

Chapter II.

COMMUNITY DEVELOPMENT

LAND USE ELEMENT

PURPOSE

The Land Use Element establishes the vision of Apple Valley for its long-term development. The Town has carefully reviewed development patterns, and made changes where it felt that the historic pattern may need redirection. This Element reflects the Town's core values as they relate to long-term development activity. It focuses on the protection and enhancement of existing neighborhoods, and establishes goals, policies and programs to assure that development in the future enhances what already exists in Town.

BACKGROUND

The Land Use Element is pivotal to a successful General Plan. It affects all other Elements, but most particularly the Circulation Element, which is designed to assure that the land use pattern can be supported through an effective and efficient circulation system. The Land Use Element is also dependent on other Elements, such as the Biological Resources and Open Space elements, which provide the basis for the preservation of lands for these resources, which are then defined in the Land Use Element.



The framework for the Land Use Element is established in Government Code Section 65300 et. seq., which requires that all municipalities adopt land use plans for residential, commercial, industrial, open space and other land uses for all lands within their boundaries.

The Sphere of Influence

Apple Valley's Sphere of Influence – that area determined by the Local Agency Formation Commission to be a logical extension of the Town in the long term – encompasses lands to the east and south of Town boundaries. The Sphere covers a large area, almost the same size in acres as the Town, totaling 122,921.2 acres, or 192 square miles. The Sphere was assigned General Plan land use designations prior to the adoption of this General Plan, which remain in effect after the adoption of this General Plan. Most of the Sphere lands, however, will not be included in this General Plan until such time as they are annexed to the Town. At that time, this General Plan will be amended to include annexed lands.

There are two exceptions to the Sphere lands, which were incorporated into this General Plan, and were analyzed as part of the preparation of this General Plan.

The first area is that area known as the “Golden Triangle” (Annexation 2008-001), which occurs on the northwestern corner of the Town. The area is bounded by Interstate 15 on the west, Morro Road on the north, Dale Evans Parkway on the east, and Johnson Road on the south. This area was proposed for annexation concurrent with the development of this General Plan, and was assigned detailed land uses in the General Plan process. The area totals 2,774.6 acres.

The second area, Annexation 2008-002, consists of 808.6 acres located on the east side of Central Road and the south side of Quarry Road, and encompasses all of Section 14, and a portion of Section 23, Township 6 North, Range 3 East. This area is proposed as an extension of the North Apple Valley Industrial Specific Plan, and was also proposed for annexation concurrent with the preparation of this General Plan.

The annexation efforts for these two areas occurred immediately following the adoption of the General Plan. Following completion of the annexation process, these lands will become part of the Town’s incorporated boundary.

Exhibit II-1 illustrates the Town’s boundary and the Sphere of Influence. The Land Use Map is provided as Exhibit II-2.

General Plan Land Use Designations

The land use types in Apple Valley are all related to a single, over-arching concept: that Apple Valley’s quality of life is tied to its rural character, and that this character is to be preserved and protected for the long term health of the community. In Apple Valley “rural” means space -- unscarred mountains and vistas of desert valleys, neighborhoods of large lots where keeping horses is allowed, an extensive multi-use trail system, and landscaping consistent with the desert environment.

The land use designations established in this General Plan are provided below. The single family land use designations are consistent with those defined in Measure N (see further discussion below). Three land use designations are new to this General Plan: Estate Residential $\frac{3}{4}$, Mobile Home Park and Mixed Use.

Very Low Density Residential (R-VLD; 1 dwelling unit per 5 or more gross acres): This land use designation allows detached single family homes on lots of at least five gross acres. Multi-use trails should be integrated into all new projects in this designation, as appropriate. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial) and home occupations. May be appropriate for bed and breakfast and similar uses, and animal-keeping or agricultural-related commercial enterprises, such as feed stores, commercial stables and similar uses with approval of a conditional use permit.

Low Density Residential (R-LD; 1 dwelling unit per 2.5 to 5 gross acres): This land use designation allows detached single family homes on lots of two and a half to five gross acres.

This designation provides for the rural and suburban environment. Multi-use trails should be integrated into all new projects in this designation, as appropriate. Also permitted are agricultural and ranching activities, animal keeping (both personal use and commercial) and home occupations. May be appropriate for bed and breakfast and similar uses, with approval of a conditional use permit.

Estate Residential (R-E; 1 dwelling unit per 1 to 2.5 gross acres): This land use designation allows detached single family homes on lots of one to two and a half gross acres. Access on local roads in new subdivisions within this designation should be paved. Multi-use trails should be integrated into all new projects in this designation, as appropriate. Animal keeping for personal use, ranching activities and home occupations are appropriate land uses in this designation. May be appropriate for bed and breakfast and similar uses, with approval of a conditional use permit.

Estate Residential ¾ (R-E; 1 dwelling unit per 0.75 to 1.0 net acre): This land use designation is specifically designed for animal keeping. Multi-use trails should be integrated into all new projects in this designation, as appropriate. Animal keeping for personal use, ranching activities and home occupations are appropriate land uses in this designation. Centralized stables, corrals, show rings and similar facilities, available to all residents of a development project are encouraged. May be appropriate for bed and breakfast and similar uses, with approval of a conditional use permit.

Single Family Residential (R-SF; 1 dwelling unit per 0.4 to 0.9 net acre): Lots in this designation must be a minimum of 18,000 square feet net, and may range to 39,200 square feet. This designation is intended to be composed of planned subdivisions with all utilities and public services. Animal keeping is permitted on lots zoned Equestrian Residential in the Development Code. Multi-use trails should be integrated into all new projects in this designation, as appropriate.

Medium Density Residential (R-M; 4 to 20 dwelling units per net acre): This designation is intended to promote a wide range of higher density residential units, including: single family attached; and multi-family units, including condominiums, townhomes and apartments. Projects restricted to senior citizens (age 55 and older) and providing various levels of care are also appropriate in this designation. Single family detached units are only permitted on lots of 18,000 square feet or greater in the Mountain Vista Estates area, as defined in Program 2.G.1. On all other lands designated Medium Density Residential within Town limits, single family detached units are prohibited. This land use designation should be a buffer between less intense residential designations and commercial or industrial designations, or major roadways. Future projects should be located in close proximity to commercial services, public transit and schools.

Mobile Home Park (MHP; 5-15 units per acre): This designation is applied to mobile home parks that existed upon adoption of this General Plan. New mobile home parks would be required to file a General Plan Amendment and Change of Zone to assign this designation to the project. This designation applies to mobile home parks and mobile home subdivisions. Home occupations and recreational facilities and amenities associated with the mobile home use are also appropriate in this designation.

Mixed Use (M-U): The land use designation has been created to allow for the development of projects that include residential and retail and office commercial development in an integrated, master planned project. Residential development should occur over commercial development, or within a commercial complex (i.e. residential building abutting a commercial building). Residential development must occur at a density of 4 to 30 units per acre. Mixed Use projects are encouraged in The Village, on major roadways, and in close proximity to employment centers, such as the North Apple Valley Industrial Specific Plan area. Projects that propose residential parcels adjacent to commercial parcels, and do not truly integrate the land uses, will not qualify for this designation. The minimum size for a Mixed Use project is 1 acre.

Office Professional (O-P): This designation allows professional offices, and is intended to act as a buffer between General Commercial and residential land uses. This designation encourages high quality professional services with only ancillary retail commercial components. There is no minimum size for project sites in this designation, but assemblage of smaller parcels is encouraged.

General Commercial (C-G): This designation allows a broad range of retail uses, as well as office and service land uses. Typical uses will serve the needs of the Town's 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 in this designation. Restaurants, both sit-down and fast food, gasoline service stations and general office (secondary to retail uses) are also permitted in this designation. There is no minimum size for project sites in this designation, but assemblage of smaller parcels is encouraged.

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

Regional Commercial (C-R): This land use category allows retail uses that serve not only the residents and businesses of Apple Valley, but also of the surrounding region. Permitted uses in this designation include auto malls, regional malls, business parks, factory stores and outlets, entertainment commercial, hotels and motels, restaurants, institutional and public uses. The minimum size for a Regional Commercial project site is 10 acres.

Planned Industrial (I-P): This land use designation allows high quality, non-polluting industrial land uses, either as free-standing uses or as part of master planned industrial parks. Uses permitted include warehousing, light manufacturing, research and development and administrative facilities. The minimum size for a Planned Industrial project site is 5 acres.

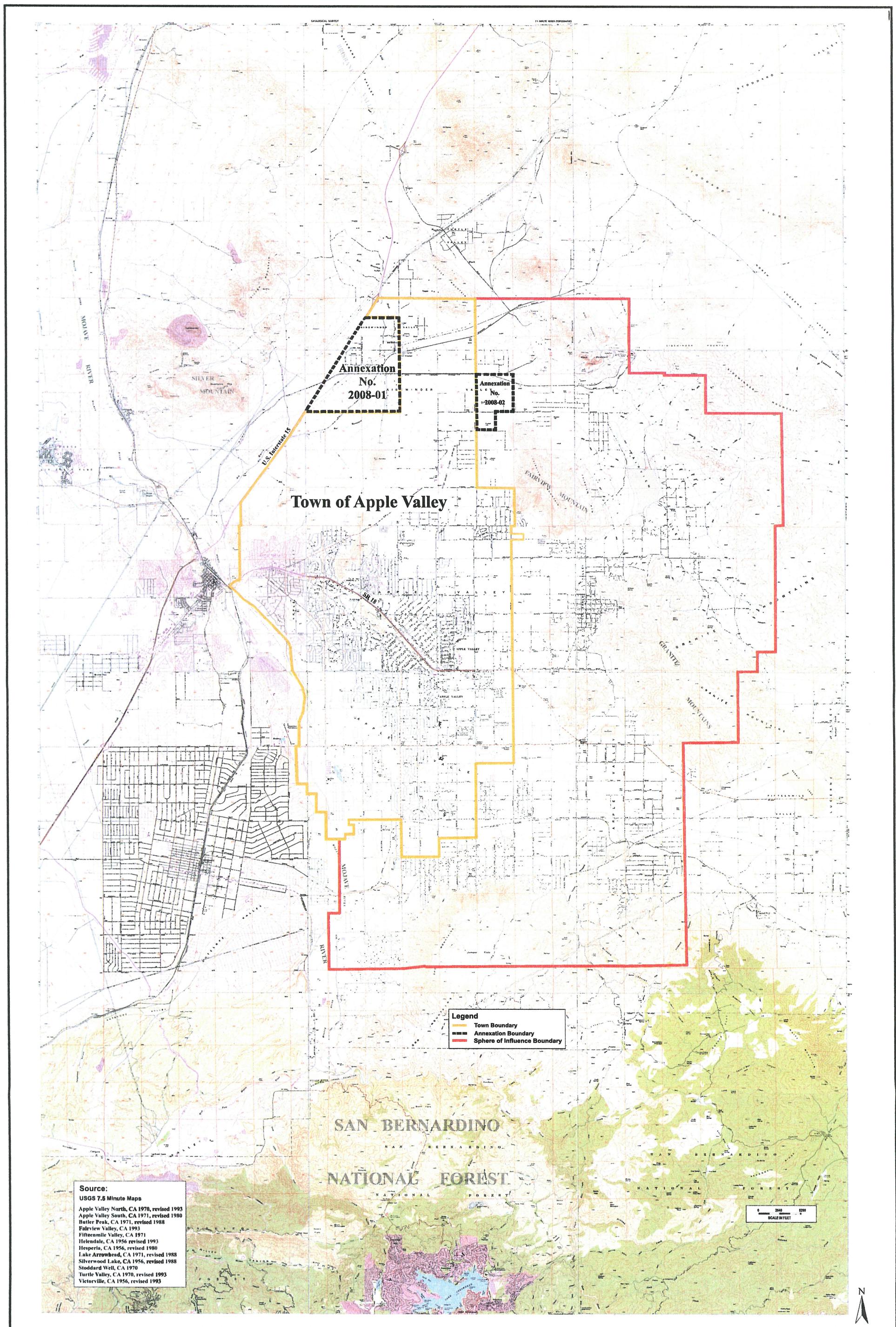
Public Facility (PF): This land use designation is assigned to public and quasi-public land uses, including Town Hall and other Town facilities, fire stations, schools, facilities of the County,

State and federal government, water and sewer district, and utility substations and facilities. There is no minimum size in this land use designation.

Open Space (OS): This land use designation is applied to natural and active open space areas, including the knolls, Bell and Fairview mountains, the Mojave River, lands owned by Town, County, State and federal agencies for the purposes of recreation or conservation, and golf courses, parks or other recreational facilities.

Mineral Resources (MR): This land use designation is applied to lands in active mining operations. One such operation exists in Town at the present time, located near Interstate 15. This land use designation allows mining operations permitted by the State for lands with significant deposits of concrete aggregate (please see the Mineral Resources Element).

Specific Plan: This designation is applied to lands on which a specific plan has been approved by the Town Council. The Specific Plan must conform to State law, and include maps and text that establish the land use designations; standards and guidelines for development; infrastructure requirements; and phasing for the specific plan area. Specific Plans will be prepared for projects consistent with Land Use Policies 3.B., 4.J., 4.J., and 4.K.

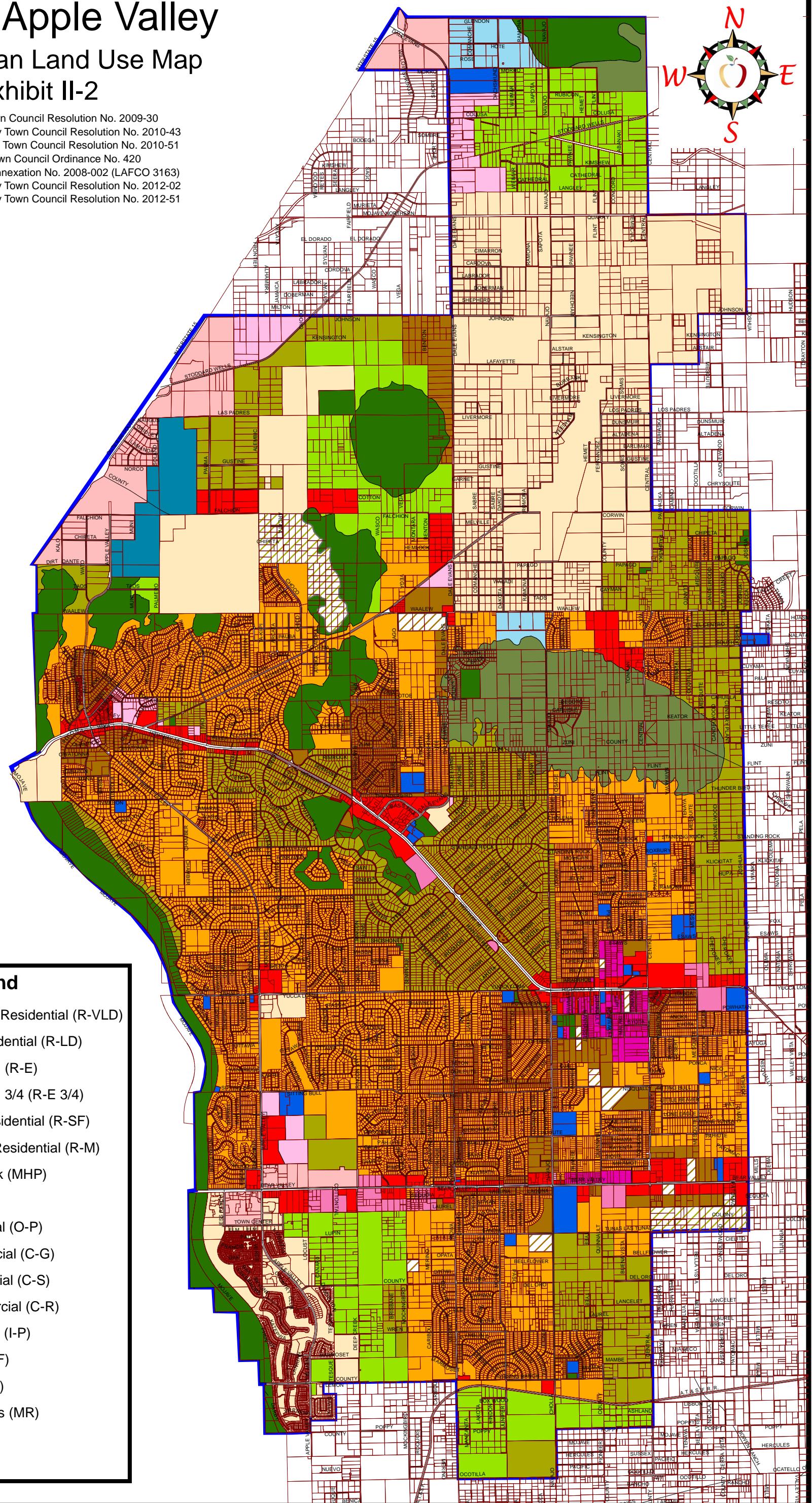
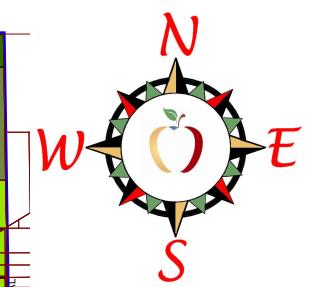


Town of Apple Valley

General Plan Land Use Map

Exhibit II-2

Adopted April 27, 2010 by Town Council Resolution No. 2009-30
 Amended October 28, 2010 by Town Council Resolution No. 2010-43
 Amended January 11, 2011 by Town Council Resolution No. 2010-51
 Amended April 26, 2011 by Town Council Ordinance No. 420
 Amended June 22, 2011 by Annexation No. 2008-002 (LAFCO 3163)
 Amended January 10, 2012 by Town Council Resolution No. 2012-02
 Amended October 23, 2012 by Town Council Resolution No. 2012-51



Build Out Statistics

The Town consists of a total of 50,532 acres, of which 46,948.3 acres were within the Town limits prior to the addition of the two annexation areas. 3,583.2 acres were added as part of Annexations 2008-001 and 2008-002. The acreage, by land use designation, is shown in Tables II-1 and II-2, below.

Table II-1
Statistical Summary of Land Uses
(2008 Town Limits)

Land Use Designation	Town of Apple Valley		
	Developed Acres	Vacant Acres	Total Acres
Residential Land Uses			
Very Low Density Residential (1 du/5 or more gross ac)	212.0	1,749.5	1,961.5
Low Density Residential (1 du/2.5 - 5 gross ac)	450.7	3,071.7	3,522.4
Estate Residential (1du/1 – 2.5 gross ac)	3,308.2	3,308.0	6,616.3
Estate Residential ¾ (1 du/0.75 – 1 ac)	26.1	449.6	475.7
Single family Residential (1 du/0.4-0.9 ac)	8,811.2	3,770.7	12,581.9
Medium Density Residential (4- 20 du/ac)	826.2	1,057.0	1,883.1
Mobile Home Park (5-15 du/ac)	178.5	1.5	180.0
Mixed Use	90.8	229.7	320.5
Specific Plan	1,359.0	5,653.7	7,012.7
Total Residential Uses	15,262.7	19,291.5	34,554.2
Commercial Land Uses			
Mixed Use ¹	90.8	229.7	320.5
General Commercial	480.3	1,066.5	1,546.8
Regional Commercial	99.6	1,203.3	1,303.0
Service Commercial	152.4	179.2	331.6
Office Professional	64.7	546.7	611.3
Specific Plan/Commercial ¹	1,359.0	5,653.7	7,012.7
Total Commercial Uses¹	797.0	2,995.7	3,792.7
Industrial Land Uses			
Planned Industrial	21.4	623.9	645.3
Specific Plan/Industrial ¹	1,359.0	5,653.7	7,012.7
Total Industrial Uses¹	21.4	623.9	645.3
Other Land Uses			
Public Facility	330.2	132.0	462.2
Open Space	291.2	2,796.4	3,087.5
Mineral Resources	129.4	323.2	452.5
Street Rights-of-Way	2,771.1	1,182.8	3,953.9
Total Other Land Uses	3,521.8	4,434.4	7,956.2
Grand Total	19,602.8	27,345.5	46,948.3

¹Specific Plan and Mixed Use acreage included under Residential, above.

Source: Aerial Information Systems, July 2008

Table II-2
Statistical Summary of Land Uses
Annexation No. 2008-001 and No. 2008-002

General Plan Land Use Designation	ANNEXATION NO. 2008-001 and 2008-002		
	Developed Acres	Vacant Acres	Total Acres
Residential Land Uses			
Estate Residential (1du/1 – 2.5 gross ac)	55.7	722.3	778.0
Medium Density Residential (4- 20 du/ac)	41.5	177.3	218.7
Mixed Use (4-30 du/ac)	0.0	94.8	94.9
Total Residential Uses	97.2	994.4	1,091.6
Commercial Land Uses			
Mixed Use ¹	0.0	94.9	94.9
General Commercial	12.3	50.5	62.8
Regional Commercial	7.2	435.7	442.9
Office Professional	0.0	183.1	183.1
Total Commercial Uses	19.5	669.3	688.8
Industrial Land Uses			
Planned Industrial	64.3	1,538.5	1,602.8
Other Land Uses			
Public Facility	0.0	5.1	5.1
Street Rights-of-Way	43.8	151.1	194.9
Grand Total All Land Uses	224.8	3,358.4	3,583.2

¹Mixed Use Acreage included under Residential, above.

Source: Aerial Information Systems, July 24, 2008.

The build out potential of these lands is shown categorically in Table II-3, Residential Land Use Designation Build Out Summary; Table II-4, Commercial and Industrial Land Use Designation Build Out Summary; and Table II-5, Other Land Use Designation Build Out Summary.

Table II-3
Residential Land Use Designation Build Out Summary

Designation	Town Limits						Annexation Areas					
	AC Dev.	AC Vacant	AC Total	Exist. Units	Future Units	Total Units	AC Dev.	AC Vacant	AC Total	Exist. Units	Future Units	Total Units
Very Low Density Residential (1 du/5 or more gross ac)	212.0	1,749.5	1,961.5	20,107	350	350	--	--	--	--	--	--
Low Density Residential (1 du/2.5 - 5 gross ac)	450.7	3,071.7	3,522.4		1,229	1,229	--	--	--	--	--	--
Estate Residential (1du/1 – 2.5 gross ac)	3,308.2	3,308.0	6,616.3		3,308	23,415	55.7	722.3	778.0	--	722	722
Estate Residential ¾ (1 du/0.75 – 1 ac)	26.1	449.6	475.7		599	599	--	--	--	--	--	--
Single family Residential (1 du/0.4-0.9 ac)	8,811.2	3,770.7	12,581.9		5,656	5,656	--	--	--	--	--	--
Medium Density Residential (4- 20 du/ac)	826.2	1,057.0	1,883.1	3,775	15,854	19,629	41.4	177.3	218.7	--	2,659	2,659
Mobile Home Park (5- 15 du/ac)	178.5	1.5	180.0	1,043	23	1,066	--	--	--	--	--	--
Mixed Use	90.8	229.7	320.5		2,068	2,068	0.00	94.8	94.8	--	854	854
Specific Plan	1,068.6	5,959.0	7,027.6		2,629	2,629	--	--	--	--	--	--
Residential Total	15,262.7	19,291.5	34,554.2	24,925	31,716	56,641	97.2	994.4	1,091.6	--	4,236	4,236

Table II-4
Commercial and Industrial Land Use Designation Build Out Summary

Designation	Town Limits				Annexation Areas			
	Acres Dev.	Acres Vacant	Acres Total	Total Potential SF	Acres Dev.	Acres Vacant	Acres Total	Total Potential SF
Mixed Use ¹	90.8	229.7	320.5	1,541,035	0.0	94.9	94.9	636,612
General Commercial	480.3	1,066.5	1,546.8	14,823,253	12.3	50.5	62.8	601,824
Regional Commercial	99.6	1,203.3	1,303.0	12,486,485	7.2	435.7	442.9	4,244,469
Service Commercial	152.4	179.2	331.6	3,177,665	0.0	183.1	183.1	1,754,639
Office Professional	64.7	546.7	611.3	5,858,606	0.0	94.9	94.9	636,612
Specific Plan ¹	1,359.0	5,653.7	7,012.7	6,663,010	--	--	--	--
Commercial Sub Total	887.7	3,225.4	4,113.2	44,550,054	19.5	669.3	688.8	7,874,156
Planned Industrial	21.4	623.9	645.3	6,183,941	64.3	1,538.5	1,602.8	15,359,953
Specific Plan ¹	1,359.0	5,653.7	7,012.7	36,938,445	--	--	--	--
Industrial Sub Total	21.4	623.9	645.3	43,122,386	64.3	1,538.5	1,602.8	15,359,953
Grand Total Commercial & Industrial	909.1	3,849.4	4,758.5	87,672,440	83.9	2,302.7	2,386.5	23,234,109

¹ Mixed Use and Specific Plan acreage included under Residential in Table II-3.

Table II-5
Other Land Use Designation Build Out Summary

Designation	Town Limits			Annexation Areas		
	Acres Dev.	Acres Vacant	Acres Total	Acres Dev.	Acres Vacant	Acres Total
Public Facility	330.2	132.0	462.2	0.00	5.1	5.1
Open Space	291.2	2,796.4	3,087.5	--	--	--
Mineral Resources	129.4	323.2	452.5	--	--	--
Street Rights-of-Way	2,771.1	1,182.8	3,953.9	43.8	151.1	194.9
Grand Total Other Uses	3,521.8	4,434.4	7,956.2	43.8	156.2	200.0

Build Out Potential and Population

As indicated in the Tables above, the Land Use Map creates a potential for up to 60,877 housing units. Based on 2008 average household size, these units could support a build out population of 185,858 people.

The Land Use Map further establishes 4,791.3 acres of commercial land, which has a potential to generate 51,685,423 square feet of commercial space. There is also a potential for 58,629,920 square feet of industrial space, mostly to be located in the North Apple Valley Industrial Specific Plan area. This Land Use Element also provides 3,068.5 acres of Open Space, and 481.2 acres of Public Facilities, which include schools, parks, fire stations and government buildings.

Specific Plans

State law allows for the preparation of Specific Plans, which become site-specific General Plan and Zoning standards for a property or properties. The Specific Plan is required to include mapping, design standards and guidelines, analysis of infrastructure and phasing and other components necessary to allow the orderly development of the property or properties, in a manner consistent with the General Plan.

Specific Plans have been adopted by the Town Council for a number of projects. Although existing Specific Plans are primarily residential in nature, a notable exception is the North Apple Valley Industrial Specific Plan, which governs land uses for a 5,100 acre area in the North Apple Valley area. Specific Plans can be prepared for any land use type, consistent with General Land Use Policy 3.B., 4.J., 4.J., and 4.K.

For Specific Plans consisting of single family residential development, the average density of the Specific Plan cannot exceed two units per acre. The average density can include Open Space and Parklands, but does not include Commercial, Industrial, or Public Facility land uses.

The standards and criteria for Specific Plans are contained in the Town's Development Code.

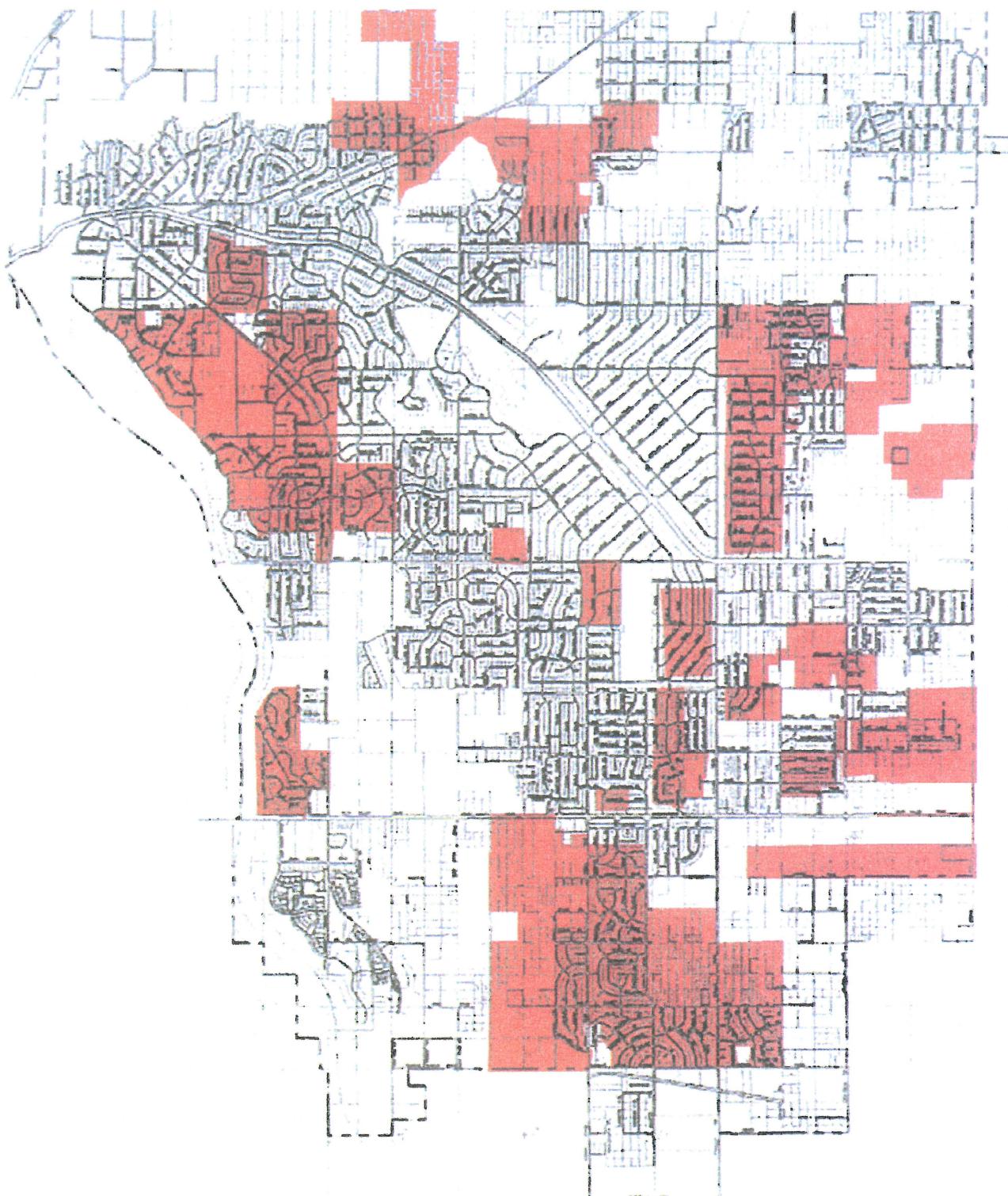
Equestrian Neighborhoods

Exhibit II-3 illustrates those areas of Town that are particularly appropriate for equestrian development. These areas are generally designated Very Low Density Residential, Low Density Residential, Estate Residential or Estate Residential $\frac{3}{4}$ on the Land Use Map. The standards and criteria for development of equestrian properties are included in the Development Code.



Apple Valley Airport

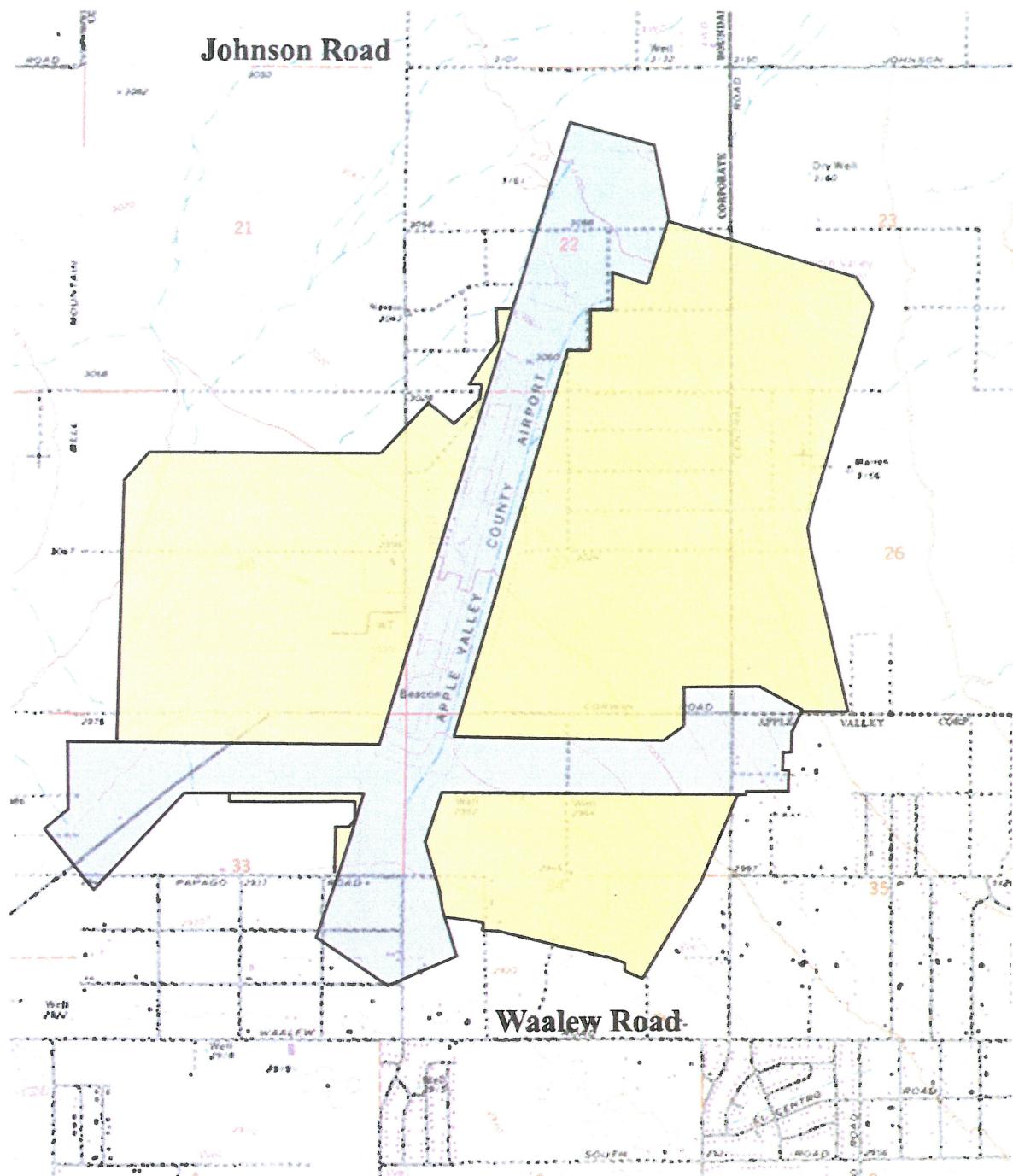
The Apple Valley Airport is a County of San Bernardino airport located within the boundaries of the North Apple Valley Industrial Specific Plan. The County has assigned, in the Airport Master Plan, land use and noise impact areas. The land use influence areas pertain to the intensity of development allowed, and the height of structures within the influence areas. The influence areas are shown in Exhibit II-4. The standards and criteria for development within these influence areas are included in the Development Code. The noise impact areas are discussed further in the Noise Element.



1/2 inch = one mile



Source: Town of Apple Valley General Plan and Terra Nova Planning & Research, Inc.



Source: Town of Apple Valley General Plan, Land Use Element, and Terra Nova Planning & Research, Inc.

FUTURE DIRECTIONS

The Town experienced significant growth from 2000 through 2005. This development expanded residential neighborhoods, enhanced commercial opportunities, and expanded the Town's jobs. The future of Apple Valley will be dependent on the balance of growth and the preservation of its quality of life.

The Town must work hard to preserve its rural character as it grows. This will be the greatest challenge of this General Plan. To assure that this precept is successfully implemented, the Land Use Map, and the Goals, Policies and Programs provided below, have been designed to protect the environment, enhance existing neighborhoods, and preserve the character of the community as it continues to grow.

GOALS, POLICIES AND PROGRAMS

The Goals, Policies and Programs below are divided into multiple sections. First, General Land Use Goals, Policies and Programs are presented. These apply to any and all land uses in the community, and are designed to enhance the environment in which Apple Valley's residents and business people live. Then, each land use category, including Residential, Commercial, Industrial, Public Facility and Open Space, are provided their specific Goals, Policies and Programs.

General Land Use Goals, Policies and Programs

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.

Program 1.A.1

The Development Code shall maintain a plant palette of native plants and acceptable non-native drought tolerant plant materials, and minimize the use of natural turf except in public and private parks, and public facilities.

Responsible Party: Planning Division

Schedule: Ongoing

Program 1.A.2

Development proposals shall be subject to the requirements of the Town's Native Plant Protection Ordinance.

Responsible Party: Planning Division

Schedule: Ongoing

Policy 1.B

New development shall be designed to minimize grading, and avoid mass grading to the greatest extent possible.

Program 1.B.1

The Municipal Code shall maintain grading standards and requirements that clearly dictate the scope of grading allowed on any development project.

Responsible Party: Planning Division, Town Engineer

Schedule: Ongoing

Policy 1.C

Natural drainage channels shall be designed with soft bottoms whenever possible.

Policy 1.D

Areas of biological or aesthetic significance shall be protected from development.

Program 1.D.1

The knolls, rock outcroppings and the Mojave River shall be designated Open Space on the Land Use Map.

Responsible Party: Planning Commission, Town Council

Schedule: Ongoing

Goal 2

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

Policy 2.A

The Town shall maintain a land use map that assures a balance of residential, commercial, industrial, open space and public lands.

Program 2.A.1

The Town shall maintain an inventory of remaining capacity of all General Plan land use categories and recommend to the Town Council, as needed, changes in land use designations to maintain a balance of available land uses within the planning area.

Responsible Agency: Planning Division, Planning Commission

Schedule: Ongoing

Program 2.A.2

The Zoning Map shall directly correspond to General Plan land use designations, and shall be kept consistent with the General Plan.

Responsible Agency: Planning Division, Planning Commission, Town Council

Schedule: Ongoing

Policy 2.B

All new development and redevelopment proposals shall be required to install all required infrastructure, including roadways and utilities, and shall have complied with requirements for public services prior to occupancy of the project.

Responsible Party: Planning Division, Town Engineer, Public Services Department, Water Purveyors, Fire District, utility providers

Schedule: Ongoing

Policy 2.C

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

Program 2.C.1

The Development Code shall include design standards and guidelines for all land use types that clearly enumerate the Town's minimum requirements.

Responsible Party: Planning Division

Schedule: Ongoing

Program 2.C.2

The Town shall provide incentives for rehabilitating and remodeling existing development.

Responsible Party: Planning Division, Economic Development Department

Schedule: Ongoing

Policy 2.D

The Town will support and pursue annexation that will mutually benefit the Town and the property annexed in the form of quality development and an improved economic base.

Program 2.D.1

Develop annexation policies that identify minimum standards for annexation and development in the Sphere of Influence.

Responsible Party: Planning Division, Town Council

Schedule: 2009-2010

Program 2.D.2

The Town will pursue annexation of the Golden Triangle and additions to the North Apple Valley Industrial Specific Plan as part of its overall economic development strategy.

Responsible Party: Planning Division, Town Council

Schedule: 2009-2010

Policy 2.E

The Town shall protect right of way for the High Desert Corridor as determined by Caltrans.

Program 2.E.1

New development and redevelopment projects located in the area of the High Desert Corridor shall be conditioned to reserve right of way for the future roadway.

Responsible Party: Planning Division, Town Council

Schedule: Ongoing

Program 2.E.2

The Town shall encourage Caltrans to notify affected property owners as early as feasible.

Responsible Party: Planning Division, Town Engineer

Schedule: Ongoing

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.

Program 3.A.1

The Development Code shall include standards for increased setbacks, walls, berms, landscaping, incremental lot sizes, buffering guidelines and recommendations for projects adjoining different or less intense land use designations.

Responsible Party: Planning Division

Schedule: 2009-2010

Program 3.A.2

The Development Code will include incentives for creative design, including but not limited to varied setbacks, lot patterns, building massing and non-motorized transportation paths and trails.

Responsible Party: Planning Division

Schedule: 2009-2010

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.

Single-Family Residential Goals, Policies and Programs

Goal 4

Safe, attractive and well served residential areas in keeping with the desert environment and its open characteristics.

Policy 4.A

The most intense single-family land use designation shall be 2 units per acre in conformance with the requirements of Measure N.

Program 4.A.1

The minimum lot size for single-family zoning designations in the Development Code shall be no smaller than 18,000 net square feet in conformance with the requirements of Measure N.

Responsible Party: Planning Division

Schedule: Ongoing

Policy 4.B

The Town shall encourage single-family neighborhoods with an equestrian orientation.

Program 4.B.1

The Development Code shall include standards for the Residential Very Low (R-VLD), Residential Low (R-LD), Residential Estate (R-E), Residential Estate, $\frac{3}{4}$ acre (R-E 3/4) and Residential Single Family designations, all of which facilitate equestrian use.

Responsible Party: Planning Division

Schedule: 2009-2010

Program 4.B.2

The RE-3/4 designation shall be applied to lands adjacent to the Town's lifeline trails.

Responsible Party: Planning Division

Schedule: 2009-2010, Ongoing

Policy 4.C

The Town shall establish development standards and corresponding enforcement programs for existing and new residential development that will provide for visually attractive and safe residential neighborhoods.

Program 4.C.1

The Development Code shall maintain prohibitions on unsightly outdoor storage, and shall encourage property maintenance.

Responsible Party: Planning Division

Schedule: Ongoing

Program 4.C.2

The Town Code Enforcement Department shall actively pursue abatement of existing residential structures with health and safety violations.

Responsible Party: Code Enforcement Division

Schedule: Ongoing

Program 4.C.3

The Town shall maintain a Native Plant Ordinance that encourages the preservation of protected native plants.

Responsible Party: Planning Division

Schedule: Ongoing

Policy 4.D

Development projects are encouraged to design varied front yard setbacks and lot patterns reflective of the site's topography and other natural features.

Policy 4.E

The Town shall encourage new development that emulates the character of existing neighborhoods, and shall discourage walled communities in inappropriate areas.

Program 4.E.1

Perimeter walls for new subdivisions on local streets in existing neighborhoods where the wall would be located opposite front yards shall be prohibited in the Development Code.

Responsible Party: Planning Division

Schedule: 2009-2010

Program 4.E.2

The Development Code shall include additional setback requirements for single family projects, which abut more intense land uses such as Medium Density Residential, Commercial or Industrial-designated lands.

Responsible Party: Planning Division

Schedule: 2009-2010

Program 4.E.3

Commercial and industrial projects located adjacent to existing or future residential uses should locate "back of house" facilities, including trash enclosures, loading docks and compactors, away from the existing or future residential use, or provide additional mitigation.

Responsible Party: Planning Division

Schedule: Ongoing

Program 4.E.4

The Development Code shall include standards allowing rolled curbs and no sidewalks for new projects on local roads in the Residential Very Low (R-VLD), Residential Low (R-LD), Residential Estate (R-E), and Residential Estate, $\frac{3}{4}$ acre (R-E 3/4) land use designations.

Responsible Party: Planning Division

Schedule: 2009-2010

Program 4.E.5

The Development Code will be amended to allow infill homes, or parcel maps, in existing neighborhoods to match roadway improvements of the two adjacent lots. For example, if the lots adjacent to the infill home do not have curb and gutter, no curb or gutter would be installed at the infill home.

Responsible Agency: Planning Division

Schedule: 2009-2010

Policy 4.F

Residential projects on collector and arterial streets shall be encouraged to use landscaped setbacks, berms and retention basins in their designs to buffer residents from the noise and air quality impacts associated with high-traffic roadways.

Policy 4.G

Projects proposed in the Deep Creek area shall be required to provide perimeter lots of the same size or larger than the adjacent land use designation, or lands across the abutting street. The Deep Creek area shall be defined as land south of Bear Valley Road, east of the Jess Ranch Specific Plan, north of Tussing Ranch Road, and west of Itoya Vista Road and Mockingbird Avenue.

Policy 4.H

General Plan Amendments requesting increased density in the Deep Creek area shall be restricted to the next densest land use designation only (i.e. lands currently designated Residential Estate may only be amended to Residential Estate $\frac{3}{4}$ and lands currently designated as Residential Low Density may only be amended to Residential Estate). The Deep Creek area shall be defined as land south of Bear Valley Road, east of the Jess Ranch Specific Plan, north of Tussing Ranch Road, and west of Itoya Vista Road and Mockingbird Avenue.

Policy 4.I

Specific Plans can provide a variety of housing types, including attached units and detached large lot and small lot single family units, as long as the gross density does not exceed two (2) units per acre.

Policy 4.J

Residential Specific Plans shall be designed to be compatible with the neighborhood(s) adjacent to them, and shall include perimeter lots of the same size or larger than the adjacent land use designation, or lands across the abutting street.

Policy 4.K

Specific Plans for projects in the single family residential land use designations shall meet the following criteria:

- Lot sizes on the perimeter of the project shall be the same size or larger than the adjacent land use designation, or lands across the abutting street.
- A minimum of 30% of the gross project acreage shall be devoted to recreation and/or open space.

- A Specific Plan shall provide a unique design with special amenities, while being compatible with the adjacent neighborhood.
- Gross density for single family development shall not exceed two units per acre.

Multiple Family Residential Land Use Goal, Policies and Programs

Goal 5

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

Policy 5.A

The Medium Density Residential land use designation shall allow the broadest range of residential land uses.

Program 5.A.1

The development standards for Medium Density Residential land uses in the Development Code shall allow attached single family units, condominiums, townhomes and apartment projects.

Responsible Party: Planning Division

Schedule: 2009-2010, Ongoing

Policy 5.B

The Medium Density Residential land use designation shall be applied to lands on major roadways, as appropriate, in close proximity to schools, parks, commercial development, employment centers and transit services.

Policy 5.C

Medium Density Residential projects shall be required to connect to sanitary sewer services.

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.

Program 5.F.1

The Development Code shall be amended to include development standards and guidelines for the Mixed Use zoning designation, including requirements for residential and commercial components of the project, and residential densities of 4 to 30 units per acre.

Responsible Party: Planning Division

Schedule: 2009-2010

Policy 5.G

Multi-family rental projects shall meet the following criteria:

- Projects that would require on-site management according to State law are encouraged.
- Projects shall incorporate design principles for crime free multi-family housing.
- Projects shall be sited within one mile of public transit facilities.
- Project amenities shall be focused on recreational opportunities.

Policy 5.H

Encourage rehabilitation and conversion of neighborhoods that are threatened by blighting influences.

Program 5.H.1

Single-family units in the Mountain Vista neighborhood on the existing lots are allowed. Single-family homes proposed in Mountain Vista shall conform to the Single Family Residential (R-SF) Development Code standards, and shall be considered legal conforming land uses in the Medium Density Residential designation in this neighborhood only. The Mountain Vista neighborhood shall be defined as the Medium Density Residential lands located east of and adjacent to Rancherias Road, south of and fronting Otoe Road, north of and fronting Thunderbird Road and west of and fronting Sago and Wanaque Roads.

Responsible Party: Planning Division

Schedule: Ongoing

Program 5.H.2

Encourage assemblage of parcels in the Mountain Vista and Vista Loma neighborhoods to result in multi-family rental projects which would require on-site management according to State law, conforming to the criteria of Policy 2.G. The Mountain Vista neighborhood is described above and the Vista Loma neighborhood is defined as Medium Density Residential lands located south of Powhatan Road, east of Mohawk Road, north of Nisqually Road and west of Navajo Road.

Responsible Party: Planning Division

Schedule: Ongoing

Policy 5.I

The Mobile Home Parkland use designation shall be maintained to preserve the Town's mobile home parks and subdivisions as affordable, good quality residential development, and establish standards for new mobile home parks, consistent with State law.

Program 5.I.1

The Development Code shall be amended to add a Mobile Home Park zone, which shall include development standards and guidelines to assure the maintenance of safe, clean and affordable mobile home housing for the community, consistent with State law.

Responsible Agency: Planning Division

Schedule: 2009-2010

Commercial and Industrial Land Use Goals, Policies and Programs

Goal 6

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

Policy 6.A

Commercial development shall be permitted only in areas with provisions for adequate circulation, utilities, infrastructure and public services.

Program 6.A.1

Commercial development shall be focused on major roadways, the State Route 18 corridor, the High Desert Corridor, and Interstate 15 as shown on the Land Use Map.

Responsible Party: Planning Division, Planning Commission, Town Council

Schedule: Ongoing

Program 6.A.2

Commercial development projects will be required to extend adequate infrastructure, utilities and public services prior to occupancy.

Responsible Party: Planning Division, Town Engineer

Schedule: Ongoing

Policy 6.B

The Town shall promote commercial and industrial development that are capable of strengthening the local economy and enhancing the quality of life of Town residents.

Program 6.B.1

The Development Code will maintain development standards and guidelines which encourage creative, high quality design of commercial projects.

Responsible Party: Planning Division, Planning Commission, Town Council

Schedule: Ongoing

Policy 6.C

The Town shall encourage the development and/or redevelopment of The Village.

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.

Responsible Party: Planning Division, Town Engineer

Schedule: Ongoing

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.

Responsible Agency: Redevelopment Agency

Schedule: Ongoing

Program 6.C.3

Future development and redevelopment of The Village shall be governed by a Specific Plan.

Responsible Party: Village Association, Planning Commission, Town Council

Schedule: 2009-2011

Goal 7

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

Policy 7.A

Industrial development shall be permitted only in areas with provisions for adequate circulation, utilities, infrastructure and public services.

Program 7.A.1

Industrial development projects will be required to extend adequate infrastructure, utilities and public services prior to occupancy.

Responsible Party: Planning Division, Town Engineer

Schedule: Ongoing

Program 7.A.2

Capital improvements required for the North Apple Valley Industrial Specific Plan area shall be given high priority

Responsible Party: Town Engineer, Town Council

Schedule: 2009-2010, Ongoing

Policy 7.B

Service commercial land uses will be encouraged to locate in The Village.

Policy 7.C

The long-term economic growth of the Apple Valley Airport shall be protected.

Program 7.C.1

Development proposals within the influence area of the Apple Valley Airport shall be required to comply with FAA and County standards.

Responsible Party: Planning Division, Town Engineer, County of San Bernardino

Schedule: Ongoing

Policy 7.D

The Town shall adequately regulate sand and gravel operations to assure that their impacts to surrounding development are minimized.

Program 7.D.1

The Town shall establish a formal relationship with the County Geologist or other qualified agency to monitor mineral resource operations under the Surface Mining and Reclamation Act (SMARA).

Responsible Agency: Planning Division, San Bernardino County Geologist

Schedule: Ongoing

Public Facilities Goal, Policy and Program

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.

Program 8.A.1

The Town shall coordinate with public and private providers responsible for parks, schools, fire, water, health, sanitary sewer, storm drainage, transit and solid waste, and transmit development plans to these providers as part of the development review process.

Responsible Agency: Planning Division

Schedule: Ongoing

Open Space Goal, Policies and Programs

Goal 9

The protection of natural resources in perpetuity.

Policy 9.A

Public or private lands protected through conservation easements, acquired by private or public agencies, or dedicated for open space shall be designated for the appropriate Open Space land use designation on the Land Use Map.

Program 9.A.1

Review development proposals adjacent to designated open space lands and assure that land uses are compatible, and buffers and/or linkages are provided when necessary to maintain natural resource values. **Responsible Agency:** Planning Division, Planning Commission, Town Council
Schedule: Ongoing

Program 9.A.2

Coordinate the Land Use Map with preservation areas as may be identified by the Town Council.
Responsible Agency: Planning Division, Planning Commission, Town Council
Schedule: Ongoing

Town of Apple Valley Final Circulation Element Update

Prepared for: Town of Apple Valley

Amended October 14, 2025, Resolution 2025-29



FEHR  PEERS

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1. Executive Summary

The Circulation Element (Element) is a comprehensive document that is meant to guide the development of the Town's transportation system so that it can accommodate the needs of existing and planned land uses. The Element considers the flow of people and goods/services within the Town as well as to and from other communities in Southern California, including the broader Victorville Valley region. The following are major updates to the Circulation Element compared to the previous version adopted in 2009:

- The Town's truck routing map, **Figure 7**, was updated to ensure compliance with Assembly Bill 98, which is described later in the report. Notable updates include classifying all roads within the Northern Apple Valley Industrial Specific Plan (NAVISP) as local truck routes.
- The Town's anticipated land use pattern has evolved since the previous version of the Circulation Element. For example, the NAVISP area previously was expected to be built out with general industrial warehousing and manufacturing uses but now is expected to be built out with large, big-box, distribution centers. The Town's General Plan Buildout roadway network, **Figure 8**, was updated to accommodate the current and future needs of Town residents and employers. Notable updates include the removal of the High Desert Corridor and the addition of a new I-15 interchange at Falchion Road.
- The Town's updated General Plan Buildout roadway network is estimated to generate less VMT in 2050 compared to the 2009 General Plan Buildout roadway network. Therefore, the update to the Circulation Element is not anticipated to result in any new transportation impacts that were not previously disclosed.
- The Town's 2009 Circulation Element had a goal to "expand a safe and efficient circulation and transportation system". The Circulation Element Update used that previous goal as a basis to establish four new goals, which provide a detailed approach to achieve a "safe and efficient transportation system". Policies were paired with each goal so that the Circulation Element is consistent with legislation that has been passed since the adoption of the 2009 Circulation Element, such as Assembly Bill 1358, Assembly Bill 98, Senate Bill 743, and Senate Bill 932. The following four new goals are incorporated into the Goals, Policies, and Strategies chapter of the Circulation Element and will guide the expansion of the transportation system:
 - Goal 1: Mobility - The Town shall continue to maintain and expand an efficient transportation system that serves the mobility needs of a dynamic and prosperous Apple Valley.
 - Goal 2: Safety - The Town shall provide a safe, accessible, and equitable transportation system that serves the mobility needs of all users.
 - Goal 3: Sustainability – The Town shall foster improved traffic flow and air quality by encouraging the use of non-motorized transportation, alternative fuel vehicles, and carpooling vehicles.
 - Goal 4: Goods Movement: The Town shall provide for the safe and efficient movement of goods, while maximizing economic benefits and minimizing negative impacts.



2. Introduction

2.1 Purpose

The Circulation Element serves as a comprehensive transportation management strategy that ensures the Town of Apple Valley's transportation system accommodates the needs of existing and planned land uses. The Circulation Element considers not only the flow of people and goods/services within the Town but also to/from other communities in Southern California, including the broader Victorville Valley region.

Although the automobile has consistently been the dominant mode of transportation for decades, there is an opportunity for the Town to provide solutions for alternate modes of transportation which, in turn, promote the health of the community and a sustainable environment. The Circulation Element addresses the existing and planned alternative mode choices within the Town, such as bicycle, equestrian, pedestrian, and transit, providing detailed maps to assist with developing the Town's multimodal transportation system. The Circulation Element also provides mobility goals and policies that serve to guide and direct long-term planning within the Town.

2.2 Legal Requirements

The Circulation Element has fundamental effects on the Town's physical, social, and economic environments. Since the last update in 2009, new legislation has been passed, which has driven the development of transportation goals, policies, and strategies documented later. The following section provides a summary of the new laws, how they apply, and how the Circulation Element complies.

2.2.1 Assembly Bill 1358

Assembly Bill 1358 (AB 1358), also known as the California Complete Streets Act, was signed into law in 2008. Beginning in 2011, AB 1358 requires that general plan circulation elements plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner suitable to the rural, suburban, or urban context of the general plan. Although complete streets generally require improvements to better serve the needs of and provide safe alternatives for non-auto users, AB 1358 provides jurisdictions with the ability to ensure that their complete streets policy is sensitive to the surrounding environment. The Town's Circulation Element Update incorporates a complete streets policy that considers the modes of transportation relevant to the Town.

2.2.2 Assembly Bill 98

Assembly Bill 98 (AB 98) was signed into law on September 29, 2024. This bill stems from concerns raised by residents living near high concentrations of industrial warehouse development – most notably Riverside and San Bernardino Counties. The bill establishes several mandatory design standards, such as cool roofs, energy-saving measures, electric vehicle charging, on-site queuing for trucks, and setbacks from sensitive receptor. In addition to siting and design standards, the bill also mandates all local jurisdictions to establish



truck routes. The Circulation element documents all existing truck routes and established a goal to verify any new truck route will be in accordance with AB 98 requirements.

2.2.3 Senate Bill 743

Senate Bill 743 (SB 743) was signed into law in 2013 and has fundamentally changed the traditional transportation impact analyses conducted as part of the CEQA. This bill eliminates measures such as auto delay, Level of Service (LOS), and other vehicle-based measures of capacity in California. Instead, other measurements, such as Vehicle Miles Traveled (VMT) are now used to determine impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research (OPR) released the Technical Advisory on Evaluating Transportation Impacts in CEQA¹ (CEQA Guidelines) in December 2018. Section 1506.7(b) of the CEQA Guidelines encourages jurisdictions to formally adopt their own VMT significance thresholds, which the Town did on May 11, 2021 (see **Appendix A**). The Town is in the process of formally adopting Transportation Study guidelines that incorporate these VMT significance thresholds and establish methodology for performing VMT assessments and mitigating transportation impacts. Additionally, the Circulation Element sets forth a policy to reduce Greenhouse Gas Emissions (GHG) by focusing on reducing VMT within the Town by promoting sustainable automotive travel and alternative modes of transportation.

2.2.4 Senate Bill 932

Senate Bill 932 (SB 932) was signed into law in 2022. SB 932 states that, beginning in 2025, General Plan Circulation Elements (the plan) shall promote a Safe Systems approach by requiring jurisdictions to identify high-collision locations and develop safety improvements to reduce risks to vulnerable users, such as bicyclists, pedestrians, persons with disabilities, and children. SB 932 requires implementation of the Safe Systems Approach to begin within two years of adoption of Circulation Element updates and be completed within 25 years of adoption. Goals for initiation and completion of the Safe Systems Approach are documented in Section 6.

The Town is committed to supporting planning that enhances safe and equitable access to essential destinations within its limits without the use of motorized vehicles. The Town currently has established networks of bikeways and pathways that encourage and promote active transportation. The Circulation Element documents the Town's existing and proposed active transportation facilities and sets forth a policy for initiating and completing the Town's Safe System approach.

¹ [Technical Advisory on Evaluating Transportation Impacts in CEQA, 2018.](#)



3. Indicators of Roadway Efficiency

The efficient movement of goods, automotive, and non-automotive traffic throughout a region is critical to the normal day-to-day operations of a prosperous community. Transportation delays can result in longer travel times which, in turn, can lead to drivers experiencing increased stress during their daily commute and businesses experiencing economic loss, both of which adversely affect the wellbeing of a community.

The efficiency of a transportation system can be determined by assessing roadway Level-of-Service (LOS). LOS is a qualitative letter grade assigned to an intersection or roadway that measures vehicle congestion. Vehicle congestion leads to increased travel time and pollution, which has adverse effects on the transportation system and the community. Grades range from LOS A (minimal congestion) to LOS F (excessive congestion), with LOS E representing at-capacity operations. The Town recognizes LOS D as acceptable operating conditions. The methodology for determining roadway LOS is described below.

A roadway operations analysis is provided as **Appendix B**. It compares LOS at key roadways throughout the Town under 2024 and 2050 conditions. Comparing the 2024 and 2050 LOS allows the Town to identify existing deficiencies in the transportation system and ensure that the buildout of the transportation system addresses the existing deficiencies and anticipated growth in the Town.

3.1 Roadway LOS

Roadway operating conditions are evaluated using the Intersection Capacity Utilization (ICU) methodology. ICU methodology is a standard evaluation approach and reports the volume-to-capacity (V/C) ratio for the roadway segment.

3.2 VMT

As previously stated, VMT is now the criteria used to determine project transportation impacts under CEQA. According to Section 15378 (a) of the CEQA Guidelines, an activity directly undertaken by a public agency, including an amendment to a local General Plan Element, is considered a "Project" and is subject to CEQA. This section documents a comparison of VMT generated by the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network, which is discussed in Section 5.1.1.

3.2.1 VMT Analysis Methodology

This transportation impact analysis presents the 'project-generated VMT' and the 'project effect on VMT'. Project-generated VMT represents total VMT generated by a project, and the effect on VMT is an estimate of how VMT within the region will change once a project is built. The most recent version of the San Bernardino Transportation Analysis Model (SBTAM+) was used to estimate VMT for both the previous and updated versions of the Town's Circulation Element roadway network. SBTAM+ is consistent with the SCAG regional travel demand model which utilizes the 2024 SCAG RTP/SCS and forecasts traffic volumes on roadway segments for the entire six-county SCAG region. The SCAG model was refined to provide additional



detail for San Bernardino County and was calibrated for use by ensuring the model can replicate existing traffic volumes on County roadways after refinement. SBTAM+ and is considered the most appropriate tool for testing changes in land use and roadway network in San Bernardino County.

3.2.1.1 Origin/Destination (OD) VMT

The Origin/Destination (OD) methodology was utilized to estimate project-generated VMT and was completed by multiplying the OD trip tables and the final assignment skim matrices. The OD tables provided the number of trips between each Traffic Analysis Zone (TAZ), and the skim matrices provided the distance on the roadway network, or trip length, between each TAZ. The full length of all trips with an origin or destination in the TAZ representing the Town were used to estimate the Town project-generated VMT.

3.2.1.2 Boundary VMT

The boundary method is utilized to measure the project's effect on VMT. The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced traffic. The Town limits were used for the boundary VMT analysis.

3.2.1.3 Thresholds of Significance

Below are the Town's adopted significance thresholds, which are consistent with the significance thresholds documented in **Appendix A**.

A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The cumulative project-generated VMT per service population exceeds Town of Apple Valley General Plan Buildout VMT per service population.

The project's effect on VMT would be considered significant if the cumulative link-level VMT per service population within the Town's boundary increases under the plus project condition compared to the no project condition.

For purposes of this assessment, we assumed the Circulation Element update resulted in a significant impact if the project-generated VMT and/or project effect on VMT increased compared to the 2009 Circulation Element VMT estimates.

3.2.2 VMT Results

Project-generated VMT estimates were prepared using the OD method under Future Year 2050 General Plan buildout conditions using the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network. The OD project-generated VMT estimates are provided in **Table 1**. Under



this scenario, less VMT per service population is generated by the proposed General Plan Buildout roadway network.

Table 1: 2050 Project-Generated VMT Estimates

Scenario	Service Population	VMT	VMT / Service Population
Updated Circulation Element	128,880	4,565,745	35.43
2009 Circulation Element	128,880	4,589,035	35.61

Source: *Fehr & Peers, 2025*

Project effect on VMT was estimated using the boundary method under Future Year 2050 General Plan buildout conditions using the 2009 General Plan Buildout roadway network and the proposed General Plan Buildout roadway network. The boundary VMT estimates are presented in **Table 2**. Consistent with the project-generated VMT estimates, under this scenario, less VMT per service population is generated by the proposed General Plan Buildout roadway network within Town limits.

Table 2: 2050 Project Effect on VMT Estimates

Scenario	Service Population	VMT	VMT / Service Population
Updated Circulation Element	128,880	1,730,435	13.43
2009 Circulation Element	128,880	1,743,492	13.53

Source: *Fehr & Peers, 2025*

Since the updated Circulation Element roadway network results in less project-generated and project effect on VMT than the 2009 General Plan Buildout roadway network, the update is not anticipated to result in any new transportation impacts that were not previously disclosed.



4. Existing Condition

The *Existing Conditions Report* documents the existing physical and operational conditions of the Town's transportation network and its Sphere of Influence (SOI). The report is provided as **Appendix C** and documents the existing conditions for roadways, public transit, active transportation networks (multimodal trails, sidewalks, and bikeways), aviation, and infrastructure that supports the movement of goods. This section summarizes the key findings documented in **Appendix C**.

4.1 Existing Roadway Network

4.1.1 Classifications and Design Standards

The Town organizes its roadways into "functional classifications" categorizing them based on purpose, location, adjacent land uses, and relative number of driveways. **Table 3** provides an overview of the seven classifications the Town recognizes, and the general characteristics and design standards associated with them. These roadway classification cross-sections are shown in **Figure 1**. **Figure 1** also shows typical design standards for bicycle facilities on specific roadway classifications. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the California Manual for Uniform Traffic Control Devices (CA MUTCD).

The roadway classification standards are intended to guide the design of new streets, ensuring they can adequately handle future traffic volumes. This form of classification can be limiting when considering broader travel characteristics, such as modes served, characteristics associated with each mode (e.g., travel speeds, vehicle profiles, etc.), and potential modal conflicts due to these characteristics (e.g., travel speeds of motorized vehicles versus non-motorized vehicles).

When evaluating changes to the existing functional classifications, State laws SB 743 and AB 1358 recommend planning street networks pursuant to a "layered network approach" whereby travel modes (e.g., pedestrians, bicyclists, trucks, transit, etc.) are separated into complimentary travel networks to enhance safety, efficiency, and mobility by designing streets that prioritize certain modes based on their relationship to the surrounding land uses. The layered network approach identifies mode-specific corridors, such as truck routes, bicycle and pedestrian-friendly corridors, and major transit corridors. Four primary principles of the layered network approach are: 1) minimize conflicts, 2) provide network redundancy and connectivity, 3) incorporate context-sensitive design standards, and 4) incorporate safe systems design standards on multimodal corridors (e.g., buffered bike lanes on designated truck routes). The Town's proposed layered network is described in the Future Transportation System section.



Table 3: Roadway Classification System

Classification	Description	Design Features
Major Divided Parkway	Main facility that connects developments in the northern portion of the Town to the freeway and southern portion of the Town.	ROW: 142' Number of Travel Lanes: 6 Travel Lane Width: 12' to 14' Median Width: 20' Bike ¹ or Parking Lane Width: 8' to 10' Sidewalk and associated landscape width: 15'
Major Divided Arterial	Connects freeways to Major and Secondary Roads.	ROW: 128' Number of Travel Lanes: 6 Travel Lane Width: 12' to 14' Median Width: 12' Bike ¹ or Parking Lane Width: 8' to 10' Sidewalk and associated landscape width: 12'
Major Road	Connects Major Divided Parkways and Arterials to Secondary Streets.	ROW: 104' Number of Travel Lanes: 4 Travel Lane Width: 12' to 14' Median Width: 12' Bike ¹ or Parking Lane Width: 8' to 10' Sidewalk and associated landscape width: 12'



Table 3: Roadway Classification System

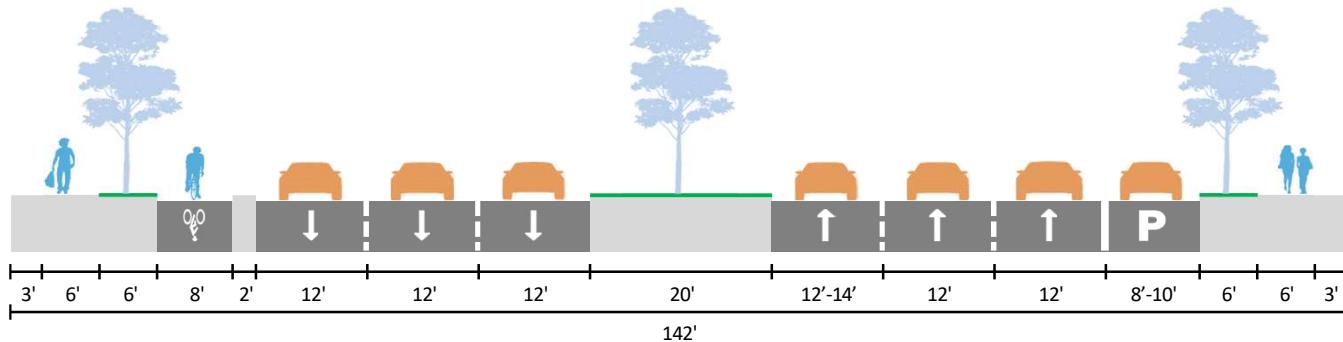
Classification	Description	Design Features
Secondary Roads	Connect Major Roads to Local Streets.	ROW: 88' Number of Travel Lanes: 4 Travel Lane Width: 12' Bike ¹ or Parking Lane Width: 8' Sidewalk and associated landscape width: 12'
Collector Streets	Like Secondary Roads, these facilities connect Major Roads and Local Streets. The key difference is these facilities have one less lane in each direction.	ROW: 60'-66' Number of Travel Lanes: 2 Travel Lane Width: 20'-22' Parkway: 10'-11'
Local Industrial/Commercial Streets	Transports local traffic from commercial and industrial areas to higher volume and speed roadways. It accommodates the increased trip generation associated with industrial areas and the turning radius required by delivery trucks.	ROW: 66' Number of Travel Lanes: 2 Travel Lane Width: 22' Parkway: 11'
Local Streets	Roadways in residential areas.	ROW: 60' Number of Travel Lanes: 2 Travel Lane Width: 18' Non-Paved Shoulder: 12'

Note:

1. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, or IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.



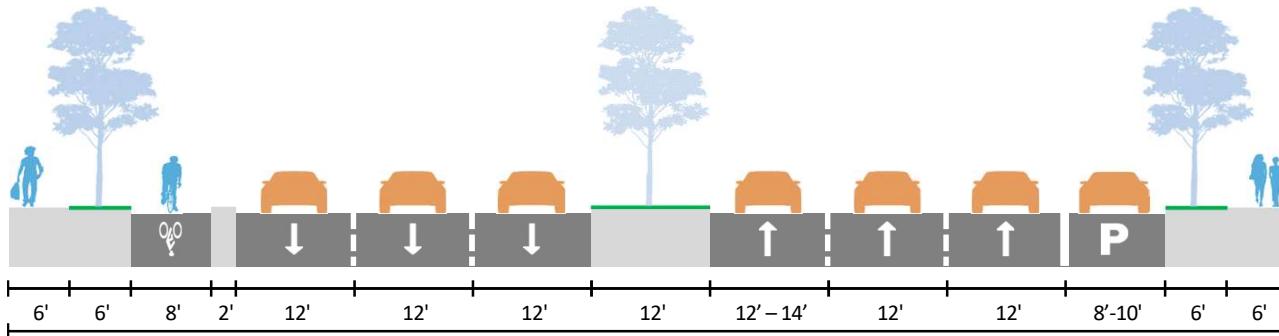
Major Divided Parkway (Dale Evans Road) 142' Right-of-Way



Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.

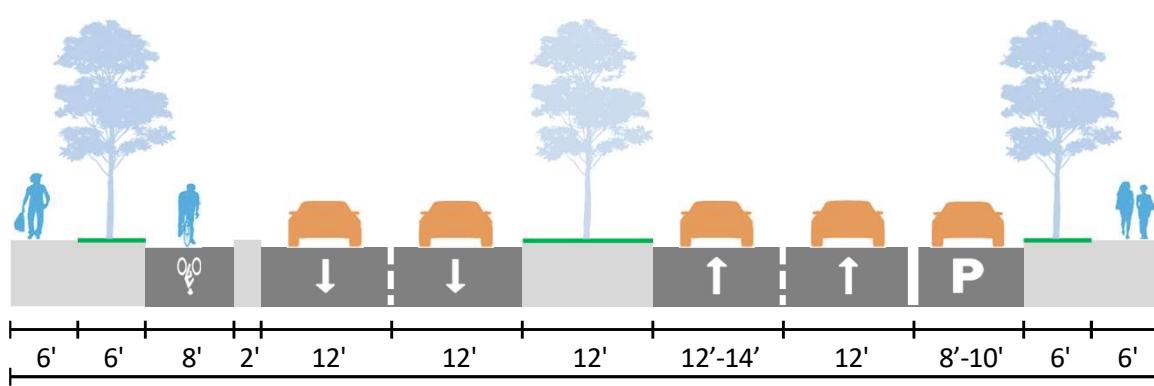
Major Divided Arterial (6-Lane) 128' Right-of-Way



Notes: 128'

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MULCD.

Major Road (4-Lane) 104' Right-of-Way



104'

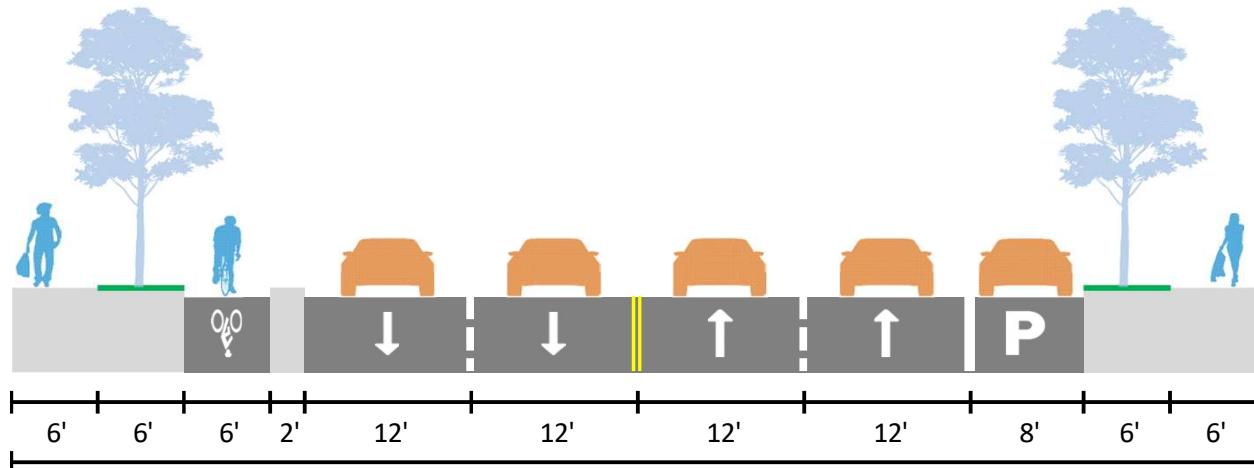
Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.
3. The twelve-foot wide median shown in the figure above may be replaced with a twelve-foot wide center left turn lane.



Figure 1
Roadway Classifications and Design Standards

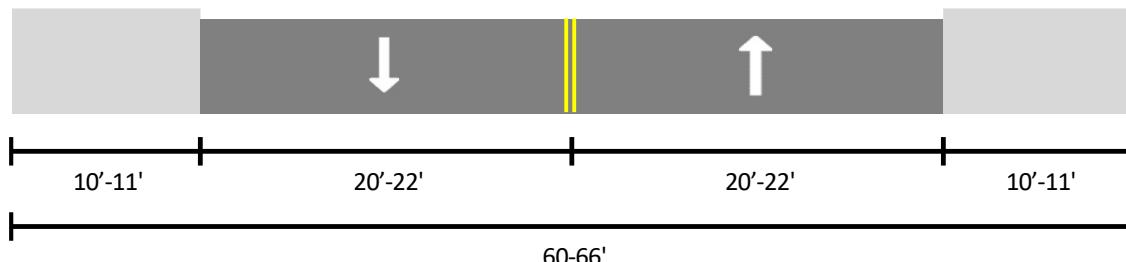
Secondary Road 88' Right-of-Way



Notes:

1. The bike lane may be replaced with on-street parking, and the on-street parking may be replaced with a bike lane.
2. A Class IV bikeway is shown in the cross-section above. The Town's future bicycle network is shown in Figure 9 and should be referenced to determine where specific types of bicycle facilities (Class I, II, III, IV) are planned. Section 4.3.2 provides descriptions and requirements for each type of bicycle classification, according to the CA MUTCD.
3. Curbs and gutters may not be required in low-density residential areas but are required in industrial areas.

Collector Street 60'-66' Right-of-Way



Industrial & Commercial Local Street 66' Right-of-Way

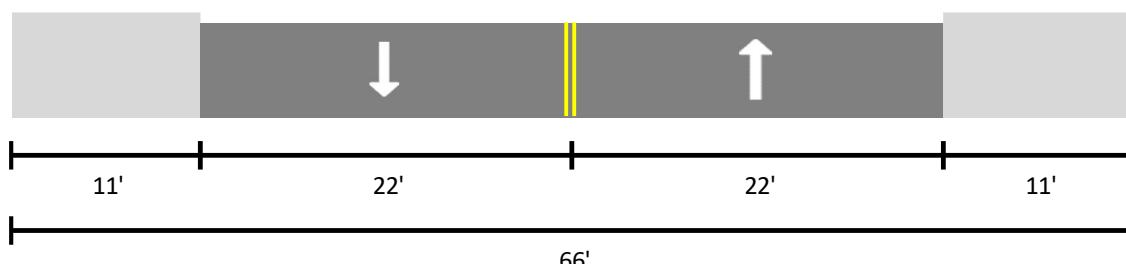
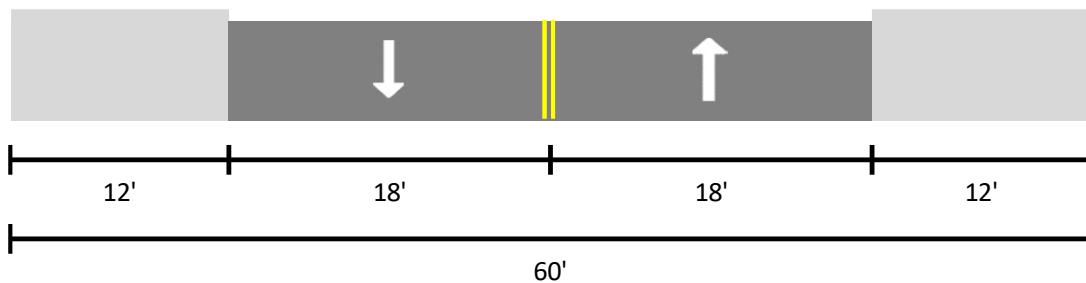
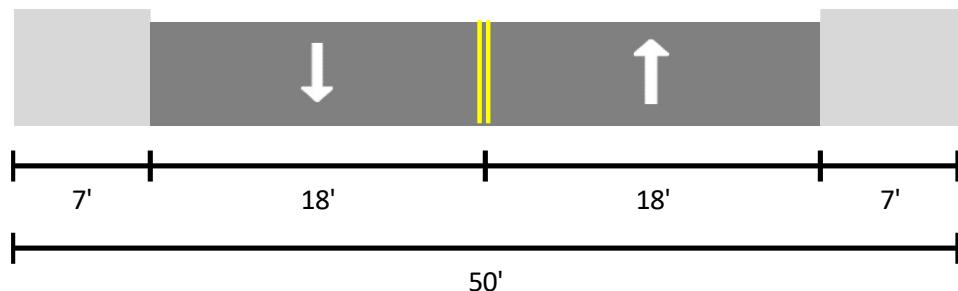


Figure 1
Roadway Classifications and Design Standards

Local Street 60' Right-of-Way



Rural Street 50' Right-of-Way (<1,000 ADT)



Cul-De-Sac 50' Right-of-Way

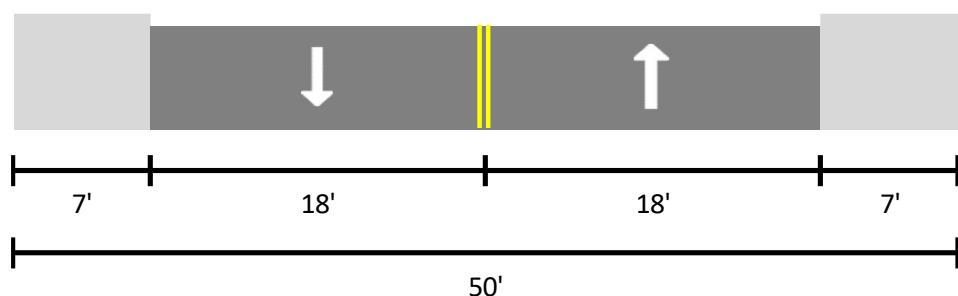
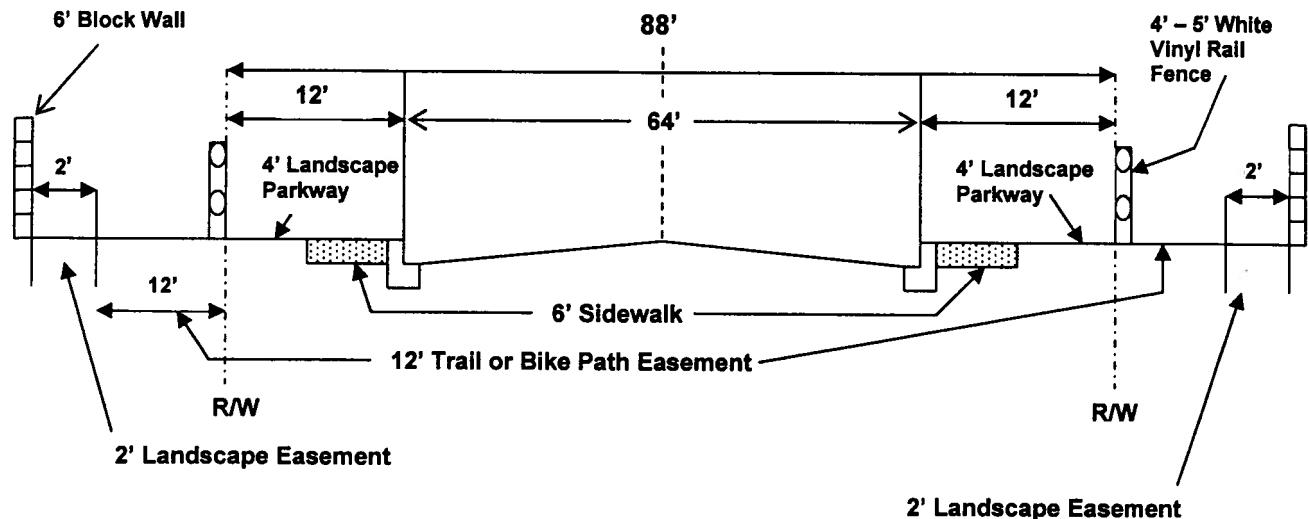
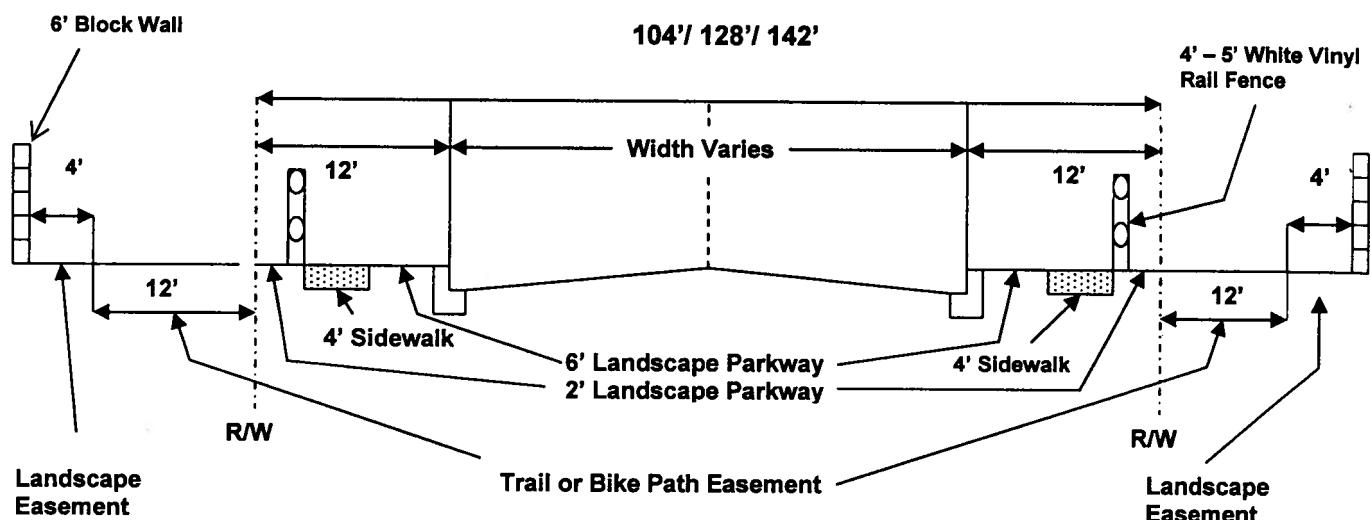


Figure 1
Roadway Classifications and Design Standards

WHEN THERE ARE ADDITIONAL REQUIREMENTS FOR BIKE PATH AND/OR EQUESTRIAN TRAILS



88' SECONDARY ROAD



MAJOR ROADWAYS

* In Commercial Zones: Staff recommends combining the sidewalk with bike path as constructed at the northeast corner of Bear Valley Road and Apple Valley Road.



Figure 1
Roadway Classifications and Design Standards

4.1.2 Connectivity

The Town manages a variety of different types of public roadway facilities, including a mix of regional arterials and local streets. Northern and southern regional access to the Town is provided by Interstate 15 (I-15), and eastern and western regional access to the Town is provided by State Route 18 (SR-18), Bear Valley Boulevard, and Yucca Loma Road/Green Tree Boulevard. The local roadway network south of Waalew Road is well connected and provides convenient access to surrounding jurisdictions including Victorville and Hesperia to the west and southwest, respectively. While the Town is well connected, most of its major local roadways are not built to their full capacity. There are limited paved roads north of Waalew Road, and those that do exist serve existing residential and industrial developments by providing access to I-15, SR-18, and the area of the Town south of SR-18. **Appendix C** describes the Town's local and regional access in further detail.

4.1.3 Safety

The Town is committed to maintaining and expanding a safe and efficient transportation system. Additionally, state and national goals aimed at eliminating traffic-related fatalities suggest that safer roads are a critical priority for community members, and resources are available to address concerns. **Appendix C** documents a detailed review of Town-wide vehicle, pedestrian, and bike collision types, frequencies, and causes from 2021 to 2023. The key findings of the collision review are shown below.

- The Town experienced an average of 446 vehicle collisions per year. This is consistent with the Town's recently adopted Local Roadway Safety Plan (2022), which concluded that the Town experienced an average of 443 collisions per year between 2016 to 2020.
- Most collisions are clustered along Major Divided Arterials, specifically SR-18 and Bear Valley Road.
- The most common vehicle collision causes are unsafe speed, automobile Right-of-Way (ROW) violations, and failure to adhere to traffic signs/signals.
- The Town experienced an average of 15 pedestrian-related collisions per year, which resulted in 11 total fatalities and nine severe injuries.
- The pedestrian-related collisions were clustered along major corridors with higher travel speeds to include SR-18, Bear Valley Road, Navajo Road, and Kiowa Road.

Figure 2 shows the overall collision density during 2021 to 2023 throughout the Town's limits.

4.2 Existing Transit Services

Public transportation provides an essential service for those without access to a vehicle or cannot drive. The most frequent users include some of the most vulnerable residents and workers, such as older adults, persons with disabilities, students, and disadvantaged community residents. The Town has various forms of public transportation that enable its residents to reach local and regional destinations without the need of an automobile.



4.2.1 Bus Transit

Victor Valley Transit Authority (VVTA) provides transit services within the Town and offers a regional transit system designed to connect Apple Valley and other High Desert communities including Adelanto, Barstow, Hesperia, Victorville, and unincorporated San Bernardino County. As of January 2024, VVTA offers six fixed transit routes within the Town and another fixed route service to and from the Providence St. Mary Medical Center, Barstow, and Victorville. These routes are shown in **Figure 3** and generally listed below. The transit headways, service costs, and service stop locations are detailed within **Appendix C**.

- Route 15: Fontana, San Bernardino, and Barstow to and from Sain Mary Medical Center
- Route 40: Apple Valley Post Office to and from Walmart
- Route 41: Apple Valley to and from Victorville
- Route 42: Victor Valley College to and from Public Safety Training Center
- Route 43: Apple Valley Post Office to and from Victor Valley College
- Route 47: Apple Valley Post Office to and from Bear Valley + Navajo
- Route 49: Apple Valley to and from Victor Valley Mall

4.2.2 Micro-Link

The VVTA Micro-Link offers an on-demand, curb-to-curb shared transit service, operating in parts of Victorville, Hesperia, and Apple Valley. It provides flexible and convenient transportation within specific zones, running Monday to Friday from 6:00 am to 8:00 pm. The cost is \$2 per ride (paid within the app), with K-12 students riding for free. Rides can be scheduled via the VVTA AccessLink app. Additionally, each \$2 trip includes a free fixed route Day Pass if traveling outside the service area.



4.2.3 Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operators to provide a paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. The VVTA offers complementary curb-to-curb paratransit service for those who apply and are certified as ADA eligible. Along the Route 40 service, time is built-in for deviations, which allows ADA-certified riders and the general riding public to be served in tandem. ADA deviations are allowable up to three-quarter miles from the fixed route service, which increases VVTA's serviceable area.

4.2.4 Rail

There are currently no existing passenger rail stations in the Town of Apple Valley, with the closest located in Victorville to the west of the Town boundary with service provided by Amtrak. This station and rail line are shown in **Figure 3** and connect the Town to other parts of California and national destinations. There are plans for a future High-speed passenger rail that will connect the Town of Apple Valley to Las Vegas, Hesperia, and Rancho Cucamonga. This passenger rail line is discussed in section 5.2.2.

4.3 Existing Active Transportation Network

A balanced transportation system in the Town of Apple Valley should provide complete, safe, and convenient options for people of all ages and abilities to bike, utilize e-mobility devices, walk, or take transit to their destinations. Encouraging active transportation infrastructure provides opportunities for a healthy population, economy, and environment. The Town has a network of existing trails, paths, and bike facilities, which complement the roadway network and increases active transportation access to key destinations. Additional bicycle, pedestrian, and multi-use trails facility baseline details, and a comparison to the 2009 General Plan baseline can be found in **Appendix C**.

4.3.1 Pedestrian Sidewalk Network and Gaps

Walking is a low-cost and sustainable mode of transportation that cultivates personal and social well-being. High quality pedestrian infrastructure, such as sidewalks, trails and paths, crosswalks, and signals, are integral to the function of a safe, complete, and easy to use network. In areas where these facilities are present, people are more likely to walk instead of using an automobile for short trips, further reducing vehicle miles travelled.

As outlined in **Appendix C** and shown in **Figure 4**, some areas in the Town provide more pedestrian infrastructure than others. Most schools offer continuous sidewalks along their frontage, marked crosswalks at nearby intersections, and signage associated with school zones which make walking to and from school an accessible mode of transportation. All signalized intersections along major roadways offer marked crosswalks and pedestrian pushbuttons. While these intersections provide curb-ramps, the sidewalks are typically discontinuous, specifically in low-density residential neighborhoods.



4.3.2 Bikeway System and Gaps

On- and off-street bicycle facilities are an important resource to the Town. Cycling not only helps meet the transportation needs of the community but also provides significant health benefits. Emerging and more affordable e-mobility devices (bikes, scooters, and Neighborhood Electric Vehicles (NEVs)) and an expanding bicycle network underscore the potential for travel behavior mode shift to cycling and bolster support for people of all ages and abilities to replace automobile trips with cycling.

There are opportunities to expand and enhance bicycle infrastructure, improving connectivity to key destinations such as employment activity hubs, schools, and residential areas. With a complete streets approach to roadway design, bicycle infrastructure can be feasibly planned. **Appendix C** details existing conditions and the planned bicycle network. The typologies are listed below (as defined by the CA MUTCD) and shown in **Figure 5**; currently the Town's existing bicycle network is comprised of mainly Class I and Class II facilities.

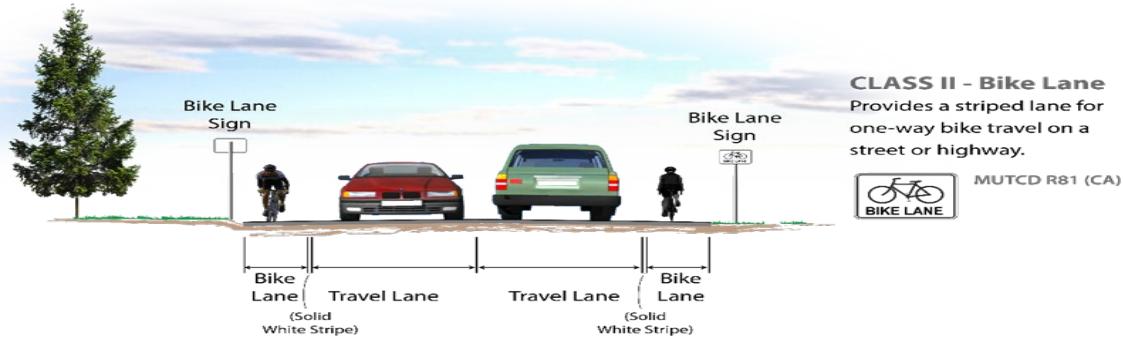
Class I Bikeways (Bike Paths)

Class I bicycle facilities are bicycle trails or paths that are off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel with designated street crossings where needed and optional wayfinding signage, if desired. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate ROW that meanders through a neighborhood or along a flood control channel or utility ROW.



Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel and can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.



Class III Bikeways (Bike Routes)

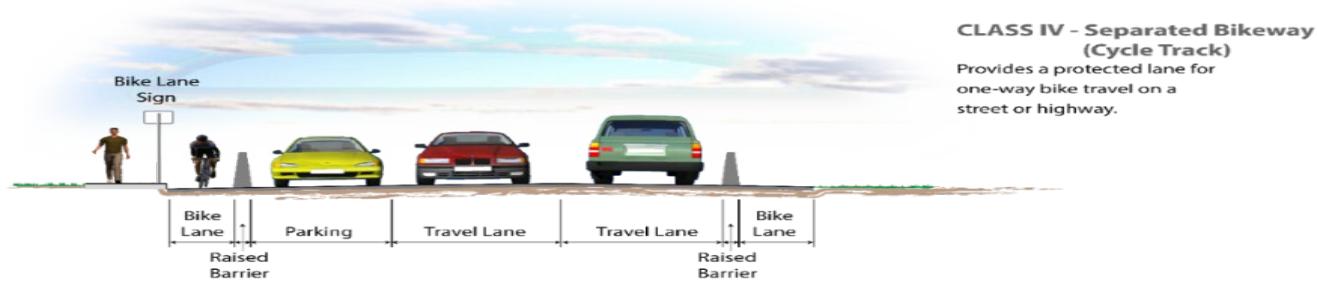
Class III Bikeways are streets accommodating shared use by motor vehicles and bicyclists. While bicyclists have no exclusive priority, signage both on the side of the street and stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway and denotes that the street is an official bike route.



Class IV Bikeways (Cycle Tracks)

Class IV bicycle facilities, sometimes called cycle tracks or separated bikeways, provide a ROW designated exclusively for bicycle travel adjacent to a roadway and are protected from vehicular traffic via separations (e.g. grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



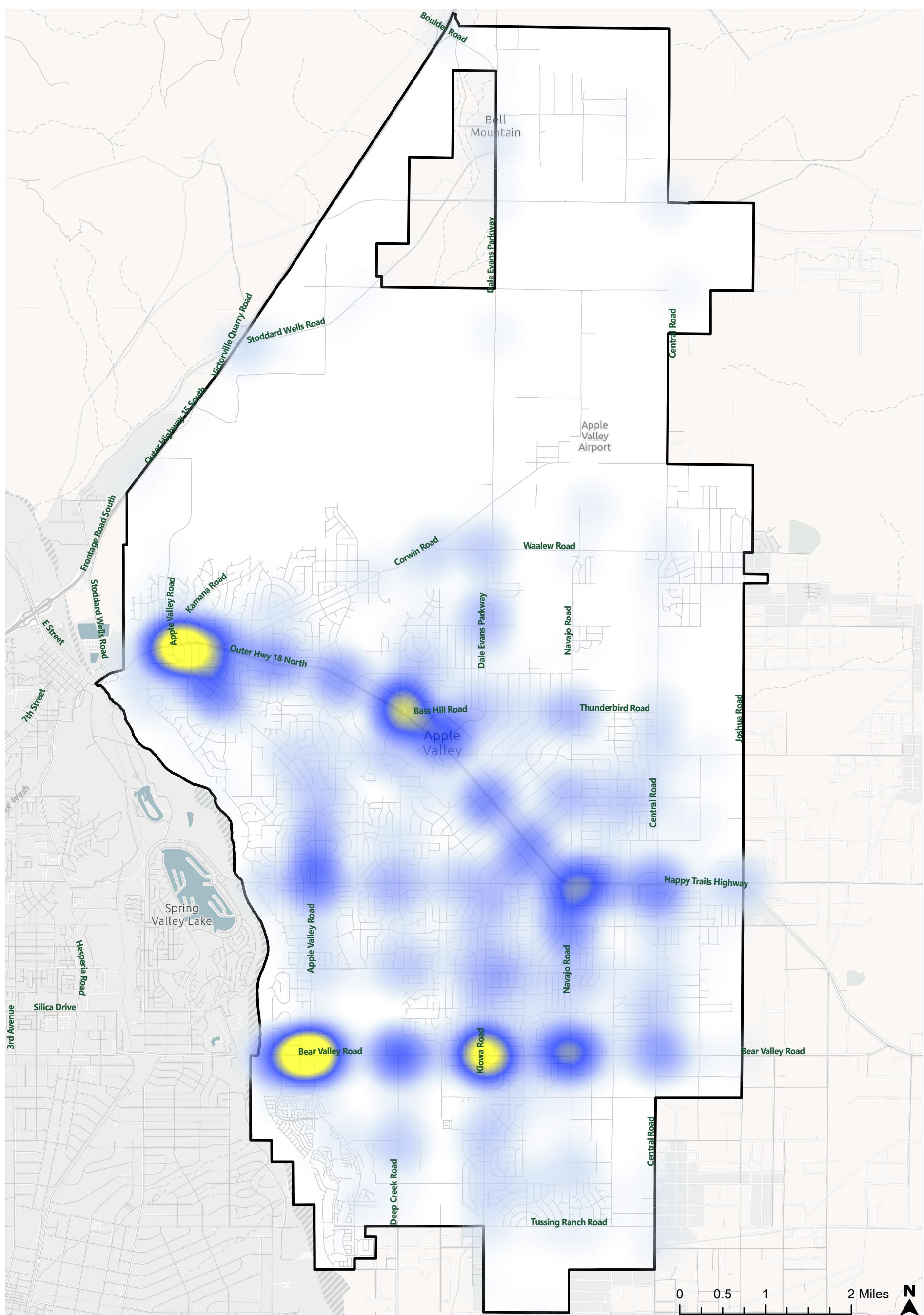


4.3.3 Multi-Use Trails System and Gaps

The Town of Apple Valley has an extensive network of multi-use trails that add to the Town's rural atmosphere and are shown in **Figure 6**. These trails serve as vital recreation and utilitarian connections for the community to both urban and natural environments while promoting multi-use transportation. There are two types of trails provided in the Town: Bridle trails and multi-use trails. More details on these typologies can be found in **Appendix C**.

Bridle trails are primarily located within General Plan designated Equine Districts and are connected to multi-use trails. While bridle trails are limited to horse traffic, multi-use trails are open to all non-motorized modes of transportation, including horses, walking, and cycling.





Low Collision Density

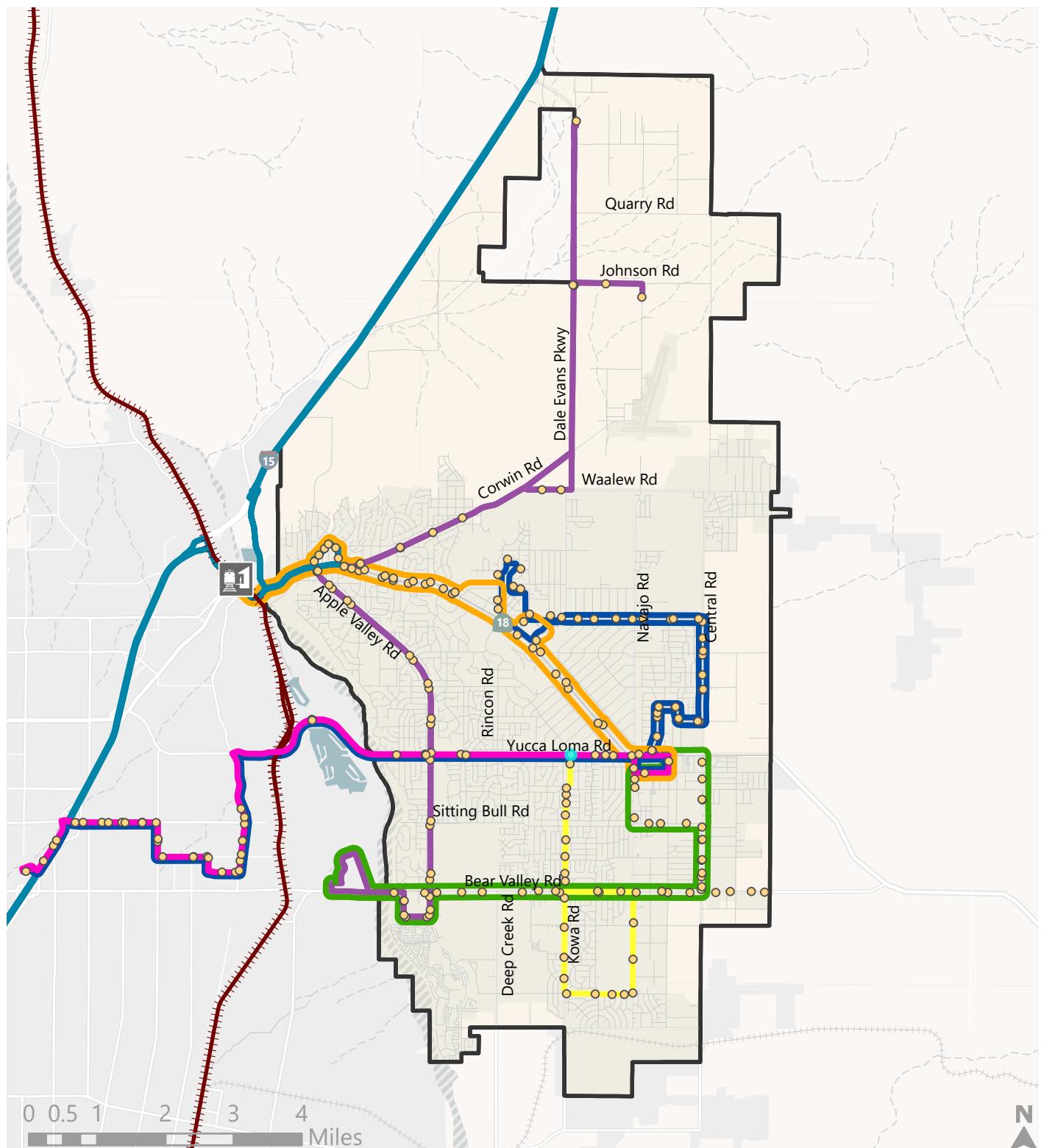
Town Boundary

High Collision Density

Figure 2

Collision Density Map (2021 to 2023)





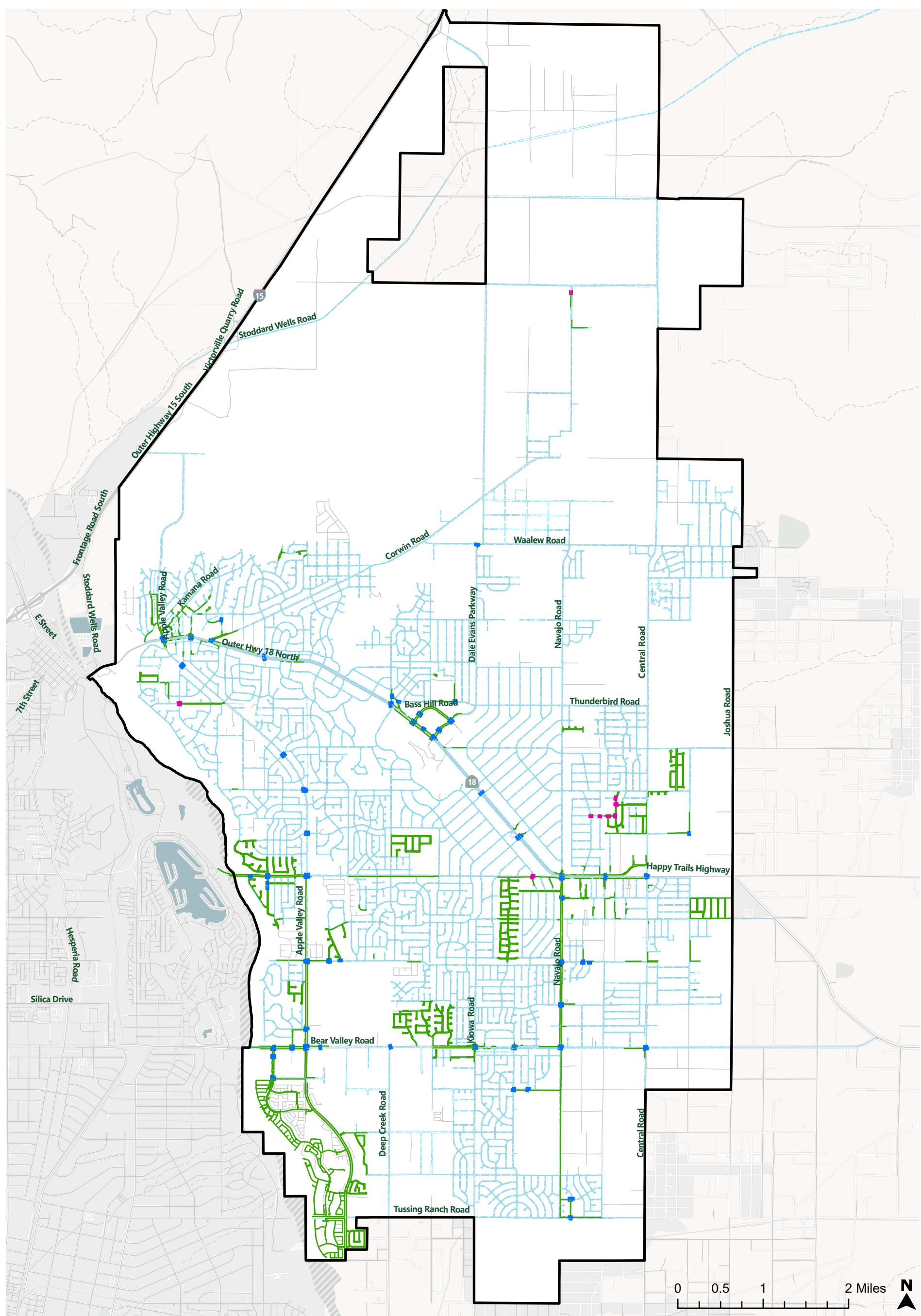
Legend
Victor Valley Transit Routes

40	43	Amtrak Route
41	47	Amtrak Station
42	BV Link	Town of Apple Valley
49		
○ Bus Stops		

Data Source: Victor Valley Transit Authority, 2024; Amtrak, 2024

Figure 3
Existing Public Transportation Services





Sidewalks

- Sidewalk
- No Sidewalk

Crosswalks

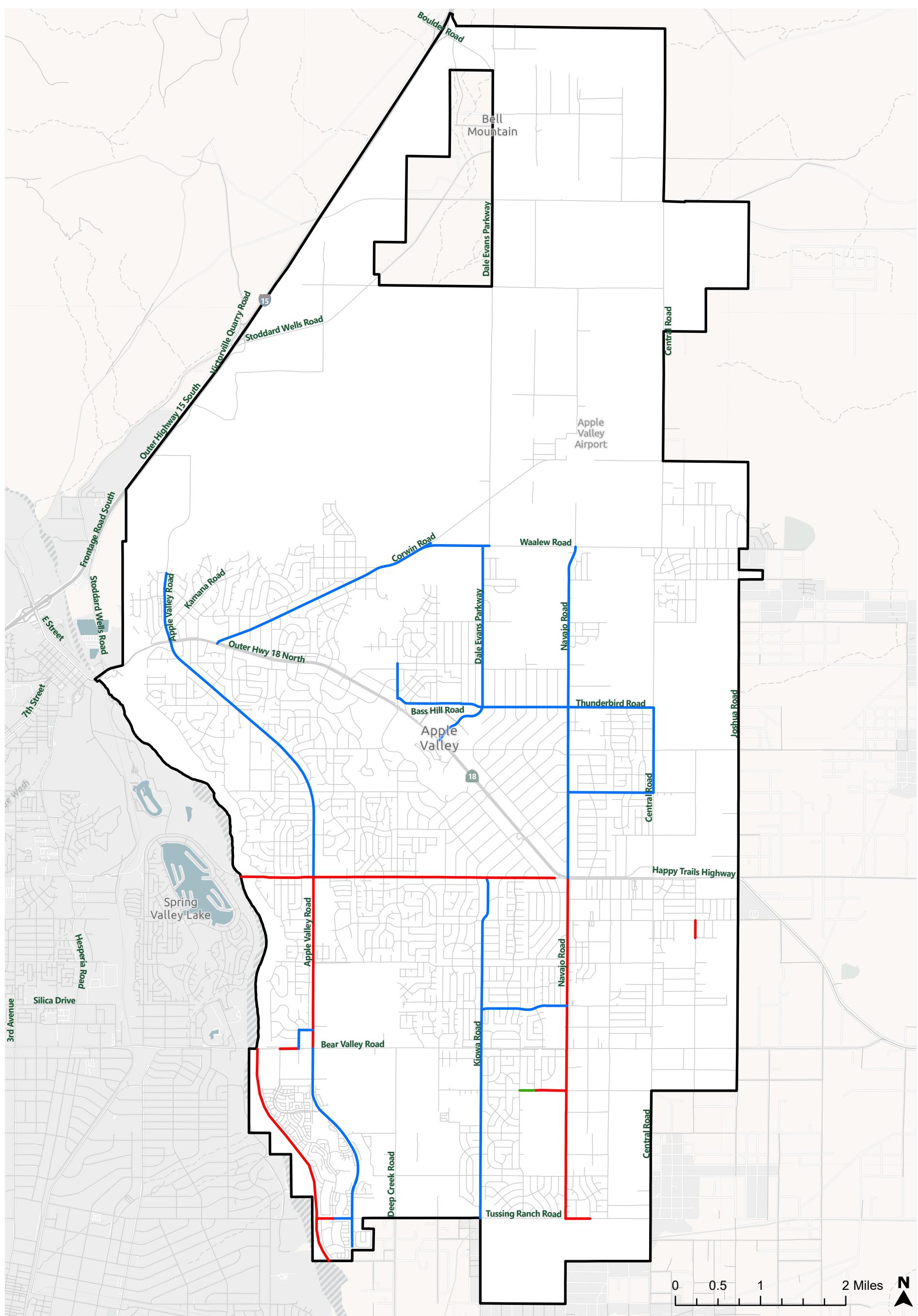
- Basic Crosswalk
- High Visibility Crosswalk

Town Boundary



Figure 4

Existing Pedestrian Facilities



Existing Bike Facilities

Town Boundary

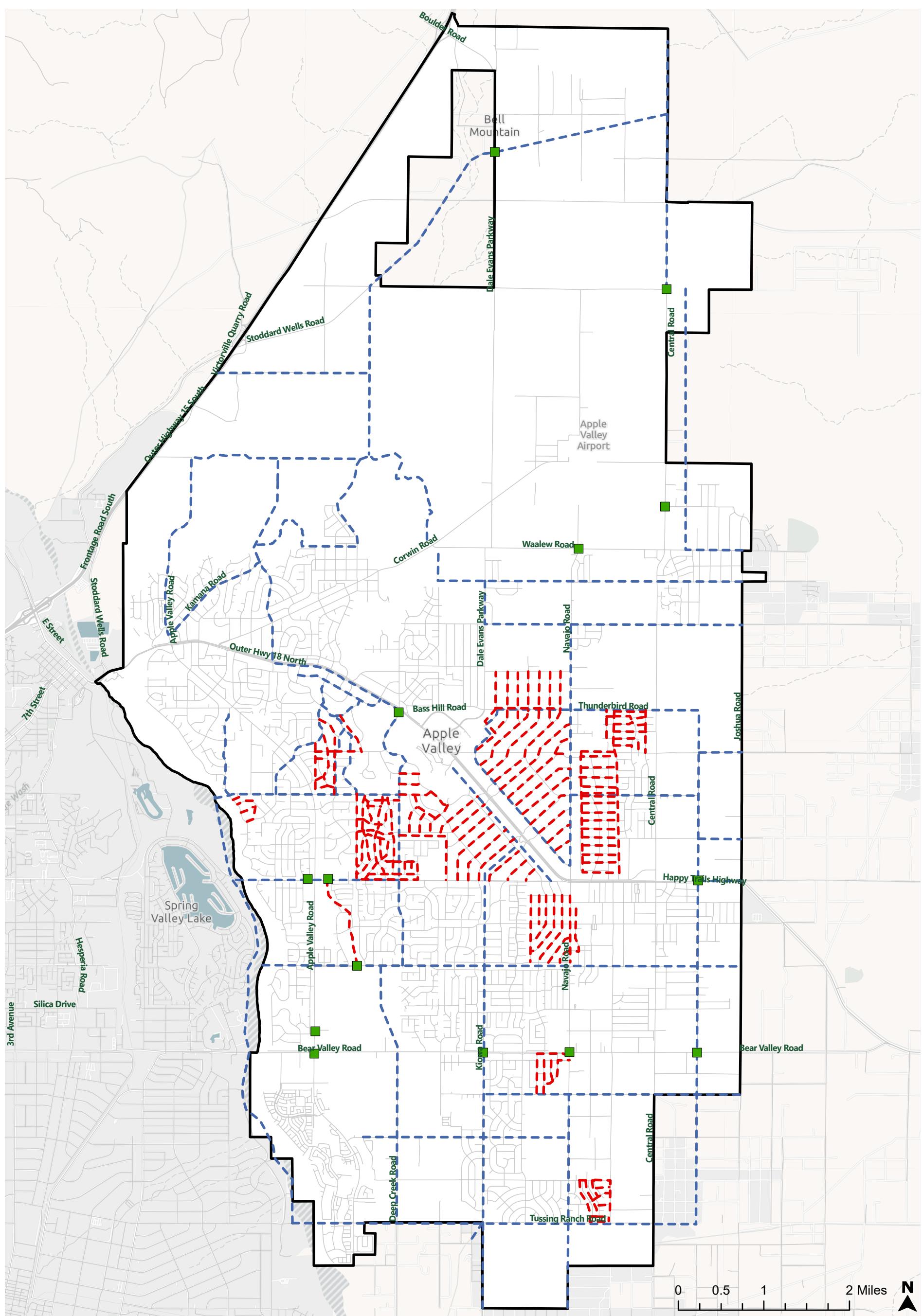
- Off-Street (Class I)
- Bike Lane (Class II)
- Bike Route (Class I)

Data Source: SBCTA, 2020; Fehr & Peers, 2024



Figure 5

Existing Bicycle Facilities



— Recorded Bridle Trails

— Lifeline Trails

■ Major Street Crossings

Data Source: Town of Apple Valley



Figure 6

Existing Multi Use Trail System

4.4 Existing Freight and Goods Movement

Freight and goods-movement play a vital role in the Apple Valley's economy, connecting local and regional businesses to larger distribution networks through the Town's proximity to major highways and rail corridors. However, the system faces challenges including the need to manage increasing freight volumes, proximity to vulnerable land uses, and alignment with California Assembly Bill 98 (AB 98).

4.4.1 Truck Routes

Truck traffic within the Town is allowable under two formally designated routes: Local Truck Routes and Regional Truck Routes. Chapter 12, Section 36, of the Town's municipal code provides the following definition of the truck routes:

- Local Truck Route – Any street as herein designated upon which trucks with an origin and/or destination within the Town may operate only between the hours of 7:00 AM and 7:00 PM.
- Regional Truck Route – Any street as herein designated upon which the unrestricted use of trucks is permitted.

The Town's truck route designations are shown in **Figure 7**. Note, as the NAVISP develops more truck routes will be available in the area as all existing and future roadways within the NAVISP area are designated truck routes.

4.4.2 Truck Parking

Truck parking guidelines are found within [Chapter 12 Section 38](#) of the Town's Municipal Code. Truck parking is generally not allowed on public right-of-way residential streets and/or in any areas identified in Chapter 12 Section 37 (General Vehicle Parking Restrictions). Most guidelines for public right-of-way truck parking are restrictive and do not explicitly outline allowable parking areas. Parking and/or storage of trucks and commercial vehicles on private property is allowable under certain conditions outlined in the Town Municipal Code, which identifies a requirement for a parking permit to be displayed.

4.4.3 Freight Rail & At-Grade Crossings

There are two existing freight rail lines that intersect the Town, both of which are privately owned and operated by. One line passes through the southern portion of the Town and intersects Kiowa Road and Central Road south of Tussing Ranch Road. The other passes through the northern portion of the Town and travels parallel to Quarry Road. This line intersects Stoddard Wells Road and Dale Evans Parkway north of Quarry Road. Although the lines do not stop in Town, they are integrated with the BNSF railway network and make stops in neighboring jurisdictions. These lines are shown in **Figure 7**.



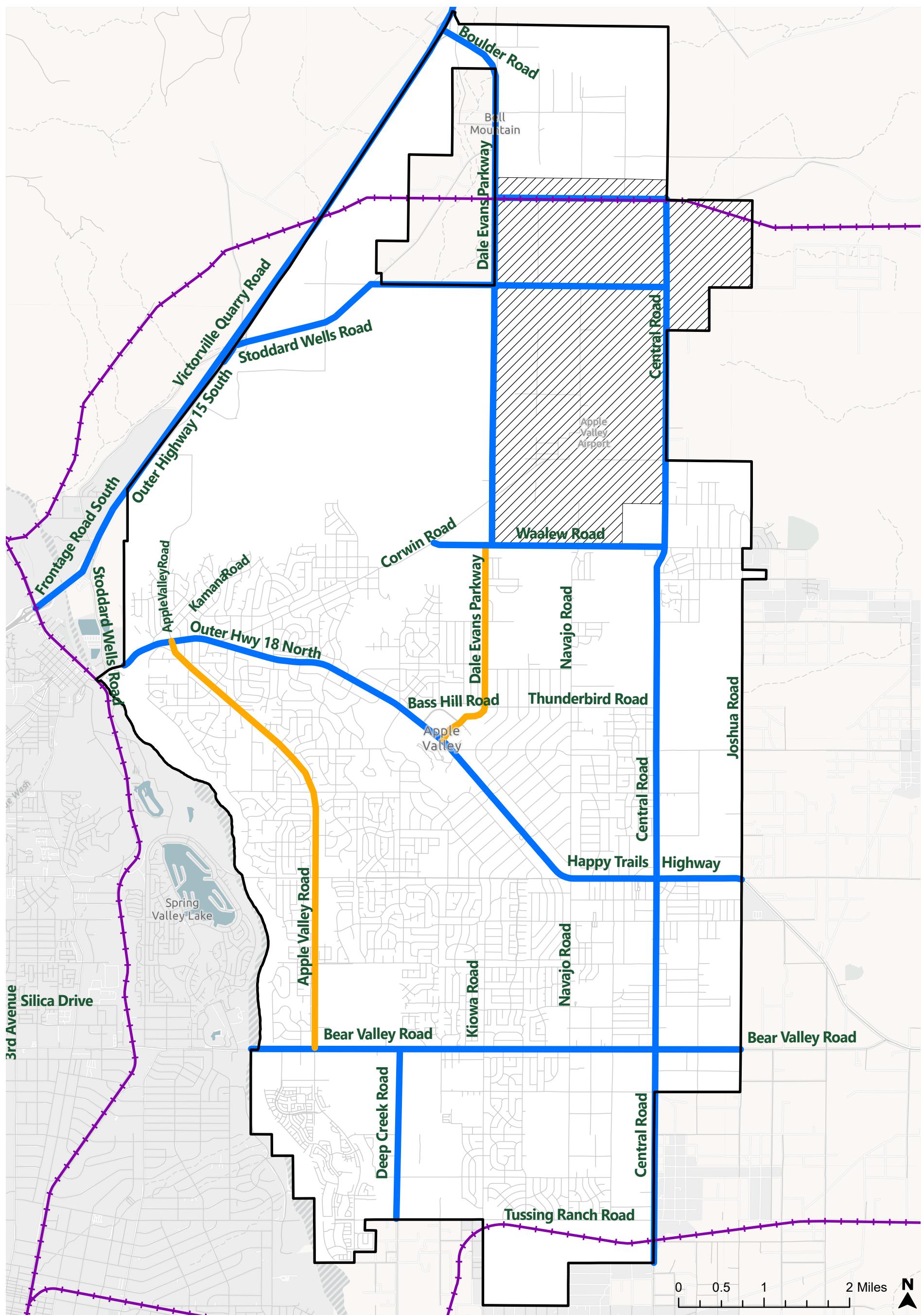


Figure 7

Existing Truck Routes and Freight Lines

4.5 Existing Transportation Programs and Plans

The Town of Apple Valley's transportation system is progressed through internal programs and plans, as well as county and regional agencies and jurisdictions. A review of these programs and plans is listed below, looking at those that are temporally relevant and prepared after 2015.

4.5.1 County and Regional Programs and Plans

- San Bernardino Transportation Authority (SBCTA) Long Range Multimodal Transportation Plan ([LRMTP](#)), incorporates strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, cyclists, and pedestrians through 2040/2050.
- SBCTA Countywide Transportation Plan ([CTP](#)), prepared in 2021 lays out the strategy for long term investment in and management of San Bernardino County's regional transportation assets.
- SBCTA Comprehensive Pedestrian Sidewalk Inventory Plan involved two phases between 2018 and 2023 to inventory sidewalk assets and obstructions for improved mobility, safety, connectivity for first/last mile, and encourage livable streets.
- SBCTA Non-Motorized Transportation Plan ([NMTDP](#)) identifies facility priorities that will enable local jurisdictions to create attractive and usable infrastructure that enhances the enjoyment and quality of life for residents of San Bernardino County. The plan includes the Safe Routes to School Plan, Points of Interest Pedestrian Plan, and active transportation planning resources for agency use.
- SBCTA – Congestion Management Plan ([CMP](#)) defines a network of state highways and arterials, level of service standards and related procedures, a process for mitigation of the impacts of new development on the transportation system and technical justification for the approach.
- SBCTA Regional Transportation Improvement Plan ([RTIP](#)), a 2022 document that is submitted to the State for inclusion in the State Transportation Improvement Plan (STIP), which includes SBCTA projects focused on multi-modal corridor improvement planning, programming, and monitoring through fiscal year 2026/2027.
- SBCTA Transportation Development Act ([TDA](#)) is a program made available to agencies for facilities geared toward the exclusive use of pedestrians and bicyclists; guidelines were last updated in May of 2023.
- The [Measure I](#) Strategic Plan 2010-2040 is a two-volume plan that outlines the scope of each half cent sales tax program, and the specific policies by which the Measure I funds will be administered.
- Victor Valley Transit Authority (VFTA) FY20 Short-Range Transit Plan ([SRTP](#)), requires a document update every five years and is submitted to SBCTA and the State detailing transit services and routes, capital assets, budget, data, and programs (i.e. Micro-Link, Accessibility, and Transportation Reimbursement and Information Program).

4.5.2 State and MPO Programs and Plans

- Southern California Association of Governments' (SCAG) Regional Transportation Plan ([RTP](#)) – Connect SoCal outlines a vision for a more resilient and equitable future, with investment, policies and strategies for achieving the region's shared goals through 2050.



4.5.3 Town Programs and Plans

- Town Wide Complete Streets Action Plan (TW[CSAP](#)), is a 2024 ongoing effort funded by Safe Streets for All (SS4A) is a comprehensive planning and design effort that provides recommendations for improving all modes of travel throughout the Town.
- Safe Routes to School Master Plan ([SRTSMP](#)) was prepared in 2015 seeking to increase the number of Apple Valley students using active transportation to and from school by providing accessible bicycle and pedestrian facilities; through varying funding opportunities, over \$4.5 million in grants have been used to implement planned projects.
- Local Roadway Safety Plan ([LRSP](#)) was prepared in 2022 and outlined top systemic collision patterns and locations throughout the Town, including areas surrounding schools, parks and commercial facilities based on collected collision data. The LRSP also provides a Town Wide School Zone Analysis which evaluated every school zone within the Town and provided a deployment plan for signing, striping, and pavement markings.
- Local Hazard Mitigation Plan ([LHMP](#)) updated in 2017, provides guidance that helps the Town respond to, recover from, and mitigate the effects of natural disasters so it may return to "normal" with fewer impacts to its people and infrastructure.
- The Apple Valley Village SR-18 Corridor Enhancement Plan (2017) is a comprehensive study of the Town's original business district between Navajo Road and Central Road identifying multi-modal opportunities. Through this plan, over \$2 million has been awarded to the Town to fund the implementation of gap closure improvements.
- The Town of Apple Valley Highway 18 Access Plan was adopted in February 2025 is a comprehensive analysis of SR-18 between Apple Valley Road and Bass Hill Road identifying transportation opportunities for bicyclists and pedestrians along the corridor.
- Apple Valley Village Specific [Plan](#) was approved in 2022, and aims 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.
- Climate Action Plan (CAP) prepared in [2019](#) includes existing and forecasted greenhouse gas emission data, and proposes reduction measures that will enable the Town to achieve the targeted reduction level, thereby doing its part to limit greenhouse gas emissions statewide that contribute to climate change. .
- Housing Element [Update](#) is prepared as part of the General Plan. The latest update occurred in 2022 and determines the needs of the community from 2021 to 2029.
- Desert Renewable Energy Conservation Plan ([DRECP](#)) is a comprehensive multi-regional desert community conservation plan, which in 2015 the Town submitted a committed letter of support for the congruency between Town general planning and DRECP efforts.
- North Apple Valley Industrial Specific Plan ([NAVISP](#)) was adopted in 2006. NAVISP governs land use for an area totaling 6,221 acres in the northern portion of the Town. Its intent is to establish land use designations which facilitate industrial and commercial development to broaden the Town's economic base and provide long term growth and prosperity.



5. Future Transportation System

5.1 Future Roadway Network

5.1.1 Connectivity

Figure 8 shows a map of the Town roadways and their classifications under general plan buildout conditions. The roadway operations assessment provided in **Appendix B** shows that under these conditions all key roadways within the Town are forecasted to operate within the acceptable LOS D standard. This assessment shows that the Town's planned transportation roadway network will be able to accommodate future land use projections.

5.1.2 Safety

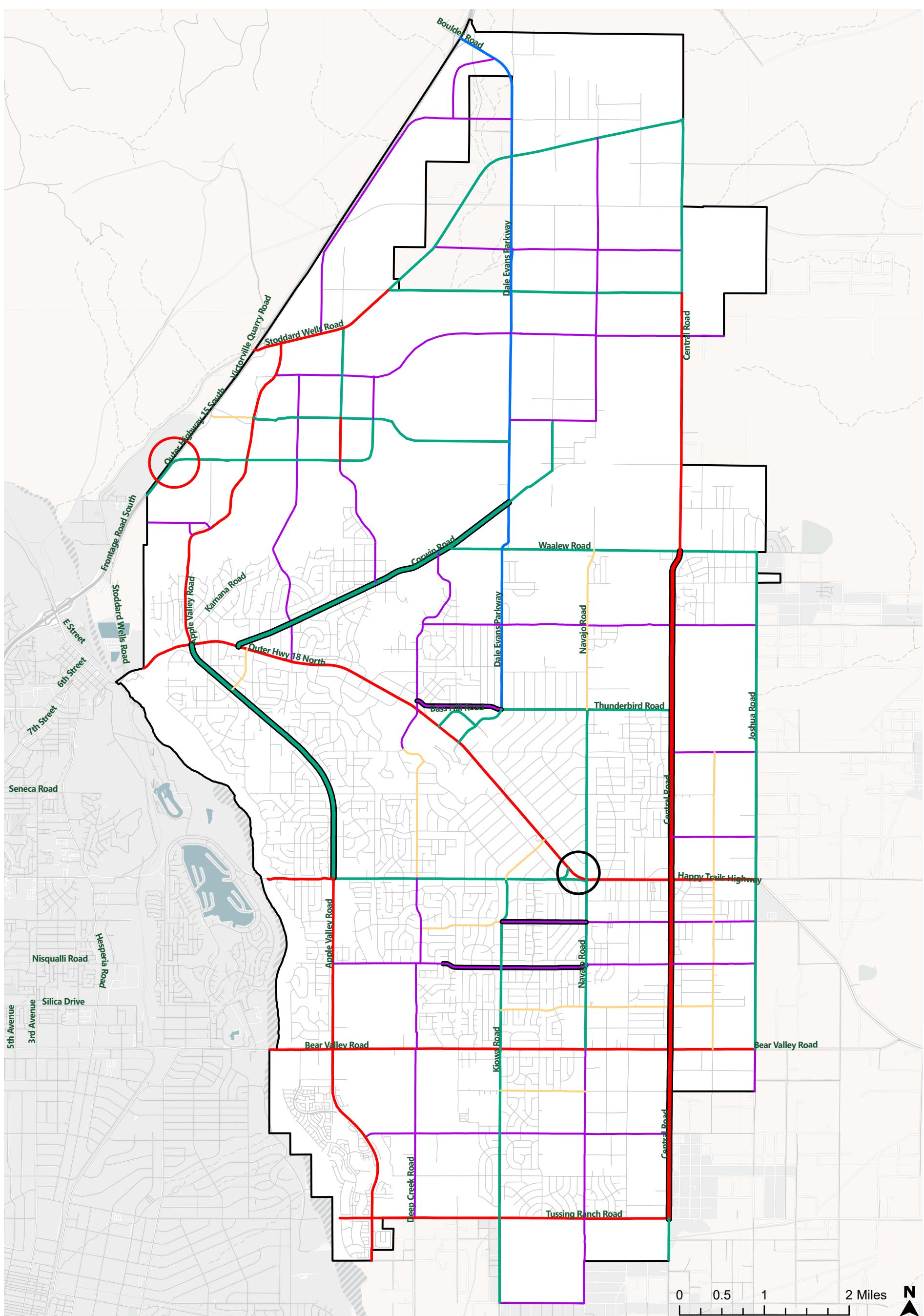
Safety for all modes of transportation is a top priority to the Town, which completed an LRSP in 2022. The Town will use this and other research documents as guidance for implementing infrastructure improvements aimed at reducing or minimizing the frequency and severity of all types of collisions.

Providing infrastructure improvements will take time, but there are immediate actions the Town can take to begin reducing collisions. Based on existing collision data, the primary collision factors are due to vehicle, pedestrian, and bicyclist violations. These violations include speeding, right-of-way violations, or not abiding by traffic signals/signs. In addition, pedestrian- and bicycle-involved collisions on roadways lacking designated bicycle or pedestrian facilities is also a factor.

Consistent with strategies documented in the LRSP, the Town should conduct and support public outreach activities that elevate awareness of the dangers of not following the rules of the road. Public education along with infrastructure improvements will help the Town achieve the Safe Systems Approach outlined in SB 932.

The Goals, Policies, and Strategies section of the Circulation Element documents the Town's plan to provide a safe transportation system that serves the needs of all users.





Roadway Classification

- Major Divided Parkway (142' ROW)
- Major Divided Arterial (128' ROW)
- Major Road (104' ROW)
- Secondary Road (88' ROW)
- Collector (60'-66' ROW)
- Modified Major Divided Arterial
- Modified Major Road
- Modified Secondary Road

○ Future Interchange

○ Special Study Intersection

□ Town Boundary

0 0.5 1 2 Miles N
Data Source: Town of Apple Valley

Figure 8

General Plan Buildout Transportation Network



5.2 Future Transit Services

The future growth of public transit service in the Town will largely be represented by the addition of the Brightline high-speed rail station in the northern portion of the Town. Subsequent fixed route expansions in tandem are anticipated to meet population demands. VVTA reviews service and publishes route updates semi-annually. ADA curb-to-curb service accommodation will remain consistent according to existing and future ADA guidance and where feasible along specific routes (i.e., Route 40). VVTA will provide deviated fixed route ADA accommodations within three-quarters of a mile.

5.2.1 Bus Transit and Paratransit

The VVTA frequently refreshes routes for service areas and provides updates to the public to include information pertaining to new routes, stop locations, headways, and service fares. With a planned high-speed rail station in the northern portion of the Town, route expansion is anticipated.

Paratransit services provided by the VVTA are expected to continue in accordance with ADA guidelines. As long as deviations along select routes remain efficient (i.e., Route 40), it is anticipated this provision will remain and possibly include expanded fixed route services up to three-quarters of a mile in deviation.

5.2.2 High-Speed Rail

High-speed passenger rail will connect the Town along a 218-mile route, with stops in the Town of Apple Valley, Las Vegas, Hesperia, and Rancho Cucamonga. The service will be operated by Brightline, a private enterprise, offering travel speeds of up to 200 miles per hour, moving passengers from Apple Valley to Las Vegas in about 90 minutes. Brightline has acquired property in the northern portion of town near Dale Evans Parkway and I-15. According to Brightline West, the project is expected to start construction in 2025, and they anticipate moving passengers by 2028. Construction of Brightline West is expected to bring numerous jobs to the area and is anticipated to reduce approximately 811 million vehicle miles travelled on I-15 annually.

5.3 Future Active Transportation Network

The Town began preparing the Town Wide Complete Streets Action Plan (TWCSAP) in 2023, and the project will build a layered network of active transportation and complete streets facilities. The Plan will consist of a review of years of prior Safe Routes to School (SRTS), corridor enhancements, and complete streets infrastructure projects and will provide a future-focused approach to planning and implementing bike, pedestrian, and multi-use trails facilities throughout the Town pursuant to this chapter. These future focuses will help the Town comply with Senate Bill (SB) 1458 (Complete Streets) and SB 932 (Vision Zero) and ensure that the Town continues to prioritize pedestrian and bicycle safety and connectivity as it grows.



5.3.1 Bikeways and Pedestrian System Gap Closures

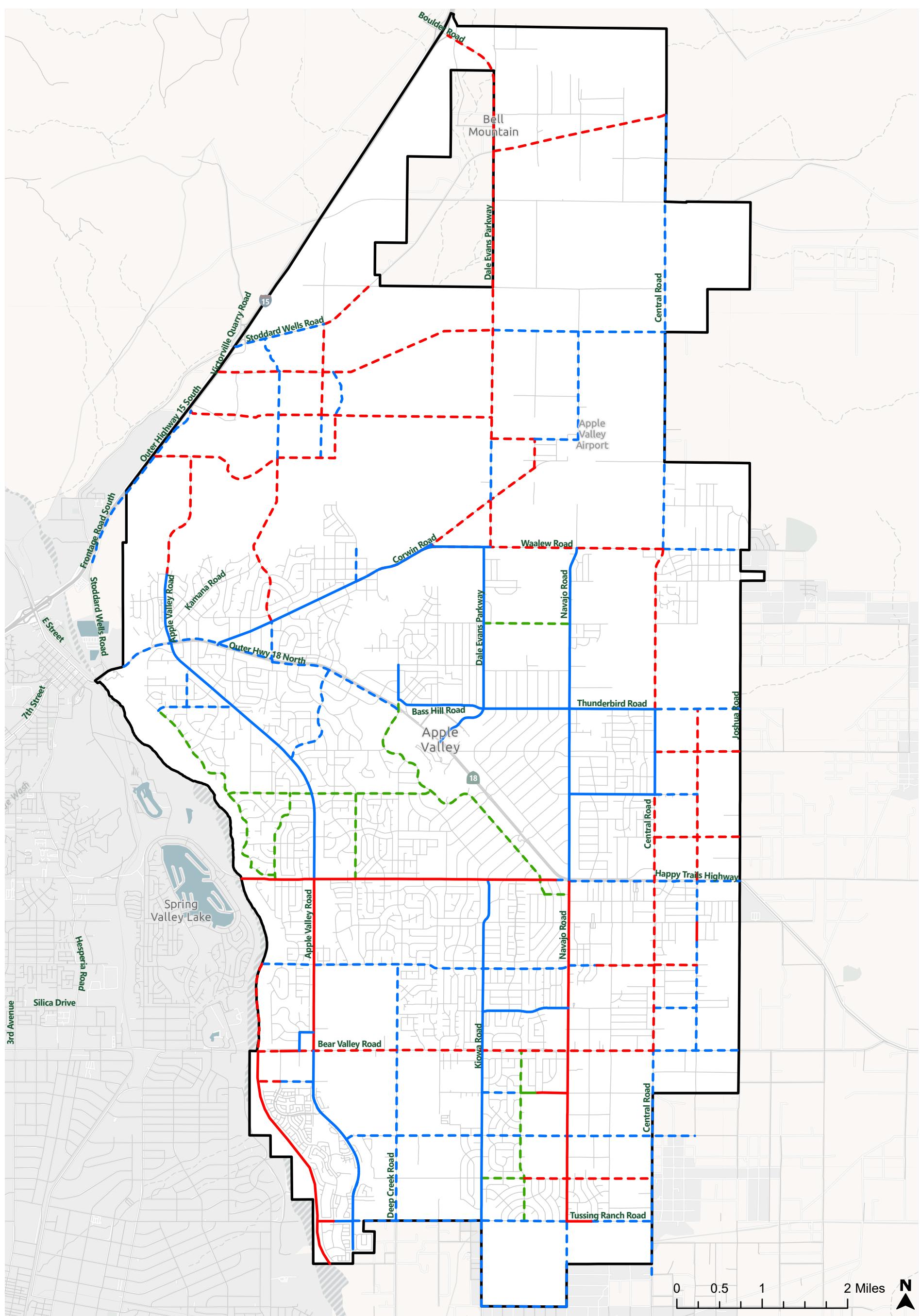
Over the years, the Town has worked aggressively to close gaps in its bicycle and sidewalk network and will continue to do so to ensure all residents have multi-modal access to key destinations. **Figure 9** shows the Town's plans to increase its bikeway network from 38 to 179 miles. Further details of these are listed in **Appendix C**. The planned bicycle network will close gaps in the existing network and provide an extensive and well-connected network, enhancing cycling circulation within the Town and adjacent communities. Gap closure data are sourced from the [2024 San Bernardino County Transportation Authority \(SBCTA\) Long Range Multimodal Transportation Plan \(LRMTP\)](#), and implementation should take into account current design best practices for Class I through Class IV facilities and the TWCSAP recommendations.

Figure 9 shows that some gaps are located in low-density residential areas and others are located in more dense urban areas. These gaps make it challenging for people to access popular destinations within the Town. The gap closures for pedestrians will be part of the layered network approach to complete streets planning in the Town's TWCSAP, which is ongoing. The intent is to increase equity within its population while remaining compliant with state standards regarding Complete Streets regulations ensuring alignment with current and future plans including the SBCTA LRMTP.

5.3.2 Multi-Use Trails

Trails serve recreational purposes and function as vital utilitarian transportation corridors, enabling residents to walk or cycle to work, school, and other key destinations (SBCTA identified pedestrian points of interest locations). While many multi-use trails are designed for equestrian enjoyment, others play an integral role in the Town's broader mobility network. As the Town continues to expand, the multi-use trail system has the potential to grow in tandem, offering more opportunities for residents to opt for walking or cycling rather than driving. In recognition of their importance, certain trails may be included in the Town's TWCSAP or presented in the SBCTA LRMTP, aligning them with roadways and sidewalks as critical infrastructure investments.





Existing Bike Facilities

- Existing BIKE facilities
- Off-Street (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Future Bike Facilities

- Off-Street (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)



Data Source: SBCTA, 2020; Fehr & Peers, 2024



Figure 9

Future Bicycle Network

5.4 Future Freight and Goods Movement

The future growth of e-commerce goods movement is anticipated to stimulate industrial and commercial land use development within the Town. This is acutely planned for in the North Apple Valley Industrial Specific Plan (NAVISP), which focuses on job creation, streamlined permitting, and ensuring compatibility with residential areas through buffer zones. While the NAVISP segments a portion of the Town, the future build out of the high-speed rail in the northwest sector of the Town will promote growth and stimulate development in the Town.

Balanced Town-wide considerations should be made for freight and goods movement routes and connections, and parking and storage in addition to the investment already made in the NAVISP. Congruency and collaboration with overlapping Town-wide strategies found in the Town-wide Complete Streets Action Plan (TWCSAP), which began in 2023, and the Circulation Element Update policies can further the attainment of the Town's development goals.

5.5 Future Mobility Trends

An essential component of planning for a complete transportation system of the future relies on how accurately emerging mobility options are monitored, defined, and assessed. This section identifies emerging mobility choices that may help the Town achieve its circulation, safety, and sustainability goals. In the changing mobility landscape of Apple Valley and San Bernardino County at large, there are opportunities to lead by aligning emerging mobility trends, transportation governance, and effective implementation processes. The following options have already shaped mobility today and will continue to influence mobility choices in the future.

5.5.1 Zero-Emission (ZE) Transportation

Zero-emission transportation aims to eliminate or reduce greenhouse gas (GHG) emissions, which is a sub-goal of assessing and reducing vehicle miles traveled (VMT). Electric vehicles, hydrogen fuel cell vehicles, cycling, walking, certain public transit options, clean fleets, shared mobility options, and alternative fuel devices all support ZE transportation. These modes largely operate within the bounds of existing transportation networks and systems, which, if future-forward considerations are implemented, would further support them.

- **Charging/Fueling Network:** The quality of a zero-emission mobility system for all modes is derived from the quality of the charging and fueling network. The scale, distribution, dependability, and diversity of fueling types all play into considerations for future charging and fueling nodes across the Town and their positioning within the region. Expanding the charging network can be supported through public-private partnerships (PPPs) and further supported by the Town's General Plan vision and policies.
- **Zero-Emission Legislation:** Various requirements, goals, and visions are derived from the California Air Resource Board (CARB) and Assembly Bill 98 (AB 98) prescribe changes to existing and planned operations and infrastructure for ZE vehicles. AB 98 directs that all future industrial



warehouses provide charging infrastructure, which specifically would impact the NAVISP. In addition, CARB has identified 2035 for the transition from allowing the sale of combustion engine vehicles to ZE vehicles. A progression towards this begins with certain percentages of sales to be ZEs. Fleets will follow a similar progression, and by 2036 transition fully to ZE fleets.

- **Micromobility:** This refers to emerging trends such as bike-sharing, e-scooters, and e-bikes. E-scooters and e-bikes are powered by electric motors to assist riders along streets and up hills. There are various classifications for these devices that differentiate between what is and is not an e-bike, supporting applications of State restrictive regulations for operations. The siting and density of shared mobility devices should consider collateral transit linkages, location to destinations, proximity to high-quality cycling and pedestrian routes. E-mobility devices like e-bikes and e-scooters can be operated within the bounds of human powered devices (i.e., sidewalks, trails, bicycle facilities).

5.5.2 Transportation Network Companies (TNCs)

TNCs, such as Uber and Lyft, provide on-demand ride-hailing services through smartphone apps. These services offer passengers the flexibility and convenience of door-to-door service. TNCs use advanced algorithms for efficient dispatching and routing. Although generally a more expensive alternative to public transit, they offer a high level of convenience and are available at any time.

5.5.3 Microtransit

Microtransit combines elements of traditional public transit and TNCs, offering flexible, on-demand, or pre-scheduled shared rides. VVTA has begun to offer microtransit service in Apple Valley via Micro-Link service as of October 28th, 2024. It aims to balance cost-efficiency with convenience, making it more affordable than TNCs while enhancing mobility in underserved areas.

5.5.4 Autonomous Vehicles (AVs) and Connected Vehicles (CVs)

AVs are vehicles that can drive with minimal or no human input. They range from Level 0 (needing driver input) to Level 5 (fully automated with no human input). AVs could support lower VMT if priced and used as shared vehicles but may increase VMT if used as personal vehicles.

CVs are vehicles that can communicate with each other and with infrastructure; they can be either autonomous or human-operated. Integrating CVs with infrastructure is crucial and cost-effective when planned early. Investments can be made in an Advanced Traffic Management System (ATMS) to manage existing traffic and ensure compatibility as more CVs join the fleet and require communication infrastructure. AVs and CVs have the potential to transform transportation into a safer, more efficient, and environmentally friendly system for Apple Valley.

5.5.5 High-Speed Rail (HSR)

State and Federal goals and policies have driven investments into HSR as a transportation means to quickly connect destinations with populations that are both existing and expanding. The efficiency of this service promotes connections to station locations within communities. Brightline West is planning to build a station



in the northern underdeveloped sector of the Town, which would connect to Las Vegas, Hesperia, and Rancho Cucamonga along a 218-mile long route.

5.6 Future Funding and Implementation

The Town regularly coordinates with SBCTA, Caltrans, and VVTA on regionally significant transportation improvements, such as the future Brightline Station. In addition, regular coordination with partner agencies allows the Town to remain abreast of and in compliance with the latest state and federal regulations to ensure the Town receives its fair share of transportation formula funds and remains competitive for discretionary grant funding. These projects align with the goals and policies of the Circulation Element Update, facilitating continued collaboration with federal programs and regional initiatives, and integrating these efforts into the Capital Improvement Plan (CIP) as needed.

External funding sources are rapidly evolving, with available amounts varying from year to year. Current funding programs include the Active Transportation Program (ATP), Transportation Development Act (TDA) Article 3, and Safe Streets and Roads for All (SS4A). The Town may continue to track resources, including the sources mentioned above, and submit applications with the goal of securing funding that best aligns with goals and policies of the Town.

The ongoing TWCSAP aligns planning improvements with available implementation funds, streamlining the process for more rapid development.

5.6.1 Town Transportation Projects

The 2024 SCAG Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) identifies roughly 20 transportation infrastructure projects within the Town. According to the 2024 SCAG RTP/SCS, these projects all have been programmed for future funding. These projects are shown in **Table 4**. Most of the projects would increase capacity in the southern portion of Town (south of Waalew Road) by widening existing roadways to include Yucca Loma Road and Bear Valley Road. Other projects will help promote access to the north by increasing capacity along routes that provide access from the south.



Table 4: 2024 SCAG RTP/SCS Transportation Projects

Number	RTP ID	Description	Category
1	SBD55011	Yucca Loma Rd: from Apple Valley Rd to Rincon Rd – Widen Yucca Loma Rd from Apple Valley Rd to Rincon Rd from 2 to 4-lane road	FTIP
2	4120097	Widen Yucca Loma Rd from Apple Valley Rd to SR-18 from 2 to 4 lanes	FC
3	4A01008	Widen Apple Valley Rd from SR-18 to Yucca Loma Rd from 2 to 4 lanes	FC
4	4A01011	Widen Bear Valley Rd from Apple Valley Rd to Navajo Rd from 4 to 6 lanes	FC
5	4A01013	Widen Corwin Rd from SR-18 to Dale Evans Pkwy from 2 to 4 lanes.	FC
6	4A01018	Widen Thunderbird Rd from Rancherias Rd to Central Rd from 2 to 4 lanes	FC
7	4A07006	Widen Falchion Rd from I-15 to Apple Valley Rd from 2 to 4 lanes	FC
8	4A07007	Widen Dale Evans Pkwy from Thunderbird Rd to I-15 from 2 to 4 lanes	FC
9	4A07010	Widen Del Oro Rd from Deep Creek Rd to Central Rd from 0 to 2 lanes	FC
10	4A07015	Widen Central Rd from Bear Valley Rd to Waalew Rd from 2 to 4 lanes	FC
11	4A07026	Widen Sitting Bull Rd from Apple Valley Rd to Navajo Rd from 2 to 4 lanes	FC
12	4A07029	Widen Waalew Rd from Corwin Rd to Central Ave from 2 to 4 lanes	FC
13	4A07032	Widen Rancherias Rd from Rincon Rd to Corwin Rd from 2 to 4 lanes	FC
14	4A07058	Widen Roundup Way from Kiowa Rd to Central Ave from 2 to 4 lanes	FC
15	4A07063	Widen Deep Creek Rd from Bear Valley Rd to Sitting Bull Rd from 0 to 4 lanes	FC
16	4A07069	Widen Deep Creek Rd from Tussing Ranch Rd to Bear Valley Rd from 2 to 4 lanes	FC
17	4A07070	Widen Kiowa Rd from Ocotillo Rd to Yucca Loma Rd from 2 to 4 lanes	FC
18	4A07071	Widen Navajo Rd from SR-18 to Thunderbird Rd from 2 to 4 lanes	FC
19	4A07080	Widen Bear Valley Rd from Quinnault Rd to Joshua Rd from 2 to 4 lanes	FC
20	4A07091	Widen Central Rd from Roundup Way to N/ Poppy Rd from 2 to 4 lanes	FC
21	4A07161	Widen Falchion Rd from Apple Valley Rd to Navajo Rd from 0 to 2 lanes	FC
22	4M1006	I-15 at Boulder Rd/Dale Evans Pkwy Interchange reconstruction	FC

Notes:

1. "FTIP" means Federal Transportation Improvement Program. FTIP projects are considered to be programmed.
2. "FC" means Financially Constrained.

Source: 2024 SCAG RTP/SCS



6. Goals, Policies, and Strategies

The Apple Valley General Plan update is an opportune time to implement transportation best management practices. The following recommended Goals, Policies, and Strategies have been prepared for the Town's consideration.

6.1 GOAL 1: Mobility

The Town shall continue to maintain and expand a safe and efficient transportation system that serves the mobility needs of a dynamic and prosperous Apple Valley.

Policy 1.A: *Develop and maintain a roadway network consistent with the Town's Circulation Map that meets Apple Valley's needs and responds to new development.*

Strategy 1.A.1: New Streets. Pursue expansion of the Town's roadway network to accommodate planned residential, commercial, and industrial growth. Final design, location, and alignment shall provide levels of access, connectivity, and circulation consistent with the conceptual cross-sections shown in **Figure 1**. The maximum identified cross-sections should be:

- 142 feet for a Major Divided Parkway
- 128 feet for Major Divided Arterials
- 104 feet for Major Roadways
- 88 feet for Secondary Roadways
- 60-66 feet for Collector Streets
- 66 feet for Industrial and Commercial Local Streets
- 60 feet for Local Streets
- 50 feet for Rural Streets and Cul-de-Sacs

Responsible Parties: Planning Division, Engineering Department, Public Works Department, Planning Commission, Town Council

Schedule: Ongoing

Strategy 1.A.2: Street Design. Implement innovative street and intersection designs to maximize efficiency and safety. Use traffic calming tools, such as roundabouts, curb extensions, and high-visibility crosswalks.

Responsible Parties: Engineering Department, Planning Division

Schedule: Ongoing



Strategy 1.A.3: Roadway Standards. The Town's Engineering Division and Public Works Department shall amend its roadway standards to correspond with those set forth in the Circulation Element. This includes updating all applicable Roadway standards within Specific Plans.

Responsible Agency: Public Works Department, Engineering Department

Schedule: Ongoing

Policy 1.B: *Ensure the efficient movement of traffic.*

Strategy 1.B.1: Facility Service Levels. The Town shall require that all intersections maintain a Level of Service D during both the morning and evening peak hours on all roadways and intersections.

Responsible Agency: Engineering Department , Planning Division

Schedule: Ongoing

Strategy 1.B.2: Development Requirements. Concurrently with construction, all new development proposals located adjacent to public roadways shall be required to install all improvements to their ultimate General Plan half-width.

Responsible Agency: Engineering Department , Planning Division

Schedule: Ongoing

Strategy 1.B.3: Capital Improvement Program. Maintain a five-year Capital Improvement Program (CIP) with annual update to ensure the organized financing and construction of roadway and intersection improvements that meet existing and future demands of the community.

Responsible Agency: Engineering Department, Public Works Department, Planning Commission, and Town Council

Schedule: Ongoing

Strategy 1.B.4: Regional Development Support. Support the development of regional transportation facilities that ensure the safe and efficient movement of people and goods between the Town and outside areas, accommodating regional travel demands while minimizing adverse transportation impacts on Town's residents and businesses.

Responsible Agency: Engineering Department, Public Works Department, Planning Commission, and Town Council

Schedule: Ongoing



Strategy 1.B.5: Curbside Management. Manage curb space in developing commercial areas of the Town to accommodate transit, transportation network companies (e.g., Lyft and Uber), and deliveries.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 1.B.6: Pavement Management. Regularly update the pavement management plan and maintain roadways to ensure safety and functionality, as an investment strategy, and to improve the Town's image and quality of life.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

6.2 GOAL 2: Safety

The Town shall provide a safe, accessible, and equitable transportation system that serves the mobility needs of all users.

Policy 2.A: Complete Streets. *Require that new roadways include provisions for complete streets consistent with Assembly Bill 1358 (AB 1358).*

Strategy 2.A.1: Bikeways. As a component of the Town's Active Transportation Plan (Strategy 2.B.1), develop and maintain a dedicated system of bikeways that encourages non-motorized mobility and is consistent with this Element. Provide safe separation between bicycle and truck traffic on truck routes and other roadways with higher volumes of trucks.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 2.A.2: Sidewalks & Pathways. Provide sidewalks on Local Streets 60 feet in width or wider 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.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 2.A.3: Flood Control Channels. The Town shall evaluate the practicality of utilizing flood control channels for multi-use trails, where flooding and safety issues can be accommodated, and negotiate inter-agency agreements for this purpose.

Responsible Agency: Planning Division and Engineering Department



Schedule: Ongoing

Strategy 2.A.4: ATP Requirements for New Development. New development proposals shall be required to construct recreational trails consistent with this Element in conjunction with off-site improvements.

Responsible Agency: Planning Division, Planning Commission, Town Council

Schedule: As Development Proposals Are Presented

Strategy 2.A.5: Safe Routes to School. Develop safe routes to school in conjunction with the School District.

Responsible Agency: Engineering Department, School District

Schedule: Ongoing

Policy 2.B: Safe Systems Approach. *The Town shall develop and implement a Safe Systems Approach in accordance with Senate Bill 932 codified into CA State law as Section 65302.(b)(1)(B) of the Government Code.*

Strategy 2.B.1: Active Transportation Plan. Develop an active transportation plan consistent with Caltrans Active Transportation Program (ATP) requirements.

Responsible Agency: Engineering Department and Planning Division

Schedule: Complete before June 2027

Strategy 2.B.2: High-Injury Network. Use the Town's LRSP to develop a high-injury network to evaluate compliance with the Safe Systems Approach. Prioritize the implementation of safety improvements that minimize the impacts of human error on vulnerable roadway users. Update the network every five years to monitor progress.

Responsible Agency: Engineering Department and Planning Division

Schedule: Completed before June 2027

Strategy 2.B.3: Countermeasure Implementation. Begin implementing actions identified in the LRSP and ATP at high-risk locations within two years of the Town's adoption of this Element. The Town's goal is to complete all actions identified in the LRSP and ATP within 25 years in accordance with Government Code Section 65302(b)(1)(B)(ii)(III).

Responsible Agency: Engineering Department and Planning Division

Schedule: Initiate implementation by June 2027 and complete implementation by June 2050

Strategy 2.B.4: Countermeasure Funding. Pursue and secure outside funding for bicycle and pedestrian safety enhancements, including provisions for safe routes to school, from private developers and public agencies,



such as Caltrans, San Bernadino County Transportation Association (SBCTA), Sustainable Communities, and the State Lands Commission.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

6.3 GOAL 3. Sustainability

Foster improved traffic flow and air quality by encouraging the use of non-motorized transportation, alternative fuel vehicles, and multi-occupant vehicles.

Policy 3.A: Encourage Walking & Transit Use. *Upgrade, construct new, and maintain walkways that promote safe and convenient travel to transit stops and between residential and commercial areas, schools, parks, recreation facilities and other key destination points.*

Strategy 3.A.1: Sidewalk Inventory. Maintain an inventory of discontinuous sidewalks on all qualifying roadways and regularly develop and include individual improvement projects in the Capital Improvement Program to connect these sidewalks. Prioritize corridors that provide access to schools and transit stops.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.A.2: Transit Corridors. Install shade trees, shelters, benches, and trash receptacles along transit corridors and at transit stops.

Responsible Agency: Engineering Department

Schedule: Ongoing

Strategy 3.A.3: Transit Provider Partnering. The Town will continue to work with VVTA in expanding transit services of all types (fixed route, on-call and other options, as appropriate) to meet the needs of the community.

Responsible Agency: Engineering Department

Schedule: Ongoing

Strategy 3.A.4: Transit-Supportive Conditions of Approval. Require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing



Strategy 3.A.5: Regional Transit Development Support. Support the development of a regional commuter rail line that connects residents with employment centers and essential services in San Bernardino and Los Angeles counties and to reduce traffic on Interstate 15.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.A.6: Apple Valley Village Specific Plan. Within the Village Specific Plan area, provide pedestrian amenities such as improved street lighting, benches, trash receptacles and shade structures or shade trees to increase pedestrian comfort.

Responsible Agency: Engineering Department

Schedule: Ongoing

Policy 3.B: Reduce Greenhouse Gas Emissions. *Provide a transportation network that adapts to and encourages innovations for reducing greenhouse gas emissions.*

Strategy 3.B.1: VMT Guidelines. Maintain VMT guidelines for analyzing and mitigating vehicle miles of travel (VMT) impacts generated by new development and transportation projects pursuant to the California Environmental Quality Act (CEQA).

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.B.2: Reduce VMT. Promote sustainable development by encouraging growth in VMT efficient areas of the Town. VMT-efficient areas are defined as those areas where the addition of jobs and/or housing would not result in more miles of travel per person than the General Plan Buildout. Prioritize the implementation of Travel Demand Management strategies over the expansion of roadway capacity.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 3.B.3: Clean Fueling. Develop a zero-emission vehicle infrastructure plan to accommodate clean fueling of automobiles, trucks, buses, e-bicycles, and other modes of transportation. This plan should develop greenhouse gas targets and emissions reduction strategies that are consistent with State regulations, such as truck idling limits and truck auxiliary and charging infrastructure at loading docks.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing



Strategy 3.B.4: Clean Fleet. The Town shall purchase and/or replace vehicles with alternate fuel vehicles to the greatest extent possible and shall encourage other agencies to do the same.

Responsible Agency: Public Works Department

Schedule: Ongoing

6.4 GOAL 4: Goods Movement

Provide for the safe and efficient movement of goods through the Town that maximizes economic benefits and minimizes negative impacts.

Policy 4.A: Freight Planning. *Provide the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses.*

Strategy 4.A.1: Truck Routes. Maintain a network of truck routes that provides for the safe and efficient transport of goods while minimizing negative impacts on local circulation and sensitive receptors. Maximize use of interstate and state highways to accommodate truck access needs, minimize impacts on the community (to the extent feasible) by designating local truck routes that avoid passing by sensitive receptors, such as homes, schools, daycare facilities, and hospitals, and create and publish a GIS truck routes layer.

Responsible Agency: Engineering Department, Planning Division, Department of Innovation and Technology

Schedule: Ongoing

Strategy 4.A.2: Freight Mobility. Support improvements to roadways and rail facilities that increase the efficiency of goods movement; enhance the safety of rail operations, motor vehicles, and non-motorized modes of mobility; and minimize noise and vibration impacts on sensitive land uses. Coordinate with SBCTA, the County, and the freight industry to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently and minimize negative environmental impacts.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Policy 4.B: Sustainable Freight. *Support the safe and sustainable movement of trucks.*

Strategy 4.B.1: Industrial Warehouse Development Planning. The sustainable movement of trucks begins with the planning of the land uses that generate truck trips, industrial warehouse developments. Additionally, AB 98 establishes design standards and setbacks from sensitive receptors for these land uses. The Town's Zoning Development Code, NAVISP, and Land Use Element shall be updated to accommodate appropriate land uses and the requirements set forth in AB 98.



Responsible Agency: Engineering Department, Planning Division, Planning Commission, and Town Council

Schedule: Ongoing

Strategy 4.B.2: Truck Parking. Minimize unauthorized truck parking in the community by planning for truck parking demand associated with planned truck-generating land uses. Determine the potential demand for truck parking and identify land use and performance-based zoning standards to accommodate the demand.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing

Strategy 4.B.3: Clean Trucks. Estimate demand for clean fueling infrastructure for medium- and heavy-duty trucks and develop a clean fueling infrastructure implementation plan.

Responsible Agency: Engineering Department and Planning Division

Schedule: Ongoing



PARKS AND RECREATION ELEMENT

PURPOSE

The Parks and Recreation Element is intended to plan and provide for a diverse and integrated parks and recreation system. An integrated recreation system that reflects and responds to the needs of the community and the standards of the Town will create active and passive recreational opportunities, while enhancing local amenities. Therefore, this Element includes an inventory of existing parks, trails and recreational amenities, together with an evaluation of lands that have potential for integration into the system. Implementation strategies and possible funding sources for the construction of future parks and trails are also provided. This Element also discusses the further development of a comprehensive bikeways and trails system, which present additional recreational opportunity and amenity value.

The goals, policies and programs set forth in the Parks and Recreation Element consider and respond to the needs of the Town. Lands that occur within Parks District boundary and outside the Town boundaries are also considered, to as to ensure the planning and provision of adequate parkland and recreational space.

BACKGROUND

The Parks and Recreation Element relates directly to the Land Use Element of the General Plan and it is also linked to several other elements. Trails and open recreational areas are discussed as components of open space in the Open Space and Conservation Element. Bicycle and equestrian trails are included as alternative means of transportation in the Circulation Element.

In accordance with Government Code 65560, this Parks and Recreation Element includes discussion of areas particularly suited for parks and recreational uses, as well as considering areas that could effectively provide links or corridors between recreational components. Section 65561 affirms the primary importance of parkland to the maintenance of the economy of the state, as well as its essential role in the provision of land for the appreciation of scenic beauty and recreation. In accordance with Sections 66477 and 66479, local governments may require park site dedications, or fees in lieu of dedication, based upon



existing and projected population figures and General Plan land use designations. Section 65302(a) includes recreational uses as within the range of land uses that are normally included in a Land Use Element. Finally, Section 5076 of the Public Resources Code establishes that the General Plan shall consider the designation of trails as part of its open space plan.

PARKS

Well-designed and maintained parks and recreational facilities are multi-functional spaces that make a fundamental contribution to a community's sense of place. Parklands form an interface between the built and natural environments, providing public gathering places and both active and passive recreational opportunities. A principal feature of a major public park is an uninterrupted expanse of landscaped open space, supported by essential amenities, and it may also include areas for organized sports areas and structures to house recreational facilities.

Parks enhance and soften the built environment and permeate developed areas, offering traffic-free open spaces and relief from dense urban settings to residents and visitors. Public parks should be well connected within the community to encourage consistent use, and designed in an orderly and inviting manner that incorporates safety features. Effective design will provide a wide range of amenities and accommodate a diversity of complementary activities that facilitate extended periods of active use.

Parks Classifications

Parks in the Town of Apple Valley are divided into four categories.

Tot Lots, Mini Parks, or Pocket Parks

These small parks are modest open spaces situated in residential, business, commercial or office areas and they provide public space for rest, relaxation and socializing. They are a popular component of high-density residential areas and new housing developments, where they are sometimes known as 'tot lots' or 'sitting parks', and provide a place for family socialization. Mini parks range between 0.5 and three acres in size; the location and function of the particular park generally determine the amenities and facilities provided. However, most parks of this size usually include shade trees, tables and barbeques, exercise and play equipment.

Neighborhood Parks

Parks within this category function as a social hub in the immediate locality and they are usually located within walking or bicycling distance of residential areas. They are a fundamental component of the park system, providing an inviting, versatile public gathering place and offering both active and passive recreational opportunities. Neighborhood parks are particularly efficient in terms of both recreational use and man-hours for maintenance purposes due to their size, scale and the facilities they typically include.

A typical neighborhood park usually provides restrooms and off-street parking, other amenities oriented towards the recreational needs of children, and sports facilities and picnic areas. The size of a neighborhood park is determined by the surrounding urban density and on availability of land, but generally ranges from five to ten acres. It is essential that the principles of good

design are practiced and effective maintenance implemented, so that the park provides a safe, inviting and versatile open space that facilitates social activity and the formation of a distinctive sense of place.

A major use for neighborhood parks in Apple Valley is team practices for Little League baseball, soccer, adult softball and flag football.

Community Parks/Athletic Fields

Community Parks provide inviting, versatile public gathering places and offer both active and passive recreational opportunities, similar to those provided by the Neighborhood Park, although on a larger scale and catering to all age groups. While still serving the local community, they should be well connected and serve a wider area within a three to five mile radius. The optimal size for such parks ranges from 20 to 50 acres. Additional amenities at Community Parks may include facilities for larger and competitive sports events, as well as civic buildings or spaces for community use.

School Parks

These are usually equivalent to neighborhood parks, but typically include additional sports facilities. School parks consist of parks or playgrounds adjacent to, but separate from, educational institutions. Establishing joint use agreements with school districts can greatly assist the Town in meeting the demand for parklands.

Special Parklands

Special use lands vary considerably in size and in the amenities and facilities available. They are typically linked to special events such as fairs, or specific uses such as skate boarding or equestrian activities. They may be combined with other categories of parks and occupy a portion of a larger area. Where they provide for activities that are incompatible with other uses, they may be established in a remote area.

Park and Recreational Service Provider

In 2001, the Town of Apple Valley took responsibility for the Apple Valley Park and Recreation District. The Town offers a comprehensive, year round recreation program providing leisure time activities to all segments of the Apple Valley population. The Town offers programs designed for physically and mentally challenged children, adult athletic leagues, family activities, puppet theater, toddler and pre-school activities, as well as youth activities and athletics.

Existing Park Facilities

Within the Town of Apple Valley and associated Sphere of Influence there are presently seven Mini-Parks, two Neighborhood Parks, three Community Parks and two Special Use Parks. Table II-11 lists these parks.

Exhibit II-12 shows the locations of existing and future parks in the Town of Apple Valley.

Table II-11
Town of Apple Valley Parks Inventory
Developed Parks and Recreational Parklands

Park Facility Name	Parkland Classification	Acreage	Amenities
Corwin Road Park	Mini	3.5	9, 10, 11, 12
Lions Park**	Mini	1.5	10, 13
Mendel Park	Mini	3.5	9, 10, 11, 13
Mountain Vista Park	Mini	2.5	10, 11, 12
Norm Schmidt Memorial Park	Mini	3.0	10, 11, 13
Yucca Loma Park*	Mini	1.5	10, 11, 13
Virginia Park***	Mini	3.5	9, 10, 11, 13
Sycamore Rocks Park*	Neighborhood	9.0	9, 10, 11, 13
Thunderbird Park*	Neighborhood	7.0	9, 10, 11, 13
Lenny Brewster Sports Center	Community	39	9, 10, 11, 12, 13
Civic Center Park	Community	22	2, 3, 9, 12, 13
James A. Woody Center	Community	22	1, 4, 6, 7, 9, 10, 11, 12, 13
Horsemen's Center Park	Special Use	80	5, 7, 8, 9, 10, 12
Country Club	Special Use	148.87	1, 3, 4, 7, 9, 10, 12, 13
Total Developed Parklands		346.87	

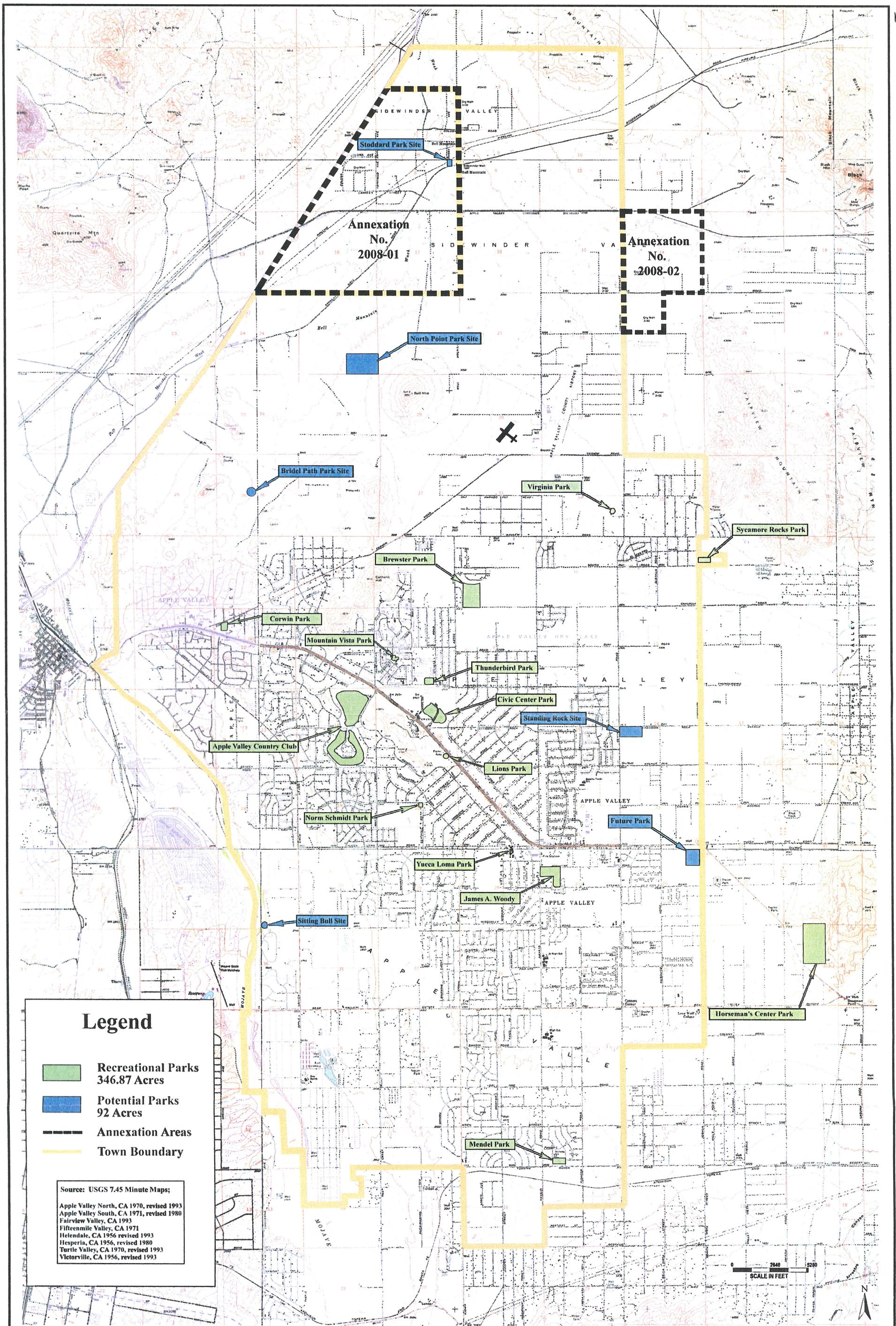
Source: As provided by the Town's Community Service Department on November 19, 2008.

* Park sites owned by the Apple Valley Unified School District

** Developer owned

***Owned by Golden State Water Co.

1 = Activity rooms/kitchen	6 = Gym	10 = Picnic facilities
2 = Amphitheatre	7 = Meeting rooms	11 = Play facilities
3 = Aquatic Center	8 = Moto-cross	12 = Restrooms
4 = Concession stands	9 = Parking facilities	13 = Sports facilities
5 = Equestrian		



Apple Valley General Plan
 Parks and Recreation
 Apple Valley, California

Corwin Road Park

Located north of Highway 18 on Corwin Road, the park encompasses 3.5± acres and has a paved parking area. Facilities include shade trees, a fully equipped play lot, and a picnic area with covered shelter, tables and barbecues. The site is covered in turf and irrigated by an automatic sprinkler system.

Lions Park

Lions Park is a 1.5±-acre site located on State Highway 18, just east of the Apple Valley Inn property. Facilities include an automatically irrigated turf area, shade trees, picnic tables and barbecues. The property is owned by Champion Investors Fund.

Mendel Park

The park was developed in conjunction with the Apple Valley Fire Protection District, whose Fire Station No. 335 is located at the east end of the park. Within the fire station is a meeting room that is available for rent by the public. Mendel Park is located on a 3.5±-acre site adjacent to Mariana School and it has a paved parking lot. Features include a turfed area with two baseball backstops, four lighted ball fields, shade trees, an equipped play lot and a picnic area with covered shelter, tables and barbecues.

Mountain Vista Park

Mountain Vista Park measures 2.5± acres and was built in 2002. It is located at Serrano and Rimrock Roads in the Mountain Vista area and includes a children's playground, picnic facilities, and a restroom.

Norm Schmidt Memorial Park

Facilities at this 3±-acre park include a play lot, picnic tables and a practice ballfield with backstop. The park was constructed in 1990 and represents the first successful attempt at using a water retention basin as a public park.

Sycamore Rocks Park

Sycamore Rocks Park is a 9±-acre school park located at the corner of Joshua and South Roads, adjacent to Sycamore Rocks Elementary School. The park has paved parking and includes shade trees, playground equipment, paved baseball backstops, picnic shelters and barbecues.

Virginia Park

Virginia Park is located on a 3.5±-acre site on Central Road, approximately one-quarter mile north of Waalew Road. It has a paved parking area and shade trees. Facilities include an equipped play lot and a shaded picnic area with tables and barbecues, two baseball backstops and a turfed athletic field. The property is owned by Golden State Water Company.

Yucca Loma Park

The park is adjacent to Yucca Loma School, at the intersection of Rancheria and Yucca Loma Roads, on 1.5± acres. Features of the turfed park site include a baseball backstop, shade trees, picnic tables and playground.

Thunderbird Park

The park is a 7±-acre school park, located at the corner of Wichita and Thunderbird Roads. It includes a native vegetation plot, two playground areas, picnic shelters and barbecues, baseball backstops, a turfed athletic field area and an outdoor basketball court.

Lenny Brewster Sports Center

The park is 39.2 acres. The High Desert Horseshoe Club developed the Jess Shelby Memorial Horseshoe Courts in 1993 and 1994. It is a 24-court facility named after long time member, Jess Shelby. The courts are located near Otoe Road and are used frequently for local and regional competition. Further development, providing eleven lighted soccer fields and permanent restroom facilities, has subsequently occurred.

Civic Center Park

Civic Center Park is adjacent to the Town Hall Recreation Center and features a 1,000-seat grass amphitheatre with stage. Future components of the park include tennis courts, volleyball court, dog-park and memorial park. In addition, Civic Center Park includes an Aquatic Center with a 25 meter, heated pool. A variety of aquatic programs and locker facilities are available.



James Woody Community Center and Park

This community park encompasses 22 acres and it is located on Navajo Road, one-quarter mile south of Highway 18. The land is fully developed and offers paved parking areas and restrooms. The park includes a full-sized gymnasium and a mini-gym, a community center, a skate park, and practice ball fields. There are five lighted ball fields, along with two concession stands, that serve Little League, youth football and adult softball leagues. Other features of this park site include two playgrounds and a grassed park area with trees, picnic tables and barbecues.

Horsemen's Center Park

Horsemen's Center Park is a special use park situated on an 80-acre site located on State Highway 18, three miles east of the Apple Valley town boundary. Paved parking and restrooms are provided and facilities include a small picnic area with barbecues and tables, a lighted horseshow arena, a rodeo arena, bleachers, an announcing booth for the show arena and a one-eighth (1/8) mile bicycle moto-cross track. The park also includes six primitive campsites and a walking trail. A small building constructed by the Apple Valley Sheriff's Posse serves as a meeting facility for the Posse and other local equestrian groups.

Other Recreational Facilities

In addition to the parks listed above, the Town has an additional recreational facility at the Hall Recreation Center, located to the east side of the Town Hall, at 14955 Dale Evans Parkway. The Center includes activity rooms, kitchen facilities, meeting rooms, and restrooms. Regularly scheduled programs and classes are held at the Recreation Center, including dance classes, martial arts classes, arts and crafts classes, pre-school classes, and guitar lessons.

In November 2008, the Town Council announced that the Town will purchase the Apple Valley Country Club, pending resolution of water rights issues. The 148.8-acre facility, which include an 18-hole golf course, lighted tennis courts, a pool, pro shop, sports bar, lounges and locker rooms, meeting and dining rooms and a banquet facility, will be open to the public.

Future Parks

The Apple Valley Parks and Recreation Services Master Plan identifies a need for the development of additional Community Parks and Neighborhood Parks throughout the Town. The need for further neighborhood parks in particular is stimulated by continued residential development in the area.

The Town of Apple Valley has two parks proposed as part of approved Specific Plans, which are not yet developed: the Bridle Path park will be 5 acres, and the North Pointe park will be 60 acres.

In addition to the existing and proposed parks described above, the Town owns $27.0 \pm$ acres⁵ of undeveloped lands planned for use as parklands.

At build out of future parks facilities, the Town will include 438.87 acres of developed parklands.

Parks Planning and the Parks Master Plan

The Parks and Recreation Services Master Plan is an essential component in the planning and design of the Town's parks and recreational facilities. It is based on a local needs analysis that takes into account the particular demographics of the Town's residents and visitors. Such a plan identifies where parks are needed, establishes standards and policies for meeting the desired conditions, as well as considering and responding to community needs. The plan must also allow sufficient flexibility to respond to present and future opportunities and constraints.

Standards adopted from such sources as the Urban Land Institute, National Recreation and Park Association (NRPA) Standards, and the American Society of Landscape Architects are included in the park master plan and typically regulate the distribution, size and service radii of the area's parks.

⁵ Vacant parklands not associated with Specific Plans include the Standing Rock site ($20.0 \pm$ acres); Sitting Bull site ($2.0 \pm$ acres) and the Dale Evans/Stoddard Road site ($5.0 \pm$ acres).

Table II-12
Standards for Recreational Service Areas
in Apple Valley

Type of park Area	Acres per 1,000 Persons	Maximum Size	Ideal Site Size	Minimum Site Size
Mini-Park/Playground	1 to 5	5 acres	3.5 acres	0.5 acres
Neighborhood Park	2 to 5	20 acres	10 acres	5 acres
Community Parks	3 to 5	50 acres	30 acres	20 acres
Special Parks	3.0	+100 acres	75 acres	50 acres

Through the provisions of Government Code Section 66477 and the Quimby Act, a local government may adopt an ordinance requiring the dedication of land or the payment of fees for park and recreational purposes. The powers are specifically directed towards the provision of parks and recreational areas and are applied as a condition of approval to a proposed tract or parcel map, as well as to non-subdivision development such as apartment complexes. The amount of land dedicated, or fees paid, is based on intended residential densities. Quimby Act fees can be used for the purchase of land for park and recreational use, but not for maintenance or improvement of existing parks. The Town presently allows the following:

- In lieu fees for parks under 1 acre
- Staff discretion of in lieu fees or deductions for parks of 1 to 2.5 acres
- Dedication is required for parks of 2.5 acres or more.

In its Master Plan Strategies for Parks and Facilities¹, the Town of Apple Valley identifies a range of elements crucial to the maintenance and future development of its parks and recreational facilities. The document is intended to be a flexible planning tool to guide the future growth and development of park and recreation services in the Town and Sphere of Influence. It delineates a number of individual Recreation Service Areas to more effectively identify future park development sites, and discusses the redefinition of the role of several parks and the revitalization of others. The provision of additional facilities and the enhancement of existing amenities at many of the Town's parks are supported, together with the need for effective maintenance and safety measures. The Master Plan acknowledges that park signage has been inadequate in the past and describes the benefits of a legible signage system.

Land Acquisition and Funding Mechanisms

Funding for the acquisition of additional parks and recreational areas may pose difficulties, and the Town may have, as a result of the last economic boom, been priced out of the land acquisition market. In addition to the Quimby Act, other legislation and statewide programs can facilitate parkland financing.

¹ Apple Valley Master Plan of Park and Recreation Services, Section 8

Development agreements are contracts between the Town and a developer that identify the responsibilities of each party and assure the developer the right to subdivide and develop, subject to negotiated exactions, which can include parks or park fees.

Development Impact Fees. Although limited in application, Park Facility fees may be applied to all land uses on the basis that residents, workers, shoppers and visitors use local parks and recreational facilities. However the fee applies only to new development and may be assessed for new capital costs related to the new development, where a defined beneficiary relationship to cost can be established.

In addition to the above mechanisms, which result directly from specific project development, other funding sources may accrue from individual projects and include:

- Adopt-A-Park
- Benefit Assessment District
- Concessions
- Franchising commercial recreation facilities
- General and Limited Obligation Bonds
- Homeowners Associations
- Joint Powers Agreements
- Mello Roos Districts
- Municipal lease-purchase
- Redevelopment Agency Funding and Special Tax Revenues
- User fees

Park Development and Funding Mechanisms

Development of parkland already in the possession of the Town may be funded through various federal and state programs and legislation.

Community Development Block Grants. CDBG is a federal program to facilitate the development of viable urban communities and the Town should identify its programming and funding priorities. With some restrictions, projects for which funds may be allocated include economic development, public services and the acquisition, rehabilitation or construction of various public works facilities.

Land and Water Conservation Fund Grants provide assistance to state and local jurisdictions in the preparation of Statewide Comprehensive Outdoor Recreation Plans (SCORPS). The fund is a federal program to provide for the acquisition and development of outdoor, public recreation areas and facilities. Funds allocated to California are administered by the State Liaison Officer (SLO), who is the Director of the State Department of Parks and Recreation. The California Department of Parks and Recreation, Office of Grants and Local Services, processes applications for these grants.

Urban Park and Recreation Recovery Program provides matching grant funds (50% federal/50% local) for the development of local park and recreation system recovery plans. Rehabilitation Grant funds (70% federal/30% local) are for the purpose of rebuilding,

remodeling or expanding existing facilities. Innovation Grants (70% federal/30% local) are intended to cover the costs of personnel, facilities, equipment, supplies and services that demonstrate innovative and cost effective ways to enhance park and recreation opportunities at neighborhood level.

Further legislation has been enacted by the State of California to assist local jurisdictions in the acquisition and development of parkland.

Proposition 40; California Clean Water, Clean Air, Safe Neighborhood Parks and Coastal Protection Act. This legislation funds two resource Bonds to fund park improvements and enhance recreational programs:

- State Urban Parks and Healthy Communities Program
- Youth Soccer and Recreation Development Program

The Urban Park Act of 2001 finances the acquisition and development of parks, recreation areas and facilities in neighborhoods that are currently under-provided with park and recreation opportunities.

Funding for Park Maintenance

The long-term maintenance costs of parks in the Town of Apple Valley and the Sphere of Influence are provided for through General Fund expenditure. The Town has been investigating alternative funding sources, including assessment districts and similar funding mechanisms.

TRAILS, PATHS AND BIKEWAYS

An inter-connected network of bikeways and pathways within an urban environment encourages the use of alternative means of transport and healthy physical activity, while a trails system connects the urban and natural environments by facilitating access to natural open spaces. A well designed network of bikeways and pathways that effectively links the various elements of the urban environment enables residents and visitors to bike or walk to any destination in Town, and promotes a sense of community, by encouraging people to interact and enjoy local amenities.

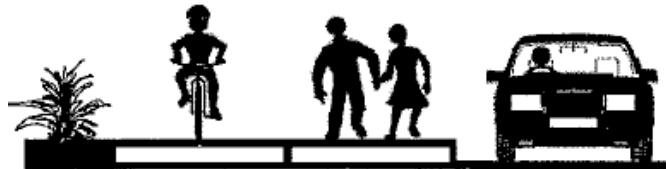
Bikeways, paths and trails are an important community resource and recreational opportunity that reduce the need for automobiles, contribute to a healthier urban environment and promote a sense of community.

The Recreation Trails Plan for Apple Valley provides a framework for future planning and development of trails throughout the Town. The plan addresses the demands for recreation while preserving and enhancing the existing rural environment. The Town currently has a bicycle path system and an equestrian “multi-use” trail system.

Bikeways

The system of bicycle paths is intended to complement the Recreational Trails Plan and provide safe bicycle access to all existing and planned school sites. (Please see Exhibit II-10, Town of Apple Valley Parks & Recreation: Bike Paths). The Plan includes development standards that illustrate where road improvements should include bicycles as part of the typical section. The recent widening of Apple Valley Road resulted in the construction of an off-road bicycle path along a portion of the widened roadway, allowing access to the shopping areas on Bear Valley Road.

Three classifications of bikeways are recognized in urban areas:



A Class I bikeway is often combined with a pedestrian pathway and it is entirely separate from the roadway or highway.



Class II bikeways provide a restricted right-of-way within the paved section of a roadway, with through travel by motorists or pedestrians prohibited, while permitting cross traffic by motorists or pedestrians. The bikeway comprises a signed and striped lane within the paved area of a street.

Painted Stripe and Berm



Class III bikeways are designated but unmarked bike routes located on the street, but not separated from vehicular traffic.

The proposed bike path system in Apple Valley is shown on Exhibit II-10 in the Circulation Element.

Bicycle Parking

The provision of secure bicycle parking facilities at appropriate locations on designated bikeways is an integral part of an effective bikeway plan. All public buildings and commercial

developments accessed by bike paths should provide accessible and safe bicycle parking racks or stands to encourage the use of bikes as an alternative method of transport.

Hiking and Equestrian Trails (Multi-Use Trails)

Hiking and equestrian trails are a valuable recreational resource that offer many benefits to the community and connect the urban and natural environments. Hiking trails offer physically and spiritually rewarding recreational opportunities by providing access to adjacent natural areas that allow people to appreciate natural resources and open spaces.

The Recreation Trails Plan for Apple Valley provides a framework for future planning and development of trails throughout the Town. The trails system consists of three categories:

- Multi-Use Primary or Lifeline Trails that connect with the trails systems of adjacent jurisdictions and form the backbone of the trails network.
- Secondary Trails form the principal horse-riding network within the Town and may also be for multi-purpose use.
- Feeder Trails are provided to the rear of single family residential lots and they are exclusively for equestrian use. Many of these trails are combined with utility easements. The trails form an interconnecting grid with the primary and secondary trails systems.

The trails system will include a number of rest stops; the Trails Plan proposes inter-connecting the Apple Valley system to recreation trails within adjacent jurisdictions. Overall, the Trails Plan provides for a comprehensive network of Town-wide equestrian/recreational trails that will promote a continued rural lifestyle in the Town of Apple Valley.

Trail System Costs

The cost of acquiring land for trail purposes varies according to the value of lands for other uses and existing rights-of-way. Costs, including acquisition, trail construction and ongoing maintenance can be considerable and may be quite variable over time based on these and other factors. It is therefore important to secure the use of appropriate and cost-free easements from public and private landowners whenever possible. Construction costs are generally estimated on a per mile basis, and may be higher for a paved trail than for an unpaved trail based on the types of materials used. Other costs include those directly related to facilities such as signage, parking lots, bridges and wash crossings, landscaping, fencing and rest stations,

Funding Programs and Mechanisms

Several funding mechanisms and other methods are available to assist with securing rights of way and the costs of trail construction and maintenance. The options include Adopt-a-Trail programs, developer impact fees, dedication of easements and rights of way, granted conservation easements, the Local Transportation Fund and the use of donated labor and materials.

The proposed Recreation Trail System is shown on Exhibit II-9 in the Circulation Element.

FUTURE DIRECTIONS

The Town has adopted the Park Standards of the National Recreational Park Association, which require 5 acres of parkland per 1,000 persons. In 2007, the Town of Apple Valley was estimated to have a population of 70,297 and based on these standards, the Town should have a total of 351.5 acres of parkland. Including both developed and undeveloped but planned parklands, the Town has approximately 438.8 acres identified for parks, which exceeds the National Recreational Park Association standard. In future, however, to serve the build out General Plan population and meet its adopted park standard, the Town will need to acquire additional lands for park use and allocate resources for further park and recreational facilities development. Joint use agreements could be pursued to both reduce the financial burden of new facilities and to expand the use of existing private facilities.

As the Town continues to develop, so too will parks in order to keep pace with community growth. The Town will need to maintain an active acquisition program to assure that parkland is available for the future.

GOALS, POLICIES AND PROGRAMS

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.A

The Town shall maintain a standard of 5 acres of parkland per 1,000 residents

Policy 1.B

Update the Master Parks and Recreation Facilities Plan so that the immediate and future needs of the community can be met in ways that compliment the natural environment.

Program 1.B.1

The Parks Master Plan shall be updated every five years to address the maintenance and expansion of existing parks and facilities, as well as identifying proposed and potential parks.

Responsible Agency: Community Services Division and Planning Division

Schedule: 2009 – 2010. Every 5 years thereafter.

Program 1.B.2

Ensure that a wide range of recreational opportunities that serve all segments of the community are included in parks master planning updates.

Responsible Agency: Community Services Division and Planning Division

Schedule: Ongoing

Policy 1.C

Population concentration and community/neighborhood needs will be considered in the design and distribution of park and recreational facilities.

Program 1.C.1

Park development projects will be prioritized according to land availability, funding, need and community input; tree planting in parks and open spaces will be encouraged. New parklands south of Highway 18 should be considered a high priority.

Responsible Agency: Planning Division, Community Services Division

Schedule: Ongoing

Program 1.C.2

Neighborhood input concerning facility needs, access, safety, lighting and noise shall be considered in the design and location of neighborhood parks.

Responsible Agency: Planning Division, Community Services Division

Schedule: Ongoing

Program 1.C.3

The Town will investigate and identify a broad range of sources for supplementary financing and operating revenue. Development Impact Fees, developer fees, Mello Roos special districts, public/private ventures, state and federal grant opportunities, as well as inter-agency joint use agreements are among the sources to be considered.

Responsible Agency: Planning Division, Community Services Division

Schedule: Ongoing

Program 1.C.4

In addition to revenues collected for the development of parks and recreational facilities, the Town shall pursue supplementary sources of development funding and revenue from state and federal grant opportunities, and charitable organizations.

Responsible Agency: Planning Division, Community Services Division

Schedule: Ongoing

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.

Program 1.D.1

Through a homeowners association, an assessment district or a community facilities district, recreational facilities within housing projects will be maintained by the residents.

Responsible Agency: Planning Division and Public Works Division

Schedule: Ongoing

Policy 1.E

Recreational facilities, programs and activities must be comprehensive and inclusive, providing a wide range of recreational opportunities for all population segments, including the disabled.

Program 1.E.1

Well supported parks and recreational facilities can engender a strong sense of community that has many beneficial social effects. Public awareness and understanding of this should be increased by developing and distributing educational materials through Town Hall, the Recreation Center, the Community Center, and local community organizations.

Responsible Agency: Community Services Division

Schedule: 2010-2011, Ongoing

Program 1.E.2

The Town shall actively promote the planting and maintenance of drought tolerant landscaping on private property by developing and distributing educational materials, through Town Hall, the Recreation Center, the Community Center, and local community organizations.

Responsible Agency: Community Services Division

Schedule: 2011-2012

Policy 1.F

The Town shall consider alternative means of providing versatile park and recreational amenities to meet evolving needs.

Program 1.F.1

The Town will encourage the development of private recreational venues that serve the wider community.

Responsible Agency: Planning Division and Community Services Division

Schedule: Ongoing

Program 1.F.2

The Town shall develop a program by which gifts and dedications of parklands can be accepted.

Responsible Agency: Town Council, Town Attorney, Planning Division, Finance Department

Schedule: 2009 – 2010

Program 1.F.3

The Town shall develop a program to encourage public participation in tree planting/landscaping efforts to commemorate special occasions to both improve local parklands and foster a sense of community.

Responsible Agency: Community Services Division, Public Information Officer/Special Events

Schedule: 2010-2011

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.A

In addition to connecting homes to schools, the trails system will connect residential areas to commercial centers, workplaces and recreational facilities.

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.

Program 2.B.1

Installation of bikeways shall be included in the Capital Improvement Program and the Town shall inventory all existing major arterial streets for potential to accommodate Class I and II bikeways. Class II bikeways shall be designated only on local streets.

Responsible Agency: Public Works Division, Town Engineer

Schedule: 2009 – 2010

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

Program 2.D.1

Improve the quality and connectivity of existing trails and pathways, providing signage and supporting facilities such as rest areas and secure parking for bikes, whenever possible.

Responsible Agency: Planning Division, Community Services Division, Public Works Division

Schedule: 2009 – 2010

Policy 2.E

The Town's Multi-Use trail system shall be closed to motorized vehicles.

Program 2.E.1

Ordinances and other implementation programs shall be adopted to exclude motor vehicles from the Town's trails and parks system.

Responsible Agency: Community Services Division

Schedule: 2009 – 2010, Ongoing

HOUSING ELEMENT

PURPOSE

The Housing Element provides the Town direction in the distribution of housing throughout the community. Of particular concern to the Town is the provision of housing which is affordable to all its residents, both now and in the future. Apple Valley has traditionally been a residential community with a focus on rural character and quality of life. This Housing Element includes goals, policies and programs to assure that the Town's character and quality of life are available to all residents.

BACKGROUND

The Housing Element works hand in hand with the Land Use Element, by assuring that adequate lands are available to provide housing for the period from 2014 through 2021. Land use designations are designed to accommodate all types of housing, to allow for the development of single family and multi-family units to meet the needs of the Town's residents, now and in the future.

The Housing Element describes existing housing types, the condition of the existing housing stock, overcrowding, overpayment, special housing needs, and the demand for affordable housing in the Town. The Element also includes an analysis of the progress made since the drafting of the last Housing Element, and projections of needs for the current planning period.

California Law

California Government Code requires that every City and County prepare a Housing Element as part of its General Plan. In addition, State law contains specific requirements for the preparation and content of Housing Elements. According to Article 10.6, Section 65580, the Legislature has found that:

- (1) The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order.
- (2) The early attainment of this goal requires the cooperative participation of government and the private sector in an effort to expand housing opportunities and accommodate the housing needs of Californians of all economic levels.
- (3) The provision of housing affordable to low and moderate income households requires the cooperation of all levels of government.
- (4) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community.
- (5) The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community

goals set forth in the General Plan and to cooperate with other local governments, and the state, in addressing regional housing needs.

Section 65581 of the Government Code states that the intent of the Legislature in enacting these requirements is:

- (1) To assure that local governments recognize their responsibilities in contributing to the attainment of the State housing goal.
- (2) To assure that cities and counties prepare and implement housing elements which, along with federal and State programs, will move toward attainment of the State housing goal.
- (3) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the State housing goal as well as regional housing needs.
- (4) To ensure that each local government cooperates with other local governments to address regional housing needs.

Government Code Section 65583 outlines the required content of all housing elements including identification and analysis of existing and projected housing needs, and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. Specific requirements include the following:

- (1) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The analysis should include population and employment trends; documentation of household characteristics; inventory of land suitable for residential development; governmental and other constraints to new housing development; analysis of any special housing needs and an assessment of existing affordable housing developments.
- (2) A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the objectives of the housing element in order to meet the housing needs of all economic segments of the community.

Consistency with the General Plan

The Housing Element, as with all Elements of the General Plan, must be consistent with all other Elements. The Town's procedures for amendment of the General Plan are contained in Chapter I., Introduction and Administration. The Town will continue to evaluate any amendment to the General Plan, including updating of the Housing Element as required by State law, to assure that internal consistency is maintained.

Evaluation of Existing Housing Element Policies and Programs

The Town's Housing Element 2009 included a number of policies and "action" items to address housing needs for the 2006-2014 planning period. The effectiveness of these policies and their associated action items is reviewed below.

Policy 1.A

Ensure that new residential development conforms to the voter-approved Measure “N.”

Evaluation: The Town’s Measure N was re-affirmed by the voters in 2006 and will continue to be implemented for all single-family land use designations.

Policy 1.B

Maintain a wide range of residential land use designations, ranging from very low density (1.0 dwelling unit per 5 acres) to medium density (4 to 20 dwelling units per acre) and mixed use (4 to 30 units per acre), on the Land Use Map.

Action: Provide a range of residential development opportunities including locating higher density residential development near public transportation.

Anticipated Impact: Accommodate Town’s estimated RHNA of over 3,000 dwelling units

Responsible Agency: Community Development Department

Financing: Department Budget

Schedule: Ongoing (2014-2021)

Evaluation: The Town’s General Plan maintained the same range of land use designations throughout the previous planning period. The Mixed Use land use and zoning designations were also added to the General Plan and Development Code, broadening the opportunities for residential development at higher densities. This range allowed the construction of 465 single-family homes, 4 second units, 45 condominiums/attached single-family homes, 46 apartments, and 9 retirement/care living units. The Town’s land use designations have been effective in allowing a range of housing types.

Policy 1.C

Encourage housing for special needs households, including the elderly, single parent households, large households, the disabled and the homeless.

Action: Promote development and financing of senior housing through density bonuses, reduced parking requirements, and other development incentives.

Anticipated Impact: Two senior projects (minimum of 125 units); 10 second senior units (granny housing)

Responsible Agency: Community Development Department

Financing: Department budget

Schedule: Ongoing 2014-2021

Action: Process and approve requests for the establishment of residential care facilities, in accordance with Section 1566.3 of the Health and Safety Code, as means of providing long-term transitional housing for additional very low income persons.

Anticipated Impact: Further establishment of residential care facilities to serve the population.

Responsible Agency: Community Development

Financing: Department Budget

Schedule: Ongoing

Evaluation: As stated above, there were 9 retirement/care units built for seniors in the Town during the previous planning period. In addition, 245 units were built within the Del Webb/Pulte project, which are all age restricted units. The project was reviewed expeditiously, and did not require incentives for completion.

Evaluation: The Town enforces the requirements of the Americans with Disabilities Act (ADA) for all construction projects. The Town will continue to implement these standards as new projects are brought forward. On April 27, 2010, the Development Code was amended in Ordinance No. 405 to state that handicapped ramps are permitted in the front, side or rear yard setback of any residential structure. A reasonable accommodation procedure has also been established to provide exceptions in zoning and land use for persons with disabilities. The reasonable accommodation Ordinance No. 436 was adopted on June 26, 2012.

Evaluation: Second units are encouraged and regulations within the Development Code are consistent with State law. The Town has updated its second unit requirements as State law has changed, and currently enforces the latest requirements. There were 4 second units, and 3 guest houses built during the previous planning period.

Action: Development of housing projects for the elderly, low and moderate income housing shall be expedited. All fees shall be waived for shelters and transitional housing projects.

Anticipated Impact: Renovations to an existing four-plex for transitional housing will receive funding through the NSP3 program and will have fees waived for development. Future housing projects of similar type will also have fees waived.

Responsible Agency: Community Development

Financing: Departmental budget

Schedule: Ongoing

Action: Support the efforts of non-profit organizations, private developers, and the County of San Bernardino Housing Authority to obtain State and/or Federal funds for the construction of affordable housing for extremely low, very low and low income households by writing letters of support, and expediting permit processing for projects requiring pre-approval of development projects.

Anticipated Impact: There are four projects that should be developed within the next planning cycle that will house seniors and/or lower and extremely lower income households. Three of these projects are joint participation of the Town and private non-profit organizations and one is under the control of the County of San Bernardino Housing Authority. These projects would equate to a minimum of 200 units.

Responsible Agency: Community Development Department, San Bernardino Housing Authority

Financing: Department Budget

Schedule: Ongoing

Evaluation: Due to the recent downturn in the economy and the dissolution of redevelopment, the Town has not had the opportunity to process, through completion, an affordable housing project. The Town partnered with the San Bernardino Housing Authority and began the process for the approval of an 80-unit senior development. Fees were waived for the processing of the project and the project received Planning Commission approval. The project was tabled due to the inability to qualify for tax credits, which was required to make the project feasible for the Housing Authority and the Town. The Town also entered into an agreement to construct an affordable 50-unit family project which would have used Redevelopment Tax Increment set aside funds. Due to the dissolution of redevelopment by the State legislature, the project has not progressed and is held up due to the Department of Finance review.

The Town was able to partner with a private developer to complete the construction and sale of 34 townhomes. These abandoned townhomes were 80% complete and bank owned, due to the down-turn of the housing market. The Town partnered with an approved CHDO developer and used federal funding to make available 8 of these units to low-income qualified buyers. These units qualified for federal low income regulations and covenants, but would not qualify for state regulations, thus not allowing them to qualify as part of the Town's RHNA obligation.

Action: Maintain the Down Payment Assistance Program as a tool to increase affordable homeownership opportunities for low and moderate income persons.

Anticipated Impact: In the previous cycle Down Payment Assistance was given to 106 qualified buyers for the purpose of home ownership.

Responsible Agency: Community Development

Financing: State and Federal Housing Grants and Department Budget

Schedule: Ongoing

Evaluation: The Town has assisted 106 qualified low income buyers to purchase residences within the Town during the last cycle. This project has been funded through CDBG, HOME, CalHOME and NSP funding. This program will continue through the next Housing Element cycle.

Policy 1.D

Continue to encourage mobile homes as an affordable housing option for all segments of the community.

Action: Facilitate placement of manufactured units on residential lots.

Anticipated Impact: Conservation of the Town's existing inventory of mobile home units.

Responsible Agency: Community Development Department

Financing: Department budget

Schedule: 2014-2021

Evaluation: The Town's Development Code continues to allow mobile homes and manufactured housing in single-family residential zones. In the last planning period, the Town created a new General Plan land use designation for mobile home parks as a way to conserve the existing

inventory. The Town has limited jurisdiction over mobile home parks, but enforces code compliance in the parks as it relates to life safety issues. There were 3 mobile homes installed as primary residences during the previous planning period. In 2010, the Department of Finance reports that there are a total of 1821 mobile homes in Apple Valley.

Policy 1.E

Affordable housing should be distributed throughout the community, and should blend with existing neighborhoods

Action: As projects are reviewed by staff, distribution of Low/Mod housing shall be promoted to blend in with the existing residential neighborhoods and shall not be concentrated in any single area of the Town.

Anticipated Impact: Integration of all income levels of housing throughout Town.

Responsible Agency: Community Development Department

Financing: Department budget

Schedule: 2014-2021

Evaluation: Low/Mod housing is not concentrated in any single area of Town. The Town continues to place Medium Density land use designations in areas where commercial, transit and school facilities are located, in order to assure that such development have access to transportation, jobs and services. Projects as they are proposed will continue to be considered on this basis.

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.

Action: Continue to promote the establishment of childcare facilities in the residential, commercial and industrial zones.

Anticipated Impact: Adequate facilities for childcare throughout Town.

Responsible Agency: Community Development Department

Financing: Department budget

Schedule: 2014-2021

Evaluation: The Development Code permits child care facilities in both large and small, in multiple zones. The Town has also included childcare facilities as either an SUP or a CUP in its North Apple Valley Industrial Specific Plan, adopted in 2006, to encourage these facilities at what will be the Town's largest employment center.

Policy 1.G

New residential development must assure the provision of infrastructure and public services.

Action: Staff shall continue to review projects and identify the existing infrastructure system and the necessity to extend or improve upon the infrastructure to meet the needs of new development.

Anticipated Impact: Increase in in-fill development and less “leap frog” development.

Responsible Agency: Community Development Department, Municipal Operations Department, Engineering Division

Financing: Department budgets

Schedule: 2014-2021

Evaluation: All projects are evaluated for their proximity to existing services. Development in the Town has occurred in a well planned manner, with little “leap frog” development, primarily due to the lack of infrastructure in outlying areas, and the cost of extending this infrastructure. The Town will continue to encourage development which connects to existing facilities and 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.

Action: Utilize the development review process to encourage energy conservation in excess of the CBC’s Title 24 requirements, which incorporate energy conservation techniques into the siting and design of proposed residences.

Anticipated Impact: Reduce development and energy costs for the maintenance of newly developed housing projects and comply with the Town’s Climate Action Plan.

Responsible Agencies: Community Development Department, Building and Safety Department

Financing: Department Budgets

Schedule: Ongoing

Action: Continue to allow energy conservation measures as improvements eligible for assistance under the Residential Rehabilitation Loan Program.

Anticipated Impact: Further improve the energy efficiency of the existing housing inventory.

Responsible Agency: Community Development Department

Financing: Department Budget

Schedule: Ongoing

Action: The Community Development Department shall maintain a brochure which describes the improvements eligible for the Residential Rehabilitation Loan Program, including energy conservation measures, and shall distribute the brochure at Town Hall, the Community Center, the Senior Center, the Library, churches and other sites where they can be available to the community at large.

Anticipated Impact: Further educate the community of the opportunities provided with the program.

Responsible Agency: Community Development Department

Financing: Department Budget

Schedule: Ongoing

Action: Assist in distributing information to the public regarding free home energy audits and other programs available through local utility providers.

Anticipated Impact: A reduction in energy consumption for existing residences.

Responsible Agency: Community Development and Building and Safety Departments.

Financing: Department Budgets

Schedule: Ongoing

Evaluation: On July 13, 2010 the Town adopted a Climate Action Plan that was amended to include implementation guidelines on December 14, 2010. In addition, the California Green Building Code was adopted by the Town in January 2011. As projects are submitted for review, they must comply with these regulations to promote energy conservation measures and a reduction in the Town's green house gas emissions. Assistance to comply with these regulations is a qualifying project for the Town's Residential Rehabilitation Program. Education materials for energy efficiency opportunities are available to at the public counters of Town Hall. Evaluation of the Climate Action Plan implementation is scheduled during this Housing Element cycle.

Policy 1.I

Provide housing opportunities for the homeless in the community.

Action: Continue to support and encourage local agencies and organizations in providing temporary shelter and permanent housing opportunities within the community.

Anticipated Impact: Reduction in the number of homeless

Responsible Agency: Community Development Department

Financing: Department budget

Schedule: 2014-2021

Evaluation: The Town continues, through the Apple Valley/Victorville Consortium, to work with local agencies and organizations in providing shelter and transitional housing for the homeless. The Consortium efforts will continue to look at the use of CDBG and HOME funds for local homeless facilities, as funding needs are analyzed. The Town modified the zoning designations as a program for the previous cycle to include Single-Room Occupancy, Homeless Shelters and Transitional/Supportive Housing in Ordinance No. 405 adopted on April 27, 2010. In addition to this modification, Town recently added the Village Commercial zone, in addition to the Service Commercial zone, as zones that would allow homeless shelters with approval of an SUP in Ordinance No. 425 adopted on November 8, 2011.

Policy 2.A

Maintain the code enforcement program as the primary tool for bringing substandard units into compliance with Town Codes, and for improving overall housing conditions in Apple Valley.

Action: Continue to support Code Enforcement activities to bring substandard units into compliance with Town Codes.

Anticipated Impact: Improve housing conditions within the Town.

Responsible Agency: Code Enforcement Division

Financing: Department budget

Schedule: 2014-2021

Evaluation: The Town continues to enforce property maintenance and life safety issues through its code compliance division. The program focuses on neighborhood preservation, and the maintenance of quality of life. The Town also actively markets the rehabilitation program available through CDBG or HOME funding, which provide financial and technical assistance to lower income property owners to make housing repairs. In the previous planning cycle the Town assisted 165 very low and low income households through these programs. In the previous planning cycle the Town purchased a dilapidated four-plex property for the purpose of rehabilitation and use of the property by a non-profit for transitional housing for domestic violence victims and families. This project was funded through Neighborhood Stabilization Program monies. It is anticipated that this facility will be operational in March of 2014.

Policy 2.B

Prohibit housing development in areas subject to significant geologic, flooding, noise and fire hazards, and in environmentally and archaeologically vulnerable areas.

Action: Staff shall continue to review projects and limit development or require reasonable mitigations to protect housing in areas identified as potentially having a hazardous risk.

Anticipated Impact: Reduce and eliminate the damage of residential units due to hazards pertaining to geological activity, flood, noise and fire.

Responsible Agency: Community Development Department, Engineering Division, Building and Safety Division

Financing: Department budget

Schedule: 2014-2021

Evaluation: The Town's General Plan, and its GIS system include resources which map environmental hazards. These resources are always consulted when projects are proposed, to assure that housing is not placed in such a hazard area.

Policy 2.C

Encourage neighborhood watch programs that promote safety and protection in residential neighborhoods.

Action: Encourage landlords and property managers to participate in the Crime Free Multi-Family Housing Program sponsored by the San Bernardino County Sheriff's office.

Anticipated Impact: Reduction of crime

Responsible Agency: Community Development Department

Financing: Department Budget

Schedule: Ongoing

Evaluation: The Town's Police Department has been actively establishing Neighborhood Watch programs, and has also been working the multi-family projects to establish crime free zones for these projects. These programs have been effective in improving neighborhood safety, and will be maintained.

Policy 3.A

Continue to promote the removal of architectural barriers in order to provide barrier-free housing for handicapped or disabled persons.

Action: Enforce the handicapped accessibility requirements of Federal fair housing law that apply to all new multi-family residential projects containing four (4) or more units.

Anticipated Impact: Continued removal of architectural barriers in residences occupied by handicapped or disabled persons.

Responsible Agency: Department of Building and Safety

Financing: Department Budget

Schedule: Ongoing

Evaluation: The Town continues to enforce the Americans with Disabilities Act. As part of Ordinance No. 405 adopted on April 27, 2010, the Development Code was modified to state that handicapped ramps are permitted in the front, side or rear yard setback of any residential structure. A reasonable accommodation procedure has also been established to provide exceptions in zoning and land use for persons with disabilities. The reasonable accommodation Ordinance No. 436 was adopted on June 26, 2012.

Policy 3.B

Prohibit practices that arbitrarily direct buyers and renters to certain neighborhoods or types of housing.

Action: Provide fair housing information at Town Hall, the Library, the Senior Center and local churches to inform both landlords and tenants of their rights and responsibilities. The information shall direct landlords and tenants to the San Bernardino Housing Authority, which has an established dispute resolution program.

Anticipated Impact: Assurance that all Apple Valley residents are afforded equal opportunity when attempting to secure housing.

Responsible Agency: Community Development Department, San Bernardino County Housing Authority

Financing: Department and Agency Budgets

Schedule: Ongoing

Evaluation: The Town has been proactive, through the Apple Valley Consortium and its own efforts in informing residents of fair housing practices, and their rights associated with housing. The Town refers residents to the appropriated agency through Town resources, included printed materials, web site information and personal contact. These programs will be maintained.

DEMOGRAPHIC INFORMATION

This section of the Housing Element provides demographic background on the Town. The primary source of information is the US Census, which was last updated in 2010. Information was also collected from Town data sources, the Community Housing Affordability Survey (CHAS), the Department of Finance, and other sources. Where more recent data is available, it is also included.

REGIONAL SETTING

The Town of Apple Valley is located in the Victor Valley, in San Bernardino County. The County of San Bernardino had a population of 895,016 in 1990. By the year 2000, the U.S. Census estimated that population in the County had grown to 1,709,434, an increase of 91% in ten years. As of 2010, the County's population was 2,035,210, an increase of 16.1% over the 2000 population.

Historic and Current Town Population

Although the Town of Apple Valley has experienced consistent growth, it has not expanded as rapidly as the County in which it is located. The Town's population grew from 46,079 in 1990, to 54,239 in 2000, an increase of 17.7%. From 2000 to 2010, the Town's population increased to 69,135, which is an increase of 21.6%. When comparing Town and County growth rates, the Town's growth has in recent years exceeded the County's as a whole.

Population by Age Group and Ethnicity

Apple Valley's median age was 37 years in 2010, which showed that the population had aged somewhat since 2000, when the median age was 35.4 years. The Town has experienced the aging of the population seen across the country, and median age is expected to continue to increase over time. Table II-13 illustrates the Town's population by age group.

Table II-13
Age Distribution, 2010

Age	Number	% of Total
Under 19	21,535	31.1%
20-34	11,648	16.8%
35-44	7,685	11.1%
45-64	17,602	25.5%
65+	10,666	15.4%
Total	69,136	100%

Source: 2010 U.S. Census

Table II-14 describes the Town's ethnic distribution according to the 2010 Census.

Table II-14
Ethnic Characteristics, 2010

	Number	% of Total
White	47,762	69.1%
Black	6,321	9.1%
Native American	779	1.1%
Asian & Pac. Islanders	2,314	3.3%
Other	8,345	12.1%
Hispanic	20,156	29.2%

Note: the ethnic population numbers may seem distorted because the U.S. Census does not consider Hispanic ancestry to be a race. For this reason, some Hispanics choose to list themselves under the classification for other races.

Source: 2010 Census of Population and Housing

Household Size and Income

There were 23,900 households in Town in 2010, of which 18,642 were family households, and 5,258 were non-family households. This represents an average household size of 2.91 persons.

Median household income in 2010 was \$46,250, only slightly lower than the County median income, which stood at \$55,845 for the same time period. The Town further estimates that in 2011, median household income had risen to \$51,258. Table II-15 lists the number of households in each income range in 2010.

Table II-15
Household Income Distribution, 2010

Income	No. of HH	% of Total
Less than \$10,000	1,480	6.2%
10,000-14,999	767	3.2%
15,000-24,999	4,272	17.9%
25,000-34,999	2,237	9.4%
35,000-49,999	4,076	17.1%
50,00-74,999	3,948	16.5%
75,000-99,999	2,631	11.0%
100,000-\$149,000	2,418	10.1%
\$150,000-\$199,999	1,107	4.0%
\$200,000 +	964	4.0%
Total	23,900	100%*

Source: 2010 U.S. Census (Differences due to rounding.)

The Census identified 2,638 persons in Town were living below the poverty level in 2010. This population was represented in 1,939 families, 312 of which had children under 18 years of age. Of the 1,939 families, 568 were female-headed households. This represents a significant reduction in the number of Town residents living in poverty, when compared to the 2000 Census.

Employment and Major Employers

The Town had a total of 29,803 persons over 16 years of age in the labor force, of which 3,693 (12.4%) were unemployed. The largest labor sector in which Town residents were employed was “education services, and health care and social assistance,” which employed 31.9% of the labor force, as shown in Table II-16.

Table II-16
Employment by Industry, 2010

Industry	No. of Employees	% of Total
Agriculture/Forest/Fish/Mining	502	1.9%
Construction	1,144	4.3%
Manufacturing	1,897	7.1%
Wholesale Trade	55	0.2%
Retail Trade	5,876	22.0%
Transportation, warehousing & utilities	1,884	7.1%
Information	785	2.9%
Finance, insurance & real estate	459	1.7%
Professional, scientific, management & administration	1,435	5.4%
Educational, health & social services	8,506	31.9%
Arts, entertainment, recreation, accommodation & food service	1,621	6.1%
Other services (except public administration)	920	3.4%
Public Administration	1,610	6.0%

Source: 2010 Census

The Town also tracks its largest employers, as depicted in Table II-17. It should be noted that there is no data on how many of these employees are Apple Valley residents.

Table II-17
Major Employers, 2012

Employer	No. of Emps.
Apple Valley Unified School District	1,800
Saint Mary's Medical Center	1,700
Wal-Mart Distribution Center	1,200
Target Stores	461
Stater Brothers	251
Lowe's Home Improvement	124
Wal-Mart	218
WinCo Foods	147
Apple Valley Christian Centers	100
Town of Apple Valley	156
Home Depot	110
McDonalds	112
K-Mart	99
Jack n the Box	97
Del Taco	90

Source: Town of Apple Valley

Housing Unit Types

The 2010 Census showed a total of 26,470 housing units in Town in 2010. By 2011, the total number of housing units had risen to 24,925 27,088. Single family detached units continue to be the predominant housing type in Town.

Table II-18
Housing Characteristics

Units in Structure	2010
Single Family, detached	19,899
Single Family, attached	860
2-4 Units, Multi-family	2,698
5+ Units, Multi-family	1,016
Mobile homes	1,821
Total	26,470

Source: 2010 American Community Survey.

Age of Housing Stock

The Census identified 8,709 housing units in Town which were built prior to 1980. From 1980 through the year 2004, an additional 14,106 units were built, after 2005 an additional 3,655 units were constructed. Therefore, 67.1% of the Town's housing stock is less than 30 years old, while 32.9% of the housing stock is over 30 years old.

Condition of Housing Stock

As stated above, the Town assisted 165 households in the previous planning period with the rehabilitation of their homes. The Code Compliance Division has ordered or undertaken the demolition of one home in the last five years. The 2010 American Community Survey identified

68 housing units in Town without plumbing facilities. The condition of the housing stock in Town is generally good, and the Town maintains an aggressive program of compliance, and rehabilitation assistance.

Vacancy Status and Tenure

The Census also determined that there were 23,900 occupied housing units in Town in 2010, representing a vacancy rate of 9.7%. The Census further determined that 214 vacant units were for seasonal use, and the balance of the units were for rent or for sale.

Table II-19
Vacancy Status – 2010

Unit Type	No. of Units Vacant	% of All Vacant Units
For Rent	813	32.3%
For Sale	687	27.3%
Rented or Sold, not occupied	191	7.6%
Seasonal, Recreational or Occasional Use	214	8.5%
For Migrant Workers	N/A	N/A
Other Vacant	614	24.4%
Total	2,519	100%

Source: 2010 Census

Of the occupied housing units, 16,297 units (69.1%) were owner-occupied, while 7,301 units (30.9%) were renter-occupied.

Population Housing and Employment Trends

The following Table shows the projected trend in Apple Valley for future years 2020 and 2035.

	2020	2035
Population	82,900	109,000
Households	28,500	37,100
Employment	17,000	22,500

Source: SCAG Local Housing Element Assistance,
1.15.13

Overcrowding

An overcrowded housing unit is defined as one in which 1.01 persons resides. Table II-21 illustrates the 2010 Census estimates for persons per room. A total of 897 housing units in Town were overcrowded in 2010, representing 3.8% of the total occupied housing units in Town. Of the overcrowded units, 334 were renter-occupied, and 563 were owner-occupied.

Table II-21
Overcrowding, 2010

Persons/Room	No. of HH
Owner-Occupied Units	
0.50 or less	12,174
0.51 to 1.00	4,387
1.01 to 1.50	334
1.51 to 2.00	0
2.01 or more	0
Renter-Occupied Units	
0.50 or less	3,749
0.51 to 1.00	2,693
1.01 to 1.50	563
1.51 to 2.00	0
2.01 or more	0

Source: 2010 Census

Overpayment

Overpayment is defined as more than 30% of all household income being dedicated to the cost of housing. The Comprehensive Housing Affordability Strategy (CHAS) estimates those households that are overpaying for housing. Table II-22, below, lists the 2005-2009 CHAS estimates.

Table II-22
Overpayment by Income Level 2010

Household Type	Low Income	Very Low Income	Extremely Low Income
Total Renter Occupied	710	1,160	1,800
Total Owner Occupied	1,460	1,010	1,310

Source: CHAS Data Book 2005-2009

Housing Values

The 2010 Census estimated values for owner-occupied single family homes in Town. These are listed in Table II-23.

Table II-23
Values, Specified Owner-Occupied
Housing Units, 2010

Value	Number
Less than \$50,000	1,055
\$50,000 to 99,999	3,506
\$100,000 to 149,999	2,262
\$150,000 to 199,999	3,556
\$200,000 to 299,999	3,519
\$300,000 to 499,999	2,187
\$500,000 to 999,999	598
\$1,000,000 or more	212

Source: 2010 Census

The median housing unit value in 2010 was \$170,500. For renters, the median contract rent at that time was \$1,012. Housing costs in Apple Valley in 2010 were therefore, affordable. 2010 housing values and rental rates are discussed below in the section titled “Economic Constraints”.

SPECIAL HOUSING NEEDS

This section of the Housing Element quantifies households with special needs such as farm workers, the homeless and the elderly living in Town. These households can have housing needs which may be more difficult to address, and which require special attention.

Farm Workers

The American Community Survey reports workers by place of residence that have an occupation in farming. The 2005-2009 Survey reports 59 farm workers within the Town of Apple Valley, 51 male and 8 female. In 2010, the Census identified that there were 215 persons employed in “agriculture forestry, fishing, hunting and mining” in Town. However, the location of one mine within Town limits, and another immediately northeast of Town limits, makes it likely that the majority of these workers are in mining. Animal keeping and equestrian facilities occur in the Deep Creek area, at the southern end of Town, but no significant crop farming occurs within Town limits or in the immediate area.

Homeless, Transitional and Single Room Occupancy Housing

The County of San Bernardino Homeless Partnerships conducted a survey of homeless persons in 2013. That survey counted homeless persons on the streets, in shelters, and at other locations, to estimate the number of homeless persons in the County. There were a reported 2,321 adults, and children who were homeless on a given day in San Bernardino County. In the Victor Valley there were 352 reported homeless, with 292 of those in the neighboring city of Victorville. There was only one homeless person reported in Apple Valley. Assuming that because the survey was conducted on a cold January day, there may have been a few more homeless that could not be located, due to seeking shelter in other locations.

The 2010 Census reports 461 people living in group quarters and 161 people in non-institutionalized group quarters. Three shelters are available in the adjacent city of Victorville: two domestic violence shelters, High Desert Domestic Violence and Victor Valley Domestic Violence shelters, which offer safe housing (a total of 44 beds) and services to women and their children; and High Desert Homeless Services, which provides 55 beds, as well as support services. In addition, a number of organizations, including Catholic Charities, Church of the Valley, Feed My Sheep, High Desert Communities Food Bank and the Salvation Army provide support services to the homeless in Apple Valley and the region.

Since the last update of the Housing Element in 2009 the Development Code was amended to allow the development of shelters and transitional housing with approval of a Special Use Permit in commercial zones. On November 8, 2011, Ordinance No. 425 was adopted to allow emergency shelters and transitional housing to be located in a second Commercial Zone (Commercial Village C-V) with an SUP. Emergency Shelters and transitional housing was already permitted with an SUP in the Service Commercial (C-S) zone. After the adoption of the 2009 Housing Element, the Development Code was also amended under Ordinance No. 405 on April 27, 2010, to include Single Room Occupancy facilities, Transitional Housing, and Supportive Housing requiring a conditional use permit in residential locations. The entitlement required is the same regulations that apply to other multi-family housing projects in the residential zones. This amendment also included the allowance of emergency shelters, transitional housing and supportive housing as an outright permitted use in the Industrial zone. These amendments are consistent with the provisions of Government Code 65583. However, the Town intends to make future changes to the Development Code as follows: The Transitional and Supportive housing shall be considered a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone. These changes will be made to the Development Code within the first year of this housing cycle.

There are currently more than 3,000 acres of vacant commercial land and more than 600 acres of vacant industrial land in Town, indicating that there is more than enough land available for homeless and transitional housing in Apple. There are currently over 19,000 acres of vacant residential land and with the vacant 600 acres of industrial land, mentioned above, there is adequate land available for Single Room Occupancy facilities.

The Elderly

The 2010 Census identified 10,666 persons 65 years of age or older in Apple Valley. The Census further identified that there were 7,636 households with one or more of the members of the household being 65 years of age or older. Of the Town's owner-occupied units, 5,522 consisted of a householder of 65 years or age or older, while 1,151 renter-occupied units were occupied by a householder of over 65.

The 2000 Community Housing Affordability Strategy (CHAS), determined that 31.5% of persons over 65 were paying more than 30% of their income for housing.

Disabled Persons

The 2010 Census identified 8,410 persons in Town with disabilities, of which 3,238 were persons over the age of 65.

The California Building Code requires that all new multi-family construction include a percentage of units accessible to persons with disabilities. The Town's Building Department requires compliance with these standards as part of the Building Permit review and inspection process, as does every other community in the country. The Town has no requirements which would constrain the development of housing for disabled persons – housing for disabled persons, whether in a group setting, apartment or condominium project, or a single family home, is not considered any differently than housing for any other member of the community. There are no requirements for concentration of residential care facilities; no site planning requirements that constrain housing for persons with disabilities; the Development Code defines family consistent with the federal definition, as one or more individuals in a household; and no parking requirements for any and all housing types that serve persons with disabilities. In order to accommodate reasonable accommodation, a program has also been added to this Element which requires that the Development Code be clarified to state that access ramps may be constructed within the front, side or rear yard setback of any residential structure, as part of the building permit plan check. No variance or Conditional Use Permit is currently required, nor will it be.

Persons with Disabilities

Per Senate Bill No. 812, the Housing Element must include analysis of the special housing needs of individuals with developmental disabilities. A developmental disability is defined by Section 4512 of the Welfare and Institutions Code as “a disability that originates before an individual becomes 18 years old, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual.” This includes mental retardation, cerebral palsy, epilepsy, and autism, as well as disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but does not include other handicapping conditions that are solely physical in nature.

The California Department of Developmental Services (DDS) implements a statewide system of community-based services for people with developmental disabilities and their families. DDS contracts with the Inland Regional Center in Riverside to provide and coordinate local services in San Bernardino County, including the Town of Apple Valley. The developmentally disabled population in the Apple Valley area that is being served by the Inland Regional Center includes 348 people within the 92307 zip code, and 227 people within the 92308 zip code. It should be noted that the 92307 and 92308 zip codes encompass the Town of Apple Valley and extend well beyond town limits into the County of San Bernardino. As such, the disabled population counts are regional in nature and not strictly limited to town limits.

Table II-24 Developmentally Disabled Population In Apple Valley Region Served by Inland Regional Center		
Age Group	# of Individuals by Zip Code	
	92307	92308
0-2	27	19
3-15	90	52
16-22	65	47
23-56	148	100
57+	18	9
Total:	348	227

Source: Inland Regional Center, January 16, 2012.

Persons with Developmental Disabilities

Housing needs for individuals with developmental disabilities can range from traditional independent living environments, to supervised group quarters, to institutions where medical care and other services are provided onsite. Important housing considerations for this group include proximity to public transportation, accessibility of the home and surroundings, access to medical and other public services, and affordability.

A variety of housing options in the Town of Apple Valley are provided by local and regional service agencies, including the following:

Intermediate Care Facility (DD/H)

This type of facility has a capacity between 4 and 15 beds that provide 24-hour personal care, habilitation, developmental, and supportive services to 15 or fewer developmentally disabled persons who have intermittent recurring needs for nursing services, but have been certified by a physician and surgeon as not requiring availability of continuous skilled nursing care, "pursuant to Section 12500(e) of the Health and Service Code. The following facilities are available in the Town of Apple Valley and provided supported living services to residents including prepared meals, laundry, housekeeping, and medication assistance:

- Bethesda Lutheran offers two 6 bed facilities.
- High Desert Haven has the capacity to serve 8 residents.
- High Desert Haven-Mariah has the capacity to serve 8 residents.

Residential Facilities Serving Adults

These facilities provide care for adults ages 18 to 59 who are unable to provide for their own daily needs. Residents placed by Inland Regional Center and must meet State-mandated qualifications. Unless otherwise stated, each facility houses 4-6 individuals and provides 24/7 staff supervision. Services include prepared meals,

laundry, housekeeping, and medication assistance. The following are IRC service providers within the Town of Apple Valley:

- A.L Care Center is an assisted living residential facility that provides 6 apartment-style units to adults.
- Andrew Care Center is a residential care facility for elderly and has capacity for 6 clients.
- Bridget Barcus ARF is an assisted living residential facility that provides 4 apartment-style units to adults.
- Crow Valley Home is an adult residential facility that serves developmentally disabled adults. The facility has a 6 bed capacity.
- Faustina Care Center is an adult residential facility that can serve 6 clients.
- Fortune Care Center is an assisted living residential facility that provides 6 apartment-style units to seniors.
- GG's Guest Home I, II and III are adult residential facilities that provide 4, 6, and 6 apartment-style units to adults and seniors who are physically handicapped, developmentally disabled, and/or mentally disabled.
- Hacienda Care Facility is an adult residential facility that can serve 6 clients.
- Fortune Care Center is an assisted living residential facility that provides 6 apartment-style units to seniors.
- Mojave Narrow Ranch Home is a fully furnished adult residential facility with a capacity for 6 residents.
- Kali's House is an assisted living facility with the capacity to serve 2 clients.
- Nobbs Group/Family Home ARF I, II, and III have capacity for 2, 6, and 6 residents, respectively.
- Pala Care Center is an assisted living residential facility that provides 6 apartment-style units to seniors.
- Pifer Family Home is an assisted living residential facility that provides 6 apartment-style units to seniors.
- R & B ARF (760- 2472813)

Residential Facilities Serving Children

These facilities provide 24-hour care in the licensee's family residence for six or fewer children who are mentally disordered, developmentally disabled or physically handicapped and who require special care and supervision as a result of such disabilities. The following are available in Apple Valley:

- Amy Narasky Small Family Home offers services for up to 2 residents.
- Bridget Barcus SBF offers services for up to 4 residents.

Specialized Residential Facilities

These facilities are known as special treatment programs and provide extended care periods for people of all ages with chronic mental health problems. The majority of clients are younger than 65 years of age. Specialized staff serve clients in a secure environment. The following facilities are available in Apple Valley:

- Casa Colinas Center for Rehabilitation provides supervised secure environmental for individuals between the ages of 18 and 59. The Center has a 42-bed capacity with both private and semi-private rooms. Services range from maximum assistance to light assistance. Case management services, meals, and medical assistance are provided. In addition, there are both onsite and offsite recreation opportunities available to residents.
- Kaiser Specialized offers 4 specialized facilities within Apple Valley. Each has a capacity to serve 4 residents. Services are provided to developmentally disabled adults.

Other local agencies provide additional support services to the developmentally disabled population, including the following:

Non-Housing Services for Developmentally Disabled Persons

- B.E.S.T Opportunities in Apple Valley is an adult development center offering employment services, contracting services, and vocational assessment to qualifying clients.
- High Desert Haven-Trail Blazers holds an adult day care provider license from the California Department of Social Services. They currently serve 30 developmentally disabled clients.
- Innovative Business Partnership offers adult day care facilities with a capacity of 60 clients. Day programs include social activities, meals, and supervision.
- D'Adams Family Care is a residential care facility for developmentally disabled adults and has capacity for 6 clients.

Large Households

In 2010, there were 4,020 households with 5 or more persons in Town, of which 2,357 lived in owner-occupied units, and 1,663 lived in renter-occupied housing units.

Single-Parent Families

There were 2,059 male-headed single parent families and 4,177 female-headed single parent families in Apple Valley in 2010. 892 of the households with male-headed families had children under 18, while 2,618 of the female-headed single parent households included children under 18.

Extremely Low Income Households

The 2010 Census estimated that 2,247 households in Town had household incomes of less than \$15,000. The Census further estimated that of those households with incomes of less than \$19,999, 740 households were paying more than 30% of their household income for rent, and 1,129 households were paying more than 30% of their household income for owner occupied units. It is estimated that there will be a need for 456 very low income units during this planning period (See Table II-28). Extremely low income households are expected to require rental housing in the planning period. In the previous planning cycle, the Town has acquired Multi-Family zoned land that will allow for approximately 200 units of affordable housing to extremely low, very low and low income housing. It is expected that half of these units will be restricted to extremely low income households, providing up to 100 units for this income category. The

Town expects to negotiate contracts for the construction and ownership of these projects within the next planning cycle. In addition to developing vacant land, the Town has purchased three (3) single-family units, for the purpose of rehabilitation and resale to very low income qualified buyers. This has been accomplished through the use of NSP funding. NSP funding has also allowed the Town to purchase a four-plex, rehabilitate the units and turn it over to a local domestic violence non-profit to be used as transitional housing. With the elimination of the Town's Redevelopment Agency, additional units will be constructed through private development efforts and the County of San Bernardino Housing Authority.

EXISTING AFFORDABLE HOUSING PROGRAMS

This section of the Housing Element addresses existing programs available in Apple Valley and the region relating to affordable housing. The Town participates in the Apple Valley/Victorville Consortium, which prepared the Consolidated Plan for Fiscal Years 2012-2016 for the two cities. The Consortium has been successful in establishing an agreement which resulted in a direct allocation of HOME funds. The Town has been successful in obtaining NSP1 and NSP3 funds which have contributed the Town's affordable housing efforts. Additionally, funding from CDBG and CalHome funds have provided funding for some of the programs listed below.

Finally, since the elimination of redevelopment agencies by the State legislature, Community Development Department operates programs and strategies for affordable housing in the Town.

Existing Programs

Residential Rehabilitation Loan Program

The Town provides no interest deferred loans to improve unsafe living conditions or correct code violations in the owner-occupied homes of very low and low income households. The maximum amount available per household is \$20,000. This program will continue through the 2014-2021 cycle of the Housing Element. Monies for this program are funded through CDBG, HOME, CalHOME and NSP3 funding sources.

Down Payment Assistance Program

The Town will provide very low and low income households with up to \$55,000 toward the purchase of a home within Town limits. The down payment assistance is provided as a deferred loan for up to 30 years, applied to homes with a purchase price of no more than \$210,000. During the previous planning cycle, 106 units were purchased with the assistance of the Down Payment Assistance Program. This program will continue through the 2014-2021 cycle of the Housing Element. Monies for this program are funded through CDBG, HOME, CalHOME and NSP3 funding sources.

Tenant Based Rental Assistance

The Consortium may allocate HOME funds toward rental assistance programs for very low and low income renters within the Town.

Rehabilitation Grants for Mobile Homes

The Town will provide grants to improve unsafe living conditions or correct code violations of owner-occupied mobile homes of very low and low income households. The maximum amount available per household is \$10,000. This program is funded through CDBG funding.

County and Federal Programs

County, State and federal programs available to the Town are described below.

Section 8 Housing Assistance

San Bernardino County provides HUD Section 8 rental assistance to lower income renters within the Town. There are currently three units of public housing owned and operated by San Bernardino County Housing Authority within Apple Valley. In addition, Section 8 certificates are provided to Apple Valley residents, and generally assist between 350 and 375 households at any given time.

Fair Housing Programs

The Town works with the County of San Bernardino to provide anti-discrimination, landlord-tenant mediation, fair housing training and technical assistance, enforcement of housing rights, administrative hearings, home buyer workshops, lead-based paint programs, and other housing related services for Town residents.

County Mortgage Revenue Bond Funds

San Bernardino County annually issues bonds to fund a mortgage assistance program for low and moderate income households. The program allows the County to provide low interest mortgages to eligible households.

CalHFA Housing Assistance Program

This program is available to low and moderate income first time homebuyers who secure a CalHFA 30 year fixed mortgage. The program allows a deferred loan of up to 3% of the purchase price or appraised value of the home, to be applied as a down payment.

California Homebuyer's Downpayment Assistance Program

Moderate income households may receive a deferred loan of up to 3% of the purchase price or appraised value of a home, to be applied to either the down payment or the closing costs for the residence.

Home Choice Program

This State program provides disabled moderate income households with a low-interest 30 year mortgage for a first time home.

Low Income Housing Tax Credit Program

This competitive program provides tax credits to those private sector developers who provide affordable rental units within their projects. The units can consist of all or part of a project, and must meet certain specified criteria. Units must be restricted for a period of at least 30 years.

CONSTRAINTS TO THE DEVELOPMENT OF HOUSING

Governmental Constraints

Application Fees

The Town of Apple Valley has a “fee for service” application fee schedule. A deposit is applied to most applications made to the Town. Staff time and expenses are billed against the deposit. In most cases, the deposit is not exceeded; and any unused deposit is returned to the applicant upon completion of the case. Table II-25, below, illustrates typical permit fees, and shows that the fees are not unusually high when compared to other communities in San Bernardino County. Since 2008, Apple Valley has not increased fees.

Table II-25
Planning Division Fees

Permit Type	Deposit (\$)
General Plan Amendment	11,708.00
Change of Zone	10,133.00
Special Use Permit	1,343
Conditional Use Permit	2,500 + 15/unit
Development Permit	1,687.00
Planned Development Permit	2,548.00
Pre-Application	1,208.00
Environmental Assessment (Initial Study)	579.00
Tentative Tract Map	7,317.00
Tentative Parcel Map	3,939.00

Source: Town of Apple Valley, Resolution 2008-30

General Plan and Zoning Ordinance Constraints

The Land Use Element includes a number of residential land use densities. As governed by Measure N, single family home lots are allowed at densities ranging from over 5 acres to 2 per acre. The Land Use Element also includes the Medium Density Residential land use designation, which allows 4 to 20 units per acre; and a new designation being created with the General Plan Update of 2009, Mixed Use, which allows densities of 4 to 30 units per acre. The Mixed Use designation also requires that both commercial and residential components be integrated into all proposed projects in the designation, thereby assuring that higher density residential development will occur within commercial projects. This land use designation has been applied primarily along major transportation and employment corridors, including Bear Valley Road, Highway 18, and Dale Evans Parkway.

The Development Code includes residential zones consistent with the General Plan, as required by law. Single family residential zones include sub-zones focused on equestrian communities and other specified needs of the community. The development standards allow lot sizes of 5 acres or more, ranging to up to 2 units per acre. The Multi-Family District, which corresponds to the Medium Density Residential land use designation, allows up to 20 units per acre. The Mixed Use District, allows up to 30 units per acre, when integrated with a commercial project. The

Town's development standards are consistent with those of all surrounding jurisdictions, the County of San Bernardino, and all other communities in southern California. None of the Town's standards can be characterized as excessive, or as consisting of a constraint on the development of affordable housing.

The Development Code also includes the State's density bonus provisions, and the second unit standards.

Table II-26 illustrates the development standards in the Low Density, Estate, Single Family Residential and Multi-Family Residential districts.

Table II-26
Minimum Development Standards for Residential Zones

Standard	R-LD	R-E	R-SF	R-M	M-U
Units per Acre	1 d.u./2.5 ac.	1	2	20	30
Lot Area	2.5 ac.	1 ac.	18,000 s.f.	18,000 s.f.	1 ac.
Lot Width	150 ft.	125 ft.	100 ft.	100 ft.	100 ft.
Lot Depth	300 ft.	250 ft.	150 ft.	150 ft.	100 ft.
Building Lot Coverage	25%	25%	40%	60%	50%
Landscaped Area	N/A	N/A	N/A	15%	10%
Building Height	35 ft.	35 ft.	35 ft.	50 ft.	50
Parking Required	2/unit	2/unit	2/unit	Studio: 1 covered & 1 open 1 & 2 Bdrm: 2/unit & 0.5 guest/unit 3+ Bdrm: 3/unit & 0.5 guest/unit	Same as R-M + 1/250 – retail 1/300 – office
Open Space				Private: 150 sf. Common: 15% of project area	Same as R-M

Source: Town of Apple Valley Development Code

The Multi-Family zone allows 20 units per acre with 60% building coverage in structures of 50 feet in height (4 stories). Assuming an average unit size of 1,200 square feet, and allowing for open space and surface parking requirements, a density of 20 units per acre can be achieved within 2 and 3 story buildings. Therefore, the Town's development standards do not constrain the development of affordable housing.

Permit Processing

Permit processing in Town is consistent for all land use districts. Permitted uses of any kind in any zone require approval of a site plan, which is generally processed in a period of 60 to 120 days, as are tentative tract maps for single family homes.

Single family homes on infill lots are not subject to any Planning Division review, and require only a building permit. The Development Plan review and approval process consists of a review of development standards for consistency at the staff level, and review and approval by the

Planning Commission. The findings required to approve a project are consistent with all communities in California, and relate to General Plan and Zoning consistency, the physical ability of the site to accommodate the proposed project, and the California Environmental Quality Act, as follows:

- A. That the location, size, design, density and intensity of the proposed development is consistent with the General Plan, the purpose of this Code, the purpose of the zoning district in which the site is located, and the development policies and standards of the Town;
- B. That the location, size and design of the proposed structures and improvements are compatible with the site's natural landforms, surrounding sites, structures and streetscapes;
- C. That the proposed development produces compatible transitions in the scale, bulk, coverage, density and character of development between adjacent land uses;
- D. That the building, site and architectural design is accomplished in an energy efficient manner;
- E. That the materials, textures and details of the proposed construction, to the extent feasible, are compatible with the adjacent and neighboring structures;
- F. That the development proposal does not unnecessarily block public views from other buildings or from public ways, or visually dominate its surroundings with respect to mass and scale to an extent unnecessary and inappropriate to the use;
- G. That the amount, location, and design of open space and landscaping conforms to the requirements of this Code, enhances the visual appeal and is compatible with the design and function of the structure(s), site and surrounding area;
- H. That quality in architectural design is maintained in order to enhance the visual environment of the Town and to protect the economic value of existing structures;
- I. That excessive and unsightly grading of hillsides does not occur, and the character of natural landforms and existing vegetation are preserved where feasible and as required by this Code;
- J. That historically significant structures and sites are protected as much as possible in a manner consistent with their historic values;
- K. That there are public facilities, services and utilities available at the appropriate levels or that these shall be installed at the appropriate time to serve the project as they are needed;
- L. That access to the site and circulation on- and off-site is safe and convenient for pedestrians, bicyclists, equestrians and motorists;
- M. That the proposed development's generation of traffic will not adversely impact the capacity and physical character of surrounding streets;
- N. That traffic improvements and or mitigation measures are provided in a manner adequate to maintain a Level of Service C or better on arterial roads and are consistent with the Circulation Element of the Town General Plan;
- O. That environmentally unique and fragile areas such as the knolls, areas of dense Joshua trees, and the Mojave River area shall remain adequately protected;
- P. That there will not be significant harmful effects upon environmental quality and natural resources;

- Q. That there are no other relevant negative impacts of the proposed use that cannot be mitigated;
- R. That the impacts which could result from the proposed development, and the proposed location, size, design and operating characteristics of the proposed development, and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety and welfare of the community or be materially injurious to properties or improvements in the vicinity nor be contrary to the adopted General Plan; and
- S. That the proposed development will comply with each of the applicable provisions of this code, and applicable Town policies, except approved variances.

Single family homes do not require discretionary review, and are processed through the Building Department, unless part of a master planned community. Should a Conditional Use Permit be required for any reason, it is processed concurrently with the site plan review, and does not extend the permit processing timeline. The Town always provides expedited permit processing, and even when required to process a General Plan Amendment and Zone Change, can process applications in less than six months. The Town's permit processing, therefore, does not represent a constraint on development.

For Multi-Family development construction of units from 1-15 administrative review is completed through the plan check process and no additional entitlements are required. Units of 16-50, require Planning Commission review and approval of a Development Permit. The same findings listed above for single-family development, requiring a Development Permit, is required for the Planning Commission approval of a Development Permit. Projects that include more than 50 units requires a Conditional Use Permit reviewed and approved by the Planning Commission.

Transitional and supportive housing for six (6) or fewer residents is not regulated by the Town. Transitional and supportive housing of seven (7) or more is subject to only the requirements of residential uses of the same type, such as group homes, residential care facilities of seven (7) or more, and require the review and approval of a Conditional Use Permit, as described in the paragraph below. On June 26, 2012, the Town adopted the Reasonable Accommodations Ordinance No. 436, which waives permit fees and allows those with disabilities to request modifications to Development Code requirements.

Conditional Use permits are typically processed in the same time frame of a maximum of 120 days and include a public hearing before the Planning Commission. The findings required to approve a project are consistent with all communities in California, and relate to General Plan and Zoning consistency, the physical ability of the site to accommodate the proposed project, and the California Environmental Quality Act, as follows:

- A. That the proposed location, size, design and operating characteristics of the proposed use is consistent with the General Plan, the purpose of this Code, the purpose of the zoning district in which the site is located, and the development policies and standards of the Town;

- B.** That the location, size, design and operating characteristics of the proposed use will be compatible with and will not adversely affect nor be materially detrimental to adjacent uses, residents, buildings, structures or natural resources;
- C.** That the proposed use is compatible in scale, bulk, lot coverage, and density with adjacent uses;
- D.** That there are public facilities, services and utilities available at the appropriate levels or that these will be installed at the appropriate time to serve the project as they are needed;
- E.** That there will not be a harmful effect upon desirable neighborhood characteristics;
- F.** That the generation of traffic will not adversely impact the capacity and physical character of surrounding streets;
- G.** The traffic improvements and/or mitigation measures are provided in a manner adequate to maintain the existing service level or a Level of Service (LOS) C or better on arterial roads and are consistent with the Circulation Element of the General Plan;
- H.** That there will not be significant harmful effects upon environmental quality and natural resources;
- I.** That there are no other relevant negative impacts of the proposed use that cannot be reasonably mitigated.
- J.** That the impacts, as described in paragraphs 1 through 9 above, and the proposed location, size, design and operating characteristics of the proposed use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, nor be materially injurious to properties or improvements in the vicinity, nor be contrary to the adopted General Plan.
- K.** That the proposed conditional use will comply with all of the applicable provisions of this title.
- L.** That the materials, textures and details of the proposed construction, to the extent feasible, are compatible with the adjacent and neighboring structures;
- M.** That the development proposal does not unnecessarily block public views from other buildings or from public ways, or visually dominate its surroundings with respect to mass and scale to an extent unnecessary and inappropriate to the use;
- N.** That quality in architectural design is maintained in order to enhance the visual environment of the Town and to protect the economic value of existing structures; and
- O.** That access to the site and circulation on- and off-site is safe and convenient for pedestrians, bicyclists, equestrians and motorists.

Infrastructure Requirements

As with most communities, adjacent roadways must be improved to their ultimate half width when development occurs. Generally, the Town requires half width improvements to include curb, gutter and sidewalk; in more rural areas, however, the Planning Commission has the ability to allow rolled curb and/or no sidewalk. Roadway standards for local or local streets require a paved width of 40 feet within a 60-foot right of way. The Town will also allow deviations to these standards, including the narrowing of streets within planned communities.

Water and Sewer Services

Water and sanitary sewer services are provided by the Apple Valley Ranchos Water Company and other independent water companies, and the Victor Valley Waste Water Reclamation Authority, respectively. Lands designated for Multi-Family or Mixed Use development in Town are located on major roadways, which are serviced by water and sewer mains currently. The water purveyors, and the sanitary sewer system, have current capacity, or expansion plans sufficient to accommodate growth in Town, including the Town's regional housing need allocation. The Town will, as required, provide the water purveyors and the Reclamation Authority with copies of the adopted Housing Element. These purveyors are also required by law to provide priority service for affordable housing projects.

Development Impact Fees

As new development occurs, it increases the need for Town services and facilities. In order to offset these increased needs, the Town has established Development Impact Fees, as shown in Table II-27. Since the previous planning period, only the Transportation Impact fee has changed.

Table II-27
Development Impact Fees

Fee Type	Single Family/Condo Fee (per unit)	Multi-Family Fee (per unit)	Manufactured or Mobile Home Fee (per unit)*
Park	\$3,208	\$2,614	\$3,208
Transportation Impact	\$6,745	\$3,912	\$6,745
Law Enforcement Facilities	\$147.64	\$182.44	\$147.64
Animal Control Facilities	\$54.84	\$54.84	\$54.84
Storm Drainage Facilities	\$1,581.87	\$373.32	\$1,581.87
General Government Facilities	\$407.07	\$407.07	\$407.07
Aquatics Facilities	\$84.37	\$68.55	\$84.37
Public Meetings Facilities	\$261.54	\$213.03	\$261.54
Recycle Deposit	\$500.00	\$500.00	\$500.00
Sewer Impact	\$2,127.09	\$1,515.43	\$864.76
Fire Department Impact	\$740.00	\$924.00	\$1,431.00

*Only if located on single family residential lots, not in mobile home parks.

Source: Town of Apple Valley

Building Code Requirements

As with most communities in California, the Town has adopted the California Green Building Code (CBC), and updates the Code periodically as State-wide updates are developed. Currently (2013), the Town is enforcing the provisions of the 2010 CBC. The Town cannot adopt standards that are less stringent than the CBC. Since all communities in the State enforce similar provisions, the Town's CBC requirements are not an undue constraint on the development of affordable housing. In addition to the California Green Building Code, the Town adopted a Climate Action Plan (CAP) in 2010, which includes an implementation plan. The CAP requires energy efficiency measures in new development to reduce Greenhouse Gas emissions as required by AB 32 and SB 375.

Building Permit Fees

The Building Department charges on a per square foot basis for building permit plan checks and inspections. Fees are based on the CBC components, and include electrical, plumbing, structural and architectural fees.

In addition to the Town's fees, residential developers are responsible for the payment of the State mandated school fees, as well as connection and/or metering fees for public utilities. The current (2008) school fees in Apple Valley are \$4.02 per square foot.

Economic Constraints

During the past planning cycle (2006-2013) all of Southern California, but especially the High Desert of San Bernardino County, suffered through an economic downturn that resulted in very little residential development. In 2011, the dissolution of Redevelopment Agencies by the State of California, took away the primary funding source for affordable housing projects. With these two major events occurring, it is not anticipated that the market will turn around until possibly mid cycle of 2018. Economic constraints of financing these projects will depend on the banks willingness to loan money and how quickly the existing residential units are absorbed by market demand. Public funding of affordable housing projects in Apple Valley will be limited to grant funds and will rely on non-profit and private sectors to provide additional units. Apple Valley does control about 17 acres of medium residential zoned land that can be used in partnership with these two sectors to facilitate new construction, but because of the elimination of redevelopment, does not have funds to develop the land.

Land and Housing Costs

The cost of land has the potential to impact the overall cost of housing. Land for single family homes in Apple Valley, ranging from half-acre to whole tracts, is available in the \$25,000 to \$175,000 per acre range.

The median sales price for a single family home in Apple Valley is currently (April 2013) approximately \$138,000, a significant decrease from the same period in 2008, when the median listing price stood at \$220,000. The current economic downturn makes single family homes affordable to the moderate income household in Apple Valley.

Apartment projects in Apple Valley are generally smaller, and may be characterized as duplexes, or projects of 10 units or less, privately owned. Such projects for sale in 2013 range in price from \$40,000 to \$80,000 per unit. These prices represent a drop of 50% in value from 2008.

The rental rates for typical apartment units in Apple Valley range from \$700 per month for a two bedroom, one bath unit to \$850 for a three bedroom, 2 bath unit.

Construction Costs

Construction costs have been similarly affected by current economic conditions. Single family construction costs range from \$95 to over \$200 per square foot (excluding site improvements), varying based on the size of the home and the materials selected. Multi-family construction costs generally range from \$90 to \$150 per square foot.

Financing Costs

The cost of financing can also impact the development community's ability to fund projects. The current mortgage crisis has made single family loans extremely difficult to secure. Although this condition is not expected to continue through the entire planning period, the duration of the current economic downturn could impact the ability of developers to fund and construct affordable housing in Town.

Physical Constraints

Age of Housing Stock

The 2010 Census determined that 32.9% of the Town's housing stock was built before 1980, meaning that 8,709 units are 32 years old or older. The cost of maintaining older residential units can escalate, however, the mild climate and moderate conditions in Apple Valley help to preserve housing in better condition. The Town also maintains a Residential Rehabilitation Loan Program to assist very low and low income households in making repairs to their properties.

Environmental Constraints

Apple Valley's primary environmental constraint is associated with storm water management. Although a Master Plan of Drainage was prepared for Apple Valley, its implementation has been limited, and sheet flow flooding during major storms remains an issue of concern. In addition, the Dry Lake area, located in the east-central area of Town, has limited development potential due to flooding. Sites identified for Multi-Family or Mixed Use on the Land Use Map are located outside flood channels, and will not be significantly impacted by flooding requirements, other than those imposed on all developments by the National Pollution Discharge Elimination System (NPDES). As with all of California, the Town's water suppliers face continued challenges in providing water in the long term. The Town, as required by law, will provide this Housing Element to all its water providers upon its adoption. As described below under Land Inventory, however, sufficient lands are available to meet the Town's RHNA allocation during the current planning period.

Energy Conservation

In addition to the requirements of Title 24 of the Building Code, the Town requires the installation of water conserving landscaping for all new projects. Although the cost of installation of energy efficient, "green" or similar products in a home or apartment may increase the initial cost, the affordable housing providers and residents who participated in the Town's workshops, clearly indicated that the cost differential was becoming smaller as technologies improved; and that the long term benefit to the home owners or renters was worth the added initial expense. The Town will continue to work with the development community in implementing energy efficient and 'green' technologies in new projects in the future.

HOUSING NEEDS

Affordable Units at Risk

There are no units at risk of losing their affordability restrictions in Apple Valley in the next ten years.

San Bernardino County Income Limits

Income limits for affordability are established annually on a regional basis by the Department of Housing and Community Development. Table II-28 provides the current (2012) income limits applicable to the Town of Apple Valley. The median household income for a family of four in 2012 is \$63,300.

Table II-28
Income Limits for San Bernardino County 2013

# of Persons	Moderate	Low	Very Low	Extremely Low
1	\$54,600	\$37,550	\$23,450	\$14,100
2	\$62,400	\$42,900	\$26,800	\$16,100
3	\$70,200	\$48,250	\$30,150	\$18,100
4	\$78,000	\$53,600	\$33,500	\$20,100
5	\$84,250	\$57,900	\$36,200	\$21,750
6	\$90,500	\$62,200	\$38,900	\$23,350
7	\$96,700	\$66,500	\$41,550	\$24,950
8	\$102,950	\$70,800	\$44,250	\$26,550

Households Overpaying for Housing

When a household pays more than 30% of its income toward its housing expenses, it is considered to be over-paying. The 2010 Census identified 2,539 4,571 renter households paying 30% or more for housing, and 5,591 owner households overpaying for housing.

Affordability of Housing

In order to determine the level of affordability for market housing in Apple Valley, a comparison of for-sale and for-rent market housing was undertaken. Table II-29 illustrates that the low income household of 4 is able to find rental housing well within its ability to pay, but falls \$159 per month short in being able to afford to purchase a median priced home. The Table demonstrates that although rental units are still affordable to low income households, the low income household may not be able to purchase a home in Apple Valley.

Table II-29
Affordability of Housing 2010-2000

Type of Housing	Ownership	Rental
Cost		
Median Single Family Purchase Price	\$170,500	N/A
Median Mortgage Costs (PITI)	\$1,499	N/A
Rental Rate	N/A	\$1,012
30% of Low Income Household Income	\$1,340	\$1,340
Affordability Gap	-\$159	\$328

If the analysis in Table II-29 is completed for a moderate income 4-person household, that household can afford monthly housing costs of \$1,899. The current market rate housing in Apple Valley would be affordable to that household, with an average of \$400 for an ownership unit, and \$887 for a rental unit. This analysis concludes, therefore, that moderate income households can generally be housed in market housing in Apple Valley, and do not require subsidy.

Mobile Home Parks

There are 12 mobile home parks in Apple Valley, located throughout the community, providing more than 1,500 mobile home spaces. These projects provide an affordable housing option, as mobile homes currently (2013) sell in the range from \$20,000 to \$120,000 per unit. In the 2009 General Plan update and the subsequent Development Code update, mobile home parks were given a separate land use and zoning designation identified as Mobile Home Park (MHP).

Second Units

The Town in 2004 adopted the State's model ordinance for second unit development, in order to facilitate the development of such units on single family lots, and has updated the standards as State legislation required. The ordinance allows second units, consistent with state law, on single family lots, as long as the development standards in the zone are met. Second units can provide an affordable option for rental units within the community.

Regional Housing Needs Allocation

The State and Southern California Association of Governments develop housing allocations for each Housing Element planning period. For the 2014-2021 planning period, Apple Valley's share of the Regional Housing Needs Allocation (RHNA) is:

Table II-30
RHNA by Income Category, 2014-2021 2006-2014

	Units
Extremely Low	382
Very Low Income	382
Low Income	541
Moderate Income	622
Above Moderate Income	1,407
Total Units Needed	3,334

Source: SCAG 2011

Quantified Objectives

Table II-31
Quantified Objectives Matrix, 2014-2021 2006-2014

Income Category	Extremely Low	Very Low	Low	Moderate	High	Total
New Construction	382	382	541	622	1,407	3,334
Rehabilitation		30	25	0	0	55
Conservation		20	20	20	0	60

LAND INVENTORY

The Town's Regional Housing Needs Assessment for 2014-2021 estimates that a total of 3,334 housing units will be built in Apple Valley. Of these, 1,407 are expected to be constructed for those of above moderate income. These units are expected to be market-driven, and constructed as single family homes typical of those already occurring in Apple Valley. As shown in the analysis under 'Affordability of Housing,' above, the moderate income households in Apple Valley are also able to afford the currently marketed housing available in the community. Therefore, the Town will need to assure that sufficient land is available for all extremely low, very low and low income housing units needed during the planning period, or a total of 1,305 units.

The cost of land and housing makes it likely that these units will be of higher density, although they may be either for-sale or for-rent units. Table II-32 and II-33 list the available vacant lands in the Town by Assessor's Parcel Number, provides the size of each parcel, and the potential number of units that could be developed on that parcel. For the Multi-Family District, a density of 15 units per acre has been assumed, to allow for infrastructure and open space. The estimate is based on constructed and approved projects in this designation. There are currently 430 multi-family units, including 44 mobile home spaces, currently entitled. In the previous planning cycle, 80 units were constructed.

The dissolution of Redevelopment altered the future plans for a fifty (50)-unit senior affordable housing project to be built at the northwest corner of Thunderbird and Dale Evans Parkway. The Redevelopment bond proceeds allocated for this project were taken by the State. The Town is

left with a five (5) acre parcel that will be used for a future affordable housing project built by private or non-profit funding. The Town has a total of 17.5 acres of land in three separate areas that will be marketed to the affordable housing community of developers for the best projects to partner with the Town.

As previously stated, land cost in Apple Valley ranges from \$20,000 to \$75,000 \$25,000 to \$175,000 per acre. At a density of 15 units per acre, this equates to \$1,666 to \$11,666 per unit. The affordable housing community in Apple Valley estimates that construction costs for affordable housing units are approximately \$125,000 to \$176,250. When added to land cost, this represents a total cost per unit of \$126,666 to \$187,916 per unit. Projects in this cost range can be funded, when including HOME funds, tax credit funds or other programs, and built in the range of 14 to 16 units per acre. Most importantly, the affordable housing community has indicated that projects above this range are not marketable, insofar as more dense projects cannot be built and include the amenities and common areas which make a project a liveable community for the families who are looking for rental units. Palm Desert Development Company, which attended the Town's affordable housing workshops for the General Plan, clearly stated that they will not plan projects at densities over 16 units per acre, since the higher densities do not allow them to create communities which they can lease, because they cannot provide the services and amenities which create a healthy living environment. These same developers have stated that a density of 15 units per acre is financially feasible in the Apple Valley market. The Development Code allows up to 20 units per acre.

The Mixed Use District assumes a density of 22 units per acre on 25% of the parcel, to account for infrastructure and open space, and also for the commercial component of the Mixed Use project. This District is new to the General Plan, and has not been implemented. However, the development standards and policies in the Land Use Element require that residential development be included in all Mixed Use projects, and the maximum density allowed is 30 units per acre. As a result, the density calculated below, at 22 units per acre, is conservative.

Table II-32 Vacant Land Inventory, Multi-Family District		
APN	Size (Acres)	Potential Units
43406302	32.0	481
43406406	1.5	22
43406407	1.2	18
43406408	1.9	28
43406409	4.3	64
43406476	19.9	298
43939205	10.0	150
43939225	10.0	150
43939233	5.0	75
43939234	2.5	37
43939235	2.5	37

Table II-32 Vacant Land Inventory, Multi-Family District		
APN	Size (Acres)	Potential Units
44101106	10.1	152
44101107	4.5	68
44101108	0.5	8
44101109	1.0	15
44101110	1.6	24
44101111	2.0	30
44101124	4.8	71
44101125	4.7	71
44101126	4.8	72
44101130	8.1	122
44101132	8.1	121
44101139	1.3	20
44101141	0.9	14
44101142	1.1	17
44101143	1.1	17
44113301	4.6	69
44114154	5.5	82
47229226	5.9	88
47229227	3.5	53
47229228	3.5	53
47229229	3.5	53
47229230	5.1	76
47229238	5.9	88
47229239	5.7	85
47229240	5.4	81
47229241	81.9	1228
47229242	8.6	129
47229243	8.5	128
47229244	2.8	42
47229245	2.8	42
47229246	6.5	97
47229247	9.2	139
47229248	4.8	72
47229249	7.6	114
47229250	2.6	40
47229251	2.2	33
47229252	14.3	214
47229254	7.1	107
47229255	7.0	105
47229256	6.3	94

Table II-32 Vacant Land Inventory, Multi-Family District		
APN	Size (Acres)	Potential Units
47229257	1.0	15
47229258	2.5	37
47229266	2.5	37
47229267	2.1	31
47230204	2.3	34
47230205	2.6	39
47230206	5.2	78
47230207	5.2	78
47230208	5.2	78
47230209	5.2	78
47230210	5.2	78
47230212	2.6	39
47230213	2.6	39
47230214	2.2	33
47230215	2.5	38
47230216	2.5	38
47230217	2.5	38
47230218	2.5	38
47230219	2.5	38
47230220	2.5	38
47230221	9.5	142
47230222	2.5	38
47230223	2.2	32
47230224	2.2	32
47230225	2.5	38
47230228	5.2	78
47230229	5.2	78
47230230	5.2	78
47230236	5.2	78
47230237	5.2	77
47230238	5.2	77
47230239	5.1	77
47230240	13.2	198
47230241	13.3	199
47230242	9.6	144
47230243	10.2	154
47230244	10.2	152
47230245	9.8	148
47230246	10.2	153
47230247	3.3	50

Table II-32 Vacant Land Inventory, Multi-Family District		
APN	Size (Acres)	Potential Units
47230248	6.9	103
47230249	10.2	153
47230250	10.2	153
47230251	2.2	33
47230254	2.6	38
47230255	2.6	38
47230256	2.6	39
47230257	2.6	39
47230258	13.2	198
47231204	4.8	71
47231206	5.5	83
47231207	1.9	29
47231211	13.3	200
47231212	3.4	52
47231213	2.5	38
47231217	2.3	35
47231218	2.9	44
47231251	3.7	56
47231253	5.6	84
47234211	37.0	555
47234214	34.9	523
308737205	4.7	70
308740102	1.0	15
308740103	1.0	15
308740104	1.1	17
308740105	9.7	145
308748105	10.1	151
308748106	4.1	61
308748107	4.0	59
308748108	8.8	132
308748109	3.1	47
308748110	2.5	37
308748111	6.4	97
308748112	32.0	481
Total Units		12,329

Table II-32
Vacant Land Inventory,
Mixed Use District

APN	Size (Acres)	Potential Units
43403201	0.6	3
43403202	1.3	7
43403203	1.0	5
43403204	1.0	6
43403205	1.0	6
43403206	1.8	10
43403207	1.8	10
43403208	4.8	26
43403209	2.2	12
43403210	3.1	17
43403211	18.9	104
43403212	17.0	94
43404201	1.3	7
43404202	1.0	6
43404203	1.0	5
43404204	1.0	6
43404205	11.8	65
43404206	1.7	9
43404207	0.5	3
43404208	0.4	2
43404209	3.6	20
43404216	1.1	6
43404217	1.1	6
43404218	1.2	7
43404219	1.2	7
43404220	4.9	27
43404221	5.0	27
43404222	5.0	27
43404223	1.4	7
43404224	1.0	5
43404225	2.5	14
43404226	1.3	7
43404227	1.3	7
43404228	1.0	5
43404229	1.5	8
43404230	7.5	41
43404231	2.5	14
43405189	3.0	17
43405191	30.7	169
43406414	18.7	103

Table II-32
Vacant Land Inventory,
Mixed Use District

APN	Size (Acres)	Potential Units
43406415	18.7	103
43494111	0.5	3
43494112	0.4	2
43494113	0.4	2
43494114	0.4	2
43494115	0.6	4
43494116	0.6	3
43494117	0.4	2
43494118	0.4	2
43494119	0.4	2
43494120	0.5	3
43494121	0.5	3
43494122	0.4	2
43494123	0.4	2
43494124	0.4	2
43494125	0.6	3
43494126	0.6	3
43494127	0.4	2
43494128	0.4	2
43494129	0.4	2
43494130	0.5	3
43495101	0.5	3
43495102	0.5	3
43495103	0.5	3
43495104	0.4	2
43495105	0.4	2
43495106	0.4	2
43495107	0.6	3
43495108	0.6	3
43495109	0.5	3
43495110	0.5	2
43495111	0.5	2
43495112	0.5	3
43495113	0.6	3
43495114	0.5	3
43495115	0.5	3
43495116	0.5	3
43495117	0.4	2
43495118	0.5	3
43495119	0.6	3

Table II-32 Vacant Land Inventory, Mixed Use District		
APN	Size (Acres)	Potential Units
43495120	0.5	3
43495121	0.5	3
43495122	0.5	3
43495123	0.5	3
43495124	2.5	14
43902205	15.7	87
43902219	10.0	55
43902221	3.5	19
43902224	5.0	27
43902225	5.0	27
43907301	38.1	209
43907302	8.0	44
47227339	3.7	21
47227340	1.1	6
47227341	57.2	314
47227342	13.1	72
47227355	19.8	109
308720113	3.8	21
308720114	4.8	26
308720115	4.8	26
308720116	4.8	26
311218103	99.5	547
311246201	5.0	28
Total Units		2,826

As shown in the two Tables, the Town has vacant lands available to accommodate over 15,155 units in its Multi-Family and Mixed Use Districts. The lands available are generally served by trunk lines, and occur on Town streets which are paved. There is therefore more than enough land available to meet the Town's RHNA for the planning period. A map of vacant lands is also provided below, as Exhibit II-13.

As described in the Land Use Element, there are 229.7 acres of vacant land designated Mixed Use within the Town boundary. These lands have the potential to generate 6,891 units of housing. Although not all these units are expected to develop as affordable housing units, there is more than enough land available to provide the 1,309 affordable housing units needed to meet the Town's very low and low income housing need in the planning period. Development standards in the Mixed Use zone are consistent with the Multi-Family zone, and allow construction of structures of 4 stories in height. With the requirement for limited common area open space, and the ability to provide parking either in surface parking lots or in parking

structures, the Development Code standards facilitate the construction of projects at a density of 30 units per acre.

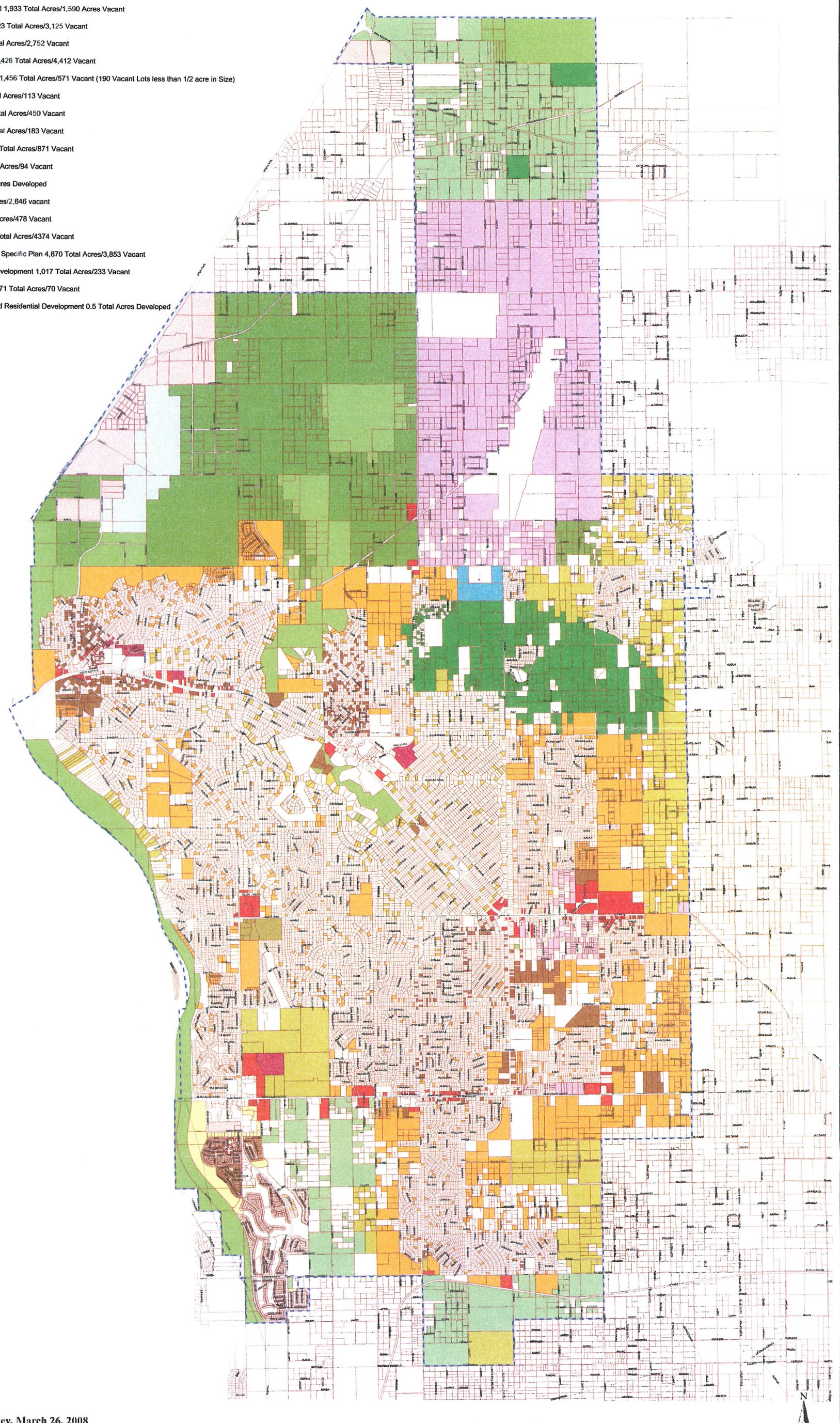
DISOLUTION OF REDEVELOPMENT

In 2011 the State of California eliminated Redevelopment Agencies and tax increment financing, including the 20% set aside funds dedicated to development of low income housing projects. The Town of Apple Valley also had \$4.5 million dollars in Redevelopment Bond proceeds that were earmarked for the construction of affordable housing. All of the Redevelopment funds were taken by the State. The bond proceeds were included within the Town's Recognized Obligation Payments (ROPs) for the construction of a 50-unit senior affordable housing project. The State has not accepted this project as an obligated contract enacted prior to the dissolution of Redevelopment. As such, it is still undetermined if the Town will be able to utilize these funds for future projects.

The funding in the past that would allow the Town the ability to administer programs and construct affordable housing projects is gone and not anticipated to return in any other format during this planning cycle. The Town currently operates the Down Payment Assistance program and the Residential Rehabilitation program through CDBG and HOME funds. The Town was successful in obtaining Neighborhood Stabilization Program grant funds that have also contributed to this program, purchased existing units for rehabilitation and land for future affordable housing projects. Since many of these programs do not provide adequate funding to administer the projects, and some with no administrative funding at all, the Town's general fund provides some relief to cover these costs. The Town's Five Year Consolidated Plan identifies that from the years 2013-2018 the Town will allocate \$1,633,000 towards the Residential Rehabilitation Program and \$1,074,000 towards the Down Payment Assistance Program and receive approximately \$2,496,000 in CDBG funds, \$926,000 in HOME funds and \$1,074,000 in Cal HOME funds. With these funding sources the Town anticipates that it will be able to assist 52 homeowners in the Residential Rehabilitation Loan program and 20 buyers in the Down Payment Assistance Program during the period of 2014 -2021. In addition the Town anticipates contributing over 17 acres of land to accommodate the new construction of a minimum of 200 affordable units and rehabilitate three (3) existing single-family residential units for resale to qualified buyers.

Vacant Parcels Land Use Designations

Very Low Density Residential 1,933 Total Acres/1,590 Acres Vacant
Low Density Residential 4,023 Total Acres/3,125 Vacant
Estate Residential 6,332 Total Acres/2,752 Vacant
Single Family Residential 13,426 Total Acres/4,412 Vacant
Medium Density Residential 1,456 Total Acres/571 Vacant (190 Vacant Lots less than 1/2 acre in Size)
Office Professional 262 Total Acres/113 Vacant
General Commercial 865 Total Acres/450 Vacant
Service Commercial 305 Total Acres/183 Vacant
Regional Commercial 1,106 Total Acres/871 Vacant
Planned Industrial 126 Total Acres/94 Vacant
Public Facilities 287 Total Acres Developed
Open Space 3,132 Total Acres/2,646 Vacant
Mineral Reserve 488 Total Acres/478 Vacant
Community Reserve 4,478 Total Acres/4374 Vacant
North Apple Valley Industrial Specific Plan 4,870 Total Acres/3,853 Vacant
Jess Ranch Planned Unit Development 1,017 Total Acres/233 Vacant
Meadowbrook Specific Plan 71 Total Acres/70 Vacant
Habitat for Humanity Planned Residential Development 0.5 Total Acres Developed



Source: Town of Apple Valley, March 26, 2008

PUBLIC PARTICIPATION

In May 2013, the Town held two public workshops that focused on housing issues. The workshops were advertised in the local newspaper, on the Town's website, and flyers and invitations were distributed to a number of individuals and organizations. These organizations targeted were primarily those involving affordable housing, homeless and other supportive groups of regional and local housing issues. The public was also invited to these meetings. The email distribution lists are appended to this Element as Appendix A. At these workshops, issues were discussed regarding providing adequate housing for seniors, low-income and the homeless. Specifically, adequate transportation to service areas and job centers was seen as an issue for the low-income and homeless in the community. The importance of dispersing low-income housing throughout the community and specifically close to transit was discussed. These issues have been discussed at previous workshops and are addressed in the Goals, Policies and Programs provided below. Finally, public hearings were held before the Planning Commission and City Council for the adoption of the Element, in August and October 2013.

SB 244

Compliance with SB244 requires the Town to include an analysis of the presence of disadvantaged unincorporated communities of the Town's Sphere of Influence, in the Land Use Element of the General Plan. This is required before or at the same time of the adoption of the 5th planning cycle of the Housing Element update. The Analysis has been prepared and will be adopted with the Housing Element Update. The Planning Commission is scheduled to review both revisions to the Land Use and Housing Elements in August 2013 and the Town Council will review and adopt in September 2013.

GOALS, POLICIES AND PROGRAMS

Due to the recent down-turn in the housing market, opportunity to implement the goals, policies and programs identified within the last housing element were not possible. Therefore, with the exception of modifying regulations to comply with the Government Code, the same goals, policies and programs from the last cycle have not changed. The Housing Element, General Plan, Development Code and town programs now comply with the Government Code and can be fully implemented in this cycle. With the dissolution of redevelopment by the State legislature, some of the programs funded with redevelopment tax increment monies have been eliminated. In addition the programs previously implemented by the Redevelopment Agency, have been taken over by the Community Development Department.

Goal 1

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

Policy 1.A

Ensure that new residential development conforms to the voter-approved Measure "N."

Policy 1.B

Maintain a wide range of residential land use designations, ranging from very low density (1.0 dwelling unit per 5 acres) to medium density (4 to 20 dwelling units per acre) and mixed use (4 to 30 units per acre), on the Land Use Map.

Program 1.B.1

Require that housing constructed expressly for low and moderate income households not be concentrated in any single area of Apple Valley.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.B.2

Locate higher density residential development in close proximity to public transportation, community services, and recreational resources.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.B.3

Periodically review the Development Code for possible amendments to reduce housing construction costs without sacrificing basic health and safety considerations.

Responsible Agency: Community Development Department

Schedule: 2014, Every 8 years thereafter

Policy 1.C

Encourage housing for special needs households, including the elderly, single parent households, large households, the disabled and the homeless.

Program 1.C.1

Offer incentives such as density bonus and reductions in parking requirements for senior housing.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.2

Process requests for the establishment of State licensed residential care facilities, in accordance with Section 1566.3 of the Health and Safety Code, as a means of providing long-term transitional housing for very low income persons.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.3

Pursuant to State law, require apartment complexes with 20 or more units to provide a minimum of one handicapped-accessible unit, with two units required of developments over 100 units.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.5

Pursuant to State law, require apartment complexes with 16 or more units to provide an on-site property manager.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.6

Encourage the development of second units, consistent with the requirements of State law and the Development Code, as a means of providing affordable housing opportunities in the single family residential districts.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.7

Expedite processing for elderly, low and moderate income housing applications; waive fees for shelters and transitional housing.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.C.8

Maintain the Down Payment Assistance Program as a tool to increase affordable homeownership opportunities for low and moderate income persons.

Responsible Agency: Community Development Department

Schedule: Annually with CDBG and HOME fund allocation in budget

Program 1.C.9

Participate in regional, state and federal programs which assist very low, low and moderate income households in buying their own home, and provide information at Town Hall on these programs.

Responsible Agency: Community Development Department

Schedule: Regular participation in Consortium activities

Policy 1.D

Continue to encourage mobile homes as an affordable housing option for all segments of the community.

Program 1.D.1

Allow the placement of mobile and manufactured homes in all single family districts.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.D.2

Ensure high quality development standards through the implementation of the new Mobile Home Park zone, consistent with the Development Code in mobile home developments.

Responsible Agency: Community Development Department
Schedule: Staff review as development proposals are brought forward

Policy 1.E

Affordable housing should be distributed throughout the community, and should blend with existing neighborhoods

Program 1.E.1

Support and encourage local developers to participate in County-sponsored mortgage revenue bond and scattered site housing programs by including the programs in literature provided by the Community Development Department on local and regional housing programs, with a particular focus encouraging the development of housing for extremely low and very low income households. The Town will utilize all available funding sources to meet its extremely low income housing allocation. The Town will consider reducing, waiving or subsidizing development and impact fees for developments targeted toward affordable housing; assisting developers in site identification; or using HOME funds to assist in development of housing for lower income housing, including extremely low income households.

Responsible Agency: Community Development Department, San Bernardino Housing Authority

Schedule: Annually, with CDBG and HOME funds allocation in budget

Program 1.E.2

Support the efforts of non-profit organizations, private developers, and the County of San Bernardino Housing Authority to obtain State and/or Federal funds for the construction of affordable housing for extremely low, very low and low income households by writing letters of support, and expediting permit processing for projects requiring pre-approval of development projects.

Responsible Agency: Community Development Department, San Bernardino Housing Authority

Schedule: Annually, with CDBG and HOME funds allocation in budget

Program 1.E.3

New multiple housing projects shall incorporate designs which are compatible with surrounding single family residential neighborhoods, and are consistent with the low-scale, rural character of Apple Valley.

Responsible Agency: Community Development Department

Schedule: Ongoing Staff review as development proposals are brought forward

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.

Program 1.H.1

Utilize the development review process to encourage energy conservation in excess of the CBC's Title 24 requirements, which incorporate energy conservation techniques into the siting and design of proposed residences.

Responsible Agencies: Community Development Department, Building and Safety Department

Schedule: Ongoing-Staff review as development proposals are brought forward

Program 1.H.2

Continue to allow energy conservation measures as improvements eligible for assistance under the Residential Rehabilitation Loan Program.

Responsible Agency: Community Development Department

Schedule: Staff review as development proposals are brought forward

Program 1.H.3

Provide brochures and contact information to local utilities for energy audits and energy efficient appliance programs, as they are available.

Responsible Agency: Building and Safety Department

Schedule: Regularly restock brochures at Town Hall public counters.

Program 1.H.4

The Community Development Department shall maintain a brochure which describes the improvements eligible for the Residential Rehabilitation Loan Program, including energy conservation measures, and shall distribute the brochure at Town Hall, the Community Center, the Senior Center, the Library, churches and other sites where they can be available to the community at large.

Responsible Agency: Community Development Department and Building and Safety Department

Schedule: Ongoing

Policy 1.I

Provide housing opportunities for the homeless in the community.

Program 1.I.1

The Town shall encourage the development of Homeless Shelters, Transitional Housing and Single Room Occupancy by complying with Government Code Section 65583, which requires these uses to be identified in the Development Code. Application fee waivers shall also be given to these projects proposed in the Town. In addition, those that apply for reasonable accommodations shall also be given fee waivers.

Responsible Agency: Community Development Department

Schedule: Staff review as proposals are brought forward

Program 1.I.2

The Town shall modify the Development Code so the regulations for transitional and supportive housing are considered the same as a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone.

Responsible Agency: Community Development Department
Schedule: 2014-2015

Goal 2

Housing which is safe and properly maintained, to assure that the best quality of life is provided to all residents.

Policy 2.A

Maintain the code enforcement program as the primary tool for bringing substandard units into compliance with Town Codes, and for improving overall housing conditions in Apple Valley.

Program 2.A.1

Enforce Town codes on property maintenance, building and zoning code compliance.

Responsible Agencies: Community Development Department, Code Enforcement Division.

Schedule: Ongoing—Staff review as development proposals are brought forward

Program 2.A.2

Actively market rehabilitation programs available through CDBG or HOME programs, which provide financial and technical assistance to lower income property owners to make housing repairs, by including them in the brochure described in Program I.H.4, to be distributed throughout the community. Endeavor to assist 130 40 very low and low income households through these programs.

Responsible Agency: Community Development Department

Schedule: Ongoing—Quarterly announcements in town-wide publication, quarterly announcements on Town's website

Program 2.A.3

Continue to pursue HOME funds for rehabilitation of single-family and multi-family housing, and provide information on these programs in brochures distributed by the Town to the community.

Responsible Agency: Community Development Department

Schedule: Annually with HOME fund allocation in budget

Program 2.A.4

Distribute Neighborhood Stabilization Program (NSP) funds as established in the Five Year Consolidated Plan adopted in September 2012 for down payment assistance, single-family unit acquisition and rehabilitation for sale, and the acquisition, rehabilitation and/or construction of multiple family units.

Responsible Agency: Community Development Department

Schedule: Annually with NSP funding

Policy 2.B

Prohibit housing development in areas subject to significant geologic, flooding, noise and fire hazards, and in environmentally and archaeologically vulnerable areas.

Policy 2.C

Encourage neighborhood watch programs that promote safety and protection in residential neighborhoods.

Program 2.C.1

Encourage landlords and property managers to participate in the Crime Free Multi-Family Housing Program sponsored by the San Bernardino County Sheriff's office.

Responsible Agency: Community Development Department

Schedule: Ongoing-Quarterly through Sheriff's Department outreach efforts

Goal 3

Unrestricted access to housing throughout the community.

Policy 3.A

Continue to promote the removal of architectural barriers in order to provide barrier-free housing for handicapped or disabled persons.

Program 3.A.1

Enforce the handicapped accessibility requirements of Federal fair housing law that apply to all new multi-family residential projects containing four (4) or more units.

Responsible Agency: Department of Building and Safety

Schedule: Staff review as development proposals are brought forward

Policy 3.B

Prohibit practices that arbitrarily direct buyers and renters to certain neighborhoods or types of housing.

Program 3.B.1

Provide fair housing information at Town Hall, the Library, the Senior Center and local churches to inform both landlords and tenants of their rights and responsibilities. The information shall direct landlords and tenants to the San Bernardino Housing Authority, which has an established dispute resolution program.

Responsible Agency: Community Development Department, San Bernardino County Housing Authority

Schedule: Regularly restock brochures at all locations.