



VILLAGE SPECIFIC PLAN

...A partnership between the Town of Apple Valley and Village Property and Business Improvement District.

APPROVED
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"Plans are nothing. Planning is everything"

~ Dwight D. Eisenhower

01

INTRODUCTION

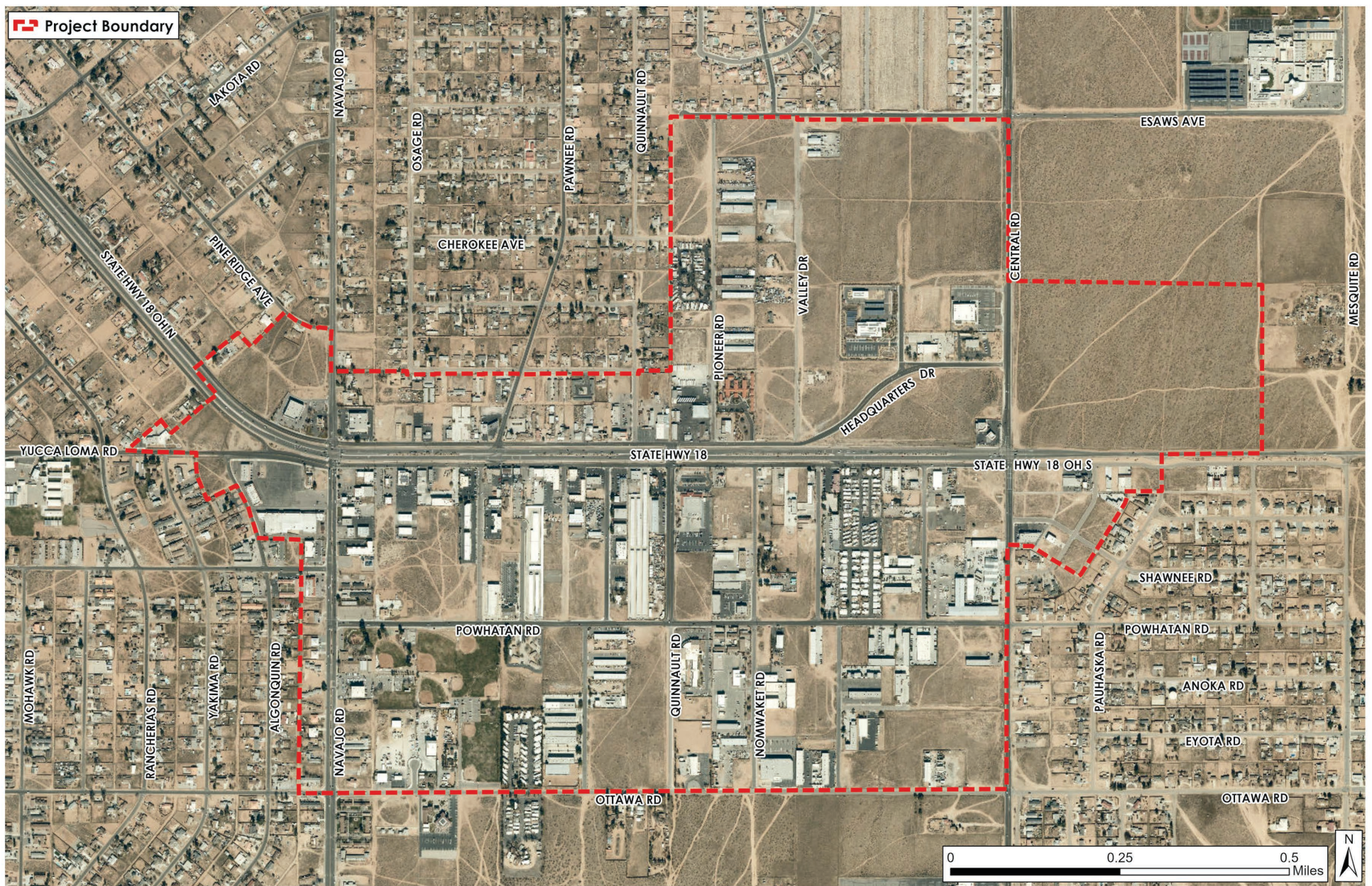
The Village Specific Plan was developed in partnership between the Town and Village Property and Business Improvement District (PBID) to support and implement the shared vision of a vibrant downtown that serves as a destination for shopping, dining, and entertainment and balances the needs of residents, workers, business owners, and visitors, alike. This is accomplished through strategic land use planning, enhancing the public realm, improving mobility, providing a streamlined development process, and preserving the downtown's historic character.

The Village Specific Plan provides the framework for future development and public improvements within the 651± acre planning area, along with design guidelines that support the Specific Plan's goals and

policies. The Specific Plan also sets forth a strategic implementation plan that prioritizes near-term and long-term public improvements.

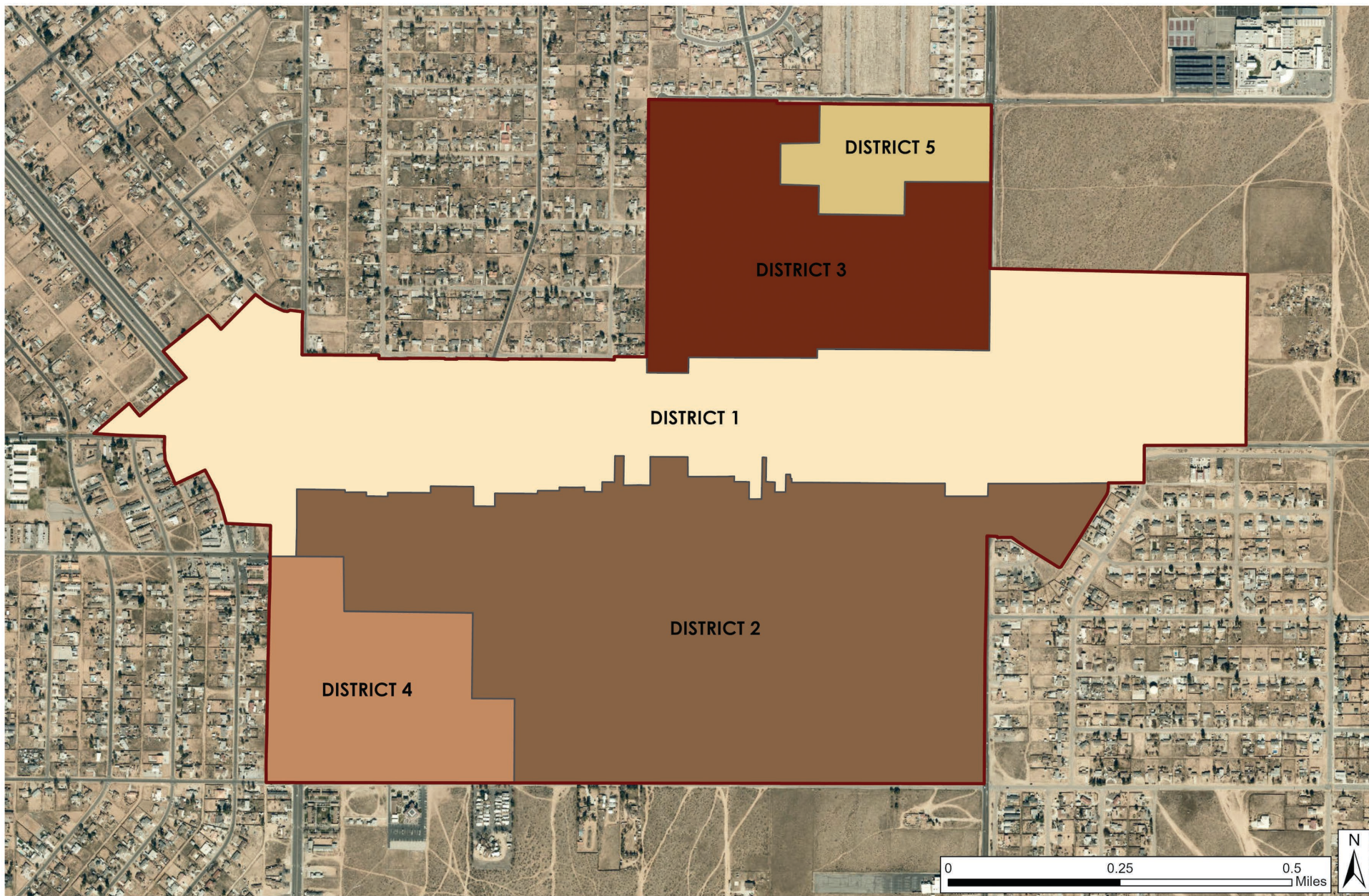
1.1 PLAN CONTEXT

The Town of Apple Valley is a high-desert, rural community located in the Victor Valley of San Bernardino County. The Village Specific Plan area is located in the east-central portion of the Town of Apple Valley along State Highway 18, one of the principal transportation corridors in the Victor Valley region. The Specific Plan area includes 651± acres generally bounded by Arapahoe and Esaws Avenues on the north, Ottawa Road on the south, Central Road on the east, and Navajo Road on the west. Project location and boundaries are shown in Exhibits 1 and 2.



Source: Terra Nova Planning and Research, Inc.; ESRI, 2021

06.20.22



Source: Terra Nova Planning and Research, Inc.; ESRI, 2021

06.20.22

The Highway 18 corridor within the Village Specific Plan area stretches approximately 1.5 miles and is one of Apple Valley's major commercial centers. The Highway 18 frontage contains a mix of restaurant, retail, and service commercial establishments. Among the retailers are local-serving gas stations, personal and professional services, feed and seed supplies, furniture stores, antique dealers, thrift shops, auto parts stores, and pharmacies. Services include banks, beauty salons, plumbing companies, real estate agencies, dental practices, and architecture and law firms. Commercial development on the north side of the Highway is more extensive than on the south side, in part due to deeper lot configurations. Also, the Apple Valley Mobile Home Lodge is located on the south side of Highway 18, east of Hitt Road.

Lands north of the Highway 18 commercial core are still largely undeveloped. Land uses north of the Highway 18 frontage include a mixture of service commercial, residential, and public and quasi-public facilities. South of the Highway 18 frontage, the Specific Plan area includes more broadly developed service commercial, residential, and community facilities.

The Specific Plan area contains 274± acres of vacant land. Vacant parcels are scattered throughout the area, with the largest vacant parcels generally north of Highway 18 and east of Valley Drive. Additional vacant parcels are clustered along the Highway 18 corridor west of Navajo Road, and along Powhatan and Ottawa Roads in the southern

Throughout the corridor, some buildings are vacant or appear to have been abandoned, including a partially occupied shopping center at the southwest corner of Highway 18 and Navajo Road.

1.2 PLAN STRUCTURE

This Specific Plan is organized into the following 6 chapters:

CHAPTER 01 INTRODUCTION includes information about the Plan area's context and location, the purpose of the Plan, instructions on how to use this document, and provides a broad overview of the Specific Plan process.

CHAPTER 02 THE VILLAGE provides essential background information for the Village and a summary of the area's development opportunities and constraints based on the Existing Conditions Report prepared for the Specific Plan. It also describes the vision for the Village and sets forth objectives that define the framework for subsequent chapters of the Specific Plan, including development standards, design guidelines and implementation strategies.

CHAPTER 03 DEVELOPMENT STANDARDS establishes development standards that will set the overall regulatory framework for the Specific Plan and the types of land uses envisioned for the Village.

CHAPTER 04 DESIGN GUIDELINES establishes general policies for the design of appropriate development including architectural characteristics, site planning, landscaping and signage.

CHAPTER 05 INFRASTRUCTURE describes the existing and future infrastructure improvements in the Specific Plan area including flood control, water, sewer, utilities, solid waste, energy systems and transportation.

CHAPTER 06 ADMINISTRATION AND IMPLEMENTATION provides a summary of recommended public improvements/program and possible implementation tools and strategies.

1.3 AUTHORITY + SCOPE

A Specific Plan is a document allowed under California law which provides local jurisdictions with a planning tool for master planning a particular site or project area. A Specific Plan, when approved, becomes the zoning ordinance for the project area it covers. The Specific Plan is intended to ensure quality development consistent with the goals, objectives, and policies of the Apple Valley General Plan.

The Specific Plan guides the standard of development for the Village plan area and is structured to provide a degree of flexibility for future land developers to address market driven changes if necessary. The Village Specific Plan establishes and updates the design and development zoning policies applicable to development within the planning area described herein. This Specific Plan also establishes the regulations and standards which serve as the ordinance and development regulation for the planning area going forward.

1.3.1 Enabling Legislation

The authority to adopt and implement the Village Specific Plan is granted to the Town of Apple Valley by the provisions of California Government Code Section 65450 through 65457. The following are the minimum requirements for the contents of a Specific Plan, as set forth in Government Code:

- ◆ Text and diagrams that provide the distribution, location and extent of land uses; the distribution, location and extent of transportation, water, sewer, drainage and other utilities; and the standards and criteria by which these improvements will proceed;
- ◆ Implementation measures including regulations, programs, public works projects and financing measures required to implement the Plan;

- ◆ Consistency analysis to assure that the Specific Plan is compatible with the General Plan.

As with General Plans, the Planning Commission must hold a public hearing before it can recommend to Town Council the adoption of a Specific Plan or an amendment thereto. The Town of Apple Valley may adopt a Specific Plan and/or an amendment to the Specific Plan by either ordinance or resolution. (Apple Valley Development Code Chapter 9.03 Specific Plans).

1.4 RELATIONSHIP TO OTHER PLANS

1.4.1 Apple Valley General Plan

California Government Code §65450-§65453 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. The Town of Apple Valley's General Plan provides guidance for long-term growth and development in the Town through comprehensive plans for future development. Consistency with the General Plan is achieved when the various land uses within the Specific Plan are compatible with the goals, policies, and general pattern of land uses contained in the General Plan. Consistency is defined as follows: "An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment." This statement from the Governor's Office of Planning and Research (OPR) describes how a Specific Plan should be consistent with the 2009 General Plan.

A review of the goals and policies set forth in the General Plan informed many of the priorities of this Specific Plan and ensures consistency between the two documents. The following are some of the key goals and policies that guide development and improvements in the Planning Area:

Land Use Element

Goal 1: The Town shall respect its desert environment.

Policy 1.A: The Town will require low water use through drought tolerant and native desert plants for landscaping.

Goal 2: A well planned, orderly development pattern that enhances community values, and assures development of adequate infrastructure.

Policy 2.C: The Town shall require quality design in all development and redevelopment proposals and shall encourage the enhancement of existing development.

Goal 3: Minimal impact to existing neighborhoods.

Policy 3.A: The Town will support measures that buffer both new and established residences from commercial, industrial and agricultural uses

Policy 3.B: Specific Plans shall be required for development proposals that include one or more of the following:

a. A combination of residential, recreational, commercial and/or industrial land use designation (except in the Mixed-Use land use designation); or

b. Variations from development standards in the applicable Zone.

Goal 5: A broad range of residential product types to serve all members of the community.

Policy 5.D: The Medium Density Residential land use designation shall be used as a buffer between commercial and industrial land use designations, and single-family residential land use designations.

Policy 5.E: Mixed Use projects which integrate residential land uses and commercial or light industrial land uses are encouraged in The Village, on major

roadways, and in close proximity to employment centers.

Policy 5.F: Projects proposed for the Mixed-Use land use designation shall incorporate densities of 4 to 30 units per acre for the residential component of the project.

Policy 5.H: Encourage rehabilitation and conversion of neighborhoods that are threatened by blighting influences.

Goal 6: Commercial development shall strengthen the local economy and enhance the quality of life.

Policy 6.C: The Town shall encourage the development and/or redevelopment of The Village.

Goal 7: Industrial development which supports a broad-based economy and encourages the jobs-housing balance.

Policy 7.B: Service commercial land uses will be encouraged to locate in The Village.

Goal 8: Adequate public facilities to meet the needs of the Town's residents, businesses and visitors.

Policy 8.A: The Town shall coordinate with all public service providers to assure that adequate services are available to meet the demands of growth in Town

Circulation Element

Goal 1: The Town shall continue to maintain and expand a safe and efficient circulation and transportation system.

Policy 1.C: Sidewalks shall be provided on Local Streets of 60 feet in width and on all roadways 88 feet wide or wider. In Rural Residential land use areas designated pathways may be provided as an alternate to sidewalks.

Policy 1.D: Traffic calming devices shall be integrated into all Town streets to the greatest extent possible.

Policy 1.F: Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Policy 1.H: New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, and traffic signals.

Policy 1.I: Pedestrian access shall be preserved and enhanced.

Policy 1.J: The Town shall implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map in this Element.

Policy 1.K: The Town shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Parks + Recreation Element

Goal 1: The maintenance and expansion of a well-connected network of high quality parks that provides all segments of the community with a wide range of recreational opportunities.

Policy 1.D: In addition to Town park requirements, developers of new projects may be required to provide further on-site recreational space/landscaped open space.

Goal 2: Expansion and further development of an integrated and comprehensive bikeway, walking paths and trails system that includes effective signage and supporting facilities to encourage use.

Policy 2.B: The Town's bicycle lane network shall be maintained and expanded to encourage greater use and to improve the safety of bicyclists on town streets.

Policy 2.C: The Town should create a regional bicycle and trail network in consultation with neighboring communities.

Policy 2.D: The Town shall maintain and expand a comprehensive inter-

connected recreational trails system for bicycles, equestrians and pedestrians, and provide supporting facilities whenever possible.

Housing Element

Goal 1: Housing of all types to meet the needs of current and future residents in all income levels.

Policy 1.F: Permit childcare facilities in single-family and multi-family residential zones, as well as in commercial and industrial areas where employment is concentrated.

Policy 1.G: New residential development must assure the provision of infrastructure and public services.

Policy 1.H: Encourage energy-conservation and passive design concepts that make use of the natural climate to increase energy efficiency and reduce housing costs.

Discussion of the Village Specific Plan's consistency with the goals and policies of the Town of Apple Valley's General Plan are provided in Appendix A of this Specific Plan.

1.4.2 Apple Valley Development Code

The Apple Valley Development Code regulates land use and provides development and land use regulations that govern the size, shape, and type of use for development in the Town. This Specific Plan document customizes the standards and regulations to help achieve the vision for the Village. In any instance where the Specific Plan conflicts with the requirements of the Town's development code, the Specific Plan provisions will take precedence. Where the Specific Plan is silent on a topic, the Town's existing requirements remain in force.

1.5 CEQA COMPLIANCE

In compliance with the California Environmental Quality Act (CEQA), the Town identified the preparation of this Specific Plan as a “project” under CEQA, and prepared an Initial Study. The Initial Study found that the Specific Plan had a potential to significantly impact the environment, and that an Environmental Impact Report (EIR) must be prepared. The Town circulated to all responsible and trustee agencies a Notice of Preparation (NOP) of an EIR. All comments received in response to the NOP were considered and incorporated into the EIR. The EIR was circulated to all responsible and trustee agencies, and all other interested parties, for a period of 45 days. All comments received in response to the EIR were considered in the Response to Comments prepared for the Planning Commission and Town Council. The Town Council certified the EIR prior to adopting this Specific Plan, on October 11, 2022.

throughout the area. This process allows the Town to implement General Plan goals and policies related to the Village’s physical development. Therefore, all projects within the Specific Plan area are subject to review and approval in compliance with the provisions of the Specific Plan. The project review process has been simplified for projects that are consistent with the Specific Plan – please see Chapter 6 for detailed description of the application and approval process.

1.6 STREAMLINING

The potential environmental effects of this Specific Plan were analyzed on a program level in the certified project EIR and in compliance the California Environmental Quality Act. However, the Specific Plan EIR provides sufficient detail to allow no or minimal additional analysis of certain project-specific impacts as the Specific Plan is implemented. Compliance with the Specific Plan and its EIR will enhance CEQA streamlining. Projects will be considered individually as they are brought forward. Town Planning staff will then determine if the Specific Plan EIR provided sufficient analysis to allow the project to move forward without further review.

1.6.1 Project Review

The review of development proposals within the Specific Plan area is required to ensure compatible and enhanced design



"We don't want a plan based on land uses. We want a plan based on experiences."

~ Mitchell Silver

02

THE VILLAGE

The Town of Apple Valley is a high-desert, community located in the Victor Valley of San Bernardino County. The Village Specific Plan area is located in the east-central portion of the Town of Apple Valley along State Highway 18, one of the principal transportation corridors in the Victor Valley region. The Specific Plan area includes 651± acres generally bounded by Arapahoe and Esaws Avenues on the north, Ottawa Road on the south, Central Road on the east, and Navajo Road on the west.

2.1 VILLAGE HISTORY

The Village was largely uninvolved in the Town's earlier horticultural and dude ranch boom resulting in a slower, more organic growth pattern when compared to the surrounding area. During the 1890s and as

late as the 1930s, the only man-made feature known to be present in the Village planning area was a road leading to the Big Bear Valley in the San Bernardino Mountains, which has since evolved into modern day State Highway 18 (Highway 18). Within the Apple Valley town limits, Highway 18 was given the moniker "Happy Trails Highway" after the theme song of Roy Rogers and Dale Evans, who once resided on Outer Highway 18.

The downtown Village, as it's known today, came into being in the 1940s-50s when rural residential properties, mobile home parks, and modest commercial buildings in small shopping strips along Highway 18 began to appear. Between 1952 and 1969, development accelerated and spread throughout the Village planning area, most notably the proliferation of commercial

buildings along Highway 18, along with a few mobile home parks and civic amenities such as a fire station. The growth pattern in the Village was concentrated along the Highway 18 corridor and a few secondary streets, such as Navajo Road, Central Road and, to a lesser extent, Pioneer Road, Valley Drive, and Ottawa Road. Nearly all buildings along the Highway 18 frontage are single-story, free-standing structures built in the post-World War II era.

The Town of Apple Valley has identified 17 sites as Historical Points of Interest, four (4) of which are located within the Planning Area boundaries. The descriptions of each site are presented below.

Pink House (13733 Navajo Road): Built in the late 1940's, this house belonged to Newt Bass who was one of Apple Valley's most prominent developers. The structure was built by architect Hugh Gibbs and has many design elements similar to those of the Apple Valley Inn, which Gibbs also designed. These include huge timber beams from the Tonopah and Tidewater railroad trestle, wagon wheel chandeliers, and wood paneling.



Conrad Publishing House (21825 Outer Highway 18 South): Original portion of the building was built by Warren White in 1951 for Lloyd R. Conrad's printing and publishing business.



El Pueblo Shops (21810 Outer Highway 18 North): Built in the late 1940s; two strip-type buildings facing one another with a lawn in between; currently occupied by a variety of shops and businesses, among them a restaurant, dress shop, beauty parlor, and dentist.



James A. Woody Community Center (13467 Navajo Road): Constructed between 1950-1951 by community volunteers and financed through the formation of a Community Services District and fundraisers; several additions were added later; currently used by the Town's Parks and Recreation Department for classes and activities and is available to rent for banquets, receptions, and other events.



2.2 EXISTING CONDITIONS

2.2.1 Socioeconomics

The Existing Conditions Report prepared for the Specific Plan describes the current demographic, socio-economic, consumer, and retail market characteristics in the “Local Market Area.” The Local Market Area includes land within the Specific Plan boundary and within a ±3-mile radius of the Specific Plan area. The following statistics are summarized from the Existing Conditions Report:

Demographics

- ◆ 2020 Population: 50,189
- ◆ 2025 Population: 51,700
- ◆ Median Age: 35
- ◆ Male: 49%
- ◆ Female: 51%
- ◆ Adults: 74%
- ◆ Children Under 18 years: 26%

- ◆ White: 61%
- ◆ Other Race: 17%
- ◆ Black/African American: 10%
- ◆ Two or More Races: 7%
- ◆ Asian: 3%
- ◆ American Native/Alaska Native: 1%
- ◆ Native Hawaiian/Pacific Islander: <1%
- ◆ Hispanic/Latino: 39.2%

Housing

- ◆ Households: 16,424
- ◆ Median Home Value: \$274,609
- ◆ Median Gross Rent: \$1,034
- ◆ Single-Family: 77%
- ◆ Multi-Family + MHP: 23%
- ◆ Owner-Occupied: 58%
- ◆ Renter-Occupied: 34%
- ◆ Vacant Units: 8%

Income + Spending

- ◆ 2020 Median Household Income: \$54,873
- ◆ Largest Expenditures:
 - > Housing
 - > Retail Goods
 - > Food
 - > Transportation

2.2.2 Market Opportunities

The Local Market Area Surplus and Leakage Analysis examines the quantitative aspect of the community's retail opportunities.

Surplus

A “market surplus” occurs when there is excess supply - that is quantity supplied is greater than quantity demanded. In this situation, some producers won't be able to sell all their goods.

The Local Market Area is experiencing a surplus of sales in three (3) retail sectors, meaning they are capturing more sales than the Local Market Area generates. Therefore, they are attracting sales from households outside the Local Market Area. Surpluses are occurring in:

- ◆ Department Stores, excluding Leased Departments
- ◆ Auto Part/Accessory/Tires
- ◆ General Merchandise Stores

Leakage

A “market leakage” occurs when residents are spending more for products than local businesses capture which suggests there is an unmet demand in the trade area and that the community can support additional store space for that type of business.

The Local Market Area is experiencing market leakage in 10 retail sectors, indicating there are no stores and no sales

generated in the Local Market Area. There may be good opportunities for these retailers to capture sales. They include:

- ◆ Shoe Stores
- ◆ Jewelry/Luggage/Leather Goods
- ◆ Book Stores/News Dealers
- ◆ Vending Machine Operators
- ◆ Special Food Services
- ◆ Clothing/Accessory Stores
- ◆ Auto Dealers
- ◆ Clothing Stores
- ◆ Direct Selling Establishments
- ◆ Home Furnishings

Opportunities: The following retail segments have high or relatively high uncaptured sales potential in both the Regional and Local Market Areas. There may be opportunities for such establishments to operate in the Specific Plan area

- ◆ Lawn/Garden Equipment/Supply
- ◆ Specialty Food Stores
- ◆ Jewelry/Luggage/Leather Goods
- ◆ Non-Store Retailers
- ◆ E-Shopping/Mail Order
- ◆ Vending Machine Operators
- ◆ Direct Selling Establishments
- ◆ Special Food Services
- ◆ Drinking Places - Alcohol

2.2.3 Land Use

The Apple Valley General Plan (2009) Land Use Element establishes land use designations for all parcels in the Town. Seven (7) General Plan designations are assigned in the Specific Plan area. They include:

Mobile Home Park (MHP, 5-15 du/ac): Applies to mobile home parks and mobile home subdivisions.

Medium Density Residential (R-M, 4-20 du/ac): Promotes a wide range of higher density residential units, including single-family attached and multi-family units such

as condominiums, townhomes, and apartments. Projects restricted to senior citizens and providing various levels of care are also appropriate. Should be a buffer between less intense residential designations and commercial or industrial designations, or major roadways.

Estate Residential (R-E, 1 du/1 to 2.5 gross ac): Allows detached single-family detached homes on 1 to 2.5 gross acres. Access on local roads in new subdivisions should be paved. Multi-use trails should be integrated into all new projects, as appropriate. Animal-keeping for personal use, ranching activities, and home occupations are appropriate. May be appropriate for bed and breakfast and similar use, with approval of a conditional use permit.

General Commercial (C-G): Allows a broad range of retail uses, as well as office and service land uses. Typical uses serve the needs of residents and businesses in a shopping center setting. General retail stores, including all types of consumer goods, furniture and appliance sales, auto repair, and sales are permitted. Restaurants, both sit-down and fast food, gasoline services, and general office (secondary or retail uses) are permitted. There is no minimum size for project sites, but assemblage of smaller parcels is encouraged.

Service Commercial (C-S): Assigned to lands in The Village. Intended to serve as a transition designation allowing commercial and industrial land uses on a smaller scale. Necessitates flexibility in development standards due to existing development and infrastructure constraints. Land uses include vehicle sales and service; lumber, home repair and building supply; general retail; warehousing; manufacturing uses completely contained within an enclosed structure. There is no minimum size for project sites, but assemblage of smaller parcels is encouraged.

Public Facilities (P-F): Assigned to public and quasi-public land uses, including Town Hall and other Town facilities; fire stations; schools; facilities of the County, State, and federal government; water and sewer district; and utility substations and facilities. There is no minimum size.

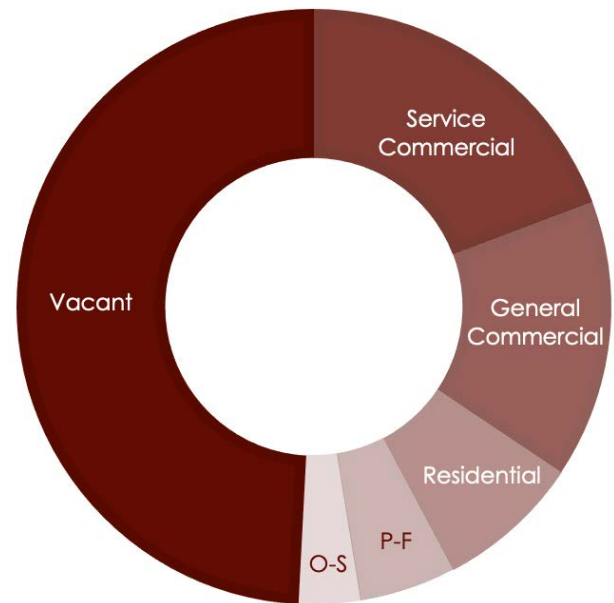
Open Space (O-S): Applied to natural and active open space areas, including lands owned by Town, County, State, and federal agencies for the purposes of recreation or conservation, and golf courses, parks, or other recreational facilities

Approximately 439.7 acres (68% of the Specific Plan area) are designated for commercial uses, which are roughly equally divided between General Commercial (214.4 acres) and Service Commercial (225.3 acres) designations. Approximately 68.7 acres (11%) are designated for residential uses, 29.1 acres (4%) are designated for public facilities, and 18.8 acres (3%) are designated for open space.

Approximately 58% of the Specific Plan area is developed. The largest amount of developed land is designated as Service Commercial (107.0 acres), followed by General Commercial (84.2 acres) and Public Facilities (29.1 acres). The Specific Plan area includes an estimated 288 dwelling units, 62% of which are mobile homes. It also includes approximately 1,637,674 square feet of commercial square footage and 185,706 square feet of public facility buildings.

Approximately 42% of the Specific Plan area is undeveloped. The largest amount of vacant land is designated General Commercial (130.2 acres), followed by Service Commercial (118.4 acres) and Medium Density Residential (25.0 acres).

PLANNING AREA: EXISTING LAND USES



2.3 SPECIFIC PLAN DISTRICTS

Unlike traditional land use plans, the Specific Plan does not assign specific land uses by parcel. Instead, land uses are assigned by District to provide flexibility for redevelopment of underutilized properties and development of vacant parcels.

The Specific Plan includes provisions for five separate Districts, each with its own identifying characteristics yet unified through development and design guidelines with an emphasis on establishing a sense-of-place based upon a reimagined Village identity

The idea is to;

- ◆ Create a lively downtown filled with retail, restaurant, and entertainment-oriented uses;
- ◆ Enhance the pedestrian realm with paseos and gathering spaces within downtown but also provide connections to adjacent residential, retail, and service commercial areas;

- ◆ Balance circulation needs in the downtown area with consideration of vehicles, pedestrians, and bicyclist; and
- ◆ Provide diversity in housing opportunities in proximity to the downtown and other amenities to establish viable and livable neighborhoods.

2.3.1 District 1: Village Core

District 1 is the heart of downtown and plays a significant role in establishing the Village identity. This centralized District is anchored by Highway 18 and totals 183.55 acres, of which 51.85 acres are developed, 16.33 acres are underutilized, and 107.58 acres of vacant and developable. District 1 is envisioned as the primary commercial and entertainment district with development primarily oriented towards Highway 18 to support the corridor's function as a downtown "main street."

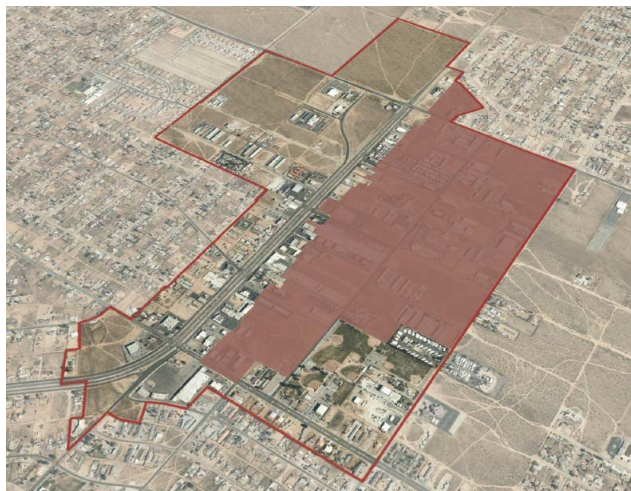


Development of District 1 is intended to create a vibrant pedestrian environment through outdoor dining, interesting store displays, architectural detailing, public art, gathering spaces, and other pedestrian-oriented features. The flexibility of development standards in this District also promotes both vertical and horizontal mixed-use developments within walking distance of the downtown.

District 1 offers a variety of uses including, but not limited to, food service, office, auto, truck and recreation vehicle sales and service, lumber yards, home repair and building supplies, discount and wholesale sales and light manufacturing.

2.3.2 District 2: Village Services South

Located south of District 1, District 2 is the largest of the five districts totaling 210.98 acres, of which 95.78 acres are developed, 23.78 acres are underutilized, and 91.42 acres vacant and developable. This District is one of two commercial service districts in the planning area that supports a mix of commercial retail, office/ professional, and commercial services.



Compared to the northern commercial service district (District 3), District 2 is further removed from residential uses which increases opportunities for quasi-industrial uses that may require a large production area or storage yards. District 2 also includes Powhattan Road which is intended to serve as a secondary thoroughfare to Highway 18 and will be improved with landscaping and pedestrian infrastructure that provides safe connection to the Village core from southern businesses and residential areas.

2.3.3 District 3: Village Services North

District 3 is the second commercial service district that encompasses 88.24 acres north of District 1, of which 28.87 acres are developed, 11.06 acres are underutilized, and 48.31 acres vacant and developable. Similar to District 2, this District supports a mix of retail, office/professional and commercial services with immediate access to the Village core. However, this District is bounded on the north and west by single family residential neighborhoods that may be sensitive to certain types of non-residential land uses due to noise, odor, and visual impacts. Development of this District will demonstrate how to properly transition non-residential uses to residential uses through thoughtful design and development standards.



2.3.4 District 4: Residential + Recreation

District 4 is in the southwest corner of the planning area totaling 50.28 acres, of which 40.10 acres are developed, 7.20 acres are underutilized, and 2.98 acres vacant and developable. Development of this District demonstrates how to enhance the connections between existing residential uses and public parks and other services. This District also provides examples of redevelopment opportunities that increase

residential densities through lot consolidation.



2.3.5 District 5: Residential

District 5 totals 23.28 acres and is the only District that is entirely vacant. Uses surrounding this District include single family residential to the north, vacant lands to the east, and District 3 to the south and west.



This District is intended for residential and supporting public services, such as neighborhood schools. In consideration of surrounding uses, District 5 development standards are designed to create a buffer between low density residential to non-residential uses by smoothly transition from lower densities to the north to higher densities to the south and east. Types of residential

uses envisioned for this District includes townhomes, condos, and low-rise apartments.

2.4 VISION

The vision for the Village considers a number of factors, ranging from current uses and land use patterns to infrastructure constraints and opportunities. Most importantly, the Specific Plan was developed by listening to the residents, property owners and businesses in the area. To collect as much information as possible, public participation was a key component in developing the Specific Plan. Input from the community included:

- An on-line survey conducted from November of 2020 through January of 2021 that was broadly advertised throughout Town. There were 229 responses to the survey, which addressed a broad range of questions, ranging from the types of businesses that respondents wanted to see in the Village, to how they felt about bike and pedestrian safety.
- Group interviews with stakeholders, including property and business owners throughout the Village, conducted during the winter and spring of 2021.
- A joint Town Council and Planning Commission workshop that reviewed the results of the survey and interviews, and presented findings and conclusions.
- Two presentations to the PBID Board of Directors, the first to gather input and ask for recommendations; and the second to present findings and the concepts that would guide the Specific Plan.
- A community workshop that presented the Draft Specific Plan to residents and business and property owners, held in December of 2021.
- Public hearings before the Planning Commission and Town Council, where further input from the community was used to refine the Specific Plan prior to its adoption.

~ ~ ~

The VISION sets the foundation and provides clear direction for the development of the Village that the public can understand and connect with emotionally

~ ~ ~

The vision of the Village Specific Plan is to revitalize the Town's historic downtown while preserving its rustic hometown charm. The Village will continue to be an important job center for commercial and professional services, while also evolving into an exciting destination that integrates retail, restaurants, entertainment, and housing. The Village will:

- Create a vibrant neighborhood that will stand the test of time.
- Expand the identity of the Village from Highway 18 throughout the Village boundary.
- Have a creative, cohesive and harmonious look and feel, with inviting streetscapes and attractive building façades.
- Enhance connectivity and access throughout the Village.
- Create a sense of place with interesting public spaces and paseos to increase walkability.

- Be a convenient place for locals and visitors to stop, shop, and do business.
- Be a safe and comfortable place for pedestrians, cyclists, and motorists.
- Attract an eclectic mix of retail, services, specialty shops, and restaurants.
- Strengthen partnerships between the Town, the PBID and business and property owners to fund and implement improvements.

The Specific Plan will provide community leaders with a well-defined and practicable strategy that will drive incremental actions the Town can take to re-energize the Village planning area and enhance its historic identity. An important part of the Specific Plan process is to identify community design preferences for public improvements and determine where these improvements and investments will be the most impactful. The Specific Plan offers land use planning and design guidance by showcasing ideas for individual properties and public spaces that are either underdeveloped or that currently disrupt land use synergies. The purpose of providing real examples of design opportunities and enhancements for specific sites is to communicate the overall idea, rather than to mandate what any individual property owner or business owner should do.

The following four objectives reflect the information received from consultation with the Town, stakeholder interviews, community workshops, and participants in the online survey.

Historic Preservation

- ◆ Retain the scale and the historic character of the Village by insisting on high quality design and provide continuity where “old meets new.” New construction should complement the

existing built environment and provide a pleasing and safe environment.

- ◆ Preserve or restore the older, historically valuable buildings in the and around the downtown.
- ◆ Establish and maintain specific design review criteria and regulations that express the need for projects to respect and preserve the historic nature of the Village.

~ ~ ~

OBJECTIVES provide a measurement for how effectively a project implements the Specific Plan vision and goals.

~ ~ ~

Urban Design: Identity + Image + Sense of Place

- ◆ Develop a detailed streetscape plan that provides a variety of outdoor spaces for pedestrians, particularly gathering spaces and paseos. Ensure that these outdoor spaces are comfortable by emphasizing sunlight access, views, and sun and/or wind protection where appropriate.
- ◆ Encourage cooperation between the business community and the Town in the establishment of an attractive, functional and successful downtown. Develop programs to improve the pedestrian and aesthetic nature of the downtown environment.
- ◆ Support entrance and frontage remodeling on downtown buildings that will contribute to the pedestrian environment and the historic character.
- ◆ Encourage cooperation between the business community and the Town to

maintain landscaping throughout downtown on their own property and in the public domain.

- ◆ Protect adjacent residential neighborhoods with guidelines that scale down development at the periphery of downtown (i.e., a transitional zone).

Multi-Modal Circulation + Access + Parking

- ◆ Adopt development guidelines that promote an integrated multi-modal transportation system that is safe and effectively serves the Downtown area. Improve all modes of access to and within Downtown, and provide opportunities for residents, workers, and visitors to walk, bike, drive or access transit
- ◆ Minimize conflicts among auto, transit, bicycle and pedestrian uses for a safe circulation system throughout the planning area. In the downtown core, minimize conflict between autos entering and exiting onto frontage roads and Highway 18.
- ◆ Minimize the conflict between pedestrian and vehicular traffic at intersections as well as midblock.
- ◆ Create adequate parking facilities to support land use policies for the downtown. Increase the availability of short-term parking spaces on the periphery of the core downtown area.

Economic Vitality

- ◆ Ensure that the mix of uses in the Village is appropriate to the downtown's location both as a part of Apple Valley and the larger region.
- ◆ Enhance the shopping activity in the downtown so that it serves residents, employees and regional residents.

2.5 CONSTRAINTS & OPPORTUNITIES

A variety of methods were used to identify and evaluate conditions within the Village planning area and determine whether and to what degree they serve as opportunities for or impediments to future development and revitalization. Revitalization activities may include reusing or renovating buildings, improving building façades, streetscaping to beautify an area, and/or leveraging local assets through incentive-based or preservation-based economic development tools.

Identified constraints and opportunities are further discussed below.

2.5.1 Constraints & Challenges

- ◆ The expansion of pedestrian and bicycle facilities along the Highway 18 corridor are constrained by existing right-of-way configurations and open channel stormwater drainage facilities that extend parallel to, and in the outer medians of the Highway.
- ◆ The outer Highway frontage roads existing configurations create inefficient and hazardous intersections with multiple approaches, long intersection crossing distances for pedestrians crossing Highway 18, and access barriers to pedestrians, bicyclists, and the disabled. The frontage roads also limit accessibility to local businesses by through traffic which might otherwise stop if such a stop was perceived to be a simple driving maneuver.
- ◆ The relative lack of restaurants, bars and lounges, coffee shops and other uses where people gather to socialize has weakened the Village business environment and diminished the quality of life downtown.

- ◆ Open air stormwater drains along the Highway 18 frontage road create a barrier preventing the expansion of bicycle and pedestrian facilities.

While parking along the Highway 18 corridor may not be a problem currently this could quickly change depending on the outcome of other elements of the Village Specific Plan, including reduced parking along the frontage roads to accommodate expanded pedestrian facilities, or during planned special events in the downtown. Unfortunately, the success of any special events or new retail developments could be significantly constrained if there isn't adequate parking available within a short walking distance.

2.5.2 Opportunities

- ◆ Availability of vacant parcels provides the opportunity for infill development.
- ◆ Underutilized areas afford for the opportunity to increase the development potential as an incentive for land/business owners to sell and/or redevelop properties.
- ◆ Downtown currently lacks a cohesive identity. There are little to no street furnishings, public gatherings spaces, pedestrian paseos, or monuments that let you know you're in the Village. There is great opportunity to guide the design and strategic placement of furnishings, monuments, signage and so on to reinforce the Village theme and identity to create a cohesive sense-of-place throughout the planning area.
- ◆ Roundabouts are considered a potential option for the downtown circulation system. There is opportunity to incorporate public art as part of the roundabout treatments, including statues and attractive landscaping

Within the Village, approximately 305 acres, almost half (47%) of the planning area, are considered potential opportunity sites for revitalization. These opportunity sites consist of 274 acres of vacant land and 58 acres of developed land considered to be underutilized. These are vacant or underutilized parcels that have the potential to accommodate new development or redevelopment over the next 20 years. Potential opportunity sites were identified by field studies, information from City staff, review of aerial photography, and mapping the County Assessor's data. Opportunity sites are located across the planning area and many are contiguous and concentrated areas creating focus areas for development.

Analysis of potential opportunity sites serves as a tool to identify and quantify areas in the Village planning area where, if any, future development is most likely to occur. However, sites identified as potential opportunity sites are just that—potential opportunities. Some, or all, of these sites may not experience redevelopment; it is also possible that sites not identified in this analysis will undergo redevelopment. Actual development decisions will be made by individual property owners.

As part of this Specific Plan, conceptual development plans and improvement guides were prepared to demonstrate revitalization potential throughout the Village planning area. A conceptual development plan is essentially a forecast of the large-scale development potential of a particular property or properties. The improvement guides are general recommendations of small to moderate scale improvements using real examples throughout the planning area. Improvements range from small-scale landscaping improvements to increase curb appeal, to larger infill and redevelopment projects.

The conceptual development plans and improvement guides are discussed below.

2.5.2.1 Conceptual Development Plans and Improvement Opportunities

West End Signature Project

The West End Signature Project is located at the southwest corner of Highway 18/ Yucca Loma and Navajo currently occupied by an underutilized shopping center. This Project is an example of a relatively small-scale mixed-use development that combines multi-family residential and commercial uses. Also demonstrated is an emphasis on major intersection corner treatments and design that improves the visual character along Highway 18 and encourages those passing to stop and shop.



East End Signature Project

The East End Signature Project is located on 60 acres at the northeast corner of Highway 18 and Central. Envisioned is a self-contained mixed-use development that combines multi-family residential and commercial uses, including retail, entertainment, restaurants, and personal/professional services.



North Highway Frontage Redevelopment

The North Highway 18 Frontage Redevelopment Project is located at the northwest corner of Highway 18 and Pawnee. This project is an example of a revitalized commercial space with an enhanced pedestrian environment, connection to a centralized parking lot, and re-envisioned gas station with a retro feel. This Project is an example of façade improvements and infill development.



South Highway Frontage Redevelopment

The South Highway 18 Frontage Redevelopment Project is located at the southeast corner of Highway 18 and Navajo. This project is another example of a revitalized commercial space with an enhanced pedestrian environment and demonstrates how commercial and industrial/services can be connected through a centralized parking lot and dedicated pedestrian pathways. There are also opportunities for industrial/service infill development.



Navajo Residential Redevelopment

Located at the northeast corner of Navajo and Ottawa, this Project is an example of residential redevelopment that increases the existing density and provides a pedestrian connection via an existing trail on the eastern boundary to the neighboring parks and public facilities.



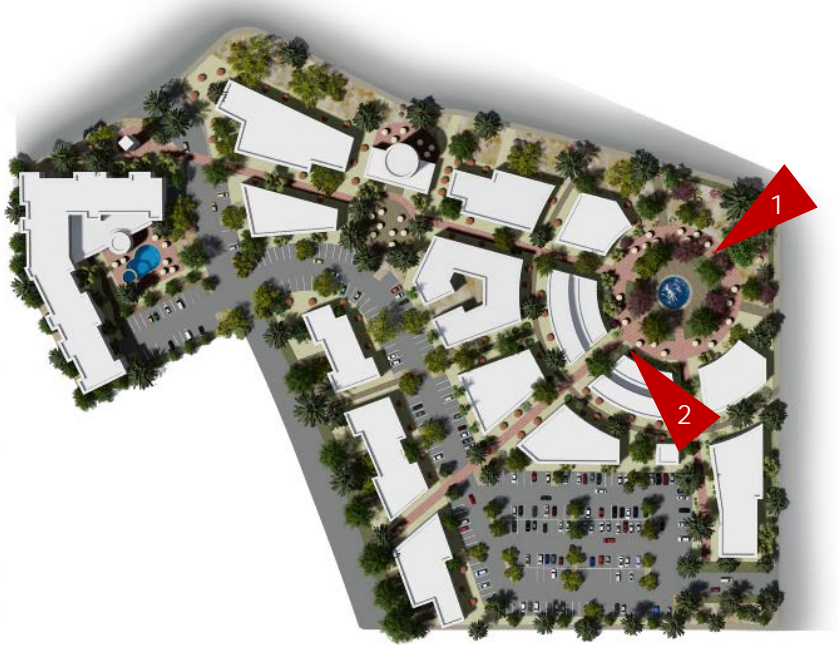
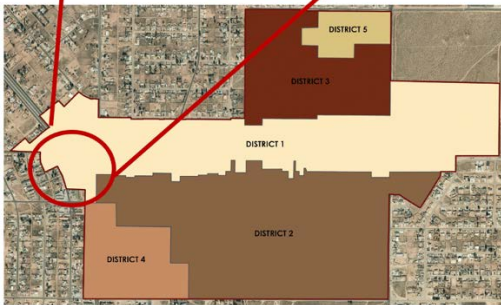
Residential + Service Integration Project

This conceptual development is located south of Esaws, west of Central, and east of Valley Drive. This Project is an example of how to transition residential neighborhoods and service commercial uses. This Project is also an example of simple façade improvements to existing service/industrial uses.



CONCEPTUAL DEVELOPMENT PLAN

WEST END SIGNATURE PROJECT



BUILDOUT POTENTIAL

Acreage: 13.3 AC

Residential: 38 units

- ◆ Two-Story Flats: 22 units
- ◆ Live/Work Units: 16 units
- ◆ Garage Parking: 76 spaces
- ◆ Guest Parking: 11 spaces

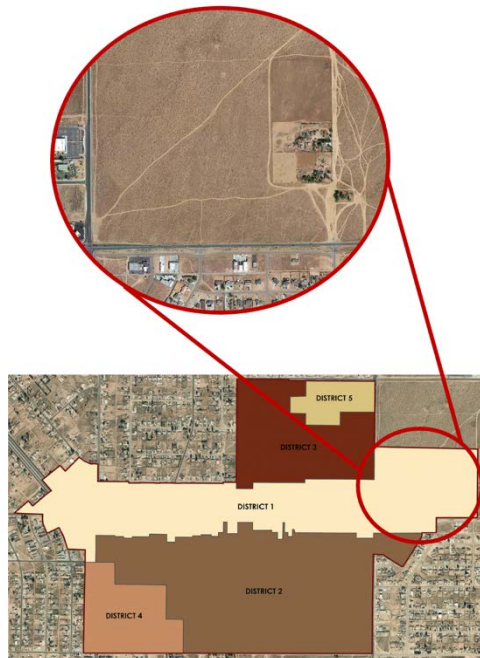
Commercial/Retail: 71,000 SF

- ◆ Parking: 284 spaces



CONCEPTUAL DEVELOPMENT PLAN

EAST END SIGNATURE PROJECT



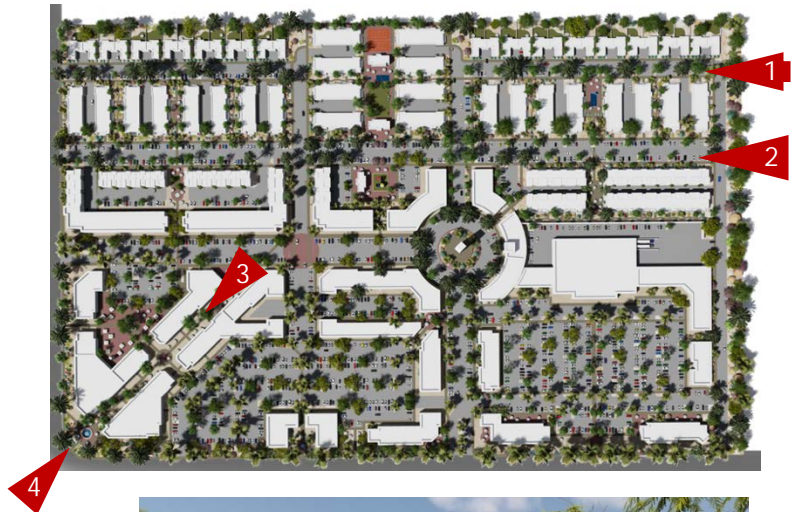
BUILDOUT POTENTIAL

Residential: 404 units (14.4 DU/AC)

- ◆ Duplex: 30 units
- ◆ 4-Plex: 96 units
- ◆ Townhouses: 77 units
- ◆ Two-Story Flats: 180 units
- ◆ Mixed Use Flats: 51 units
- ◆ Parking: 1,085 spaces

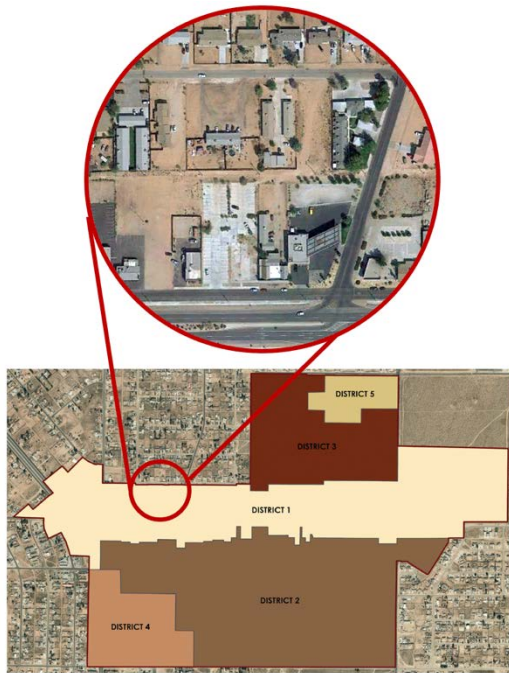
Commercial/Retail: 271,200 SF

- ◆ Parking: 1,288 spaces



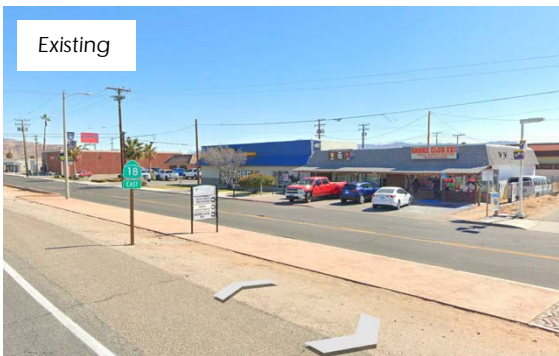
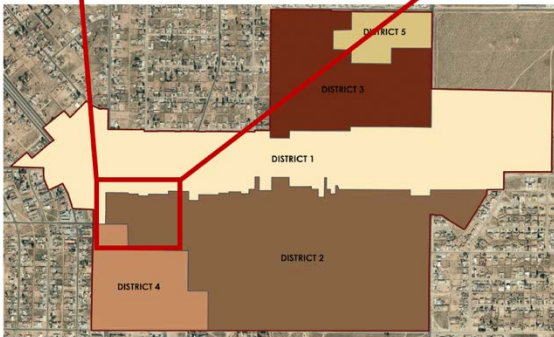
CONCEPTUAL DEVELOPMENT PLAN

NORTH HIGHWAY FRONTAGE REDEVELOPMENT



CONCEPTUAL DEVELOPMENT PLAN

SOUTH HIGHWAY FRONTAGE REDEVELOPMENT



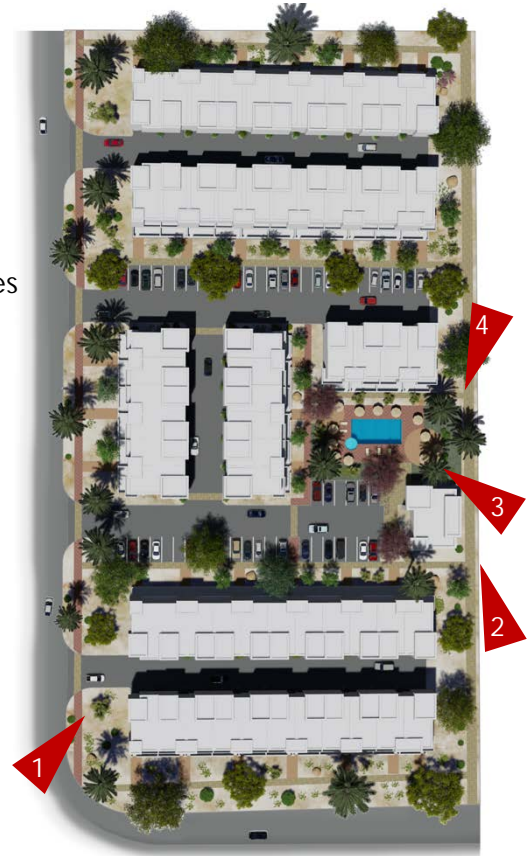
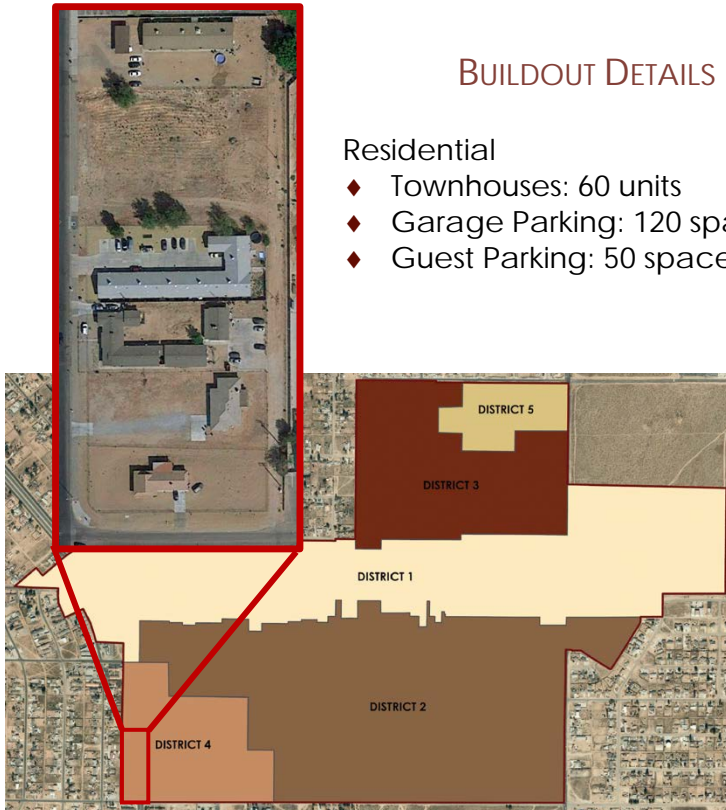
CONCEPTUAL DEVELOPMENT PLAN

NAVAJO RESIDENTIAL

BUILDOUT DETAILS

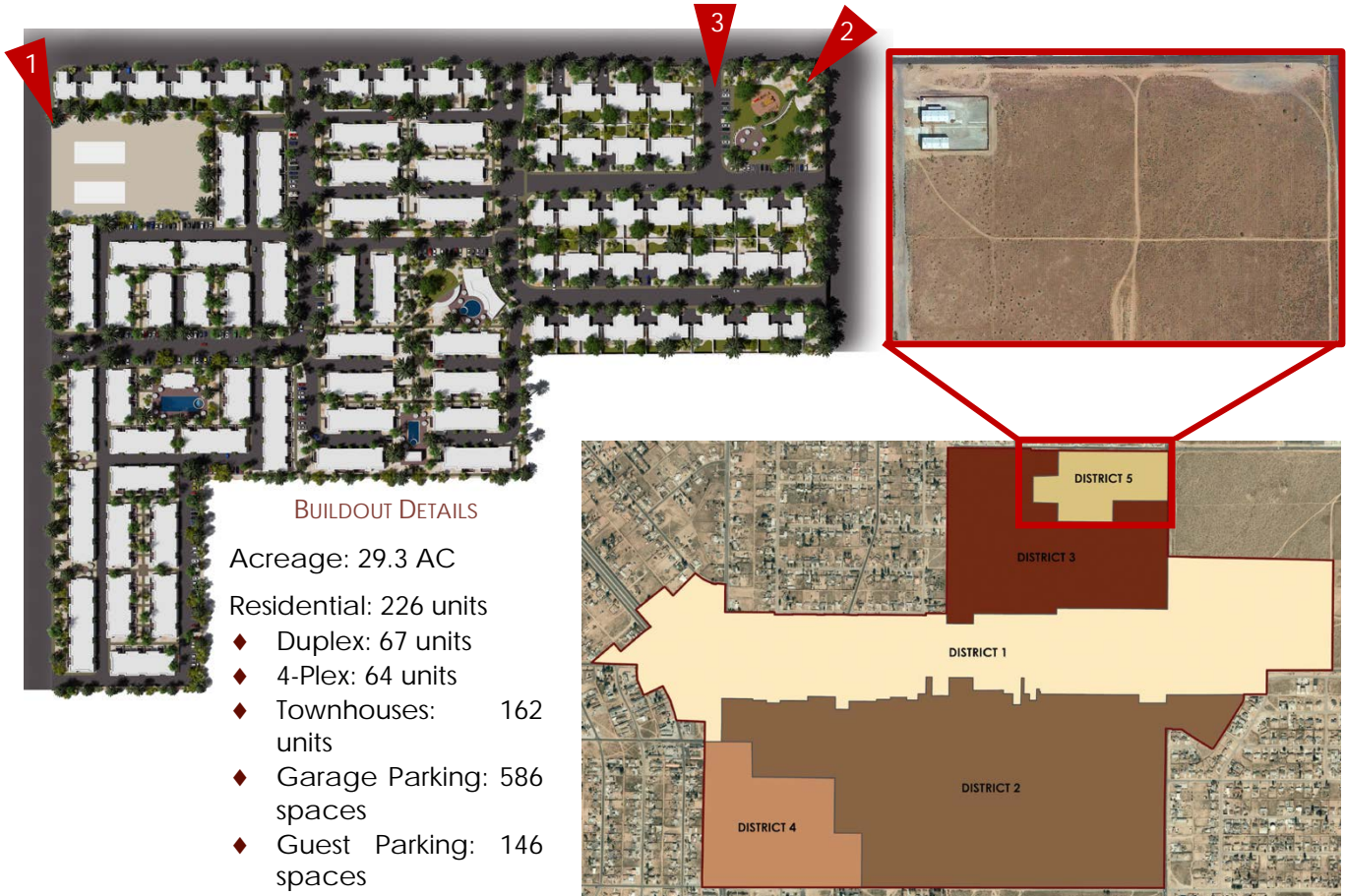
Residential

- ◆ Townhouses: 60 units
- ◆ Garage Parking: 120 spaces
- ◆ Guest Parking: 50 spaces



CONCEPTUAL DEVELOPMENT PLAN

NORTH RESIDENTIAL + SERVICE INTEGRATION



IMPROVEMENT GUIDE

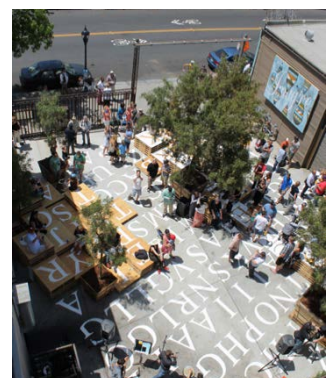
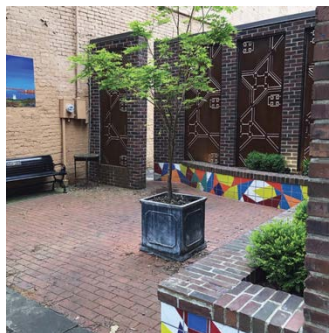
FRONTAGE + DRIVEWAY IMPROVEMENTS



Two from left: N. Highway frontage; Right: S. Highway 18 AVC Tech Services

IMPROVEMENT LEVEL: MODERATE (\$\$) TO MAJOR (\$\$\$)

Underutilized driveways and commercial/retail/restaurant frontages can be reimagined for public use, such as shaded gathering spaces, enhanced sidewalks, public art, outdoor dining, and pocket parks.



Creative use of existing building placement and orientation to encourage pedestrian use, especially along the Highway 18 corridor.

IMPROVEMENT GUIDE

SERVICE COMMERCIAL LANDSCAPE IMPROVEMENTS



From left: NE corner of Pawnee and Powhatan; Midblock Nomwaket between Highway 18 and Powhatan; NE corner of Nomwaket and Ottawa



IMPROVEMENT LEVEL: MINOR (\$) TO MODERATE (\$\$)

Building reconstruction or renovation can be costly. Landscape improvements are inexpensive yet have a major impact on the aesthetic quality



IMPROVEMENT GUIDE

HIGHWAY 18 INFILL IMPROVEMENTS



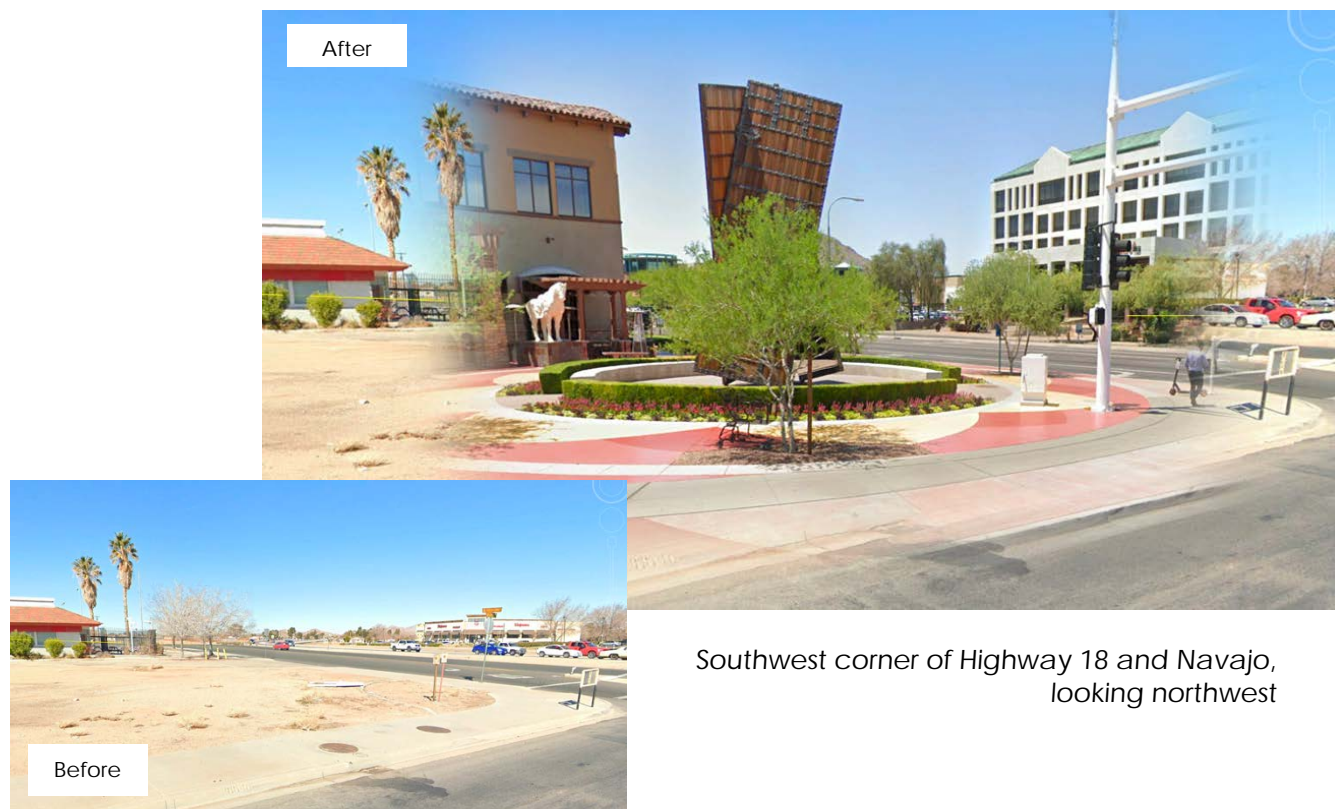
S. Highway 18 looking east between Bank of America and AVC Tech Services



Southeast corner of Navajo and Highway 18, vacant lot

IMPROVEMENT GUIDE

HIGHWAY 18 STREETSCAPE IMPROVEMENTS





"As an architect
you design for
the present, with
an awareness of
the past, for a
future which is
essentially
unknown."

~ Norman Foster

03

DEVELOPMENT STANDARDS

This Chapter serves as the Specific Plan Area's Development Code and will set the overall regulatory framework for the Specific Plan. It sets forth development standards and the types of land uses envisioned for the Village. The purpose of development standards is to provide quantifiable requirements, such as setbacks and building height limitations, for the various land uses located within Village planning area. The overall intent of these standards is to ensure that each individual development project contributes to meeting the goals and objectives for the Village Specific Plan area as a whole.

Specifically, the development standards are intended to:

- ◆ Establish uses and site development standards which contribute to the improvement of existing land use patterns.
- ◆ Provide for the nature and scale of uses which can make the most efficient use of available lands and the existing development pattern.
- ◆ Achieve gradual improvement of older buildings through expansion of use, redevelopment, rehabilitation, design improvements, landscaping or any combination of these devices desired by the property owner(s) and supportable by the Town and PBID.
- ◆ Contribute to the improvements of both visual and functional attributes of the

Highway 18 corridor to help stimulate business activity.

- ◆ Establish and enhance placemaking, as well as continuity and consistency of development through appropriate standards, within each District.

The requirements of this Chapter supersede the requirements of the Town of Apple Valley Development Code (Title 9 Development Code, Chapter 9.05 Zoning). If there is a conflict between the regulations provided in the Development Code and this Specific Plan, the regulations provided in the Specific Plan shall prevail. Where direction is not provided in this Specific Plan, the provisions of the Development Code shall prevail.

This Chapter is organized as follows:

3.1 DEVELOPMENT STANDARD BY DISTRICT

- ◆ Allowable Uses
- ◆ Development Standards

3.2 GENERAL STANDARDS FOR ALL DISTRICTS

- ◆ Non-Conforming Uses
- ◆ Height Determination
- ◆ Off-Street Parking Requirements
- ◆ Walls + Fences
- ◆ Screening + Buffering
- ◆ Landscaping
- ◆ Lighting
- ◆ Signage

3.3 SPECIAL USE STANDARDS

3.4 DEVELOPMENT INCENTIVES

3.5 DISTRICT DEVELOPMENT STANDARDS SUMMARY SHEETS

In interpreting this Specific Plan, it is understood that “shall” is mandatory, and “should” and “may” are permissive.

3.1 DEVELOPMENT STANDARDS BY DISTRICT

3.1.1 Allowable Uses

Specifically permitted, conditionally permitted, and prohibited land uses within each of the five Districts are summarized in *Table 3-1 Allowable Uses*. The list of uses is intended to be complete enough to adequately describe the permitted uses that are compatible with the land use objectives for individual Districts. If a proposed land use is not listed, the Planning Director, upon written request and in conformance with the provisions of Section 9.05.070 of the Apple Valley Development Code, will review the proposed unlisted use and determine whether it is Permitted, requires a Development Permit, Conditional Use Permit, or is prohibited. It shall be at the discretion of the Director to determine if said use is (1) consistent with the objectives of the District and Specific Plan as a whole, and (2) compatible with other listed permitted or conditionally permitted uses. Any person in disagreement with the Director’s determination may appeal that decision to the Planning Commission and Town Council.

3.1.2 Development Standards

District Development Standards are derived and adapted from the Town’s existing land use zone regulations, but also identifies special conditions for certain Districts. The Specific Plan development standards for each of the five Districts are summarized in *Table 3-2 Site Development Standard*. Individual development standard summary sheets by District are provided at the end of this Chapter. All development in the Village planning area must conform to these standards.

TABLE 3-1
ALLOWABLE USES

P = Permitted
 DP = Development Permit
 CUP = Conditional Use Permit
 SUP = Special Use Permit
 (-) = Not Permitted

DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
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RESIDENTIAL USES

Single family residences	-	-	-	P	P
Multi-family housing (6-20 units per acre)	P	-	-	P	P
Manufactured homes	-	-	-	P	P
Mobile home parks	-	-	-	-	-
Single room occupancy facilities	CUP	-	-	CUP	CUP
Transitional and Supportive housing facilities (Govt. Code Section 65650)	P	-	-	P	P
Supportive housing facilities	P	-	-	P	P
Emergency shelters/transitional housing	SUP	SUP	SUP	-	-
Caretakers residence (property caretaker)	SUP	-	-	SUP	SUP
Day care homes (up to 14 children)	CUP	CUP	CUP	P	P
Handicapped residential care facilities	P	-	-	P	P
Home occupations	-	-	-	P	P
Accessory Dwelling Units	-	-	-	P	P

COMMERCIAL + RETAIL USES

General commercial retail	P	P	P	-	-
Restaurants	P	P	P	-	-
Drive through services including restaurants, coffee shops, pharmacy, banks	CUP	-	-	-	-
Animal care facility (veterinarian, commercial kennel, grooming)	-	P	P	-	-
Carpenter or cabinet shop	CUP	P	P	-	-
Communications and cable television facilities	-	-	-	-	-
Concessionaire, small kiosks for key shops, film drops etc.	P	P	P	P	-
Farmer's market – open air	CUP	CUP	CUP	-	-
Feed and tack, including incidental exterior storage of hay, packaged feed and related bulk feed products on site	CUP	P	P	-	-
Hookah bar/lounge	P	P	P	-	-
Hotels and motels	P	P	P	-	-

TABLE 3-1
ALLOWABLE USES

P = Permitted DP = Development Permit CUP = Conditional Use Permit SUP = Special Use Permit (-) = Not Permitted	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Bed and breakfast inns with 6 beds or less	-	-	-	SUP	SUP
Nurseries	-	P	P	-	-
Parking lots/structures	P	P	P	-	-
Recycling facilities for reusable domestic materials	-	P	P	-	-
Registered vehicle sales/rental including boats, trailers and campers, no outdoor display	CUP	CUP	CUP	-	-
Storage yard/facility, such as boats, RVs, trucks, mini storage and equipment/supplies etc.	-	CUP	CUP	-	-
Studios, such as photo, art, music, dance, gymnastics, martial arts etc.	P	P	P	-	-
Television/radio broadcasting	-	P	P	-	-
Swap meets: a. Indoor b. Outdoor	P CUP	P CUP	P CUP	-	-
Outdoor sale/rental of farm and large construction equipment and small equipment.	-	P	P	-	-
Sidewalk vendors (subject to Chapter 6.2 (commencing with Section 51036) to Part 1 of Division 1 of Title 5 of Government Code and subject to Apple Valley Municipal Code Chapter 5.08)	P	P	P	P	P
Taverns, bars, micro-brewery, brewpub, craft distillery w/ food/ beverage service, nightclub	P	P	P	-	-
Beer manufacturer, craft distillery w/out restaurant	-	SUP	SUP	-	-
Liquor stores	P	P	P	-	-
Convenience stores	CUP	P	P	-	-
Grocery stores	P	P	P	-	-
Commercial recreational facilities	P	P	P	P	P
RECREATIONAL USES					
Health/fitness club	P	P	P	-	-
Indoor uses such as bowling, billiards, or skating rinks	P	P	P	-	-
Outdoor uses such as golf, tennis, basketball, family amusement	-	P	P	P	SUP

**TABLE 3-1
ALLOWABLE USES**

P = Permitted DP = Development Permit CUP = Conditional Use Permit SUP = Special Use Permit (-) = Not Permitted	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Private swimming pools	-	-	-	P	P
Park, sports fields	-	-	-	P	P
SERVICES					
Gas station, car wash, minor auto repair	P	P	P	-	-
Major auto repair	-	P	P	-	-
Personal Services (hair/nail salons, barber shops, banks/financial institutions, day spas etc.)	P	P	P	-	-
Day care center child or senior	-	SUP	SUP	-	-
Laundromat	-	P	P	-	-
Administration and professional office	P	P	P	-	-
Medical and Health services (medical/dental offices services acupuncture/ acupressure, chiropractic, massage, aromatherapy)	P	P	P	-	-
Mortuary/Cremation service	-	CUP	CUP	-	-
Repair of appliances, computers, TVs and the like	-	P	P	-	-
Assembly, manufacturing, compounding, or treatment of articles or merchandise from previously prepared materials, when conducted entirely within an enclosed building.	-	P	P	-	-
PUBLIC + SEMI-PUBLIC USES					
Child care centers 15 or greater, other than family day care homes	P	P	P	-	-
Churches, convents, convalescent homes and religious institutions	P	P	P	CUP	CUP
Educational institutions:					
a. K-12 schools	-	SUP	SUP	P	P
b. Vocational schools	-	P	P	-	-
Government facilities	-	P	P	-	-
Hospitals and Convalescent facilities	-	SUP	SUP	-	-
Libraries and museums, public or private	P	P	P	-	-
Public services facilities such as libraries, parks, recreation facilities and other civic uses	P	P	P	P	CUP

TABLE 3-1
ALLOWABLE USES

P = Permitted DP = Development Permit CUP = Conditional Use Permit SUP = Special Use Permit (-) = Not Permitted	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Public utility and public service substations, reservoirs, pumping plants; not including utility offices	CUP	CUP	CUP	CUP	CUP
Places of Assembly	P	P	P	CUP	-

TABLE 3-2 SITE DEVELOPMENT STANDARDS SUMMARY

	DISTRICT 1	DISTRICT 2	DISTRICT 3	DISTRICT 4	DISTRICT 5
Residential Density (DU/AC), min-max	6-20 DU/AC	NA	NA	6-20 DU/AC	6-20 DU/AC
Dwelling unit size, min	600 sf	NA	NA	600 sf	600 sf
Lot area, min.	NA	NA	NA	7,000 sf	7,000 sf
Max. Height:					
a. Within 100 ft of residential use/district or Fronting Highway 18	25 ft	25 ft	25 ft	25ft	35ft
b. All other locations	35 ft	35 ft	35 ft		
Lot Coverage:					
a. Non-Res FAR, max.	1.0	0.5	0.5	NA	NA
b. Res Lot coverage, max	60%	NA	NA	60%	60%
Frontage:					
a. Site frontage, min.	NA	NA	NA	50 ft	50 ft
b. Lot width, min	50 ft	50 ft	50 ft	50 ft	50 ft
Lot depth, min	75 ft	75 ft	75 ft	75 ft	75 ft
Front Setback, min.					
a. From local streets	0 ft	20 ft	20 ft	15 ft	15 ft
b. From major or secondary streets	0 ft	20 ft	20 ft		
Rear Setback, min.	0 ft	0 ft	0 ft	15 ft	15 ft
Side Setback, min.					
a. If adjacent to residential use	25 ft	25 ft	25 ft	5 ft	5 ft
b. All other locations	0 ft	0 ft	0 ft		
Street Side Setback, min.	0 sf	10 ft	10 ft	15 ft	15 ft
Open Space/ Landscaping, min.	0%	10%	10%	20%	20%



3.2 GENERAL STANDARDS FOR ALL DISTRICTS

This section establishes the general requirements and development standards for all projects within the Specific Plan area. Any standards not specifically covered by this Plan are subject to the regulations of the Town of Apple Valley Development Code.

3.2.1 Existing Uses

Uses that are active and in good standing (having a valid business license and no Code Compliance violations) at the time of adoption of this Specific Plan (July, 2022) may continue as permitted, conforming uses indefinitely. Existing structures and uses may be renovated, remodeled and expanded, if the structure or use remains operational. If a building or use is not operational for 6 continuous months, the building or use cannot be reopened without conforming to the requirements of this Specific Plan.

3.2.2 Nonconforming Uses

Where at the time of adoption of the Specific Plan, a use of land or structure exists which would otherwise not be permitted by the regulations established by the Municipal Code, such use or structure may be continued indefinitely subject to the following:

- ◆ Expansion of a nonconforming use is not allowed.
- ◆ A nonconforming use shall not be reestablished after having been abandoned or discontinued for a period of 180 consecutive days. This discontinuance shall cause the use to be deemed to have ceased and the use shall not be reinstated or replaced with another nonconforming use.

3.2.3 Accessory Structures

The following provisions for accessory structures shall apply to all non-residential uses:

- ◆ Accessory structures shall not be located in the front or street side setback or in front of the primary structure.
- ◆ Accessory structures shall meet all of the setback requirements of the zoning district in which it is located.
- ◆ Accessory structures shall be constructed of or finished with materials, colors, and architectural treatment that are similar to those of the primary building on the site.
- ◆ Accessory structures may not exceed the height of the primary structure.
- ◆ Buildings constructed on site, or structures assembled from modular or similar units on site, or structures assembled off site and moved on site as one unit, may use metal exteriors when the Planning Commission determines, during a project's Development Permit or Conditional Use Permit review, that the proposed structure shall have an appearance emulating and simulating the color, texture and appearance of other structures within the surrounding area or where it can be clearly demonstrated that the proposed structure shall be an enhancement to the surrounding area. Said metal exterior must provide the same texture depth and other physical characteristics as the exterior of the main structure on the surrounding properties.

3.2.4 Height Determination

The Specific Plan allows for development where careful attention to appropriate building height, scale and massing will be essential to creating a pedestrian-friendly

space. Determining proper building height requires that a variety of parameters is considered:

- ◆ The building's height shall not exceed the standard for the District in which it is located. The building height shall be determined from the finished grade to the highest point of the structure, excluding chimneys and vents.
- ◆ Pad elevations shall be determined by the Director and the Town Engineer.
- ◆ Perimeter fences, or walls, shall not exceed six (6) feet in height. The height shall be measured from the finished grade of the property.
- ◆ Architectural walls integral to the building design, attached to the building or structure may exceed six feet in height, subject to review by the Director.
- ◆ To protect safe sight-distance for vehicular movement, sight obstructing fences, walls, vegetation, or other obstructions shall not exceed 36-inches in height when located in a front setback.
- ◆ Free-standing flagpoles may not exceed the building height restrictions of the District in which they are located.
- ◆ Proposals for building heights that exceed Specific Plan standards may be considered; however, the need for and appropriateness of requested additional height must demonstrate that proposed height, massing and other considerations will not result in significant adverse impacts to corridor viewsheds or adjoining properties.
- ◆ Architectural projections and/or architectural-identity features in excess of maximum building height may be considered on a project-by-project basis if demonstrated to be an integral part of the building and will enhance the overall

design. Architectural features such as cupolas, belltowers, and steeples may exceed the height limits by a maximum of fifteen (15) feet when approved by the Planning Commission.

3.2.5 Off-Street Parking Requirements

The following parking standards are based on the recommendations of the Parking Plan (Appendix C) prepared for the Village Planning Area. The purpose of this section is to assure the provision and maintenance of safe, adequate, well designed off-street parking facilities while introducing shared and on-street parking in District 1. A detailed discussion of the concepts associated with the Parking Plan is provided in Chapter 5. The intent is to reduce street congestion and traffic hazards and to promote an attractive environment through design and landscaping standards for parking areas.

Each use shall provide at least the minimum number of parking spaces required by this section, which can be provided on-site, on-street or through parking credits at central parking lots when available.

PARKING ADJUSTMENTS AND CREDITS

Finding the balance between too much and not enough parking is one of the most challenging aspects of development planning, especially for a multi-use site. The historical, conventional pattern of development does not adequately take into consideration joint-use or shared parking. The Specific Plan gives land use synergies, alternative transportation and shared parking plans more attention so that the emphasis is on the dynamic and activated parts of the development, and less on parking. The following parking adjustment factors may be taken into consideration for some types and intensities of development.

- ◆ **Shared/Reciprocal Parking Credit:** Parking reductions are available on a

case-by-case basis depending on the differences in peak demand of uses (e.g. shared parking between office space and a restaurant/bar). An analysis of parking demand for project uses, based on the Institute of Transportation Engineers' Shared Parking, and/or Urban Land Institute's shared parking analysis shall be provided to support the request. The applicant shall submit a signed agreement that identifies the off-street parking spaces that are subject to the shared parking arrangement. The agreement shall be recorded and is subject to the approval of the Director as to form and content. This parking reduction cannot be used in conjunction with other parking exceptions. The applicant shall have the burden of proof for a reduction in parking. (See AVMC 9.72.030.A)

- ◆ **Public Parking Credit:** Parking credits are land use entitlements to a pool of off-site parking spaces that may be secured by commercial property owners to meet parking requirements established by the Specific Plan. Parking credits can apply to centralized public parking lots and on-street spaces in Districts 1 and 2.

On-street parking credits can be assigned to any on-street parking space that abuts the project's boundaries, whether angled parking on Highway 18, or on-street parallel parking on other Town streets. If on-street credits are applied, they will be calculated as a 1 to 1 replacement for on-site parking requirements.

Centralized parking credits apply to parking spaces in public parking lots that are to be created within Districts 1 and 2 (see Chapter 6). These credits will only be available when the public parking has been constructed, and must be available when the building/land use to which it will apply receives its certificate of occupancy. The Town will maintain a fee schedule for public parking credits that

requires annual renewal. The purpose of the fee is to offset the cost of maintenance of the public parking spaces.

- ◆ **Public Parking Credit Eligibility**

- Project must be located within District 1 or District 2.
- Must be an existing building or include new construction of under 10,000 square feet.
- Parking credits may only be used by projects that are for commercial uses.
- A business must be in good standing with a current business license, if applicable, and in compliance with the Town's Municipal Code.

- ◆ **Parcel Consolidation:** To encourage redevelopment of multiple parcels, parking credits for lot consolidation will be applied as follows:

- 2 lots merged = reduction of 1 required parking space.
- 3 or more lots merged = reduction of 3 required spaces.

TABLE 3-3 GENERAL PARKING STANDARDS

DISTRICT 1	SPACES/ KSF OR DU	PARKING SUPPLY OBJECTIVE
Retail / Services	2.50	The objective of the parking ratios for District 1 is to substantially lower parking requirements as a cost incentive to develop or redevelop. On-site parking deficits maybe offset by an increase in angled parking on the SR-18 frontage roads, strategically placed public parking lots, and surplus parking in adjacent districts.
Restaurant / Drinking Establishments	4.00	
Office	1.50	
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	1.25	Residential ratios allow for one space per unit and guest parking at 0.25 per unit is incorporated into the pool of shared parking.
DISTRICT 2	SPACES/ KSF OR DU	PARKING SUPPLY OBJECTIVE
Retail / Services	3.30	District 2 should support its own parking demand and maintain a moderate surplus of parking in the zones north of Powhattan Road to support District 1 deficits. Retail and office parking ratios are similar to current Town standards, but the ratio for restaurant / drinking establishments is substantially lower and the ratio for industrial uses is half of the Town's current standard. There is no residential in District 2.
Restaurant / Drinking Establishments	3.30	
Office	3.00	
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	NA	
DISTRICTS 3, 4 AND 5	SPACES/ KSF OR DU	PARKING SUPPLY OBJECTIVE
Retail / Services	4.00	The mixed-use commercial land use in District 3 should support its own demand and maintain a small surplus of parking to support deficits in District 1.
Restaurant / Drinking Establishments	8.00	
Office	3.00	Districts 4 and 5 are exclusively residential and may export parking demand from residents and guests due to its ratio of one and a half spaces per unit for residents and 0.2 spaces per unit for guests. Residential parking strategies such as "unbundling" parking from the dwelling unit or providing "flex" parking spaces are ways to balance the supply between zero vehicle households and households with more than one vehicle. See Parking Management Strategies in Chapter 6.
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	1.70	

Apple Valley Municipal Code Table 9.72.020-A Required Parking Spaces; Rates also derived and adapted from ITE Parking Generation 3rd and 4th Editions.

TABLE 3-4 PARKING SPACE DIMENSIONS

Covered Carport, min	9' wide by 20' long
Covered Garage, min	10' wide by 20' long
Uncovered spaces, 90-degree parking	9' wide by 19' long
Parallel Spaces	9' wide by 24' long
Tandem Spaces	9' wide by 22' long
Angled Parking	If Angled parking spaces are utilized they shall be designed in accordance with the dimensions provided in Table 9.72.060-A and delineated in Figure 9.72.060-B in the AVMC.

Sources: AVMC Chapter 9.72.060

3.2.6 Walls + Fences

The following standards shall apply to the installation of all walls and fences:

- ◆ Unless required for a specific screening or security purpose, walls should not be used within commercial areas. Walls shall be kept as low as possible while still performing their screening or security function.
- ◆ The design and architecture of all walls, retaining walls, and fences shall reinforce the Town's desert character by the use of natural looking materials which can be expected to withstand the extremes of the high desert climate.
- ◆ Walls design shall be compatible with the architectural character of the primary structures and the surrounding area. Building colors shall harmonize with surface materials, and shall implement and complement the project or development overall design program
- ◆ Exterior walls constructed of cold-formed steel, structural steel or aluminum shall be designed in accordance with the California Building Code.
- ◆ Long expanses of wall surface or fence surface shall be offset and architecturally designed to avoid monotony. Pilasters shall be provided at regular intervals consistent with the length and scale of the wall but at a minimum of every fifty (50) feet and landscape pockets shall be provided.
- ◆ Construction materials and colors shall be consistent with the project architecture and provide an element of continuity throughout the project.
- ◆ Wall shall be designed to blend with the architecture of the site, both sides of all walls shall be finished.
- ◆ Retaining walls of more than 120 square feet shall be constructed of finished decorative material which is compatible with the primary material used on the main building.
- ◆ When on-site barriers are necessary for security, open view fencing shall be used. Open view fencing shall have pilasters of a materials which complements the building architecture. Metal rails and pickets shall be sufficiently spaced to restrict trespassing. Spires or spikes or other detailing may be used to impede trespassing.

- ◆ A maximum six (6)-foot high solid wall or fence may be located anywhere except in the required front or street side setback, unless greater height is required to screen an outdoor use.

3.2.7 Screening + Buffering

Screening is a technique used to protect and separate uses and site functions from one another for the purpose of decreasing adverse noise, wind, or visual impacts and to provide privacy. The following standards shall apply to screening and buffering:

- ◆ Any outdoor equipment, whether on the facade or side of a structure, or on the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with the adjacent structure in terms of style, materials, and color.
- ◆ Where screening is required, a combination of elements should be considered; including, solid masonry walls, berms, and landscaping.
- ◆ Ancillary structures and service areas such as trash enclosures or loading areas shall be screened from public streets and adjacent properties through a combination of landscaping and walls.
- ◆ Acoustical buffering shall be provided to protect adjacent sensitive uses such as schools, hospitals, and residences.
- ◆ Electrical meters and transformers, telephone junction boxes, traffic control panels, and other above ground utility equipment should be located to reduce their visual impact and screened from public view.
- ◆ Newly installed utility services, and service revisions necessitated by new development or substantial exterior alternations are required to be placed underground.

3.2.8 Landscaping

Landscaping plans will be subject to the Town Development Code, Chapter 9.75 "Water Conservation/ Landscaping Regulations." See [Chapter 4 Design Guidelines](#) for further discussion of conceptual landscape plans and visual examples of performance standards.

- ◆ Turf Limitations on New Landscaping Projects
 - Turf shall not exceed twenty-five (25) percent of the total landscape in any residential areas.
 - Except for Special Landscape Areas, the use of turf for non-residential uses is prohibited.
 - Turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape and where 25% means 1 foot of vertical elevation change for every 4 feet of horizontal length (rise divided by run \times 100 = slope percent).
 - Turf is prohibited within public rights-of-way, including parkways.
- ◆ Use only those plants officially approved on the currently adopted plant list or plant palette provided in this Specific Plan. The Estimated Total Water Use in the landscape area does not exceed the Maximum Applied Water Allowance.
- ◆ High water use plants, characterized by a plant factor of 0.7 to 1.0, are prohibited in street medians or right-of-way.
- ◆ Artificial turf/plants are not limited.
- ◆ Landscape unity and continuity may be significantly enhanced through the selection of a dominant tree and shrub species. Such dominance shall be established by making the selected species clearly in the majority of sixty (60) percent or more.

- ◆ In order to foster a more natural look, an uneven spacing of plants is required unless such plants are being used to create a massed shrub or groundcover bed. The spacing of shrubs shall be sufficient to allow plants to reach their natural mature size and form.
- ◆ Street frontage landscaping shall be consistent with any previously adopted specific streetscape standards.
- ◆ All front building setback and street right-of-way areas located between on-site improvements and the back of existing or future public sidewalks or street curbs, except needed access driveways, shall be fully landscaped, unless otherwise provided for in the Town's Development Code.
- ◆ Irrigation must comply with the Irrigation Design Standards set forth in the Town's Development Code, Chapter 9.75.070.

Residential Development

- ◆ A minimum of one (1) tree and six (6) shrubs per 500 square feet of open space plus such additional vegetative ground cover as is necessary to cover a minimum of fifty (50) percent of the total landscaped area with shrubs, ground cover and turf.
- ◆ Arterial and collector street rights-of-way adjacent to and within single and multi-family residential developments shall be landscaped at a rate of one (1) tree and three (3) shrubs per 30 linear feet plus such vegetative ground cover necessary to cover a minimum of forty (40) percent of the total landscaped area with shrubs and ground cover. Turf is prohibited within public rights-of-way.

Non-Residential Development

- ◆ One (1) tree and six (6) shrubs per 500 square feet of interior open space plus such additional ground cover which, upon maturity, will cover a minimum of fifty (50) percent of all interior open space surfaces. The inclusion of turf is subject to the limitations established in Section 9.75.050 of the Town's Development Code.
- ◆ Industrial Developments. One (1) tree and six (6) shrubs per 750 square feet of interior open space plus such additional vegetative ground cover which, upon maturity, will cover a minimum of forty (40) percent of all interior open space surfaces. The inclusion of turf is subject to the limitations established in Section 9.75.050 of the Town's Development Code.

DEVELOPMENT STANDARDS

LANDSCAPING PALETTE



COMMON CATALPA *DECIDUOUS*



PALO VERDE *DECIDUOUS*



DESERT WILLOW *DECIDUOUS*



EASTERN REDBUD *DECIDUOUS*



MAIDENHAIR TREE *DECIDUOUS*



STRAWBERRY TREE *EVERGREEN*



HONEY LOCUST *DECIDUOUS*



CHINESE FLAME TREE *DECIDUOUS*



CHINESE PISTACHE *DECIDUOUS*



SILK TREE *SEMI-DECIDUOUS*



LITTLE-LEAF ASH *SEMI-DECIDUOUS*



MONDELL PINE *EVERGREEN*

DEVELOPMENT STANDARDS

LANDSCAPING PALETTE



JAPANESE BARBERRY



DALEA CAPITATA



PINK FAIRY DUSTER



GREY CREEPING GERMANDER



BLOND AMBITION BLUE GRAMA GRASS



PINK MUHLY



GREY DESERT SPOON



OCOTILLO



RED YUCCA



Parking Areas

- ◆ The visual impact of parking areas shall be reduced by landscaping, hedges, berming, planted islands and fingers.
- ◆ Low walls, berms or landscaping, thirty-six to forty-two (36 to 42) inches in height shall be used to screen automobile headlights in parking areas along major roads and across from residential areas. Such landscape walls shall also be used as edge treatments to define private space and act as a border between the natural desert landscape or public domain and intense use areas
- ◆ Landscaping trees shall be distributed throughout parking areas in islands and fingers between parking spaces to shade parking areas and reduce the accumulation and radiation of heat from large paved areas. A minimum of one landscape island or finger containing a tree or trees per seven (7) parking spaces shall be provided.
- ◆ Concrete curbs shall be provided in parking areas to keep vehicles from disturbing landscape areas.
- ◆ Driveways perpendicular to streets shall have triangular shaped extended landscape areas, with one side running along the driveway and one side running along the street right-of-way, each measuring thirty (30) feet (Clear Sight Triangle). This will create areas for enhanced landscaping and monument signs; however, the Clear Sight Triangle provisions of Section 9.37.040.A.2 shall be observed.
- ◆ In order to reduce the "heat island effect" of large expanses of unprotected paved areas, a minimum of thirty (30) percent of the interior parking surface of all parking lots shall be shaded at the maturity of the landscaping.

Project Entries

- ◆ Entries into development areas shall reinforce the design layout of adjoining development by feature paving materials, accent trees and shrubs.
- ◆ Accent trees and vegetation shall be used as identity plantings at major entries and intersections and shall be used to highlight key features such as entry monument signs or hardscape elements.
- ◆ Project entry crosswalks shall be highlighted by a band of interlocking brick pavers a minimum of fifteen (15) feet in width. Near buildings, paving materials should reflect major intersection treatments.
- ◆ A continuation of streetscape grading, berms and other landscape treatments used by adjacent development to screen parking shall be provided by new development with similar site conditions.

Hardscape Elements

- ◆ Project Entry statements consisting of hardscape elements shall be provided with all commercial developments. The entry statement may include but shall not be limited to:
 - Enhanced landscaping treatment
 - Enhanced monument signage
 - Boulder groupings
 - Decorative entryway
 - Exposed aggregate or stamped concrete
 - Berming/low decorative wall
- ◆ Commercial projects larger than five (5) acres in size shall include a hardscape element which creates a focus for the development and creates a usable public open space amenity such as a plaza or arbor facility. Appropriate hardscape elements shall include but not be limited to plaza areas, arbor or patio facilities, courtyards, atriums and outdoor gathering and eating areas.

- ◆ Hardscape elements shall be used in coordination with the architecture and landscaping to provide a connection between the street edge and individual developments. Hardscape may be used as an accent to site architecture.
- ◆ Hardscape shall relate individual buildings to an overall theme or style. Materials used in the construction of street furniture shall complement architectural materials used on adjacent buildings and shall be of a common design. Trash receptacles and other minor details shall also relate to the architectural style of the buildings.
- ◆ Enhanced paving treatments shall be used for major entries into the site and intersections to highlight key areas of the streetscape. Such treatments shall be located at building entryways, plaza areas and courtyards, pedestrian approaches to buildings, and on-site crosswalks, driveways, and passenger drop off areas.
- ◆ Water features, such as fountains or ponds, sculptures, or enhanced landscaping shall be used at plazas and courtyards to create focal points along pedestrian areas and to enhance views from building windows.
- ◆ Materials used in the construction of street furniture shall complement architectural materials used on adjacent buildings. Plastic and materials such as fiberglass are not allowed.
- ◆ Native and desert appropriate trees shall be massed to enhance these landscaping areas.
- ◆ Enriched paving treatments, such as interlocking brick pavers shall be used to visually denote crosswalks. These crosswalks shall be a minimum of fifteen (15) feet in width.
- ◆ Other hardscape elements, such as bollards, shall be strategically placed behind the sidewalks edge to reinforce the community theme.

Public Art

Development projects subject to public art development standards include all new non-residential development and new residential developments with 10 or more units. Public art shall also be required in roundabouts on Highway 18, if the Town implements roundabout construction, or in the landscaped median on Highway 18 as traditional intersections are improved, if the Town implements this alternative.

Development projects not subject to public art requirements include tenant improvement projects, building additions, remodeling or repairs, 100% affordable housing projects, nonprofit agencies and institutions that exclusively provide social services to the general public, and residential development consisting of less than 10 units.

Major Intersection Landscaping

- ◆ Special landscaping shall be required adjacent to intersections of designated major streets to reinforce the Village image.
- ◆ Accent vegetation shall be provided as identity plantings.



The developer of any development project subject to this section shall provide an on-site public art project as provided in the On-site Public Art Requirement below or, alternatively, at the option of the developer, make a monetary contribution to the Town's Village Public Art fund in lieu thereof for the purpose of funding public art elsewhere in the Village.

The Town Council reserves the right to impose requirements for the inclusion of public art in particular projects not subject to the public art standards in this section.



- ◆ **On-site Public Art Requirement:** The developer shall acquire and install a public art project on or in the vicinity of the development site. The value of the public art project shall equal or exceed five-tenths of one percent (0.5%) of the development project's building valuation (exclusive of land). Any such public art project shall be reviewed by the Village Public Art Committee, which shall consist of 3 members appointed by the Town Council, and two members appointed by PBID. The Committee will make recommendations to the Town Council, which will be responsible for final approval of all public art projects.
- ◆ **Monetary contribution in Lieu of Public Art; Non-Residential Buildings Greater than 50,000 Square Feet:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a non-residential development project of more than 50,000 square feet may make a monetary contribution to the Town's Village Public Art fund equal to five-tenths of one percent (0.5%) of the development project's building valuation (exclusive of land). Any developer choosing the public art in-lieu contribution shall reserve a site and provide a public art easement and an access easement for the site within the development project, if the Town deems such site necessary.
- ◆ **Monetary contribution in Lieu of Public Art; Non-Residential Buildings Less than 50,000 Square Feet:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a non-residential development project of less than 50,000 square feet may make a monetary contribution to the Town's Village Public Art fund equal to forty-five one-hundredths of one percent (0.45%) of the development project's building valuation (exclusive of land). Any developer choosing the public art in-lieu contribution shall reserve a site and provide a public art easement and an access easement for the site within the development project, if the Town deems such site necessary.
- ◆ **Monetary contribution in Lieu of Public Art; Residential Projects with 10 or More Units:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a residential development project of 10 or more units may make a monetary contribution to the Town's Village Public Art fund equal to forty-five one-hundredths of one percent (0.45%) of the development project's building valuation (exclusive of land). Any developer choosing the public art in-lieu contribution shall reserve a site and provide a public art easement and an access easement for the site within the development project, if the Town deems such site necessary.

- ◆ **In-Lieu Contribution Timing:** the total building valuation of the project, provided by the Building Official, and the calculation of the value of the applicant's required in-lieu contribution shall be determined at building permit issuance. Developer shall make the public art in-lieu contribution payment prior to issuance of the first building permit in the project.
- ◆ **Public Art Agreement:** Prior to occupancy of the first structure in the project, the developer shall (1) secure completion of the public art project, in a manner deemed satisfactory by the Village Public Art Committee; and (2) execute an agreement between the Town and the developer, prior to occupancy of the first structure in the project, which sets forth the ownership, maintenance responsibilities, and insurance coverage for the public art project.
- ◆ **Use of Funds Collected:** In lieu fees shall be accumulated in a restricted fund, and shall be used for the acquisition, installation, improvements, including site preparation, lighting, landscaping, promotion, and education of public art in the Village in order to further the intent of this section, and to administer the Village Specific Plan. Funds may also be granted to partner agencies to be used to further meet the goals of the Village Specific Plan and enhance art in the public domain.

3.2.9 Lighting

Lighting is an essential element of all development and will be applied to points of access and parking, landscaping enhancements, walkway and stairway illumination, monuments and signs, and security. All developments within the Planning Area are subject to the outdoor lighting requirements and restrictions set forth in the Specific Plan design guidelines.

Lighting will be subject to performance standards set forth in the Town Development Code, including:

- ◆ Exterior lighting should be designed as a part of the architectural and landscape concepts of the project.
- ◆ Lighting shall be used only for the functional requirements of safety, security, and identification. Unnecessary lighting is prohibited in the interest of energy.
- ◆ All lighting used in parking lots for security purposes or safety-related uses shall be scheduled so that light rays emitted by the fixture are projected below the imaginary horizontal plane passing through the lowest point of the fixture and in such a manner that the light is directed away from streets and adjoining properties.
- ◆ If lighting is used or is necessary for color rendition, the primary lighting system shall be supplemented with a secondary lighting system which shall serve as security-level lighting and shall be the sole source of lighting during the nonoperating hours of each business.
- ◆ Lighting standards and fixtures shall be of a design compatible with the architecture of on-site buildings.
- ◆ Lighting shall not blink, flash, or be of unusually high intensity, frequency or brightness.
- ◆ The intensity of light at the boundary of any multi-family, commercial, or industrial zoning district shall not exceed seventy-five (75) foot lamberts from a source of reflected light.
- ◆ Parking lot lighting and/or security lighting, when affixed to individual poles or affixed to any structure on site, shall not exceed a height of twenty (20) feet above the parking area surface.

- ◆ Security or accent lighting for single-family residences shall be shielded to project downward or in a manner that the light is directed away from streets and adjoining properties.
- ◆ Glare, heat, or light from mechanical or chemical processes, or from reflective materials used or stored on a site, shall be shielded or modified to prevent emission of glare, heat, or light beyond the property line.
- ◆ Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are confined within the boundaries of the subject parcel.
- ◆ All lighting fixtures shall be appropriate in scale, intensity, and height to the use they are serving.
- ◆ Neon lighting may be used in conformance with Development Code 9.74.110.F. (See discussion of neon signs below).

3.2.10 Signage

All signage will be located in a manner that provides optimal efficacy of the overall signage program balancing the need for identification and wayfinding with the preservation of the Highway 18 view corridor.

All Project signage will comply with the Americans with Disabilities Act (ADA) and will be approved by the Town. Signage will comply with the Town Development Code, Chapter 9.74 Signs and Advertising Displays and building code pertaining to process, clearances and sizes, except where set forth below. In the event of conflicts between this Specific Plan and the AVMC, the Specific Plan shall take precedence.

Any proposals outside of the criteria in Table 3-5 will warrant a sign program or consideration by the appropriate approving body. Signage over 30 square feet in size shall require Planning Commission approval.

Materials

- ◆ All signs, except those otherwise permitted as temporary signs shall be permanent in nature and shall reflect the architectural design of structures and natural features of the site with which they are associated by containing unifying features and materials.
- ◆ High quality and natural materials, such as exterior grade building materials are encouraged.
- ◆ Materials shall be selected to contribute to legibility and design integrity.
- ◆ Individual channel letters, including reverse channel letters and sculptured cabinet signs are permitted for all commercial and industrial zones.

Neon Signs

- ◆ Exterior neon signs. Neon tubing may be permitted as a material in exterior monument signs and wall signs subject to the following provisions:
 - Exterior neon signs shall be permitted in all commercial districts;
 - Within shopping centers, neon signs may be allowed as a part of a sign program;
 - Exterior neon signs shall be limited to business identification only, and may include graphic symbols; and
 - Exterior neon signs shall be prohibited adjacent to or across the street from residential areas.
- ◆ Interior neon signs. Neon tubing may be permitted as a sign material for interior window signs subject to the following standards:
 - Permitted in commercial districts only;

- No more than two (2) neon window signs shall be permitted per business; and
- Neon window signs shall not exceed four (4) square feet per sign. A combination of graphic symbols and names may be used; however, the total combined sign area of interior neon signs shall not exceed eight (8) square feet.

TABLE 3-5 SIGNS ALLOWED BY TYPE OF DEVELOPMENT

Land Use	Sign Type	Location	Max. Number	Max. Sign Area or Length	Max. Height	Permit Required
Residential Developments	Monument	Entrance medium island or corner	1 per median or 1 per wall facing entry	30 sq. ft.	5' above grade	Yes
	Wall	Entry Wall		5 sq. ft. for each wall or monument sign		
	Wall or Monument	Street corner of subdivision	1 per corner, max. 4			
Commercial and Office- Single Building	Monument	Primary driveway entrance	1 per street frontage	30 sq. ft.	5' above grade	Yes
	Freestanding	Parkway (not in the right-of-way) no closer than 200 ft. from any other freestanding sign	1 per street frontage	12 sq. ft.	3' above grade	
	Monument or Wall	Next to pedestrian entrances in multitenant buildings	1 per entrance	30 sq. ft.	5' above grade	
	Wall or Fascia	Below roof line (wall sign); centered on fascia (fascia sign)	One wall or fascia sign per business; or two wall or fascia signs per business for corner stores or freestanding buildings	30 sq. ft.	18' above grade; letter height criteria in Rancho Mirage Municipal Code Section 17.28.130	
	Canopy/Awning	Over doors or windows	1 awning or canopy per retail business	12' length	12' above grade; 10" letters 8' clearance	
	Window	Applied or hung inside of window and flush with the window facing a public street and/or common parking area	No maximum	25% of windows along each elevation of building facing a public street or common parking area	18" letters	None.
Commercial and Office- Multi-Tenant Or Multi-building	Monument	Primary driveway entrance	1 per street frontage	30 sq. ft.	5' above grade	Part of a Sign Program
	Freestanding	Parkway (not in the right-of-way) no closer than 200 ft. from any other freestanding sign	1 per street frontage	12 sq. ft.	3' above grade	

TABLE 3-5 SIGNS ALLOWED BY TYPE OF DEVELOPMENT

Land Use	Sign Type	Location	Max. Number	Max. Sign Area or Length	Max. Height	Permit Required
	Monument or Wall	Next to pedestrian entrances in multitenant buildings	1 per entrance	30 sq. ft.	5' above grade	
	Wall or Fascia	Below roof line (wall sign); centered on fascia (fascia sign)	One wall or fascia sign per business; or two wall or fascia signs per business for corner stores or freestanding buildings	30 sq. ft.	18' above grade; letter height criteria in Rancho Mirage Municipal Code Section 17.28.130	
	Canopy/Awning	Over doors or windows	1 awning or canopy per retail business	12' length	12' above grade; 10" letters; 8' clearance	
	Window	Applied or hung inside of window and flush with the window facing a public street and/or common parking area	No maximum	25% of windows along each elevation of building facing a public street or common parking area	18" letters	None
Public Buildings	Monument	Below roofline	1 per public entrance	30 sq. ft.	12' above grade; 18" letters	Yes
	Wall	Primary driveway entrance	1 per street frontage	30 sq. ft.	5' above grade	

3.3 SPECIAL USE STANDARDS

Commercial Food and Beverage Production

Establishments that engage in commercial on-site production of food and/or beverage products such as but not limited to coffee roasting, ice cream, baked goods, confectioneries, alcoholic and non-alcoholic beverages, and other foodstuffs, may be permitted in Districts 1 – 3 subject to the following regulations:

- ◆ An on-site retail element of produced food and/or beverage products is required.
- ◆ All storage shall be within an enclosed building or screened from the public right-of-way by fences or walls and landscaping. Stored items shall not be stacked to a height that exceeds the height of the screening.
- ◆ Hours of operation for production shall be limited to 6:00AM until 10:00PM so that neighboring residential development is not disturbed by noise and light.

- ◆ Distribution facilities are not permitted adjacent to a residential property.

3.4 DEVELOPMENT INCENTIVES

Affordable Housing Density Bonus

Consistent with State density bonus law (California Government Code Section 65915) this incentive will allow any multi-family project in the Village Planning Area with 5 or more units to earn a density bonus based on the number of affordable units proposed. The amount of density bonus to which the applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds the base percentage established in AVMC **Section 9.28.090 Density Bonus**. Density will also be determined by the project's ability to meet site performance standards. Higher densities are not guaranteed.

Parcel Aggregation – Density Bonus

Applicants who amass two or more parcels will be granted higher densities. For every additional parcel purchased and comprehensively planned as part of a single project, the applicant may increase density up to 10% over the allowed 20 unit/acre maximum. A project will need to meet site performance standards and will be subject to design standards to qualify for the density bonus.

3.5 DISTRICT DEVELOPMENT STANDARDS SUMMARY SHEETS

The following section provides standalone summaries of development standards for each District to assist developers and landowners with future projects. If a standard is not shown, please reference early sections in this Chapter or refer to the Town's Development Code.



DEVELOPMENT STANDARDS

DISTRICT 1: VILLAGE CORE

ALLOWABLE USES

PERMITTED USES

- ◆ Multi-family housing
- ◆ General commercial, retail
- ◆ Restaurants (non-drive through), bars, micro-breweries, taverns, craft distilleries
- ◆ Nightclub, comedy club
- ◆ Hotels, motels
- ◆ Gas station, car wash, minor auto repair
- ◆ Personal Services (hair and nail salons, barber shops, banks/financial institutions, day spas)
- ◆ Indoor recreation such as bowling, billiards, skating rink, theaters
- ◆ Health/fitness club
- ◆ Libraries, museums
- ◆ Public services facilities such as libraries, parks, recreation facilities and other civic uses
- ◆ Administrative, office professional
- ◆ Medical and dental offices
- ◆ Public parking lots
- ◆ Mixed use developments

CONDITIONAL USES

- ◆ Vehicle sales, rentals
- ◆ Farmer's market
- ◆ Drive through services (restaurants, coffee shops, pharmacy, banks)
- ◆ Convenience stores
- ◆ Feed and tack

PROHIBITED USES

- ◆ Single family housing
- ◆ Mobile or manufactured homes
- ◆ Educational or governmental institutions
- ◆ Private recreation such as sports fields, courts
- ◆ Laundromats
- ◆ Beer manufacturing (when not associated with a restaurant or bar)
- ◆ Animal care facilities
- ◆ Recycling facilities
- ◆ Auto repair
- ◆ Manufacturing, warehousing



DEVELOPMENT STANDARDS

DISTRICT 1: VILLAGE CORE



PRIMARY LAND USES

Commercial + Retail + Restaurants +
Entertainment + Office/Professional

OFF-STREET PARKING

Retail + Services: 2.5 spaces/1,000 SF

Office: 1.5 spaces/1,000 SF

Restaurant + Drinking
Establishments 4 spaces/1,000 SF

Industrial: 1.5 spaces/1,000 SF

Residential: 1.25 spaces/DU

HEIGHT

Fronting Highway 18: 25 FT/2 Stories

Within 100 FT of Residential: 25 FT/2 Stories

All Other Locations: 35 FT/3 Stories

Fence, Wall, or Hedge: 6 FT

RESIDENTIAL DENSITY

Dwelling Units/Acre 6-20 DU/AC

Unit Size, min: 600 SF

SITE PLANNING + SETBACKS

Lot Coverage

Non-Res/Mixed-Use FAR, max: 1.0

Residential FAR, max: 60 %

Lot Depth, min: 75 FT

Lot Width, min: 50 FT

Front Setback, min

From Local Streets: 0 SF

From Major/Secondary Streets: 0 SF

Rear Setback, min: 0 SF

Side Setback, min

Adjacent to Residential: 25 FT

All Other Locations: 0 FT

Street Side Setback, min: 0 FT

Open Space/Landscaping, min

Highway 18 Frontage: 0%

All Other Locations: 10%



DEVELOPMENT STANDARDS

DISTRICT 2: VILLAGE SERVICES SOUTH

ALLOWABLE USES

PERMITTED USES

- ◆ General commercial, retail
- ◆ Restaurants (non-drive through), bars, micro-breweries, taverns, craft distilleries
- ◆ Nightclub, comedy club
- ◆ Hotels, motels
- ◆ Gas station, car wash, minor auto repair
- ◆ Personal Services (hair and nail salons, barber shops, banks/financial institutions, day spas)
- ◆ Convenience stores
- ◆ Indoor recreation i.e. bowling, billiards, skating rink, theaters
- ◆ Health/fitness club
- ◆ Laundromats
- ◆ Libraries, museums
- ◆ Auto repair
- ◆ Public services facilities i.e libraries, parks, recreation facilities
- ◆ Administrative, office professional
- ◆ Medical and dental offices
- ◆ Outdoor uses i.e. golf, tennis, basketball, family amusement
- ◆ Public parking lots
- ◆ Light manufacturing and assembly
- ◆ Government facilities
- ◆ Mixed use developments
- ◆ Recycling facilities for reusable domestic materials
- ◆ Nurseries

CONDITIONAL USES

- ◆ Beer manufacturing (when not with a restaurant/bar)
- ◆ Vehicle sales, rentals
- ◆ Farmer's market
- ◆ Feed and tack
- ◆ Hospitals and Convalescent facilities
- ◆ K-12 Schools
- ◆ Mortuary/Cremation service

PROHIBITED USES

- ◆ Single family housing
- ◆ Multi-family housing
- ◆ Mobile or manufactured homes
- ◆ Drive through services (restaurants, cafes, pharmacy, banks)
- ◆ Educational or governmental institutions
- ◆ Private recreation i.e. swimming pools sports fields, courts
- ◆ Animal care facilities
- ◆ Heavy Manufacturing, distribution/fulfilment warehouse



DEVELOPMENT STANDARDS

DISTRICT 2: VILLAGE SERVICES SOUTH



PRIMARY LAND USES

Commercial Services + Retail +
Office/Professional

**Residential uses not allowed*

OFF-STREET PARKING

Retail + Services: 3.3 spaces/1,000 SF

Office: 3 spaces/1,000 SF

Restaurant + Drinking
Establishments 3.3 spaces/1,000 SF

Industrial: 1.5 spaces/1,000 SF

**Residential uses not allowed*

HEIGHT

Within 100 FT of Residential: 25 FT/2 Stories

All Other Locations: 35 FT/3 Stories

Fence, Wall, or Hedge: 6 FT

SITE PLANNING + SETBACKS

Lot Coverage FAR, max: 60%

Lot Depth, min: 75 FT

Lot Width, min: 50 FT

Front Setback, min

From Local Streets: 20 SF

From Major/Secondary Streets: 20 SF

Rear Setback, min: 0 SF

Side Setback, min

Adjacent to Residential: 25 FT

All Other Locations: 0 FT

Street Side Setback, min: 10 FT

Open Space/Landscaping, min 10%



DEVELOPMENT STANDARDS

DISTRICT 3: VILLAGE SERVICES NORTH

ALLOWABLE USES

PERMITTED USES

- ◆ General commercial, retail
- ◆ Restaurants (non-drive through), bars, micro-breweries, taverns, craft distilleries
- ◆ Nightclub, comedy club
- ◆ Hotels, motels
- ◆ Gas station, car wash, minor auto repair
- ◆ Personal Services (hair and nail salons, barber shops, banks/financial institutions, day spas)
- ◆ Convenience stores
- ◆ Indoor recreation i.e. bowling, billiards, skating rink, theaters
- ◆ Health/fitness club
- ◆ Laundromats
- ◆ Libraries, museums
- ◆ Auto repair
- ◆ Public services facilities i.e. libraries, parks, recreation facilities
- ◆ Administrative, office professional
- ◆ Medical and dental offices
- ◆ Outdoor uses i.e. golf, tennis, basketball, family amusement
- ◆ Public parking lots
- ◆ Light manufacturing and assembly
- ◆ Government facilities
- ◆ Mixed use developments
- ◆ Recycling facilities for reusable domestic materials
- ◆ Nurseries

CONDITIONAL USES

- ◆ Beer manufacturing (when not with a restaurant/bar)
- ◆ Vehicle sales, rentals
- ◆ Farmer's market
- ◆ Feed and tack
- ◆ Hospitals and Convalescent facilities
- ◆ K-12 Schools
- ◆ Mortuary/Cremation service

PROHIBITED USES

- ◆ Single family housing
- ◆ Multi-family housing
- ◆ Mobile or manufactured homes
- ◆ Drive through services (restaurants, cafes, pharmacy, banks)
- ◆ Educational or governmental institutions
- ◆ Private recreation i.e. swimming pools sports fields, courts
- ◆ Animal care facilities
- ◆ Heavy Manufacturing, distribution/fulfilment warehouse



DEVELOPMENT STANDARDS

DISTRICT 3: VILLAGE SERVICES NORTH



PRIMARY LAND USES

Commercial Services + Retail +
Office/Professional

**Residential uses not allowed*

OFF-STREET PARKING

Retail + Services: 3.3 spaces/1,000 SF

Office: 3 spaces/1,000 SF

Restaurant + Drinking
Establishments 3.3 spaces/1,000 SF

Industrial: 1.5 spaces/1,000 SF

**Residential uses not allowed*

HEIGHT

Within 100 FT of Residential: 25 FT/2 Stories

All Other Locations: 35 FT/3 Stories

Fence, Wall, or Hedge: 6 FT

SITE PLANNING + SETBACKS

Lot Coverage FAR, max: 60%

Lot Depth, min: 75 FT

Lot Width, min: 50 FT

Front Setback, min

From Local Streets: 20 SF

From Major/Secondary Streets: 20 SF

Rear Setback, min: 0 SF

Side Setback, min

Adjacent to Residential: 25 FT

All Other Locations: 0 FT

Street Side Setback, min: 10 FT

Open Space/Landscaping, min 10%



DEVELOPMENT STANDARDS

DISTRICT 4: RESIDENTIAL + RECREATION

ALLOWABLE USES

PERMITTED USES

- ◆ Single family housing
- ◆ Multi-family housing
- ◆ Manufactured homes
- ◆ Day care homes (up to 14 children)
- ◆ Home occupations
- ◆ Accessory dwelling units
- ◆ Handicapped residential care
- ◆ Park, sports field
- ◆ Private swimming pools
- ◆ Outdoor uses: golf, tennis, basketball, family amusement
- ◆ Educational institutions
- ◆ Public services and civic uses: libraries, parks, recreation

CONDITIONAL USES

- ◆ Single room occupancy facilities
- ◆ Bed and breakfast inns with 6 beds or less
- ◆ Churches, other religious institutes
- ◆ Public utility and substations

PROHIBITED USES

- ◆ Mobile or manufactured homes
- ◆ General commercial, retail
- ◆ Restaurants (non-drive through), bars, micro-breweries, taverns, craft distilleries
- ◆ Nightclub, comedy club
- ◆ Hotels, motels
- ◆ Gas station, car wash, minor auto repair
- ◆ Personal Services (hair and nail salons, barber shops, banks/financial institutions, day spas)
- ◆ Convenience stores
- ◆ Indoor recreation such as bowling, billiards, skating rink, theaters
- ◆ Health/fitness club
- ◆ Laundromats
- ◆ Libraries, museums
- ◆ Auto repair
- ◆ Beer manufacturing (when not associated with a restaurant or bar)
- ◆ Vehicle sales, rentals
- ◆ Farmer's market
- ◆ Feed and tack



DEVELOPMENT STANDARDS

DISTRICT 4: RESIDENTIAL + RECREATION



PRIMARY LAND USES

Residential + Recreation

OFF-STREET PARKING

Residential: 1.7 spaces/ 1,000 SF

* Retail, Services, Office,
Restaurant/Drinking Establishments, and
Industrial uses not allowed

HEIGHT

Building: 25 FT/2 Stories

Fence, Wall, or Hedge: 6 FT

RESIDENTIAL DENSITY

Dwelling Units/Acre 6-20 DU/AC

Unit Size, min: 600 SF

SITE PLANNING + SETBACKS

Lot Coverage, max: 60%

Lot Area, min: 7,000 SF

Lot Depth, min: 75 FT

Lot Width, min: 50 FT

Frontage, min: 50 FT

Front Setback, min 15 Ft

Rear Setback, min: 15 SF

Side Setback, min 5 FT

Street Side Setback, min: 15 FT

Open Space/Landscaping, min 20%



DEVELOPMENT STANDARDS

DISTRICT 5: RESIDENTIAL

ALLOWABLE USES

PERMITTED USES

- ◆ Single family housing
- ◆ Multi-family housing
- ◆ Manufactured homes
- ◆ Day care homes (up to 14 children)
- ◆ Home occupations
- ◆ Accessory dwelling units
- ◆ Handicapped residential care
- ◆ Park, sports field
- ◆ Private swimming pools
- ◆ Outdoor uses: golf, tennis, basketball, family amusement
- ◆ Educational institutions
- ◆ Public services and civic uses: libraries, parks, recreation

CONDITIONAL USES

- ◆ Single room occupancy facilities
- ◆ Bed and breakfast inns with 6 beds or less
- ◆ Churches, other religious institutes
- ◆ Public utility and substations

PROHIBITED USES

- ◆ Mobile or manufactured homes
- ◆ General commercial, retail
- ◆ Restaurants (non-drive through), bars, micro-breweries, taverns, craft distilleries
- ◆ Nightclub, comedy club
- ◆ Hotels, motels
- ◆ Gas station, car wash, minor auto repair
- ◆ Personal Services (hair and nail salons, barber shops, banks/financial institutions, day spas)
- ◆ Convenience stores
- ◆ Indoor recreation such as bowling, billiards, skating rink, theaters
- ◆ Health/fitness club
- ◆ Laundromats
- ◆ Libraries, museums
- ◆ Auto repair
- ◆ Beer manufacturing (when not associated with a restaurant or bar)
- ◆ Vehicle sales, rentals
- ◆ Farmer's market
- ◆ Feed and tack



DEVELOPMENT STANDARDS

DISTRICT 5: RESIDENTIAL



PRIMARY LAND USES

Residential

OFF-STREET PARKING

Residential: 1.7 spaces/ 1,000 SF

* Retail, Services, Office,
Restaurant/Drinking Establishments, and
Industrial uses not allowed

HEIGHT

Building: 35 FT/3 Stories

Fence, Wall, or Hedge: 6 FT

RESIDENTIAL DENSITY

Dwelling Units/Acre 6-20 DU/AC

Unit Size, min: 600 SF

SITE PLANNING + SETBACKS

Lot Coverage, max: 60%

Lot Area, min: 7,000 SF

Lot Depth, min: 75 FT

Lot Width, min: 50 FT

Frontage, min: 50 FT

Front Setback, min 15 FT

Rear Setback, min: 15 SF

Side Setback, min 5 FT

Street Side Setback, min: 15 FT

Open Space/Landscaping, min 20%





"Architecture should speak of its time and place, but yearn for timelessness."

~ Frank Gehry

04

DESIGN GUIDELINES

This chapter sets forth the overarching design guidelines and principles that promote high-quality, well-designed development that is compatible with the vision for the Village planning area. The development standards in *Chapter 3 Development Standards* are considered prescriptive and quantitative, while the design guidelines in this Chapter are more discretionary and qualitative. Creative adaptation and innovation are encouraged, provided that proposed development plans also adhere to general design principles to a meaningful extent.

The intent of these design guidelines is to assist developers and designers in understanding the Specific Plan's goals and objectives for quality development. Specifically, the design guidelines are crafted to:

- ◆ Express and describe the desired community character called for in the Specific Plan design guidelines.
- ◆ Provide design criteria and standards for developers, engineers, architects, landscape architects and other professionals in preparing development and construction plans, and;
- ◆ Lend guidance to Town staff, the Planning Commission and Council in reviewing and evaluating future development projects within the Specific Plan area.

The text and illustrations contained herein are not intended to dictate solutions or limit creativity. They are general and may be interpreted by project proponents and Town staff with some flexibility in their application

to specific development projects. Beyond the minimum standards set forth in *Chapter 3 Development Standards* of this Specific Plan, creative adaptation and innovation are encouraged, provided the proposed development plan also adheres to general design principles to a meaningful extent. Pre-submittal review of development plans and design concepts with Town staff is encouraged to help developers and other project proponents realize the goals of the Specific Plan.

The provisions of this chapter shall apply to all new development within the Village Specific Plan area. Any subsequent addition, alteration, renovation or relocation within the Plan area that requires a building permit shall adhere to these guidelines to the greatest extent practicable. All projects within the Specific Plan area are required to demonstrate consistency with the recommendations outlined in this chapter.

This Chapter is organized as follows:

4.1 DESIGN PRINCIPLES

4.2 ARCHITECTURAL DESIGN GUIDELINES

- ◆ Architectural Theme
- ◆ Building Materials
- ◆ Articulation + Massing
- ◆ Placement + Orientation
- ◆ Façade + Frontages
- ◆ Building Lighting
- ◆ Building Signage

4.3 LANDSCAPING DESIGN GUIDELINES

- ◆ Public Space Furniture
- ◆ Hardscape Elements
- ◆ Public Art
- ◆ Gateways + Entries
- ◆ Paseos + Streetscapes

4.4 SITE DESIGN GUIDELINES

- ◆ Access + Parking + Circulation
- ◆ Wayfinding
- ◆ On-Site Lighting
- ◆ Screening + Buffering

4.1 DESIGN PRINCIPLES

The following design principles provide the foundation for design guidance within the Specific Plan area. If the design guidelines in this document do not directly address a specific condition, Town Staff, PBID and the relevant commissions and boards will use these principles to determine the appropriateness of proposed plans and architectural designs.

- ◆ *Promote the image of Highway 18 as a main street commercial and mixed-use corridor that reflects the historic Village downtown:* These guidelines encourage designs that promote the character of the Village as a classic American downtown main street and celebrate the connection of the area to its past. The pattern and scale of development should create a well-defined pedestrian environment with thoughtful amenities that enliven the public realm, such as outdoor dining, courtyards, and shaded seating areas.
- ◆ *Maximize multimodal accessibility through improved streets and public realm:* These guidelines seek to reinforce the walkability of the Village by creating a well-defined human environment. Buildings should be designed to accommodate street level uses that enliven the public realm, such as courtyards, outdoor dining, and other public spaces.
- ◆ *Enhance the built environment through incremental improvements and new development.* Improve the quality of the existing built environment to better serve the needs of businesses and residents in and around the Planning Area. Promote a variety of simple improvements, major additions and new buildings.

4.2 ARCHITECTURAL DESIGN GUIDELINES

Quality building design is determined by a wide range of considerations, including function and safety, sustainability, context sensitive design, access and parking, diversity in facade and roof design, a variety of surface texture and color, functional window design and effective but unobtrusive signage. Good building design and architecture is an important counterpart to the development standards for buildings setbacks, height, and intensity.

4.2.1 Architectural Theme

One major goal of the Specific Plan is to translate the desired feeling of belonging and sense of place into architectural concepts and themes carried throughout the Village planning area. "Sense of place" is often determined by personal experiences, social interactions, and how people relate to spatial settings. One way to evoke a sense of place is to have a well-defined, uniform architectural theme. The architectural theme shapes the overall character of the planning area by establishing a "stylistic realm" within which projects are to be designed to reinforce the intended vision for the Village.

The architectural theme proposed for the Village is balance between preservation and innovation inspired by a blend of Western, Spanish Mission, and Industrial architectural styles. Together, these styles create an "urban rustic" character. Rustic architecture can have many meanings. Rustic describes a design that's natural, rough, aged, and casual – all of which can be applied to several architectural styles, including Western and Spanish Mission styles. Often "rustic" is used to describe rural development and traditional building techniques that emphasize hand craftsmanship and are commonly used for vacation homes, dude ranches, hunting lodges, and tourist-related facilities.

In terms of the Village, "rustic" is used to describe the authentic and historic nature of existing structures and their nod to the old west. As the Village continues to evolve and modernize, it is important to the Town that the Specific Plan recognize the intrinsic value that historical buildings bring to the planning area, and how these structures continue to play significant roles in the Village's future. One of the Town's objectives is to preserve or restore the older, historically valuable buildings that add character and depth to the Village core. Vacant lots dispersed throughout the planning area present a great opportunity for the Town to promote infill developments. Infill developments can evoke a sense of time and place through the juxtaposition of new and existing buildings, some of which are historic, within the same visual plane.



ARCHITECTURAL DESIGN GUIDELINES

ARCHITECTURAL THEMES



4.2.2 Building Materials

Attention to appropriate building materials and textures combined with the architectural theme is one of the most important contributors to defining the character of a building or area. Materials should be of high quality and detail to provide visual interest and should suggest durability and permanence to last into the future.

The following guidelines describe how architectural detail and materials should be considered and used.

- ◆ The Specific Plan design guidelines should be carefully considered in their entirety in determining the appropriateness of a particular architectural style and building design.
- ◆ The architectural style of particular type and size of building should express and articulate building details and projections that are organic or natural extensions of the design and that also play important functional and aesthetic roles.
- ◆ Durable, high quality exterior building materials that give a feeling of permanence and quality are strongly encouraged.
- ◆ Colors, textures, and materials should be appropriate for the desert environment. Natural, rugged materials that complement the surrounding natural environment and can withstand the harsh desert climate should be used.
- ◆ Building materials and colors shall complement the historic character of the Village without replicating it. Creativity in design is encouraged.
- ◆ Heavier and stronger materials such as masonry should generally support lighter materials such as wood.
- ◆ District 1 Village Core should be an area of particular architectural creativity, flexibility, and allowances for diverse building forms.
- ◆ Designers shall carefully consider the effects and maintenance challenges associated with texture to assure that it complements the overall design while being compatible with other building materials and not requiring undue maintenance.
- ◆ Non-glazed building surfaces and finishes may produce reflection and glare if shiny or highly reflective materials are used. Building surfaces should be a matte finish and must complement or integrate well with the surrounding viewshed.
- ◆ The use of tile roofing materials is particularly appropriate for residences designed in Spanish, mission, and southwestern architecture or their derivations.
- ◆ Use of exposed wood should be kept to a minimum and if used should be properly finished and stained rather than painted to assure maximum life of the coating in the High Desert environment.
- ◆ Building corners should be treated with distinct massing and materials and architectural features to heighten visual interest.
- ◆ Metal exteriors shall have an appearance emulating and simulating the color, texture and appearance of other structures within the surrounding area and must be approved by the Planning Department during a project's Development Permit or Conditional Use Permit review.
- ◆ Structures made of metal, steel or shipping containers are permitted. These structures shall have a high-quality architectural design consistent with the Village architectural themes.

Examples of high-quality metal buildings and structure designs:



APPROPRIATE MATERIALS

Building materials that are encouraged on facades as primary materials include:

- ◆ painted or stained wood siding or trim
- ◆ brick
- ◆ stucco or plaster
- ◆ cultured stone
- ◆ tile
- ◆ fiber cement
- ◆ steel sheets or corrugated steel
- ◆ wood, metal, and glass doors
- ◆ wood or metal frames for windows and doors.

PROHIBITED MATERIALS

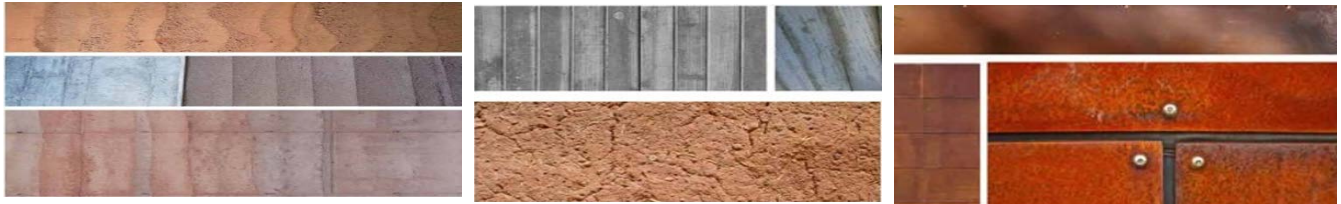
Building materials that are prohibited on facades include:

- ◆ plywood
- ◆ unfinished lumber
- ◆ vinyl or aluminum siding
- ◆ aluminum
- ◆ reflective materials
- ◆ manmade building materials (other than Hardie board) that are intended to simulate natural products/materials
- ◆ chain link fencing.

ARCHITECTURAL DESIGN GUIDELINES

BUILDING MATERIALS

Building materials will incorporate both color and texture. If the building's exterior design is highly articulated, the wall texture should be simple and subdued. However, if the building design is simple, a finely textured material (i.e., patterned masonry) should be used to enrich the building's overall character. All materials shall be coated or treated accordingly to withstand the hot, dry desert climate.



✓ ENCOURAGED



✗ DISCOURAGED, AVOID



4.2.3 Articulation + Massing

The Specific Plan allows for development where careful attention to appropriate building height, scale, massing, and articulation will be essential to creating space and enhancing the Village experience. All buildings should be sensitively designed to the human scale with engaging, pedestrian friendly frontages and pathways. There are many opportunities for infill development throughout the planning area, therefore it is especially important that future buildings be designed so that their scale and massing complement existing buildings and do not overwhelm the public realm.

To create a cohesive visual relationship with adjacent development, new projects should consider the building structure and architectural themes of neighboring properties. Infill development provides opportunities for collaboration between properties with respect to building frontage, pedestrian and vehicular access, lighting and other design features that could benefit both properties and enhance the visual character of the area. Maximum building heights are tailored to each Planning Area as discussed in [Chapter 4. Development Standards](#). Overall, the Specific Plan allows for a maximum building height of 25-35 feet.

All development within the Specific Plan area shall use the following guidance related to create visual interest and maintain an engaging pedestrian environment:

- ◆ Varied and articulated wall facades, variations in height and rooflines, and architectural detailing consistent with the architectural style are required. Walls should have breaks, recesses, and offsets, especially at entries and important intersections.
- ◆ Recessed entries provide articulation in a continuous façade.
- ◆ Arcades and gallery frontages should be consistent with the architectural style of the building.
- ◆ Architectural design elements shall be continued on all four sides of the building, with primary attention to the
- ◆ Buildings greater than 25 feet in height shall provide variation with elements such as awnings, fenestration, balconies, roof overhangs, or trellises to create interesting patterns and provide additional shade.
- ◆ Long horizontal rooflines on buildings with flat or low-pitched roofs should be articulated at least every 50 feet along the street frontage, particularly along highway 18.
- ◆ Building entries should be emphasized with special architectural and landscape treatment. In order to create visual interest on the other sides of buildings, secondary entrances should be treated in a similar manner.

4.2.4 Placement + Orientation

Building placement focuses on both the massing and location of structures on individual parcels. All development within the Specific Plan area shall use the following guidance related to building placement and orientation:

- ◆ Main building entrances should face the primary street frontage. Buildings located on corner lots should consider siting primary building entrances at the corner to establish an orientation to both the primary and secondary street frontages.
- ◆ Building setbacks should take into consideration the effect of structures on the streetscape and surrounding lands, and should be harmonious with the streetscape, surrounding structures and scenic resources.

- ◆ Careful consideration must be taken in the placement and orientation of pedestrian and automobile access. Siting buildings and locating on-site pedestrian and vehicular circulation systems to avoid conflicts encourages pedestrian activity.
- ◆ Residential building orientation and window and balconies placement should be designed to maximize view potential and to best shield residents from commercial loading areas, utilities and mechanical equipment, trash areas, and highway noise.
- ◆ Whenever possible, buildings should be clustered to create plazas and pedestrian corridors. When clustering is impractical, a visual link between separate structures should be established using walkways shading, or other open structures.
- ◆ Consideration of the unique site characteristics of the District should guide the site planning of individual sites. Each District has a distinctive rhythm and scale of buildings that should be respected and enhanced.
- ◆ Siting buildings with pedestrian plazas behind the sidewalk and building entrances opening on to the plaza also create pedestrian orientation.
- ◆ Buildings should be placed toward the public realm forming a distinctive street wall that outlines and characterizes the corridor. Extreme setbacks, especially in District 1: The Village Core, create opportunities to accommodate key features such as pedestrian oriented courtyards, plazas, and seating areas.

4.2.5 Façade + Frontages

Frontages and facades are crucial for energizing the public realm along key streets and gathering spaces.

- ◆ Outdoor dining is strongly encouraged in District 1 Village Core, especially along Highway 18. Umbrellas and other shade devices should not obstruct building entrances or signage. Planters or railings should be used to separate seating areas from the sidewalk
- ◆ Building walls facing public streets and walkways should provide visual interest for pedestrians. Variations in building form, display windows, and changes in color, material, and/or texture are encouraged.
- ◆ Blank walls (facades without doors, windows, landscaping treatments or other visually interesting elements) should be less than 30 feet in length along sidewalks, pedestrian walks, or outdoor space.
- ◆ Retail and restaurant frontage and setback areas are encouraged to incorporate shopfronts, outdoor seating and dining areas, retail stands and kiosks, and regular doors and windows that will help activate the sidewalk and street
- ◆ Windows should be provided along all street-facing frontages to add visual interest. Storefront windows should maximize transparency at the ground floor so views into the spaces are not obstructed.
- ◆ Creative design in walls, fences and screens are encouraged as long as they serve the functional purposes and complement the development site plan, architecture and landscape design, and surrounding land uses.

ARCHITECTURAL DESIGN GUIDELINES

BUILDING ARTICULATION + PLACEMENT + FACADE



ENCOURAGED



1. Varied building heights + roof lines
2. Entrances + windows face the street
3. Eclectic mix of appropriate architectural themes



AVOID



No or minimal articulation.
Architecture is inconsistent with Village theme. No visual interest



1. Pedestrian paseos with outdoor seating to energize the Village Core.
2. Buildings sited by the street edge to create shade for pedestrians



Buildings and street separated by parking lot. Sidewalks disjointed, not pedestrian friendly.

ARCHITECTURAL DESIGN GUIDELINES

BUILDING ARTICULATION + PLACEMENT + FACADE

COMMERCIAL/ RETAIL



RESIDENTIAL



OFFICE / SERVICES



Examples of engaging, active frontages. Interesting facades.

Example of uninteresting blank wall lacking articulation.



4.2.6 Building Lighting

Lighting is used to both enhance security and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art. All development within the Specific Plan area shall consider the following guidance related to building lighting:

- ◆ Lighting is integral to building design and should be efficient, attractive, and durable.
- ◆ An appropriate hierarchy of lighting fixtures and intensity levels should be considered when designing the lighting for various elements of a building, including entrances, walkways, ramps and stairs.
- ◆ Pedestrian-oriented lighting should be placed on sidewalks, multi-use paths, and other walkways to improve pedestrian comfort, security, and safety.
- ◆ Creative, iconic, and artistic lighting design is encouraged in District 1 Village Core.
- ◆ Service and loading area lighting shall be full shielded and contained within service area boundaries, with direct light sources concealed.
- ◆ Building illumination and architectural lighting shall be discreet and used to reinforce or accent the design. Indirect, low-level wall lighting or “wall washing,” overhead down-lighting, or interior illumination that spills outside, are encouraged.
- ◆ Lights should be designed and placed to direct lighting to appropriate surfaces and minimize glare into adjacent areas.
- ◆ Architectural lighting shall be integrated with building elements, and ground-mounted lighting should be concealed flush with grade wherever possible.
- ◆ To reinforce the pedestrian character of the area, light standards along sidewalks should not exceed 12 to 16 feet in height.
- ◆ Architectural lighting shall not be visually apparent during the daytime.
- ◆ Interior building lighting may be left on at night (to the extent that energy use is justifiable) to enhance pedestrian activity on the street.
- ◆ Lighting fixtures on multi-family structures should be designed to provide safety and convenience, as well as serving as integral design elements of the buildings.
- ◆ Garage and carport-mounted lighting should be sconce-type or equivalent, well-shielded, and at a scale that is consistent with the architectural style and proportions of the structures.
- ◆ In all instances, functional and ambient lighting levels shall be kept to that minimum necessary to illuminate entries and addresses, while providing their security function. Plans shall comply with any night-sky preservation ordinance adopted by the Town.

ARCHITECTURAL DESIGN GUIDELINES

BUILDING LIGHTING

AMBIENT LIGHTING

Created by the use of exposed lighting fixtures washing facades or other building surfaces in a broad manner. Lower lighting levels are appropriate when using ambient lighting and should radiate at a warm and comfortable color and intensity, while avoiding the creation of glare or “hot spots”.



Examples of shielded lighting



Creative, artistic lighting features consist with the intended character of the Village.



ACCENT LIGHTING

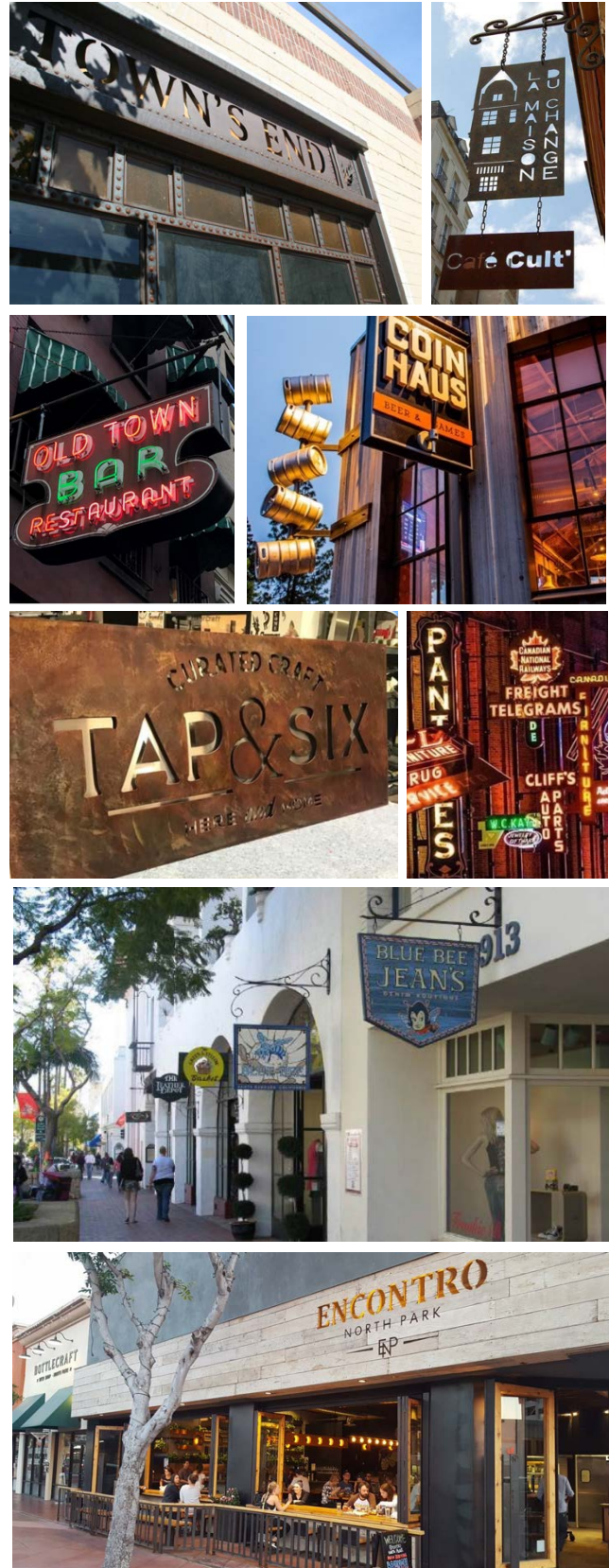
Highlights important architectural features, including entries, columns or piers, and creating visual interest. A variety of accent lighting fixtures are available and those selected should be appropriate to the function, lighting levels, shielding requirements, efficiency and durability.

4.2.7 Building Signage

Building signage provides an opportunity to convey the character of an entire area or individual District through unique design using specific materials and placement. Signage in the Town is regulated by the Town's sign regulations (AVMC 9.74.100.G Sign Program Design Guidelines). Additional guidance specific to the Village Planning Area is provided herein. The goal of these design guidelines is to ensure that appropriate materials, types, and designs are used in the Planning Area.

All planning Districts are subject to the signage standards and guidelines set forth herein. Project-specific signage programs shall ensure cohesiveness in overall design and theme, and signage materials shall be consistent with the overall materials palette and in keeping with the guidelines established in this Specific Plan. All signage will be located in a manner that provides optimal efficacy of the overall signage program balancing the need for identification and wayfinding with the preservation of the highway view corridor.

- ◆ All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the predominant visual elements of the building.
- ◆ Signs should be constructed using high-quality materials such as metal, stone, wood.
- ◆ All signage should be pedestrian oriented, attractive, and well-integrated into building facades. Consideration should be given to different types of tenants (e.g., major and minor) and placement locations consistent with the architectural design
- ◆ Neon signs (or LED signs that look like neon) are allowed and encouraged in this district and energy-efficient, color-correct lamping should be used.



4.3 LANDSCAPE DESIGN GUIDELINES

Landscape guidelines establish integrated and cohesive landscape design tools and guidelines responsive to the urban context and environmental conditions of the Planning Area. Landscaping is envisioned to be consistent with the natural attributes of the region while helping to conserve water, reduce stormwater pollution, and reduce urban heat island effect. The landscape guidelines help to unify and complement the various existing and planned land uses in the Specific Plan area

All development within the Specific Plan area shall use the following guidance related to landscaping:

- ◆ Landscaped areas should be planned as an integral part of the overall project.
- ◆ Landscaping, earth berms, decorative walls and other buffers shall be used to define project boundaries and to reduce impacts on adjacent properties.
- ◆ Landscaping shall be used to break up uninterrupted building mass, expanses of paved surfaces, frame views, and connect development on adjacent pads.
- ◆ All landscaping shall utilize xeriscape practices in recognition of the Town's desert climate. Concrete mow strips shall separate turf from shrub areas.
- ◆ Landscaping should be used to help define outdoor spaces, soften a structure's appearance, and to screen parking, loading, storage, and equipment areas.
- ◆ Landscape materials should be compatible with the structure design in terms of type and scale/size.
- ◆ The use of on-site pedestrian amenities, such as benches, shelters, drinking fountains, lighting, and trash receptacles, is encouraged.
- ◆ Landscaping should buffer sensitive land uses from noise and visual impacts;
- ◆ Provide shade where needed, including within parking areas, bus shelters, seating areas in parks, plazas and paseos, and open spaces and landscaped areas that incorporate pedestrian paths and trails;
- ◆ Reduce and minimize potential water and wind erosion;
- ◆ Reduce glare by shielding reflective surfaces.
- ◆ Establish or enhance visual order of streetscapes, parking areas, building perimeter landscaping and common open space areas.
- ◆ Avoid over-spray from automatic irrigation systems. Automatic drip irrigation systems shall not produce over-spray on surfaces outside the planting area.
- ◆ All landscaping shall be maintained in a healthy and attractive state and shall be watered, weeded, generally maintained, and replaced (if necessary) by the property owner/property manager.

4.3.1 Public Space Furniture

The use of on-site pedestrian amenities, such as benches, shelters, drinking fountains, lighting, and trash receptacles, is encouraged. The elements should be provided in conjunction with on-site open spaces and be integrated into the site plan as primary features.

If provided, outdoor open spaces shall be designed to enhance the site and/or building as a place for pedestrians.

Outdoor open space should include:

- ◆ outdoor seating,
- ◆ trash and recycling receptacles,
- ◆ a combination of landscaping and paved surfaces,
- ◆ pedestrian scaled lighting, and
- ◆ amenities or features that encourage people to gather. Such features include (but are not limited to) outdoor dining areas, public art, fountains, and planters.
- ◆ Residential open space should include spas/hot tubs, pools, barbeque facilities, and playgrounds.
- ◆ Materials used in the construction of street furniture shall complement architectural materials used on adjacent buildings and shall be of a common design. Trash receptacles and other minor details shall also relate to the architectural style of the buildings.

4.3.2 Hardscape Elements

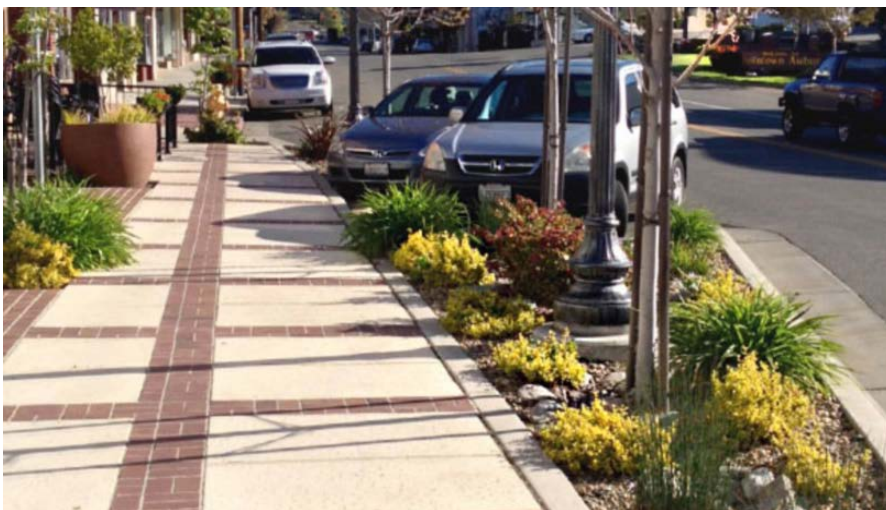
- ◆ Project Entry statements consisting of hardscape elements shall be provided with all commercial developments. The entry statement may include but shall not be limited to:
 - Enhanced landscaping treatment
 - Enhanced monument signage
 - Boulder groupings
 - Decorative entryway
 - Exposed aggregate or stamped concrete
 - Berming/low decorative wall
- ◆ Hardscape elements in public open space such as a plaza or arbor facility are encouraged. Appropriate hardscape elements shall include but not be limited to plaza areas, arbor or patio facilities, courtyards, and outdoor gathering and eating areas.
- ◆ Hardscape elements shall be used in coordination with the architecture and landscaping to provide a connection

between the street edge and individual developments. Hardscape may be used as an accent to site architecture.

- ◆ Hardscape shall relate individual buildings to an overall theme or style. Materials used in the construction of street furniture shall complement architectural materials used on adjacent buildings and shall be of a common design. Trash receptacles and other minor details shall also relate to the architectural style of the buildings.
- ◆ Enhanced paving treatments shall be used for major entries into the site and intersections to highlight key areas of the streetscape. Such treatments shall be located at building entryways, plaza areas and courtyards, pedestrian approaches to buildings, and on-site crosswalks, driveways, and passenger drop off areas.
- ◆ Water features, such as fountains or ponds, sculptures, or enhanced landscaping shall be used at plazas and courtyards to create focal points along pedestrian areas and to enhance views from building windows.
- ◆ Materials used in the construction of street furniture shall complement architectural materials used on adjacent buildings. Plastic and materials such as fiberglass are not allowed.
- ◆ Enriched paving treatments, such as interlocking brick pavers shall be used to visually denote crosswalks. These crosswalks shall be a minimum of fifteen (15) feet in width.
- ◆ Other hardscape elements, such as bollards, shall be strategically placed behind the sidewalks edge to reinforce the community theme.

LANDSCAPE GUIDELINES

PUBLIC SPACE FURNITURE + HARDSCAPES



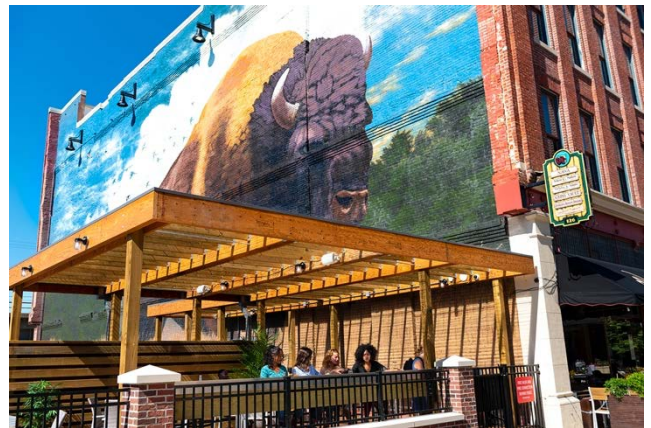
4.3.3 Public Art

All development within the Specific Plan area shall use the following guidance related to public art:

- ◆ The use of public art is encouraged to enhance the identity of the Village. Where public art is located on site, it should be located within view of the public right-of-way or public gathering spaces, especially near street corners.
- ◆ Local artists and themes should be highlighted to emphasize the cultural assets and history of the Village and Apple Valley.
- ◆ Public art may consist of murals, sculptures, interpretive plaques, signage, and monumentation.

4.3.4 Gateways + Entries

- ◆ Special landscaping shall be required adjacent to intersections of designated major streets to reinforce the Village image.
- ◆ Accent vegetation shall be provided as identity plantings.
- ◆ Native and desert appropriate plants and trees shall be massed to enhance these landscaping areas.
- ◆ Entries into development areas shall reinforce the design layout of adjoining development by feature paving materials, hardscapes, accent trees and shrubs.
- ◆ Accent trees and vegetation shall be used as identity plantings at major entries and intersections and shall be used to highlight key features such as entry monument signs or hardscape elements.
- ◆ A continuation of streetscape grading, berms and other landscape treatments used by adjacent development to screen parking shall be provided by new development with similar site conditions.



LANDSCAPE GUIDELINES

PUBLIC ART + FURNITURE + HARDSCAPES

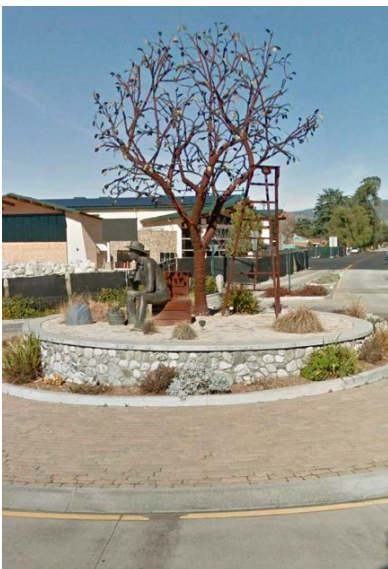


Public art may be apparent in the form of sculptures and murals, and it can be passively integrated with public furniture or architectural elements. For example, shade structures and seating areas are opportunities to make a visual statement and support an architectural theme.



LANDSCAPE GUIDELINES

GATEWAY + ENTRY LANDSCAPING



Examples of roundabout treatments with public art.

4.3.5 Paseos + Streetscapes

A hallmark of classic American downtowns is their walkability and pedestrian-friendly design. Primary streets define and connect major destinations within the Village and outside to surrounding areas.

These streets include the Highway 18 corridor, Ottawa, Navajo, Central, and Powhattan. Each street is envisioned to have a distinct scale and design features that reflect its unique role in the Village.

The following characteristics and design features should be incorporated into the future design and configuration of these streets, if not already present:

- Promoting walkability by providing pedestrian linkages between stores, public spaces, parking areas, and adjacent projects.
- Pedestrian-oriented providing physical separation from streets and drive aisles using bike lanes and landscaping
- Art within the public right-of-way
- Benches
- Planters
- Trash receptacles
- Street trees, tree gates, and guards
- Pedestrian-scaled lighting
- Gateways
- Wayfinding Signage
- Utilize structures and trees to provide shade for pedestrians, soften and frame the street, and define the public space.
- Pedestrian amenities such as appropriate signage, street furniture, landscaping and pedestrian-scale lighting.



4.4 SITE DESIGN GUIDELINES

All development within the Specific Plan area shall analyze and consider its surrounding context (on-site and off-site). Future development should consider the architectural character/style of neighboring structures and opportunities for collaboration between properties with respect to building frontage, pedestrian and vehicular access, parking, loading zones, utilities, screening, lighting, and other design features that could benefit both properties

4.4.1 Access + Parking + Circulation

All development within the Specific Plan area shall use the following guidance related to parking and circulation:

- ◆ The number of site access points should be minimized. Shared access, including sidewalks and drives, is encouraged wherever possible.
- ◆ Vehicular access for corner properties should be taken from side streets or alleys, wherever possible. Curb cuts should be located on secondary streets wherever possible to minimize pedestrian and vehicular conflicts.
- ◆ Site design should clearly define access for vehicular, pedestrian, and bicycle movement and seek to minimize conflict areas between cars and people walking and biking.
- ◆ The visual impact of parking lots should be minimized by locating these facilities to a portion of the site least visible from the street and by providing adequate screening.
- ◆ Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicular traffic.



4.4.2 Wayfinding

Wayfinding is the system of elements that helps people navigate safely and comfortably through an unfamiliar environment. Wayfinding design principles help ensure that the sign program connects people to destinations, promote active travel that is safe and efficient. Wayfinding not only includes unified signage, but can also include banners, landmark features, gateways, arches, artistic elements and installations, special landscaping, and other identifying elements. The following wayfinding signage guidelines will help ensure that the corridor and individual projects are navigable and an attractive addition to the streetscape.

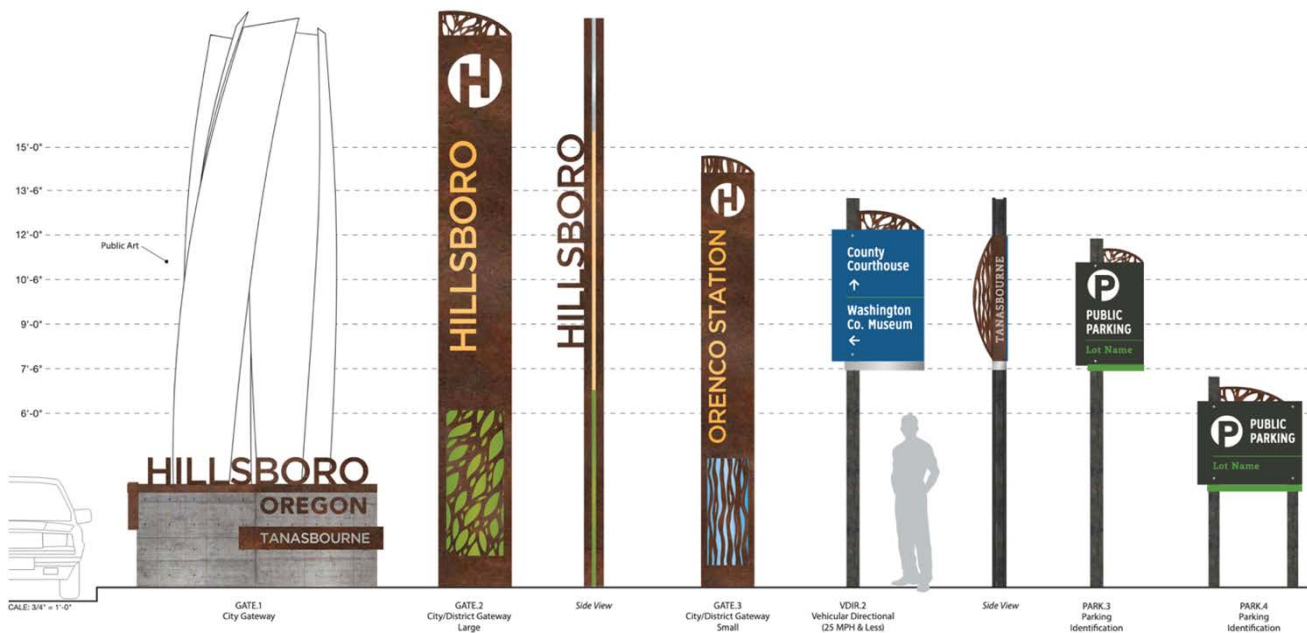
- ◆ Wayfinding should have a consistent, cohesive theme to create a sense of place
- ◆ Entry monuments shall identify entries and shall include clearly displayed address(s) and name(s) for the center. Monument signs for larger commercial and office uses may be either free-standing or attached design. Individual uses on small parcels may install project entry monuments of a size proportional to the development's street frontage.
- ◆ Pedestrian wayfinding signage should be designed to human-scale and speed of travel, allowing effective but smaller signs that are oriented to the walking and biking public.
- ◆ Pavement graphics at project entries and elsewhere in the planning area shall not constitute safety hazards by distracting pedestrians, drivers, or other users.
- ◆ Signage design should be simple and durable in form to elevate site aesthetics, and clear, concise in function to provide information and directions.
- ◆ Signage hierarch shall illustrate the four levels of development project wayfinding:
 - Identification (gateways, site, parking, and building identification)
 - Direction (vehicle, bicycle and pedestrian)
 - Information (directory, destinations, parking entrances)
 - Amenities (sculpture, banners, and pavement treatment)
- ◆ All signs should be designed to complement the architectural style and setting of the structure or use it is adjacent to. Building wall and fascia signs should be compatible with the predominant visual elements of the building.
- ◆ Wayfinding signs should be co-located with other streetscape furniture, such as street lights and transit shelters, where possible to enhance visibility and reduce visual character.
- ◆ Signs should be constructed using high-quality materials such as metal, stone, wood.
- ◆ The size of signs and sign letters should be proportional to the space they are located in, with the letters typically between 6 and 16-inches high.
- ◆ High quality and natural materials, such as exterior grade building materials are encouraged.

SITE DESIGN GUIDELINES

WAYFINDING



Example Wayfinding Plan



Source: Hillsboro Oregon Wayfinding Program Design Package, 2015

4.4.3 On-Site Lighting


- ◆ Exterior lighting should be designed as a part of the architectural and landscape concepts of the project.
- ◆ Provide well-designed, energy efficient, architectural and landscape lighting that contributes to a safe and inviting atmosphere without casting light into the night sky, adjacent properties, or sensitive habitat areas.
- ◆ Lighting shall be used only for the functional requirements of safety, security, and identification. Unnecessary lighting is prohibited in the interest of energy.
- ◆ All glare shall be directed onto the site and away from adjacent properties.
- ◆ Light standards shall blend architecturally with buildings, pedestrian areas, and other hardscape elements.
- ◆ All lighting used in parking lots for security purposes or safety-related uses shall be scheduled so light rays emitted by the fixture are projected below the imaginary horizontal plane passing through the lowest point of the fixture and in such a manner that the light is directed away from streets and adjoining properties.
- ◆ If lighting is used or is necessary for color rendition, the primary lighting system shall be supplemented with a secondary lighting system which shall serve as security-level lighting and shall be the sole source of lighting during the nonoperating hours of each business.
- ◆ Lighting standards and fixtures shall be of a design compatible with the architecture of on-site buildings.
- ◆ Flashing lights are prohibited.



4.4.4 Screening + Buffering

Screening is a technique used to protect and separate uses and site functions from one another for the purpose of decreasing adverse noise, wind, or visual impacts and to provide privacy.

- ◆ Any outdoor equipment, whether on the facade or side of a structure, or on the ground, should be appropriately screened from view. The method of screening should be architecturally integrated with the adjacent structure in terms of style, materials, and color.
- ◆ Visual screens (walls, fences, hedges) should generally not exceed 6 feet in height, as measured from finished grade. Taller screens, whether visual or acoustical screening, or both, may be considered on a case by case basis.
- ◆ Where screening is required, a combination of elements should be considered; including, solid masonry walls, berms, and landscaping.
- ◆ Ancillary structures and service areas such as trash enclosures or loading areas shall be screened from public streets and adjacent properties through a combination of landscaping and walls.



“When everything
is connected to
everything else,
for better or
worse, everything
matters.”

~ Bruce Mau

05

Infrastructure

Infrastructure is the backbone of any community, and every neighborhood needs that backbone to thrive. This chapter addresses the Village’s pedestrian and bike network, parking, circulation, water, sewer and storm drainage systems, and the expansion of those systems to support all of the businesses and residents who will be part of its future.

The components of the infrastructure required for a successful and long lasting Village include:

- ◆ Trails, Paths and Bikeways that provide an alternative, safe way for residents, employees and visitors to travel through the Village.
- ◆ Circulation Plan options that accommodate growth and move cars through and around the Village efficiently.
- ◆ Parking concepts and standards that provide creative and flexible solutions to reduce parking lots and maintain accessibility.

- ◆ Master water and sewer plans to support the growth expected throughout the Village.
- ◆ Master drainage plans that keep people and property safe from flooding.

This Chapter describes the improvements needed for build out of the Specific Plan. The timing of those improvements, as well as planning-level cost estimates, are provided in Chapter 6, Administration & Implementation.

5.1 TRAILS, PATHS & BIKEWAYS

A hallmark of classic American downtowns is their walkability and pedestrian-friendly design. Primary streets define and connect major destinations within the Village and outside to surrounding areas. This section describes the improvements proposed for pedestrian and bicyclists throughout the Village area.

5.1.1 Crosswalks

The ability of people to move safely through the Village is key to its long term success. The focus of the Village must be to encourage pedestrians and bicyclists to access the Village, and lower the dependence on automobiles. Especially as residential development expands in Districts 4 and 5, those residents must be able to safely travel through the Village.

Opportunities for expanding the non-vehicular network are available throughout the Village, and include the Highway 18 corridor, Ottawa, Navajo, Central, and Powhattan. Each street is envisioned to have a distinct scale and design features that reflect its unique role in the Village.

Characteristics and features should be incorporated into the future design and configuration of these streets, if not already present:

- ◆ Promoting walkability by providing pedestrian linkages between stores, public spaces, parking areas, and adjacent projects.
- ◆ Pedestrian-oriented providing physical separation from streets and drive aisles using bike lanes and landscaping
- ◆ Art within the public right-of-way
- ◆ Benches
- ◆ Planters
- ◆ Trash receptacles
- ◆ Street trees, tree gates, and guards
- ◆ Pedestrian-scaled lighting
- ◆ Gateways
- ◆ Wayfinding Signage
- ◆ Utilize structures and trees to provide shade for pedestrians, soften and frame the street, and define the public space.
- ◆ Pedestrian amenities such as appropriate signage, street furniture, landscaping and pedestrian-scale lighting.

Crosswalks

A major obstacle to safety for pedestrians and bicyclists is the location and safety of crosswalks. The Specific Plan triples the number of Highway 18 pedestrian crossings, reducing the average spacing between controlled crossings from about 2,600 feet to 750 feet. The location and type of crosswalks vary, depending on whether the Town implements Alternative 1 – Roundabouts, or Alternative 2 – Traffic Signals, described in Section 5.2. The following describes the types of pedestrian crossing facilities included in the Plan, and depicted on Exhibit 5.1.

Alternative 1 – Roundabouts

Under this alternative, all the Highway 18 intersections will be controlled with enhanced safety features at the pedestrian crosswalks. Pedestrian safety enhancements at roundabout crosswalks will include:

- ◆ Accessible pedestrian signals at crosswalks on all legs of multi-lane roundabouts as required by PROWAG standards.
- ◆ Crosswalks placed at least 25-feet away from roundabout entry/exit for single lane roundabouts and at least 45-feet at multi-lane roundabouts improves driver reaction time.
- ◆ Crosswalks marked with zebra or ladder style striping to increase visibility.
- ◆ Yield line markings and warning signs in advance of crosswalks to increase awareness of crosswalks and indicate to drivers where to stop when a pedestrian is crossing.
- ◆ Minimum 10-foot-wide raised pedestrian refuge area on the island separating the roundabout entry and exit lanes.

- ◆ Intersection safety lighting illuminating the crosswalks on all approaches.

Alternative 2 – Traffic Signals

Under this alternative, all the Highway 18 intersections will be controlled with traffic signals providing protected pedestrian crossings. Pedestrian safety enhancements at signalized crosswalks will include:

- ◆ Curb extensions, where adjacent to on-street parking lanes, to shorten the crossing distance and increase visibility between drivers and pedestrians waiting to cross.
- ◆ Crosswalks marked with zebra or ladder style striping to increase visibility.
- ◆ Pedestrian countdown timers indicating time left for pedestrian to complete the crossing.
- ◆ Pedestrian refuge islands (with pedestrian pushbutton) in median of long crossings to accommodate slower pedestrians who cannot cross the entire length during the pedestrian crossing signal phase.
- ◆ Stop lines set back at least 10-feet from crosswalk to increase driver visibility of pedestrians in crosswalk and reduce multiple threat type collisions.
- ◆ Intersection safety lighting illuminating the crosswalks on all approaches.

Off-Highway Crosswalks

Outside the Highway 18 corridor, traffic signals are proposed at Navaho and Yucca Loma, Navajo and Powhatan, Ottawa and Navajo, Ottawa and Central, Powhattan and Central, and Headquarters and Central. These intersections will provide full crosswalks for protected crossings for pedestrians and bikes.

Four-way stop signs at Quinnault and Powhattan, and Quinnault and Ottawa will also allow protected crosswalks. Crosswalk locations throughout the Village are shown in Exhibit 5.1. Detailed crosswalk improvements are shown in Exhibit 5.4 (for roundabouts) and 5.6 (for traffic signals) on Highway 18.

Pedestrian Bridges

The Specific Plan includes two pedestrian bridges, which allow for the uninterrupted flow of pedestrian movement separate from vehicle traffic.

- ◆ One would span Highway 18 at the midpoint between Navajo Road and Pawnee Road. This location would also provide access to potential future public parking areas north and south of the Highway (see Section 5.3).
- ◆ A second location at the eastern end of the corridor would connect Tonikan Road south of Highway 18 to future development in the large parcel of vacant land south of Headquarters Drive. This area has also been identified as a future public parking area, and a bridge could help to provide access to public parking (see Section 5.3).

Pedestrian bridges must accommodate all persons as required by ADA and require ramps or elevators to allow access by the disabled. Extensive ramping is required to accommodate wheelchairs, or elevators must be provided. In the case of the Village, there is not sufficient space to provide the required ramping, so elevators would be required.

Mid-Block Crossings

Uncontrolled mid-block crosswalks are not recommended anywhere in the Specific Plan. However, an alternative is to install a Rectangular Rapid Flashing Beacon (RRFB) at Highway 18 near Del Mar Road, at the approximate midpoint between the crossings located at Pawnee Road and

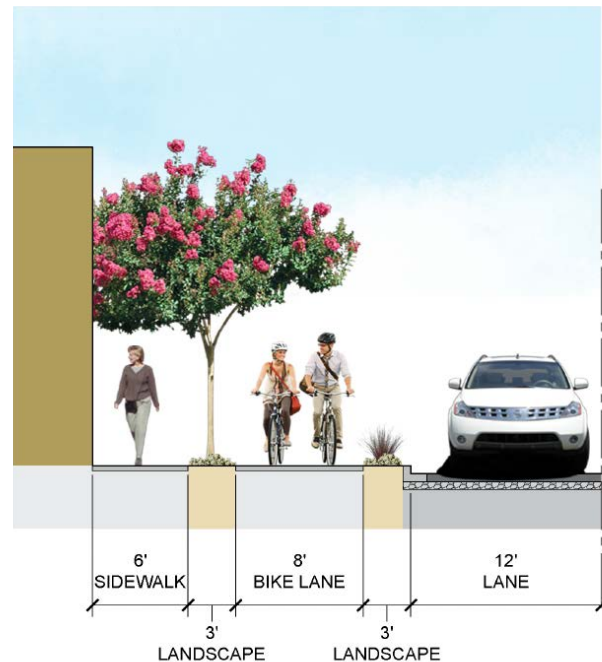
Quinault Road. RRFBs are approved for use as pedestrian activated conspicuity enhancements for pedestrian crossing warning signs. They include two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing. They have been found to be effective in reducing pedestrian crashes.

5.1.2 Paseos, Pathways, Alleys & Sidewalks

A hierarchy of paths and bikeways has been developed and distributed throughout the Village, as shown in Exhibit 5.1. The system of paseos, pathways and alleys can also be expanded into private development on larger sites as development occurs, to extend access for pedestrians and bicyclists throughout the Village. Three categories of pathway design have been provided.

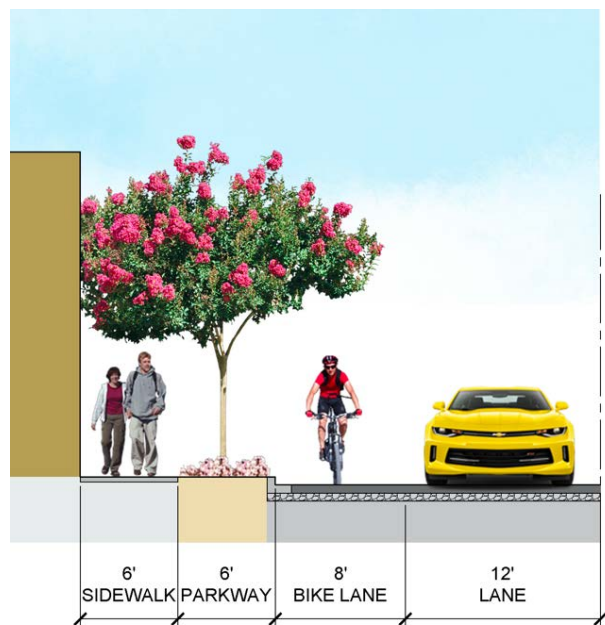
Paseos

Paseos provide off-street, protected pathways for pedestrians and bicyclists on the Village's higher volume roadways. They are designed to be the major access points to and through the Village. Paseos are to be provided on major roadways within the Village, including Highway 18, Yucca Loma, Navajo, Valley Drive, Central, Powhatan and Ottawa. They provide separated walkways and bike lanes and are located outside the traffic lanes on each street. Each lane in a paseo is defined by landscape buffers that should be at least 3 feet in width, and edged by a raised curb to define the space. Wherever possible, the landscape should include trees that provide shade to pedestrians and bicyclists.



Pathways

Pathways are assigned to streets where lower traffic volumes are expected, and where insufficient right of way exists to provide off-street bike lanes. Pathways have been assigned to Pawnee, Quinault, Headquarters Drive and Hitt Road.



They are designed to provide a minimum of 6 feet of sidewalk, a 6 foot landscaped parkway, and an 8 foot striped bike lane.

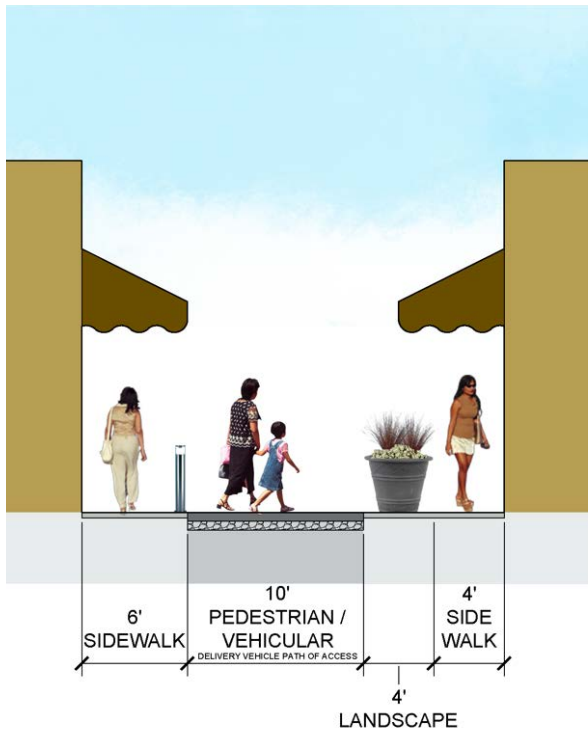
The landscaped parkway should be designed with trees to provide shade, and a defined curb.

Alleys

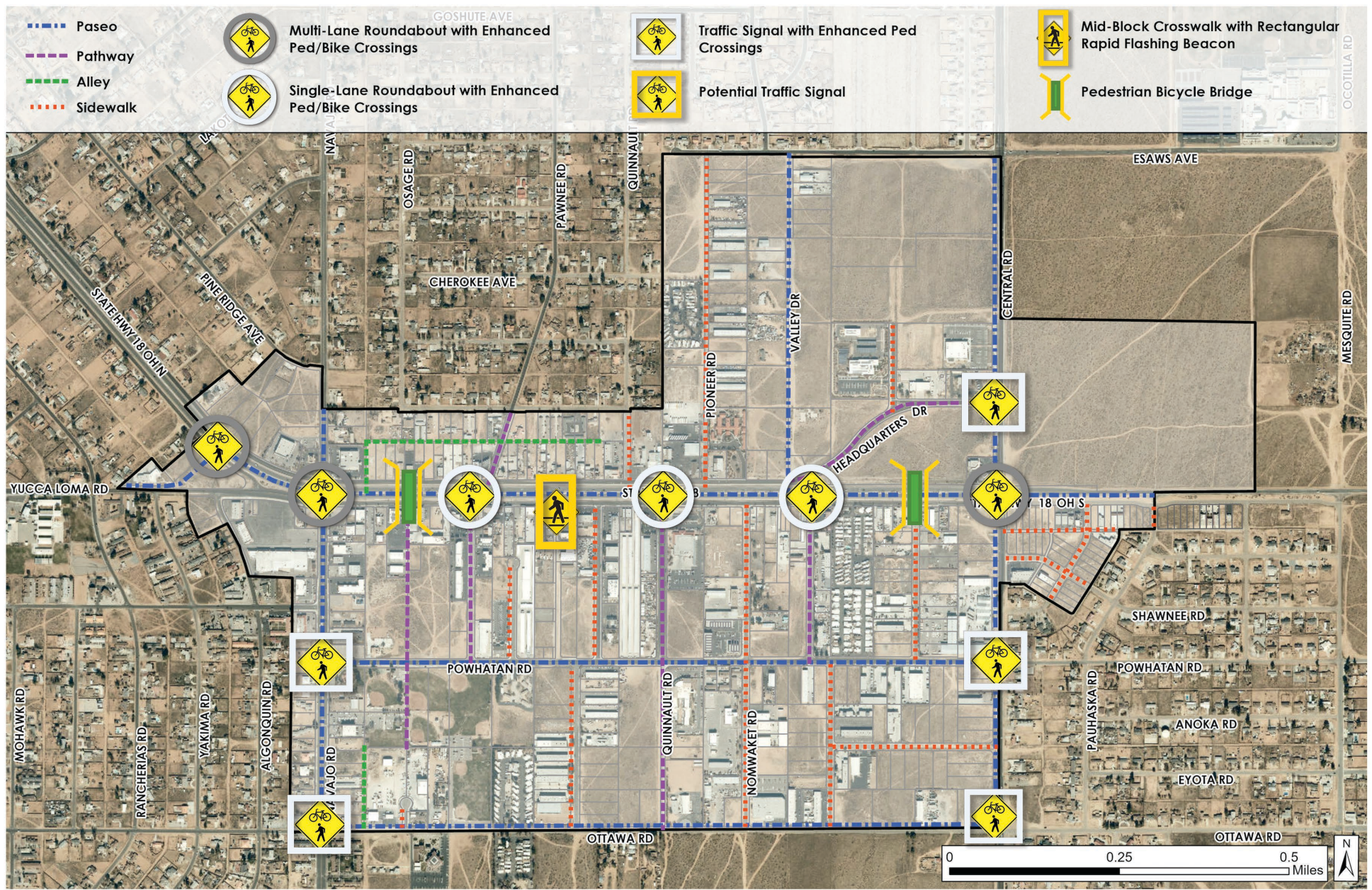
Alleys are designed to connect pedestrians to public spaces such as parks and public parking, with limited vehicle

Sidewalks

The network of sidewalks in the Village is currently disconnected. Sidewalk designations have been provided to all remaining streets where continuous sidewalks can be provided, to expand the pedestrian network and assure that easy access to a sidewalk is possible.



access. They are proposed within the current utility easement north of Highway 18, on the bridle paths north of Ottawa and east of Navajo, and could be designed into projects in other areas immediately north and south of the Highway. Alleys should allow one 10 foot vehicle lane for deliveries only, with defined sidewalks on each side. Sidewalks can be defined by landscaping or bollards, but must be protected from vehicles. Access for delivery trucks should be controlled to daytime business hours only, and signage will be required to define access times for vehicles.



Source: David Evans and Associates, Inc., August 2021; Terra Nova Planning & Research, Inc.

06.20.22

5.2 CIRCULATION PLAN

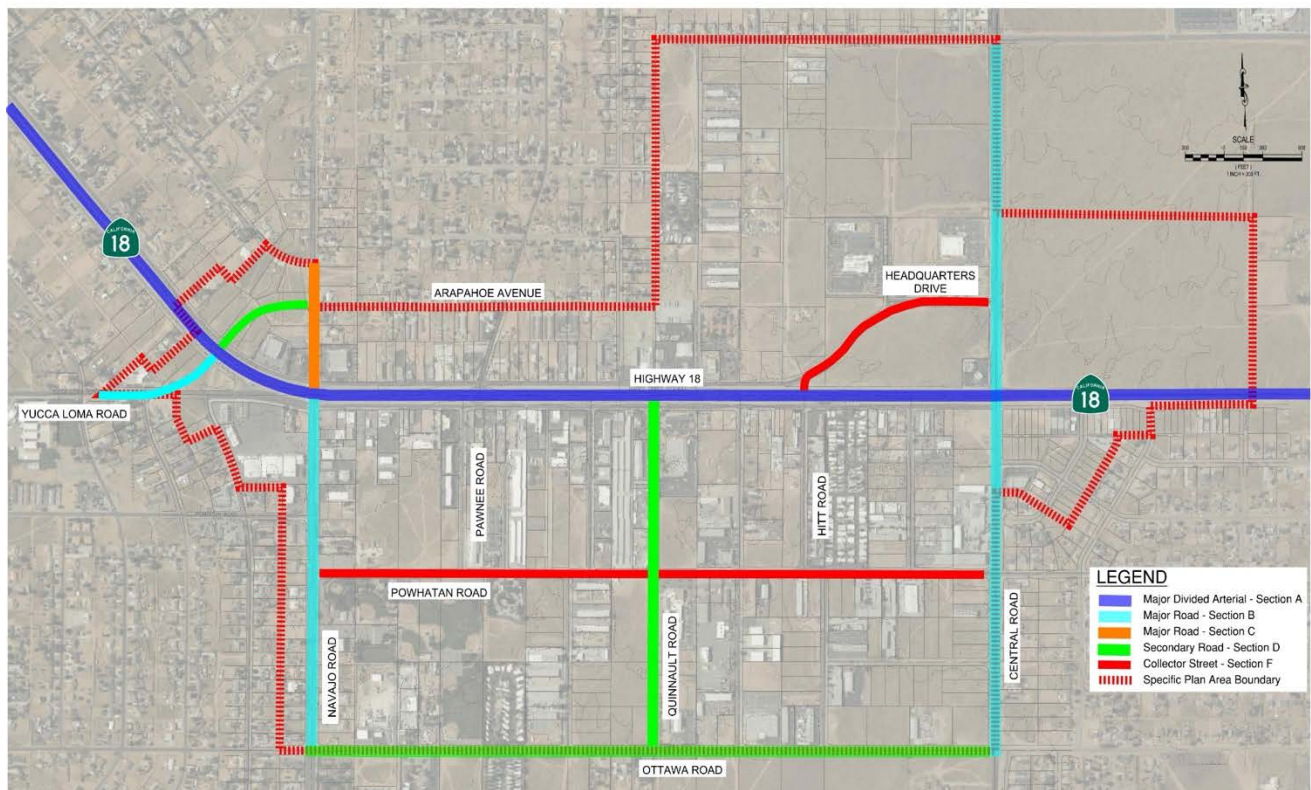
The circulation plan, and the improvements required for the Village to maintain smooth traffic flows, were developed through a technical analysis prepared for the Specific Plan. The Village Specific Plan Circulation Plan is provided in Appendix B, and summarized here.

The Circulation Plan establishes roadway types for the Village:

- ◆ **Major Thoroughfares:** are roadways that are classified as Major Arterials, Major Roads or Secondary Roads in the General Plan. Major Thoroughfares in the Specific Plan area include:
 - Highway 18
 - Yucca Loma Road
 - Navajo Road
 - Central Road
- ◆ **Secondary, Collector and Local Streets:** are also classified as Local Streets in the General Plan, and include:

- North and South Outer Highways
- Powhattan Road
- Headquarters Drive
- Arapahoe Avenue
- Quinault Road
- Del Mar Road
- John Glenn Road
- Nomwaket Road
- Hitt Road
- Tonikan Road
- Manhasset Road
- Malaki Road

The cross-sections for Major Thoroughfares Secondary, Collector and Local Streets in the Village have been modified to include enhanced pedestrian and bike facilities, as shown in Exhibit 5.1. As projects are proposed within the Specific Plan area, they will be required to provide half-width improvements to include both the required travelway and the pedestrian improvements shown above and in Exhibit 5.1. Examples of the improvements required based on the street classifications are shown in Table 5-1.



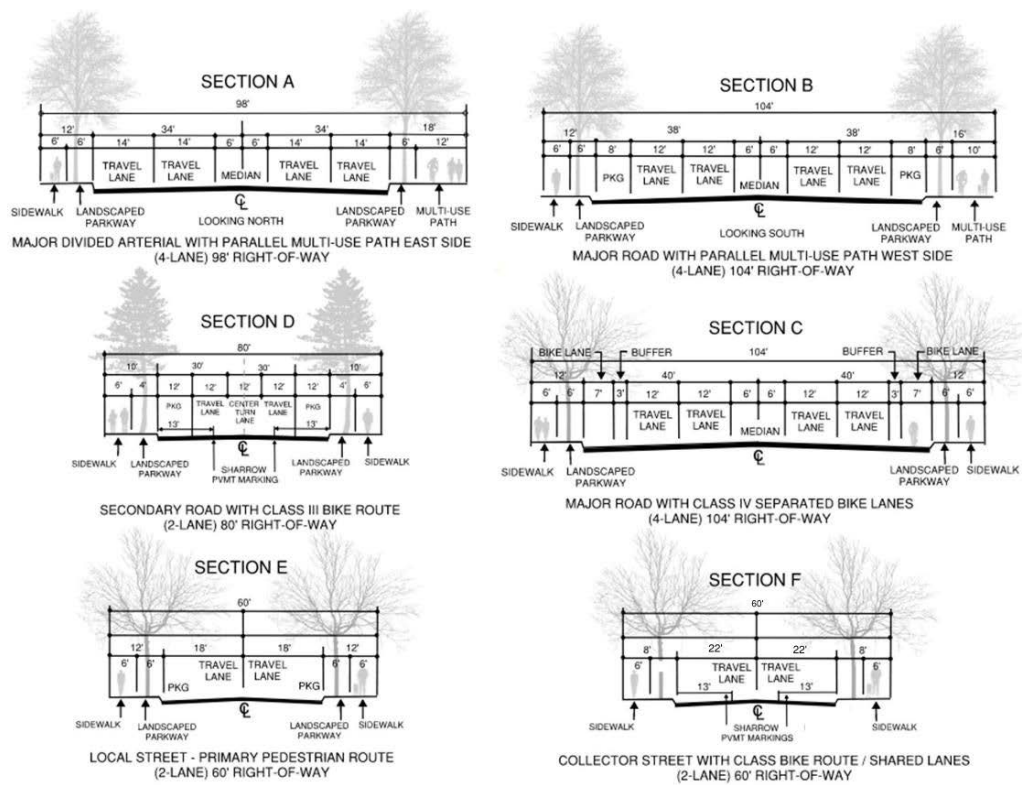


Table 5-1 CHARACTERISTICS OF SPECIFIC PLAN STREETS

Section	Street Type	Example	Right of Way	Traveled Way	Number of Lanes	Parking Allowed
Major Thoroughfares						
A	Major Divided Arterial - with Parallel Multi-Use Path	Highway 18	98'	68'	4	No
B	Major Road with Parallel Multi-Use Path	Navajo Road between Ottawa Road and Highway 18, Central Road, and Yucca Loma Road	104'	76'	4	Yes
C	Major Road with Class IV Separated Bike Lanes	Navajo Road north of Highway 18	104'	80'	4	No
Local Streets						
D	Secondary Road with TWLTL and Class III Bike Route / Shared Lanes	Ottawa Road between Navajo Road and Central Avenue, and Quinault Road	80'	60'	3	Yes
E	Local Street - Primary Pedestrian Route	Local Roadways	60'	36'	2	Yes
F	Collector Street with Class III Bike Route / Shared Lanes	Powhattan Road and Headquarters Road	60'	44'	2	Yes

The circulation plan also includes two roadway realignments:

- ◆ Yucca Loma Road west of Navajo Road would be extended northeasterly from the south side of Highway 18, to intersect with Navajo Road at Arapaho Avenue (extended) on the north side of the Highway.

The timing of improvements will be based on a number of factors, including development patterns, availability of funds, and traffic volumes as the Village and Town develop. The timing and costs associated with future traffic improvements are described in Chapter 6, Administration & Implementation.



In Alternative 1, the realignment of Yucca Loma Road to Highway 18 eliminates the existing six leg intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road and replaces it with a multi-lane roundabout.



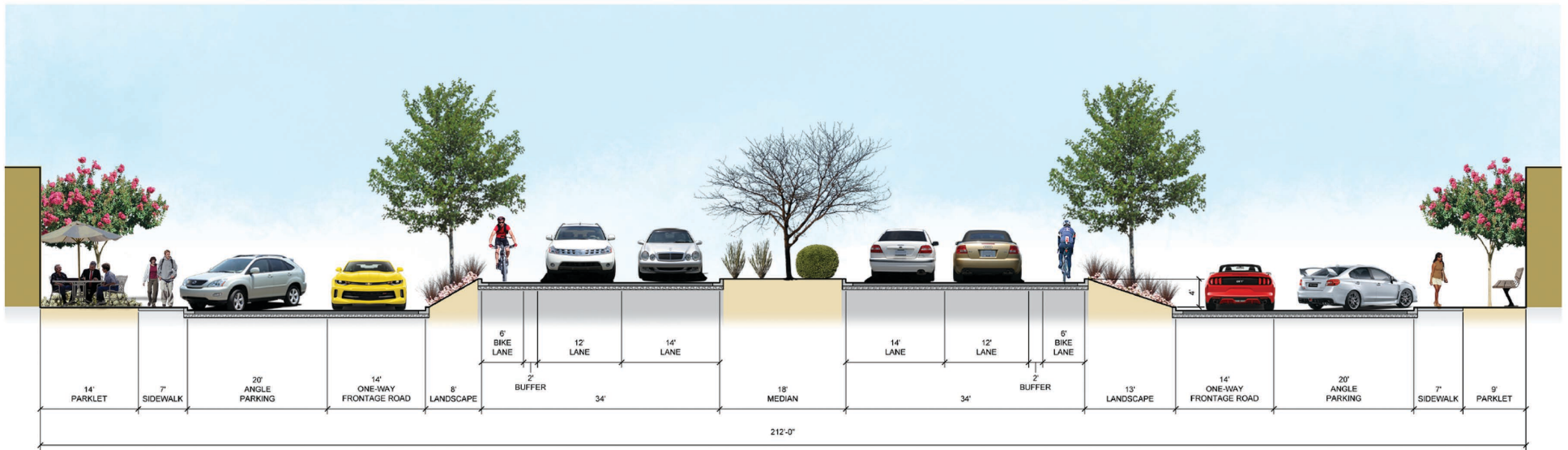
In Alternative 2, the realignment of Yucca Loma Road to Highway 18 simplifies the existing six leg intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road and replaces it with a conventional four leg signalized intersection.

- ◆ Headquarters Drive would be realigned southerly on the north side of the Highway to intersect at Hitt Road, creating a full new intersection, and an opportunity for a pedestrian crossing.

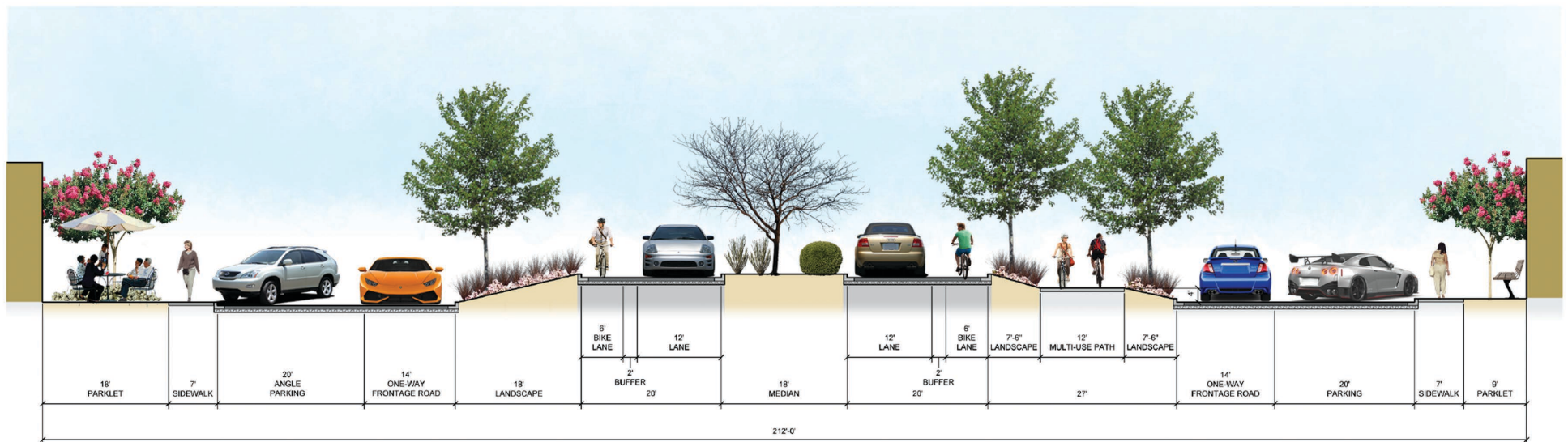


In both Alternatives 1 and 2, the realignment of Headquarters Drive to intersection Highway 18 across from Hitt Road improves access to the land north of Highway 18, provides a new connection between the north and south sides of Highway 18, and most importantly, it dramatically shortens the nearly ½-mile stretch of Highway 18 without a pedestrian crossing.





4-LANE - ALL TRAFFIC SIGNALS



2-LANE - ROUNDABOUTS

Source: David Evans and Associates, Inc., August 2021



5.2.1 Highway 18 Alternatives

The circulation plan for the Village has been developed to consider two potential alternatives for the ultimate build out of the Specific Plan. The alternatives are primarily tied to the potential improvements on Highway 18, but affect circulation throughout the area. This section summarizes the findings of the Circulation Plan prepared for the Village, which can be found in Appendix B.

The circulation alternatives both assume that the Outer Highway, north and south of the mainline, will remain, but will be converted to single-directional roadways, with on-street angled parking and widened sidewalks and landscaped parkways, as shown in Exhibit 5.2. On the Outer Highway north, traffic will move from east to west, and on the Outer Highway south, from west to east.

Alternative 1 – Roundabouts

Alternative 1 would result in roundabouts at all intersections along Highway 18, and would also change the Highway from two lanes in each direction to one lane in each direction from Navajo Road to Central Road, as shown in Exhibit 5.4. Highway 18 between Yucca Loma Road and Navajo Road, and east of Central would remain two lanes in each direction.

This alternative simplifies complex intersections and reduces conflicts and traffic speeds by converting existing signalized and unsignalized intersections into multi-lane or single lane roundabouts.

Under this alternative, intersections along Highway 18 will be served by either single-lane or two-lane roundabouts based on the roadway classification of the intersecting streets – major thoroughfares require two lanes, while local streets require one lane.

Two-Lane Roundabouts

- ◆ Yucca Loma Road
- ◆ Navajo Road
- ◆ Central Road

Single-Lane Roundabouts

- ◆ Pawnee Road
- ◆ Quinnault Road
- ◆ Hitt Road/Headquarters Drive

The Outer Highway remain separated from the central throughway by curbing, landscaping, and bicycle facilities. The Outer Highways on both sides are widened to provide on-street parking and kept separated from Highway 18. The Outer Highways do not connect to the north south streets as they do today, eliminating the complex and inefficient intersections. Access to and from the frontage roads is achieved with ramps that merge or diverge with each roundabout's entry or exit lane. The full design for all roundabout intersections is provided in Exhibit 5.4.

Under Alternative 1, crosswalks would be placed about 20 feet from the roundabout entry or exit point. Crosswalks at roundabouts will be multi-stage crossings, so pedestrians cross a single lane (or two lanes for multi-lane roundabouts) with traffic traveling in one direction at a time. Between stages pedestrians wait on a wide refuge island. At a typical roundabout there are two stages per street crossing.

A Class II bikeway would be provided on the both sides of the Highway, and a separated, Class I multi-use pathway would occur on the south side of the Highway between Yucca Loma Road and Navajo Road.

In order to provide an east-west alternative route for traffic, particularly local commercial traffic, upgrading Powhattan from a local street (one lane in each direction) to a major thoroughfare (two lanes in each direction) is recommended.

Outside of the Highway 18 corridor, traffic signals will be required at:

- ◆ Yucca Loma Road/Navajo Road
- ◆ Navajo Road/Powhattan Road
- ◆ Navajo Road/Ottawa Road
- ◆ Central Road/Ottawa Road
- ◆ Central Road/Powhattan Road
- ◆ Central Road/Headquarters Drive

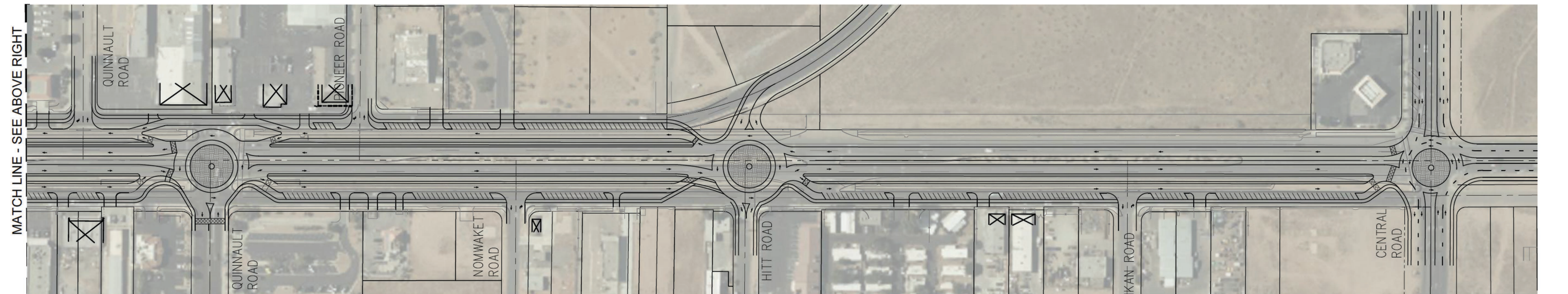
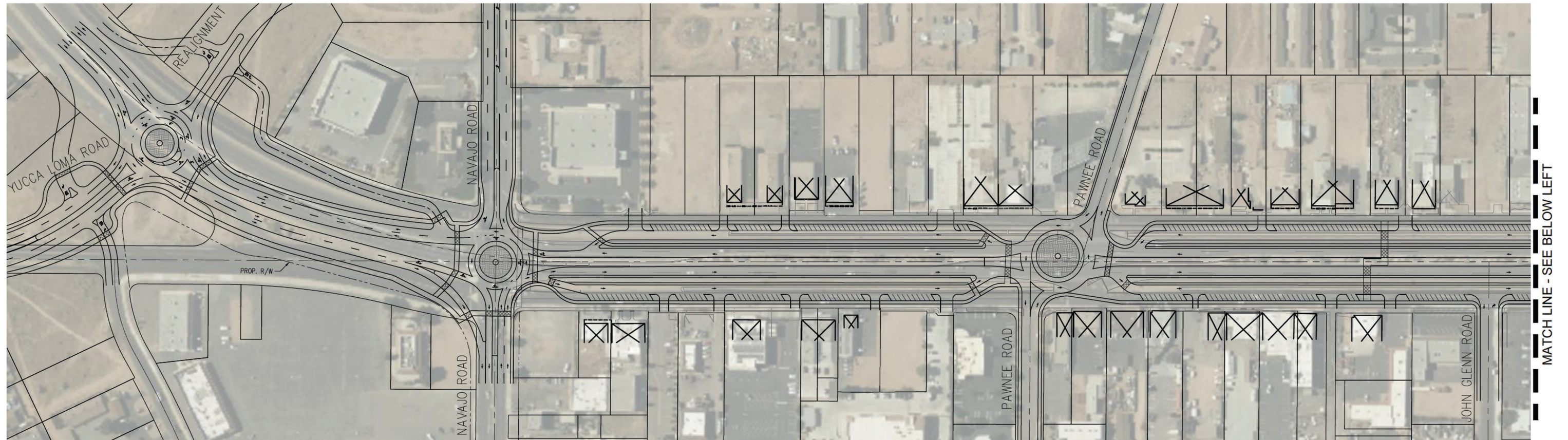
Four-way stop intersections would occur at:

- ◆ Powhattan Road/Quinnault Road
- ◆ Ottawa Road/Quinnault Road



Source: David Evans and Associates, Inc., June 2022

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06.22.22



Alternative 2 – Traffic Signals

Alternative 2 provides for the same intersections as Alternative 1, but replaces roundabouts with traditional traffic signals, as shown in Exhibit 5.5. This alternative adds traffic signal control at key intersections throughout the corridor. Frontage roads are retained but modified as one-way streets with angled parking and elimination of conflicting movements where frontage roads intersect cross streets.

Traffic signals are added to the Yucca Loma Road realignment with Highway 18, Highway 18 at Pawnee Road, and at the realigned Headquarters Drive and Hitt Road intersection. These new signals improve the spacing of protected pedestrian crossings but are not spaced too closely for effective signal coordination. Highway 18 remains four-lanes with left turn bays at each intersection.

Access to the Outer Highway is provided at ramps before or after the intersection, as shown in Exhibit 5.6. This alternative also requires that the left turn bays on the Highway be maintained, reducing the space available on the Outer Highways for widened sidewalks and landscaped parkways. However, the area currently taken up by drainage channels on both sides of the Highway will be available to create some additional space for aesthetic improvements, and Class II bike lanes would be provided on the Highway, as shown in Exhibit 5.2.

Alternative 2 also provides pedestrian crossings on all legs of each intersection. At most locations pedestrians must cross the frontage road to reach a signalized crosswalk across Highway 18. Frontage road crossings are short, single lane crossings with traffic traveling in one direction. Curb extensions adjacent to the angled on-street parking reduce

crosswalk width and improve sightlines between pedestrians and motorists.

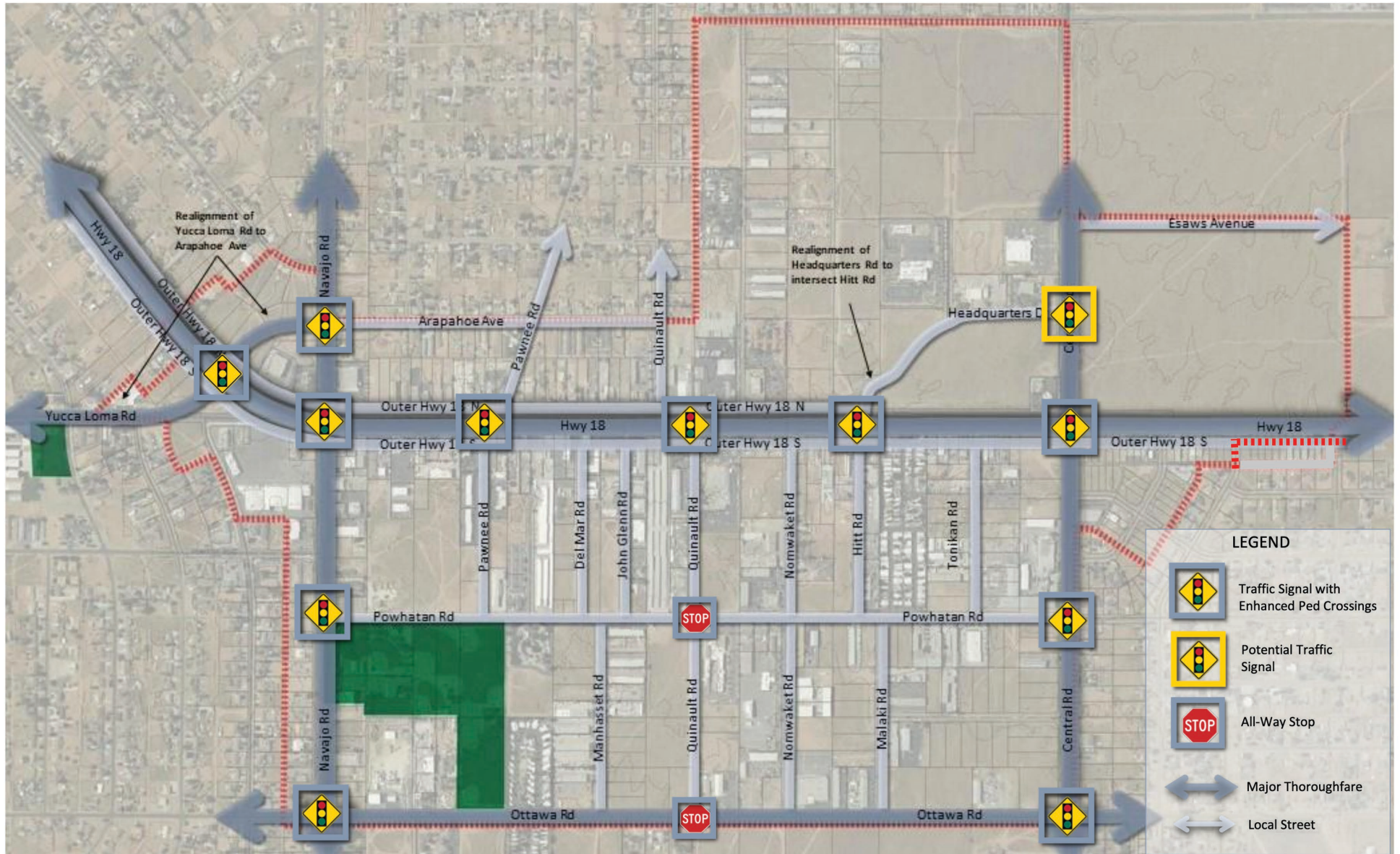
Alternative 2 would not require the upgrading of Powhattan from a local street to a major thoroughfare, as no alternative to Highway 18 would be needed.

Off the Highway, as shown in Exhibit 5.5, traffic signals would be required at:

- ◆ Yucca Loma Road/Navajo Road
- ◆ Navajo Road/Powhattan Road
- ◆ Navajo Road/Ottawa Road
- ◆ Central Road/Ottawa Road
- ◆ Central Road/Powhattan Road
- ◆ Central Road/Headquarters Drive

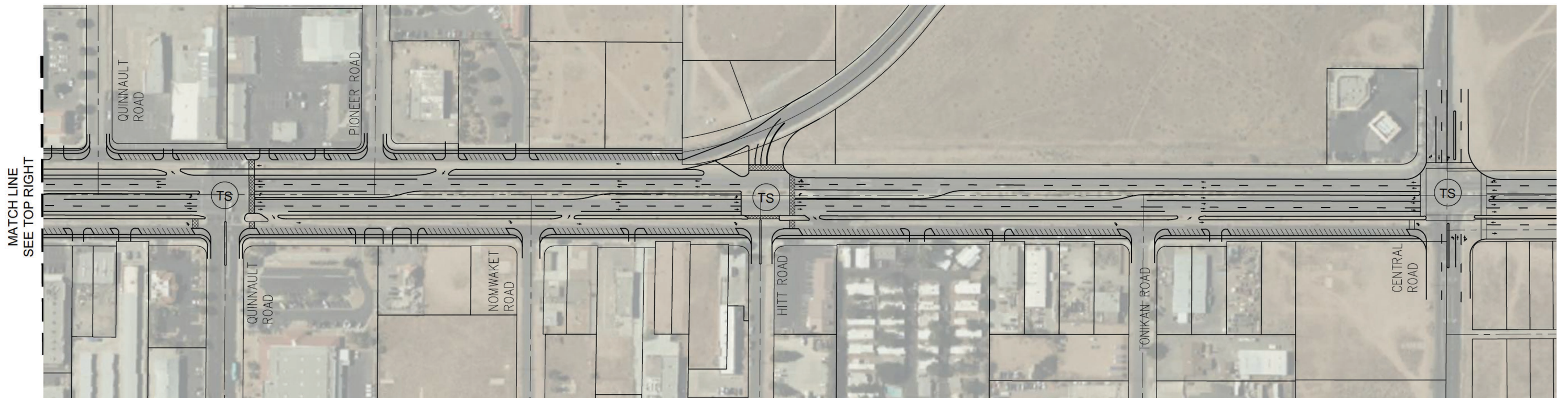
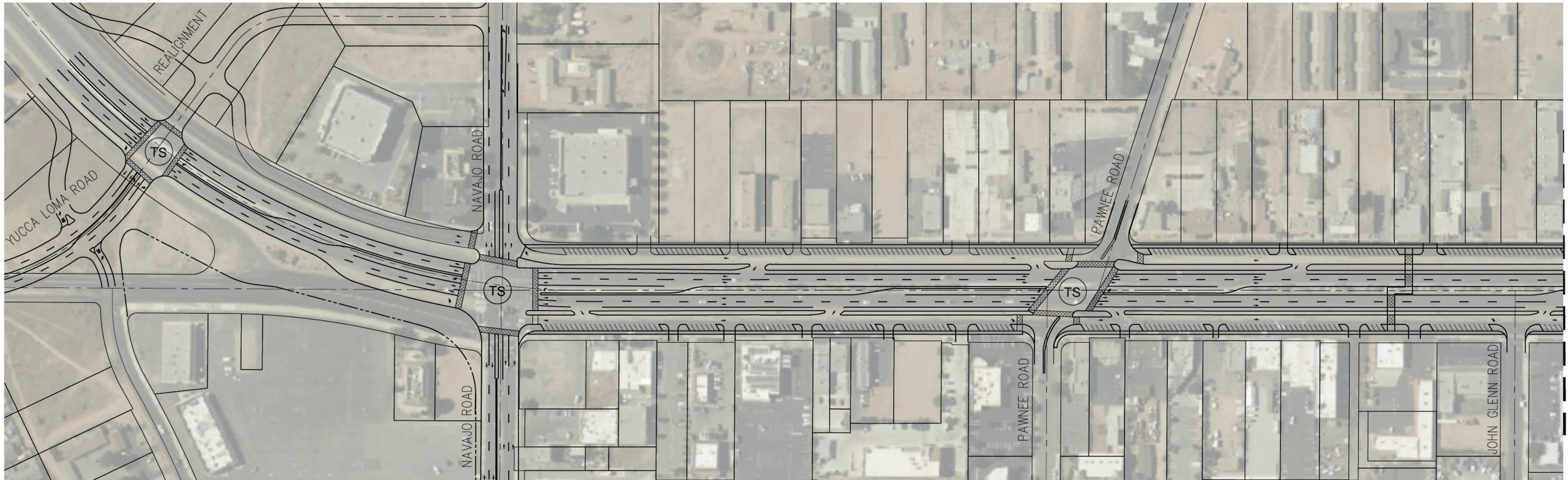
Four-way stop intersections would occur at:

- ◆ Powhattan Road/Quinnault Road
- ◆ Ottawa Road/Quinnault Road



Source: David Evans and Associates, Inc., June 2022

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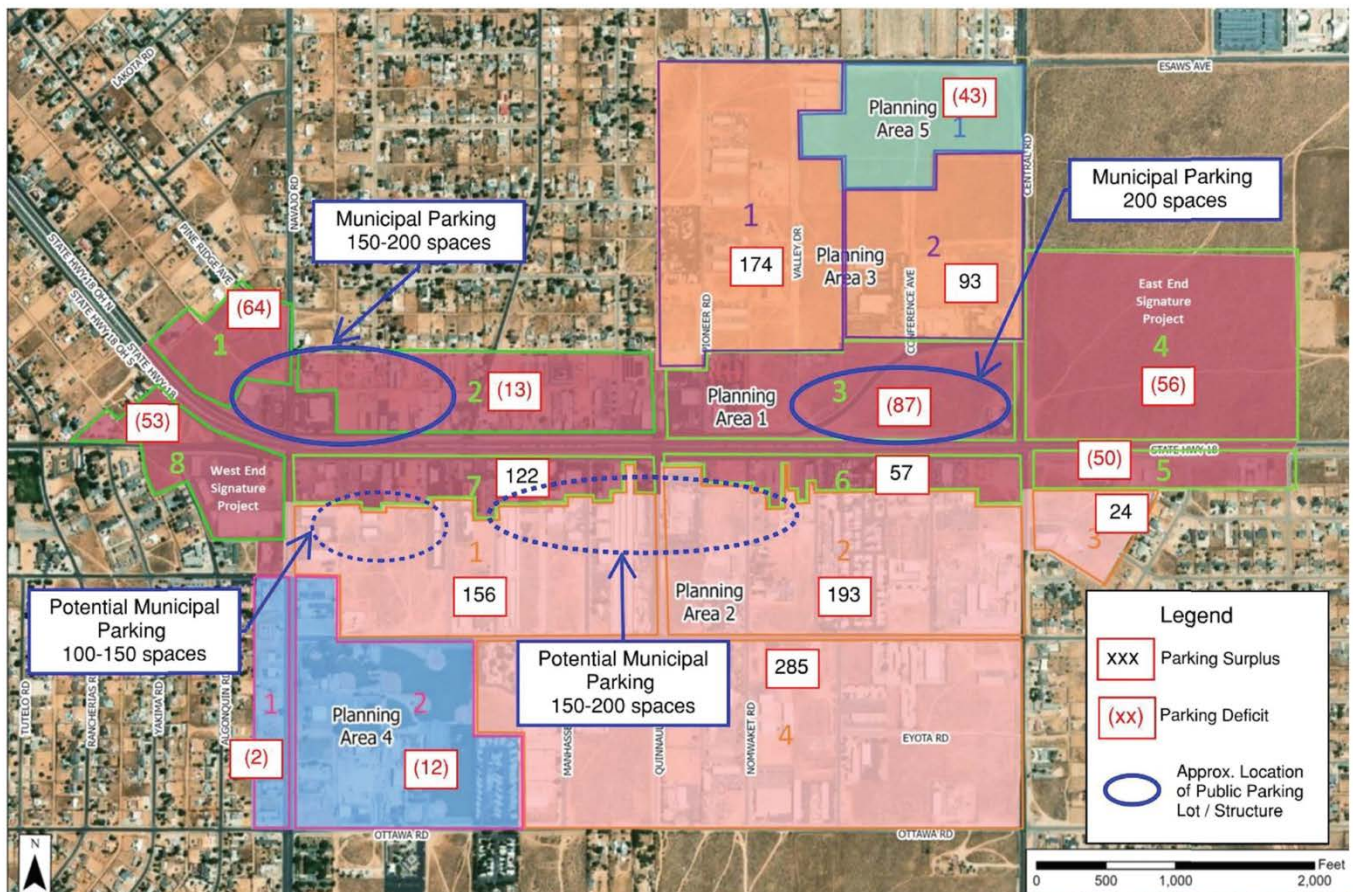


5.3 PARKING

The parking requirements for the Village are unique in Town. Current and future parking needs were evaluated in a Parking Plan, which is provided in Appendix C. In order to assess how parking currently is distributed, an analysis of current conditions was conducted. That analysis then led to consideration of how parking is distributed, and where it will be needed in the future. The basis of this analysis started with the creation of 'traffic analysis zones' (TAZ) throughout the Village, as shown below. These TAZs were used to calculate and refine the parking requirements throughout the Village as development occurs. On that basis, a parking demand was calculated if all uses were to use the Town's current parking requirements. This parking demand, provided in Tables 5 and 6 of Appendix C, found that 12,830 parking spaces would be required in District 1, 10,396 in District 2,

5,253 in District 3, 375 in District 4, and 1,165 in District 5. Particularly in Districts 1 and 2, parking structures would need to be constructed. In Districts 3 through 5, more traditional parking strategies can be implemented, because uses will be less likely to implement mixed uses, residential properties will be more traditional, and land is available. In Districts 1 and 2, where a mixed land use strategy is proposed, the potential exists to implement alternative, more modern criteria for parking.

The Urban Land Institute and the International Council of Shopping Centers studied parking ratios and developed recommendations for shared parking. In addition, the Institute of Transportation Engineers' *Parking Generation*, 3rd Edition was consulted to establish parking ratios. These parking ratios have been used in Chapter 4 to establish parking standards. They result in a reduction of about 50% in parking spaces at build out of Districts 1 and 2.



The parking demand for each District, and each TAZ within each District, was then calculated to determine whether sufficient parking could be provided throughout the Planning Area. As shown below, based on the distribution of land uses, and the potential for parking in each TAZ, sufficient parking can be provided in all Districts, with the exception of District 1.

In District 1, parking deficits occur in TAZs 1, 2, 3 and 5, without the provision of public parking lots. If public parking lots are constructed, sufficient parking will be provided, with a buffer of 10 to 15 percent. Although the locations of these public lots have not been identified at the parcel level, their locations are shown in the figure above. The locations are recommended based on their proximity to major roadways, safe pedestrian crossings, and more intense land use distributions. As shown, public parking areas will need to have a capacity of 50 to 200 spaces. For planning purposes, one parking space is assumed to require 350 square feet (parking space plus drive aisles plus landscape). At this rate, 100 parking spaces would require about one (1) acre of land.

Several strategies exist to secure public parking areas:

- ◆ **Small Lot Purchases and Consolidation:** The Town and PBID can actively pursue small lot purchases, along Arapaho and south of the frontage lots on the south side of Highway 18), and consolidate them into 0.5 acre or larger parking lots. This could result in 50-space lots distributed throughout District 1 and the north end of District 2.
- ◆ **Long Term Leases of Vacant or Underutilized Properties:** Where a land owner may not be willing to sell, the benefit of a long-term income may be of value. For properties in District 1 and the north side of District 2 that are vacant or underutilized, a long term (20+ years)

lease could be secured, and because of the relatively low value of parking lot improvements, effectively maintained until such time as the property owner wishes to sell.

- ◆ **Joint Venture or Incentivized Development:** When development is proposed on larger lots, the Town could secure a portion of that lot for public parking, either by purchase of a portion of the project's land, or through the creation of incentives for excess parking areas. For example, a 3 acre parcel developed for a 3-story retail and office building at the east end of District 1 could include a public parking lot on 1 acre, in exchange for a waiver of development or building fees.

As the Village develops, the need for parking will increase. As discussed in Chapter 6, Administration & Implementation, securing land for public parking lots is a short- to medium-range priority.

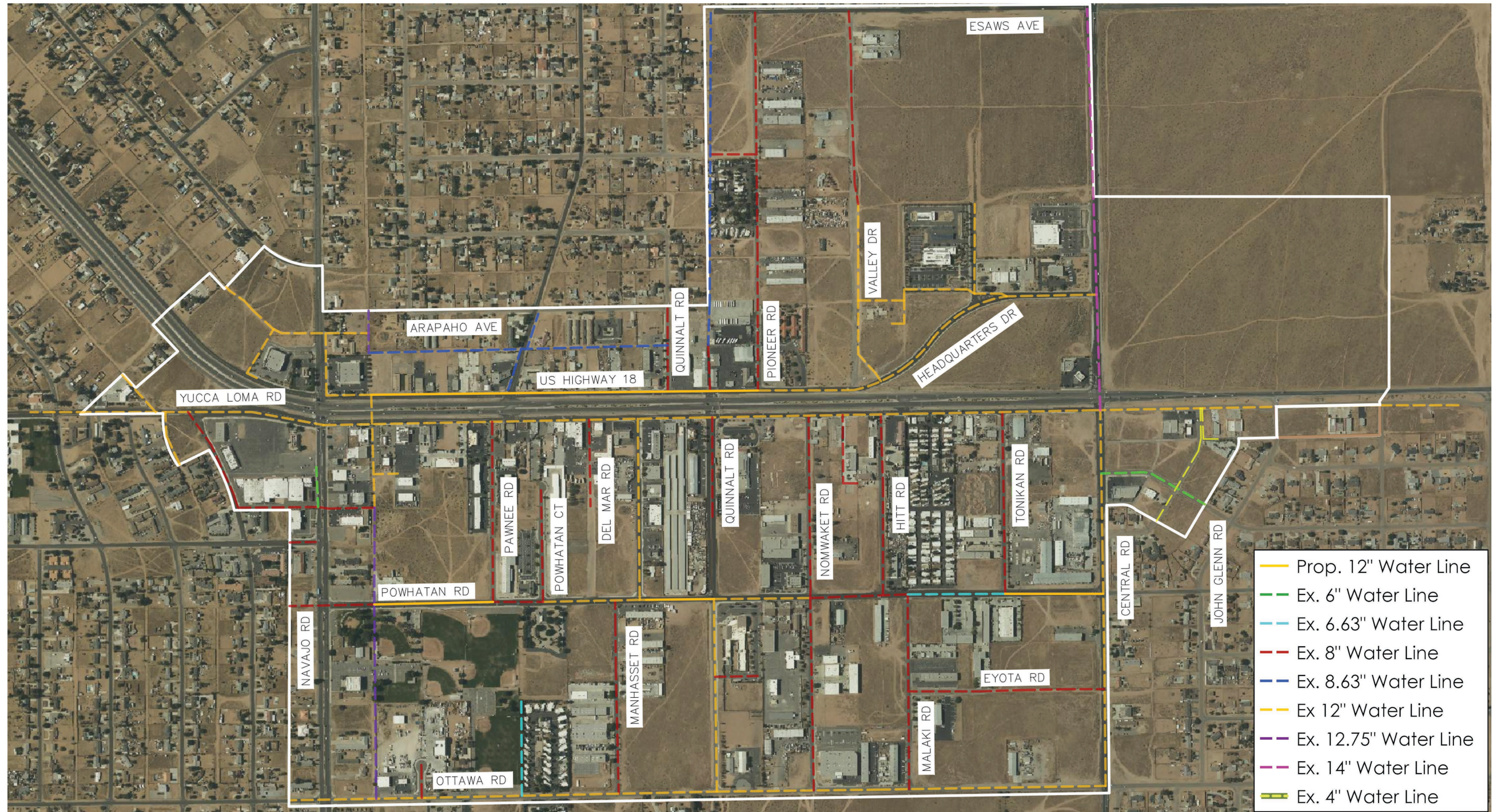
In addition to public parking lots, the availability of on-street parking has also been analyzed and incorporated into the findings in Appendix C. The on-street parking supply is particularly important in Districts 1 and 2, where parking is most needed. The analysis found that if the Town constructs roundabout intersections on Highway 18, the parking supply in District 1 will include 227 on-street angled parking spaces. If the Town develops the Highway with traditional signalized intersections, 319 on-street angled parking spaces. (Please see Section 5.2, above regarding the street improvement plans completed for this Specific Plan.) The roundabout intersections, therefore, result in almost 100 fewer spaces. However, the analysis found that regardless of the intersection option, Districts 1 and 2 maintain a total parking surplus overall.

Additional strategies were studied to manage parking, including time-restricted on-street parking spaces and shared parking between properties. Strategies for the implementation of parking requirements are provided in Chapter 6.

5.4 WATER

Domestic water in the Village is provided by Liberty Utilities. Liberty pumps 100% of its water from the Alto subarea of the Mojave River Basin groundwater aquifer from 20 wells.

Water lines currently occur throughout the Village, but extensions will be necessary as development occurs. Exhibit 5.7 provides the existing and future water lines within the Village Specific Plan area. All new development in the Village will be required to provide water service and extend water infrastructure as development occurs. Water infrastructure will be extended as needed when development occurs, either by connection to existing lines in Village streets, or extension



Source: David Evans and Associates, Inc., June 2022



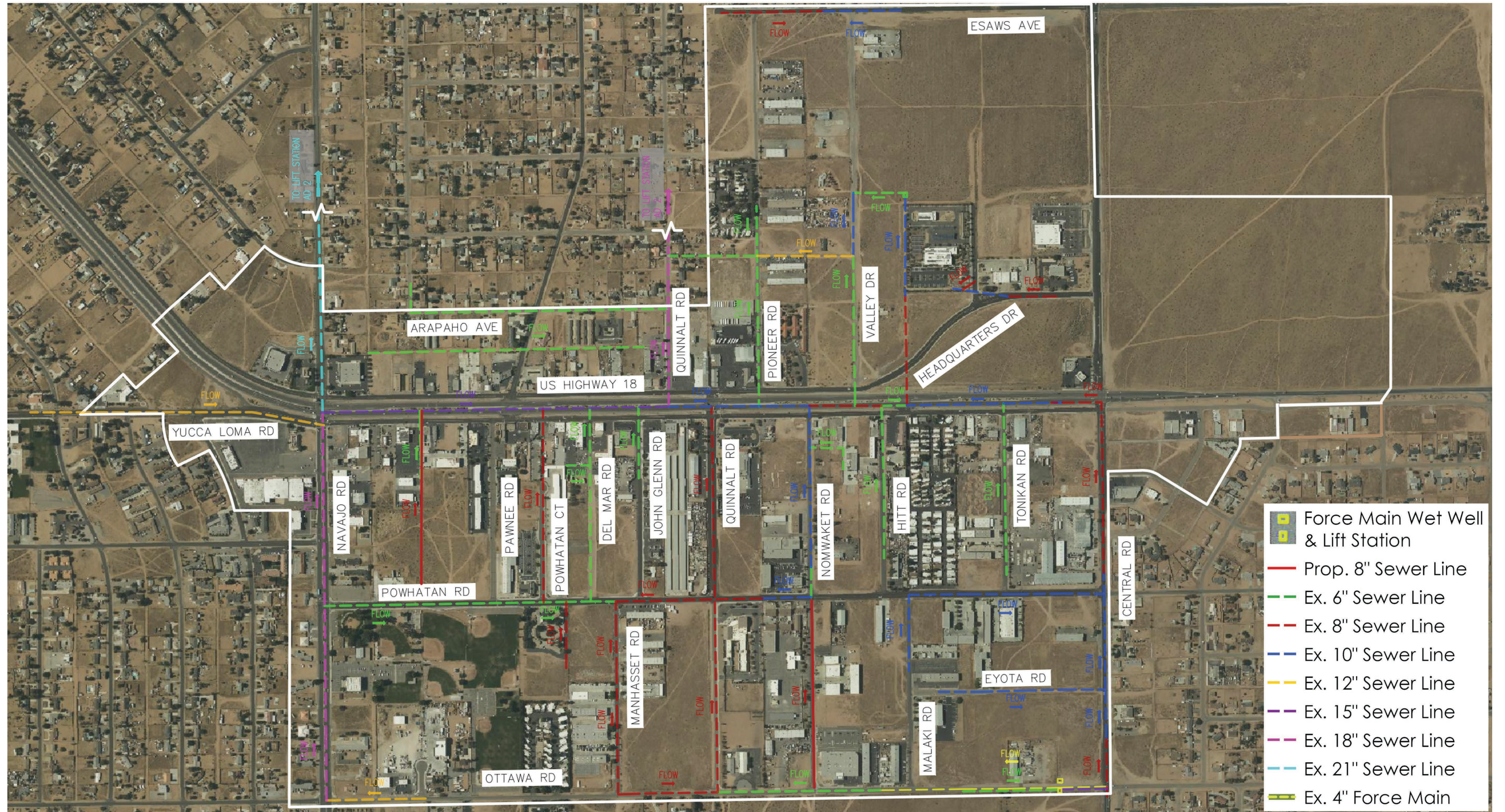
5.5 SANITARY SEWER

The Town is a member of the Victor Valley Wastewater Reclamation Authority (VWVRA). Although the Town of Apple Valley owns, operates and maintains its sewer system, VWVRA maintains regional intercept lines that collect and transport wastewater from Town pipelines to a regional wastewater treatment plant in Victorville. The Apple Valley Subregional Water Reclamation Plant near Brewster Park is a new VWVRA facility that treats a portion of locally generated wastewater, while all solids and other wastewater continue to be treated at the Victorville treatment plant. The new plant produces about one million gallons per day of recycled water to be used for irrigation of the Apple Valley Golf Course and other irrigated spaces.¹

Within the Village, Assessment District 2A covers sewer system improvements. Existing and future sewer lines are shown in Exhibit 5.8. There are existing underground sewer collector lines running in a south to north direction. Properties south of Highway 18 direct sewage to lines in Manhasset, Quinault, and Navajo Roads. North of Highway 18, sewage is directed to lines in Navajo and Quinault Roads. Sewage in the Village flows generally north to a Lift Station located at the intersection of Standing Rock Road and Nanticoke Road. The Lift Station pumps the wastewater flows westerly to the VWVRA interceptor. The Apple Valley Sewer System Master Plan (2013) concluded that all three pipeline segments leading to the Lift Station have inadequate capacity at build out of the General Plan. In order to provide sufficient capacity, the force main requires improvement from 4" to 12". This is a regional improvement that will be required with or without the expanded development in the Village resulting from the Specific Plan.

As the Village builds out, the Town will require that new development connect to sewer facilities within one-half mile. In the Village, sewer facilities are available to all vacant lands within that distance, and it is expected that all future development will connect to sanitary sewer.

¹ Purple Pipe Newsletter, Volume XIII Springs 2018, Victor Valley Wastewater Reclamation Authority.



Source: David Evans and Associates, Inc., June 2022



5.6 DRAINAGE

Drainage in the Village Specific Plan area originates from the Ord Mountains of the San Bernardino Mountain Range, south of Apple Valley. Terrain in the Specific Plan area is relatively flat and slopes gently from southwest to northeast. There is an average slope of 0.4% from about 4 miles upstream of the Specific Plan area. Elevations range from approximately 2,930 feet above mean sea level in the northeast (intersection of Central Road and Esaws Avenue) to 2,950 feet in the southwest (James A. Woody Community Center).

The Mariana Wash just west of Central Road and Highway 18 could receive a large storm water flow with a discharge of 7,952 cubic feet per second (cfs) in a 100-year storm event. Previous studies of the Highway 18 corridor in the Village determined that the railroad and Bear Valley Road, south of the Village, limit the amount of storm water that passes into the Village, and that flows in this vicinity spread out into smaller flow areas.

The area around Navajo Road just south of the James A. Woody Community Center also receives upstream stormwater flows. Storm flows that cross Navajo Road just north of Ottawa Road flow around the community center then north toward Highway 18.

Exhibit 5.9 shows the existing drainage flows in the Village area. There are two existing trapezoidal channels, one on the north side and one on the south side along Highway 18, with an existing capacity of 77 cfs. These channels end near a wash on the northwest corner of Central Road and Highway 18. The reconstruction of the existing frontage roads along Highway 18 would require the removal or reconstruction of the existing channels. Two alternatives are possible for the drainage improvements along the Highway 18 corridor from Navajo Road to Central Road.

Alternative 1

As shown in Exhibit 5.10, Alternative 1 would replace the existing channels with larger capacity box culverts in a similar location as the existing channels. Based on Caltrans requirements that the 25 year storm event be conveyed under the Highway, Alternative 1 is recommended to be a double 6 foot by 6 foot box culvert. The depth of these culverts will need to be as shallow as possible because of the shallow grades in the Village. Additional catch basins at intersections of local flooding could enhance the existing system. At its outlet at Central Road, a bio swale and combination basin and/or drywells would provide for some cleanup of the storm water and mitigate some of the volume.

Alternative 2

As shown in Exhibit 5.11, Alternative 2 would provide upstream improvements, including detention basins to reduce the drainage flows that enter the Village. With reduced drainage flows from upstream capture, the underground storm drain along Highway 18 would consist of a 54-inch pipe, which would be sufficient to carry flows through the Village.

Existing upstream facilities are not currently sufficient to be effective in reducing volumes in the Village. These include the basins at the at the southeast corner of Navajo Road and Powhattan Road at the James A. Woody Community Center. In addition, drywells located in the area upstream to the Village are primarily for nuisance flows. These drywells currently would only capture approximately 0.02% of storm flows. Upstream basins would reduce storm flows, as shown in Exhibit 5.12. The best opportunity for a retention basin would be along the west side of Navajo, north of Bear Valley Road. The size of this basin is expected to be large – about 40 acres. In addition, vacant land between Ottawa Road and Macaulay Road could accommodate a second basin. Other locations include vacant land downstream

of the Junior Highschool on Navajo Road along Nomwakett Lane.

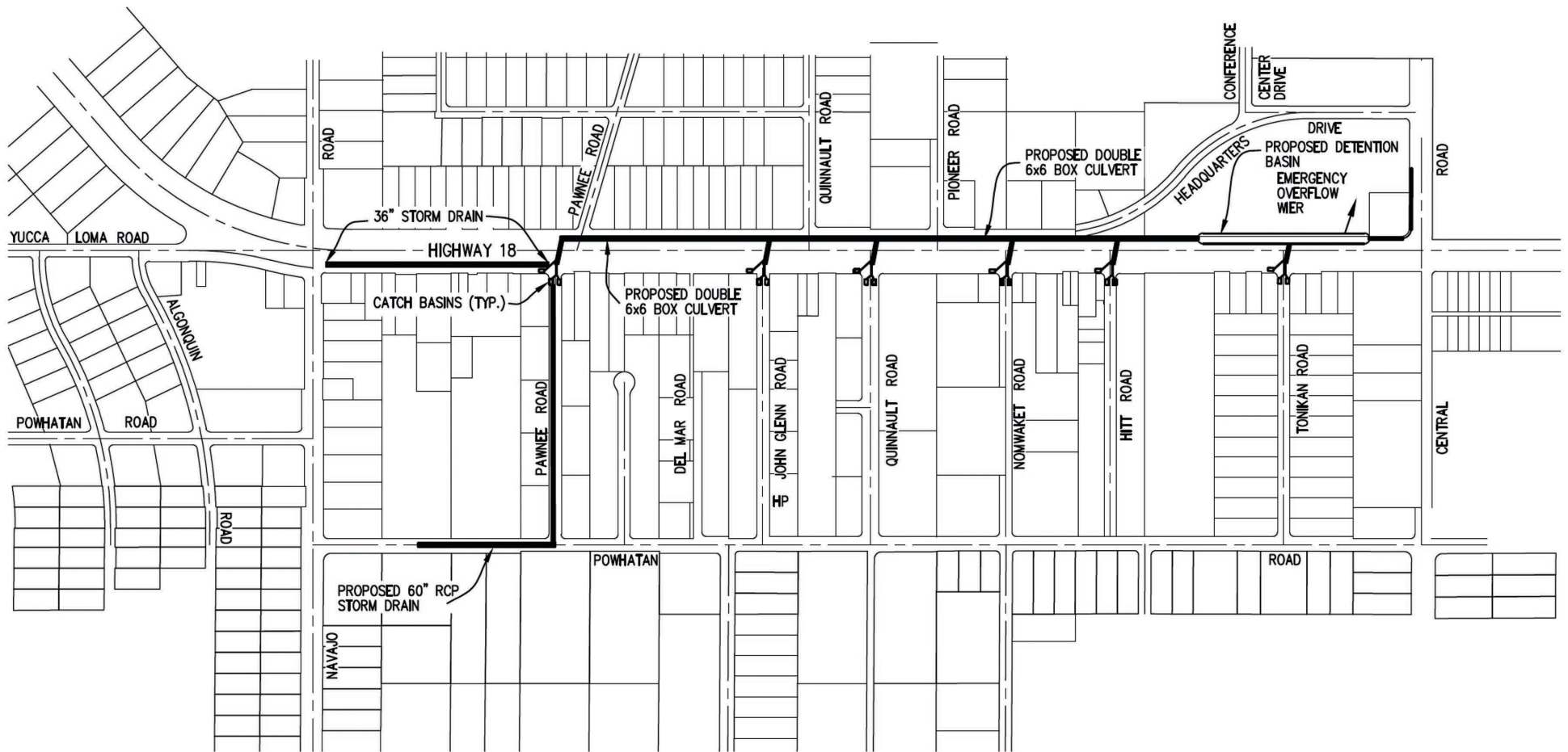
The challenge with upstream improvements, however, is the amount of land needed to successfully control upstream flows. In order to control the 100-year storm, a total of 110 to 180 acres of land are required in facilities that are regional, and require participation and construction by the County Flood Control District. The locations and sizing of the proposed detention basins will require additional analysis. The Town has started discussions with the County Flood Control District to examine funding through the allocations to the County Flood Control District Zone 4. If the Town is successful in generating improvements consistent with the funds provided to the County for flood control improvements in Zone 4, these upstream improvements could significantly reduce the drainage improvements required in the Village.



Source: David Evans and Associates, Inc., August 2021



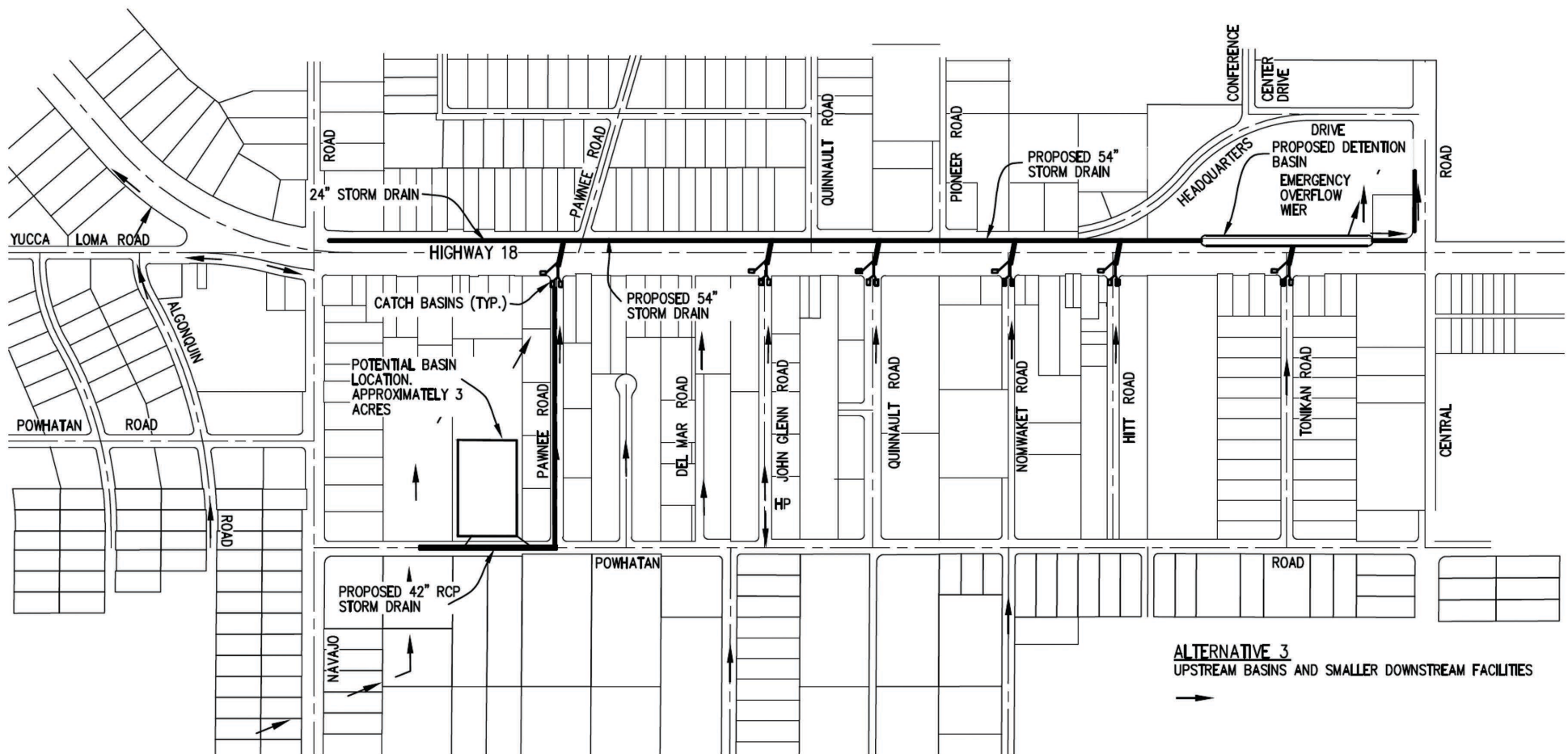
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Source: David Evans and Associates, Inc., August 2021



12.14.21



Source: David Evans and Associates, Inc., August 2021



12.14.21



Source: David Evans and Associates, Inc., August 2021





"It's the little details that are vital. Little things make big things."

~ John Wooden

06

ADMINISTRATION & IMPLEMENTATION

6.1 ADMINISTRATION

Projects proposed in the Specific Plan area will be subject to the processing of Development Permits and Conditional Use Permits in a manner consistent with the Town's Development Code, as amended below. This Chapter addresses this process, and the public projects required to implement the Specific Plan for the long term.

6.1.1 Policies & Programs

Town Programs

The Specific Plan includes several new programs that will require the Town to establish new procedures or functions, as described below.

- ◆ Public Parking Program: The Town must establish a Public Parking Program and associated restricted fund into which developer fees will be deposited. The Public Parking Program will also require the establishment of a fee. That fee must be built on the expected costs associated with building public parking lots in District 1 (see Section 6.3).

In order to encourage the use of the public parking program, it is recommended that the Town and PBID actively pursue the construction of the first public lot in advance of the collection of fees. At a minimum, the first lot should provide 50 spaces, which will require approximately 0.5 acre of land.

- ◆ Village Public Art Program: In order to implement the Village Public Art Program, the Town must establish a Village Public Area Committee and restricted fund into which development fees will be deposited.

The Committee should be composed of three community members appointed by the Town Council, and two members appointed by the PBID Board of Directors. The Committee should meet on an as-needed basis, and have the following responsibilities:

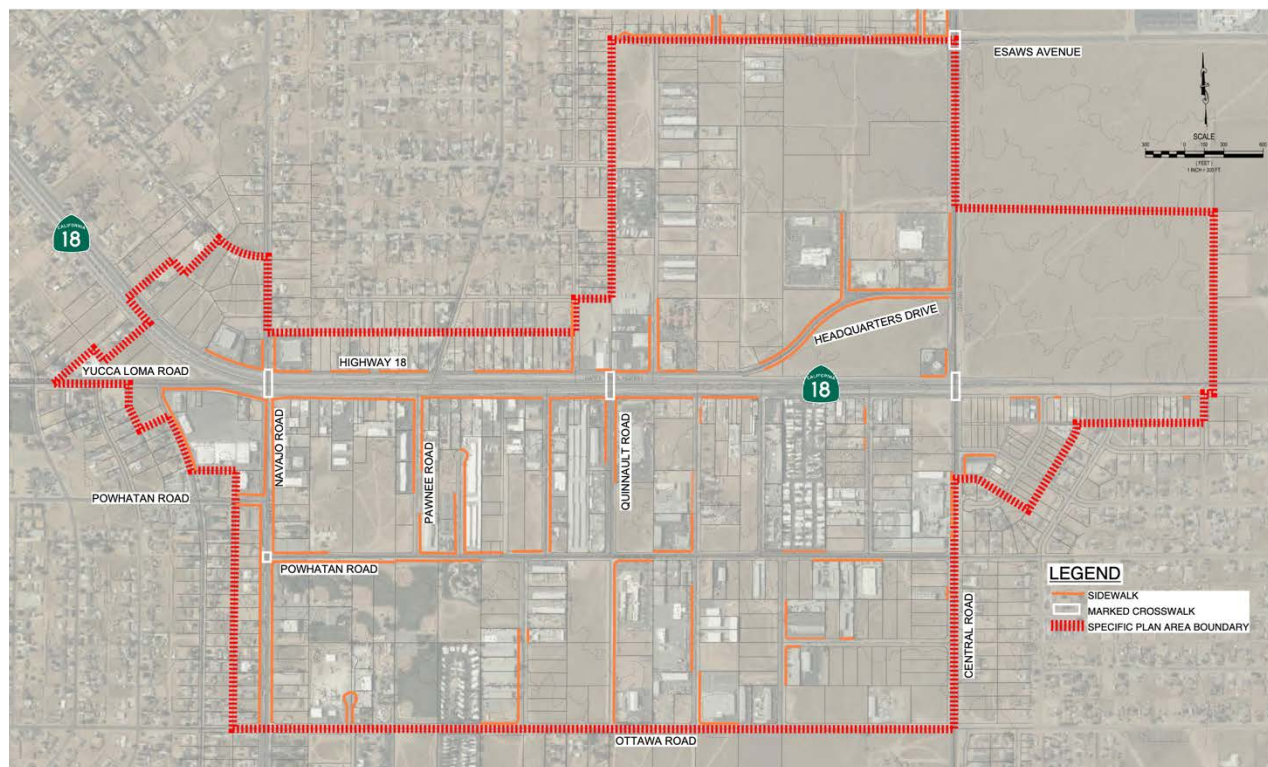
- Develop a program of public art for the Village, including locations on public property, prioritized projects, project parameters and minimum requirements, and maintenance requirements.
- Review and recommend art projects for the Village, on both private and public property. Recommendations are to be forwarded to the Town Council for approval.
- Issue Requests for Proposal for public art projects for public property,

including Town rights-of-way, as in-lieu fees are accrued.

- Conduct installation inspections, generate public relations campaigns and educational programs to publicize the program.

- ◆ Infrastructure Planning: The most significant public improvements required for the Village's success are tied to major roadway and infrastructure improvements, as detailed in Chapter 5. New and substantial rehabilitation projects will be required to install street and infrastructure improvements adjacent to their projects, which will assist in the ultimate buildout of area improvements off the Highway 18 corridor. Improvement projects on the Highway have been prioritized and funding options discussed in Section 6.2.

Gaps in sidewalks currently occur, as shown below. Although development projects are expected to fill some of these gaps, it is expected that future improvements, as described in Section 6.3, will be required.



Development Policies

In order to facilitate the implementation of the Specific Plan, policies which will apply to the Village have been developed. These policies supersede the Development Code, when applicable.

- ◆ Application Fees: Application fees shall be required for all private development projects proposed in the Village, consistent with Municipal Code Section 9.17.050, except that multiple applications submitted concurrently will be subject to a reduction in the application fee of 50% for each application beyond the primary application. For example, an applicant submitting a Development Permit, Conditional Use Permit and Sign Program would pay 100% of the application fee for the Conditional Use Permit (primary application), and 50% of the application fees for the Development Permit and Sign Program, if all three were submitted together.
- ◆ Development Permit Review Authority. All projects for new development or substantial rehabilitation or remodeling of existing projects which propose uses listed as Permitted in Table 3-1, will be subject to a Development Permit. However, if the project conforms to the development standards provided in Table 3-2, the Review Authority will be the Planning Manager, or his/her designee, who can approve, approve with conditions, or deny an application. The decision of the Planning Manager may be appealed to the Planning Commission. The Planning Manager has the authority, consistent with Municipal Code Section 9.17.030(B) to refer the application to the Planning Commission.
- ◆ Special Use and Conditional Use Permits: Special Use and Conditional Use Permits will be reviewed consistent with Municipal Code Section 9.16. Special Use Permits will be reviewed by the Planning Manager.
- Conditional Use Permits will be reviewed by the Planning Commission.
- ◆ Sign Permits and Sign Programs: Sign permits shall be reviewed consistent with Municipal Code Section 9.74.070. Sign Programs shall be reviewed consistent with Municipal Code Section 9.74.100.
- ◆ Project Responsibility for Improvements. All new and substantial remodeling development projects will be responsible for the improvement of their property frontages to the ultimate Specific Plan build out, including, but not limited to streets, sidewalks, parkways, water and sewer extensions, and drainage improvements. The specific improvements will be listed in conditions of approval for each project. The Town should also condition projects to require participation in future assessments as necessary.
- ◆ Parking Requirements. The Specific Plan includes requirements for on- and off-site parking which allow off-site parking to be counted toward a project's parking requirements. It is understood that public parking lots and ultimate street parking improvements in Districts 1 and 2 are dependent on future improvements, and that they may not be available for early development projects. Therefore, if a project is proposed prior to the development of public parking lots and/or angled parking on the Outer Highway, the following will apply:
 - All required parking must be provided on-site, unless the following applies:
 - Parallel parking available on the project street frontage can be counted toward the project's parking requirement.
 - Development projects with a shortfall of 10% or less in on-site parking requirements can, at the Planning Manager's discretion, make payment of a parking in-lieu fee for future public parking spaces.

6.1.2 CEQA Streamlining

The potential environmental effects of this Specific Plan were analyzed on a program level in the certified project EIR and in compliance the California Environmental Quality Act. However, the Specific Plan EIR provides sufficient detail to allow no or minimal additional analysis of certain project-specific impacts as the Specific Plan is implemented. Compliance with the Specific Plan and its EIR will enhance CEQA streamlining. Projects will be considered individually as they are brought forward. Town Planning staff will then determine if the Specific Plan EIR provided sufficient analysis to allow the project to move forward without further review. Should additional review be required to address conditions particular to a project, the Town will consider the potential of conducting CEQA review under CEQA Guidelines Section 15183 whenever possible.

6.1.3 Specific Plan Amendments

Specific Plan Amendments required to clarify standards or guidelines, make interpretations of permitted uses, or otherwise required which do not change development standards in this Specific Plan may be made by the Planning Manager.

Any amendment which changes uses, density, maximum square footage or units, development standards or circulation within the Specific Plan shall require review by the Planning Commission and Town Council.

6.2 IMPLEMENTATION

6.2.1 Traffic System Priorities & Costs

The construction of improvements will necessarily occur over time, particularly as they relate to public projects such as streets, parkways, parking lots and other projects in the public realm. The timing for these projects will be determined based on need and availability of funding. However, the Town has already completed analysis of the overall costs associated with improvements required for both of the Highway 18 alternatives described in Chapter 5. The Corridor Enhancement Plan prepared in 2019 included a total of five alternatives, which have since been narrowed to the two – roundabouts or traffic signals – described in Chapter 5. Also as described in Chapter 5, two alternatives for flood control improvements were provided – one including upstream improvements, and one without upstream improvements. Table 6-1 provides the total costs associated with Alternative 1 – Roundabouts, and Table 6-2 provides the total costs associated with Alternative 2 – Traffic Signals. As shown in these Tables, the total costs for the construction of Alternative 1 is substantially lower for roundabouts, and the costs associated with drainage improvements substantially lower without upstream improvements. As the Town pursues the development of these improvements, costs and the availability of financing will continue to be important considerations. It should be noted, however, that individual intersections can be improved over time, leading to a completed corridor in the long term.

TABLE 6-1
TOTAL COSTS – ALTERNATIVE 1 - ROUNDABOUTS

ITEM DESCRIPTION		
Civil/Roadway	Total:	\$14,770,300
Traffic Signal/Roundabout Modifications	Total:	\$73,800
Signing and Striping	Total:	\$164,700
(Drainage Alt 1) Modify Existing Drainage Infrastructure	Total:	\$1,845,600
(Drainage Alt 2) Replace Existing Drainage with Boxed Culverts /Downstream Catch Basins	Total:	\$5,792,400
Hardscape and Irrigation	Total:	\$1,500,000
Utilities	Total:	\$3,618,000
General Construction Items with Drainage Alt 1	Total:	\$4,064,800
General Construction Items with Drainage Alt 2	Total:	\$4,795,100
TOTAL:		
Construction Subtotal (Drainage Alt 1):		\$26,037,200
Engineering (10%):		\$2,603,700
Construction Engineering (7%):		\$1,822,600
Contingency (30%):		\$7,811,200
Total (Drainage Alt 1):		\$38,274,700
Construction Subtotal (Drainage Alt 2):		\$30,714,300
Engineering (10%):		\$3,071,400
Construction Engineering (7%):		\$2,150,000
Contingency (30%):		\$9,214,300
Total (Drainage Alt 2):		\$45,150,000

TABLE 6-2 TOTAL COSTS – ALTERNATIVE 2 – TRAFFIC SIGNALS		
ITEM DESCRIPTION		
Civil/Roadway	Total:	\$19,808,200
Traffic Signal/Roundabout Modifications	Total:	\$2,100,000
Signing and Striping	Total:	\$164,700
(Drainage Alt 1) Modify Existing Drainage Infrastructure	Total:	\$1,845,600
(Drainage Alt 2) Replace Existing Drainage with Boxed Culverts / Downstream Catch Basins	Total:	\$5,792,400
Hardscape and Irrigation	Total:	\$1,500,000
Utilities	Total:	\$3,618,000
General Construction Items with Drainage Alt 1	Total:	\$5,371,800
General Construction Items with Drainage Alt 2	Total:	\$6,101,900
TOTAL:		
Construction Subtotal (Drainage Alt 1):		\$34,408,300
Engineering (10%):		\$3,440,800
Construction Engineering (7%):		\$2,408,600
Contingency (30%):		\$10,322,500
Total (Drainage Alt 1):		\$50,580,200
Construction Subtotal (Drainage Alt 2):		\$39,085,200
Engineering (10%):		\$3,908,500
Construction Engineering (7%):		\$2,736,000
Contingency (30%):		\$11,725,600
Total (Drainage Alt 2):		\$57,455,300

Table 6-3 provides priorities for traffic improvements identified in the Specific Plan Traffic Impact Analysis. These project priorities are based on the projected traffic impacts of the build out of the Specific Plan and assume that the roundabout option is selected by the Town for the Highway.

In addition to these traffic improvement priorities, the Town must plan for other improvements, including the conversion of the Outer Highway to one-way roadways with angled parking, the undergrounding of drainage facilities to allow for parkway, bike lane and sidewalk widening, and other improvements needed on the Highway 18 corridor. These were determined in the Corridor Enhancement Plan prepared prior

to this Specific Plan, and still apply. These improvements, and the costs associated with them are shown in Table 6-4.

TABLE 6-3
TRAFFIC IMPROVEMENT PRIORITIES

Grant Funding Eligible Projects – Very Near-Term Projects
1. Realignment of Yucca Loma Road into Highway 18. Roundabout improvements on Highway 18 at Yucca Loma Road and Navajo Road
2. Quinault Road at Powhatan Road, and Ottawa Road; install all-way stop controls
3. Powhatan Road Complete Street improvements from Navajo Road to Central Road
Near-Term Projects
4. Central Road widening to five lanes (two in each direction with a center left turn lane), from Highway 18 to Ottawa Road
5. Central Road and Powhatan Road; install traffic signal
6. Central Road and Ottawa Road; install traffic signal
7. Navajo Road and Ottawa Road; install traffic signal
8. Navajo Road and Powhatan Road-West; install traffic signal
9. Ottawa Road Complete Street improvements from Navajo Road to Central Road
10. Quinault Road Complete Street improvements from Highway 18 to Ottawa Road
Mid-Term and Long-Term Projects
11. Highway 18 and Central Road; reconstruct intersection with roundabout
12. Reconstruct Highway 18 frontage roads to one-way traffic flow between Navajo Road and Quinault Road, with roundabout installation at Pawnee Road and Quinault Road
13. Realign Headquarters Drive to Highway 18 at Hitt Road, with new roundabout intersection
14. Reconstruct Highway 18 frontage roads to one-way traffic flow between Quinault Road and Central Road
15. Central Road and Headquarters Drive; install traffic signal
16. Extension of Yucca Loma Road from Highway 18 to Navajo Road, with reconstruction of north Highway 18 Frontage Road west of Navajo Road
17. Navajo Road and Yucca Loma Road; install traffic signal

TABLE 6-4
CORRIDOR PLAN IMPROVEMENT RECOMMENDATIONS & COSTS

Time-frame	Project	Project Description	PA/ED	PS&E	R/W	CONST.	TOTAL	FUNDING SOURCE
Near Term	Traffic Signal Safety Improvements	Modify existing traffic signals to provide north-south split phasing, and upgrade ADA Ramps/Access, at the intersections of Navajo Road, Quinnault Road, and Central Road. Caltrans Encroachment Permit project.	-	\$300,000	-	\$1,700,000	\$2,000,000	IP, ATP
Near Term	Improve and Construct Sidewalk Gaps on Frontage Roads	Construct sidewalk gap and landscaping improvements.	\$100,000	\$300,000	\$100,000	\$2,800,000	3,300,000	HSIP, ATP, PBID
Near Term	Realign Yucca Loma Road to SR-18 and Reconstruct intersection of SR-18 and Navajo Road	Realign Yucca Loma Road to SR-18 west of Navajo Road, and reconstruct the intersection of SR-18 and Navajo Road, with modifications of the frontage roads at the intersection. This includes the potential construction of two roundabout intersections. The approval process of this project requires the preparation of an Intersection Control Evaluation (ICE) Traffic Report for the review and approval by Caltrans.	\$300,000	\$500,000	\$300,000	\$8,400,000	\$9,500,000	HSIP, ATP
Mid-Term	Realign Headquarters Drive into SR-18 at Hitt Road	Realign Headquarters Drive to SR-18 at Hitt Road. This includes the potential construction of a roundabout intersection. The approval process of this project requires the preparation of an Intersection Control Evaluation (ICE) Traffic Report for the review and approval by Caltrans.	200,000	\$400,000	\$100,000	\$4,000,000	\$4,700,000	HSIP, ATP
Mid-Term	Reconstruct intersection of SR-18 and Central Road	Reconstruct the intersection and modify the frontage roads at the intersection. This includes the potential construction of a roundabout intersection. The approval process of this project requires the preparation of an Intersection Control Evaluation (ICE) Traffic Report for the review and approval by Caltrans.	\$200,000	\$400,000	\$300,000	\$2,700,000	\$3,600,000	HSIP, ATP

TABLE 6-4
CORRIDOR PLAN IMPROVEMENT RECOMMENDATIONS & COSTS

Time-frame	Project	Project Description	PA/ED	PS&E	R/W	CONST.	TOTAL	FUNDING SOURCE
Mid-Term	Reconstruct intersection of SR-18 and Pawnee Road	Reconstruct the intersection and modify the frontage roads at the intersection. This includes the potential construction of a roundabout intersection. The approval process of this project requires the preparation of an Intersection Control Evaluation (ICE) Traffic Report for the review and approval by Caltrans.	\$200,000	\$400,000	\$500,000	\$4,100,000	\$5,200,000	HSIP, ATP
Mid-Term	Reconstruct intersection of SR-18 and Quinault Road	Reconstruct the intersection and modify the frontage roads at the intersection. This includes the potential construction of a roundabout intersection. The approval process of this project requires the preparation of an Intersection Control Evaluation (ICE) Traffic Report for the review and approval by Caltrans.	\$200,000	\$400,000	\$300,000	\$4,400,000	\$5,300,000	HSIP, ATP
Long Term	Construct Storm Drainage System	Construct underground storm drain system with Box Culverts, and construct Retention/Detention Basin.	\$200,000	\$400,000	\$100,000	\$5,800,000	\$6,500,000	Assessment District, PBID
Long Term	Convert Frontage Roads to One-Way Flow	Reconstruct frontage road to one-way traffic flow with street parking, and landscaping improvements.	\$300,000	\$700,000	-	\$10,400,000	\$11,400,000	ATP
Long Term	Construct Area Parking Facilities	Construct off-street parking lot facilities.	\$200,000	\$400,000	\$1,500,000	,000,000	\$6,100,000	Assessment District, PBID

6.2.2 Other Projects

As described above, other projects, beyond those needed for traffic and drainage, will be required to implement the Specific Plan.

Public Parking Lots: Chapter 5 identifies the need for between 600 and 750 public parking spaces in District 1 or District 2. It is expected that these will be developed on multiple lots on the north and south side of the Highway, but the exact configuration is not known.

It is recommended that the Town and PBID identify target properties and purchase them when available, and develop them when funds are available. To that end, and as recommended in this document, as a catalyst and encouragement to development, a lot or lots should be identified in the near-term, and developed to provide a minimum of 50 parking spaces. Based on current demand, a location on the north side of the Highway would be most beneficial. A 50-space lot would require approximately 0.5 acre of land. Funding should be considered either through a public/private partnership, or through the establishment of an assessment district (see Section 6.3).

Based on 2021-2022 costs, the following cost estimate was developed:

Land cost (0.5 acre)	\$50,000-75,000
(\$100,000-150,000/acre)	

Site Preparation, Paving & Landscaping	\$132,000-198,000
(\$6-9/square foot)	

Total costs for a 50 space lot would be between \$182,000 and \$273,000. This investment, however, will generate revenue in the form of parking in-lieu fees, and will incentivize development in the Village core.

Public Art: The public art program should be self-funded, and should not require

additional funds. As projects are built in the Village, developers will either install public art on their properties, or pay a fee based on building valuation (also see Chapter 3):

- ◆ **On-site Public Art Requirement:** The developer shall acquire and install a public art project on or in the vicinity of the development site. The value of the public art project shall equal or exceed five-tenths of one percent (0.5%) of the development project's building valuation (exclusive of land).
- ◆ **Monetary contribution in Lieu of Public Art; Non-Residential Buildings Greater than 50,000 Square Feet:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a non-residential development project of more than 50,000 square feet may make a monetary contribution to the Town's Village Public Art fund equal to five-tenths of one percent (0.5%) of the development project's building valuation (exclusive of land).
- ◆ **Monetary contribution in Lieu of Public Art; Non-Residential Buildings Less than 50,000 Square Feet:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a non-residential development project of less than 50,000 square feet may make a monetary contribution to the Town's Village Public Art fund equal to forty-five one-hundredths of one percent (0.45%) of the development project's building valuation (exclusive of land).
- ◆ **Monetary contribution in Lieu of Public Art; Residential Projects with 10 or More Units:** In lieu of acquiring and installing a public art project pursuant to this section, the developer of a residential development project of 10 or more units may make a monetary contribution to the Town's Village Public Art fund equal to forty-five one-hundredths of one

percent (0.45%) of the development project's building valuation (exclusive of land).

These funds should be accumulated and aggregated to fund art projects on public lands, especially at roundabouts or intersections on Highway 18. The locations and priorities will be developed by the Village Public Art Committee, as described above.

6.3 FINANCING

The financing of improvements was studied as part of the Corridor Enhancement Plan, and its findings are provided below, along with other options available to the Town and PBID.

6.3.1 Impact Fees

The Town has the ability to collect impact fees for any number of capital improvements, and should consider them for Village area projects. The purpose of the fee must directly relate to the need created by the development. Development Impact fees may include traffic mitigation fees, infrastructure improvement fees, and connection fees. They should be considered for street improvements, drainage improvements and similar projects within the Village. They will require an engineer's analysis and nexus study, but could then be imposed as conditions of approval for all new development in the Village, based on benefit.

6.3.2 Assessment Districts

Assessment districts can be created to cover the costs of both construction and maintenance of public facilities, including landscaping, lighting, drainage and parking lots. Generally, the annual assessment pays for the service or improvement provided directly, or is used to repay bonds issued by the Town. Each parcel within the assessment

district is assessed for a portion of the costs involved based on the benefit each property receives from the infrastructure.

In addition to traditional assessment districts, Community Facilities Districts (CFDs) can also be established by either the Town or private developers to fund improvements that extend to multiple parcels. Local jurisdictions have used CFDs to fund everything from landscaping maintenance to police and fire services, and developers have used them to install project-wide water, sewer and roadway systems.

6.3.3 Reimbursement Agreements

Particularly useful for early development projects, the Town should be prepared to establish reimbursement agreements, either as part of Development Agreements, or as freestanding agreements for street improvements, signal installation or improvement, and similar projects, where the specific project's fair share of the improvement is less than the total cost. The developer is then reimbursed over time as other development projects with impacts on that improvement are developed.

6.3.4 Public/Private Partnerships

The Town can form public/private partnerships to facilitate improvements. In the case of the Village, the PBID is authorized to spend funds to facilitate economic development, and by extension, parking, streetscape, lighting and landscaping improvements. Such a partnership, as described above, could generate the first public parking lot in District 1, and could also be used for Specific Plan-wide improvements, including sidewalks and parkways for locations in District 2 where they currently are missing. It is recommended that the PBID and Town establish a working group to develop potential partnerships for such projects following the completion of the Specific Plan.

6.3.5 Development Agreements

In addition to Town/PBID partnerships, the Town can also enter into Development Agreements with private developers. These agreements generally are tied to larger projects, and provide opportunities for the Town to secure improvements in exchange for certain concessions, which can range from development or building fee waivers to sales or transient occupancy tax rebates. Generally most effective when associated with larger projects, the Town should consider Development Agreements when site-specific improvements for larger projects could be extended beyond a site boundary to achieve maximum cost-effectiveness.

6.3.6 Funding Programs

A number of federal, State and regional programs are available to fund the improvements needed in the Specific Plan area, as described below. In all cases, the Town's ability to have "shelf ready" plans available when funding opportunities are identified will be key in securing project funding. In addition, the Town should program Village projects into its Capital Improvement Program (CIP), even if unfunded, and consider allocations on an annual basis when the CIP is updated.

- ◆ Economic Development Administration (EDA) Grant: The Federal Economic Development Administration (EDA) is a potential source of grant money for the Village Area.

Funds from the EDA can be used to finance construction and rehabilitation of infrastructure and facilities that are necessary to achieve long-term growth and dynamic local economies. EDA will provide public works investments to support the reconstruction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and

investments, attract private sector capital, and promote regional competitiveness.

- ◆ Federal Transit Administration (FTA) Grants: The Federal Transit Administration helps communities support public transportation by issuing grants to eligible recipients for planning, vehicle purchases, facility construction, operations, and other purposes. FTA administers this financial assistance according to authorization, SAFETEA-LU, which authorizes specific dollar amounts for each program. In the case of the Village, bus stops and transit center improvements could be funded through this program.

- ◆ Flexible Funding for Highway and Transit: Flexible funds are certain legislatively specified funds that may be used either for transit or highway purposes. Local area can choose to use certain federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality Improvement (CMAQ).

HWA funds transferred to FTA could be used in the Village for bus transfer facilities and multimodal transportation centers

- ◆ Infrastructure State Revolving Fund Program (ISRFP): This loan program provides low cost financing to public agencies for a variety of infrastructure programs. Funding assistance ranges from \$250,000 to \$10,000,000.

Eligible project categories include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities and environmental mitigation.

- ◆ Transportation Enhancements (TE) Program: This program is available through the California Department of Transportation (Caltrans). Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.

Transportation Planning Grant funds are available for planning projects that improve mobility and lead to the planning, programming, and implementation of transportation improvement projects.

- ◆ Environmental Enhancement and Mitigation Program (EEMP): This grant program is available through the Natural Resources Agency and California Department of Transportation (Caltrans). The Environmental Enhancement and Mitigation Program (EEMP) offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility.

Grants are awarded to highway landscaping and urban forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants, and could be used for roundabout or parkway improvements throughout the Village.

- ◆ Community Development Block Grants (CDBG): Federal funds are available through the Department of Housing and Urban Development (HUD) for community revitalization efforts and economic development opportunities.

CDBG funds can be used for housing, public infrastructure, public services, and economic development projects that focus on benefiting low-and moderate income persons who are at or below 80 percent of the area median income (AMI).

- ◆ Measure I Local Pass-Through Funds: Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. Measure I is the primary source of revenue for transportation improvements in Town. Local officials make decisions about the allocation of these funds. Thirty percent of the funds are used for regional highways and major streets, thirty percent toward local streets and roads, and five percent is used to offset Victor Valley Transit Authority fares for elderly and disabled passengers.

- ◆ Infrastructure Financing District (IFD): The IFD legislation (California Government Code Section 53395 et seq.) allows local jurisdictions to use the tax increment from new development for capital improvements. It is similar to what was permitted in the past under redevelopment law, but an IFD is much easier to create. However, the district must comprise essentially vacant property, and would therefore be limited to areas of Districts 2, 4 and 5 in the Village.

APPENDIX A

General Plan Consistency

APPENDIX A: GENERAL PLAN CONSISTENCY

California Government Code §65450-§65453 permits the adoption and administration of Specific Plans as an implementation tool for elements contained within the local General Plan. The Town of Apple Valley's General Plan provides guidance for long-term growth and development in the Town through comprehensive plans for future development. Consistency with the General Plan is achieved when the various land uses within the Specific Plan are compatible with the goals, policies, and general pattern of land uses contained in the General Plan. Consistency is defined as follows: "An action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment." This statement from the Governor's Office of Planning and Research (OPR) describes how a Specific Plan should be consistent with the 2009 General Plan.

The discussion below details the Village Specific Plan's consistency with the goals and policies that are set forth in the Town of Apple Valley's General Plan.

Land Use Element

Goal 1: The Town shall respect its desert environment.

Policy 1.A: The Town will require low water use through drought tolerant and native desert plants for landscaping.

Consistency

Landscaping plans proposed within the Village Specific Plan boundaries will be subject to the Town Development Code, Chapter 9.75 "Water Conservation/ Landscaping Regulations." The SP will also encourage water conservation through techniques such as the use of low volume irrigation systems and drought-tolerant landscaping. Any water features, such as fountains, built in the specific plan area will be designed to minimize the use of excessive amounts of water.

Goal 2: A well planned, orderly development pattern that enhances community values, and assures development of adequate infrastructure.

Policy 2.C: The Town shall require quality design in all development and redevelopment proposals and shall encourage the enhancement of existing development.

Consistency

Development within the Village Specific Plan boundaries will result in improvements to the area's existing environment. These improvements will be in the form of enhanced circulation patterns, stormwater drainage improvements, expanded parking options, and enhanced streetscapes and pedestrian walkways.

In addition, the architectural style will be reflective of the historic but modern aesthetic. The aesthetic character of the Village, including architecture, landscaping, walls and fences, and signage, are described in the design guidelines defined by Chapter 4 of the Specific Plan. The high-quality design attributes of the Village Specific Plan have the potential to increase surrounding property values and create positive fiscal impacts in the Town.

Goal 3: Minimal impact to existing neighborhoods.

Policy 3.A: The Town will support measures that buffer both new and established residences from commercial, industrial, and agricultural uses.

Policy 3.B: Specific Plans shall be required for development proposals that include one or more of the following:

- a. A combination of residential, recreational, commercial and/or industrial land use designation (except in the Mixed-Use land use designation); or
- b. Variations from development standards in the applicable Zone.

Consistency

The Specific Plan allows for flexibility in land uses that would allow for a mix of residential and non-residential uses in proximity to each other. Development standards such as setbacks, height, massing, and architectural elements have been sensitively designed to maintain the existing character of surrounding neighborhoods and future residential projects.

Goal 5: A broad range of residential product types to serve all members of the community.

Policy 5.D: The Medium Density Residential land use designation shall be used as a buffer between commercial and industrial land use designations, and single-family residential land use designations.

Policy 5.E: Mixed Use projects which integrate residential land uses and commercial or light industrial land uses are encouraged in The Village, on major roadways, and in close proximity to employment centers.

Policy 5.H: Encourage rehabilitation and conversion of neighborhoods that are threatened by blighting influences.

Consistency

The Specific Plan allows for flexibility in land uses that would allow for a mix of residential densities (6 to 20 dwelling units per acre) that will provide buffer between non-residential uses and low density, single-family housing developments in, and surrounding, the planning area. The Specific Plan also provides guidelines and examples of how to revitalize and improve upon existing structures, including residential uses, to improve the visual characteristics of the site.

Goal 6: Commercial development shall strengthen the local economy and enhance the quality of life.

Policy 6.C: The Town shall encourage the development and/or redevelopment of The Village.

Consistency

The purpose of the Village Specific Plan is to promote development and redevelopment within The Village and sets forth development standards and design guidelines to achieve a high-quality architectural design to improve the visual characteristics and views of the site.

Goal 7: Industrial development which supports a broad-based economy and encourages the jobs-housing balance.

Policy 7.B: Service commercial land uses will be encouraged to locate in The Village.

Consistency

The Village Specific Plan continues to encourage development of service commercial land uses within The Village. The Specific Plan does not assign specific land uses to individual sites, instead, the Specific Plan provides flexibility to encourage a mix of service commercial, retail, and residential uses.

Goal 8: Adequate public facilities to meet the needs of the Town's residents, businesses, and visitors.

Policy 8.A: The Town shall coordinate with all public service providers to assure that adequate services are available to meet the demands of growth in Town.

Consistency

The Specific Plan area is mostly built out and well served by existing utility networks, and adequate infrastructure and services are in place for the new development.

Circulation Element

Goal 1: The Town shall continue to maintain and expand a safe and efficient circulation and transportation system.

Policy 1.C: Sidewalks shall be provided on Local Streets of 60 feet in width and on all roadways 88 feet wide or wider. In Rural Residential land use areas designated pathways may be provided as an alternate to sidewalks.

Policy 1.D: Traffic calming devices shall be integrated into all Town streets to the greatest extent possible.

Policy 1.F: Local streets shall be scaled to encourage neighborhood interaction, pedestrian safety and reduced speeds.

Policy 1.H: New development proposals shall pay their fair share for the improvement of street within and surrounding their projects on which they have an impact, including roadways, bridges, and traffic signals.

Policy 1.I: Pedestrian access shall be preserved and enhanced.

Policy 1.J: The Town shall implement a coordinated and connected bicycle lane network consistent with the Bicycle Lane Map in this Element.

Policy 1.K: The Town shall provide for a comprehensive, interconnected recreational trails system suitable for bicycles, equestrians and/or pedestrians.

Consistency

A Traffic Report and Circulation Plan were prepared for the Specific Plan to determine the effectiveness of several circulation alternatives along the Highway 18 corridor and throughout the planning area while also considering safety concerns. The report evaluated several configurations, including signalized intersections, roundabouts, converting the highway frontage roads to one-way streets, and expanding upon the bicycle and trail system throughout the planning area. The Specific Plan sets forth development standards and design guidelines for paseos, pathways, alleys and sidewalks that promote a safe multimodal system and enhance the public realm.

Parks + Recreation Element

Goal 1: The maintenance and expansion of a well-connected network of high quality parks that provides all segments of the community with a wide range of recreational opportunities.

Policy 1.D: In addition to Town park requirements, developers of new projects may be required to provide further on-site recreational space/landscaped open space.

Consistency

The Specific Plan encourages the creation of parks and recreational activities in proximity to, and within residential developments. Development standards require residential developments provide amenities including open space. Both residential and non-residential developments will be required to pay a park development fee consistent with the Town's development impact fee schedule that will go towards maintenance of existing parks and potential expansion or new park facilities within the Town.

Goal 2: Expansion and further development of an integrated and comprehensive bikeway, walking paths and trails system that includes effective signage and supporting facilities to encourage use.

Policy 2.B: The Town's bicycle lane network shall be maintained and expanded to encourage greater use and to improve the safety of bicyclists on town streets.

Policy 2.D: The Town shall maintain and expand a comprehensive inter-connected recreational trails system for bicycles, equestrians and pedestrians, and provide supporting facilities whenever possible.

Consistency

The Specific Plan sets forth development standards and design guidelines for paseos, pathways, alleys and sidewalks that promote a safe multimodal system and enhance the public realm. The plan also sets forth design guidelines for a signage program that is consistent with the Village aesthetic character.

Housing Element

Goal 1: Housing of all types to meet the needs of current and future residents in all income levels.

Policy 1.F: Permit childcare facilities in single-family and multi-family residential zones, as well as in commercial and industrial areas where employment is concentrated.

Policy 1.G: New residential development must assure the provision of infrastructure and public services.

Policy 1.H: Encourage energy-conservation and passive design concepts that make use of the natural climate to increase energy efficiency and reduce housing costs.

Consistency

The Specific Plan allows for development of new multi-family residential developments and permits childcare facilities and other public services throughout the planning area. All development within the planning area will be subject to current building codes that require a certain level of energy efficient design.

APPENDIX B

Circulation Plan



DAVID EVANS
AND ASSOCIATES INC.

VILLAGE SPECIFIC PLAN

Circulation Plan

FINAL DRAFT

Prepared by:

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Prepared for:

Terra Nova
Town of Apple Valley

June, 2022

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I. Introduction

This report has been prepared in support of the Specific Plan, to establish goals and implementing policies for the plan area's circulation and parking systems, describe the multimodal Circulation Plan, and define development standards for private development and a public parking strategy. The circulation system is based on the principles of Complete Streets which emphasizes a transportation system that accommodates "all users" including the private vehicle, public transportation, and the active transportation modes of bicycling and walking. The notion of accommodating all users also encompasses freight movement and emergency response and thus balances design for large vehicles with safety enhancements for the most vulnerable users.

A sustainable transportation system offers the traveler viable mobility choices by ensuring that the systems serving each mode are equally comprehensive in their connectivity, accessibility, and coverage as well as being safe and attractive. The concept of complete streets does not always mean that every street is designed for all users in precisely the same way. Different streets might emphasize different modes of transportation for efficiency and performance and then combined to provide optimal connectivity for the community. Layering modal networks is considered a best practice in implementing Complete Streets principles, helping to optimize networks and the function of individual streets where competing modal priorities arise.

II. Circulation Plan Description

A. Specific Plan Area Circulation Concept

This section describes the multimodal circulation concept for the Specific Plan area. The armature of the Circulation Plan is the existing street network comprising a grid of major and minor streets. One of the most distinguishing circulation system features is that State Route (SR) 18 bisects the Specific Plan area. SR 18 is an important corridor of regional significance for Apple Valley and the High Desert area but, locally, it is a significant impediment to walking because of its 200-foot right of way and nearly ½-mile distance between protected crossings. The remaining streets in the Specific Plan area form a somewhat uniform grid resulting in block sizes ranging from 1,000 by 1,200 feet to 350 by 1,200 feet.

1. Circulation Plan Overview

The Specific Plan Circulation Plan is presented in two alternatives. Alternative 1 advances the "all roundabouts on Highway 18" option developed as part of the State Route 18 Corridor Enhancement Plan and Alternative 2 assumes the "all traffic signals on Highway 18" option.

Circulation Plan Alternative 1 (All Roundabouts on Highway 18)

Circulation Plan Alternative 1 is depicted in **Figure 1A** and key features of the plan are described below.

- Roundabouts comprise the intersections on Highway 18 from the realignment of Yucca Road in the west to Central Road in the east. Multi-lane roundabouts are used at intersections with major thoroughfares (Yucca Loma Road, Navajo Road, and Central Road) and single lane roundabouts are used at intersections with local streets (Pawnee Road, Quinault Road, Hitt Road / Realigned Headquarters Drive).
- Alternative 1 incorporates two roadway realignment projects, including realigning Yucca Loma Road to Highway 18 and extending Yucca Loma Road to intersect Navajo Road at Arapahoe Avenue. Additionally, Headquarters Drive is realigned to intersect Highway 18 at Hitt Road. The realignment projects are described in detail below.
- The Outer Highway 18 frontage roads remain in this alternative but are widened and reconfigured as one-way streets with diagonal parking lining one side of each street. Access to and from the frontage roads employs ramps near the roundabout entries and exits.



Apple Valley Village Specific Plan

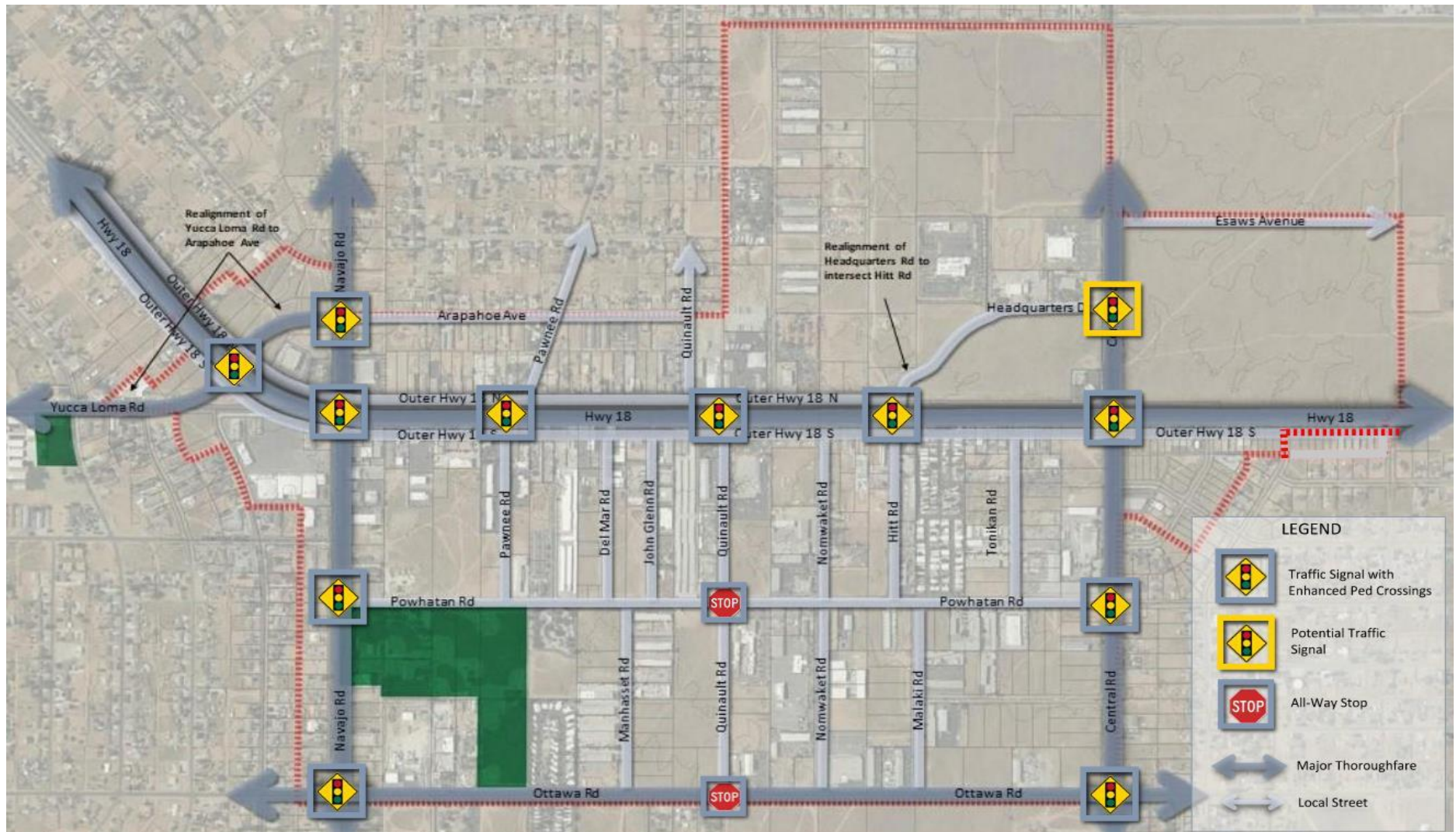
Figure 1A
Circulation Plan Alternative 1
(Highway 18 All Roundabouts Alternative)

- Powhatan Road may potentially be widened to four lanes and designated as a major thoroughfare should it be required to relieve traffic demand on Highway 18 due the constriction of Highway 18 to a single lane in each direction between Navajo Road and Central Road. Should this occur the intersection of Powhatan Road and Central Road would be signalized.
- New traffic signals are identified on Ottawa Road at Navajo Road and Central Road and at Central Road / Headquarters Drive. All way stop control is proposed on Quinault Road at Powhatan Road and Ottawa Road.
- Pedestrian crossing enhancements are proposed at roundabouts and at new and existing signalized intersections. Pedestrian features of the Circulation Plan are described in the Active Transportation Plan pedestrian network section below.
- The narrowing of Highway 18 to a single lane in each direction (and burying the existing drainage channels on both sides on the highway) provides space to improve the frontage roads as described above and to integrate a multi-use path and urban design features within the right of way on the south side of Highway 18. Bicycle features of the Circulation Plan are described in the Active Transportation Plan bicycle network section below.

Circulation Plan Alternative 2 (All Signals on Highway 18)

Circulation Plan Alternative 2 is depicted in **Figure 1B** and key features of the plan are described below.

- Alternative 2 shares many of the same features as Alternative 1 with the primary difference being the configuration and intersection control on Highway 18 and maintaining a four-lane configuration throughout the Specific Plan area.
- Traffic signals provide intersection control along Highway 18. New signalized intersections (with protected pedestrian crossings) are located at the Yucca Loma realignment to Highway 18 and at Navajo Road, the intersection of Highway 18 with Pawnee Road, and at the intersection resulting from the realignment of Headquarters Drive to Highway 18 at Hitt Road. Additional new traffic signals are identified at Central Road and Powhatan Road, Central Road and Headquarters Drive, and on Ottawa Road at Navajo Road and Central Road. All way stop control is proposed on Quinault Road at Powhatan Road and Ottawa Road.
- As in Alternative 1, the Outer Highway 18 frontage roads remain in Alternative 2 but are widened and reconfigured as one-way streets with diagonal parking lining one side of each street. Access to and from the frontage roads employs ramps before and after each signalized intersection.
- In Alternative 2, Powhatan Road remains a local street since it is not proposed to relieve traffic demand from Highway 18.
- Pedestrian crossing enhancements are proposed at new and existing signalized intersections. Pedestrian features of the Circulation Plan are described in the Active Transportation Plan pedestrian network section below.
- In this alternative, Highway 18 remains a four-lane thoroughfare with left turn bays, so the street does not gain the additional space that Alternative 1 does by reducing the number of through lanes. However, Alternative 2 provides bicycle facilities in the form of Class II bike lanes in each direction of Highway 18 and/or through a multi-use path within space gained by burying the existing drainage channels on both sides on the highway. Bicycle features of the Circulation Plan are described in the Active Transportation Plan bicycle network section below.



Refer to the Active Transportation section in the Circulation Plan for pedestrian and bicycle system.

Apple Valley Village Specific Plan

Figure 1B
Circulation Plan Alternative 2
(Highway 18 All Traffic Signals Alternative)

2. Street Classifications

The Town of Apple Valley's General Plan establishes a hierarchy of eight street functional classifications (Policy 1.A) of which four classifications are found within the Specific Plan area (Major Divided Arterial, Major Road, Secondary Road, Collector Street, and Local Street). For simplification, the Circulation Plan combines Major Divided Arterial and Major Road into a single class of Major Thoroughfares and combines Secondary Road, Collector Street, and Local Streets into the class Local Streets. The streets in the Specific Plan area maintain their General Plan classification characteristics such as right of way, general number of lanes, median treatment, etc.

Figure 2 illustrates the recommended Circulation Plan roadway designations within the Village Specific Plan boundary. The street classifications within the Specific Plan area are defined in **Table 1**.

Table 1: Characteristics of Specific Plan Area Street Classifications

Specific Plan Designation	General Plan Street Classifications	Streets Within Specific Plan Area by Designation†	Standard Right of Way	No. of Lanes	Sidewalk and Parkway Width	Bike Lane or Parking Lane Width
Major Thoroughfare	<ul style="list-style-type: none"> Major Divided Arterial Major Road 	<ul style="list-style-type: none"> Highway 18* 	98 feet	4	12 ft	None
		<ul style="list-style-type: none"> Navajo Road Central Road Yucca Loma Road 	104 feet	4	12 ft	8-10 ft
Local Street	<ul style="list-style-type: none"> Secondary Road Collector Street Local Street 	<ul style="list-style-type: none"> Outer Highway 18 North* 				
		<ul style="list-style-type: none"> Outer Highway 18 South* 				
		<ul style="list-style-type: none"> Powhatan Road Ottawa Road Headquarters Drive Arapahoe Avenue 	80 feet	3	12 ft	12 ft
		<ul style="list-style-type: none"> Quinault Road Del Mar Road John Glenn Road Nomwaket Road Hitt Road Tonikan Road Manhasset Road Malaki Road 	60 feet	2	12 ft	††
			60 feet	2	12 ft	††
<p>Notes:</p> <p>† The identified local streets within the Specific Plan area are not a complete list. The local streets listed are primary pedestrian routes.</p> <p>* Highway 18 and Outer Highway 18 (north and south), although designated a Major Divided Arterial in the General Plan circulation element, is a major arterial street with frontage roads that operate together as if a single street. The combined right of way is approximately 212 feet.</p> <p>†† The General Plan does not specify the width of bike or parking lanes on local streets. Local streets have a 36 ft. traveled way (18 ft. in each direction) which typically accommodates on-street parking (approx. 7 ft.). Designated (Class II) bike lanes would require parking restrictions. When designated as part of the bikeway system, local streets are usually classified as a Class III bike route / shared roadway.</p>						

3. Typical Street Sections Within Specific Plan Area

Streets within the Specific Plan area will generally maintain the right of way as specified in the General Plan street classifications but the allocation of the right of way to different street components varies depending on the modal emphasis of the street and priority of on-street parking within the District the street serves.

Figure 3 illustrates typical street sections for major thoroughfares and local streets within the Specific Plan area excluding Highway 18. Design alternatives for Highway 18 are addressed in the next section.

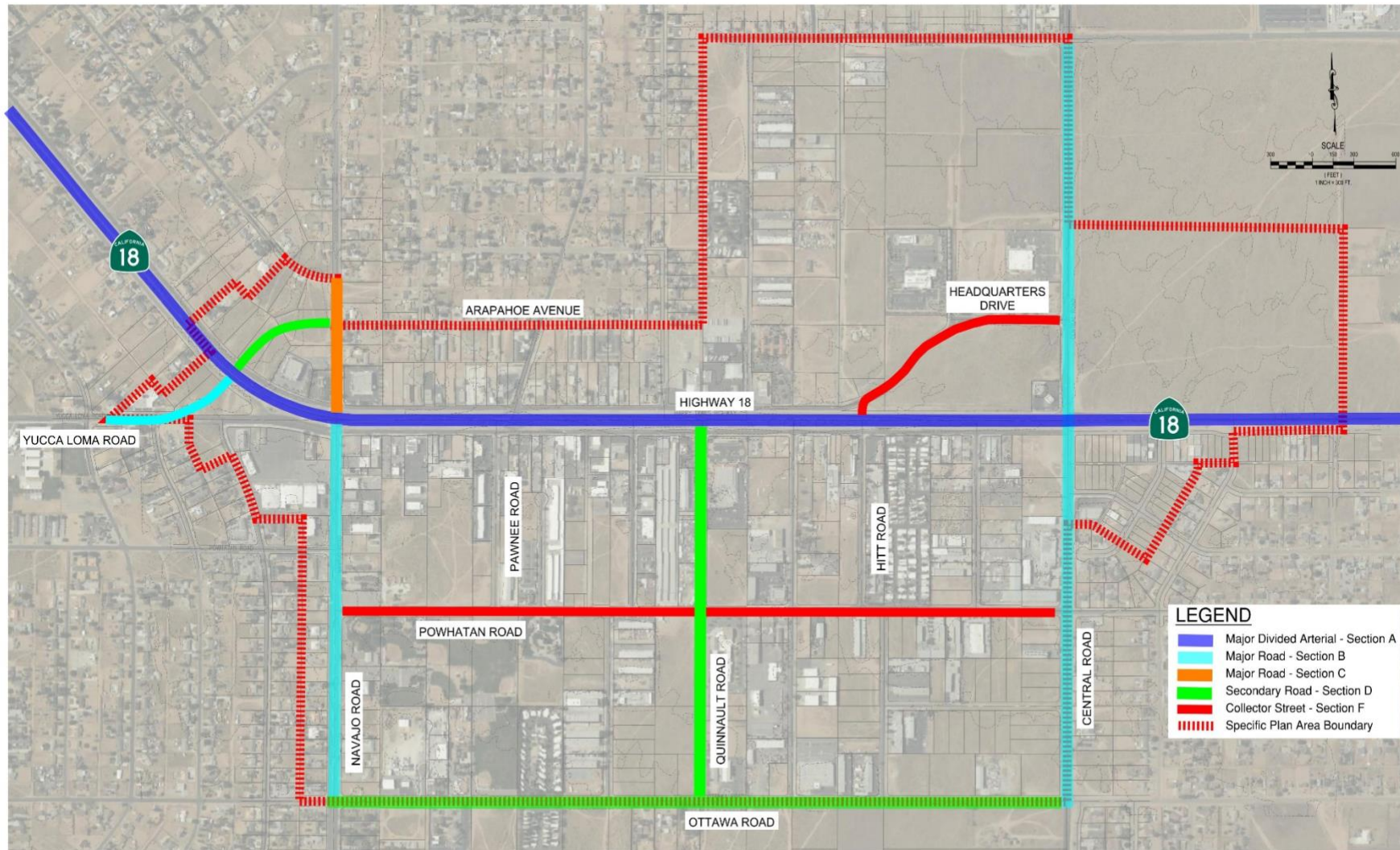


Figure 2
Circulation Plan - Specific Plan
Street Classifications

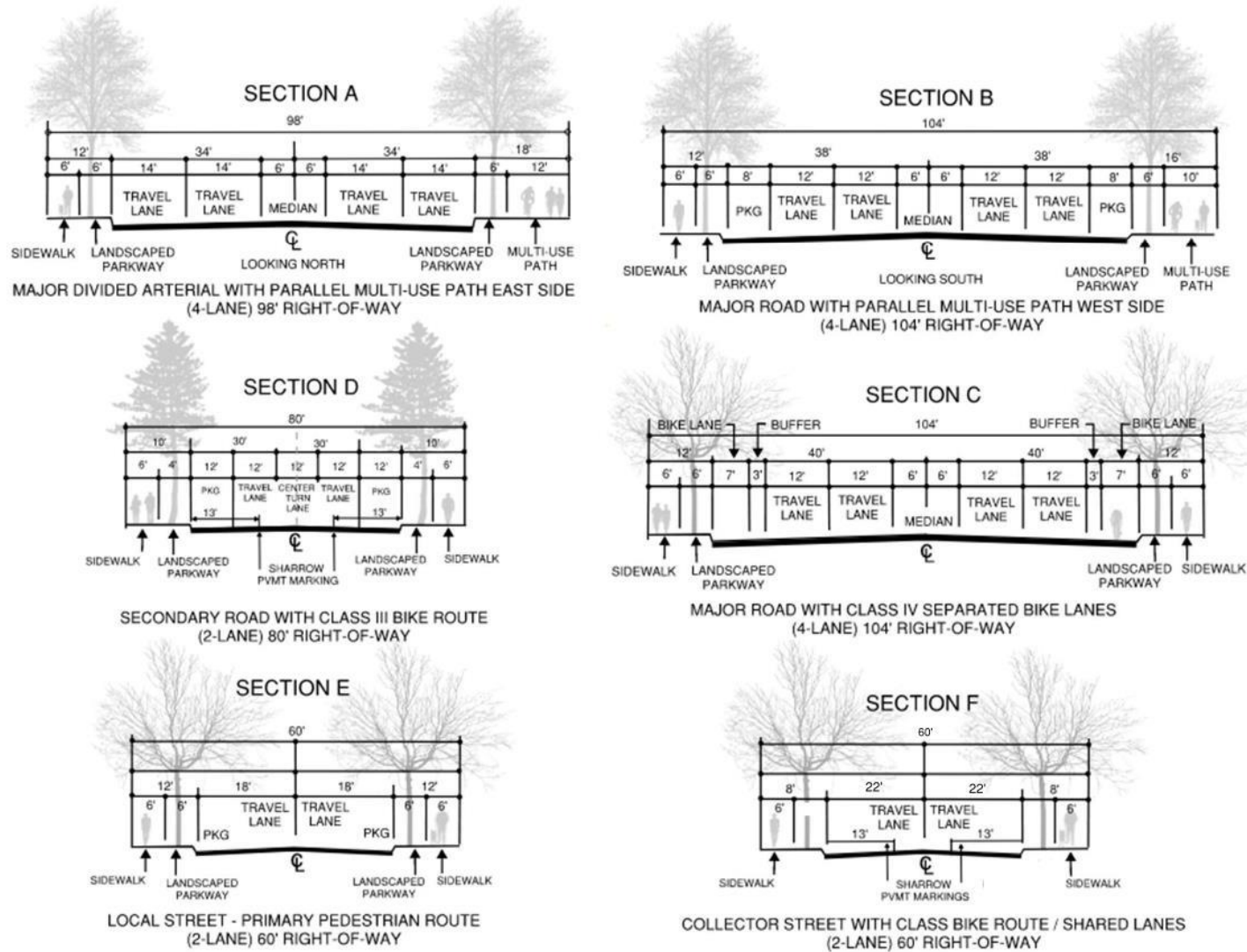


Figure 3
Specific Plan Street Classifications and Sections

Typical Sections for Specific Plan Major Thoroughfares and Local Streets

Table 2 summarizes key characteristics of the Specific Plan street classifications in tabular form.

Table 2: General Characteristics of Specific Plan Street Classifications

Section Fig. 3	Street Type	Example	Right of Way	Traveled Way	Number of Lanes	Parking Allowed
Major Thoroughfares						
A	Major Divided Arterial - with Parallel Multi-Use Path	Highway 18	98'	68'	4	No
B	Major Road with Parallel Multi-Use Path	Navajo Road between Ottawa Road and Highway 18, Central Road, and Yucca Loma Road	104'	76'	4	Yes
C	Major Road with Class IV Separated Bike Lanes	Navajo Road north of Highway 18	104'	80'	4	No
Local Streets						
D	Secondary Road with TWLTL and Class III Bike Route / Shared Lanes	Ottawa Road between Navajo Road and Central Avenue, and Quinault Road	80'	60'	3	Yes
E	Local Street – Primary Pedestrian Route	Local Roadways	60'	36'	2	Yes
F	Collector Street with Class III Bike Route / Shared Lanes	Powhattan Road and Headquarters Road	60'	44'	2	Yes

B. New Street Connections and Realignments

As described in the overview, the Circulation Plan alternatives include two street realignment projects.

1. Yucca Loma Road Realignment to Highway 18

This improvement realigns Yucca Loma Road to intersect SR-18 at a new intersection. A new north leg of the intersection extends to intersect with Navajo Road as shown in **Figure 3** which shows the realignment in both Alternative 1 (All Roundabouts) and Alternative 2 (All Signals). This improvement simplifies the current complex multi-approach intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road.

The current configuration with six approaches is a consolidation of three intersections, the signal-controlled intersection of Highway 18 and Navajo Road, the stop-controlled intersection of Navajo Road and Outer Highway 18 North, and the stop-controlled intersection of Navajo Road and Outer Highway 18 South / Yucca Loma Road. The intersection is operationally inefficient, confusing, and restricted vehicular movements on some approaches force motorists into circuitous routes to return to Highway 18. Pedestrians crossing Highway 18 must cross in multiple stages and are exposed to traffic during the 200-foot-long crossing. This intersection is simplified by dividing it into two intersections that can be either roundabouts or conventional signalized intersections. However, only the roundabout alternative eliminates the frontage road intersections.

A new intersection is created by realigning Yucca Loma Road to intersect Highway 18 at a new intersection and further extending Yucca Loma Road northward to intersect the Navajo Road at a new traffic signal. As shown in **Figure 3**, traffic can bypass the Highway 18 / Yucca Loma Road intersection using ramps connecting Yucca Loma Road directly to Highway 18. The existing intersection of Highway 18 and Navajo Road is converted to a conventional four-leg signalized intersection or roundabout with standard features familiar to motorists and pedestrians.

Benefits include:

- Improved intersection operations having to accommodate four approaches rather than six.
- Improved multimodal connectivity at the western gateway to the Specific Plan area.
- Space for multi-use path. Realignment of Yucca Loma Road and abandonment of existing alignment combined with reconfiguration of frontage roads provides space for a multi-use path south of Highway 18.

The Yucca Loma Road realignment can be implemented in either of the Highway 18 corridor alternatives (All Roundabouts or All Signals) but the roundabout alternative results in some key benefits that cannot be achieved with traffic signals.

Benefits exclusive to the roundabout alternative:

- Improved pedestrian comfort crossing Highway 18. Pedestrians cross in multiple stages with each stage crossing only two lanes of traffic coming from one direction with refuge islands between stages.
- Improved intersection safety. Collisions will likely be reduced by eliminating the stop-controlled approaches of the Outer Highway 18 intersections and eliminate most of the conflicts between movements normally controlled by the existing signal and existing stop signs.

2. Headquarters Drive Realignment

This improvement realigns Headquarters Drive to intersect Highway 18 and creates a new four leg intersection with Hitt Road as illustrated in **Figure 4**. This project eliminates the circuitry and out of direction travel created by the existing connection of Headquarters Drive to Outer Highway 18 North and provides a new control point (either with a roundabout or a traffic signal) permitting full vehicular movements and a pedestrian crossing of Highway 18.

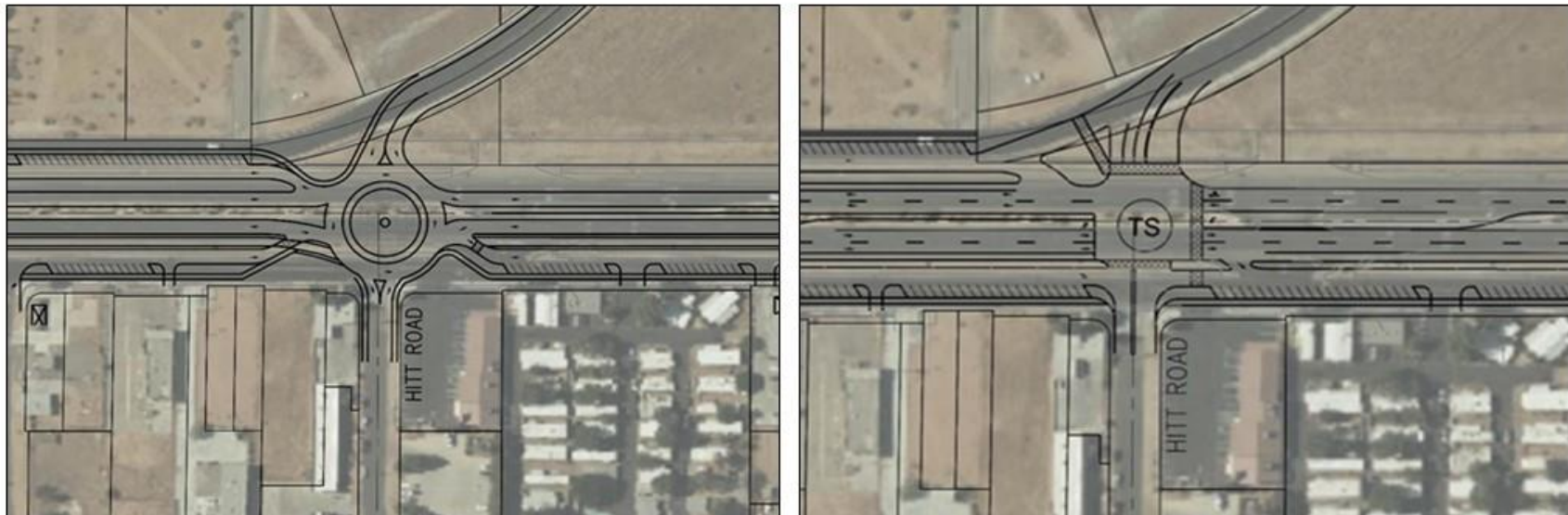


In Alternative 1, the realignment of Yucca Loma Road to Highway 18 eliminates the existing six leg intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road and replaces it with a multi-lane roundabout.



In Alternative 2, the realignment of Yucca Loma Road to Highway 18 simplifies the existing six leg intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road and replaces it with a conventional four leg signalized intersection.

Figure 4
Realignment of Yucca Loma Road with Highway 18
Under Alternative 1 and Alternative 2



In both Alternatives 1 and 2, the realignment of Headquarters Drive to intersection Highway 18 across from Hitt Road improves access to the land north of Highway 18, provides a new connection between the north and south sides of Highway 18, and most importantly, it dramatically shortens the nearly ½-mile stretch of Highway 18 without a pedestrian crossing.

Figure 5
Realignment of Headquarters Drive with Highway 18
and Hitt Road Under Alternative 1 and Alternative 2

C. SR 18 Corridor Enhancement Plan Alternatives

The State Route 18 Corridor Enhancement Plan evaluated alternative corridorwide improvement concepts to address the number of obstacles created by the corridor's current configuration. The Plan presented five alternative concepts ranging from conventional to less conventional concepts. The Town, stakeholders and community members involved in the Corridor Enhancement Plan agreed that two of the more conventional improvement concepts (roundabouts and traffic signals) were the most viable. The Circulation Plan incorporates both alternative concepts, with some modification, which will be evaluated in further detail in the Specific Plan's transportation analysis.

1. Alternative 1 - All Roundabouts on Highway 18

This alternative, shown in **Figure 5**, simplifies complex intersections and reduces conflicts and traffic speeds by converting existing signalized and unsignalized intersections into multi-lane or single lane roundabouts. Multi-lane roundabouts are located at Highway 18 intersections with major thoroughfares including the realigned Yucca Loma Road, Navajo Road, and Central Road. with additional roundabouts added to locations at Pawnee Road and Hitt Road / Headquarters Drive. Between Navajo Road and Central Road, the through lanes are reduced to one in each direction to avoid merging as traffic approaches the single lane roundabouts at Pawnee Road, Quinault Road, and Hitt Road / Headquarters Drive.

The Outer Highway 18 frontage roads remain separated from the central throughway by curbing, landscaping, and bicycle facilities—a change from the proposed configuration in the Corridor Enhancement Plan where the frontage roads were combined with the central throughway separated only by a wide shoulder. For the Specific Plan the frontage roads are widened to provide on-street parking (see typical section below) and kept separated from Highway 18. Another modification is that the frontage roads do not connect to the north south streets as they do today, thus eliminating the complex and inefficient intersections. Access to and from the frontage roads is achieved with ramps that merge or diverge with each roundabout's entry or exit lane. The frontage road access ramps are illustrated in **Figure 5**.

Pedestrian crossings are similar for each roundabout whether multi-lane or single lane. Crosswalks at roundabouts are placed about 20 feet from the roundabout entry or exit point. Crosswalks at roundabouts are multi-stage crossings so pedestrians cross a single lane (or two lanes for multi-lane roundabouts) with traffic traveling in one direction at a time. Between stages pedestrians wait on a wide refuge island. At a typical roundabout there are two stages per street crossing. Some roundabout approaches provide a right turn bypass lane—which is usually an uncontrolled or yield controlled sweeping right turn lane that bypasses the roundabout. Pedestrians must also cross this lane as a separate stage if one exists. An example of a bypass lane is shown in **Figure 5** for the right turn from eastbound Highway 18 to southbound Navajo Road.

Some key benefits of this alternative include:

- Space gained within the existing right of way after implementing a “road diet” on Highway 18 and narrowing the central thoroughfare to one lane in each direction between Navajo Road and Central Road allows for other needed features on Highway 18. The width gained by the lane reduction and reclaiming the space currently occupied by drainage channels can accommodate a significant amount of angled parking on the widened one-way frontage roads as well as providing a multi-use path parallel to Highway 18 on the south side.
- The roundabout alternative simplifies the complex multi-approach intersection of SR 18 / Outer Highway 18 South / Navajo Road / Yucca Loma Road and Highway 18 / Pawnee Road resulting in fewer conflicting movements and likely reduction in collisions.
- The realignment of Yucca Loma Road and new intersections within the Highway 18 corridor improves the north-south connectivity within the core of the Specific Plan area.



Apple Valley Village Specific Plan

Figure 6
Alternative 1 Highway 18 Conceptual Geometric Plan
(Highway 18 All Roundabouts Alternative)

- Space created by necking down travel lanes approaching the roundabout entries is an opportunity to implement urban design features such as landscape, hardscape, pedestrian plazas, pocket parks, public art, café seating, etc.
- The addition of several new full movement intersections on Highway 18 improves overall circulation and reduces the spacing between pedestrian crossings from an average of about 2,500 feet to an average of about 1,300 feet.

Typical Street Section of Highway 18 in Alternative 1

Figure 7 illustrates a typical section of Highway 18 between Navajo Road and Central Road under Alternative 1. The existing 212-foot right of way can accommodate two travel lanes with a wide raised median that can support landscaping and street trees. Outside of the 58-foot traveled way on the south side of Highway 18, the 27-foot buffer between the travel lanes and the frontage road provides ample space for 12-foot-wide multi-use path and landscaping. On the north side of Highway 18, the 18-foot-wide buffer can accommodate a one direction bike lane and landscaping. The 34-foot one-way frontage roads can accommodate a 20-foot-wide travel lane and angled parking to serve the land use fronting Highway 18. The remaining width from the 212-foot-wide total right of way is dedicated to the pedestrian realm. The typical section shows 25-feet of sidewalk / parklet on the north side of Highway 18 and 16-feet of sidewalk / parklet on the south side.

2. Alternative 2 - All Traffic Signals on Highway 18

This alternative, shown in **Figure 7**, expands on the existing Highway 18 configuration and adds traffic signal control at key intersections throughout the corridor. Frontage roads are retained but modified as one-way streets with angled parking and elimination of conflicting movements where frontage roads intersect cross streets. Traffic signals are added to the Yucca Loma Road realignment with Highway 18, the Yucca Loma extension to Navajo Road, Highway 18 at Pawnee Road, and at the realigned Headquarters Drive and Hitt Road intersection. These new signals improve the spacing of protected pedestrian crossings but are not spaced too closely for effective signal coordination along the corridor. Highway 18 remains four-lanes with left turn bays at each intersection.

Frontage Roads are converted to one-way and angled parking is provided on one side of the road. Frontage Road intersections with cross streets are eliminated or conflicting movements are restricted. Access to/from the frontage roads and Highway 18 employs ramps prior to or after signalized intersections.

Standard pedestrian crossings are provided on all legs of each intersection. At most locations pedestrians must cross the frontage road to reach a signalized crosswalk across Highway 18. Frontage road crossings are short, single lane crossings with traffic traveling in one direction. Curb extensions adjacent to the angled on-street parking reduce crosswalk width and improve sightlines between pedestrians and motorists.

Benefits of Alternative 2 include:

- New signalized intersections uniformly spaced reduce distance between protected crossings compared to existing conditions. The spacing of traffic signals (approximately 1,300 feet) is ideal for signal coordination.
- The width of the traveled way accommodates four travel lanes and a wide median for left turn lanes and landscaping / street trees. Combined with street trees along the edges of the roadway in parkways, there is an opportunity to create a canopy of trees over the roadway.

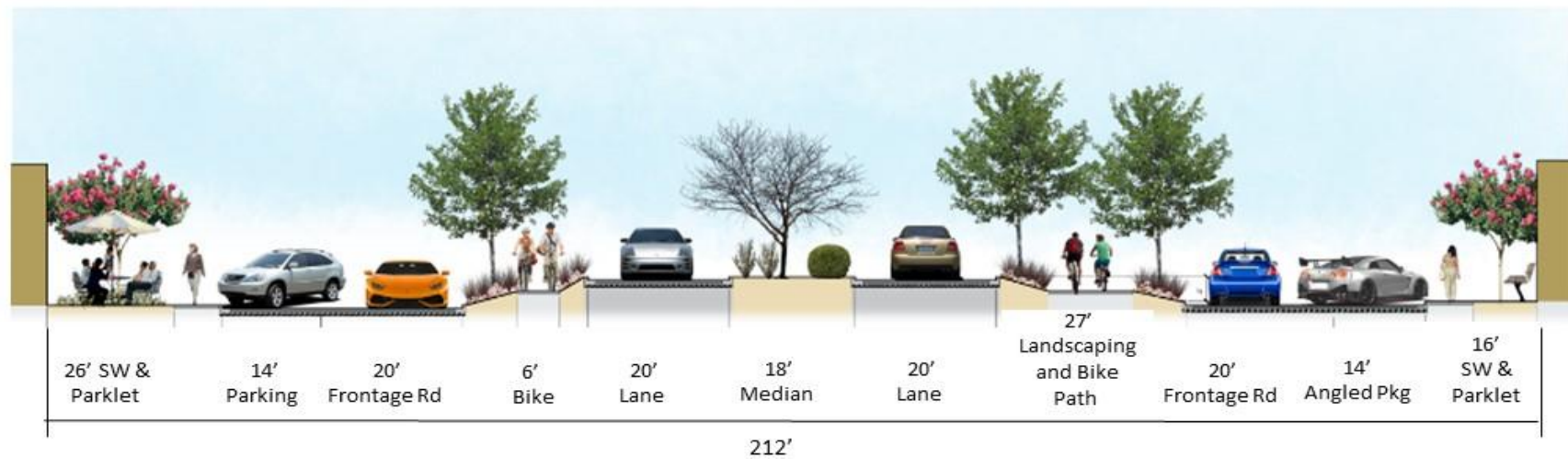


Figure 7
Typical Section of Highway 18 in Alternative 1
(All Roundabouts)



Apple Valley Village Specific Plan

Figure 8
Alternative 2 Highway 18 Conceptual Geometric Plan
(Highway 18 All Signals Alternative)

- Reconfiguration of frontage road intersections with cross streets, use of ramps to access Highway 18 and conversion to one-way practically eliminate the inefficient and confusing multi-approach intersection existing today.
- Conversion of the frontage roads to one-way and a single lane leaves space to provide angled parking on one side of the road, a particularly important benefit for the businesses on small lots within the corridor that lack on-site parking.
- The width of Highway 18 allows for buffered Class II bike lanes in each direction or, alternatively, the width could be allocated outside of the traveled way for the provision of a multi-use path parallel to Highway 18 on the south side of the road.

Typical Street Section of Highway 18 in Alternative 2

Figure 8 illustrates a typical section of Highway 18 between Navajo Road and Central Road under Alternative 2. An 86-foot-wide traveled way within the existing 212-foot total right of way can accommodate four travel lanes, buffered bike lanes in each direction, and a wide raised median that can support landscaping and street trees. Outside of the 86-foot traveled way on the south side of Highway 18, a narrow 13-foot landscape buffer separates the traveled way from the frontage road. This landscape buffer can become a multi-use path by foregoing one or both buffered bike lanes.

The 34-foot one-way frontage roads can accommodate a 20-foot-wide travel lane and angled parking to serve the land use fronting Highway 18. The remaining width of the 212-foot right of way is dedicated to the pedestrian realm. The typical section shows 7-foot-wide sidewalks and a 14-foot or 9-foot wide parklet (space adjacent to buildings where outdoor seating can be provided).

D. Truck Routes and Deliveries

Designated truck routes in the Specific Plan area include through truck routes on Highway 18 and Central Road. These designations will not change since Highway 18 and Central Road are routes of regional significance and serve many areas of the Town and the region. In Alternative 1, the design of the single lane roundabouts must accommodate frequent large trucks without requiring the trucks to use the mountable apron on the center median.

Navajo Road is a designated local truck route and provides access to local streets in the Specific Plan area for the delivery of goods to businesses, particularly those in Districts 1 and 2. With the proposed redesign of the Highway 18 frontage roads it may be challenging to accommodate delivery. Strategically placed curbside loading zones should be considered on the frontage roads and on the north-south local streets close to the concentration of businesses.

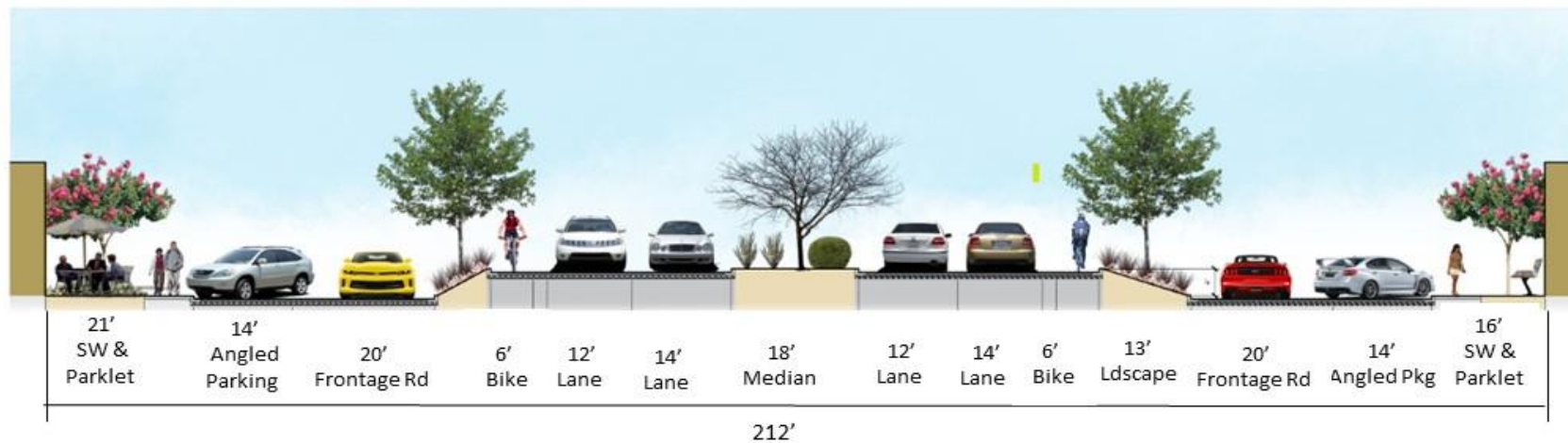


Figure 9
Typical Section of Highway 18 in Alternative 2
(All Signals)

E. Active Transportation Plan – Pedestrian Network

An Active Transportation Plan is incorporated into the Specific Plan's Circulation Plan and is divided into a pedestrian network and a bicycle network. **Figure 9** illustrates the pedestrian network which is comprised of primary pedestrian routes and pedestrian crossings.

1. Primary Pedestrian Routes

Primary pedestrian routes are a network of streets providing access to all parts of the Specific Plan area.

Primary pedestrian routes emphasize features that encourage walking including:

- **Directness and Connectivity.** The grid of linear streets within the Specific Plan area forms a good armature for the pedestrian network because it provides direct, straight paths from block to block. South of Highway 18 (which encompasses much of the mixed-use Districts 1 and 2) the blocks are approximately 600 feet wide by 1,200 feet deep. The spacing of the north-south local streets is not uniform so block widths vary from as little as 300 feet to as much as 1,200 feet for the largest block. In general, these block widths are considered walkable if not close to the limit of a walkable urban block. The 1,200-foot depth of the blocks, however, far exceeds the block length considered optimal for walking. To overcome this, new development should be encouraged to create pass-throughs in the form of alleys or mews and to connect them with adjacent developments to eventually create east-west pass-throughs that connect the north-south local streets.
- **Comfort and Safety.** Primary pedestrian routes should be perceived as comfortable and safe to attract pedestrians and encourage walking and even exploration of the area. Features that make pedestrians comfortable include trees that provide shade in the summer and protection from the elements in the winter, a buffer or separation from moving traffic on the adjacent street, seating for resting or waiting, enough space to maintain a reasonable separation from other people, and clean and well-maintained facilities. Accessibility is a critical feature of a comfortable and safe street for the disabled and the elderly.

A safe pedestrian route is one where the pedestrian perceives the route safe from traffic, other people, or crime. Features that make pedestrians feel safe include adequate sight lines to the end of the block or beyond, good illumination of the sidewalk at night, and an absence of blind corners, dark recesses, or dense vegetation.

The features described focus on the design and maintenance of the street. There are many other features of urban places that encourage walking that are related to places and activities, varied building architecture, types of ground floor land uses, etc.

As shown in **Figure 9**, the major thoroughfares in the Specific Plan area are designated primary pedestrian routes because they provide direct access to many of the destinations people want to walk to, including transit stops and protected crossings of major streets. Most of the primary pedestrian routes are on local streets because they connect residential areas to commercial areas and are perceived as more comfortable and safer than major thoroughfares. Further, the primary pedestrian routes are more densely concentrated in District 1 (The Village Core) and the northern portion of District 2 (Village Services South)—areas with the highest expected levels of retail and entertainment activity.



For presentation, this pedestrian network plan portrays the “all roundabouts” alternative at Highway 18 intersections. This plan, however, is equally applicable to the “all signals” alternative in which the roundabouts are replaced with signalized intersections.

Apple Valley Village Specific Plan

Figure 10
Active Transportation Plan – Pedestrian Network
(Highway 18 All Roundabouts and All Traffic Signals Alternatives)

2. Multi-Use Paths

Multi-use paths are bi-directional off-street paths used by multiple modes including walking, bicycling, and equestrians in certain areas. In California, Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by vehicular traffic minimized.

The Multi-Use Path or Class I Bicycle Facility designation illustrated in **Figure 9** is considered a shared-use facility and therefore is included in both the pedestrian and bicycle networks. The multi-use paths in the Active Transportation Plan are consistent with the Town's General Plan bikeway plan which designates Class I bikeways on Central Road, Navajo Road, Esaws Avenue, and Yucca Loma Road.

The Circulation Plan includes a multi-use path parallel to Highway 18 between Navajo Road and Central Road as a direct route for pedestrians and bicyclists desiring to travel through the Village with minimal conflicts and crossings.

3. Pedestrian Crossings

Pedestrian crossings are an essential component of the pedestrian network. Crossings of major thoroughfares are the most intimidating aspect of a pedestrian's journey and, if the crossing is long and traffic is fast, it can dissuade the pedestrian from using the route altogether. Factors such as the length of the crossing, the volume and speed of traffic and the lack of intersection safety features at crossings of major streets are primary reasons why people choose not to walk even for short trips.

Highway 18 through the Village is perceived as a significant impediment to walking. Community surveys conducted during the SR 18 Corridor Enhancement Plan revealed that roadway safety concerns were one of the top two priorities of the people who live, own businesses, or visit the Village.

The Circulation Plan emphasizes safe pedestrian crossings and incorporates multiple options for crossing major thoroughfares. The Circulation Plan proposes to triple the number of Highway 18 crossings, effectively reducing the average spacing between controlled crossings from about 2,600 feet to 750 feet. The following describes the types of pedestrian crossing facilities included in the Plan.

- Roundabouts – in Circulation Plan Alternative 1 (All Roundabouts on Highway 18) all the Highway 18 intersections are controlled with multi-lane or single lane roundabouts with enhanced safety features at the pedestrian crosswalks. The advantages of roundabouts from the pedestrian's perspective include:
 - Pedestrians need only cross one direction of traffic at a time at each approach as they traverse roundabouts, requiring crossing of each approach in two stages.
 - Pedestrian–vehicle conflict points are reduced at roundabouts since conflicting vehicles come from fewer directions.
 - The speeds of vehicles entering and exiting a roundabout are reduced, increasing the time available for motorists to react, and reducing potential crash severity should a collision occur.
 - At the multi-lane roundabouts, the crossing of two-lane approaches present a multiple-threat challenge for pedestrians, but the overall lower speeds reduce the likelihood of collisions.
 - As with other crossings requiring acceptance of gaps in traffic, roundabouts present visually impaired pedestrians with unique challenges. Current PROWAG standards, however, suggest

consideration of accessible pedestrian signals for crosswalks at single lane roundabouts and require signals at crosswalks at multi-lane roundabouts.

Pedestrian safety enhancements at roundabout crosswalks include:

- Accessible pedestrian signals at crosswalks on all legs of multi-lane roundabouts as required by PROWAG standards.
 - Crosswalks placed at least 25-feet away from roundabout entry/exit for single lane roundabouts and at least 45-feet at multi-lane roundabouts improves driver reaction time.
 - Crosswalks marked with zebra or ladder style striping to increase visibility.
 - Yield line markings and warning signs in advance of crosswalks increase awareness of crosswalks and indicates to drivers where to stop when a pedestrian is crossing.
 - Minimum 10-foot-wide raised pedestrian refuge area on the splitter island separating the roundabout entry and exit lanes.
 - Intersection safety lighting illuminating the crosswalks on all approaches.
- Signalized Intersections – in Circulation Plan Alternative 2 (All Signals on Highway 18) all the Highway 18 intersections are controlled with traffic signals providing protected pedestrian crossings. Additionally, Circulation Plan Alternative 1 (All Roundabouts on Highway 18) includes signalized intersections on other major thoroughfares including Navajo Road and Central Road.

Pedestrian safety enhancements at signalized crosswalks include:

- Curb extensions, where adjacent to on-street parking lanes, to shorten the crossing distance and increase visibility between drivers and pedestrians waiting to cross.
 - Crosswalks marked with zebra or ladder style striping to increase visibility.
 - Pedestrian countdown timers indicating time left for pedestrian to complete the crossing.
 - Pedestrian refuge islands (with pedestrian pushbutton) in median of long crossings to accommodate slower pedestrians who cannot cross the entire length during the pedestrian crossing signal phase.
 - Stop lines set back at least 10-feet from crosswalk to increase driver visibility of pedestrians in crosswalk and reduce multiple threat type collisions.
 - Intersection safety lighting illuminating the crosswalks on all approaches.
- Pedestrian Overcrossings – Pedestrian overcrossings (or bridges) allow for the uninterrupted flow of pedestrian movement separate from the vehicle traffic. They are usually provided where no other pedestrian facility is available and/or to span a major barrier. Common applications include overcrossings of interstate freeways, active railroad lines, or natural barriers such as rivers.

Pedestrian overcrossings must accommodate all persons as required by ADA and require ramps or elevators to allow access by the disabled. On standalone overcrossings not connecting the upper floors of buildings on either side of a street (e.g., skyways) extensive ramping is required to accommodate wheelchairs and studies have shown that many pedestrians will not use an overpass if they can cross at street level in about the same amount of time.

Should pedestrian overcrossings be desired to span Highway 18 within the Specific Plan area, the Circulation Plan has identified two potential locations as shown in **Figure 9**.

- One location would span Highway 18 at the midpoint between Navajo Road and Pawnee Road and connect the north side of Highway 18 to one of the largest blocks in the Village measuring 1,150 feet by 1,255 feet. This block is a potential site for a large development project and/or a public parking facility and a pedestrian overcrossing could be integrated into the site design.
- A second location at the eastern end of the corridor would connect Tonikan Road south of Highway 18 to future development in the large parcel of vacant land south of Headquarters Drive.
- Mid-Block Crossing – mid-block crosswalks are used to connect one side of a street to a pedestrian generating destination on the opposite side of the street. Examples include connecting a major bus stop to a university campus or connecting a parking facility to a stadium. Mid-block crosswalks can also be used to mitigate areas with excessively long distances between crossings.

Uncontrolled mid-block crosswalks are not recommended on major thoroughfares such as Highway 18. However, if a traffic signal is not warranted an alternative is to install a Rectangular Rapid Flashing Beacon (RRFB) at either a minor intersection or at a mid-block location. These devices are approved for use as pedestrian activated conspicuity enhancements for pedestrian crossing warning signs. The device includes two rectangular-shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated. RRFBs are placed on both sides of a crosswalk below the pedestrian crossing sign and above the arrow indication pointing at the crossing. They have been found to be effective in reducing pedestrian crashes.

The Circulation Plan includes a mid-block crossing of Highway 18 near Del Mar Road, as shown in **Figure 9**, at the approximate midpoint between the crossings located at Navajo Road and Quinault Road spaced over 1,500 feet apart.

4. Public Transportation and Transit Stops

Public transportation can play an important role in reducing greenhouse gas emissions and private vehicle miles traveled. The Specific Plan supports transit's role in improving regional air quality by emphasizing higher density housing and mixed-used development in compact neighborhoods—uses demonstrated to increase demand for transit. The Specific Plan can also support transit by providing an attractive and comprehensive pedestrian network and comfortable bus stops that encourage transit use.

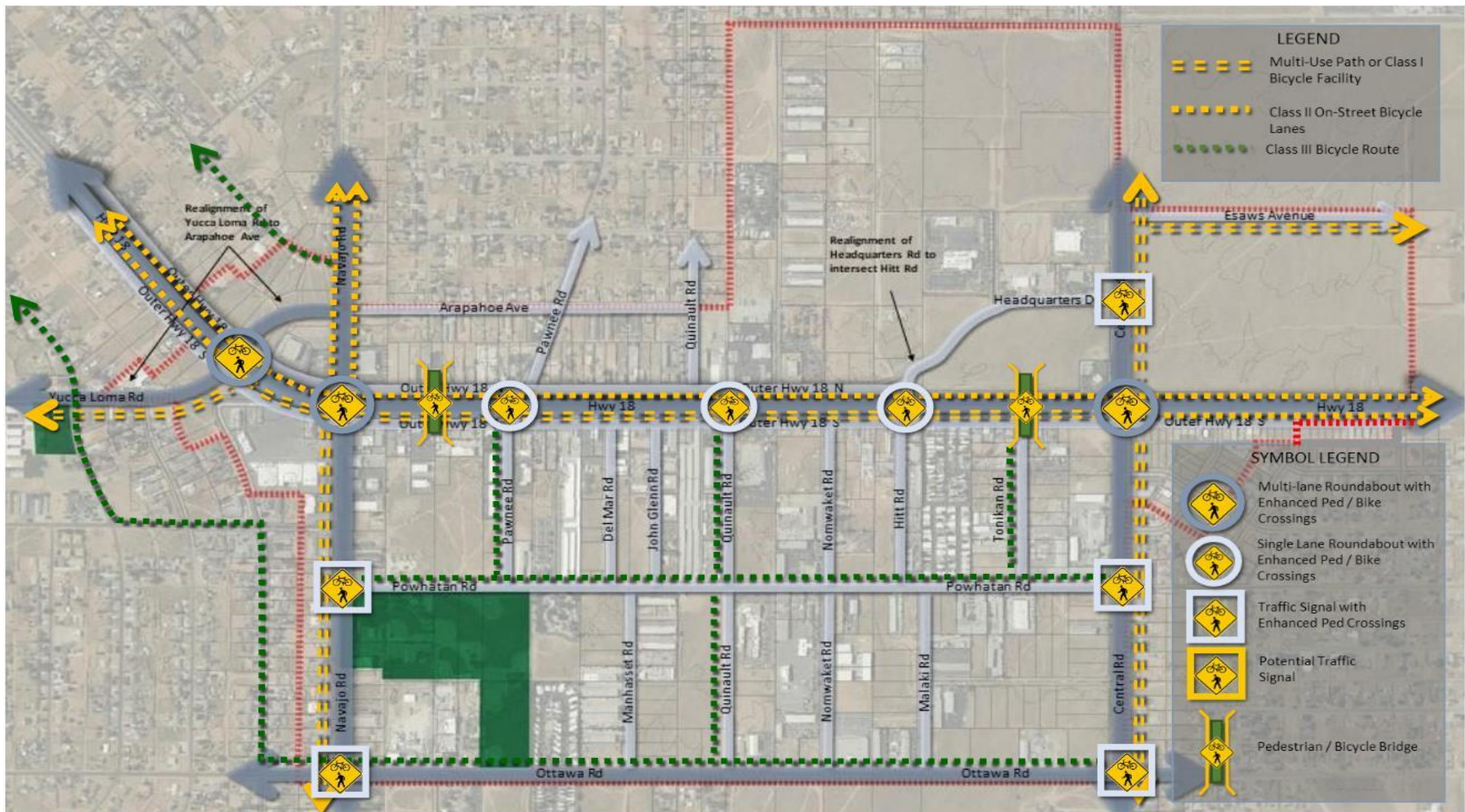
The Victor Valley Transit Authority (VVTA) operates five bus routes serving the Specific Plan area. **Figure 9** identifies four existing concentrations of bus stops where multiple transit routes converge, and transfers occur. The four areas are:

- The intersection of Highway 18 and Navajo Road
- The intersection of Navajo Road and Powhatan Road
- The intersection of Powhatan Road and Central Road, and
- Quinault Road adjacent to the post office

These areas should be focal points for the pedestrian system, streetscape, and urban design.

F. Active Transportation Plan – Bicycle Network

The second key element of the Active Transportation Plan is the bicycle network. **Figure 10** illustrates the bicycle network which is comprised of different classes of bicycle facilities and intersections where bicycle travel is most challenging. This section describes the different types of bicycle facilities in the Plan and the streets most applicable for each facility type followed by intersection features and best practices to improve bicyclist safety.



For presentation, this bicycle network plan portrays the “all roundabouts” alternative at Highway 18 intersections. This plan, however, is equally applicable to the “all signals” alternative in which the roundabouts are replaced with signalized intersections.

Apple Valley Village Specific Plan

Figure 11
Active Transportation Plan – Bicycle Network
(Highway 18 All Roundabouts and All Traffic Signals Alternatives)

1. Consistency with General Plan

The bicycle element of the Active Transportation Plan is consistent with and expands upon the bikeway designations in the General Plan. The two types of bicycle facilities serving the Specific Plan area per the General Plan are:

- Class I off-street bicycle or multi-use paths on Yucca Loma Road, Navajo Road south of Highway 18, and Central Road.
- Class II bike lanes on Highway 18 east of Navajo Road, and Navajo Road north of Highway 18.

2. Bikeway Facility Types Proposed for the Specific Plan Area

The bicycle network proposed for the Specific Plan area employs the three conventional classes of bicycle facilities: Class I off-street multi-use path, Class II on-street marked bike lanes (and its variation – buffered bike lanes), and Class III signed bicycle routes / shared-use streets. **Table 2** provides a description of each facility type used in the Bicycle Plan except for the Class IV Separated Bikeways which was not employed in the Plan.

Table 3: Bicycle Facility Descriptions

	Class I Bike Paths	Class II Bike Lane or Buffered Bike Lanes	Class III Bike Routes	Class IV Separated Bikeways
Description	A completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by motor vehicles minimized. These facilities offer recreation or high-speed commute routes when motor vehicle and pedestrian conflicts are minimized. Typically provided along rivers, ocean fronts, canals, parks, etc.	Provides a striped lane for one-way bike travel on a street or highway. Buffered bike lanes are separated by a marked buffer between the bike lane and the traffic lane or parking lane.	Provides for shared use with pedestrian or motor vehicle traffic either to: (1) provide continuity to other bicycle facilities (typically Class II); or (2) designate preferred routes through high demand corridors. Established with bike route signs and shared roadway markings along the route.	Provides for exclusive use of bicycles (cannot be used by pedestrians or vehicular traffic) and includes a horizontal and vertical separation (e.g., flexible posts, on-street parking, grade separation) required between the separated bikeway and through vehicular traffic.
Source: Adapted from "Bikeway Facility Selection Guidance". Memorandum to Deputy District Directors, Design. Caltrans. June 2020.				

3. Specific Plan Area Bicycle Network

Consistent with the Town's General Plan bikeways on the major thoroughfares employ multi-use paths to separate bicyclists and pedestrians from higher speed, higher volume traffic. These thoroughfares include Navajo Road south of Highway 18, Central Road, and Yucca Loma Road, as shown in **Figure 10**. The exception is the multi-use path along Highway 18 from Yucca Loma Road to Central Road.

Class II bike lanes are provided on Navajo Road north of Highway 18 and the westbound direction of Highway 18 through the Specific Plan area. Class II bike lanes continue in both directions of Highway 18 west of Yucca Loma Road and east of Central Road.

Class III bike routes are provided on local streets to accommodate less experienced bicyclists including Powhatan Road, Ottawa Road, Pawnee Road, Quinault Road, and Tonikan Road. The Ottawa Road Class III route extends west outside of the Specific Plan area to connect with the General Plan designated Class III route on Rancherias Road. North of Highway 18 a Class III route begins at Navajo Road and extends west on Pine Ridge Avenue.

4. Bicycle Crossings of Major Thoroughfares

Bicyclists changing direction do so at intersections and frequently at major thoroughfare intersections. A change in direction may mean a change in facility type, which can be a challenging transition. The design of Class II bike lanes as they approach intersections is well established by the standards in the Caltrans Highway Design Manual and the Manual on Uniform Traffic Control Devices (MUTCD). Further, there have been several advances in bike lane safety using colored pavement markings to delineate space for bicyclists and warn bicyclists and motorists of conflict areas.

Bi-directional multi-use paths require different treatments where they cross streets. Because multi-use paths are commonly separated from the adjacent roadway, they will have a separate crossing some distance from the intersection. Where multi-use paths are aligned to cross at an intersection, the path will align with the crosswalk and special markings are used to delineate the bicycle crossing separate from the pedestrian crossing.

APPENDIX C

Parking Plan

MEMORANDUM

Date: December 13, 2021

To: Nicole Criste
Terra Nova Planning & Research, Inc.

From: James M. Daisa, TE
Robert Kilpatrick, PE, TE
David Evans and Associates, Inc.

RE: FINAL VILLAGE SPECIFIC PLAN PARKING PLAN

INTRODUCTION

This memorandum presents a Parking Plan (the “Plan”) for buildout conditions of the Village Specific Plan. The Plan evaluates the future parking demand for the mixed-use development envisioned for the Specific Plan area. Shared parking is a key characteristic of the development in the Specific Plan to create a more efficient use of limited space for parking, particularly in District 1, where parcels are narrow and deep making it challenging, if not infeasible, to provide the level of parking required under the Town’s current off-street parking standards.

The Specific Plan circulation system promotes a walkable and bikeable environment by allocating street right of way appropriately for multimodal facilities and safe crossings of wide streets currently perceived as barriers to any form of active transportation. The multimodal features integrated into the circulation plan support a policy of “park once and walk”.

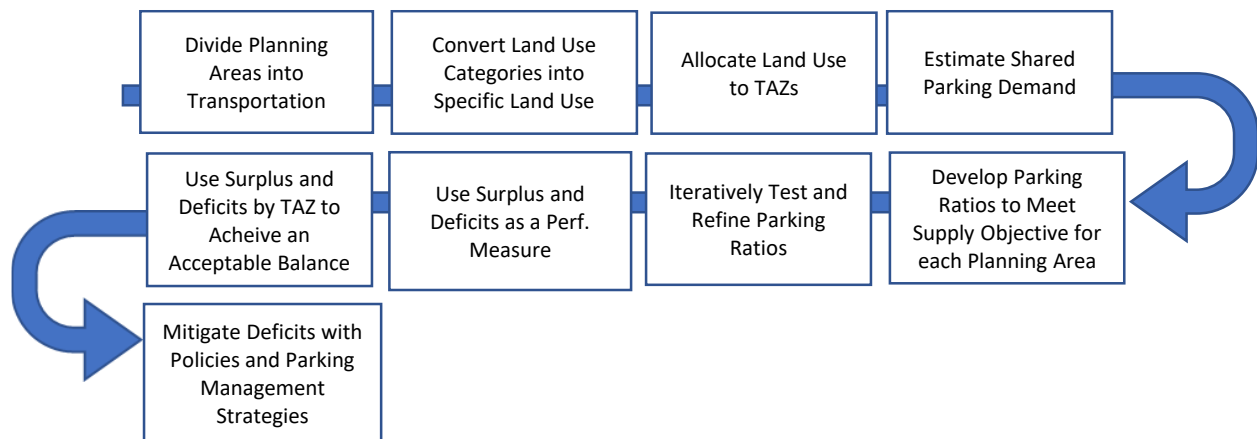
PARKING PLAN OBJECTIVES

The primary objectives of the Village Specific Plan Parking Plan are:

- Determine the amount of parking required to comfortably accommodate the demand generated by the mix of land uses within each District assuming a district-wide shared parking policy for all mixed-use buildings is in effect.
- Develop off-street parking standards for the Specific Plan that will accommodate the projected parking demand while minimizing the magnitude of the required parking in areas where the size and configuration of development parcels, if not assembled into larger blocks, make it very difficult and costly to meet current standards for minimum required parking. The standards proposed in the Plan reflect the different characteristics of the Districts.
- Identify general locations and amount of additional public parking in off-street lots to augment Districts showing parking deficits based on a shared parking supply and demand analysis.
- Define and recommend state of the practices parking management strategies that support and enhance parking efficiency in new development, maximize on and off-street parking resources, and promote the Specific Plan’s multimodal transportation system to link multiple trips in the Specific Plan area without driving to each destination.

OVERVIEW OF THE PLAN'S TECHNICAL ANALYSIS

The flowchart below summarizes the sequence of the technical analysis. At the heart of the process is a shared parking analysis that determines the level of parking efficiency that can be achieved by land uses with differing peaking characteristics. For example, restaurants can utilize office and industrial parking supply because restaurants peak in the evening when offices are closed. The land uses developed for the Village Specific Plan are complementary but not to a great extent. Shared parking between retail / services, restaurants, office, and industrial/Research & Development (R&D), can achieve about a ten percent reduction in the required parking supply, whereas highly complementary land uses can achieve a reduction of up to 25% or more. Residential land uses typically are not highly complementary uses because residential parking is often only available for the residents in secure parking garages and cannot be shared. However, residential guest parking can be shared with other uses, but is usually a relatively small reservoir of parking.



The process used to meet the objectives of the Plan.

Subdividing the Districts

A comprehensive parking supply and demand analysis is usually analyzed at the block level and with detailed information regarding the exact type, size, and location of existing and future land use. For evaluating the long-range conditions for a plan such as the Village Specific Plan, less detail is known about precise location and mix of land uses. Parking analyses of long-range plans work with larger areas, so the resolution of the supply and demand calculations is coarser, and the findings are more generalized and focused on “zones” instead of City blocks.

Figure 1 illustrates a subdivision scheme for the Specific Plan area. Districts have been divided into Traffic Analysis Zones (TAZs) ranging from a single zone for a smaller, isolated single use area such as District 5, to eight zones for the longer and more complex Village Core in District 1 which encompasses both sides of the SR 18 corridor.

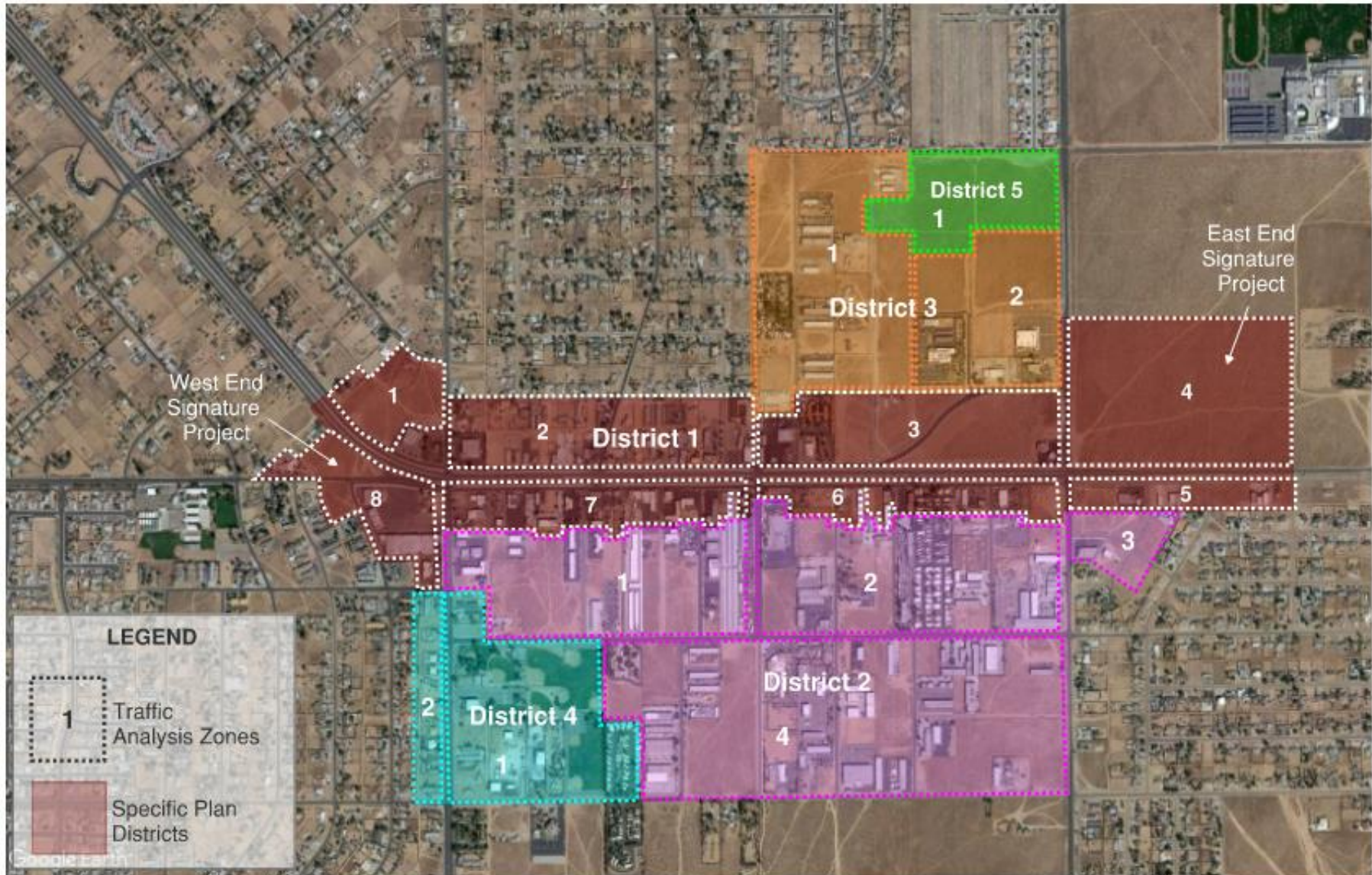


FIGURE 1
VILLAGE SPECIFIC PLAN
DISTRICTS AND ZONES FOR PARKING ANALYSIS

Converting Aggregate Land Use into Specific Types of Uses

Table 1 shows the development capacity of currently vacant and underutilized land and identifies the level of potential commercial and residential development the Specific Plan area can absorb when the Specific Plan area is built out. The projected land use is proposed as mixed-use with the non-residential land uses aggregated together as Commercial /Industrial /Office /Retail by District. This breakdown requires disaggregation and proportioning of the non-residential uses unto its constituent parts.

Table 2 illustrates the process of breaking down the aggregated land use into specific types of land uses found in mixed-use areas. The fraction of the total building floor area representing each type of land use was assumed based on observed land use splits in typical urbanized mixed-use places. In District 1, about half of the future land use in the Plan area is assumed as retail and services (45%) including restaurants and drinking establishments (5%) while the other half would develop as office (30%), and research and development, and hi-tech light manufacturing uses (20%). These assumptions were shared with the team's land use planners who agreed they were reasonable.

Allocating Buildout Land Use to Analysis Zones

Table 3 further divides the specific types of land uses into TAZs within each District. The allocation of land use to the zones is based on the proportion of each zone's area (square feet) out of the total area of the District.

Breakdown percentages vary between District 1 and the other Districts that contain mixed-use commercial development. Districts 2 and 3 assume about half of the retail / service assumed in District 1 (20% compared to 45%) and twice as much industrial / R&D / hi-tech manufacturing (45% compared to 20%).

The different proportion of uses in Districts 2 through 5 reflects less intensive retail and service businesses and more buildings used for fabrication, workshop areas, and offices compared to District 1 which contains the more intensive retail and service-oriented uses along Highway 18. Districts 4 and 5 are exclusively residential.

Table 1: Village Specific Plan Existing and Proposed Commercial and Residential Land Uses

Planning Area/Current Land Use Designation	Developed Acres			Vacant Acres	Total Acreage	Dwelling Units				Commercial/Services/Retail SF			
	Developed Acres	Underut. Acres	Total Developed Acres			Existing Units	Underut. Potential New Units [1]	Vacant Potential Units [2]	Total Units w/ Underut. Redeveloped [4]	Existing SF	Underut. New SF [1]	Vacant Potential SF [3]	Total SF w/ Underut. Redeveloped [4]
District 1 Village Core													
Commercial/Industrial/Office/Retail	51.85	12.23	64.07	106.57	170.64	0	[1]	[1]	---	543,437	[1]	[1]	---
Residential	7.80	2.63	10.42	1.01	11.43	46	[1]	[1]	---	0	[1]	[1]	---
Mobile Home Park 5	0	1.47	1.47	0	1.47	17	[1]	[1]	---	0	[1]	[1]	---
District 1 Subtotal:	51.85	16.33	75.97	107.58	183.55	63	42	180	259	543,437	310,038	2,147,072	2,907,393
District 2 Village Services South													
Commercial/Industrial/Office/Retail	81.90	11.76	93.66	91.42	185.08	0	0	0	0	927,800	256,195	1,991,144	3,092,170
Residential	0.83	4.65	5.48	0	5.48	13	0	0	1	0	101,311	0	101,311
Public	13.05	0	13.05	0	13.05	0	0	0	0	101,733	0	0	101,733
Mobile Home Park 5	0	7.37	7.37	0	7.37	76	0	0	0	0	160,455	0	160,455
District 2 Subtotal:	95.78	23.78	119.56	91.42	210.98	89	0	0	1	1,029,533	517,961	1,991,144	3,455,669
District 3 Village Services North													
Commercial/Industrial/Office/Retail	20.76	7.06	27.82	48.31	76.13	0	0	0	0	140,786	153,713	1,052,200	1,331,108
Public	8.11	0	8.11	0	8.11	0	0	0	0	40,302	0	0	40,302
Mobile Home Park 5	0	4.00	4.00	0	4.00	41	0	0	0	0	87,109	0	87,109
District 3 Subtotal:	28.87	11.06	39.93	48.31	88.24	41	0	0	0	181,088	240,822	1,052,200	1,458,519
District 4 Residential and Recreation													
Commercial/Industrial/Office/Retail	5.58	0.00	5.58	0	5.58	0	0	0	0	25,651	0	0	25,651
Residential	7.76	2.51	10.28	2.98	13.25	57	50	60	152	0	0	0	0
Public, Park, etc	26.76	0	26.76	0	26.76	0	0	0	0	43,671	0	0	43,671
Mobile Home Park 5	0	4.69	4.69	0	4.69	39	94	0	94	0	0	0	0
District 4 Subtotal:	40.10	7.20	47.30	2.98	50.28	96	144	60	246	69,322	0	0	69,322
District 5 Residential													
Residential	0	0	0	23.28	23.28	0	0	466		0	0	0	0
District 5 Subtotal:	0	0	0	23.28	23.28	0	0	466	466	0	0	0	0
Land Use Total Acreage:	216.60	58.36	282.76	273.57	556.33	---	---	---	---	---	---	---	---
Street ROW Total Acreage:	94.82	0	94.82	0	94.82	---	---	---	---	---	---	---	---
Grand Total	311.42	58.36	377.58	273.57	651.15	289	186	706	972	1,823,380	1,068,821	5,190,416	8,082,618

Footnotes:

Estimate based on a combination of sources, including Google Earth, ESRI, Riverside County Assessor, and City housing data.

Note: Potential uses for vacant and/or underutilized acres assumes District 1 is mixed use residential and commercial/services (see footnote 1), Districts 2 and 3 are all commercial/services uses, and Districts 4 and 5 are all residential uses.

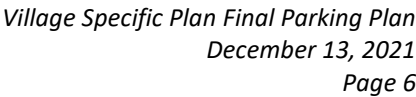
[1] For District 1, assumes the west end signature project (Franklin, 5 parcels, approx. 8.38 acres categorized as "underutilized") will develop 25% residential (2.095 acres = 42 DUs at 20 units / acre) and 75% commercial (6.285 acres = 136,887 SF based on 0.5 FAR), the east end signature project (30 acres, all vacant lands) will develop 30% residential (9 acres = 180 DUs based on 20 units / acre) and 70% commercial (21 acres = 457,380 SF based on 0.5 FAR), and remaining underutilized acreage will develop as commercial. Combined, the west and east end signature projects are 11.09 acres residential and 27.29 acres commercial. It was assumed that 2.095 acres was subtracted from the total underutilized acreage and applied to residential units, and the remaining underutilized acreage (16.33 - 2.095 = 14.235 acres) would be applied to commercial. For the 30 acre east end project, 9 acres was subtracted from the total vacant acreage of 107.58 and applied to residential, and the remaining acreage of 98.58 (107.58 - 9 = 98.58) is assumed commercial.

[2] Future residential development potential assumes maximum density of 20 DU/AC.

[3] Commercial development potential: estimate assumes existing development has occurred at maximum allowed Floor Area Ratio (FAR) of 0.5. (acres x 43,560 sf x 50%).

[4] Underutilized acres currently have either commercial/retail/service SF or residential units on site. Redevelopment of underutilized sites assumes all existing SF/units would be removed from that site. For the scenarios where underutilized acres are redeveloped, the total SF or residential units is the sum of existing + underutilized. + vacant - existing underutilized. SF/units.

[5] Existing mobile home parks are planned to be redeveloped as either commercial space of multi-family units. No new mobile home parks are proposed.



District / Land Use		Existing Land Uses		Existing Uses Removed By Redevelopment		Buildout (100%)		Growth (Existing to Buildout)	
		Size	Units	Size	Units	Size	Units	Size	Units
District 1									
Mixed-Use Commercial/Industrial/Office/Retail		543,437	Sq. Ft.	93,155	Sq. Ft.	2,907,393	Sq. Ft.	2,363,956	Sq. Ft.
Land Use Breakdown [1]									
West End Signature Development (Commercial)						136,887	Sq. Ft.		
East End Signature Development (Commercial)						457,380	Sq. Ft.		
Commercial (Minus Signature Developments)						2,313,126	Sq. Ft.	2,313,126	
Retail / Services	45%							1,040,907	
Restaurant / Drinking Establishments	5%							115,656	
Office	30%							693,938	
Industrial / R&D / High Tech Manuf	20%							462,625	
Total Non-Residential	100%							2,313,126	Sq. Ft.
West End Signature Development (Residential)						136,887		42	
East End Signature Development (Residential)						457,380		180	
Residential (Remaining Area)		63	DUs	17	DUs	259	DUs	196	DUs
District 2									
Mixed-Use Commercial/Industrial/Office/Retail		927,800	Sq. Ft.	82,969	Sq. Ft.	3,455,669	Sq. Ft.	2,527,869	Sq. Ft.
Land Use Breakdown									
Retail / Services	20%							505,574	
Restaurant / Drinking Establishments	5%							126,393	
Office	30%							758,361	
Industrial / R&D / High Tech Manuf	45%							1,137,541	
Total Non-Residential	100%							2,527,869	Sq. Ft.
Residential (Remaining Area)		89	DUs	12	DUs	89	DUs	0	DUs
District 3									
Mixed-Use Commercial/Industrial/Office/Retail		181,088		15,591		1,458,519		1,277,431	Sq. Ft.
Land Use Breakdown									
Retail / Services	20%							255,486	
Restaurant / Drinking Establishments	5%							63,872	
Office	30%							383,229	
Industrial / R&D / High Tech Manuf	45%							574,844	
Total Non-Residential	100%							1,277,431	Sq. Ft.
Residential		41	DUs	0	DUs	0	DUs	-	DUs
District 4									
Mixed-Use Commercial/Industrial/Office/Retail		69,322	Sq. Ft.			69,322	Sq. Ft.	0	Sq. Ft.
Residential		96	DUs	15	DUs	246	DUs	150	DUs
District 5									
Residential		-				466	DUs	466	DUs
Source of land use data: Apple Valley Village Specific Plan Existing and Proposed Land Uses. Terra Nova Planning & Research, Inc.. June 2, 2021.									
[1] Conversion of aggregate mixed-use land projections into specific types of land uses for estimating trip generation.									

Table 3: Village Specific Plan Land Use by Traffic Analysis Zone (Conversion of District Land Use Totals to TAZs)

Land Use	District 1 Traffic Analysis Zones (TAZs) (Square Feet or Dwelling Units)							
	1	2	3	4	5	6	7	8
Percentage of TAZ in District by Area	11%	26%	29%	0%	10%	13%	11%	0%
District 1 (TAZs 1, 2, 3, 5, 6, and 7)								
Retail / Services	114,500	270,636	301,863		104,091	135,318	114,500	
Restaurant / Drinking Establishments	12,722	30,071	33,540		11,566	15,035	12,722	
Office	76,333	180,424	201,242		69,394	90,212	76,333	
Industrial / R&D / High Tech Manuf	50,889	120,283	134,161		46,263	60,141	50,889	
Residential	0	0	0		0	0	0	
District 1 - East End Signature Development (TAZ 4)								
Retail / Services				205,821				
Restaurant / Drinking Establishments				22,869				
Office				137,214				
Industrial / R&D / High Tech Manuf				91,476				
Residential				180				
District 1 - West End Signature Development (TAZ 8)								
Retail / Services								61,599
Restaurant / Drinking Establishments								6,844
Office								41,066
Industrial / R&D / High Tech Manuf								27,377
Residential								42
Total Non-Residential	254,444	601,413	670,807	457,380	231,313	300,706	254,444	136,887
Land Use					District 2 TAZs			
	1	2	3	4	1	2	3	4
Zonal Percentages					19%	27%	4%	50%
Retail / Services					96,059	136,505	20,223	252,787
Restaurant / Drinking Establishments					24,015	24,015	24,015	24,015
Office					144,089	204,757	30,334	379,180
Industrial / R&D / High Tech Manuf					216,133	307,136	45,502	568,770
Residential					0	0	0	0
Land Use					District 3 TAZs			
	1	2	3	4	1	2	3	4
Zonal Percentages							65%	35%
Retail / Services							166,066	89,420
Restaurant / Drinking Establishments							41,517	22,355
Office							249,099	134,130
Industrial / R&D / High Tech Manuf							373,649	201,195
Residential							0	0
Land Use					District 4 TAZs			
	1	2	3	4	1	2	3	4
Zonal Percentages							14%	86%
Retail / Services							-	-
Restaurant / Drinking Establishments							-	-
Office							-	-
Industrial / R&D / High Tech Manuf							-	-
Residential							21	129
Land Use					District 5 TAZ			
	1	2	3	4	1	2	3	4
Zonal Percentages								100%
Retail / Services								-
Restaurant / Drinking Establishments								-
Office								-
Industrial / R&D / High Tech Manuf								-
Residential								466

DEVELOPMENT OF PARKING RATIOS

Parking ratios are the number of parking spaces per unit of development such as 1,000's of square feet or dwelling units. Parking ratios adopted by municipalities in their zoning code are the development standards representing the minimum required parking for a given type and size of development. Before we develop parking ratios for the Specific Plan area that reflect shared parking it is important to understand the Town's current parking requirements. Chapter 9.72 of the Town's Development Code (Off-Street Parking and Loading Regulations) contains the current parking standards for the land uses being analyzed in this Plan. The Town's standards for the land uses proposed in the Specific Plan are summarized in **Table 4**.

Table 4: Town of Apple Valley's Minimum Parking Regulations

Land Use	Minimum Parking Requirements
Shopping Centers (retail / service)	
1. 25,000 to 500,000 SF of GFA	1 space per 250 SF of GFA (4 spaces per KSF)
2. 500,000 to 1,000,000 SF of GFA	1 space per 275 SF of GFA (3.63 spaces per KSF)
3. Over 1,000,000 SF of GFA	1 space per 300 SF of GFA (3.33 spaces per KSF)
There are additional requirements for shopping centers that contain special uses such as movie theaters or when restaurant or office floor area exceeds a threshold percentage of the center's total floor area.	
Restaurants, Bars and Nightclubs	
With on-site consumption of food and beverages	For customer areas: <ul style="list-style-type: none"> • 1 space per 3 seats where there are fixed seats: or • 1 space per 45 SF of customer area (22.2 spaces per KSF) plus 1 space per 200 SF of noncustomer area
General Office	
1. General Offices	1 space per 300 SF of GFA with a minimum of 4 spaces (3.33 spaces per KSF)
Industrial Uses	
1. Electronic, computer, aerospace, business machine or other "high-tech" manufacturing uses	3 spaces per 1,000 SF of GFA for office area that exceeds 25%, provide 1 space per 200 SF in excess of 25%
Multifamily Residential	
a. Studios	1 covered space per unit and 1 open space per unit
b. One and two bedrooms or more bedrooms	2 enclosed spaces per unit and 0.50 uncovered guest spaces per unit
c. Three or more bedrooms	2 enclosed spaces per unit, one uncovered space per unit and 0.50 uncovered guest spaces per unit

The Town's parking standards are consistent with other municipality parking codes. The Town uses very common and moderately conservative parking ratios for the land use categories of shopping center (3.33 to 4 per KSF), general office (3.33 spaces per KSF), and industrial (3 spaces per KSF). When applied to Districts 1 and 2 the Town's code would require 12,830 parking spaces in District 1 and 10,396 spaces in District 2, a grand total of 23,226 parking spaces, as shown in **Table 5**.

Table 5: Village Specific Plan Minimum Parking Requirements by TAZ for Districts 1 and 2 - Based on the Town of Apple Valley's Current Parking Standards

Land Use	District 1 TAZs (See Figure 1 for Map of TAZs)											
	1		2		3		5		6		7	
	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking
District 1 TAZs 1, 2, 3, 5, 6, and 7												
Retail / Services	114,500	458	270,636	1,083	301,863	1,207	104,091	416	135,318	541	114,500	458
Restaurant / Drinking Establishments	12,722	247	30,071	585	33,540	652	11,566	225	15,035	292	12,722	247
Office	76,333	252	180,424	595	201,242	664	69,394	229	90,212	298	76,333	252
Industrial / R&D / High Tech Manuf	50,889	153	120,283	361	134,161	402	46,263	139	60,141	180	50,889	153
Residential / Residential Guest Parking	0	0	0	0	0	0	0	0	0	0	0	0
Total Parking Spaces		1,110		2,624		2,926		1,009		1,312		1,110
East End Signature Development (TAZ 4)												
Retail / Services											205,821	823
Restaurant / Drinking Establishments											22,869	445
Office											137,214	453
Industrial / R&D / High Tech Manuf											91,476	302
Residential / Residential Guest Parking											180	90.0
Total Parking Spaces												2,113
West End Signature Development (TAZ 8)												
Retail / Services											61,599	246
Restaurant / Drinking Establishments											6,844	133
Office											41,066	136
Industrial / R&D / High Tech Manuf											27,377	90
Residential / Residential Guest Parking											42	21.0
Total Parking Spaces												626
Grand Total District 1 Required Parking								-				12,830
Land Use	District 2 TAZs											
	1		2		3		4		5		6	
	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking	Size	Req. Min. Parking
Retail / Services					96,059	384	136,505	546	20,223	81	252,787	1,011
Restaurant / Drinking Establishments					24,015	467	34,126	664	5,056	98	63,197	1,229
Office					144,089	475	204,757	676	30,334	100	379,180	1,251
Industrial / R&D / High Tech Manuf					216,133	648	307,136	921	45,502	137	568,770	1,706
Residential / Residential Guest Parking					0	0	0	0	0	0	0	0
Total Parking Spaces						1,975		2,807		416		5,198
Grand Total District 2 Required Parking												10,396

Table 6 shows the minimum required parking required for the land uses in Districts 3, 4, and 5. The Town's code would require 5,253 parking spaces in the mixed-use District 3, and 375 and 1,165 spaces respectively in the two exclusive residential Districts 4 and 5. Under current standards, the total parking in all five Districts at buildout of the Specific Plan would be just over 30,000 spaces.

Proposed Village Specific Plan Parking Ratios

One of the objectives of this parking plan is to minimize the parking requirements for the properties in District 1 to keep development costs down and to make redevelopment of some properties feasible at all. On small parcels, or parcels with unusual configurations such as narrow and deep into the block, it can be challenging to provide the required parking. spaces.

Table 6: Village Specific Plan Minimum Parking Requirements by TAZ for Districts 3, 4, and 5- Based on the Town of Apple Valley's Current Parking Standards

Land Use				District 3 TAZs			
				1		2	
				Size	Req. Min. Parking	Size	Req. Min. Parking
Retail / Services				166,066	664	89,420	358
Restaurant / Drinking Establishments				41,517	807	22,355	435
Office				249,099	822	134,130	443
Industrial / R&D / High Tech Manuf				373,649	1,121	201,195	604
Residential / Residential Guest Parking				0	0	0	0
Total Parking Spaces					3,415		1,839
Grand Total District 3 Required Parking							5,253

Land Use				District 4 TAZs			
				1		2	
				Size	Req. Min. Parking	Size	Req. Min. Parking
Retail / Services				0	0	0	0
Restaurant / Drinking Establishments				0	0	0	0
Office				0	0	0	0
Industrial / R&D / High Tech Manuf				0	0	0	0
Residential / Residential Guest Parking				21	53	129	323
Total Parking Spaces					53		323
Grand Total District 4 Required Parking							375

Land Use					District 5 TAZ		
						1	
						Size	Req. Min. Parking
Retail / Services						0	0
Restaurant / Drinking Establishments						0	0
Office						0	0
Industrial / R&D / High Tech Manuf						0	0
Residential / Residential Guest Parking						466	1,165
Total Parking Spaces							1,165
Grand Total District 5 Required Parking							1,165

The alternative is constructing a subterranean garage or an above ground structure with the development wrapping the garage or built on top. Either way it is costly to provide structured parking. In 2020 and 2021 the cost to construct an above ground parking structure is about \$14,000 to \$30,000 per parking space. The alternative is constructing a subterranean garage or an above ground structure with the development wrapping the garage or built on top. Either way it is costly to provide structured parking. The other Districts do not appear to have the same constraints as the properties in District 1.

Therefore, the objective for the other Districts is to provide enough spaces to meet the demand with shared parking plus a 10 to 15% buffer of vacant spaces to minimize parkers having to constantly circulate in search of a vacant parking space. **Table 7** presents the proposed Specific Plan parking ratios and describes the parking supply objective for each District.

Table 7: Proposed Specific Plan Parking Ratios

District 1	Spaces / KSF or DU	Parking Supply Objective
Retail / Services	2.50	The objective of the parking ratios for District 1 is to substantially lower parking requirements as a cost incentive to develop or redevelop. On-site parking deficits maybe offset by an increase in angled parking on the SR-18 frontage roads, strategically placed public parking lots, and surplus parking in adjacent Districts.
Restaurant / Drinking Establishments	4.00	
Office	1.50	
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	1.25	Residential ratios allow for one space per unit and guest parking at 0.25 per unit is incorporated into the pool of shared parking.
District 2	Spaces / KSF or DU	Parking Supply Objective
Retail / Services	3.30	District 2 should support its own parking demand and maintain a moderate surplus of parking in the zones north of Powhattan Road to support District 1 deficits. Retail and office parking ratios are similar to current Town standards, but the ratio for restaurant / drinking establishments is substantially lower and the ratio for industrial uses is half of the Town's current standard. There is no residential in District 2.
Restaurant / Drinking Establishments	3.30	
Office	3.00	
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	Not Applicable	
District 3, 4 and 5	Spaces / KSF or DU	Parking Supply Objective
Retail / Services	4.00	The mixed-use commercial land use in District 3 should support its own demand and maintain a small surplus of parking to support deficits in District 1. Districts 4 and 5 are exclusively residential and may export parking demand from residents and guests due to its ratio of one and a half spaces per unit for residents and 0.2 spaces per unit for guests. Residential parking strategies such as "unbundling" parking from the dwelling unit or providing "flex" parking spaces are ways to balance the supply between zero vehicle households and households with more than one vehicle. See section on Parking Management Strategies.
Restaurant / Drinking Establishments	8.00	
Office	3.00	
Industrial / R&D / High Tech Manufacturing	1.50	
Residential / Residential Guest Parking	1.70	

Table 8 shows the Specific Plan land use and corresponding parking supply for Districts 1 and 2 using the proposed parking ratios in **Table 7**. Based on the proposed ratios and the desired objective for District 1 the sum of the parking supply for each of the eight analysis zones equals 6,298 spaces while District 2 is calculated to need about 6,067 spaces for a grand total of 12,365 parking spaces. This is about half of the 23,226 spaces required using the Town's parking standards. Recall that the parking supply objective for District 1 is to substantially lower the parking supply to incentivize development on properties where it is difficult (or very costly) to meet parking requirements.

Table 8: Village Specific Plan Parking Requirements by TAZ for Districts 1 and 2 Based on Proposed Specific Plan Parking Standards

Land Use	District 1 Traffic Analysis Zones (TAZs) (See Figure 1 for Map of TAZs)											
	1		2		3		5		6		7	
	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking
District 1 TAZs 1, 2, 3, 5, 6, and 7												
Retail / Services	114,500	286	270,636	677	301,863	755	104,091	260	135,318	338	114,500	286
Restaurant / Drinking Establishments	12,722	51	30,071	120	33,540	134	11,566	46	15,035	60	12,722	51
Office	76,333	114	180,424	271	201,242	302	69,394	104	90,212	135	76,333	114
Industrial / R&D / High Tech Manuf	50,889	64	120,283	180	134,161	201	46,263	69	60,141	90	50,889	76
Residential / Residential Guest Parking	0		0	-	0	-	0	-	0	-	0	-
Total Parking Spaces		515		1,248		1,392		480		624		528
East End Signature Development (TAZ 4)												
Retail / Services											205,821	515
Restaurant / Drinking Establishments											22,869	91
Office											137,214	206
Industrial / R&D / High Tech Manuf											91,476	137
Residential / Residential Guest Parking											180	225
Total Parking Spaces												1,174
West End Signature Development (TAZ 8)												
Retail / Services											61,599	154
Restaurant / Drinking Establishments											6,844	27
Office											41,066	62
Industrial / R&D / High Tech Manuf											27,377	41
Residential / Residential Guest Parking											42	53
Total Parking Spaces												337
Grand Total District 1 Required Parking												6,298

Land Use	District 2 TAZs											
	1		2		3		4					
	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking	Size	Reqd. Parking
Retail / Services	96,059	317	136,505	450	20,223	67	252,787	834				
Restaurant / Drinking Establishments	24,015	79	24,015	79	24,015	79	24,015	79				
Office	144,089	432	204,757	614	30,334	91	379,180	1,138				
Industrial / R&D / High Tech Manuf	216,133	324	307,136	461	45,502	68	568,770	853				
Residential / Residential Guest Parking	0	0	0	0	0	0	0	0				
Total Parking Spaces		1,153		1,605		305		2,904				
Grand Total District 2 Required Parking								5,967				

Table 9 shows the resulting parking supply in Districts 3, 4, and 5 based on the proposed parking ratios in **Table 7**. The total parking supply in these three Districts equals 4,592 parking spaces. Combining all Districts, the on-site parking supply is about 16,900 spaces. Part of this substantial lowering of required parking is a result of shared parking, alternative modes of travel, internal capture of trips at mixed-use sites, and the smaller ratios developed for the Specific Plan area.

Table 9: Village Specific Plan Parking Requirements by TAZ for Districts 3, 4, and 5 Based on Proposed Specific Plan Parking Standards

Land Use					District 3 TAZs			
					1		2	
					Size	Reqd. Parking	Size	Reqd. Parking
Retail / Services					166,066	664	89,420	358
Restaurant / Drinking Establishments					41,517	332	22,355	179
Office					249,099	747	134,130	402
Industrial / R&D / High Tech Manuf					373,649	560	201,195	302
Residential / Residential Guest Parking					-	-	-	-
Total Parking Spaces						2,304		1,241
Grand Total District 3 Required Parking								3,545

Land Use					District 4 TAZs			
					1		2	
					Size	Reqd. Parking	Size	Reqd. Parking
Retail / Services					-	0	-	0
Restaurant / Drinking Establishments					-	0	-	0
Office					-	0	-	0
Industrial / R&D / High Tech Manuf					-	0	-	0
Residential / Residential Guest Parking					21	36	129	219
Total Parking Spaces						36		219
Resident Parking (1.5 spaces per dwelling unit) [1]						32		194
Guest Parking (0.2 spaces per dwelling unit)						4		26
Grand Total District 4 Required Parking								255
Notes:								
[1] Resident parking at 1.5 spaces per dwelling unit is assumed reserved for residents and is not part of the shared parking resevoir. The guest parking at 0.2 spaces per dwelling unit is included in the shared parking resevoir.								

Land Use						District 5 TAZ		
							1	
						Size	Reqd. Parking	
Retail / Services						-	0	
Restaurant / Drinking Establishments						-	0	
Office						-	0	
Industrial / R&D / High Tech Manuf						-	0	
Residential / Residential Guest Parking						466	792	
Total Parking Spaces							792	
Resident Parking (1.5 spaces per dwelling unit) [1]							699	
Guest Parking (0.2 spaces per dwelling unit)							93	
Grand Total District 5 Required Parking							792	
Notes:								
[1] Resident parking at 1.5 spaces per dwelling unit is assumed reserved for residents and is not part of the shared parking resevoir. The guest parking at 0.2 spaces per dwelling unit is included in the shared parking resevoir.								

SHARED PARKING ANALYSIS

Assumptions

The shared parking analysis was conducted using the methodology published in the second edition of *Shared Parking* by the Urban Land Institute (ULI) and the International Council of Shopping Centers (ICSC) in 2005. Below are key assumptions, sources of input data, and model parameters used in developing the shared parking demand estimates used in this Plan.

Parking demand ratios—are used by the model to estimate parking demand for the selected land uses. The ratios are in the form of the “highest number of parked vehicles at a given time of day per 1,000 square feet of floor area” for a specific land use. Conservatively, the model in this analysis used demand ratios representing the 85th percentile of the data used to derive the ratios. The source of these ratios is *Parking Generation*, 3rd Edition, Institute of Transportation Engineers. 2005.

Day of week / seasonal—the parking demand ratios represent a non-December weekday.

Time of day factors—is a distribution curve identifying the percentage of the peak parking demand for each hour of the day. The distribution curve varies by land use. The model was initially populated with distribution curves developed from ULI data and published in *Shared Parking*, 2nd Edition. However, the Institute of Transportation Engineers collects time of day data and publishes it in *Parking Generation*, 3rd Edition. The model used in this analysis used a combination of ULI and ITE time of day data.

Mode split and captive market—user input to the model includes a mode split factor which affects the overall parking demand by defining trips made by vehicle, or by another means such as transit, bicycle, or walking. Different analysis zones are assumed to have different mode splits with District 1 having the highest share of non-automobile travel with up to 20% in combination of transit, bicycle, and walking. The other Districts are assumed to have mode splits totaling about 8% non-automobile travel. Captive market or “internalization” reflects people making multiple trips within a mixed-use area without having to use a vehicle. The highest captive rate used in this analysis is 15% in District 1 and the lowest is 0% in Districts 4 and 5.

Shared Parking Analysis Findings

Table 10 presents the results of the shared parking analysis. For comparison, the second column in Table 6 shows the parking demand for buildout of the Specific Plan without shared parking—parking demand was estimated for each land use at its unique peak time and summed together resulting in an artificially high demand and the construction of more parking than is really needed.

Table 10: Summary of Shared Parking Analysis by District and Zones

District / Zone	Peak Parking Demand (WO Shared Parking - For Comparison Only)	Peak Parking Demand ¹ (With Shared Parking)	On-Site Parking Supply (Specific Plan Parking ² Standards)	Site Parking Surplus / Deficit	Available On-Street Parking (Excludes SR-18 Angled Parking)	All Roundabouts (Alternative 1)			All Traffic Signals (Alternative 2)		
						Future SR-18 Angled Parking ³	Total Parking Supply ⁴	Net Parking Surplus / Deficit ⁵	Future SR-18 Angled Parking ³	Total Parking Supply ⁴	Net Parking Surplus / Deficit ⁵
District 1 - Zone 1	632	582	515	(67)	3		518	(64)		518	(64)
District 1 - Zone 2	1,495	1,376	1,248	(128)	12	66	1,326	(50)	101	1,361	(15)
District 1 - Zone 3	1,666	1,533	1,392	(141)	6	26	1,424	(109)	33	1,431	(102)
District 1 - Zone 4	District 4 (The East End Signature Project) is Entirely Self-Parked and Excluded from the Shared Parking Analysis										
District 1 - Zone 5	576	530	480	(50)	0		480	(50)		480	(50)
District 1 - Zone 6	747	688	624	(64)	9	70	703	15	96	729	41
District 1 - Zone 7	632	582	528	(54)	11	65	604	22	89	628	46
District 1 - Zone 8	District 8 (The West End Signature Project) is Entirely Self-Parked and Excluded from the Shared Parking Analysis										
District 2 - Zone 1	1,151	1,049	1,153	104	52		1,205	156		1,205	156
District 2 - Zone 2	1,637	1,491	1,638	147	46		1,684	193		1,684	193
District 2 - Zone 3	243	221	243	22	2		245	24		245	24
District 2 - Zone 4	3,032	2,763	3,033	270	15		3,048	285		3,048	285
Subtotal Districts 1-2:	11,811	10,815	10,854	39	156	227	11,237	422	319	11,329	514
District 3 - Zone 1	2445	2130	2304	174	0		2,304	174	0	2304	174
District 3 - Zone 2	1318	1148	1241	93	0		1,241	93	0	1241	93
District 4 - Zone 1 ⁶	6	6	4	(2)	0		4	(2)	0	4	(2)
District 4 - Zone 2 ⁶	38	38	26	(12)	0		26	(12)	0	26	(12)
District 5 - Zone 1 ⁶	136	136	93	(43)	0		93	(43)	0	93	(43)
Subtotal Districts 3-5:	3,943	3,458	3,668	210	-	-	3,668	210	-	3,668	210
TOTAL ALL Districts	15,754	14,273	14,522	249	156	227	14,905	632	319	14,997	724

Notes:

1. Peak parking demand represents the total number of parking spaces required to meet peak parking accumulation with an effective parking supply. The effective parking supply allows a small cushion of spaces (10%) over the peak parking accumulation to provide for operation fluctuations, misparked vehicles, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The cushion reduces the need to search the entire system for the last few parking spaces, thus reducing patron frustration and excessive circulation. The 85th percentile of observed peak hour accumulations is employed by the Urban Land Institute and the Institute of Transportation Engineers for determining the parking ratios used in this analysis.
2. Refer to the section of the report describing the parking standards developed for the Specific Plan area.
3. The number of angled parking spaces resulting from the reconstruction of SR-18 (under either the all roundabouts or all traffic signals alternatives) has been estimated from preliminary concepts. Because the number of angled on-street parking spaces vary between the two alternatives, an analysis of both are included in this table. This analysis assumes 40% of the new angled spaces are utilized by existing land uses remaining through buildout of the Specific Plan. The spaces listed in this column represent 60% of the physical spaces in each alternative.
4. Total parking supply is the sum of on-site and available on-street parking within the TAZ.
5. Total parking supply minus peak shared parking demand.
6. The demand and supply indicated for the residential-only TAZs in Districts 4 and 5 represent the residential guest component of parking. The demand for resident parking is assumed met with reserved and secure parking for residents and both resident demand and supply have been subtracted from the shared parking demand and supply values presented in the table.

Interestingly, the without shared parking and with shared parking demand estimates are not that far apart. Shared parking with the mix of land use assumed under buildout of the Specific Plan results in a about a 9 percent reduction in demand. The peak parking demand (with shared parking) in the third column generates the need for some 14,300 parking spaces. The demand is met with the on-site parking supply (fourth column) but only in the totals. As shown in the fifth column (Site Parking Surplus / Deficit) at the TAZ level the ramifications of the parking supply objectives are clearly seen. The six TAZs in District 1 (excluding the zones containing the two signature projects which are assumed to be entirely self-parked) all show parking supply deficits consistent with the objective to reduce parking requirements in this District. The average deficit at the TAZ level in District 1 is 84 spaces totaling to a 504-space deficit.

In all Districts there is a net surplus of 249 on-site parking spaces in the peak period. In Districts 1 and 2, there is a net surplus of 39 on-site spaces. A net deficit was expected in these Districts when combined since the strategy is to lower parking requirements in District 1 but the exclusion of TAZs 4 and 8 for the signature projects results in a small surplus.

There are several ways to address the deficit in District 1, the first way is the use of on-street parking within the analysis zone. The 6th column in **Table 10** assesses “available” on-street parking spaces on streets in District 1 excluding new angled parking on the reconfigured SR-18 frontage roads estimated at 382 and 531 spaces corridorwide for Alternative (All Roundabouts) and Alternative 2 (All Signals) respectively.

Accounting for utilization of street parking within District 1 (it is assumed the future on-street parking is utilized 40% by existing uses at buildout of the Specific Plan so 60% is available for Plan land uses) about 227 and 319 spaces in Alternatives 1 and 2 respectively would be available to augment on-site parking in District 1. The column in **Table 10** labeled “Total Parking Supply” under both alternatives is the sum of on-site and on-street parking and the column labeled “Net Parking Surplus / Deficit” under each alternative show whether the TAZ has parking to spare (surplus) or needs parking (deficit). The use of on-street parking reduces the deficit in Districts 1 and 2 by 2% and 3% in Alternative 1 and 2 respectively.

With available on-street parking, in Districts 1 and 2, the TAZs have a net surplus of 422 and 514 parking spaces and the entire Specific Plan area has a net surplus of 632 and 724 parking spaces under Alternatives 1 and 2 respectively. However, this overall net surplus does not necessarily offset TAZs with deficits in practicality. Surplus parking may be too distant from deficit areas to be of practical use. Therefore, another off-setting strategy should be employed—strategically located public parking lots.

Off Street Public Parking Strategy

The provision of public parking surface lots in areas with on-site parking deficits is a generally good strategy for active and vibrant downtowns and main street districts such as the Highway 18 corridor. Parking deficits occur in

District 1 due to the lower parking requirements to incentivize development. Deficits do not result in all TAZs after on-street parking is considered. The deficits are primarily in the TAZs north of Highway 18 and one TAZ at the eastern end of the corridor south of Highway 18.

The resolution of the parking analysis by TAZ is not high enough to pinpoint a location for public parking, but it is high enough to identify a general area for public parking. **Figure 2** identifies the TAZs with parking deficits and identifies the areas where public parking lots should be considered:

- Location 1: Approximately 150 to 200 spaces in surface lot(s) generally serving the land uses in TAZs 1, 2, and possibly 7. The parking should be located north of Highway 18 and have a good pedestrian connection to the crossings at Highway 18 and Navajo Road and Highway 18 and Yucca Loma Road.
- Location 2: Approximately 150 to 200 spaces in surface lot(s) at the eastern edge of the Specific Plan area and serving the deficit primarily in TAZ 3 but may also supplement TAZ 5 which is showing a deficit. The parking should be located north of Highway 18 and have a good pedestrian connection to the crossings at Highway 18 / Central Road.

The off-street public parking lots may be a single large parcel or be comprised of several smaller lots distributed throughout the areas with parking deficits. Smaller lots may be acquired from larger development projects as a condition of approval and one way of obtaining land for public use. If multiple smaller lots are used, it would be best to brand the parking and develop a parking wayfinding system to direct people to public parking.

Additional Off Street Public Parking

Although the TAZs in District 1 south of Highway 18 are not showing parking deficits, it is prudent to consider one or two additional public parking lots located south of Highway 18. Two potential areas for public parking lots are identified in **Figure 2**. One potential siting of approximately 50-100 spaces is in District 2 just south of its boundary with District 1's TAZ 7. This location is strategic in that it is near several potentially intensely developed zones, is located near the important crossings at Highway 18 and Navajo Road and is accessible to a potential mid-block pedestrian connection to Highway 18 with some form of non-intersection crossing of Highway 18 (either a beaconed at-grade crossing or a pedestrian overcrossing) as identified in the Circulation Plan.

The second siting area to consider straddles the division between TAZ 6 and TAZ 7 in District 1 and TAZ 1 and 2 in District 2. This is a strategic location for approximately 150-200 spaces in that it is centrally situated within the Specific Plan area amidst potentially intensely developed mixed-uses and in proximity to the controlled Highway 18 and Quinnault Road crossing (via roundabout or traffic signal). Again, public parking lots in these secondary locations may be in a single large facility or distributed throughout the area in smaller lots. If possible, property acquired in one of these key areas should be of the size and of uniform configuration (typically rectangular or square) for the future construction of a multi-level parking structure.

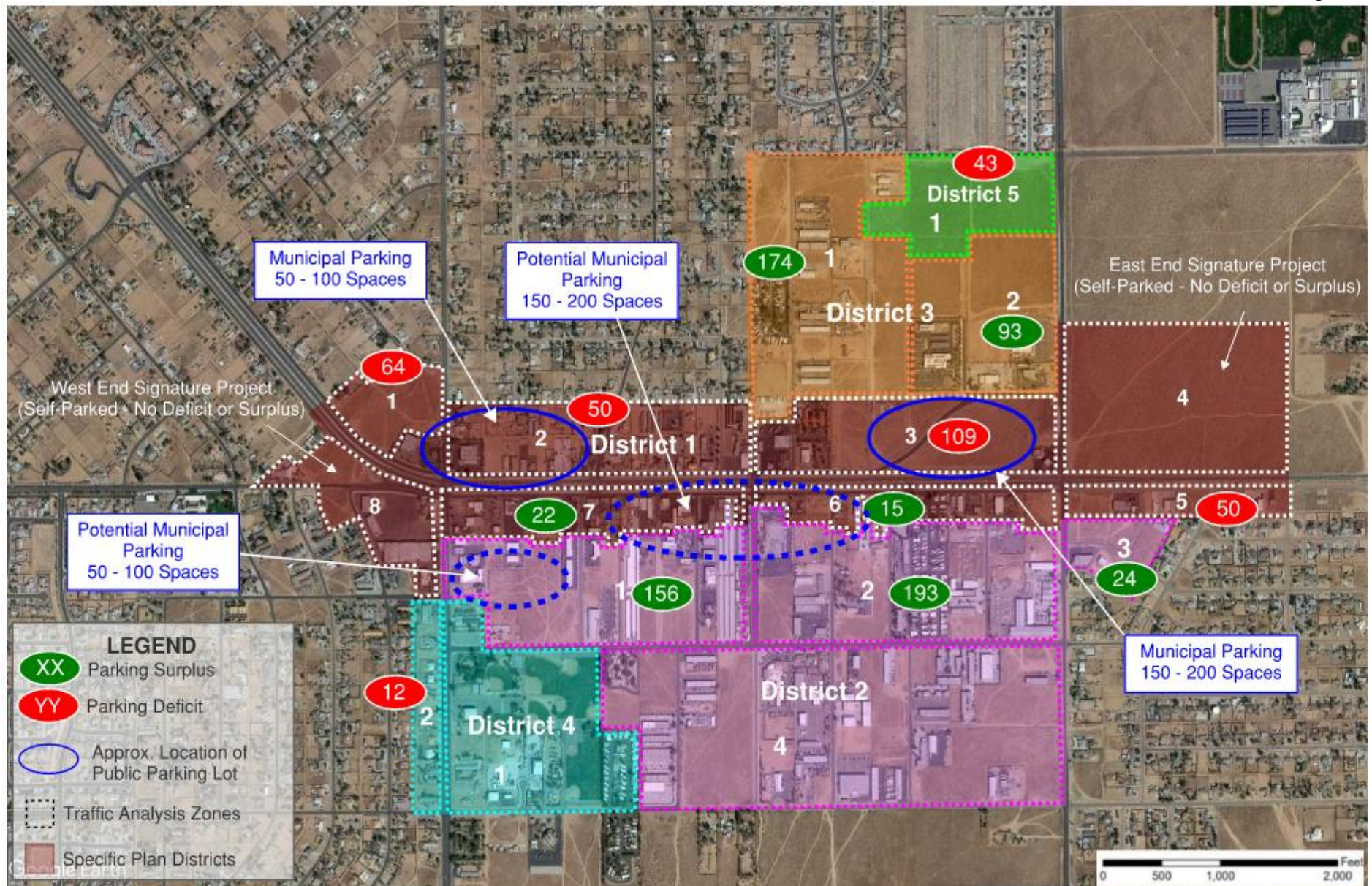


FIGURE 2
VILLAGE SPECIFIC PLAN
PARKING SURPLUS / DEFICIT BY ZONE

PARKING MANAGEMENT STRATEGIES

Many suburban municipalities are reconsidering their parking policies and standards based on national parking best practices designed to encourage alternative modes of transportation such as transit, bicycling and walking. Parking management strategies should only be adopted if they have a good probability of being successful in the local context it will be applied and be compatible with the values, behaviors, and desires of the community.

Parking management strategies are not “one size fits all”—some strategies are intended for major urban / central city contexts and have little application in smaller town centers like the Village Specific Plan area. Regardless, many parking management strategies are scalable or have the flexibility to modify the strategy to work optimally in any type of setting.

This section contains several parking management strategies or techniques that can work well in the Village Specific Plan area either in the near-term or introduced gradually over time as the area grows and intensifies.

Parking Operations

On Street Parking Time Restrictions

On street parking spaces can be the most valuable property in town depending on where they are located. Within the Specific Plan area, the most valuable parking spaces will be located on the Highway 18 frontage roads and north-south connecting streets within 1-2 blocks of Highway 18. These spaces need to be managed if they are to be effective in supporting lower parking requirements in District 1.

Managing these spaces means restricting (and enforcing) their use to some extent. In areas where retail, service, restaurants, and cultural attractions are located or concentrated, the street parking closest to the destinations should have time limitations to promote turnover of the spaces. Longer term street parking can be located further from the concentrated mixed-use areas.

Parking Requirements / Standards

Traditionally, off street parking requirements are standards established by cities that require a *minimum* amount of parking for each individual land use in proportion to its size. Most parking standards are based on what neighboring municipalities are using or based on national standards typically determined from decades old data on the demand for free parking in a suburban land use pattern and without other travel modes available.

Reduced Parking Requirements

Off-street parking requirements in local municipal codes directly affect parking supply, parking pricing possibilities, urban design, and development feasibility. Reducing the parking requirements in District 1 is recommended as a policy in the Specific Plan specific to address development feasibility and to promote new and redevelopment. Reducing the requirements, to a lesser extent, should also be feasible in the other Districts as well.

Shared Parking

Shared parking can help resolve issues of development feasibility due to the cost of providing the minimally required parking. The concept of shared parking is to use the same parking spaces for two or more different land uses that have peak demands at different times. Allowing for shared parking in the planning stage of development can substantially reduce parking supply requirements if the development has (or will have) the appropriate mix of complementary land uses. Shared parking can reduce the amount of land devoted to parking and, consequently, improve opportunities for mixed use, creative site planning and landscaping.

Reduced parking requirements in the Specific Plan area is predicated on the Town adopting a policy requiring that future mixed-use development in the Specific Plan area have shared parking at a minimum for the different uses within the development, but over time parking should be generally shared throughout certain Districts for all users.

Parking Pricing

On-street Parking Pricing

As the Specific Plan area, and particularly District 1, starts to develop the Town may want to consider phasing in on-street parking pricing in key areas. On-street parking pricing is an important tool for maintaining turnover of street parking and for helping always keep some parking spaces available. If the on-street parking is free or the price is too low, demand for these spaces will exceed supply, resulting in a shortage of parking spaces where it is important to have a supply of available and convenient short-term parking to serve retail and service uses fronting the street. This type of pricing is one component of a comprehensive parking management system coordinating on and off-street public parking (and potentially private facilities) facilities to prioritize parking spaces for specific users.

Unbundled Parking

Historically, parking at commercial buildings and high-density multifamily residential buildings bundled or absorbed the cost into tenant leases, hiding the true cost of parking. Unbundling parking from the cost of rent will help people to understand the economic cost of parking and providing tenants with the

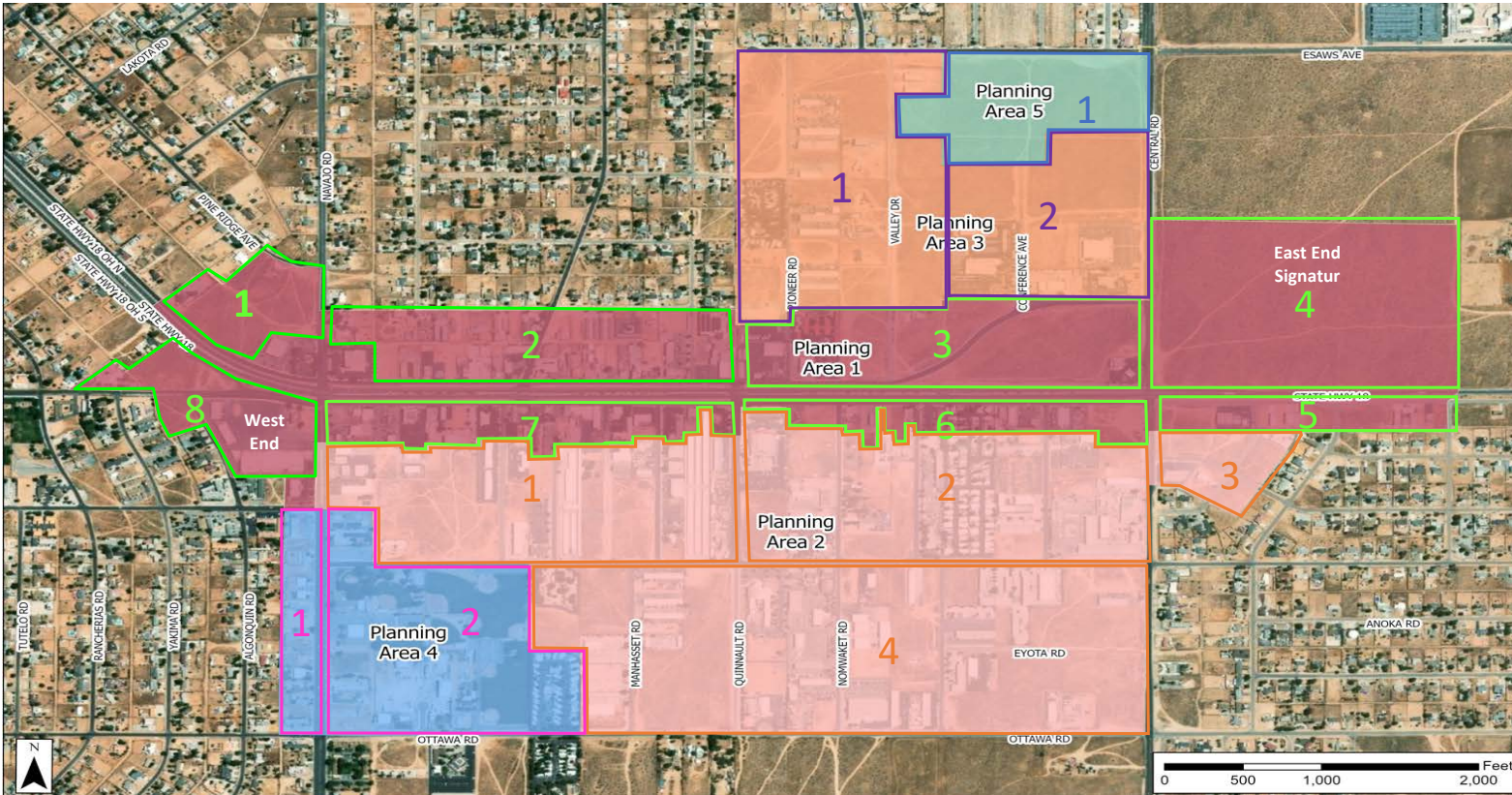
opportunity to opt out of parking and make alternative travel decisions. Typically, unbundled parking spaces are available for lease by the tenants. If unleased by tenants the parking space may become a “flex” space reserved for various functions such as renting the space for temporary parking needs or for carpool or vanpool parking, or the space can become part of the shared parking pool especially if the building charges for parking.

Unbundling parking might help to lower rents for commercial tenants with low demand for parking or for residential tenants that don’t own vehicles, but lowering rent is not the intended function of unbundling. Unbundled parking provides a foundation for additional parking pricing policies that may be implemented in the future.

APPENDIX

Shared Parking Model Input and Output Worksheets

Town of Apple Valley Village Specific Plan Parking Analysis Traffic Analysis Zone (TAZ) Map



Planning Area 1 - TAZ 1				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		114,500	SF
Restaurant	931		12,722	SF
Office	701		76,333	SF
Industrial / R&D / Hi Tech Manuf	110		50,889	SF
MF Residential (Guest)	221		0	Dus

Planning Area 2 - TAZ 5				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		104,091	SF
Restaurant	931		11,566	SF
Office	701		69,394	SF
Industrial / R&D / Hi Tech Manuf	110		46,263	SF
MF Residential (Guest)	221		0	Dus

Planning Area 2 - TAZ 1				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		96,059	SF
Restaurant / Drinking Establishments	931		24,015	SF
Office	701		144,089	SF
Industrial / R&D / High Tech Manuf	110		216,133	SF
Residential	221		0	Dus

Planning Area 1 - TAZ 2				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		270,636	SF
Restaurant	931		30,071	SF
Office	701		180,424	SF
Industrial / R&D / Hi Tech Manuf	110		120,283	SF
MF Residential (Guest)	221		0	Dus

Planning Area 1 - TAZ 6				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		135,318	SF
Restaurant	931		15,035	SF
Office	701		90,212	SF
Industrial / R&D / Hi Tech Manuf	110		60,141	SF
MF Residential (Guest)	221		0	Dus

Planning Area 2 - TAZ 2				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		136,505	SF
Restaurant	931		34,126	SF
Office	701		204,757	SF
Industrial / R&D / Hi Tech Manuf	110		307,136	SF
MF Residential (Guest)	221		0	Dus

Planning Area 1 - TAZ 3				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		301,863	SF
Restaurant	931		33,540	SF
Office	701		201,242	SF
Industrial / R&D / Hi Tech	110		134,161	SF
MF Residential (Guest)	221		0	Dus

Planning Area 1 - TAZ 7				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		114,500	SF
Restaurant	931		12,722	SF
Office	701		76,333	SF
Industrial / R&D / Hi Tech	110		50,889	SF
MF Residential (Guest)	221		0	Dus

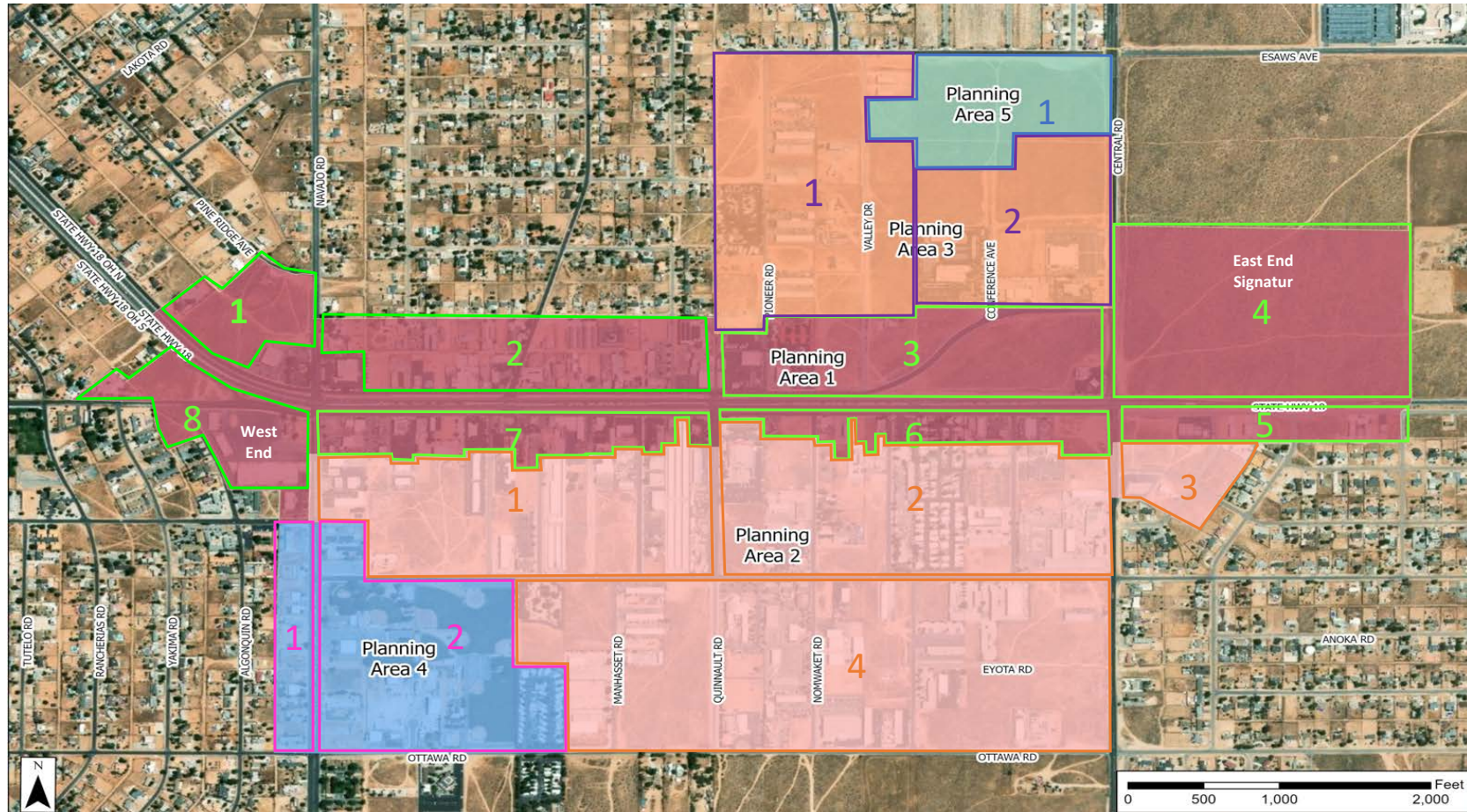
Planning Area 2 - TAZ 3				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		20,223	SF
Restaurant	931		5,056	SF
Office	701		30,334	SF
Industrial / R&D / Hi Tech	110		45,502	SF
MF Residential (Guest)	221		0	Dus

Planning Area 1 - TAZ 4				
Description	ITE Code	Existing	Future	Units
Retail / Services	150		205,821	SF
Restaurant	151		22,869	SF
Office	210		137,214	SF
Industrial / R&D / Hi Tech	221		91,476	SF
MF Residential (Guest)	224		180	Dus

Planning Area 1 - TAZ 8				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		61,599	SF
Restaurant	931		6,844	SF
Office	701		41,068	SF
Industrial / R&D / Hi Tech	110		27,377	SF
MF Residential (Guest)	221		42	Dus

Planning Area 2 - TAZ 4				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		252,787	SF
Restaurant	931		63,197	SF
Office	701		379,180	SF
Industrial / R&D / Hi Tech	110		568,770	SF
MF Residential (Guest)	221		0	Dus

Town of Apple Valley Village Specific Plan Parking Analysis Traffic Analysis Zone (TAZ) Map



Planning Area 3 - TAZ 1				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		166,066	SF
Restaurant	931		41,517	SF
Office	701		249,099	SF
Industrial / R&D / Hi Tech Manuf	110		373,649	SF
MF Residential (Guest)	221		0	Dus

Planning Area 3 - TAZ 2				
Description	ITE Code	Existing	Future	Units
Retail / Services	820		89,420	SF
Restaurant	931		22,355	SF
Office	701		134,130	SF
Industrial / R&D / Hi Tech Manuf	110		201,195	SF
MF Residential (Guest)	221		0	Dus

Planning Area 4 - TAZ 1				
Description	ITE Code	Existing	Future	Units
Retail / Services	820			SF
Restaurant	931			SF
Office	701			SF
Industrial / R&D / Hi Tech	110			SF
MF Residential (Guest)	221		21	Dus

Planning Area 4 - TAZ 2				
Description	ITE Code	Existing	Future	Units
Retail / Services	150			SF
Restaurant	151			SF
Office	210			SF
Industrial / R&D / Hi Tech	221			SF
MF Residential (Guest)	224		129	Dus

Planning Area 5 - TAZ 1				
Description	ITE Code	Existing	Future	Units
Retail / Services	820			SF
Restaurant	931			SF
Office	701			SF
Industrial / R&D / Hi Tech Manuf	110			SF
MF Residential (Guest)	221		466	Dus

Description	ITE Code	Existing	Future	Units
Retail / Services	820			SF
Restaurant	931			SF
Office	701			SF
Industrial / R&D / Hi Tech Manuf	110			SF
MF Residential (Guest)	221			Dus

Description	ITE Code	Existing	Future	Units
Retail / Services	820			s.f.
Restaurant	931			s.f.
Office	701			d.u.
Industrial / R&D / Hi Tech	110			d.u.
MF Residential (Guest)	221			d.u.

Description	ITE Code	Existing	Future	Units
Retail / Services	820			SF
Restaurant	931			SF
Office	701			SF
Industrial / R&D / Hi Tech	110			SF
MF Residential (Guest)	221			Dus

Parking Accumulation Model - Zonal Summary Sheet

Planning Area 1 - TAZ 1		Planning Area 1 - TAZ 2		Planning Area 1 - TAZ 3		Planning Area 1 - TAZ 4	
Development Summary		Development Summary		Development Summary		Development Summary	
Retail / Services	114,500 SF	Retail / Services	270,636 SF	Retail / Services	301,863 SF	Retail / Services	206,821 SF
Restaurant	12,722 SF	Restaurant	30,071 SF	Restaurant	33,540 SF	Restaurant	22,869 SF
Office	76,333 SF	Office	180,424 SF	Office	201,242 SF	Office	137,214 SF
Industrial / R&D / Hi Tech Manuf	50,889 SF	Industrial / R&D / Hi Tech Manuf	120,283 SF	Industrial / R&D / Hi Tech Manuf	134,161 SF	Industrial / R&D / Hi Tech Manuf	91,476 SF
MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	180 Dus
Alternative Modes		Alternative Modes		Alternative Modes		Alternative Modes	
Transit Usage	8.0%	Transit Usage	8%	Transit Usage	8%	Transit Usage	8%
Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%	Walking Trips	6%	Walking Trips	6%
Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)	
Y		Y		Y		Y	
Parking Supply Information		Parking Supply Information		Parking Supply Information		Parking Supply Information	
Parking Decks	0	Parking Decks		Parking Decks		Parking Decks	
Surface Lots	0	Surface Lots		Surface Lots		Surface Lots	
On-Street Parking	0	On-Street Parking		On-Street Parking		On-Street Parking	
Total Number of Spaces	0	Total Number of Spaces		Total Number of Spaces		Total Number of Spaces	
Planning Area 1 - TAZ 5		Planning Area 1 - TAZ 6		Planning Area 1 - TAZ 7		Planning Area 1 - TAZ 8	
Development Summary		Development Summary		Development Summary		Development Summary	
Retail / Services	104,091 SF	Retail / Services	135,318 SF	Retail / Services	114,500 SF	Retail / Services	61,599 SF
Restaurant	11,566 SF	Restaurant	15,036 SF	Restaurant	12,722 SF	Restaurant	6,844 SF
Office	69,394 SF	Office	90,212 SF	Office	76,333 SF	Office	41,066 SF
Industrial / R&D / Hi Tech Manuf	46,263 SF	Industrial / R&D / Hi Tech Manuf	60,141 SF	Industrial / R&D / Hi Tech Manuf	50,889 SF	Industrial / R&D / Hi Tech Manuf	27,377 SF
MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	42 Dus
Alternative Modes		Alternative Modes		Alternative Modes		Alternative Modes	
Transit Usage	8%	Transit Usage	8%	Transit Usage	8%	Transit Usage	8%
Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%	Walking Trips	6%	Walking Trips	6%
Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)	
Y		Y		Y		Y	
Parking Supply Information		Parking Supply Information		Parking Supply Information		Parking Supply Information	
Parking Decks		Parking Decks		Parking Decks		Parking Decks	
Surface Lots		Surface Lots		Surface Lots		Surface Lots	
On-Street Parking		On-Street Parking		On-Street Parking		On-Street Parking	
Total Number of Spaces		Total Number of Spaces		Total Number of Spaces		Total Number of Spaces	
Planning Area 2 - TAZ 1		Planning Area 2 - TAZ 2		Planning Area 2 - TAZ 3		Planning Area 2 - TAZ 4	
Development Summary		Development Summary		Development Summary		Development Summary	
Retail / Services	96,059 SF	Retail / Services	136,506 SF	Retail / Services	20,223 SF	Retail / Services	252,787 SF
Restaurant	24,015 SF	Restaurant	34,126 SF	Restaurant	5,056 SF	Restaurant	63,197 SF
Office	144,089 SF	Office	204,757 SF	Office	30,334 SF	Office	379,180 SF
Industrial / R&D / Hi Tech Manuf	216,133 SF	Industrial / R&D / Hi Tech Manuf	307,136 SF	Industrial / R&D / Hi Tech Manuf	45,502 SF	Industrial / R&D / Hi Tech Manuf	568,770 SF
MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus	MF Residential (Guest)	0 Dus
Alternative Modes		Alternative Modes		Alternative Modes		Alternative Modes	
Transit Usage	8%	Transit Usage	8%	Transit Usage	8%	Transit Usage	8%
Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%	Walking Trips	6%	Walking Trips	6%
Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)		Assume Shared Use Parking? (Y/N)	
Y		Y		Y		Y	
Parking Supply Information		Parking Supply Information		Parking Supply Information		Parking Supply Information	
Parking Decks		Parking Decks		Parking Decks		Parking Decks	
Surface Lots		Surface Lots		Surface Lots		Surface Lots	
On-Street Parking		On-Street Parking		On-Street Parking		On-Street Parking	
Total Number of Spaces		Total Number of Spaces		Total Number of Spaces		Total Number of Spaces	

Parking Accumulation Model - Zonal Summary Sheet

Planning Area 4 - TAZ 2

Development Summary

Retail / Services
Restaurant
Office
Industrial / R&D / Hi Tech Manuf
MF Residential (Guest)

[illegible]

Alternative Modes

Transit Usage
Bicycle Usage
Walking Trips

Assume Shared Use Parking? (Y/N)

N

Parking Supply Information

	Parking Decks	Surface Lots	On-Street Parking	Total Number of Spaces
City Center	0	67	18	85
Downtown	0	19	10	29
Eastside	0	10	10	20
Westside	0	10	10	20
TOTAL	0	106	48	154

Development Summary

Retail / Services
Restaurant
Office
Industrial / R&D / Hi Tech Manuf
MF Residential (Guest)

[illegible]

Alternative Modes

Transit Usage
Bicycle Usage
Walking Trips

Assume Shared Use Parking? (Y/N)

Y

Parking Supply Information

	Parking Decks	Surface Lots	On-Street Parking	Total Number of Spaces
City Center	0	67	18	85
Downtown	0	19	10	29
Eastside	0	10	10	20
Westside	0	10	10	20
TOTAL	0	106	48	154

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

Planning Area 3 - TAZ 1					Planning Area 3 - TAZ 2					Planning Area 4 - TAZ 1					Planning Area 4 - TAZ 2				
Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA		
Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA		
Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA		
Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA		
MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per seat			0	0.00	per seat			0	0.00	per seat			0	0.00	per seat		
0	0.00	per seat			0	0.00	per seat			0	0.00	per seat			0	0.00	per seat		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
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0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
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0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
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0	0.00																		

3. Alternative Travel Modes

Planning Area 3 - TAZ 1		Planning Area 3 - TAZ 2		Planning Area 4 - TAZ 1		Planning Area 4 - TAZ 2	
Transit Usage	3%	Transit Usage	3%	Transit Usage	4%	Transit Usage	4%
Bicycle Usage	2%	Bicycle Usage	2%	Bicycle Usage	2%	Bicycle Usage	2%
Walking Trips	1%	Walking Trips	1%	Walking Trips	2%	Walking Trips	2%
Internalization	8%	Internalization	8%	Internalization	0%	Internalization	0%

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Planning Area 1	Planning Area 2	Zone C	Zone D
Parking Demand (Total Spaces)	Parking Demand (Total Spaces)	Parking Demand (Total Spaces)	Parking Demand (Total Spaces)
2,130 spaces	1,145 spaces	371 spaces	188 spaces

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

[illegible]

3. Alternative Travel Modes

Transit Usage	1%	Transit Usage	8%	Transit Usage	8%	Transit Usage	8%
Bicycle Usage	2%	Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%	Walking Trips	6%	Walking Trips	6%
Internalization	0%	Internalization		Internalization		Internalization	

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Zone	Parking Demand (Total Spaces)
Zone E	650
Zone F	0
Zone G	0
Zone H	0

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

[illegible]

3. Alternative Travel Modes

Category	Percentage
Transit Usage	8%
Bicycle Usage	6%
Walking Trips	6%
Internalization	0%

Category	Percentage
Transit Usage	8%
Bicycle Usage	6%
Walking Trips	6%
Internalization	0%

Category	Percentage
Transit Usage	8%
Bicycle Usage	6%
Walking Trips	6%
Internalization	0%

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Zone	Parking Demand (Total Spaces)
Zone I	0
Zone J	0
Zone K	0

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

[illegible]

3. Alternative Travel Modes

	0		
Transit Usage	8%	Transit Usage	8%
Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%
Internalization		Internalization	

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Figure 10 displays the parking demand by zone. The chart shows the total parking demand for Zone L and Zone M. Zone L has a total demand of 0 spaces, and Zone M has a total demand of 0 spaces.

Zone	Parking Demand (Total Spaces)
Zone L	0
Zone M	0

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

Planning Area 3 - TAZ 1					Planning Area 3 - TAZ 2					Planning Area 4 - TAZ 1					Planning Area 4 - TAZ 2				
Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA			Retail / Services	3.44	per 1,000 GFA		
Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA			Restaurant	17.40	per 1,000 GFA		
Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA			Office	3.45	per 1,000 GFA		
Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA			Industrial / R&D / Hi Tech Manuf	1.85	per 1,000 GFA		
MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU			MF Residential (Guest)	1.46	Per DU		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per seat			0	0.00	per seat			0	0.00	per seat			0	0.00	per seat		
0	0.00	per seat			0	0.00	per seat			0	0.00	per seat			0	0.00	per seat		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
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0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA			0	0.00	per 1,000 GFA		
0	0.00																		

3. Alternative Travel Modes

Planning Area 3 - TAZ 1		Planning Area 3 - TAZ 2		Planning Area 4 - TAZ 1		Planning Area 4 - TAZ 2	
Transit Usage	3%	Transit Usage	3%	Transit Usage	4%	Transit Usage	4%
Bicycle Usage	2%	Bicycle Usage	2%	Bicycle Usage	2%	Bicycle Usage	2%
Walking Trips	1%	Walking Trips	1%	Walking Trips	2%	Walking Trips	2%
Internalization	8%	Internalization	8%	Internalization	0%	Internalization	0%

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Area	Parking Demand (Total Spaces)
Planning Area 1	2,130 spaces
Planning Area 2	1,148 spaces
Zone C	31 spaces
Zone D	189 spaces

Peak Parking Accumulation - All Zones

1. Development Program Summary

[illegible]

2. Peak Parking Accumulation Factors

[illegible]

3. Alternative Travel Modes

Transit Usage	1%	Transit Usage	8%	Transit Usage	8%	Transit Usage	8%
Bicycle Usage	2%	Bicycle Usage	6%	Bicycle Usage	6%	Bicycle Usage	6%
Walking Trips	6%	Walking Trips	6%	Walking Trips	6%	Walking Trips	6%
Intermodal Trips	0%	Intermodal Trips	0%	Intermodal Trips	0%	Intermodal Trips	0%

4. Peak Parking Accumulation (Single Use Methodology)

[illegible]

5. Peak Parking Accumulation (Shared Use Parking Methodology)

Zone	Parking Demand (Total Spaces)
Zone E	660
Zone F	0
Zone G	0
Zone H	0

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

A. Time of Day Distribution

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)
6:00 a.m.	1%	0%	3%	3%	100%
7:00 a.m.	5%	0%	30%	30%	90%
8:00 a.m.	16%	0%	75%	75%	85%
9:00 a.m.	62%	0%	95%	95%	80%
10:00 a.m.	64%	15%	100%	100%	75%
11:00 a.m.	91%	40%	100%	100%	70%
12:00 noon	87%	75%	90%	90%	65%
1:00 p.m.	84%	75%	90%	90%	70%
2:00 p.m.	100%	65%	100%	100%	70%
3:00 p.m.	95%	40%	100%	100%	70%
4:00 p.m.	85%	50%	90%	90%	75%
5:00 p.m.	91%	75%	50%	50%	85%
6:00 p.m.	96%	95%	25%	25%	90%
7:00 p.m.	95%	100%	10%	10%	97%
8:00 p.m.	70%	100%	7%	7%	98%
9:00 p.m.	50%	100%	3%	3%	99%
10:00 p.m.	30%	95%	1%	1%	100%
11:00 p.m.	10%	75%	0%	0%	100%
12:00 mid	0%	25%	0%	0%	100%

B. Hourly Parking Demand (Planning Area 1 - TAZ 1)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	3	0	5	2	0	10
7:00 a.m.	13	0	51	18	0	82
8:00 a.m.	41	0	128	46	0	215
9:00 a.m.	159	0	162	58	0	379
10:00 a.m.	164	22	171	61	0	418
11:00 a.m.	233	58	171	61	0	523
12:00 noon	223	108	154	55	0	540
1:00 p.m.	215	108	154	55	0	532
2:00 p.m.	256	94	171	61	0	582
3:00 p.m.	243	58	171	61	0	533
4:00 p.m.	218	72	154	55	0	499
5:00 p.m.	233	108	86	31	0	458
6:00 p.m.	246	137	43	15	0	441
7:00 p.m.	243	144	17	6	0	410
8:00 p.m.	179	144	12	4	0	339
9:00 p.m.	128	144	5	2	0	279
10:00 p.m.	77	137	2	1	0	217
11:00 p.m.	26	108	0	0	0	134
12:00 mid	0	36	0	0	0	36

C. Hourly Parking Demand (Planning Area 1 - TAZ 2)

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	6	0	12	4	0	22
7:00 a.m.	30	0	122	44	0	196
8:00 a.m.	97	0	304	109	0	510
9:00 a.m.	375	0	385	138	0	898
10:00 a.m.	387	51	405	145	0	988
11:00 a.m.	551	136	405	145	0	1,237
12:00 noon	526	255	365	131	0	1,277
1:00 p.m.	508	255	365	131	0	1,259
2:00 p.m.	605	221	405	145	0	1,376
3:00 p.m.	575	136	405	145	0	1,261
4:00 p.m.	514	170	365	131	0	1,180
5:00 p.m.	551	255	203	73	0	1,082
6:00 p.m.	581	323	101	36	0	1,041
7:00 p.m.	575	340	41	15	0	971
8:00 p.m.	424	340	28	10	0	802
9:00 p.m.	303	340	12	4	0	659
10:00 p.m.	182	323	4	1	0	510
11:00 p.m.	61	255	0	0	0	316
12:00 mid	0	85	0	0	0	85

D. Hourly Parking Demand (Planning Area 1- TAZ 3)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	7	0	14	5	0	26
7:00 a.m.	34	0	135	48	0	217
8:00 a.m.	108	0	338	121	0	567
9:00 a.m.	419	0	428	153	0	1,000
10:00 a.m.	432	57	451	161	0	1,101
11:00 a.m.	614	152	451	161	0	1,378
12:00 noon	587	284	406	145	0	1,422
1:00 p.m.	567	284	406	145	0	1,402
2:00 p.m.	675	246	451	161	0	1,533
3:00 p.m.	641	152	451	161	0	1,405
4:00 p.m.	574	190	406	145	0	1,315
5:00 p.m.	614	284	226	81	0	1,205
6:00 p.m.	648	360	113	40	0	1,161
7:00 p.m.	641	379	45	16	0	1,081
8:00 p.m.	473	379	32	11	0	895
9:00 p.m.	338	379	14	5	0	736
10:00 p.m.	203	360	5	2	0	570
11:00 p.m.	68	284	0	0	0	352
12:00 mid	0	95	0	0	0	95

E. Hourly Parking Demand (Planning Area 1- TAZ 4)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	5	0	9	3	263	17
7:00 a.m.	23	0	92	33	237	148

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

8:00 a.m.	74	0	231	83	224	388
9:00 a.m.	285	0	293	105	210	683
10:00 a.m.	294	39	308	110	197	751
11:00 a.m.	419	104	308	110	184	941
12:00 noon	400	194	277	99	171	970
1:00 p.m.	386	194	277	99	184	956
2:00 p.m.	460	168	308	110	184	1,046
3:00 p.m.	437	104	308	110	184	959
4:00 p.m.	391	130	277	99	197	897
5:00 p.m.	419	194	154	55	224	822
6:00 p.m.	442	246	77	28	237	793
7:00 p.m.	437	259	31	11	255	738
8:00 p.m.	322	259	22	8	258	611
9:00 p.m.	230	259	9	3	260	501
10:00 p.m.	138	246	3	1	263	388
11:00 p.m.	46	194	0	0	263	240
12:00 mid	0	65	0	0	263	65

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

F. Hourly Parking Demand (Planning Area 1- TAZ 5)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	2	0	5	2	0	9
7:00 a.m.	12	0	47	17	0	76
8:00 a.m.	37	0	117	42	0	196
9:00 a.m.	144	0	148	53	0	345
10:00 a.m.	149	20	156	56	0	381
11:00 a.m.	212	52	156	56	0	476
12:00 noon	203	98	140	50	0	491
1:00 p.m.	196	98	140	50	0	484
2:00 p.m.	233	85	156	56	0	530
3:00 p.m.	221	52	156	56	0	485
4:00 p.m.	198	66	140	50	0	454
5:00 p.m.	212	98	78	28	0	416
6:00 p.m.	224	124	39	14	0	401
7:00 p.m.	221	131	16	6	0	374
8:00 p.m.	163	131	11	4	0	309
9:00 p.m.	117	131	5	2	0	255
10:00 p.m.	70	124	2	1	0	197
11:00 p.m.	23	98	0	0	0	121
12:00 mid	0	33	0	0	0	33

G. Hourly Parking Demand ((Planning Area 1- TAZ 6)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	3	0	6	2	0	11
7:00 a.m.	15	0	61	22	0	98
8:00 a.m.	48	0	152	54	0	254
9:00 a.m.	188	0	192	68	0	448
10:00 a.m.	194	26	202	72	0	494
11:00 a.m.	276	68	202	72	0	618
12:00 noon	264	128	182	65	0	639
1:00 p.m.	255	128	182	65	0	630
2:00 p.m.	303	111	202	72	0	688
3:00 p.m.	288	68	202	72	0	630
4:00 p.m.	258	85	182	65	0	590
5:00 p.m.	276	128	101	36	0	541
6:00 p.m.	291	162	51	18	0	522
7:00 p.m.	288	170	20	7	0	485
8:00 p.m.	212	170	14	5	0	401
9:00 p.m.	152	170	6	2	0	330
10:00 p.m.	91	162	2	1	0	256
11:00 p.m.	30	128	0	0	0	158
12:00 mid	0	43	0	0	0	43

H. Hourly Parking Demand (Planning Area 1- TAZ 7)

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	3	0	5	2	0	10
7:00 a.m.	13	0	51	18	0	82
8:00 a.m.	41	0	128	46	0	215
9:00 a.m.	159	0	162	58	0	379
10:00 a.m.	164	22	171	61	0	418
11:00 a.m.	233	58	171	61	0	523
12:00 noon	223	108	154	55	0	540
1:00 p.m.	215	108	154	55	0	532
2:00 p.m.	256	94	171	61	0	582
3:00 p.m.	243	58	171	61	0	533
4:00 p.m.	218	72	154	55	0	499
5:00 p.m.	233	108	86	31	0	458
6:00 p.m.	246	137	43	15	0	441
7:00 p.m.	243	144	17	6	0	410
8:00 p.m.	179	144	12	4	0	339
9:00 p.m.	128	144	5	2	0	279
10:00 p.m.	77	137	2	1	0	217
11:00 p.m.	26	108	0	0	0	134
12:00 mid	0	36	0	0	0	36

I. Hourly Parking Demand (Planning Area 1- TAZ 8)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	1	0	3	1	61	5
7:00 a.m.	7	0	28	10	55	45
8:00 a.m.	22	0	69	25	52	116
9:00 a.m.	86	0	87	31	49	204
10:00 a.m.	88	12	92	33	46	225
11:00 a.m.	126	31	92	33	43	282
12:00 noon	120	58	83	30	40	291
1:00 p.m.	116	58	83	30	43	287
2:00 p.m.	138	50	92	33	43	313
3:00 p.m.	131	31	92	33	43	287
4:00 p.m.	117	39	83	30	46	269
5:00 p.m.	126	58	46	17	52	247
6:00 p.m.	132	73	23	8	55	236
7:00 p.m.	131	77	9	3	59	220
8:00 p.m.	97	77	6	2	60	182
9:00 p.m.	69	77	3	1	60	150
10:00 p.m.	41	73	1	0	61	115
11:00 p.m.	14	58	0	0	61	72
12:00 mid	0	19	0	0	61	19

J. Hourly Parking Demand (Planning Area 2- TAZ 1)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	2	0	10	8	0	20

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

7:00 a.m.	12	0	104	84	0	200
8:00 a.m.	37	0	261	210	0	508
9:00 a.m.	143	0	331	266	0	740
10:00 a.m.	148	44	348	280	0	820
11:00 a.m.	210	117	348	280	0	955
12:00 noon	201	219	313	252	0	985
1:00 p.m.	194	219	313	252	0	978
2:00 p.m.	231	190	348	280	0	1,049
3:00 p.m.	219	117	348	280	0	964
4:00 p.m.	196	146	313	252	0	907
5:00 p.m.	210	219	174	140	0	743
6:00 p.m.	222	277	87	70	0	656
7:00 p.m.	219	292	35	28	0	574
8:00 p.m.	162	292	24	20	0	498
9:00 p.m.	116	292	10	8	0	426
10:00 p.m.	69	277	3	3	0	352
11:00 p.m.	23	219	0	0	0	242
12:00 mid	0	73	0	0	0	73

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

K. Hourly Parking Demand (Planning Area 2- TAZ 2)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	3	0	15	12	0	30
7:00 a.m.	16	0	148	119	0	283
8:00 a.m.	53	0	371	299	0	723
9:00 a.m.	204	0	469	378	0	1,051
10:00 a.m.	211	62	494	398	0	1,165
11:00 a.m.	299	166	494	398	0	1,357
12:00 noon	286	312	445	358	0	1,401
1:00 p.m.	276	312	445	358	0	1,391
2:00 p.m.	329	270	494	398	0	1,491
3:00 p.m.	313	166	494	398	0	1,371
4:00 p.m.	280	208	445	358	0	1,291
5:00 p.m.	299	312	247	199	0	1,057
6:00 p.m.	316	395	124	100	0	935
7:00 p.m.	313	416	49	40	0	818
8:00 p.m.	230	416	35	28	0	709
9:00 p.m.	165	416	15	12	0	608
10:00 p.m.	99	395	5	4	0	503
11:00 p.m.	33	312	0	0	0	345
12:00 mid	0	104	0	0	0	104

L. Hourly Parking Demand (Planning Area 2- TAZ 3)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	0	0	2	2	0	4
7:00 a.m.	2	0	22	18	0	42
8:00 a.m.	8	0	55	44	0	107
9:00 a.m.	30	0	69	56	0	155
10:00 a.m.	31	9	73	59	0	172
11:00 a.m.	45	25	73	59	0	202
12:00 noon	43	47	66	53	0	209
1:00 p.m.	41	47	66	53	0	207
2:00 p.m.	49	40	73	59	0	221
3:00 p.m.	47	25	73	59	0	204
4:00 p.m.	42	31	66	53	0	192
5:00 p.m.	45	47	37	30	0	159
6:00 p.m.	47	59	18	15	0	139
7:00 p.m.	47	62	7	6	0	122
8:00 p.m.	34	62	5	4	0	105
9:00 p.m.	25	62	2	2	0	91
10:00 p.m.	15	59	1	1	0	76
11:00 p.m.	5	47	0	0	0	52
12:00 mid	0	16	0	0	0	16

M. Hourly Parking Demand (Planning Area 2- TAZ 4)

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	6	0	27	22	0	55
7:00 a.m.	30	0	275	221	0	526
8:00 a.m.	97	0	687	553	0	1,337
9:00 a.m.	378	0	870	700	0	1,948
10:00 a.m.	390	116	916	737	0	2,159
11:00 a.m.	554	308	916	737	0	2,515
12:00 noon	530	578	824	663	0	2,595
1:00 p.m.	512	578	824	663	0	2,577
2:00 p.m.	609	501	916	737	0	2,763
3:00 p.m.	579	308	916	737	0	2,540
4:00 p.m.	518	385	824	663	0	2,390
5:00 p.m.	554	578	458	369	0	1,959
6:00 p.m.	585	732	229	184	0	1,730
7:00 p.m.	579	770	92	74	0	1,515
8:00 p.m.	426	770	64	52	0	1,312
9:00 p.m.	305	770	27	22	0	1,124
10:00 p.m.	183	732	9	7	0	931
11:00 p.m.	61	578	0	0	0	639
12:00 mid	0	193	0	0	0	193

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

A. Time of Day Distribution

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)
6:00 a.m.	1%	0%	3%	3%	100%
7:00 a.m.	5%	0%	30%	30%	90%
8:00 a.m.	15%	0%	75%	75%	85%
9:00 a.m.	35%	0%	95%	95%	80%
10:00 a.m.	65%	15%	100%	100%	75%
11:00 a.m.	85%	40%	100%	100%	70%
12:00 noon	85%	75%	90%	90%	65%
1:00 p.m.	80%	75%	90%	90%	70%
2:00 p.m.	80%	65%	100%	100%	70%
3:00 p.m.	80%	40%	100%	100%	70%
4:00 p.m.	90%	50%	90%	90%	75%
5:00 p.m.	100%	75%	50%	50%	85%
6:00 p.m.	100%	95%	25%	25%	90%
7:00 p.m.	80%	100%	10%	10%	97%
8:00 p.m.	70%	100%	7%	7%	98%
9:00 p.m.	50%	100%	3%	3%	99%
10:00 p.m.	30%	95%	1%	1%	100%
11:00 p.m.	10%	75%	0%	0%	100%
12:00 mid	0%	25%	0%	0%	100%

B. Hourly Parking Demand (Planning Area 3 - TAZ 1)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	5	0	22	18	0	45
7:00 a.m.	25	0	222	178	0	425
8:00 a.m.	74	0	554	446	0	1,074
9:00 a.m.	172	0	702	564	0	1,438
10:00 a.m.	319	93	739	594	0	1,745
11:00 a.m.	417	248	739	594	0	1,998
12:00 noon	417	466	665	535	0	2,083
1:00 p.m.	393	466	665	535	0	2,059
2:00 p.m.	393	404	739	594	0	2,130
3:00 p.m.	393	248	739	594	0	1,974
4:00 p.m.	442	311	665	535	0	1,953
5:00 p.m.	491	466	370	297	0	1,624
6:00 p.m.	491	590	185	149	0	1,415
7:00 p.m.	393	621	74	59	0	1,147
8:00 p.m.	344	621	52	42	0	1,059
9:00 p.m.	246	621	22	18	0	907
10:00 p.m.	147	590	7	6	0	750
11:00 p.m.	49	466	0	0	0	515
12:00 mid	0	155	0	0	0	155

C. Hourly Parking Demand (Planning Area 3 - TAZ 2)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	3	0	12	10	0	25
7:00 a.m.	13	0	119	96	0	228
8:00 a.m.	40	0	299	240	0	579
9:00 a.m.	93	0	378	304	0	775
10:00 a.m.	172	50	398	320	0	940
11:00 a.m.	225	134	398	320	0	1,077
12:00 noon	225	251	358	288	0	1,122
1:00 p.m.	212	251	358	288	0	1,109
2:00 p.m.	212	218	398	320	0	1,148
3:00 p.m.	212	134	398	320	0	1,064
4:00 p.m.	239	168	358	288	0	1,053
5:00 p.m.	265	251	199	160	0	875
6:00 p.m.	265	318	100	80	0	763
7:00 p.m.	212	335	40	32	0	619
8:00 p.m.	186	335	28	22	0	571
9:00 p.m.	133	335	12	10	0	490
10:00 p.m.	80	318	4	3	0	405
11:00 p.m.	27	251	0	0	0	278
12:00 mid	0	84	0	0	0	84

D. Hourly Parking Demand (Planning Area 4 - TAZ 1)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	0	0	0	0	31	31
7:00 a.m.	0	0	0	0	28	28
8:00 a.m.	0	0	0	0	26	26
9:00 a.m.	0	0	0	0	25	25
10:00 a.m.	0	0	0	0	23	23
11:00 a.m.	0	0	0	0	22	22
12:00 noon	0	0	0	0	20	20
1:00 p.m.	0	0	0	0	22	22
2:00 p.m.	0	0	0	0	22	22
3:00 p.m.	0	0	0	0	22	22
4:00 p.m.	0	0	0	0	23	23
5:00 p.m.	0	0	0	0	26	26
6:00 p.m.	0	0	0	0	28	28
7:00 p.m.	0	0	0	0	30	30
8:00 p.m.	0	0	0	0	30	30
9:00 p.m.	0	0	0	0	31	31
10:00 p.m.	0	0	0	0	31	31
11:00 p.m.	0	0	0	0	31	31
12:00 mid	0	0	0	0	31	31

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

E. Hourly Parking Demand (Planning Area 4 - TAZ 2)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	0	0	0	0	188	188
7:00 a.m.	0	0	0	0	169	169
8:00 a.m.	0	0	0	0	160	160
9:00 a.m.	0	0	0	0	150	150
10:00 a.m.	0	0	0	0	141	141
11:00 a.m.	0	0	0	0	132	132
12:00 noon	0	0	0	0	122	122
1:00 p.m.	0	0	0	0	132	132
2:00 p.m.	0	0	0	0	132	132
3:00 p.m.	0	0	0	0	132	132
4:00 p.m.	0	0	0	0	141	141
5:00 p.m.	0	0	0	0	160	160
6:00 p.m.	0	0	0	0	169	169
7:00 p.m.	0	0	0	0	182	182
8:00 p.m.	0	0	0	0	184	184
9:00 p.m.	0	0	0	0	186	186
10:00 p.m.	0	0	0	0	188	188
11:00 p.m.	0	0	0	0	188	188
12:00 mid	0	0	0	0	188	188

HOURLY TIME-OF-DAY FACTORS FOR SHARED USE PARKING - ULI METHODOLOGY

F. Hourly Parking Demand (Planning Area 5 - TAZ 1)

Time of Day	Retail / Services	Restaurant	Office	Industrial / R&D / Hi Tech Manuf	MF Residential (Guest)	Total
6:00 a.m.	0	0	0	0	680	680
7:00 a.m.	0	0	0	0	612	612
8:00 a.m.	0	0	0	0	578	578
9:00 a.m.	0	0	0	0	544	544
10:00 a.m.	0	0	0	0	510	510
11:00 a.m.	0	0	0	0	476	476
12:00 noon	0	0	0	0	442	442
1:00 p.m.	0	0	0	0	476	476
2:00 p.m.	0	0	0	0	476	476
3:00 p.m.	0	0	0	0	476	476
4:00 p.m.	0	0	0	0	510	510
5:00 p.m.	0	0	0	0	578	578
6:00 p.m.	0	0	0	0	612	612
7:00 p.m.	0	0	0	0	660	660
8:00 p.m.	0	0	0	0	666	666
9:00 p.m.	0	0	0	0	673	673
10:00 p.m.	0	0	0	0	680	680
11:00 p.m.	0	0	0	0	680	680
12:00 mid	0	0	0	0	680	680

Shared Use Parking Calculations - Study Area Summary Statistics

Time of Day	Total Occupied Spaces												Total
	PA 1 TAZ 1	PA 1 TAZ 2	PA 1 TAZ 3	PA 1 TAZ 4	PA 1 TAZ 5	PA 1 TAZ 6	PA 1 TAZ 7	PA 1 TAZ 8	PA 2 TAZ 1	PA 2 TAZ 2	PA 2 TAZ 3	PA 2 TAZ 4	
6:00 AM	10	22	26	280	9	11	10	66	20	30	4	55	543
7:00 AM	82	196	217	385	76	98	82	100	200	283	42	526	2,287
8:00 AM	215	510	567	612	196	254	215	168	508	723	107	1,337	5,412
9:00 AM	379	898	1,000	893	345	448	379	253	740	1,051	155	1,948	8,489
10:00 AM	418	988	1,101	948	381	494	418	271	820	1,165	172	2,159	9,335
11:00 AM	523	1,237	1,378	1,125	476	618	523	325	955	1,357	202	2,515	11,234
12:00 PM	540	1,277	1,422	1,141	491	639	540	331	985	1,401	209	2,595	11,571
1:00 PM	532	1,259	1,402	1,140	484	630	532	330	978	1,391	207	2,577	11,462
2:00 PM	582	1,376	1,533	1,230	530	688	582	356	1,049	1,491	221	2,763	12,401
3:00 PM	533	1,261	1,405	1,143	485	630	533	330	964	1,371	204	2,540	11,399
4:00 PM	499	1,180	1,315	1,094	454	590	499	315	907	1,291	192	2,390	10,726
5:00 PM	458	1,082	1,205	1,046	416	541	458	299	743	1,057	159	1,959	9,423
6:00 PM	441	1,041	1,161	1,030	401	522	441	291	656	935	139	1,730	8,788
7:00 PM	410	971	1,081	993	374	485	410	279	574	818	122	1,515	8,032
8:00 PM	339	802	895	869	309	401	339	242	498	709	105	1,312	6,820
9:00 PM	279	659	736	761	255	330	279	210	426	608	91	1,124	5,758
10:00 PM	217	510	570	651	197	256	217	176	352	503	76	931	4,656
11:00 PM	134	316	352	503	121	158	134	133	242	345	52	639	3,129
12:00 AM	36	85	95	328	33	43	36	80	73	104	16	193	1,122
12,401													
2:00 PM													

Shared Use Parking Calculations - Study Area Summary Statistics

Time of Day	Planning Area 3 - TAZ	Planning Area 3 - TAZ	Planning Area 4 - TAZ	Planning Area 4 - TAZ	Planning Area 5 - TAZ	Total
	1	2	1	2	1	
6:00 AM	45	25	31	188	680	0
7:00 AM	425	228	28	169	612	1,462
8:00 AM	1,074	579	26	160	578	2,417
9:00 AM	1,438	775	25	150	544	2,932
10:00 AM	1,745	940	23	141	510	3,359
11:00 AM	1,998	1,077	22	132	476	3,705
12:00 PM	2,083	1,122	20	122	442	3,789
1:00 PM	2,059	1,109	22	132	476	3,798
2:00 PM	2,130	1,148	22	132	476	3,908
3:00 PM	1,974	1,064	22	132	476	3,668
4:00 PM	1,953	1,053	23	141	510	3,680
5:00 PM	1,624	875	26	160	578	3,263
6:00 PM	1,415	763	28	169	612	2,987
7:00 PM	1,147	619	30	182	660	2,638
8:00 PM	1,059	571	30	184	666	2,510
9:00 PM	907	490	31	186	673	2,287
10:00 PM	750	405	31	188	680	2,054
11:00 PM	515	278	31	188	680	1,692
12:00 AM	155	84	31	188	680	1,138

3,908

2:00 PM

APPENDIX D

Resolution No's. 2022-39 and Ordinance No. 560

RESOLUTION NO. 2022-39

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF APPLE VALLEY, CALIFORNIA, ADOPT GENERAL PLAN AMENDMENT NO. 2021-002 FOR THE VILLAGE SPECIFIC PLAN

WHEREAS, The General Plan of the Town of Apple Valley was adopted by the Town Council on August 11, 2009; and

WHEREAS, The Village Specific Plan is intended to guide the long-term development and redevelopment of a 1.5±-mile segment of Highway 18, including the Village commercial area, and parcels generally bounded by Arapahoe and Esaws Avenues on the north and Ottawa Road on the south, Central Road on the east, and the realigned Yucca Loma and Navajo Road on the west. It revises land use designations and sets forth development guidelines in the context of five (5) planning Districts to enhance the Village's identity as a downtown retail destination, guide future development of vacant parcels and redevelopment of underutilized parcels, and protect and expand residential neighborhoods with guidelines that scale down development at the periphery of the Village. Proposed circulation improvements to Highway 18 and Yucca Loma Road/Navajo Road are intended to minimize traffic conflicts, integrate multimodal facilities, and improve access and safety throughout the area; and

WHEREAS, The overall objectives of the Specific Plan are to:

- Create a vibrant neighborhood that will stand the test of time.
- Expand the identity of the Village from Highway 18 throughout the Village boundary.
- Have a creative, cohesive and harmonious look and feel, with inviting streetscapes and attractive building façades.
- Enhance connectivity and access throughout the Village.
- Create a sense of place with interesting public spaces and paseos to increase walkability.
- Be a convenient place for locals and visitors to stop, shop, and do business.
- Be a safe and comfortable place for pedestrians, cyclists, and motorists.
- Attract an eclectic mix of retail, services, specialty shops, and restaurants.
- Strengthen partnerships between the Town, the PBID and business and property owners to fund and implement improvements.

WHEREAS, General Plan Amendment No. 2021-002 are consistent with the General Plan of the Town of Apple Valley; and

WHEREAS, On May 18, 2022 and June 15, 2022, the Planning Commission of the Town of Apple Valley conducted a duly noticed and advertised public hearing, and adopted Planning Commission Resolution No. 2022-003 recommending adoption of this Resolution; an

WHEREAS, on October 11, 2022, the Town Council of the Town of Apple Valley conducted a duly noticed public hearing on General Plan Amendment No. 2021-002, receiving testimony from the public and adopted Resolution No. 2022-39 recommending adoption of this

Resolution; and

WHEREAS, General Plan Amendment No. 2021-002 are consistent with the Land Use Element goals and policies of the Town's General Plan and Title 9 "Development Code" of the Municipal Code of the Town of Apple Valley and shall promote the health, safety, and general welfare of the citizens of the Town of Apple Valley; and

WHEREAS, on October 1, 2022, General Plan Amendment No. 2021-002 was duly noticed in the Victor Valley Daily Press, a newspaper of general circulation within the Town of Apple Valley; and

WHEREAS, The Town of Apple Valley, as lead agency, determined that an Environmental Impact Report ("EIR") should be prepared pursuant to CEQA in order to analyze all adverse environmental impacts of the Project; and

WHEREAS, upon hearing and considering all testimony and arguments, if any, of all interested persons desiring to be heard, said Planning Commission recommends that the Town Council certify said Environmental Impact Report based on the following findings and that the Town Council also make the following findings:

1. That the Environmental Impact Report has been prepared and processed in compliance with the State CEQA Guidelines and the Town's implementation procedures. The Town Council has independently reviewed and considered the information contained in the Environmental Impact Report, and finds that it adequately describes and addresses the environmental effects of the Project. The mitigation measures identified in the Environmental Impact Report have been incorporated into the Project and/or will be made part of the approval of the project and these measures will mitigate most potential significant effects. Impacts associated with greenhouse gas emissions cannot be fully mitigated; therefore, the Town Council adopts a Statement of Overriding Considerations.
2. The Project will not be detrimental to the health, safety, or general welfare of the community, either indirectly, or directly, in that most impacts can be mitigated to less than significant levels. Impacts associated with greenhouse gas emissions cannot be fully mitigated; therefore, a Statement of Overriding Considerations will be prepared.
3. The Project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of, rare or endangered plants or animals or eliminate important examples of the major periods of California history, or prehistory.
4. There is no evidence before the Town that the Project will have the potential for an adverse effect on wildlife resources or the habitat on which the wildlife depends.
5. The Project does not have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals, as the project is consistent with the General Plan, and impacts to all environmental factors except greenhouse gas emissions have been reduced

to less than significant levels; therefore, a Statement of Overriding Considerations will be prepared.

6. The Project will not result in impacts which are individually limited or cumulatively considerable when considering planned or proposed development in the immediate vicinity, as development patterns in the area will not be significantly affected by the Project.

7. The Project will not have the environmental effects that will adversely affect the human population, either directly or indirectly, as no significant impacts have been identified which would affect human health, risk potential or public services.

8. The Town Council has fully considered the Environmental Impact Report and the administrative record relating to the proposed project.

9. The Environmental Impact Report reflects the independent judgment and analysis of the Planning Commission.

10. The Town Council finds the Town has not received any evidence of new significant impacts, as defined by State CEQA Guidelines Section 15088.5, after circulation of the EIR which would require recirculation. No substantial changes to the Village Specific Plan have occurred that would require a subsequent or supplemental EIR.

11. The location of the documents which constitute the record of proceedings upon which the Town Council is based upon is in the Town of Apple Valley Town Hall, Community Development Department, 14955 Dale Evans Parkway Apple Valley, California 92307.

12. A copy of the Mitigation Monitoring and Reporting Program (MMRP) is included in the Environmental Impact Report pursuant to Public Resources Code Section 21081.6 in order to assure compliance with the mitigation measures during Project implementation. To the extent there is any conflict between the Mitigation Monitoring and Reporting Program, the EIR, or the Findings of Fact, the terms and provisions of the Mitigation Monitoring and Reporting Program shall control.

13. Based upon the Environmental Impact Report and the entire record of proceedings, the Project has no potential for adverse effects on wildlife as that term is defined in Fish and Game Code Section 711.2.

14. The Town Council has on the basis of substantial evidence, rebutted the presumption of adverse effect set forth in 14 California Code of Regulations 753.5(d); and

WHEREAS, on October 11, 2022, the Town Council of the Town of Apple Valley conducted a duly noticed public hearing pertaining to the Village Specific Plan, and concluded said hearing on October 11, 2022; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED that in consideration of the evidence presented at the public hearing, and for the reasons discussed by the Town Council at said hearing, the

Town Council of the Town of Apple Valley, California, finds and determines as follows and the Town Council makes the following findings and take the following actions:

Section 1. The recitals above are true and correct and are hereby incorporated herein by this reference.

Section 2. Based upon substantial evidence presented to this Council during the above-referenced October 11, 2022, hearings, including public testimony and written and oral staff reports, this Town Council specifically finds as follows:

A. The following are the Findings for a General Plan Amendment required under Section 9.02.050(H)(3) of the Development Code, with a comment to address each:

1. The proposed General Plan Amendment is consistent with the goals, policies and standards of all elements of the General Plan and will further those goals, policies and standards;

Adoption of the Specific Plan is consistent with the General Plan Land Use Goal Nos. LU-5 & LU-6, as well as Policies Nos. 5E and 6C, and Programs Nos. 6.C.1, 6.C.2, 6.C.3, as outlined below:

- a. Policy 5.E - Mixed Use projects which integrate residential land uses and commercial or light industrial land uses are encouraged in The Village, on major roadways, and in close proximity to employment centers.
- b. Policy 6.C - The Town shall encourage the development and/or redevelopment of The Village.
- c. Program 6.C.1 - Public facilities in The Village should be designed to include consolidated parking areas, special roadway standards, and prioritized flood control improvements.
- d. Program 6.C.2 - The Redevelopment Agency shall consider land purchases or other incentives which allow for the consolidation of smaller, under-utilized sites in The Village into larger and more useable parcels, to be marketed to the development community.
- e. Program 6.C.3 - Future development and redevelopment of The Village shall be governed by a Specific Plan.

The Amendment will assure the long-term, planned growth and redevelopment of the Village with high-quality residential, mixed use, and commercial development with adequate infrastructure. The proposed Specific Plan is consistent with the Land Use Element, which promotes a well-planned, orderly development pattern that enhances community values, and assures development of adequate infrastructure. The Land Use Element also promotes developments that will strengthen the local economy; enhance the quality of life; supports a broad-based economy; and encourages the jobs-housing balance, as directed by the Town's adopted General Plan.

2. The General Plan, as amended, will comprise an integrated, internally consistent and compatible statement of policies for the Town;

The proposed General Plan Amendment adopts the Village Specific Plan which is a long-range planning document envisioned by the General Plan and reflects the values of the community. The Village Specific Plan will not create any internal inconsistencies and assures the systematic implementation of the General Plan.

3. The General Plan Amendment furthers the public interest and promotes the general welfare of the Town by providing for a logical pattern of land uses and clarifying various land use policies for the Town.

The proposed General Plan Amendment enables the implementation of the Village Specific Plan, which has been developed to assure the long-term, planned growth and redevelopment of the Village with high-quality residential, mixed use, and commercial development. The Specific Plan establishes the best mix of land uses and development standards to assure that the area achieves its land use potential for residential uses, retail growth and establishment of local jobs.

- B. Development Code Section 9.03.050 requires that the following Findings be made in order to approve a Specific Plan:

1. The proposed Specific Plan meets all of the following content criteria, with a comment to address each:

- a. Specifies through text and/or diagrams, the distribution, location and extent of the uses of land, including open space, within the area covered by the plan;

The proposed Specific Plan details land-use designations, permitted and conditionally permitted uses, and development standards to assure cohesive development within the Specific Plan area.

- b. Specifies through text and/or diagrams, the proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid-waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;

Chapter 5 of the Specific Plan details both existing and required future infrastructure improvements required to assure master planned, high quality development in the Specific Plan area. All infrastructure has been sized to accommodate full build-out of the Specific Plan.

- c. Specifies through text and/or diagrams, the standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable;

The development standards included in the Specific Plan include text, tables and graphic representations of the requirements for development.

- d. Specifies a program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out Findings 1.a, 1.b, and 1.c above;

Chapters 5 and 6 of the Specific Plan discusses improvements required and the potential financing of these improvements. The Specific Plan describes existing infrastructure and sets forth the backbone infrastructure required for the build-out of the Specific Plan area. In addition to this backbone infrastructure, individual projects will be required to extend infrastructure to their properties and assure connection to water, sanitary sewer, roads and drainage improvements for a uniform and master planned project.

- e. The Village Specific Plan is consistent with General Plan Land Use Element Policies 3.B, 4.I, 4.J and 4.K, as described below:
 - i. The Village Specific Plan is consistent with Policy 3.B. in that a Specific Plan is required when development proposals propose a combination of land uses or variations of development standards in a particular zone.
 - ii. The Village Specific Plan does not propose single-family residential development and is therefore not subject to the density, lot sizes, and recreational and open space criteria established in Policies 4.I, 4.J and 4.K.
 - iii. The types of new residential development envisioned in the Village Specific Plan are multi-family residential or mixed-use development. Both types of development will be allowed in either an area already zoned for multi-family residential zone or within an existing in-fill commercial area fronting on to Outer Highway 18. The Village Specific Plan will be consistent with Policy 4.J in that all new multi-family residential or mixed-use developments or redevelopment will be designed to be compatible with adjacent or nearby lot sizes and neighborhoods by complying with development standards and design guidelines to ensure quality development, including additional setbacks and landscape/screening buffers when located adjacent to residential developments or land uses.
- f. Includes a statement of the relationship of the Specific Plan to the General Plan, Development Code and other applicable plans or ordinances;

Section I.5 of Chapter 1 of the Village Specific Plan discuss the relationship of the Specific Plan to the General Plan, as well as its consistency with it.

- g. Address any other subjects that are necessary for implementation of the General Plan;

The Specific Plan includes extensive design guidelines to assure that the Specific Plan area is developed with high-quality buildings and landscape features.

- 2. The location and design of the proposed development will be consistent with the goals and policies of the General Plan and with any other applicable plan or policies adopted by the Town and with any other applicable provisions of the Development Code.

The Specific Plan was specifically envisioned in the General Plan, and the development standards and guidelines included in it are refinements of the Development Code.

3. The proposed location will allow the development to be well integrated with, or adequately buffered from, its surroundings, as appropriate.

The Specific Plan includes specific provisions for landscaping buffers, landscaped and building setbacks to assure that surrounding residential development is buffered from the proposed general and service commercial land uses.

4. All vehicular traffic generated by the development, either in phased increments or at build-out, will be accommodated safely and without causing significantly increased congestion upon adjoining streets.

The traffic impact analysis prepared for the EIR clearly demonstrates the level of improvements required and that the circulation system in the area will operate safely and without causing significantly increased congestion upon adjoining streets throughout the project's development and at build out.

5. The final Specific Plan will identify a methodology to allow land uses to be adequately serviced by existing or proposed public facilities and services. In appropriate circumstances, and as provided elsewhere by the Development Code, the Town may require that suitable areas be reserved for uses such as schools, parks and pedestrian ways; public open spaces may be dedicated or reserved by private covenant for the common use of residents, establishments or operations in the development.

Chapter 5 of the Specific Plan includes discussion of all public services required for the Specific Plan area. The amount of residential growth within the Village Specific Plan does not necessitate areas to be reserved for schools and parks within the Village area, and/or beyond existing policies and the General Plan. The Village does provide opportunities for public open spaces integrated into private and public domains in the form of court yards and outdoor dining areas, as well as sidewalks and public rest areas with public seating and furniture.

6. In accordance with the requirements of the California Environmental Quality Act (CEQA), environmental impacts have been reduced to a level of insignificance, or in the case where such impacts remain, a statement of overriding considerations must be adopted to justify the merits of project implementation after certification of the Environmental Impact Report.

The EIR found that, although the project has the potential to result in significant impacts, these impacts can be mitigated to less than significant levels with the exception of impacts to greenhouse gas emissions. A Statement of Overriding Considerations is required as a part of the Town Council approval.

7. The proposed Specific Plan should contribute to a balance of land uses so local residents may work and shop in the community in which they live.

The purpose of the Specific Plan is, in part, to create a retail, restaurant and entertainment destination for residents to shop, visit, and work. The Village will create jobs for residents of Apple Valley and limit commute times, which currently exceed 30 minutes on the average, by providing a wide range of employment and shopping opportunities within Town limits.

8. The proposed Specific Plan will not be detrimental to the public health, safety or welfare of the Town.

The Specific Plan includes development standards designed to assure that development is of high-quality and does not impact public health, safety or welfare.

Section 3. In order to maintain conformity, the three properties currently zoned Service Commercial (CS), known as APNs: 3087-351-52, 10, & 09, within District 4 shall have zoning and land use rights to develop and operate in accordance with the permitted uses and development standards in District 2 in addition to District 4.

Section 4. The Town Council hereby specifically finds that all the facts set forth in this Resolution are true and correct.

Section 5. The Town Council hereby finds that the Village Specific Plan will have a significant effect on the environment, and recommends that the Town Council certify the EIR and adopt the facts, findings and a statement of overriding considerations, as well as a mitigation monitoring and reporting program.

Section 6. Based on the findings and conclusions set forth in this Resolution, the Town Council approves the Village Specific Plan, attached hereto as Exhibit "A" and said exhibits are incorporated herein by this reference. The General Plan Land Use Map shall show only that the Specific Plan boundary is within the "Specific Plan", "SP" or "Village Specific Plan".

PASSED, APPROVED, AND ADOPTED by the Town Council of the Town of Apple Valley, California, at its regular meeting held on the 11th of October, 2022, by the following vote, to wit:

ATTEST:



La Vonda M. Pearson, Town Clerk



Kari Leon, Mayor



Town of Apple Valley
Resolution No. 2022-39

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO
TOWN OF APPLE VALLEY

I, HANNAH RALEIGH, Town Clerk for the Town of Apple Valley, Apple Valley, California, do hereby certify that Resolution No. 2022-39, duly and regularly adopted by the Town Council at a meeting thereof held on the 11th day of October 2022 by the following vote:

AYES: Council Members, Emick, Cusack, Nassif; Mayor Pro Tem Bishop, Mayor Leon.
NOES: None.
ABSTAIN: None
ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Town of Apple Valley, California, this 12th day of October 2022.



HANNAH RALEIGH
DEPUTY TOWN CLERK

By: Hannah Raleigh

Hannah Raleigh, Deputy Town Clerk

www.AppleValley.org

14955 Dale Evans Parkway • Apple Valley, California 92307 • 760.240.7000

ORDINANCE NO. 560

AN ORDINANCE OF THE TOWN OF APPLE VALLEY, CALIFORNIA, ADOPTING ZONE CHANGE NO. 2021-001 AND SPECIFIC PLAN NO. 2021-001 FOR THE VILLAGE SPECIFIC PLAN

WHEREAS, The General Plan of the Town of Apple Valley was adopted by the Town Council on August 11, 2009; and

WHEREAS, The Village Specific Plan is intended to guide the long-term development and redevelopment of a 1.5±-mile segment of Highway 18, including the Village commercial area, and parcels generally bounded by Arapahoe and Esaws Avenues on the north and Ottawa Road on the south, Central Road on the east, and the realigned Yucca Loma and Navajo Road on the west. It revises land use designations and sets forth development guidelines in the context of five (5) planning Districts to enhance the Village's identity as a downtown retail destination, guide future development of vacant parcels and redevelopment of underutilized parcels, and protect and expand residential neighborhoods with guidelines that scale down development at the periphery of the Village. Proposed circulation improvements to Highway 18 and Yucca Loma Road/Navajo Road are intended to minimize traffic conflicts, integrate multimodal facilities, and improve access and safety throughout the area; and

WHEREAS, The overall objectives of the Specific Plan are to:

- Create a vibrant neighborhood that will stand the test of time.
- Expand the identity of the Village from Highway 18 throughout the Village boundary.
- Have a creative, cohesive and harmonious look and feel, with inviting streetscapes and attractive building façades.
- Enhance connectivity and access throughout the Village.
- Create a sense of place with interesting public spaces and paseos to increase walkability.
- Be a convenient place for locals and visitors to stop, shop, and do business.
- Be a safe and comfortable place for pedestrians, cyclists, and motorists.
- Attract an eclectic mix of retail, services, specialty shops, and restaurants.
- Strengthen partnerships between the Town, the PBID and business and property owners to fund and implement improvements.

WHEREAS, Zone Change No. 2021-001 and Specific Plan No. 2021-001 are consistent with the General Plan of the Town of Apple Valley; and

WHEREAS, On May 18, 2022 and June 15, 2022, the Planning Commission of the Town of Apple Valley conducted a duly noticed and advertised public hearing, and adopted Planning Commission Resolution No. 2022-003 recommending adoption of this Resolution; an

WHEREAS, on October 11, 2022, the Town Council of the Town of Apple Valley conducted a duly noticed public hearing on Zone Change No. 2021-001 and Specific Plan No. 2021-001, receiving testimony from the public and adopted this Ordinance; and

WHEREAS, Zone Change No. 2021-001 and Specific Plan No. 2021-001 are consistent with the Land Use Element goals and policies of the Town's General Plan and Title 9 "Development Code" of the Municipal Code of the Town of Apple Valley and shall promote the health, safety, and general welfare of the citizens of the Town of Apple Valley; and

WHEREAS, on October 1, 2022, Zone Change No. 2021-001 and Specific Plan No. 2021-001 was duly noticed in the Victor Valley Daily Press, a newspaper of general circulation within the Town of Apple Valley; and

WHEREAS, The Town of Apple Valley, as lead agency, determined that an Environmental Impact Report ("EIR") should be prepared pursuant to CEQA in order to analyze all adverse environmental impacts of the Project; and

WHEREAS, upon hearing and considering all testimony and arguments, if any, of all interested persons desiring to be heard, said Planning Commission recommends that the Town Council certify said Environmental Impact Report based on the following findings and that the Town Council also make the following findings:

1. That the Environmental Impact Report has been prepared and processed in compliance with the State CEQA Guidelines and the Town's implementation procedures. The Town Council has independently reviewed and considered the information contained in the Environmental Impact Report, and finds that it adequately describes and addresses the environmental effects of the Project. The mitigation measures identified in the Environmental Impact Report have been incorporated into the Project and/or will be made part of the approval of the project and these measures will mitigate most potential significant effects. Impacts associated with greenhouse gas emissions cannot be fully mitigated; therefore, the Town Council adopts a Statement of Overriding Considerations.
2. The Project will not be detrimental to the health, safety, or general welfare of the community, either indirectly, or directly, in that most impacts can be mitigated to less than significant levels. Impacts associated with greenhouse gas emissions cannot be fully mitigated; therefore, a Statement of Overriding Considerations will be prepared.
3. The Project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of, rare or endangered plants or animals or eliminate important examples of the major periods of California history, or prehistory.

4. There is no evidence before the Town that the Project will have the potential for an adverse effect on wildlife resources or the habitat on which the wildlife depends.
5. The Project does not have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals, as the project is consistent with the General Plan, and impacts to all environmental factors except greenhouse gas emissions have been reduced to less than significant levels; therefore, a Statement of Overriding Considerations will be prepared.
6. The Project will not result in impacts which are individually limited or cumulatively considerable when considering planned or proposed development in the immediate vicinity, as development patterns in the area will not be significantly affected by the Project.
7. The Project will not have the environmental effects that will adversely affect the human population, either directly or indirectly, as no significant impacts have been identified which would affect human health, risk potential or public services.
8. The Town Council has fully considered the Environmental Impact Report and the administrative record relating to the proposed project.
9. The Environmental Impact Report reflects the independent judgment and analysis of the Planning Commission.
10. The Town Council finds the Town has not received any evidence of new significant impacts, as defined by State CEQA Guidelines Section 15088.5, after circulation of the EIR which would require recirculation. No substantial changes to the Village Specific Plan have occurred that would require a subsequent or supplemental EIR.
11. The location of the documents which constitute the record of proceedings upon which the Town Council is based upon is in the Town of Apple Valley Town Hall, Community Development Department, 14955 Dale Evans Parkway Apple Valley, California 92307.
12. A copy of the Mitigation Monitoring and Reporting Program (MMRP) is included in the Environmental Impact Report pursuant to Public Resources Code Section 21081.6 in order to assure compliance with the mitigation measures during Project implementation. To the extent there is any conflict between the Mitigation Monitoring and Reporting Program, the EIR, or the Findings of Fact, the terms and provisions of the Mitigation Monitoring and Reporting Program shall control.
13. Based upon the Environmental Impact Report and the entire record of proceedings, the Project has no potential for adverse effects on wildlife as that term is defined in Fish and Game Code Section 711.2.

14. The Town Council has on the basis of substantial evidence, rebutted the presumption of adverse effect set forth in 14 California Code of Regulations 753.5(d); and

WHEREAS, on October 11, 2022, the Town Council of the Town of Apple Valley conducted a duly noticed public hearing pertaining to the Village Specific Plan, and concluded said hearing on October 11, 2022; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, the Town Council of the Town of Apple Valley, State of California does Ordain as follows, that in consideration of the evidence presented at the public hearing, and for the reasons discussed by the Town Council at said hearing, the Town Council of the Town of Apple Valley, California, finds and determines as follows and the Town Council makes the following findings and take the following actions:

Section 1. The recitals above are true and correct and are hereby incorporated herein by this reference.

Section 2. Based upon substantial evidence presented to this Council during the above-referenced October 11, 2022, hearings, including public testimony and written and oral staff reports, this Town Council specifically finds as follows:

A. The following are the Findings for an amendment to the Development Code, through a Zone Change, as required under Section 9.06.060:

1. The proposed amendment is consistent with the General Plan.

The proposed Zone Change was clearly identified as a long-term goal in the General Plan, as envisioned in General Plan Land Use Goal Nos. LU-5 & LU-6, as well as Policies Nos. 5E and 6C, and Programs Nos. 6.C.1, 6.C.2, 6.C.3. The Amendment will assure the long-term, planned growth and redevelopment of the Village with high-quality residential, mixed use, and commercial development. The Village Specific Plan extends and enhances development standards already in place within the current Development Code.

2. The proposed amendment will not be detrimental to the public health, safety or welfare of the Town or its residents.

The proposed Zone Change will assure the master planned, high quality development of both land uses and infrastructure of sufficient size to accommodate the development and surrounding land uses for the long term.

B. Development Code Section 9.03.050 requires that the following Findings be made in order to approve a Specific Plan:

1. The proposed Specific Plan meets all of the following content criteria, with a comment to address each:

a. Specifies through text and/or diagrams, the distribution, location and extent of the uses of land, including open space, within the area covered by the plan;

The proposed Specific Plan details land-use designations, permitted and conditionally permitted uses, and development standards to assure cohesive development within the Specific Plan area.

b. Specifies through text and/or diagrams, the proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid-waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;

Chapter 5 of the Specific Plan details both existing and required future infrastructure improvements required to assure master planned, high quality development in the Specific Plan area. All infrastructure has been sized to accommodate full build-out of the Specific Plan.

c. Specifies through text and/or diagrams, the standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable;

The development standards included in the Specific Plan include text, tables and graphic representations of the requirements for development.

d. Specifies a program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out Findings 1.a, 1.b, and 1.c above;

Chapters 5 and 6 of the Specific Plan discusses improvements required and the potential financing of these improvements. The Specific Plan describes existing infrastructure and sets forth the backbone infrastructure required for the build-out of the Specific Plan area. In addition to this backbone infrastructure, individual projects will be required to extend infrastructure to their properties and assure

connection to water, sanitary sewer, roads and drainage improvements for a uniform and master planned project.

e. The Village Specific Plan is consistent with General Plan Land Use Element Policies 3.B, 4.I, 4.J and 4.K, as described below:

- i. The Village Specific Plan is consistent with Policy 3.B. in that a Specific Plan is required when development proposals propose a combination of land uses or variations of development standards in a particular zone.
- ii. The Village Specific Plan does not propose single-family residential development and is therefore not subject to the density, lot sizes, and recreational and open space criteria established in Policies 4.I, 4.J and 4.K.
- iii. The types of new residential development envisioned in the Village Specific Plan are multi-family residential or mixed-use development. Both types of development will be allowed in either an area already zoned for multi-family residential zone or within an existing in-fill commercial area fronting on to Outer Highway 18. The Village Specific Plan will be consistent with Policy 4.J in that all new multi-family residential or mixed-use developments or redevelopment will be designed to be compatible with adjacent or nearby lot sizes and neighborhoods by complying with development standards and design guidelines to ensure quality development, including additional setbacks and landscape/screening buffers when located adjacent to residential developments or land uses.

f. Includes a statement of the relationship of the Specific Plan to the General Plan, Development Code and other applicable plans or ordinances;

Section I.5 of Chapter 1 of the Village Specific Plan discuss the relationship of the Specific Plan to the General Plan, as well as its consistency with it.

g. Address any other subjects that are necessary for implementation of the General Plan;

The Specific Plan includes extensive design guidelines to assure that the Specific Plan area is developed with high-quality buildings and landscape features.

2. The location and design of the proposed development will be consistent with the goals and policies of the General Plan and with any other applicable plan or policies adopted by the Town and with any other applicable provisions of the Development Code.

The Specific Plan was specifically envisioned in the General Plan, and the development standards and guidelines included in it are refinements of the Development Code.

3. The proposed location will allow the development to be well integrated with, or adequately buffered from, its surroundings, as appropriate.

The Specific Plan includes specific provisions for landscaping buffers, landscaped and building setbacks to assure that surrounding residential development is buffered from the proposed general and service commercial land uses.

4. All vehicular traffic generated by the development, either in phased increments or at build-out, will be accommodated safely and without causing significantly increased congestion upon adjoining streets.

The traffic impact analysis prepared for the EIR clearly demonstrates the level of improvements required and that the circulation system in the area will operate safely and without causing significantly increased congestion upon adjoining streets throughout the project's development and at build out.

5. The final Specific Plan will identify a methodology to allow land uses to be adequately serviced by existing or proposed public facilities and services. In appropriate circumstances, and as provided elsewhere by the Development Code, the Town may require that suitable areas be reserved for uses such as schools, parks and pedestrian ways; public open spaces may be dedicated or reserved by private covenant for the common use of residents, establishments or operations in the development.

Chapter 5 of the Specific Plan includes discussion of all public services required for the Specific Plan area. The amount of residential growth within the Village Specific Plan does not necessitate areas to be reserved for schools and parks within the Village area, and/or beyond existing policies and the General Plan. The Village does provide opportunities for public open spaces integrated into private and public domains in the form of court yards and outdoor dining areas, as well as sidewalks and public rest areas with public seating and furniture.

6. In accordance with the requirements of the California Environmental Quality Act (CEQA), environmental impacts have been reduced to a level of insignificance, or in the case where such impacts remain, a statement of overriding considerations must be adopted to justify the

merits of project implementation after certification of the Environmental Impact Report.

The EIR found that, although the project has the potential to result in significant impacts, these impacts can be mitigated to less than significant levels with the exception of impacts to greenhouse gas emissions. A Statement of Overriding Considerations is required as a part of the Town Council approval.

7. The proposed Specific Plan should contribute to a balance of land uses so local residents may work and shop in the community in which they live.

The purpose of the Specific Plan is, in part, to create a retail, restaurant and entertainment destination for residents to shop, visit, and work. The Village will create jobs for residents of Apple Valley and limit commute times, which currently exceed 30 minutes on the average, by providing a wide range of employment and shopping opportunities within Town limits.

8. The proposed Specific Plan will not be detrimental to the public health, safety or welfare of the Town.

The Specific Plan includes development standards designed to assure that development is of high-quality and does not impact public health, safety or welfare.

Section 3. In order to maintain conformity, the three properties currently zoned Service Commercial (CS), known as APNs: 3087-351-52, 10, & 09, within District 4 shall have zoning and land use rights to develop and operate in accordance with the permitted uses and development standards in District 2 in addition to District 4.

Section 4. The Town Council hereby specifically finds that all the facts set forth in this Ordinance are true and correct.

Section 5. The Town Council hereby finds that the Village Specific Plan will have a significant effect on the environment, and the Town Council certifies the EIR and adopt the facts, findings and a statement of overriding considerations, as well as a mitigation monitoring and reporting program.

Section 6. Based on the findings and conclusions set forth in this Ordinance, the Town Council approves the Village Specific Plan, attached hereto as Exhibit "A" and said exhibits are incorporated herein by this reference. The existing zoning designations shall be eliminated and replaced with this adopted Village Specific Plan.

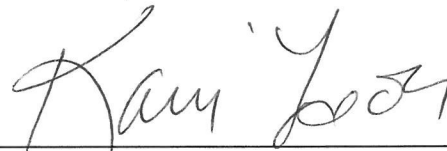
Section 7. Notice of Adoption. The Town Clerk of the Town of Apple Valley shall certify to the adoption of this ordinance and cause publication to occur in a newspaper of general circulation and published and circulated in the Town in a manner permitted

under Section 36933 of the Government Code of the State of California.

Section 8. Effective Date. This Ordinance shall become effective thirty (30) days after the date of its adoption.

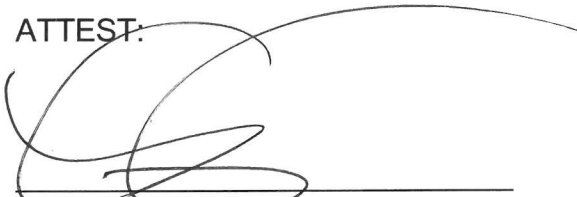
Section 9. Severability. If any provision of this Ordinance, or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications and, to this end, the provisions of this Ordinance are declared to be severable.

APPROVED and **ADOPTED** by the Town Council of the Town of Apple Valley and signed by the Mayor and attested by the Town Clerk this 25th day of October, 2022.



Kari Leon, Mayor

ATTEST:



La Vonda M. Pearson, Town Clerk

APPROVED AS TO FORM:



Thomas Rice, Town Attorney

APPROVED AS TO CONTENT:



Orlando Acevedo, Assistant Town Manager

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO
TOWN OF APPLE VALLEY

I, HANNAH RALEIGH, DEPUTY TOWN CLERK of the Town of Apple Valley, California, hereby certify that the foregoing Ordinance No. 560 was duly introduced on October 11, 2022 and adopted at the Town Council adjourned meeting on October 25, 2022, by the following vote:

AYES: Council Members, Cusack, Emick, Nassif, Mayor Pro Tem Bishop, Mayor Leon.

NOES: None.

ABSENT: None.

ABSTAIN: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Town of Apple Valley, California, this 26th day of October, 2022.



HANNAH RALEIGH
DEPUTY TOWN CLERK

by:

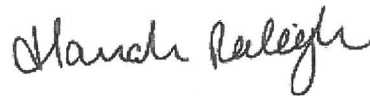
Hannah Raleigh, Deputy Clerk

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO
TOWN OF APPLE VALLEY

I, Hannah Raleigh, Deputy Town Clerk of the Town of Apple Valley, California, do hereby certify that the attached Ordinance No. 560 was adopted on October 25, 2022 by the Town Council of the Town of Apple Valley and has been published in a newspaper of general circulation, published and circulated in the Town in a manner permitted under Section 36933 of the Government Code.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Town of Apple Valley, California, this 26th day of October, 2022.

HANNAH RALEIGH
DEPUTY TOWN CLERK



Hannah Raleigh, Deputy Clerk

