout Desert Gateway.
- The landscape design of Desert Gateway should provide open space places and play areas that are meaningful to the residents.
- The landscape design of Desert Gateway should establish a landscape that maximizes the future opportunities for sustainable landscapes.

13.4 Sustainable Landscape Goals

The following goals have been established to support, where environmentally responsible and feasible, the provision of a sustainable landscape for Desert Gateway:

- Sustainable materials should be used in the construction of landscapes at Desert Gateway. These materials may include recycled materials, materials able to be recycled and/or 'green' products.
- Plant materials that require lower water use than adjacent communities should be used and the re-use of recycled water should be established.

- Site storm drainage conditions should be evaluated and, where consistent with current best practice, should be managed to reduce run-off and promote re-use of stormwater in the landscape.
- Plant materials should be selected to provide a valuable landscape amenity that is both attractive and meets the sustainability goals of Desert Gateway. Plants should be selected based upon their reduced demand for water, fertilizers, pesticides and maintenance as well as their potential to provide habitat value for residents and potential fauna.
- Paving materials should be selected to enhance the sense of a quality environment, be consistent with the adjacent architectural design guidelines and promote the sustainability goals in general.
- Lighting should promote public safety and a “Dark Sky” through the use of cut-off fixtures and other means of minimizing light spillage and pollution.
- Site furniture including signage, seats and benches, litter receptacles and other furniture elements should be designed and constructed to promote principles of sustainability.

13.5 Landscape Zones

A landscape should be established in Desert Gateway that is thematically drawn from the natural landscapes of the region.

Thematic elements may be drawn from the natural landscapes, and urban landscapes found in the region. Each theme should be used as a guide to the landscape design and plant selection and should be developed with the primary goal of integrating Desert Gateway into the surrounding landscape in a compatible manner while establishing a coherent and unique place.

The intent of the Landscape zones is to provide a unifying element to the project while providing a unique sense of place for each village and district that is appropriate to the context of Desert Gateway. These zones should be innovative in order to best meet the demands of a growing and vibrant community.



Figure 13-5 Near Town



Figure 13-6 Near Town

13.5.1 Thematic Landscape Zones

The Landscape Zones are intended to provide guidance on the thematic landscapes within the developed areas of Desert Gateway and is intended to complement the neighborhood types described in this plan. The following landscape themes have been developed from settlement patterns in the region itself and may be used for both broad scale land uses and individual site landscapes within Desert Gateway:

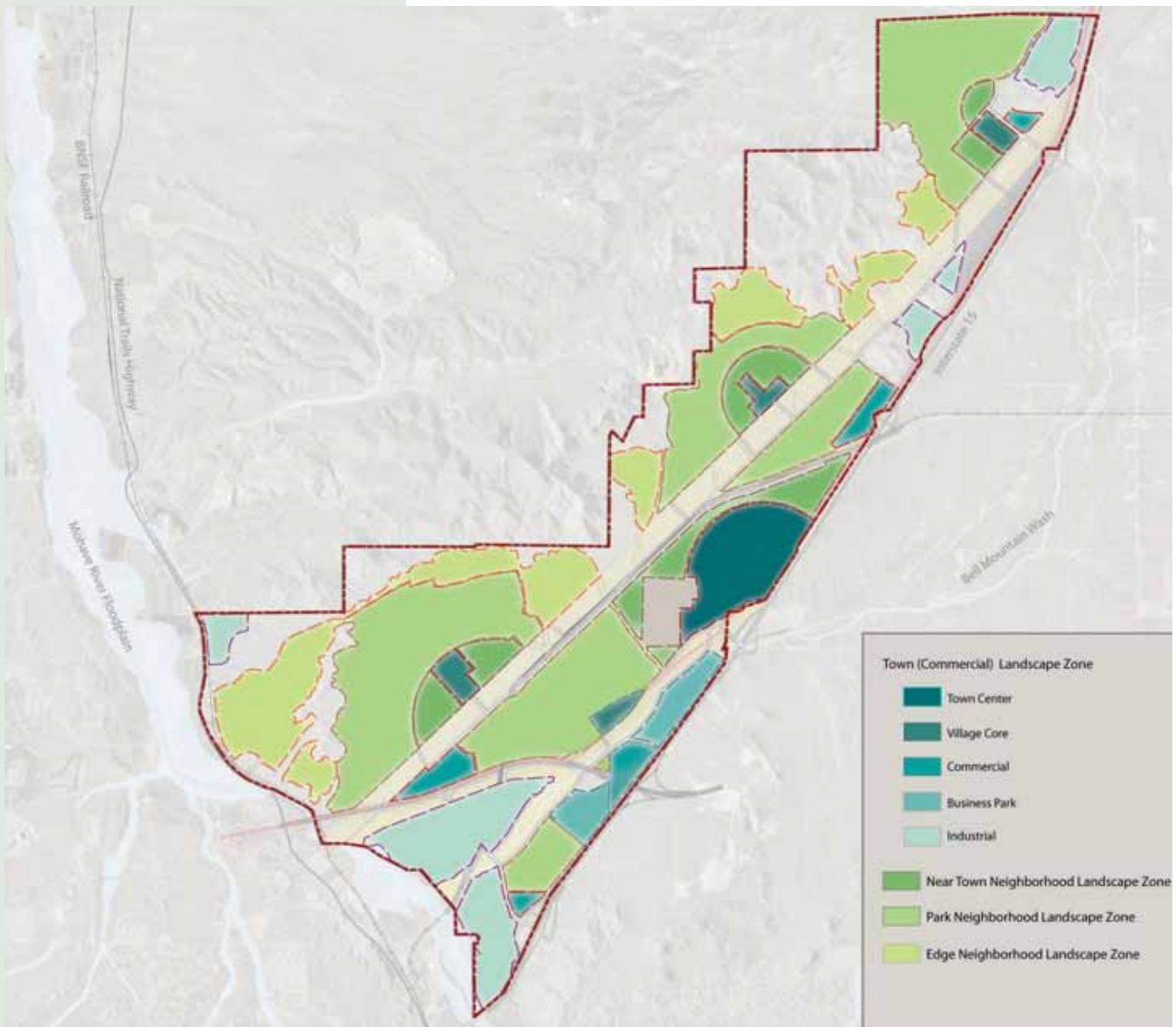


Figure 13-7 Thematic Landscape Zones

Town Landscape Zone

The goal of the Town landscape zone is to produce landscapes that are civic in design and reflect a more public provision of open space. The Town landscape zone should be urban in intent and should be designed to provide higher levels of use by residents and visitors to Desert Gateway. This zone should encompass areas such as the Town Center, Village Cores or commercial sites.

The landscape within the Town landscape zone should be more formal and architectural in nature, complementing the urban form. The use of tree wells or raised planters and paving should be used instead of fully landscaped parkways. Trees should be open and airy to allow for visual exposure of shops to marketing opportunities while providing a comfortable environment for pedestrians.

Well articulated nodes and plazas with paving, special landscape features, and specimen planting may be developed for events or as gathering places for guests, residents and employees.



Figure 13-8 Town Landscape



Figure 13-9 Near Town

Near Town Neighborhood Landscape Zone

The goal of the Near Town landscape zone is to produce landscapes that are vibrant, reflect a diversity of uses and are cores of neighborhood activity in these areas. The Near Town Neighborhood landscape zone, like the urban areas, should have an urban design intent. This zone should encompass near town neighborhoods which are higher in density and may include mixed use.

The landscape within the Near Town Neighborhood should still have most the formality of the Town, but should start to transition into a slightly less formal landscape. Street trees should be formally spaced to reflect the tighter building setbacks. Shrubs and groundcover may be less architectural in form and parkways between the curb and sidewalk may be full landscaped with drought tolerant ground cover. Turf may be used in select areas where most effective.



Figure 13-10 Park Neighborhood



Figure 13-11 Open Space

Park Neighborhood Landscape Zone

The goal of the Park Neighborhood landscape zone is to provide a range of recreational open spaces that are of a scale complementary to the housing in that area. The Park Neighborhood landscape zone should be more suburban in design and should form a transition between the urban and near town landscapes and the edge neighborhoods. The landscape design should reflect the intent of the park to be a social space for neighborhood residents.

Parks within the Park Neighborhood should have a formal geometric shape and be surrounded by streets. The parks should also have a variety of active and passive play areas to provide a wide variety of resident needs--both physical and cultural.

The landscape within the Park Neighborhood should be less architectural while still keeping a formal street tree pattern. The Park Neighborhood has the most diverse plant palette of all the zones. Turf may be used in select areas where most effective.

Edge Neighborhood Landscape Zone

The goal of the Edge Neighborhood landscape zone is to provide a visual and functional transition between Park Neighborhood and the surrounding open space. The Edge Neighborhood should be more rural in design and should encompass edge neighborhoods and lower density neighborhoods near the outskirts of Desert Gateway. The design should be innovative in order to reduce water demand and meet contemporary needs for open space while integrating sustainable landscape principles and goals.

The landscape should be informal in nature. The plants selected for this zone should be drought tolerant, informal in character and should be low maintenance. Natural landforms should be preserved where practical. Landscape should be in random, natural patterns with a concentration near activity nodes.

Arroyos, Easements and Natural Open Space

Arroyos and easements should be more natural in design while including an enhanced concentration of landscape elements in key locations.

Refer to Chapter 14 Implementation, for funding applications for special landscape and streetscape areas.

13.6 Landscape Design Guidelines: Community Elements

This section describes common elements that contribute to the overall community making principles for Desert Gateway.

13.6.1 Streetscapes

Streets provide a valuable resource for Desert Gateway, not only by providing physical connections but also by providing a venue for people to meet and interact with each other. Streets should be regarded as valuable public spaces with emphasis placed on provision of canopy and shade trees to promote social interaction, activity, and to reduce heat island impacts caused by large amounts of unshaded paved surfaces.

Street planting should include a mixture of formal and informal planting dependent upon their function, intensity of use and scale within the project. Larger and busier streets should be more formal in their design in order to reflect the denser community fabric anticipated adjacent to these streets. Adjacent land uses should also impact street design, especially in areas like the Town Center and commercial areas, where careful placement of trees with clear stems will provide valuable environmental improvement and maintain views to shop windows and entrances. Similarly, very low density residential areas may have more informal groupings of trees dependent upon driveway locations, park locations, access to bike pathways or other site features.

Street trees should be selected from the planting matrices included in these design guidelines and should be chosen for their form, canopy and ability to prosper in the locations proposed. Intersections and entries to individual development properties may be planted with unique species, if desired, but should be consistent with the design and context of that particular project within Desert Gateway.

Street trees should be planted on both sides of each street and should initially be fixed with tie-downs to prevent plants from being damaged during wind storms. Larger trees may be planted along streets to establish the importance of a street within the overall framework of Desert Gateway.

Both formal and informal planting patterns and a variety plant materials should be used to promote a diverse streetscape. A greater formality in plant structure and landscape materials is preferred in the Town Center, and Near Town Neighborhoods. The mature scale and growth habits of street trees should be considered in determining their placement in order



Figure 13-12 Streetscapes



Figure 13-13 Streetscapes



Figure 13-14 Arterial Streets

to maximize their value to the project and provide scale and articulation of building entries.

The landscape strips within or adjacent the right-of-way of streets may be designed to incorporate passive storm water management, including low flow storm drainage channels, bio-swales, bioremediation trenches and other forms of sustainable storm water management where feasible.

The establishment of high water-use plant, such as turf, within the streetscapes should be restricted.

Permeable surfaces meeting ADA requirements for universal access may be used for sidewalks and recreation pathways.

All street trees should be a minimum 24" box tree. Any trees within five (5) feet of paving or utilities should provide root barriers.

A streetscape concept for Desert Gateway Boulevard, arterials and collector streets shall be included as part of the Preliminary Development Plan.

There will be nine (9) basic street types interlaced throughout Desert Gateway and their landscape designs should seek to reinforce the community building principles described in this plan. The street types are:

Arterial Streets

The Arterial Streets within Desert Gateway will form the major entries into the project as a whole and will be the first introduction to Desert Gateway for visitors. Arterial streets should be designed to embrace a landscape theme throughout the plan. Parkways will have upright trees that should have a formal spacing pattern. Arterial streets will have medians and parkways that should be landscaped with shrubs and groundcover, not turf. Any area not covered in plant material should be covered with decomposed granite or other rock. Placement of larger trees in the landscape strip should be carefully integrated with the built form of the street wall to reduce the scale of large structures, provide shade and promote easy pedestrian circulation along the sidewalks.

Desert Gateway Boulevard

Desert Gateway Boulevard should be designed to connect the Village cores within Desert Gateway. The landscape within the boulevard should include upright, canopy trees with a formal spacing, and shrubs and groundcover for accents. A formal spacing of trees along the boulevard should provide shade for pedestrians and indicate its importance.

Views to and from the Boulevard should be considered when developing the planting schemes for the road corridor. Key views within Desert Gateway should be given priority through reduction in planting density and framing of views with planting.

Town Center Boulevard / Town Center Collector

The Town Center thoroughfares will need to portray an element of surprise and excitement. Elements that influence and add to the streetscape include lighting, signage, architecture, paving patterns, specialty planting as well as encroachments into building setbacks such as seating areas. These elements should evolve over time and even change with the seasons, creating a different experience for guests each time they visit. Town Center Boulevard landscape should be architectural in nature and should not detract for the Town Center uses.

Collector Streets

The Collector Streets within Desert Gateway will form the primary circulation routes. Collector streets should be designed to embrace the landscape themes described in this plan, and may include central landscape medians and separate bicycle pathways. Placement of trees in the landscape strip should be carefully integrated with the built form of the street wall to reduce the scale of large structures, provide shade, and promote easy pedestrian circulation. Shrubs and ground cover should be used within the landscape parkway. Any area not covered in plant material should be covered with decomposed granite or other rock.



Figure 13-15 Town Center Boulevard



Figure 13-16 Collector Street



Figure 13-17 Main Street



Figure 13-18 Rural Roads

Main Street

The Main Street are part of village commercial spines in Desert Gateway and should be designed to reflect its role as the major civic, retail and entertainment center of the project. Trees in tree wells spaced at regular intervals should be integrated, providing a coherent scale between building elevations and sidewalks, and promote easy pedestrian circulation and gathering. Trees along the Main Street should be upright, formal and airy to allow views of the stores. Raised planters may also be used to provide seating areas.

Local Streets

The Local Streets within Desert Gateway will provide the day-to-day access to homes within the project. Local streets should be designed to embrace the landscape themes described in this plan. Shrubs and groundcover may be used within the landscape parkways. Any area not covered in plant material should be covered with decorative bark or decomposed granite.

Rural Roads

The landscape within the Rural Road streetscape should be an irregular planting pattern. The plant palette should incorporate vegetation that is informal in form and texture. Bio-swales should be incorporated to reduce runoff. Any area within the parkway not covered in plant material should be covered with decorative bark, decomposed granite or small rocks.

Alleys

The Alleys within Desert Gateway will provide access to homes within any portions of Desert Gateway served by alleys. Landscape planting should be incorporated where possible. Alleys provide an important place for community building acting as an extension of backyard activities. Alleys should be designed to be low speed circulation zones, minimize non-permeable pavement, and provide shaded venues for informal ball games and other non-organized play.

13.6.2 Edge Conditions

Traditionally, the edges of towns are diverse landscapes reflective of rural land uses and the urban areas that abut them. Each edge condition should be designed to provide an integrated landscape that is diverse yet consistent with the overall scale and land use patterns of the adjacent uses.

Landscape should act as effective yet simple transition between the natural open space and urban landscapes of Desert Gateway. Three (3) major edge conditions are described below. The landscapes along these edges should be designed to be consistent with the landscape themes described in this plan and be of a scale that reflects adjacent land uses.

The Foothill Edge

The Foothill Edge offers a significant opportunity to create an integrated edge with open space through careful placement of buildings, crafting of site grading and careful placement of trees and other landscape features. The design should be drawn from the Edge Neighborhood landscape theme described previously and should be of a small scale in order to promote a seamless edge between the edge of the project and the foothills beyond.

The Mojave River Edge

The River Edge is an important boundary to the Desert Gateway Community, forming a concise edge. The Mojave River is vegetated with native species and provides a natural corridor. Consistent with this plan, the landscapes of the River Edge should be designed to protect and enhance the natural functions of the river and the flood plain and embrace the design themes described in this plan. Landscape design should incorporate the natural processes in action along the Mojave River.

Interstate 15 Edge

Interstate 15 clearly defines the south eastern edge of Desert Gateway. The Interstate Edge also provides a significant opportunity to integrate Desert Gateway with the surrounding landscapes of the valley. The design should enhance the visual quality of the project, but not detract from the visibility of the commercial uses and the Mixed Use Town Center.



Figure 13-19 Foothill Edge



Figure 13-20 Edge Condition



Figure 13-21 Walkways



Figure 13-22 Walkways

13.6.3 Pedestrian Pathway Network

Pathways form a valuable part of Desert Gateway's circulation network by providing a venue for active and passive recreation as well as social interaction. A comprehensive bicycle and pedestrian pathway network should be established throughout Desert Gateway.

The pedestrian network at Desert Gateway consists of two primary components: walkways and pathways. Walkways and pathways will provide not only social and recreational opportunities for the residents but also an alternative mode of transportation. The two systems should be planned and integrated seamlessly to provide a meaningful pedestrian connection to the various destinations within the project.

As with the parks and open spaces, planting along the pedestrian network is intended to provide shade, promote activity and reduce the heat island effect due to large amounts of unshaded paving. Plantings should include both higher concentrated nodes and more naturalized in other areas. It should provide residents and visitors with a meaningful experience of public space, that is educational and promotes active participation and healthy lifestyles.

Design should be drawn from the landscape themes described previously. It should seek to provide a diverse landscape that meets the recreational and connectivity demands of the project while enhancing the community building principles described in this plan.

Walkways

The walkway system is typically located adjacent to the streets, may be separated from the curb by a landscape parkway or, in the case of an urban area, may extend all the way to the curb. The walkway width will vary depending on the classification of the streets and the development intensity of the built environment. The provision of street trees, appropriate signage, lighting and pedestrian crossings, together with the neighborhood crafting principles set forth in the design guidelines, are all important elements that will greatly enhance the visual experience and safety of the walkway system.

Pathways

The off-road walking and biking pathways will provide a different experience for Desert Gateway residents and visitors. They should typically be located in arroyos, linear parks, easements and other open space areas. Pathways emphasize a more recreational use and should include routes that contain viewpoints and vista corridors, scenic diversity, interesting land forms and natural features. Their width should accommodate expected levels and types of use, safe passing and periodic turnouts. Amenities may include benches, trash receptacles, dog waste bag stations, lighting and appropriate signage. The pathways should have a coherent and recognizable design throughout the system. The trail surface should be appropriate for a variety of uses, easy to maintain and help minimize runoff and erosion.

13.6.4 Signage and Graphics

A coherent signage and graphics strategy should be developed that integrates and enhances the community building principles described in the Specific Plan. The goal of this section is to outline the typical signage types that will be installed in Desert Gateway and describe restrictions on the signage.

Signage has the ability to greatly improve access throughout the project, build neighborhood identity and establish graphic standards that enhance an overall sense of community and place. Similarly, uncontrolled signage has the ability to detract from the design consistency and may detrimentally impact the quality and consistency of the pedestrian and vehicular environment.

Typical allowable signage types are described below:

Street Signage

Street signage should be provided to establish clear access and promote a sense of community. Design of the signage should embrace the design of adjacent neighborhoods.

Open Space Signage

Open space signage should be installed in all parks, linear parks and trailheads and may provide areas for community notice boards and maps that illustrate connections to the bicycle and trail network. Signs should be clear, simple and elegant. Where reasonable, multiple directional signs should be grouped to reduce the number of signs installed in parks and along the trail network.



Figure 13-23 Pathways



Figure 13-24 Pathways



Figure 13-25 Open Space Signage

13.6.5 Monumentation

Gateways and monumentation are an important part of Desert Gateway’s identity by contributing to the arrival experience. Monumentation is the initial impression given to guests and residents indicating that they are entering to a place of distinction.

There should be a hierarchy of gateways throughout the project. The grandest and most important are the monuments located at the entrance of Desert Gateway from the freeways. Village level gateways are important as well, but are less grand than the project level monuments. Commercial and industrial districts should have gateways, monumentation or signage that clearly indicate the name of the project and the businesses within the area.

Principal Village and District gateways into Desert Gateway should be articulated through the use of landscape features such as vertical monumentation, and highly enhanced planting. Special paving and decorative light fixtures may also be used for structure along with accent planting.

Landscape treatment of these entries shall maintain adequate sight lines for vehicle safety. Particular care should be taken in placing trees and hedges at gateways to ensure public safety. Signage at entries into individual development and building sites should be discouraged as these are not compatible with the community building principles described in this plan.

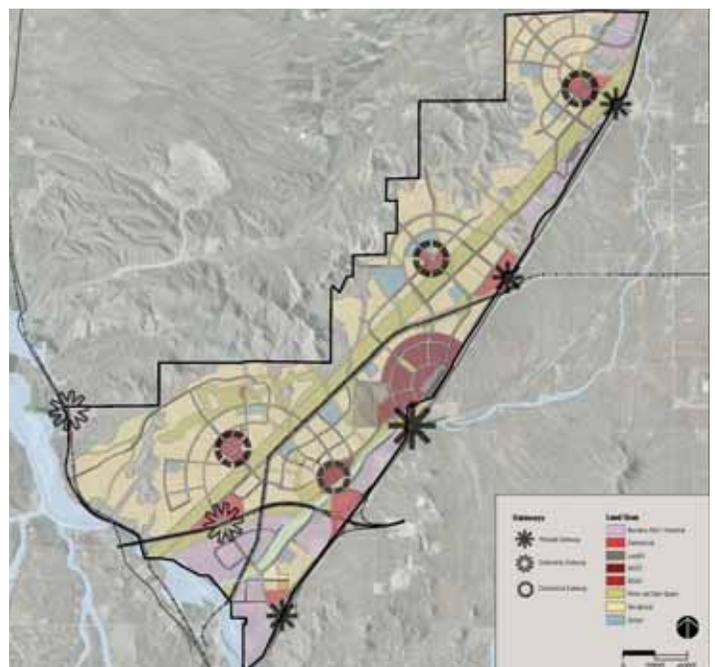


Figure 13-26 Monument Locations

13.6.6 Lighting

Lighting will be integral to the establishment of an overall sense of well being and safety throughout the project. Appropriate levels of illumination will enhance the sense of community through establishing pools of light at critical areas such as ball courts, project entries, intersections and play areas. Lighting should also be used to accent walkways, entries, and seating areas.

Light fixtures should be selected to be consistent with the landscapes of each park and open space with emphasis placed on high-use areas and those bounded by greater building mass and/or density. Varying standards for light fixtures should be imposed for use throughout the project since light fixtures have the ability to add to the sense of neighborhood identity. Lighting should be selected to meet “dark sky” and sustainability principles.

Where necessary, photometric studies shall be completed by a certified lighting engineer to ensure adequate light levels for streets, parking lots and commercial locations. Lighting should be designed to be consistent with City regulations and should seek to maintain and enhance dark sky principles, including:

- Restricting light pollution by installing cut-off light fixtures that direct light downward
- Restricting energy usage through selecting light fixtures that accept low wattage bulb options and offer a balanced light spectrum

General lighting requirements are described below:

- Outdoor lighting should be designed to minimize light spillage onto adjacent properties
- All light fixtures should be shielded to conceal the light source and eliminate glare
- White light sources should be strongly encouraged since they provide better color rendition and improved visibility
- Light hardware should be selected to complement the landscape and architectural expression of public spaces and homes
- Light sources that operate from dawn-to-dusk should be completely shielded



Figure 13- 27 Accent Lighting



Figure 13-28 Street Lighting



Figure 13-29 Residential Lighting



Figure 13-30 Commercial Lighting

- Exposed lamps should not be allowed in decorative fixtures
- All large area luminaires should be required to have housings that provide full cut-off and prevent uncontrolled light spillage to adjacent residential properties

The following light types have been identified for use at Desert Gateway:

Street Lighting

Street lighting should be installed on all streets, operating from dusk until dawn, and be consistent with City regulations. Light fixtures should be selected to meet dark sky criteria and be of a design that reinforces the uniform aesthetic of surrounding street furniture and signage.

Park Lighting

Park lighting should be installed along all walkways consistent with City regulations. Light fixtures should be selected to meet dark sky criteria and should be consistent with the design of each park, including park furniture and signage, to provide a more uniform aesthetic.

Sports Field Lighting

Sports field lighting should be installed on fields where operational hours extend into evening hours in order to maximize use of these facilities. Lighting of sports fields should be placed on a timer, and consistent with operating requirements, to minimize light pollution and reduce energy usage during periods of low or no use.

Parking Lot Lighting

Parking lots should be equipped with a range of light fixtures. Preference should be given to building-mounted fixtures located so as to not impede light spread to the ground plane and major pedestrian paths. Where night use is limited, light levels should be connected to a timer that will dim lights to a lower level of intensity after the adjacent facility closes, providing sufficient light for safe egress from the buildings as needed.

Commercial Lighting:

Town Center and Village Core Lighting will be reviewed as part of a preliminary development plan, pursuant to Policy 14.3.2.

13.6.7 Site Furniture

Site furniture should be provided and be dispersed throughout the public realm of Desert Gateway to provide opportunities for the residents and visitors to gather at key locations.

Additionally, opportunistic seating should be promoted, through the location of appropriately sized landscape elements such as rocks, play structures, walls and other landscape elements, should more formal seating not be readily available.

Other site furniture should include bicycle parking, litter bins, recycling bins, bollards and other traffic control devices. These should be selected, where necessary and desirable, to be complementary to the adjacent development and the community building principles described in this plan.

Transit Shelters

Bus and transit shelters will provide a valuable community resource for Desert Gateway. In addition to providing a location to wait, bus and transit shelters are also a valuable tool in defining the look and feel of the area as a whole.

Bus and transit shelters should be provided at all shuttle stops and at designated intersections along planned bus routes. These shelters should be located adjacent to major neighborhood gathering places such as neighborhood commercial areas, parks, schools and major activity generating land uses.

The design of the bus and transit shelters should embrace sustainable principles through potential use of solar energy to provide lighting in evening hours as well as providing efficient shading and shielding of passengers from inclement weather. Bus and transit shelters should be located to give clear lines of sight for passengers viewing approaching buses and trains from both standing and seated positions within the shelter. ADA principles should be used to promote easy entry and exit from buses and trains and to promote universal access to this valuable resource.

Detailed design of bus and transit shelters should be architecturally unique to Desert Gateway as a whole, yet may be modified to reflect the adjoining land uses and neighborhoods.



Figure 13-31 Site Furnishing Example



Figure 13-32 Transit Shelter Example



Figure 13-33 Transit Shelter Example



Figure 13-34 Backyard Wall

13.6.9 Fences and Walls

The intent of fences and walls is for either visually defining a useable space, such as sitting areas, public safety, protection or for grade-related issues. These elements should be designed to complement the related landscape and architectural design.

Fences and walls should be designed as integral building and site design elements. The materials and colors of walls and fences should be designed to complement the visual integrity of the larger area rather than the individual units.

The following additional guidelines should also be followed:

- Fences that are visible from the street should incorporate more detailing than fences that are predominantly out of public view.
- Special accent treatments such as arbors or archways are encouraged for use at key locations such as entries to housing or within parks.
- Trellises used in conjunction with fences and building design may be used to add to architectural authenticity and variety.
- Taller fences may be placed along rear or side property lines. Chain link fences are not be allowed in Desert Gateway, except for the purpose of temporary site protection during construction.
- Long expanses of fence or wall surface should be designed to prevent monotony.

Residential Fences

There are two different residential fence types in Desert Gateway: front yard and rear/side yard. Each plays an important role in the character of the project's streetscenes, making fence locations critical.

A three (3)-foot-high maximum front yard fence or wall is allowed only in the SF-L land use category as a way to define the transition between the street and the frontyard. Fences and walls should be consistent with the architectural style of adjacent housing. The use of front fences is most appropriate with lower density structures such as detached homes or traditional town houses. Low fences are generally not encouraged on larger multi-family buildings or "tuck-under" buildings.

Multifamily units should include a maximum six (6)-foot-high fence or wall that is at least 75 percent non-

view-obscuring. Perimeter walls of split-face rock or other appropriate material shall be provided for all tract developments.

Landscape and/or grading may be necessary to ensure flexibility in the location of fence and wall returns. In the case of rear/side yard fences and walls along streets, the landscape zone should be increased in width to allow the fence and/or wall to return to the back of the front fence.

Rear / side yard fencing return should end toward the back half of the house so as to be less visible from the street.

Non-Residential Fencing

Fences and walls are not allowed in non-residential areas in Desert Gateway except where required for safety, grading, or security purposes, or to screen loading, storage, or mechanical equipment. Fences and walls should be designed to be consistent with the architectural design of the associated buildings and, where possible, be fully integrated into the landscape design of each individual property.

13.6.10 Irrigation

Single family residential houses should be encouraged to have an automatic irrigation system installed before they are occupied. All public areas, streetscapes, multi-family parcels and non-residential uses shall have a permanent automatic irrigation system. Drip irrigation systems should be used where practical (excludes turf areas).

Non-permanent, above ground irrigation systems may be used in areas that will eventually revert to natural conditions.

If available, reclaimed water should be used in public and commercial areas.



Figure 13-35 Industrial Screen Walls



Figure 13-36 View Fencing



Figure 13-37 Drought Tolerant Front Yard Landscape



Figure 13-38 Screening and Foundation Planting

13.7 Residential Landscape Design Guidelines

The landscaping within the residential neighborhoods of Desert Gateway provides a valuable resource for the project as a whole and offers the ability for each homeowner to customize their lot.

Landscape themes for residential landscapes at Desert Gateway should be based on examples prevalent in the region and should complement the architectural style of each individual home. These residential landscapes should also provide a contemporary and water sensitive interpretation of typical domestic landscapes.

Regardless of landscape theme, plantings should be designed and selected to minimize the use of irrigation beyond an initial plant establishment period of two (2) years. Plant materials tolerant of growing conditions in the region and those that typically require less irrigation than traditional ornamental landscape species should be used.

Hedges, fences and walls often mark the front yard perimeter and assist in defining the public street edge. Behind this edge is typically a mix of perennials, succulents and native shrubs and ornamental trees. In Desert Gateway, the front yard landscapes should seek to be more contemporary in their installation in an attempt to further implement water conservation measures in the landscape.

Front Yard Landscapes

The front yard landscape area includes the area from the front of the home, side yard and walls to the street. The design for the front yard landscape shall relate to the landscape theme and individual architectural style of the home. The front yard landscape for each home shall be specifically designed for the actual configuration of the lot and shall consider adjacent housing and other land uses, solar orientation, views, access and visibility in defining plant and tree locations.

Any area not planted should be covered with decomposed granite or small stones.

Planting in the front yard landscape shall utilize a combination of plantings types, which include screen planting, formal / informal hedges, field planting, foundation planting and enhanced planting

Screen Planting

Screen planting shall consist of a diverse combination of large and medium shrubs and vines. The goal of screen planting shall be to reduce the scale of large blank walls and facades, and to provide separation between adjacent land uses.

Formal Hedge Planting:

Formal hedge planting shall consist of a limited combination of medium or small shrubs, capable of being clipped to shape. The goal of formal hedge planting is to act in lieu of fences in defining boundaries or for screening of adjacent uses where space is restricted.

Informal Hedge Planting

Informal hedge planting shall consist of a combination of medium and small shrubs and may potentially be clipped to shape. The goal of informal hedge planting shall be to provide boundary definition and low scale screening that is integrated into field planting.

Field Planting

Field planting shall consist of a wide array of species from small trees through large, medium and small shrubs and ground covers. The goal of field planting is to provide a diverse planted landscape that covers large areas of the front yard, reduces water demand and provides an attractive and patterned landscape to the front yard landscape.

Foundation Planting

Foundation planting shall consist of small and medium shrubs. The goal of foundation planting is to provide screening of a home's foundation and provide screening of unsightly elements such as air conditioning units.

Enhanced Planting

Enhanced planting shall consist of a wide variety of plant species, so as to provide visual and functional interest to the front yard and to enhance the entry experience and views from the home. The goal of enhanced planting is to provide each homeowner with a customizable landscape including elements such as pots, small water conserving features, arbors, trellises and the like.



Figure 13-39 Screen Planting



Figure 13-40 Informal Hedge Planting



Figure 13-41 Medians in the Town Center



Figure 13-42 Landscape in Commercial

13.8 Non-Residential Landscape Design Guidelines

The landscapes within non-residential use areas of Desert Gateway should provide a valuable resource for the area as a whole and should be landscaped for its maximum use, provide locations for employees and visitors to gather and be a significant visual amenity.

Landscape themes for non-residential landscapes in Desert Gateway should be based on examples prevalent in Southern California, and should complement the adjoining architectural style.

Regardless of the landscape theme, plantings should be designed and selected to minimize the use of irrigation and should focus on the use of plant materials tolerant of growing conditions in the region.

The landscapes associated with non-residential uses should be eclectic with a mix of mature landscapes incorporating perennials, succulents, shrubs, shade and ornamental trees. In Desert Gateway, the non-residential landscapes should provide a more project-oriented landscape that promotes a sense of gathering and comfort in both public and private landscape spaces alike. Wherever possible, water conservation techniques should be integrated into the landscape design.

This section illustrates key elements and design strategies for non-residential uses in Desert Gateway. The guidelines recognize that each owner or tenant may desire to customize their landscape and, as such, describe a minimum level of landscape.

Town Center

Landscapes in the Town Center should be designed to allow for a diverse range of activities and events from strolling and sun bathing to parades, community festivals, farmers markets and other special events that help build a sense of community. Consequently, the Town Center should include a range of landscape spaces that offer both formal and informal gathering locations in both hard and soft form. Wherever possible, sidewalks should offer clear lines of sight to commercial premises, be protected from the elements by either shade trees or awnings and incorporate a consistent design for street furniture, signage and landscape elements. Gathering spaces and communal areas should include seating opportunities both formal and opportunistic, such as low walls and landscape berms. Consideration of special event signage should be included in the form of changeable event signs on lamp posts and other vertical elements in the landscape.

Landscapes within the Town Center should seek to maximize display windows for retail establishments wherever possible. Formal dining and seating opportunities should be encouraged adjacent to dining establishments and these areas should be landscaped with shade structures and space separators such as modest walls, fences and grade separation.

Commercial

Landscapes in the commercial areas within Desert Gateway should be designed to accommodate a range of activities and events that support the adjacent enterprise and develop a design that is consistent with the adjoining architectural style. The commercial areas should include a range of spaces that offer both formal and informal gathering locations, including formal and opportunistic seating opportunities. Sidewalks should offer clear lines of sight to commercial premises, be protected from the elements by either shade trees or awnings and incorporate a consistent design for street furniture, signage and landscape elements.

Industrial

Landscapes in the Industrial areas within Desert Gateway should be designed to accommodate employees of the area as well as present an attractive land use. These landscape areas should include a range of spaces that offer informal gathering locations. Wherever possible, sidewalks should be planted with shade trees and the ground plane and landscape planting should incorporate a consistent design for signage and landscape elements.

Landscapes in the institutional areas within Desert Gateway, which include schools, community centers and other public facilities, should be designed to allow for the anticipated users of each facility. They should be scaled and organized in a clear plan reinforced by plant materials with the goal of articulating clear access and connections to Desert Gateway.



Figure 13-43 Landscape in Industrial Area



Figure 13-44 Landscape in Business Park



Figure 13-45 Industrial landscape



Figure 13-46 Parking lot landscape

13.8.1 Landscape Setbacks

This section describes minimum standard landscaping requirements for building setbacks in non-residential areas of Desert Gateway.

- Trees shall be incorporated into the landscape setback in the front of buildings. Where feasible, trees should be incorporated into side setbacks, especially where adjacent to residential.
- Low water demand groundcover should be provided for a majority of the common areas (with the exception of zero lot line mixed-use buildings).
- Shrubs and succulents should be provided for in the common areas (with the exception of zero lot line mixed-use buildings).
- A mixed palette of groundcover, shrubs and succulents should be installed in private courtyards where these occur on natural ground.
- Common areas should provide for small gathering areas by providing a diverse range of landscape spaces including seating areas consistent with the intended use of the facility.
- Adequate lighting and signage should be incorporated to enhance the facility's ability to function and should be managed to reduce energy demand.

13.8.2 Landscape Buffers

Visual buffers should be used when residential and non-residential uses are adjacent to each other. These buffer should include building setbacks, trees or large shrubs, berms or walls.

13.8.3 Parking Lots

This section describes minimum standard landscaping requirements for parking lots in non-residential areas of Desert Gateway.

- Trees shall be a minimum of 24" box or larger.
- Planters shall be a minimum interior dimension of five (5) feet
- Tree wells shall have one (1) shade tree per eight (8) parking stalls.
- Landscape islands shall have two (2) trees per twelve (12) parking stalls.

- Clear circulation paths for both pedestrians and vehicles. Curb cuts and entry drives should be reduced to the minimum number required to provide a functional parking lot. Parking lots on adjoining commercial and retail properties should be connected internally to avoid traffic circulation onto public streets for short journeys and to improve utilization of the parking lots.
- Parking lots should be screened from public streets with tall shrubs and ornamental trees. Where landscape screening is limited, consideration of structured screens such as walls, fences and planted structures should be considered subject to design review.
- Bio-swales and other stormwater management features should be integrated into parking lot designs in order to reduce the volume and speed of storm water runoff from each parking lot and treat the runoff on site.

13.9 Building Entries and Perimeter

This section describes minimum standard landscaping requirements for building entries and perimeter landscapes of non-residential areas of Desert Gateway.

13.9.1 Plazas / Courtyards / Outdoor Spaces

This section describes minimum standard landscaping requirements for outdoor spaces in non-residential areas of Desert Gateway.

- Plazas courtyards and open spaces should be provided for buildings, wherever appropriate, to enhance the quality of environment and the design of each building.
- Plazas, courtyards and open spaces should be located along south facing walls wherever possible to maximize solar gain.
- Plazas, courtyards and open spaces should include seating opportunities.
- Shade and ornamental trees should be planted in the courtyards.
- Ornamental and perennial planting should be provided at entries to each space to enhance the sense of community.
- Employee break / recreational areas should be incorporated into the design of a project.



Figure 13-47 Plazas



Figure 13-48 Activity Area



Figure 13-49 Screen Service Areas

13.9.2 Service Docks / Loading Bays

This section describes minimum standard landscaping requirements for service and loading bays in non-residential areas of Desert Gateway.

- All service docks and loading bays should be screened from adjacent streets, open spaces and public pathways by walls designed as part of the architectural expression of each facility. Additional screening should be provided by shade trees, tall shrub and ornamental tree planting.

13.10 Naturalize landfill slopes

Following the closure of the Victorville Landfill, slopes should be revegetated and re-contoured to have a more natural appearance.

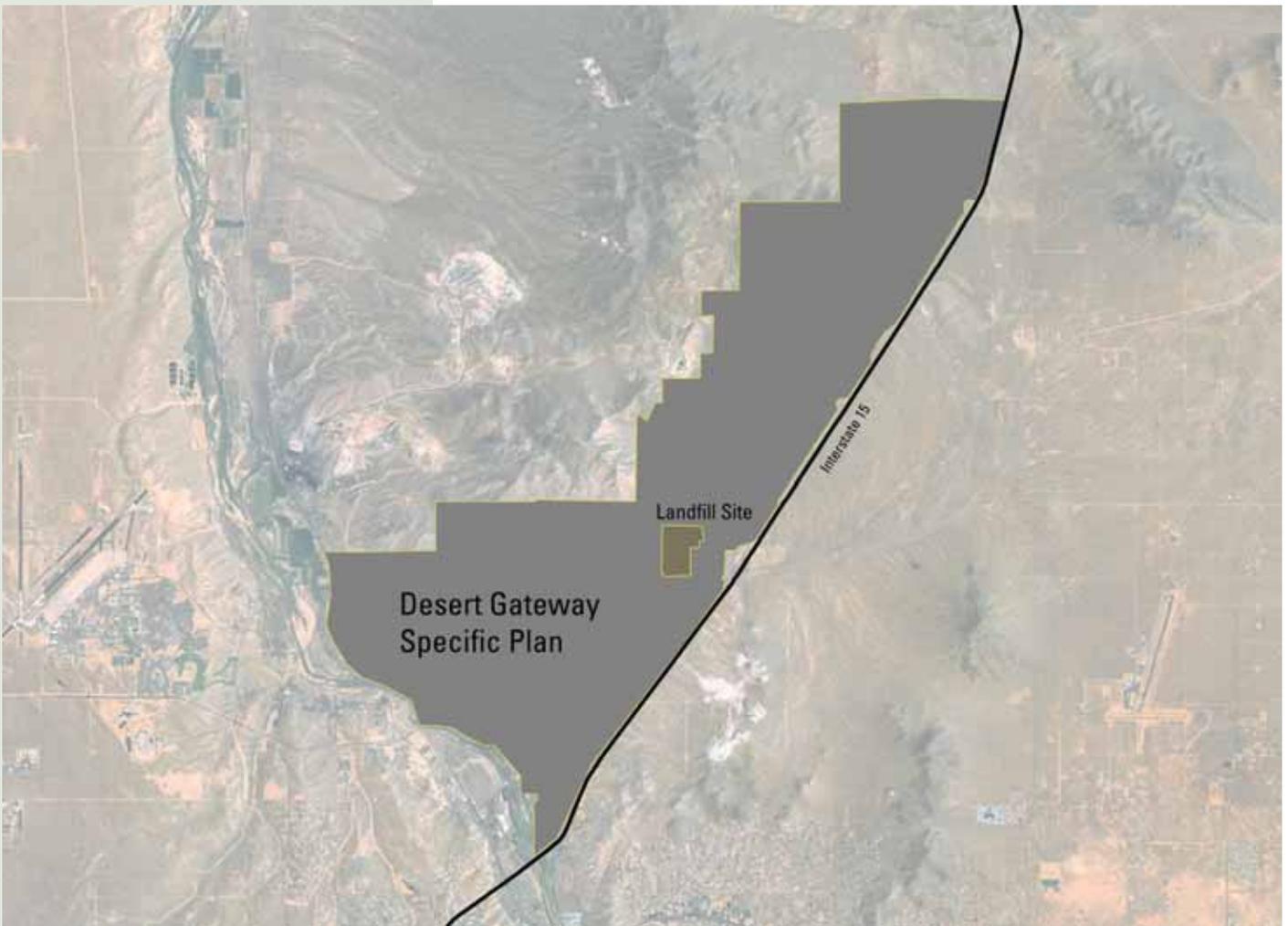


Figure 13-50 Location of landfill

13.11 Plant Palette

The following plant palette provides a suggested list of appropriate species for use at Desert Gateway. The palette is divided by landscape themes and street trees and is intended as a guide to selection of plant materials by use and landscape theme. Plants selected for use throughout Desert Gateway should be drought tolerant, adapted to the region, low maintenance and non-invasive.

This list may be expanded upon as new cultivars are developed by the nursery industry and as additional species prove themselves reliable in the Desert Gateway location.

Plants included on the City of Victorville’s Parks, Landscape Maintenance Assessment District (LMAD) list of approved plants are indicated on the following plant list.



Figure 13-51 Drought Tolerant Near Town Streetscape



Figure 13-52 Drought Tolerant Rural Streetscape

Town Center / Village Cores



Figure 13-53 Phoenix canariensis



Figure 13-54 Syagrus romanzoffianum

Street Trees

Phoenix canariensis	Canary Island Date Palm
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus eldarica ^{*/**}	Elder Pine, Afghan Pine
Pinus pinea ^{*/**}	Italian Stone Pine
Pistacia chinensis [*]	Chinese Pistache
Platanus racemosa	California Sycamore
Syagrus romanzoffianum	Queen Palm
Tipuana tipu	Tipu Tree
Washingtonia filifera [*]	California Fan Palm
Washingtonia robusta	Mexican Fan Palm

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Park Trees

Albizia julibrissin*	Silk Tree, Mimosa
Brachychiton populneus	Bottle Tree
Calocedrus decurrens*	Incense Cedar
Cedrus deodara*	Deodar Cedar
Ceratonia siliqua	Carob Tree
Cupressus arizonica	Rough-Barked Arizona Cypress
Cupressus glabra	Smooth-Barked Arizona cypress
Cupressus sempervirens 'Stricta'	Columnar Italian Cypress
Eucalyptus sideroxylon	Red Ironbark, Pink Ironbark
Eucalyptus camaldulensis*	Red Gum, Red River Gum
Eucalyptus cinerea	Spiral Eucalyptus, Ash Gum, Argyle Apple
Eucalyptus citriodora	Lemon-Scented Gum
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus erythrocorys	Red Cap Gum
Eucalyptus leucoxydon	White Ironbark, Pink-Flowered Ironbark
Eucalyptus polyanthemus	Silver-Dollar Gum
Gleditsia triacanthos*	Honey Locust
Olea europaea	Olive
Phoenix canariensis	Canary Island Date Palm
Phoenix dactylifera	Date Palm
Pinus canariensis	Canary Island Pine
Pinus eldarica**	Elder Pine, Afghan Pine
Pinus pinea**	Italian Stone Pine
Pinus roxburghii	Chir Pine, Indian Longleaf Pine
Pistacia chinensis*	Chinese Pistache
Platanus racemosa	California Sycamore
Quercus agrifolia	California Coast Live Oak
Quercus buckleyi	Texas Hill Country Red Oak
Quercus emoryi	Emory Oak
Quercus ilex	Holly Oak, Italian Live Oak, Holm Oak
Quercus oblongifolia	Mexican Blue Oak
Quercus suber	Cork Oak
Quercus virginiana	Southern Live Oak
Schinus molle	California Pepper Tree
Schinus teribinthifolius	Brazilian Pepper Tree
Sophora japonica*	Japanese Pagoda Tree
Tipuana tipu	Tipu Tree
Zelkova serrata**	Sawleaf Zelkova
Ziziphus jujuba	Chinese Date, Jujuba

Town Center / Village Cores



Figure 13-55 Olea europaea



Figure 13-56 Eucalyptus citriodora

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Town Center / Village Cores



Figure 13-57 Convolvulus cneorum



Figure 13-58 Calliandra eriophylla

Shrubs

Abelia grandiflora**	Glossy Abelia
Abutilon palmeri	Sonoran Flowering Maple, Desert Abutilon
Asparagus densiflorus 'Myer'	Asparagus Fern, Myer's Asparagus
Asparagus densiflorus 'Sprengeri'	Asparagus Fern, Sprenger Asparagus
Berlandiera lyrata*	Chocolate Flower
Calliandra californica	Baja Fairy Duster
Calliandra eriophylla	Fairy Duster, False Mesquite
Cassia artemisioides	Feathery Cassia
Cassia nemophila	Desert Cassia
Cassia phyllodinea	Silvery Cassia
Cereus peruvianus	Peruvian Apple
Convolvulus cneorum	Bush Morning Glory
Cordia parvifolia	Little-Leaf Cordia
Dalea greggii	Trailing Indigo Bush
Dalea pulchra	Bush Dalea
Dasyllirion acrotiche*	Green Desert Spoon, Green Sotol
Dasyllirion longissima*	Toothless Sotol, Mexican Grass Tree
Dasyllirion wheeleri*	Desert Spoon, Sotol
Euphorbia rigida	South African Perennial Euphorbia Bush
Euphorbia tirucalli	Pencil Tree, Milk Bush
Evonymus japonica**	Evergreen Evonymus
Ferocactus cylindraceus	Compass Barrel Cactus
Ferocactus wislizenii	Fish Hook Barrel Cactus
Fouquieria splendens	Ocotillo
Hesperaloe parviflora*	Red Yucca
Hemerocallis sp.*/**	Daylily
Juniperus chinensis**	Chinese Juniper
Juniperus horizontalis**	
Juniperus sabina**	
Juniperus scopulorum**	
Juniperus squamata**	
Juniperus virginiana**	
Justicia californica	Chuparosa
Justicia spicigera	Mexian Honeysuckle
Leucophyllum candidum	Cenizo, Violet Silverleaf
Leucophyllum frutescens*/**	Texas Ranger, Texas Sage
Leucophyllum laevigatum*	Chihuahuan Rain Sage
Leucophyllum langmaniae	Langmanie's Sage, Cinnamon Sage
Leucophyllum prunosum	Tamalepian Sage, Sierra Bouquettm
Leucophyllum zygophyllum	Blue Rain Sage, Blue Rangertm
Lobelia laxiflora	Red Mexican Lobelia
Mahonia fremontii**	Desert Mahonia

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Shrubs Continued

Mahonia trifoliata	
Melampodium leucanthum	Blackfoot Daisy
Myrtus communis	True Myrtle, Roman Myrtle
Myrtus communis 'Compacta'	True Myrtle, Roman Myrtle
Myrtus communis 'Boetica'	Twisten Myrtle
Nandina domestica**	Heavenly Bamboo
Nerium oleander	Oleander
Nolina bigelovii	Bigelow Nolina
Penstemon	Desert Penstemon, Desert Beard Tongue
Penstemon ambiguus*	Prairie Penstemon
Penstemon barbatus*	Scarlet Penstemon
Penstemon eatonii*	Eaton's Penstemon
Penstemon parryi*	Parry's Penstemon
Penstemon pseudospectabilis*	Canyon Penstemon
Penstemon superbus	Superb Penstemon
Perovskia atriplicifolia*	Russian Sage
Phoenix roebelenii	Pigmy Date Palm
Photinia fraseri*/**	
Plumbago auriculata	Cape Plumbago
Punica granatum	Pomegranate
Punica granatum 'Nana'	Dwarf Pomegranate
Purshia mexicana	Cliff Rose
Rhaphiolepis indica**	Indian Hawthorn
Rosemarinus officinalis*/**	Rosemary
Yucca baccata*	Banana Yucca

Town Center / Village Cores



Figure 13-59 Penstemon



Figure 13-60 Rosemarinus officinalis

* Plants approved by AWAC
 ** Plants approved by the Dept of Comm Services

Town Center / Village Cores



Figure 13-61 Aloe striata



Figure 13-62 Muhlenbergia rigens

Groundcover and Vines

<i>Aloe saponaria</i>	Soap Aloe
<i>Aloe striata</i>	Coral Aloe
<i>Antigonon leptopus</i>	Coral Vine, Queen's Wreath
<i>Aptenia cordifolia</i>	Hearts and Flowers, Baby Sun rose
<i>Asteriscus maritimus</i>	Mediterranean Beach Daisy
<i>Atriplex barclayana sonorae</i>	Beach Carpet Saltbush
<i>Atriplex semibaccata</i>	Australian Saltbush, Creeping Saltbrush
<i>Baccharis hybrid 'Centennial'*</i>	Centennial Coyote bush
<i>Baccharis pilularis*</i>	Dwarf Coyote Bush, Chaparral Broom
<i>Carpobrotus chilensis</i>	Chilean Ice Plant, Pacific Coast Sea Fig
<i>Cephalophyllum aestonii "Red Spike"</i>	Red Spike Ice Plant
<i>Cotoneaster congestus**</i>	Pyrenees Cotoneaster
<i>Cotoneaster horizontalis*/**</i>	Rock Cotoneaster
<i>Dalea greggii*</i>	Trailing Indigo Bush
<i>Delosperma congestum</i>	Ice Plant
<i>Evonymus fortunei**</i>	Winter Creeper
<i>Gazania splendens*</i>	Clumping Gazania Hybrids
<i>Gazania rigens leucolaena*</i>	Trailing Gazania
<i>Lampranthus spectabilis</i>	Trailing Ice Plant
<i>Malephora crocea</i>	Gray Ice Plant
<i>Malephora luteola</i>	Yellow Malepora
<i>Macfadyena unguis-cati</i>	Cat's Claw
<i>Muhlenbergia capillaris*</i>	Pink Mulhy
<i>Muhlenbergia dumosa</i>	Bamboo Mulhy
<i>Muhlenbergia emersleyi</i>	Bull Grass
<i>Muhlenbergia lindheimeri*</i>	Autumn Glow
<i>Muhlenbergia rigens*</i>	Deer Grass
<i>Myoporum parvifolium</i>	Trailing Myoporum
<i>Sedum reflexum*</i>	
<i>Sedum spurium*</i>	
<i>Thymus vulgaris*</i>	Common Thyme

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Street Trees

Brachychiton populneus	Bottle Tree
Casuarina stricta	Coast Beefwood, Drooping She-oak
Chitalpa tashkentensis*	Chitalpa
Geijera parviflora	Australian willow
Quercus agrifolia	California Coast Live Oak
Quercus buckleyi	Texas Hill Country Red Oak
Quercus emoryi	Emory Oak
Quercus ilex	Holly Oak, Italian Live Oak, Holm Oak
Quercus oblongifolia	Mexican Blue Oak
Quercus suber	Cork Oak
Pistacia chinensis*	Chinese Pistache
Platanus racemosa	California Sycamore
Tipuana tipu	Tipu Tree

Near Town Neighborhoods



Figure 13-63 Brachychiton populneus



Figure 13-64 Quercus agrifolia

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Near Town Neighborhoods



Figure 13-65 Eucalyptus cinerea

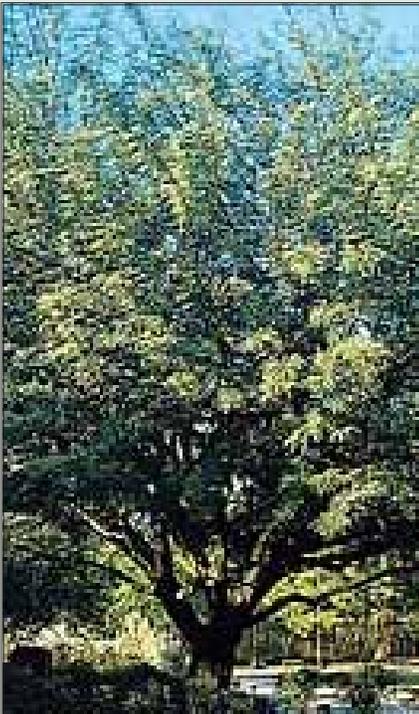


Figure 13-66 Prosopis chilensis

Park Trees

Acacia baileyana	Bailey acacia
Acacia stenophylla	Shoestring Acacia
Albizia julibrissin*	Silk Tree, Mimosa
Arbutus unedo*	Strawberry Tree
Brachychiton populneus	Bottle Tree
Callistemon viminalis	Weeping Bottlebrush
Calocedrus decurrens*	Incense Cedar
Casuarina cunninghamiana	River She-oak, Australian Pine
Casuarina equisetifolia	Horsetail Tree, Australian Pine
Casuarina stricta	Coast Beefwood, Drooping She-oak
Cedrus deodar*	Deodar Cedar
Ceratonia siliqua	Carob Tree
Cercidium floridum	Blue Palo Verde
Cercidium microphyllum	Little-Leaf Palo Verde, Foothills Palo Verde
Cercis canadensis mexicana	Mexican Redbud
Cercis occidentalis	Western Redbud
Chitalpa tashkentensis*	Chitalpa
Cupressus arizonica	Rough-Barked Arizona Cypress
Cupressus glabra	Smooth-Barked Arizona Cypress
Cupressus sempervirens	Columnar Italian Cypress
Eucalyptus camaldulensis*	Red Gum, Red River Gum
Eucalyptus cinerea	Spiral Eucalyptus, Ash Gum, Argyle Apple
Eucalyptus citriodora	Lemon-Scented Gum
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus erythrocorys	Red Cap Gum
Eucalyptus leucoxylon	White Ironbark, Pink-Flowered Ironbark
Eucalyptus microtheca	Coolibah, Tiny Capsule Eucalyptus
Eucalyptus polyanthemus	Silver-Dollar Gum
Eucalyptus torquata	Coral Gum
Geijera parviflora	Australian willow
Gleditsia triacanthos*	Honey Locust
Grevillea robusta	Silky Oak
Heteromeles arbutifolia	Toyon, Christmas Berry, California Bolly
Melaleuca quinqueneriva	Cajeput Tree
Melia azedarach	Chinaberry Tree, Persian Lilac Tree
Olea europaea	Olive
Pinus canariensis	Canary Island Pine
Pinus halepensis	Alleppo Pine
Pistacia chinensis*	Chinese Pistache
Pittosporum phylliraeoides	Willow Pittosporum
Platanus racemosa	California Sycamore
Prosopis alba	Argentine Mesquite

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Park Trees Continued

Prosopis chilensis*	Chilean Mesquite
Prosopis glandulosa*	Texas Honey Mesquite
Prosopis nigra	Black Mesquite
Prosopis pubescens*	Screwbean Mesquite
Prosopis velutina	Velvet Mesquite
Quercus agrifolia	California Coast Live Oak
Quercus buckleyi	Texas Hill Country Red Oak
Quercus emoryi	Emory Oak
Quercus ilex	Holly Oak, Italian Live Oak, Holm Oak
Quercus oblongifolia	Mexican Blue Oak
Quercus suber	Cork Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac
Schinus molle	California Pepper Tree
Schinus terbinthifolius	Brazilian Pepper Tree
Tipuana tipu	Tipu Tree
Vitex agnus-castus*	Chaste Tree, Monk's Pepper Tree

Near Town Neighborhoods



Figure 13-67 Tipuana tipu



Figure 13-68 Vitex agnus-castus

* Plants approved by AWAC
 ** Plants approved by the Dept of Comm Services

Near Town Neighborhoods



Figure 13-69 *Asparagus densiflorus*



Figure 13-70 *Dodonaea viscosa*

Shrubs

<i>Abutilon palmeri</i>	Sonoran Flowering Maple, Desert Abutilon
<i>Acacia berlandieri</i>	Guajillo, Berlandier's Acacia
<i>Acacia constricta</i>	White-Thorn Acacia
<i>Acacia cultiformis</i>	Knife Acacia
<i>Acacia redolens</i>	Prostrate Acacia, Desert Carpet,
<i>Anisacanthus thurberi</i>	Desert Honeysuckle, Chuparosa
<i>Asparagus densiflorus</i> 'Myer'	Asparagus Fern, Myer's Asparagus
<i>Asparagus densiflorus</i> 'Sprengeri'	Asparagus Fern, Sprenger Asparagus
<i>Berlandiera lyrata</i> *	Chocolate Flower
<i>Buddleia marrubifolia</i>	Wooly Butterfly Bush
<i>Caesalpinia gilliesii</i>	Yellow Bird of Paradise
<i>Caesalpinia pulcherrima</i>	Red Bird of Paradise
<i>Calliandra californica</i>	Baja Fairy Duster
<i>Calliandra eriophylla</i>	Fairy Duster, False Mesquite
<i>Convolvulus cneorum</i>	Bush Morning Glory
<i>Cordia parvifolia</i>	Little-Leaf Cordia
<i>Dalea greggii</i>	Trailing Indigo Bush
<i>Dalea pulchra</i>	Bush Dalea
<i>Dasyliirion acrotriche</i> *	Green Desert Spoon, Green Sotol
<i>Dasyliirion longissima</i> *	Toothless Sotol, Mexican Grass Tree
<i>Dasyliirion wheeleri</i> *	Desert Spoon, Sotol
<i>Dodonaea viscosa</i>	Hop Bush, Hopseed Bush
<i>Encelia californica</i>	Brown-Eyed Susan
<i>Encelia Farinosa</i>	Brittle Bush
<i>Eriogonum Wrightii</i>	Wright's Buckwheat
<i>Euphorbia rigida</i>	South African Perennial Euphorbia Bush
<i>Euphorbia tirucalli</i>	Pencil Tree, Milk Bush
<i>Evonymus japonica</i> **	Evergreen Evonymus
<i>Gaura lindheimeri</i> *	Pink Gaura
<i>Hemerocallis sp.</i> **	
<i>Juniperus chinensis</i>	Chinese Juniper
<i>Juniperus horizontalis</i> **	
<i>Juniperus sabina</i> **	
<i>Justicia californica</i>	Chuparosa
<i>Justicia spicigera</i>	Mexian Honeysuckle
<i>Larrea tridentata</i>	Creosote Bush,
<i>Leucophyllum candidum</i>	Genizo, Violet Silverleaf
<i>Leucophyllum frutescens</i> */**	Texas Ranger, Texas Sage
<i>Leucophyllum laevigatum</i> *	Chihuahuan Rain Sage
<i>Leucophyllum langmaniae</i>	Langmanie's Sage, Cinnamon Sage
<i>Leucophyllum prunosum</i>	Tamalepian Sage, Sierra Bouquettm
<i>Leucophyllum zygophyllum</i>	Blue Rain Sage, Blue Rangertm

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Shrubs Continued

Lobelia laxiflora	Red Mexican Lobelia
Mahonia fremontii**	Desert Mahonia
Mahonia trifoliata	
Melampodium leucanthum	Blackfoot Daisy
Myrtus communis	True Myrtle, Roman Myrtle
Myrtus communis 'Compacta'	Compact Roman Myrtle
Myrtus communis 'Boetica'	Twisten Myrtle
Nandina domestica**	Heavenly Bamboo
Nerium oleander	Oleander
Penstemon	Desert Penstemon, Desert Beard Tongue
Penstemon ambiguus*	Prairie Penstemon
Penstemon barbatus*	Scarlet Penstemon
Penstemon eatonii*	Eaton's Penstemon,
Penstemon parryi*	Parry's Penstemon
Penstemon pseudospectabilis*	Canyon Penstemon
Penstemon superbus	Superb Penstemon
Perovskia atriplicifolia*	Russian Sage
Phontinia fraseri*/**	
Portulacaria afra	African Jade Plant, Elephant's Food
Punica granatum	Pomegranate
Punica granatum 'Nana'	Dwarf Pomegranate
Quercus turbinellia	Desert Scrub Oak
Purshia mexicana	Cliff Rose
Rhaphiolepis indica	Indian Hawthorn
Rosemarinus officinalis*/**	Rosemary
Salvia chamaedryoides*	Blue Chihuahuan Sage
Salvia clevelandii*/**	Cleveland Sage
Salvia dorrii	Mojave Sage
Salvia farinacea	Mealy Cup Sage
Salvia greggii*/**	Red Chihuahuan Sage
Salvia leucantha**	Purple Mexican Bush Sage
Salvia leucophylla**	Purple Sage
Salvia microphylla	Red Bush Sage
Santolina chamaecyparissus*	Lavendar Cotton
Santolina virens	Green-Leaved Lavender Cotton

Near Town Neighborhoods



Figure 13-71 Myrtus communis 'Compacta'



Figure 13-72 Punica granatum

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Near Town Neighborhoods



Figure 13-73 Cotoneaster horizontalis



Figure 13-74 Macfadyena unguis-cati

Groundcover and Vines

Antigonon leptopus	Coral Vine, Queen's Wreath
Asteriscus maritimus	Mediterranean Beach Daisy
Atriplex barclayana sonorae	Beach Carpet Saltbush
Atriplex semibaccata	Australian Saltbush, Creeping Saltbrush
Baccharis hybrid 'Centennial'*	Centennial Coyote bush,
Baccharis pilularis*	Dwarf Coyote Bush, Chaparral Broom
Carpobrotus chilensis	Chilean Ice Plant, Pacific Coast Sea Fig
Centaurea cineraria	Dusty Miller, Cutleaf Dusty Miller
Centaurea gymnocarpa	Velvet Centaurea
Cephalophyllum aestonii 'Red Spike'	Red Spike Ice Plant
Cerastium tomentosum*	Snow in Summer
Cotoneaster congestus**	Pyrenees Cotoneaster
Cotoneaster horizontalis*/**	Rock Cotoneaster
Dalea greggii*	Trailing Indigo Bush
Delosperma congestum	Ice Plant
Gazania splendens*	Clumping Gazania Hybrids
Gazania rigens leucolaena*	Trailing Gazania
Lampranthus spectabilis	Trailing Ice Plant
Malephora crocea	Gray Ice Plant
Malephora luteola	Yellow Malepora
Macfadyena unguis-cati	Cat's Claw
Muhlenbergia capillaris*	Pink Mulhy
Muhlenbergia dumosa	Bamboo Mulhy
Muhlenbergia emersleyi	Bull Grass
Muhlenbergia lindheimeri*	Autumn Glow
Muhlenbergia rigens*	Deer Grass
Oenothera stubbei	Chihuahuan Primrose
Oenothera speciosa	Mexican Evening Primrose
Rosemarinus officinalis 'Prostratus'*/**	Trailing Rosemary, Prostrate Rosemary
Sedum reflexum*	
Sedum spurium*	
Thymus vulgaris*	Common Thyme

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Street Trees

Brachychiton populneus	Bottle Tree
Casuarina stricta	Coast Beefwood, Drooping She-oak
Chitalpa tashkentensis*	Chitalpa
Geijera parviflora	Australian willow
Quercus agrifolia	California Coast Live Oak
Quercus buckleyi	Texas Hill Country Red Oak
Quercus emoryi	Emory Oak
Quercus ilex	Holly Oak, Italian Live Oak, Holm Oak
Quercus oblongifolia	Mexican Blue Oak
Quercus suber	Cork Oak
Pistacia chinensis*	Chinese Pistache
Platanus racemosa	California Sycamore
Tipuana tipu	Tipu Tree

Park Neighborhoods



Figure 13-75 Schinus molle



Figure 13-76 Schinus terebinthifolius



Figure 13-77 Quercus agrifolia

* Plants approved by AWAC
 ** Plants approved by the Dept of Comm Services

Park Neighborhoods



Figure 13-78 *Acacia stenophylla*



Figure 13-79 *Pinus canariensis*

Park Trees

<i>Acacia baileyana</i>	Bailey acacia
<i>Acacia stenophylla</i>	Shoestring Acacia
<i>Albizia julibrissin</i> *	Silk Tree, Mimosa
<i>Arbutus unedo</i> *	Strawberry Tree
<i>Brachychiton populneus</i>	Bottle Tree
<i>Callistemon viminalis</i>	Weeping Bottlebrush
<i>Calocedrus decurrens</i> *	Incense Cedar
<i>Casuarina cunninghamiana</i>	River She-oak, Australian Pine
<i>Casuarina equisetifolia</i>	Horsetail Tree, Australian Pine
<i>Casuarina stricta</i>	Coast Beefwood, Drooping She-oak
<i>Cedrus deodar</i> *	Deodar Cedar
<i>Ceratonia siliqua</i>	Carob Tree
<i>Cercidium floridum</i>	Blue Palo Verde
<i>Cercidium microphyllum</i>	Little-Leaf Palo Verde, Foothills Palo Verde
<i>Cercis canadensis mexicana</i>	Mexican Redbud
<i>Cercis occidentalis</i>	Western Redbud
<i>Chitalpa tashkentensis</i> *	Chitalpa
<i>Cupressus arizonica</i>	Rough-Barked Arizona Cypress
<i>Cupressus glabra</i>	Smooth-Barked Arizona Cypress
<i>Cupressus sempervirens</i>	Columnar Italian Cypress
<i>Eucalyptus camaldulensis</i> *	Red Gum, Red River Gum
<i>Eucalyptus cinerea</i>	Spiral Eucalyptus, Ash Gum, Argyle Apple
<i>Eucalyptus citriodora</i>	Lemon-Scented Gum
<i>Eucalyptus cladocalyx</i>	Sugar Gum
<i>Eucalyptus erythrocorys</i>	Red Cap Gum
<i>Eucalyptus leucoxylon</i>	White Ironbark, Pink-Flowered Ironbark
<i>Eucalyptus microtheca</i> *	Coolibah, Tiny Capsule Eucalyptus
<i>Eucalyptus polyanthemus</i>	Silver-Dollar Gum
<i>Eucalyptus torquata</i>	Coral Gum
<i>Geijera parviflora</i>	Australian willow
<i>Gleditsia triacanthos</i> *	Honey Locust
<i>Grevillea robusta</i>	Silky Oak
<i>Heteromeles arbutifolia</i> *	Toyon, Christmas Berry, California Bolly
<i>Melaleuca quinqueneriva</i>	Cajeput Tree
<i>Melia azedarach</i>	Chinaberry Tree, Persian Lilac Tree
<i>Olea europaea</i>	Olive
<i>Pinus canariensis</i>	Canary Island Pine
<i>Pinus halepensis</i> *	Alleppo Pine
<i>Pistacia chinensis</i>	Chinese Pistache
<i>Pittosporum phylliraeoides</i>	Willow Pittosporum
<i>Platanus racemosa</i>	California Sycamore
<i>Prosopis alba</i>	Argentine Mesquite

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Park Trees Continued

Prosopis chilensis*	Chilean Mesquite
Prosopis glandulosa*	Texas Honey Mesquite
Prosopis nigra	Black Mesquite
Prosopis pubescens*	Screwbean Mesquite
Prosopis velutina	Velvet Mesquite
Quercus agrifolia	California Coast Live Oak
Quercus buckleyi	Texas Hill Country Red Oak
Quercus emoryi	Emory Oak
Quercus ilex	Holly Oak, Italian Live Oak, Holm Oak
Quercus oblongifolia	Mexican Blue Oak
Quercus suber	Cork Oak
Quercus virginiana	Southern Live Oak
Rhus lancea	African Sumac
Schinus molle	California Pepper Tree
Schinus terbinthifolius	Brazilian Pepper Tree
Tipuana tipu	Tipu Tree
Vitex agnus-castus*	Chaste Tree, Monk's Pepper Tree

Park Neighborhoods



Figure 13-80 Callistemon viminalis



Figure 13-81 Cercis occidentalis



Figure 13-82 Ceratonia siliqua

* Plants approved by AWAC
 ** Plants approved by the Dept of Comm Services

Park Neighborhoods



Figure 13-83 *Encelia californica*



Figure 13-84 *Salvia chamandryoides*



Figure 13-85 *Penstemon eatonii*

Shrubs

<i>Abutilon palmeri</i>	Sonoran Flowering Maple, Desert Abutilon
<i>Acacia berlandieri</i>	Guajillo, Berlandier's Acacia
<i>Acacia constricta</i>	White-Thorn Acacia
<i>Acacia cultiformis</i>	Knife Acacia
<i>Acacia redolens</i>	Prostrate Acacia, Desert Carpet
<i>Anisacanthus thurberi</i>	Desert Honeysuckle, Chuparosa
<i>Asparagus densiflorus 'Myer'</i>	Asparagus Fern, Myer's Asparagus
<i>Asparagus densiflorus 'Sprengeri'</i>	Asparagus Fern, Sprenger Asparagus
<i>Berlandiera lyrata*</i>	Chocolate Flower
<i>Buddleia marrubifolia</i>	Wooly Butterfly Bush
<i>Caesalpinia gilliesii</i>	Yellow Bird of Paradise
<i>Caesalpinia pulcherrima</i>	Red Bird of Paradise
<i>Calliandra californica</i>	Baja Fairy Duster
<i>Calliandra eriophylla</i>	Fairy Duster, False Mesquite
<i>Convolvulus cneorum</i>	Bush Morning Glory
<i>Cordia parvifolia</i>	Little-Leaf Cordia
<i>Dalea greggii</i>	Trailing Indigo Bush
<i>Dalea pulchra</i>	Bush Dalea
<i>Dasyliirion acrotiche*</i>	Green Desert Spoon, Green Sotol
<i>Dasyliirion longissima*</i>	Toothless Sotol, Mexican Grass Tree
<i>Dasyliirion wheeleri*</i>	Desert Spoon, Sotol
<i>Dodonaea viscosa</i>	Hop Bush, Hopseed Bush
<i>Encelia californica</i>	Brown-Eyed Susan
<i>Encelia Farinosa</i>	Brittle Bush
<i>Eriogonum Wrightii</i>	Wright's Buckwheat
<i>Euphorbia rigida</i>	South African Perennial Euphorbia Bush
<i>Euphorbia tirucalli</i>	Pencil Tree, Milk Bush
<i>Gaura lindheimeri</i>	Pink Gaura
<i>Juniperus chinensis</i>	Chinese Juniper
<i>Juniperus horizontalis**</i>	
<i>Juniperus sabina**</i>	
<i>Juniperus scopulorum**</i>	
<i>Juniperus squamata**</i>	
<i>Juniperus virginiana**</i>	
<i>Justicia californica</i>	Chuparosa
<i>Justicia spicigera</i>	Mexian Honeysuckle
<i>Larrea tridentata</i>	Creosote Bush
<i>Leucophyllum candidum</i>	Cenizo, Violet Silverleaf
<i>Leucophyllum frutescens*/**</i>	Texas Ranger, Texas Sage
<i>Leucophyllum laevigatum*</i>	Chihuahuan Rain Sage
<i>Leucophyllum langmaniae</i>	Langmanie's Sage, Cinnamon Sage
<i>Leucophyllum prunosum</i>	Tamalepian Sage, Sierra Bouquettm

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Shrubs Continued

Leucophyllum zygophyllum	Blue Rain Sage, Blue Rangertm
Lobelia laxiflora	Red Mexican Lobelia
Mahonia fremontii**	Desert Mahonia
Mahonia trifoliata	
Melampodium leucanthum	Blackfoot Daisy
Myrtus communis	True Myrtle, Roman Myrtle
Myrtus communis 'Compacta'	Compact Roman Myrtle
Myrtus communis 'Boetica'	Twisten Myrtle
Nerium oleander	Oleander
Nolina microcarpa*	Bear Grass
Penstemon	Desert Penstemon, Desert Beard Tongue
Penstemon ambiguus*	Prairie Penstemon
Penstemon barbatus*	Scarlet Penstemon
Penstemon eatonii*	Eaton's Penstemon
Penstemon parryi*	Parry's Penstemon
Penstemon pseudospectabilis*	Canyon Penstemon
Penstemon superbus	Superb Penstemon
Perovskia atriplicifolia*	Russian Sage
Photinia fraseri**/**	
Portulacaria afra	African Jade Plant, Elephant's Food
Punica granatum	Pomegranate
Punica granatum 'Nana'	Dwarf Pomegranate
Quercus turbinellia	Desert Scrub Oak
Purshia mexicana	Cliff Rose
Rosemarinus officinalis*	Rosemary
Salvia chamaedryoides*	Blue Chihuahuan Sage
Salvia clevelandii**/**	Cleveland Sage
Salvia dorrii	Mojave Sage
Salvia farinacea	Mealy Cup Sage
Salvia greggii**/**	Red Chihuahuan Sage
Salvia leucantha**	Purple Mexican Bush Sage
Salvia leucophylla**	Purple Sage
Salvia microphylla	Red Bush Sage
Santolina chamaecyparissus*	Lavendar Cotton
Santolina virens	Green-Leaved Lavender Cotton
Xyosma congestum 'compacta'***	

Park Neighborhoods



Figure 13-86 Perovskia atriplicifolia



Figure 13-87 Santolina chamaecyparissus



Figure 13-88 Punica granatum 'Nana'

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Park Neighborhoods



Figure 13-89 *Centaurea cineraria*



Figure 13-90 *Muhlenbergia rigens*



Figure 13-91 *Gazania splendens*

Groundcover and Vines

<i>Antigonon leptopus</i>	Coral Vine, Queen's Wreath
<i>Asteriscus maritimus</i>	Mediterranean Beach Daisy
<i>Atriplex barclayana sonorae</i>	Beach Carpet Saltbush
<i>Atriplex semibaccata</i>	Australian Saltbush, Creeping Saltbrush
<i>Baccharis hybrid 'Centennial'*</i>	Centennial Coyote bush,
<i>Baccharis pilularis*</i>	Dwarf Coyote Bush, Chaparral Broom
<i>Carpobrotus chilensis</i>	Chilean Ice Plant, Pacific Coast Sea Fig
<i>Centaurea cineraria</i>	Dusty Miller, Cutleaf Dusty Miller
<i>Centaurea gymnocarpa</i>	Velvet Centaurea
<i>Cephalophyllum aestonii 'Red Spike'</i>	Red Spike Ice Plant
<i>Cerastium tomentosum*</i>	Snow in Summer
<i>Chamaemelum nobile**</i>	Chamomile
<i>Coleopsis grandiflora**</i>	
<i>Cotoneaster horizontalis*/**</i>	Rock Cotoneaster
<i>Dalea greggii*</i>	Trailing Indigo Bush
<i>Delosperma congestum</i>	Ice Plant
<i>Gazania splendens*</i>	Clumping Gazania Hybrids
<i>Gazania rigens leucolaena*</i>	Trailing Gazania
<i>Lampranthus spectabilis</i>	Trailing Ice Plant
<i>Malephora crocea</i>	Gray Ice Plant
<i>Malephora luteola</i>	Yellow Malepora
<i>Macfadyena unguis-cati</i>	Cat's Claw
<i>Muhlenbergia capillaris*</i>	Pink Mulhy
<i>Muhlenbergia dumosa</i>	Bamboo Mulhy
<i>Muhlenbergia emersleyi</i>	Bull Grass
<i>Muhlenbergia lindheimeri*</i>	Autumn Glow
<i>Muhlenbergia rigens*</i>	Deer Grass
<i>Oenothera stubbei</i>	Chihuahuan Primrose
<i>Oenothera speciosa</i>	Mexican Evening Primrose
<i>Rosemarinus officinalis 'Prostratus'*/**</i>	Trailing Rosemary, Prostrate Rosemary
<i>Sedum reflexum*</i>	
<i>Sedum spurium*</i>	
<i>Thymus vulgaris*</i>	Common Thyme

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Street Trees

Acacia stenophylla	Shoestring Acacia
Casuarina stricta	Coast Beefwood, Drooping She-oak
Cercidium floridum floridum	Blue Palo Verde
Cercidium microphyllum	Little-Leaf Palo Verde, Foothills Palo Verde
Geijera parviflora	Australian willow
Olea europaea	Olive
Olneya tesota	Ironwood tree, Palo Fierro, Tesota

Edge Neighborhoods



Figure 13-92 Acacia stenophylla



Figure 13-93 Olea europaea

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Edge Neighborhoods



Figure 13-94 Brahea armata



Figure 13-95 Sophora secundiflora

Park Trees

Acacia baileyana	Bailey acacia
Acacia stenophylla	Shoestring Acacia
Brahea armata	Mexican Blue Palm
Brahea edulis	Guadalupe, Guadalupe Island Palm
Carnegiea gigantea	Saguaro Cactus
Casuarina cunninghamiana	River She-oak, Australian Pine
Casuarina equisetifolia	Horsetail Tree, Australian Pine
Cercidium floridum	Blue Palo Verde
Cercidium microphyllum	Little-Leaf Palo Verde, Foothills Palo Verde
Cercis canadensis mexicana	Mexican Redbud
Cercis occidentalis	Western Redbud
Eucalyptus torquata	Coral Gum
Eucalyptus microtheca*	Coolibah, Tiny Capsule Eucalyptus
Geijera parviflora	Australian willow
Grevillea robusta	Silky Oak
Melaleuca quinqueneriva	Cajeput Tree
Olea europaea	Olive
Olneya tesota	Ironwood tree, Palo Fierro, Tesota
Parkinsonia aculeate	Mexican Palo Verde
Pithecellobium flexicaule*	Texas Ebony
Prosopis alba	Argentine Mesquite
Prosopis chilensis*	Chilean Mesquite
Prosopis glandulosa*	Texas Honey Mesquite
Prosopis nigra	Black Mesquite
Prosopis pubescens*	Screwbean Mesquite
Prosopis velutina	Velvet Mesquite
Pittosporum phylliraeoides	Willow Pittosporum
Rhus lancea	African Sumac
Schinus molle	California Pepper Tree
Schinus teribinthifolius	Brazilian Pepper Tree
Sophora secundiflora*	Texas Mountain Laurel, Mescal Bean

Shrubs

Acacia berlandieri	Guajillo, Berlandier's Acacia
Acacia constricta	White-Thorn Acacia
Acacia cultiformis	Knife Acacia
Acacia redolens	Prostrate Acacia, Desert Carpet
Agave americana*	Century Plant, Maguey
Agave attenuata	Nova, Century Plant
Agave bovicornuta	Cow's Horn Agave, Lechuguilla Verde
Agave bracteosa	Squid Agave
Agave chrysantha	
Agave colorata	Mescal Ceniza
Agave deserti	Desert Agave
Agave geminiflora	Twin-Flowered Agave
Agave lechuguilla	Lechuguilla
Agave lophantha	Holly Agave
Agave media picta	
Agave murpheyi	Murphy's Agave
Agave ocahui	Ocahui Agave
Agave palmeri	Palmer's Agave
Agave palmeri chrysantha	Golden Flower Agave, Pinal Agave
Agave parryi huachucensis*	Huachuca Agave
Agave parryi truncata	Gentry's Agave
Agave salmiana	Pulque Agave, Salm's Agave
Agave univitata	
Agave victoriae-reginae*	Queen Victoria Agave, Royal Agave
Agave vilmoriniana	Octopus Agave
Agave weberii	Weber's Agave
Aloe barbadensis	Medicinal Aloe
Aloe dawei	Dawe's Aloe
Aloe ferox	Cape Aloe
Aloe vera	Medicinal Aloe
Aloysia lycioides	Whitebrush
Aloysia wrightii	Wright's Bee Bush, Mexican Oregano
Asparagus densiflorus 'Myer'	Asparagus Fern, Myer's Asparagus
Asparagus densiflorus 'Sprengeri'	Asparagus Fern, Sprenger Asparagus
Atriplex canescens	Four-Wing Saltbush, Cenizo, Chamiso
Atriplex lentiformis breweri	Brewer's Saltbush, Lens-Scale
Atriplex nummularia	Australian Saltbush, Chamisa
Atriplex polycarpa	Desert Saltbush, Cattle Spinach
Baccharis sarothroides	Desert Broom
Cereus peruvianus	Peruvian Apple
Dalea greggii	Trailing Indigo Bush
Dasyilirion acrotriche*	Green Desert Spoon, Green Sotol

Edge Neighborhoods



Figure 13-96 Agave victoria



Figure 13-97 Dasyilirion



Figure 13-98 Agave weberii

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Edge Neighborhoods



Figure 13-99 *Santolina virens*



Figure 13-100 *Leucophyllum frutescens*

Shrubs Continued

<i>Dasyliirion longissima</i> *	Toothless Sotol, Mexican Grass Tree
<i>Dasyliirion wheeleri</i> *	Desert Spoon, Sotol
<i>Encelia californica</i>	Brown-Eyed Susan
<i>Encelia farinosa</i>	Brittle Bush
<i>Euphorbia rigida</i>	South African Perennial Euphorbia Bush
<i>Euphorbia tirucalli</i>	Pencil Tree, Milk Bush
<i>Fallugia paradoxa</i> */**	Apache Plume
<i>Ferocactus cylindraceus</i>	Compass Barrel Cactus
<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus
<i>Fouquieria splendens</i>	Ocotillo
<i>Gaura lindheimeri</i> *	Pink Gaura
<i>Hesperaloe parviflora</i> *	Red Yucca
<i>Leucophyllum frutescens</i> */**	Texas Ranger, Texas Sage
<i>Leucophyllum laevigatum</i> *	Chihuahuan Rain Sage
<i>Leucophyllum langmaniae</i>	Langmanie's Sage, Cinnamon Sage
<i>Leucophyllum prunosum</i>	Tamalepian Sage, Sierra Bouquettm
<i>Leucophyllum zygophyllum</i>	Blue Rain Sage, Blue Rangertm
<i>Myrtus communis</i>	True Myrtle, Roman Myrtle
<i>Myrtus communis 'Compacta'</i>	Compact Roman Myrtle
<i>Nolina bigelovii</i>	Bigelow Nolina
<i>Penstemon</i>	Desert Penstemon, Desert Beard Tongue
<i>Penstemon barbatus</i> *	Scarlet Penstemon
<i>Penstemon eatonii</i> *	Eaton's Penstemon
<i>Penstemon parryi</i> *	Parry's Penstemon
<i>Penstemon pseudospectabilis</i> *	Canyon Penstemon
<i>Penstemon superbus</i>	Superb Penstemon
<i>Perovskia atriplicifolia</i> *	Russian Sage
<i>Quercus turbinellia</i>	Desert Scrub Oak
<i>Salvia chamaedryoides</i> *	Blue Chihuahuan Sage
<i>Salvia clevelandii</i> *	Cleveland Sage
<i>Salvia dorrii</i>	Mojave Sage
<i>Salvia farinacea</i>	Mealy Cup Sage
<i>Salvia greggii</i> *	Red Chihuahuan Sage
<i>Salvia leucantha</i>	Purple Mexican Bush Sage
<i>Salvia leucophylla</i>	Purple Sage
<i>Salvia microphylla</i>	Red Bush Sage
<i>Santolina chamaecyparissus</i> *	Lavendar Cotton
<i>Santolina virens</i>	Green-Leaved Lavender Cotton
<i>Yucca aloifolia</i> *	Spanish Bayonet
<i>Yucca rostrata</i>	Chihuahuan Desert Tree Yucca
<i>Yucca schidigera</i>	Mojave Yucca
<i>Yucca whipplei</i>	Our Lord's Candle

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Groundcover and Vines

Aloe saponaria	Soap Aloe
Aloe striata	Coral Aloe
Artemesia caucasia**	Silver Spreader
Artemesia dracunculata**	True Tarragon
Artemesia frigida**	
Asteriscus maritimus	Mediterranean Beach Daisy
Atriplex barclayana sonorae	Beach Carpet Saltbush
Atriplex semibaccata	Australian Saltbush, Creeping Saltbrush
Baccharis hybrid 'Centennial'*	Centennial Coyote bush
Baccharis pilularis*/**	Dwarf Coyote Bush, Chaparral Broom
Bouteloua gracilis*	Blue Grama
Carpobrotus chilensis	Chilean Ice Plant, Pacific Coast Sea Fig
Centaurea cineraria	Dusty Miller, Cutleaf Dusty Miller
Centaurea gymnocarpa	Velvet Centaurea
Cerastium tomentosum*	Snow in Summer
Coleopsis grandiflora**	
Coleopsis lanceolata**	Lance Coleopsis
Cotoneaster horizontalis*/**	Rock Cotoneaster
Dalea greggii*	Trailing Indigo Bush
Delosperma congestum	Ice Plant
Lampranthus spectabilis	Trailing Ice Plant
Malephora crocea	Gray Ice Plant
Malephora luteola	Yellow Malepora
Muhlenbergia capillaris*	Pink Mulhy
Muhlenbergia dumosa	Bamboo Mulhy
Muhlenbergia emersleyi	Bull Grass
Muhlenbergia lindheimeri*	Autumn Glow
Muhlenbergia rigens*	Deer Grass
Oenothera stubbei	Chihuahuan Primrose
Oenothera speciosa	Mexican Evening Primrose
Rosemarinus officinalis 'Prostratus'*/**	Trailing Rosemary, Prostrate Rosemary
Verbena rigida*	

Edge Neighborhoods



Figure 13-101 Muhlenbergia capillaris



Figure 13-102 Oenothera stubbei

* Plants approved by AWAC
** Plants approved by the Dept of Comm Services

Arroyos / Easements



Figure 13-103 Albizia julibrissin



Figure 13-104 Sophora secundiflora

Trees***

Acacia baileyana	Bailey acacia
Acacia stenophylla	Shoestring Acacia
Albizia julibrissin*	Silk Tree, Mimosa
Brahea armata	Mexican Blue Palm
Brahea edulis	Guadalupe, Guadalupe Island Palm
Casuarina cunninghamiana	River She-oak, Australian Pine
Casuarina equisetifolia	Horsetail Tree, Australian Pine
Casuarina stricta	Coast Beefwood, Drooping She-oak
Cercidium floridum	Blue Palo Verde
Cercidium microphyllum	Little-Leaf Palo Verde, Foothills Palo Verde
Cercis canadensis	Mexican Redbud
Cercis occidentalis	Western Redbud
Chilopsis linearis*	Desert Willow
Chitalpa tashkentensis*	Chitalpa
Geijera parviflora	Australian willow
Olneya tesota	Ironwood tree, Palo Fierro, Tesota
Parkinsonia aculeate	Mexican Palo Verde
Pithecellobium flexicaule*	Texas Ebony
Prosopis alba	Argentine Mesquite
Prosopis chilensis*	Chilean Mesquite
Prosopis glandulosa*	Texas Honey Mesquite
Prosopis nigra	Black Mesquite
Prosopis pubescens*	Screwbean Mesquite
Prosopis velutina	Velvet Mesquite
Prosopis alba	Argentine Mesquite
Prosopis chilensis	Chilean Mesquite
Prosopis glandulosa	Texas Honey Mesquite
Prosopis glandulosa	Western Honey Mesquite
Prosopis nigra	Black Mesquite
Prosopis pubescens	Screwbean Mesquite
Prosopis velutina	Velvet Mesquite
Sophora secundiflora*	Texas Mountain Laurel, Mescal Bean

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

** Trees may not be allowed in easements or subject to height restrictions

Shrubs

Acacia berlandieri	Guajillo, Berlandier's Acacia
Acacia constricta	White-Thorn Acacia
Acacia cultiformis	Knife Acacia
Acacia redolens	Prostrate Acacia, Desert Carpet
Agave americana	Century Plant, Maguey
Agave attenuata	Nova, Century Plant
Agave bovicornuta	Cow's Horn Agave, Lechuguilla Verde
Agave bracteosa	Squid Agave
Agave chrysantha	
Agave colorata	Mescal Ceniza
Agave deserti	Desert Agave
Agave geminiflora	Twin-Flowered Agave
Agave lechuguilla	Lechuguilla
Agave lophantha	Holly Agave
Agave media picta	
Agave murpheyi	Murphy's Agave
Agave ocahui	Ocahui Agave
Agave palmeri	Palmer's Agave
Agave palmeri chrysantha	Golden Flower Agave, Pinal Agave
Agave parryi huachucensis	Huachuca Agave
Agave parryi truncata*	Gentry's Agave
Agave salmiana	Pulque Agave, Salm's Agave
Agave univitata	
Agave victoriae-reginae*	Queen Victoria Agave, Royal Agave
Agave vilmoriniana	Octopus Agave
Agave weberii	Weber's Agave
Aloe barbadensis	Medicinal Aloe
Aloe dawei	Dawe's Aloe
Aloe ferox	Cape Aloe
Aloe vera	Medicinal Aloe
Atriplex canescens	Four-Wing Saltbush, Cenizo, Chamiso
Atriplex lentiformis breweri	Brewer's Saltbush, Lens-Scale
Atriplex nummularia	Australian Saltbush, Chamisa
Atriplex polycarpa	Desert Saltbush, Cattle Spinach
Baccharis sarothroides	Desert Broom
Cereus peruvianus	Peruvian Apple
Dasyliion acrotriche*	Green Desert Spoon, Green Sotol
Dasyliion longissima*	Toothless Sotol, Mexican Grass Tree
Dasyliion wheeleri*	Desert Spoon, Sotol
Fallugia paradoxa	Apache Plume
Ferocactus cylindraceus	Compass Barrel Cactus

Arroyos / Easements



Figure 13-105 Agave attenuata



Figure 13-106 Agave americana

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Arroyos / Easements



Figure 13-107 *Fallugia paradoxa*



Figure 13-108 *Salvia greggii*

Shrubs Continued

<i>Ferocactus wislizenii</i>	Fish Hook Barrel Cactus
<i>Fouquieria splendens</i>	Ocotillo
<i>Gaura lindheimeri</i> *	Pink Gaura
<i>Genista hispanica</i> **	Spanish Broom
<i>Hesperaloe parviflora</i> *	Red Yucca
<i>Nolina bigelovii</i>	Bigelow Nolina
<i>Nolina microcarpa</i> *	Bear Grass
<i>Opuntia acicularis</i>	Bristly Prickly Pear,
<i>Opuntia basilaris</i>	Beaver Tail Cactus,
<i>Opuntia bigelovii</i>	Teddy Bear Cholla
<i>Opuntia engelmannii</i>	Engelmann's Upright Prickly Pear
<i>Opuntia ficus-indica</i>	Indian Fig, Tuna Cactus
<i>Opuntia fulgida</i>	Chainfruit Cholla
<i>Opuntia lindheimeri</i> forma <i>linguiformis</i>	Cow's Tongue Prickly Pear
<i>Opuntia microdasys</i>	Bunny Ears
<i>Opuntia phaeacantha</i> major	
<i>Opuntia phaeacantha</i> discata	
<i>Opuntia phaeacantha</i>	Engelman's Sprawling Prickly Pear
<i>Opuntia versicolor</i>	Staghorn Cholla
<i>Opuntia violacea</i> santa rita	Purple Prickly Pear
<i>Salvia chamaedryoides</i> *	Blue Chihuahuan Sage
<i>Salvia clevelandii</i> *	Cleveland Sage
<i>Salvia dorrii</i>	Mojave Sage
<i>Salvia farinacea</i>	Mealy Cup Sage
<i>Salvia greggii</i> *	Red Chihuahuan Sage
<i>Salvia leucantha</i>	Purple Mexican Bush Sage
<i>Salvia leucophylla</i>	Purple Sage
<i>Salvia microphylla</i>	Red Bush Sage
<i>Yucca aloifolia</i> *	Spanish Bayonet
<i>Yucca baccata</i> *	Banana Yucca
<i>Yucca rostrata</i>	Chihuahuan Desert Tree Yucca
<i>Yucca schidigera</i>	Mojave Yucca
<i>Yucca whipplei</i>	Our Lord's Candle

* Plants approved by AWAC

** Plants approved by the Dept of Comm Services

Groundcover and Vines

Aloe saponaria	Soap Aloe
Aloe striata	Coral Aloe
Atriplex barclayana sonora	Beach Carpet Saltbush
Atriplex semibaccata	Australian Saltbush, Creeping Saltbrush
Baccharis hybrid 'Centennial'*	Centennial Coyote bush
Baccharis pilularis*	Dwarf Coyote Bush, Chaparral Broom
Bouteloua gracilis*	Blue Grama
Centaurea cineraria	Dusty Miller, Cutleaf Dusty Miller
Centaurea gymnocarpa	Velvet Centaurea
Muhlenbergia capillaris*	Pink Mulhy
Muhlenbergia dumosa	Bamboo Mulhy
Muhlenbergia emersleyi	Bull Grass
Muhlenbergia lindheimeri*	Autumn Glow
Muhlenbergia rigens	Deer Grass
Oenothera stubbei	Chihuahuan Primrose
Oenothera speciosa	Mexican Evening Primrose

Arroyos / Easements



Figure 13-109 Muhlenbergia lindheimeri



Figure 13-110 Muhlenbergia emersleyi

* Plants approved by AWAC
 ** Plants approved by the Dept of Comm Services

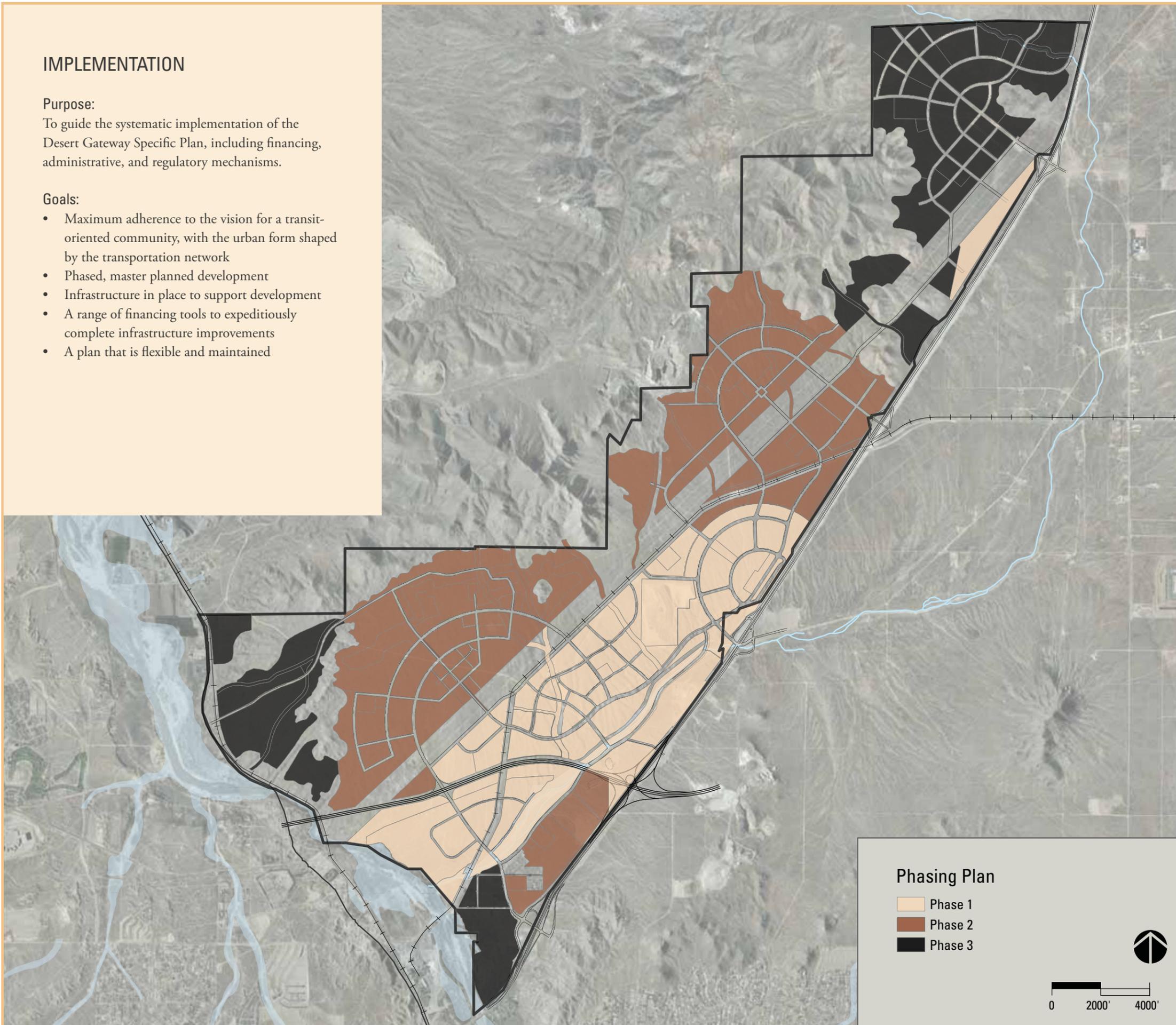
IMPLEMENTATION

Purpose:

To guide the systematic implementation of the Desert Gateway Specific Plan, including financing, administrative, and regulatory mechanisms.

Goals:

- Maximum adherence to the vision for a transit-oriented community, with the urban form shaped by the transportation network
- Phased, master planned development
- Infrastructure in place to support development
- A range of financing tools to expeditiously complete infrastructure improvements
- A plan that is flexible and maintained



CHAPTER 14:

IMPLEMENTATION

INTRODUCTION

The Desert Gateway Specific Plan defines a vision and establishes a plan to carry out its implementation through a variety of mechanisms. The vision will be realized over a 20- to 30-year period through phased development. Key components of the implementation framework include the phasing plan, financing tools, regulations, and plan administration. Periodic progress evaluations are important to adjust to evolving needs and to calibrate the Specific Plan during the longterm build-out of the Desert Gateway vision.

The structure principles are:

- Basic structure principles of every element will be implemented at each phase
- Phase 1 will include the central Mixed Use Town Center and Arroyo Park recreation corridor
- Phase 2 will further housing and economic goals for Desert Gateway
- Phase 3 will complete the vision

14 INTRODUCTION

Adoption of Specific Plan

The City of Victorville adopted the Specific Plan by ordinance. Concurrently, the City Council adopted a zoning district designation for lands within its boundaries and a pre-zoning district designation for lands outside its boundaries of “S-P (Specific Plan).” The Specific Plan will serve as the implementation tool for the General Plan as well as establish the zoning regulations. Following adoption of the Specific Plan, the City will petition LAFCO to extend the City’s sphere of influence and/or annex properties into the City that are currently not within the City’s boundary.

Implementation of Design Guidelines

Adoption of the Specific Plan by the City includes adoption of the design guidelines in Chapter 12, which shall be the design criteria by which development projects within the Specific Plan area will be reviewed during the design review process. The design guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review by the City of developer projects during the design review.

Implementation of Development Standards

Adoption of the Specific Plan by the City includes adoption of development standards for each land use depicted in Chapter 4, “Land Use,” and as described in Chapter 11, “Development Standards.”

Density Transfers

The Specific Plan Land Use Chapter and its map allocates a maximum number of residential dwelling units and density/intensity of non-residential uses to the Specific Plan area. Variations in number of residential dwelling units and density/intensity allocation may occur in the planning process, provided the total number of dwelling units or density/intensity allocation assigned to each residential and mixed use village or non-residential district in the Specific Plan is not exceeded. Variations in number of residential dwelling units, variations of land use boundaries and acreages, and variations in density/intensity allocation shall be subject to approval by the Director and do not constitute an amendment to the Specific Plan.

14.1 OBJECTIVE: An orderly and comprehensive phasing plan for infrastructure and facility improvements

Master planning is most successful when it is followed by an orderly and comprehensive phasing plan for development within the plan area. This ensures that facilities and infrastructure improvements are provided concurrent with need. The capital improvement program and financing strategies are based on the phasing plan.

POLICIES:

14.1.1 Phasing plan required

Development must be sequenced in an orderly, rational manner. The phasing plan shall include backbone infrastructure. The preceding diagram is the phasing plan for Desert Gateway.

Adjustments to the phasing plan, which retain level of service standards and are consistent with thresholds and triggers for improvements, do not require the processing of an amendment to this Specific Plan.

The DesertXpress high speed passenger rail lines, station, and all related facilities may be developed at anytime and are independent of the phasing plan. Such improvements will be constructed consistent with the Specific Plan.

14.1.2 A public facilities financing plan is required

A public facilities financing plan will be prepared to address the financing and construction of the major community-wide infrastructure system and facilities such as water and sewer service, utilities, circulation improvements, and certain community and public facilities. The timing or phasing of development will have a direct impact on the responsibilities associated with the financing of the public facilities.

The facilities financing plan will be prepared once the Specific Plan is approved. Development under the Specific Plan cannot proceed in advance of the installation of major public facilities and improvements. The exact financing method for various improvements will be determined in conjunction with the

phasing of the infrastructure. These improvements can be funded through a combination of financing mechanisms as discussed below.

14.1.3 Consistency required

All public and private projects must develop in sequence with the phasing plan and be consistent with the adopted public facilities financing plan.

14.1.4 Land reservation and acquisition

Land required for public facilities, rights-of-way, and infrastructure shall be reserved and acquired pursuant to the public facilities financing plan.

Land for the DesertXpress rail corridor, station, and maintenance facility shall be reserved.

While not a first resort, if necessary, the power of eminent domain may be used to acquire property for public purposes in Desert Gateway to further development and redevelopment.

14.1.5 Relocation of utilities

Certain existing utilities are proposed to be relocated. The relocation of these utilities shall occur in a manner indicated by the phasing plan and associated public facilities financing plan for Desert Gateway.

14.2 OBJECTIVE: Securely financed public improvements

Substantial investment in infrastructure and facility development is necessary to support the development and redevelopment of Desert Gateway. A significant initial investment to acquire land and construct supporting infrastructure and facilities is required before revenue from the development of projects can be realized.

Substantial public benefit is accrued through the development and redevelopment of Desert Gateway. Therefore, public financing mechanisms may be used to further the construction of public infrastructure and facilities and property acquisition. Key public financing tools are identified, although any available option may be used.

POLICIES:

14.2.1 Tax increment financing

Fifty percent of the unencumbered tax increment revenue generated from certain developments in Desert Gateway may be leveraged for bond financing of community-serving infrastructure and facilities.

14.2.2 Community facilities districts

Community facilities districts may be formed to finance facilities and infrastructure improvements and the associated planning and design work. Tax revenue will leverage bond financing to secure improvements concurrent with demand.

A portion of funding may be allocated to school districts to finance a portion of land acquisition and capital improvements for school facilities within Desert Gateway only.

The tax may be levied on both residential and nonresidential properties. The combined tax rate for residential properties will not exceed 2 percent of the projected sales price.

14.2.3 Public enterprise revenue bonds

The City of Victorville may issue public enterprise revenue bonds to finance all or a portion of a solar field and landfill gas energy production facilities at the Victorville Landfill site and to fund capital outlays for the Desert Gateway rapid bus shuttle.

14.2.4 Impact fees and exactions

Impact fees collected from development within Desert Gateway will be used to offset the cost of infrastructure and facility improvements needed to mitigate impacts generated from Desert Gateway. Fees collected shall be placed in a segregated account and programmed in the public facilities financing plan. Developers may receive free credits for constructing infrastructure that is beyond that required for their development.

14.2.5 Special assessment districts

One or more special assessment districts may be created to establish an assessment to partially fund community-serving facilities identified in the public facilities financing plan.

A special assessment district may be created to finance parking facilities within areas designated Mixed Use Town Center and Mixed Use Village Center.

A special assessment district may be created to finance operations and maintenance costs for transit service in Desert Gateway. A significant portion of operating and maintenance funds should be provided by the Victor Valley Transit Authority since transit service will be a part of the regional transit system.

A special assessment district should be established to fund improvements associated with the Bell Wash stormwater basin.

Revenue from special assessment districts may be used to leverage bond financing to expedite improvements.

14.2.6 Reimbursement districts

One or more reimbursement districts may be created to reimburse a developer if funds are advanced by it for public infrastructure and facilities, including planning and design work. A reimbursement district may also be used to reimburse developers for oversizing utilities and transportation facilities that will serve future growth areas.

14.2.7 Owner associations

Owner associations may be established to fund the ongoing maintenance of private facilities, private infrastructure, and private amenities.

14.2.8 Infrastructure state revolving fund program

Loan revenue from the infrastructure state revolving fund program may be used to finance a portion of eligible improvements that further economic development goals, objectives, and policies in Desert Gateway. Recurring revenue sources used to fund improvements in Desert Gateway will be used to pay back the loan.

14.3 OBJECTIVE:

Utilize available City of Victorville land use regulatory tools to implement the Desert Gateway Specific Plan

The Desert Gateway Specific Plan provides a framework for a vision rather than prescribe precise development plans. Subsequent development projects will need to demonstrate consistency with this Specific Plan by providing more precise information to facilitate planned development. Key regulatory tools are identified, although any available option may be used.

POLICIES:

14.3.1 Zoning of property within Desert Gateway

In adopting the Specific Plan, the City also rezoned, zoned, or rezoned land within the Specific Plan area to “S-P (Specific Plan).” The land use designations of this Plan will serve to regulate the use of land in Desert Gateway.

14.3.2 Master planning required for every village and district

A development plan is required prior to or concurrent with approval of a tentative map. The development plan must provide a master plan for development within the entire village or district, or, if allowed by the Director of Development, that portion of the area proposed to be developed. The development plan must be consistent with the Specific Plan.

The development plan must include site-specific land uses, required public facilities, and precise development standards that further the implementation of goals, objectives, policies, and standards set forth in the Desert Gateway Specific Plan. Any off-site improvements necessary to serve the village or district (or portion thereof) shall be included in the development plan.

14.3.3 Development Agreement

A Development Agreement may be entered into between the City of Victorville and developers to further the implementation of the Desert Gateway Specific Plan.

14.3.4 Franchise agreements

Exclusive franchise agreements are permitted within Desert Gateway.

14.4 OBJECTIVE: Projects that are consistent with this Specific Plan

Projects developed under this Specific Plan shall be consistent with it.

POLICIES:

14.4.1 The location of land use designations and facilities is approximate

The boundaries of land use designations and rights-of-way are approximate and may be adjusted, provided that the change is consistent with the general intent of the Specific Plan and there is no net difference in impacts. Consistent with this, the final delineation of land use designations and rights-of-way will be determined through project-specific development plan approvals. Such changes do not constitute an amendment to the Specific Plan.

14.4.2 Subsequent projects to be in conformance

All projects must be consistent with this Specific Plan. Development within the Specific Plan area is subject to approval of subsequent entitlements by the City. Examples of such entitlements could include specific plan amendments, development plans, tentative maps, conditional use permits, and/or design/site review applications. Individual project applications will be reviewed to determine consistency with the Specific Plan.

Application and processing requirements shall be in accordance with the City's Zoning Ordinance and other regulations, unless otherwise modified by this Specific Plan. All subsequent development projects, public improvements, and other activities shall be consistent with this Specific Plan. In acting to approve a subsequent project or permit, the City may impose reasonable and necessary conditions to ensure that the project is consistent with the Specific Plan.

Subsequent entitlement applications shall be made in writing on forms provided by the City and shall be accompanied by required application fees and such data and information as may be prescribed for that purpose.

14.4.3 Capital improvement projects

The capital improvement program must be consistent with this Specific Plan. Infrastructure improvements shall be scheduled and funded consistent with the phasing plan and any Development Agreement.

14.5 OBJECTIVE: Allow for a Specific Plan that evolves

Amendments to the Desert Gateway Specific Plan are expected due to its size and long-term build-out horizon. Additionally, significant long-term public and private investment is necessary to achieve the vision.

POLICY:

14.5.1 Calibrate the plan to maintain the vision

Approval of the Specific Plan indicates acceptance by the City of a general framework of development for the Desert Gateway area. Part of that framework establishes land uses and specific development standards that constitute the zoning regulations for the Specific Plan area. It is anticipated that certain modification to the Specific Plan text, exhibits, and/or project may be necessary during the development of Desert Gateway.

Major and Minor Amendments. Amendments to the Specific Plan may occur through a “Minor Amendment” or a “Major Amendment.” A Minor Amendment allows for minor changes to be made to the Specific Plan without a public hearing and with the approval of the Director of Development (“Director”). All other proposed amendments are considered “Major Amendments” and are required to be reviewed for approval by the Planning Commission and City Council. In all cases, amendments must be found to be in substantial conformance with the goals and standards of the Specific Plan and must be consistent with the Master Developer Agreement.

Amendments may be requested at any time. If the amendment is deemed a Major Amendment by the Director, it will be processed in the same manner as the original Specific Plan. If the amendment is deemed a Minor Amendment by the Director, the Director shall review it for approval. The Director shall retain the discretion to refer a request for a Minor Amendment to the Planning Commission. The following are examples of a Minor Amendment:

- Decrease in project density.
- Modification of design criteria such as paving treatments, architectural details, landscape treatments, fencing, lighting, and entry treatments.
- Implementation of additional landscape treatments such as pocket parks and recreational facilities within neighborhoods and street furniture or portals in the right-of-way.
- Landscape, wall material, wall alignment, and streetscape modifications which are consistent with the design guidelines contained in this Specific Plan as determined by the Director.
- Modifications to Design Guidelines, such as variation of materials within the particular architectural style and minor variations in colors.
- Modifications to architecture, plotting, and unit or building size that have been reviewed and approved through the design review process.
- Changes (including location) to the community infrastructure such as drainage systems, roads, water and sewer systems, etc., which do not have the effect of significantly increasing or decreasing capacity in the project area beyond the specified density range, and do not otherwise change the intent of the Specific Plan.
- The addition of new information to the Specific Plan maps or text for the purpose of clarification that does not change the effect or intent of the Plan.
- Any other proposed amendments that are determined by the Director to be minor.

Actions that do not Constitute an Amendment. The Specific Plan identifies certain actions that do not constitute an amendment to the Specific Plan. Such actions include:

- Adjustments to the Phasing Plan which retain the level of service standard and are consistent with the threshold and triggers for improvements (Policy 14.1.1).
- A transfer or change in acreage or density between land use designations, villages or districts and rights-of-way provided that the change is consistent with the general intent of the Specific Plan and there is no net difference in impacts (Policy 14.4.1).

14.5.2 Addition of territory

Property may be added to the Desert Gateway Specific Plan boundary.

14.6 OBJECTIVE: Seek cooperative intergovernmental relationships

The involvement of many governmental agencies is required for the successful implementation of Desert Gateway. This Specific Plan was coordinated with the plans of other agencies. Desert Gateway will consider plans and proposals of other agencies. The City of Victorville will need to work with agencies to implement portions of this Specific Plan.

POLICIES:

14.6.1 Work with the San Bernardino Local Agency Formation Commission

The City of Victorville will expeditiously pursue expansion of the Sphere of Influence to encompass all areas of Desert Gateway.

The City of Victorville will support annexation of all unincorporated property within Desert Gateway. The City finds that a community of interest exists between all property within Desert Gateway and the City.

14.6.2 Preserve a corridor for the future High Desert Corridor

Desert Gateway will reserve right-of-way for the future High Desert Corridor and its interchanges within Desert Gateway.

14.6.3 Preserve corridors for future passenger rail service expansion

Desert Gateway will reserve right-of-way for expansion of passenger rail service to link DesertXpress with Metrolink and the California High Speed Rail Project.

14.6.4 Work with the Southern California Logistics Rail Authority

The City supports a new railroad spur to Southern California Logistics Airport and a potential intermodal facility located at the airport.

14.6.5 Maintain distinct and complementary roles between the Victor Valley Redevelopment Authority and City of Victorville

The Desert Gateway Specific Plan serves as the plan for the redevelopment of that portion of the Victor Valley Redevelopment Area within Desert Gateway. The Victor Valley Redevelopment Plan will continue to enable the implementation framework for redevelopment.

14.7 OBJECTIVE: Periodically evaluate and maintain the Desert Gateway Specific Plan

The Desert Gateway Specific Plan is a long-term plan that will evolve throughout its implementation. Administration and maintenance of the Plan are vital to realize the vision.

POLICIES:

14.7.1 Annual evaluation report required

As deemed necessary, the City Manager may provide an evaluation report to the Victorville City Council and Victor Valley Redevelopment Agency to evaluate the progress in implementing the Desert Gateway Specific Plan. The evaluation report may include recommendations to update department work programs, the City budget, the capital improvement program, and any other City plans or regulations in order to coordinate with and implement this Specific Plan.

14.7.2 Cost recovery of the Specific Plan

A fee may be established to recover the costs to prepare, adopt, and/or administer the Desert Gateway Specific Plan, or any amendments to the Specific Plan, associated technical studies and periodic updates to the public facilities financing plan.

