Hesperia Main Street and Freeway Corridor Specific Plan

Effective October 16, 2008
Amended April 17, 2014
Amended November 9, 2016
Amended January 24, 2020
Amended July 15, 2021
Main Street and Freeway Corridor Specific Plan

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### ACKNOWLEDGEMENTS

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Section I: Context

Chapter 1: Introduction
A. WHAT IS A SPECIFIC PLAN?

A Specific Plan is a regulatory tool that local governments use to implement the General Plan and to guide development in a localized area. While the General Plan is the overall guide for growth and development in a community, a Specific Plan is able to focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. A Specific Plan is enacted pursuant to Section 65450 et seq. of the California Government Code.

B. SPECIFIC PLAN AREA

The Specific Plan area consists of two corridors, Interstate-15 and Main Street, approximately 18 miles in length and with a total area of over 16 square miles. The Main Street corridor extends from I Avenue on the east to about a mile west of the interchange at the Interstate-15 Freeway. The Freeway corridor extends between the northern and southern City limits. The Specific Plan area is almost 80% vacant or underdeveloped. The Main Street corridor has vacant or underdeveloped land in 55% of its area while the Freeway corridor has development on only 15% of its area. The two corridors have been further subdivided into eight districts. Figure 1.1 identifies the Specific Plan boundaries. The size of the Specific Plan area and each of the eight districts is as follows:

<table>
<thead>
<tr>
<th>District</th>
<th>Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Freeway Corridor</strong></td>
<td></td>
</tr>
<tr>
<td>1. South District</td>
<td>1,620.76</td>
</tr>
<tr>
<td>2. Highway 395/Interstate-15 District</td>
<td>1,469.67</td>
</tr>
<tr>
<td>3. Main Street/Interstate-15 District</td>
<td>2,740.18</td>
</tr>
<tr>
<td>4. North District</td>
<td>965.23</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>6,795.84</td>
</tr>
<tr>
<td><strong>Main Street Corridor</strong></td>
<td></td>
</tr>
<tr>
<td>5. West District</td>
<td>725.27</td>
</tr>
<tr>
<td>6. City Center District</td>
<td>1,208.67</td>
</tr>
<tr>
<td>7. Industrial District</td>
<td>1,090.24</td>
</tr>
<tr>
<td>8. Neighborhood District</td>
<td>816.75</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>3,840.93</td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td>10,636.77</td>
</tr>
</tbody>
</table>
C. BACKGROUND

Since its incorporation in 1988, Hesperia has grown in population to over 85,000 and in land area to approximately 75 square miles. Growth is expected to continue with a projected population of 175,000 by 2030. There is now pressure to develop the City’s freeway corridor to provide new shopping, service and entertainment venues. There is also a community desire to upgrade Main Street, which has developed over the years as a series of strip developments that lack an overall theme or design. This Specific Plan for the two most extensive and important corridors in the City provides Hesperia with the opportunity to anchor its economic base and create a high quality of life for decades to come. Thus, the Main Street and Freeway Corridor Specific Plan is a very significant undertaking in the history of the City.

D. PURPOSE OF THE SPECIFIC PLAN

The purpose of this Specific Plan is to establish a development framework for the Main Street and Freeway corridors. This Specific Plan is intended to facilitate and encourage development and improvements along these two corridors to help realize the community’s vision for the area. It is a tool for developers, property owners, City staff and decision makers. New construction or rehabilitation on private property will be regulated through the land use policies, development standards and design guidelines in this Specific Plan. The Specific Plan also sets forth a strategy for public investment and improvements along the corridor, including circulation, parking, parks and streetscape improvements.

E. COMMUNITY PARTICIPATION

The Main Street and Freeway Corridor Specific Plan was created with extensive community outreach and participation. Input to the Specific Plan was obtained through a series of public workshops, where residents, property owners, affected agencies, and interested parties provided ideas and refinements to the project team through group discussion and feedback on the topics and direction of the Plan. Three public workshops, well advertised through press releases, public notices, flyers, and the City’s website were held over the course of the project at key stages in the planning process.

Three meetings at these same key stages were also held with the Ad Hoc Advisory Committee. The Ad Hoc Advisory Committee consisted of over 20 members, including members of the business community, residents, and representatives from the City’s Commissions, Council, and other involved agencies. The role of the Ad Hoc Advisory Committee was to bring the community’s values, knowledge and ideas into the planning process, and to provide continuity and feedback throughout the duration of the project. These sessions with the public and Ad Hoc Advisory Committee generated significant dialogue and provided valuable direction for the Main Street and Freeway Corridor Specific Plan.
Additionally, City Council members, Planning Commissioners, members of the Ad Hoc Advisory Committee, City staff and members of the public toured relevant built projects in Southern California to gain insights into the kinds of environments, densities and project types being proposed in the Specific Plan area. In addition to the community workshops and meetings with the Ad Hoc Advisory Committee, two joint workshops with the City Council and Planning Commission, an EIR Scoping Session, EIR Comments Meeting, and a Public Informational Meeting were held during the project. Noticing for this latter meeting included over 5,000 mailings to all the property owners within the Specific Plan area.
F. APPLICABILITY AND CONFORMITY WITH THE SPECIFIC PLAN

The provisions of this Specific Plan shall apply to all parcels included in the Main Street and Freeway Corridor Specific Plan area. Development projects for which a complete Land Use application has been accepted by the City, prior to the effective date of this Specific Plan, may develop in conformance with the codes in effect at the time of their acceptance.

Applications which expire or are denied shall not be accepted under the previous codes. Land uses existing on the effective date of the Specific Plan may have their existing use continue indefinitely as long as no lapse in use occurs for a period of 12 months or more. If such a lapse occurs, re-use of any facility shall be in conformance with the Specific Plan.

Existing facilities, with uses not in conformance with the Specific Plan, may make alterations, additions, and expansions of their facilities after approval of the appropriate Land Use application.

G. RELATIONSHIP OF THE SPECIFIC PLAN TO THE CITY’S GENERAL PLAN

Concurrent with the adoption of this Specific Plan, the City of Hesperia General Plan is amended to designate the properties located within the Specific Plan boundaries as Planned Mixed Use (PMU) through a General Plan amendment (GPA 2008-03) to ensure consistency between the Main Street and Freeway Corridor Specific Plan and the General Plan. This amendment is consistent with several General Plan goals and associated policies that provide for the use of Specific Plans as part of the General Plan to address detailed design, land use and policy direction for a particular area within the City and as a method of detailed and systematic implementation of the General Plan.

H. RELATIONSHIP OF THE SPECIFIC PLAN TO THE CITY’S DEVELOPMENT CODE

Adoption of this Specific Plan establishes zoning designations for the Specific Plan area, which incorporate all of the standards for land use and development set forth in this Plan. The regulations of this Specific Plan replace those set forth in the planning and zoning provisions of the Hesperia Development Code, and any other applicable ordinances. Where land use regulations and/or development standards of Development Code (Title 16) of the Hesperia Municipal Code are inconsistent with this Specific Plan, the standards and regulations of the Specific Plan shall prevail and supersede the applicable provisions of the Development Code.

The Specific Plan does not convey any rights not otherwise granted under the provisions and procedures contained in the Development Code and other applicable ordinances, except as specifically provided herein. Any issue not specifically covered in the Specific Plan shall be subject to the Hesperia Municipal Code, or to interpretation by the Development Services Director or his/her designee if not specifically covered in the City’s existing regulations.
I. RELATIONSHIP OF THE SPECIFIC PLAN TO THE OAK HILLS COMMUNITY PLAN

The southern part of the Freeway Corridor overlaps with the Oak Hills Community Plan area. Adopted in 2002, the Oak Hills Community Plan was developed to provide the City of Hesperia and San Bernardino County with comprehensive, long-range policy guidelines for the future development in Oak Hills, whether the development occurs under the County or City administration. In general, the Oak Hills Community Plan permits higher density residential, commercial or industrial uses within the area that falls in the Freeway Corridor. The regulations of this Specific Plan replace those set forth in the planning and zoning provisions of the Oak Hills Community Plan for the portion of the Specific Plan that overlaps with the Oak Hills Community Plan.

J. RELATIONSHIP OF THE SPECIFIC PLAN TO THE REDEVELOPMENT PROJECT AREAS

The Specific Plan area runs through two City of Hesperia Redevelopment Project Areas: Project Area 1 and Project Area 2.

**Project Area 1**
The Redevelopment Plan for Project Area 1, adopted in 1993, is the City’s largest project area. The overall purpose of formulating this Plan is to provide for the elimination or alleviation of physical and economic blighting conditions that affect an approximately 8,066-acre area. Most of the districts in this Specific Plan fall within the boundaries of Project Area 1.

**Project Area 2**
Project Area 2 was first formed in the northern part of the City between Eucalyptus Street on the south and Bear Valley Road on the north and Interstate-15 on the west and the City boundary on the east. Since its establishment in 1993, it has been amended to conform with state law changes, and to add territory. The current Project Area 2 encompasses approximately 1,235 acres in several small non-contiguous sub-areas. Main Street/Interstate-15 District and Freeway – North District in this Specific Plan fall within Project Area 2.

The goal of the redevelopment program is to stimulate economic investment by participating in real estate-based development projects and public improvements. These projects increase economic vitality and improve physical conditions in target redevelopment project areas for the benefit of the entire city and its residents in order to eliminate physical and economic blight as defined by the California Community Redevelopment Law (CRL), which provides the framework for carrying out redevelopment activities.

The Redevelopment Project Areas, used in conjunction with this Specific Plan will be a major tool for implementation of projects and revitalization in the Specific Plan area. A wide-ranging implementation strategy that includes the utilization of Redevelopment Agency resources is described in Chapter 15 (Implementation) of this Plan.
A. REGIONAL CONTEXT

The City of Hesperia is located in the Victor Valley/High Desert region of San Bernardino County, 35 miles northeast of San Bernardino and about 80 miles northeast of Los Angeles. The City of Victorville and the unincorporated community of Spring Valley Lake border the City to the north; the Town of Apple Valley to the east; the unincorporated areas of Summit Valley to the south; and the unincorporated areas of Oak Hills and Baldy Mesa to the southwest and west. Figure 2.1 illustrates the City’s location in the larger Southern California region. With direct access to Interstate-15 and State Highway 395, as well as rail access from the Burlington Northern & Santa Fe (BNSF) and Atchison Topeka & Santa Fe (AT&SF) Railroads, the City is easily accessible to commuters and future industrial and commercial users.

Hesperia’s location at the top of Cajon Pass, the closest of the High Desert cities to more populated regions to the south, gives it a locational advantage for home buyers and businesses from San Bernardino, Riverside, Los Angeles and Orange Counties. In addition, the connection from Southern California to Las Vegas via Interstate-15 has become increasingly significant. The recent construction of the Interstate-210 freeway extension to Interstate-15 further increased access from the cities of Los Angeles County and the San Gabriel Valley. These freeway connections have assumed increasing significance because they provide access to Hesperia from portions of the region that are facing severe shortages of affordable housing.

Figure 2.1: Regional Setting
B. CURRENT SETTING

The Specific Plan area consists of two corridors, Interstate-15 and Main Street, approximately 18 miles in length and with a total area of over 16 square miles. The Oro Grande Wash forms the western border of the Specific Plan area. The Oro Grande Wash is a major tributary of the Mojave River and drains from the bluffs in Cajon Pass. It starts in Oak Hills, between the freeway and Phelan, and flows approximately 40 miles north and northeast to empty into the Mojave River. Two major rail transportation corridors (ATSF and BNSF), the California Aqueduct, and the Southern California Edison (SCE) power line corridor traverse through the Specific Plan area.

Land Use
Existing land uses in the Specific Plan area are diverse, ranging from industrial uses at the eastern end of the Main Street corridor, to several single family planned developments near the California Aqueduct and rural estates (large lot residential development) in the Oak Hills area at the southern end of the Freeway corridor. Other land uses include multi-family residential, commercial, public facilities, schools and parks. Undeveloped land is a major component of the Specific Plan area, especially along the Freeway corridor. Growth within the City and the Specific Plan area has been rapid in the last few years with most of the new construction involving low-density single-family planned developments. Chapter 5 (Land Use Districts) of this Plan describes the existing conditions within each of the land use districts in detail.

Circulation
The Specific Plan area incorporates both Interstate-15, the major freeway providing regional access to the City, as well as Main Street, the major arterial supporting local circulation and providing access to commercial centers within the City. The existing circulation system within the study area, therefore, includes facilities with varying functions, capacities, and characteristics. Most of the local streets are not constructed to the width and specifications per the General Plan. Chapter 13 (Circulation Improvements) describes the existing circulation system in detail.

Parks and Streetscape
The Hesperia Recreation and Park District (HRPD) is a special district that was formed to provide recreational and leisure facilities for the residents. The HRPD has 300 acres of park facilities within the city of Hesperia, 77 acres of which are located within the Specific Plan area in four facilities as shown Table 2.1. The facilities include playground equipment, picnic areas, basketball courts, ball fields, soccer fields, and buildings for community activities.

Located to the east of the Specific Plan area is Hesperia Lake. With 200 acres, it is the largest component of the City’s open space resources. Hesperia Lake is a regional resource with fishing facilities, camping and picnic sites, and an equestrian camp. Hesperia Lake is the one of the most active lakes in the State with 500 fishermen a day.

The City has about 4.2 acres of park area for every 1000 residents, if Hesperia Lake is included
in the calculations. Excluding Hesperia Lake, the ratio drops to 1.4 acres of park area for every 1,000 residents. This ratio is low when compared to other cities of this size in the Southern California region. The commonly accepted standard used by a majority of communities nationwide\(^1\) is 6.25 to 10 acres per 1,000 residents. The state of California recommends a minimum of three acres of park area for every 1000 residents.

### Table 2.1: Park Facilities within the Specific Plan Area

<table>
<thead>
<tr>
<th>Park Facility</th>
<th>Area (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Freeway Corridor</strong></td>
<td></td>
</tr>
<tr>
<td>1. Hesperia Community Park</td>
<td>45.00</td>
</tr>
<tr>
<td>2. Hesperia High School</td>
<td>3.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>48.00</strong></td>
</tr>
<tr>
<td><strong>Main Street Corridor</strong></td>
<td></td>
</tr>
<tr>
<td>3. Live Oak Park</td>
<td>9.00</td>
</tr>
<tr>
<td>4. Lime Street Park</td>
<td>20.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>29.00</strong></td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td><strong>77.00</strong></td>
</tr>
</tbody>
</table>

**Community Facilities**

Several community facilities are located in the Specific Plan area, including City Hall, Hesperia Public Library, community centers and various public and private schools. The Civic Center is located on Seventh Avenue, just north of Main Street. The new City Hall and Hesperia Branch Library were dedicated in October 2006. Percy Bakker Community Center for Senior Activities is located on E Avenue just north of Main Street and provides a variety of services for seniors as well as banquet facilities for the community. The Epicenter is located on I Avenue and primarily serves teenagers.

The schools include three high schools (Hesperia, Sultana and Mojave High Schools) and six existing elementary schools (Topaz, Maple, Juniper, Lucy E. Siegrist Special Education, Lime Street, and Joshua Circle Elementary Schools), and a planned elementary school near Topaz Avenue and Mesa Street. A private school, Hesperia Christian High School, is located near C Avenue and Olive Street and offers classes from pre-school through 12th grade.

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\(^1\) National Recreation and Park Association, Recreation, Park and Open Space Standards and Guidelines, 1983
C. ECONOMIC CONTEXT

In 2005, as part of the Specific Plan process, an overview of demographic and market conditions for the Specific Plan area was prepared to help determine land use designations for the two corridors. The demographic analyses provide insight on key factors affecting land uses, particularly retail uses, within the trade areas. The key findings and trends including demographic trends, residential trends, employment trends, growth projections, and building activity trends are summarized below.

**Demographics**

- According to the California State Department of Finance, in January 2005 population in the City of Hesperia was 76,114.
- The City has grown at an average annual growth rate of about 2.2 percent between 1990 and 2005. However, this rate has increased significantly rising to 4.0 percent in the past five years.
- The City of Hesperia is the second largest incorporated city in the High Desert Economic Sub-Area (ESA), representing about 23.1 percent of the total High Desert ESA population.
- The City has a high proportion of working-age population (age-group 18 to 64), at 56 percent of the total population.
- In 2000, the white non-Hispanic population comprised 62.4 percent of the City’s population followed by the Hispanic population at 29.4 percent.
- The median household income in the City in 2000 was $46,828 in constant 2005 dollars and about 61.8 percent of Hesperia households earned below $50,000.

**Growth Projections**

- According to the Southern California Association of Governments (SCAG), population in the City is projected to reach about 179,159 in 2030, representing an annual average growth rate of nearly 3.55 percent.
- Households are projected to grow slower relative to population growth at an average annual growth rate of 2.50 percent, resulting in a slight increase in the average household size from 3.1 in 2000 to 3.2 in 2030.\(^2\)
- Employment is projected to grow to 68,447 in 2030 at an annual average growth rate of 3.66 percent, resulting in an increase in the jobs per household to increase from 0.75 in 2000 to 1.23 in 2030.
- The SCAG population and household projections do not account for the planned residential development of Rancho Las Flores. Accounting for this additional growth,

\(^2\) Persons per household are projected by SCAG to grow from 3.1 in 2000 to 3.2 in 2030. However, according to the California Department of Finance’s current persons per household estimate for Hesperia for 2005, the City has already reached 3.22. If this trend continues, the 2030 projection could be 3.32 persons per household or greater.
the City’s population is projected to grow to 228,439 by 2030, and households are projected to grow to 70,836.

Building Activity Trends

- Non-residential building activity in the City has fluctuated over the 1994-2004 time period, reaching $9.4 million in 2004 in constant 2005 dollars, with valuation of commercial buildings comprising nearly 78 percent of the new non-residential building permit valuations in the City.
- New residential building activity in the City has increased rapidly over the last four years with the new residential units per year increasing from 553 in 2001 to 1,607 in 2004.

Economic Base Analysis (City of Hesperia and its Sphere of Influence)

- Employment in the City of Hesperia and its sphere of influence grew at an average annual growth rate of 3.9 percent from 7,405 jobs in 1991 to 11,278 in 2002.
- A recent estimate of total employment of 12,804 in 2004 showed that average annual growth rate increased to 6.6 percent between 2002 and 2004.
- The City and sphere employment, as a percent of the total employment in the High Desert ESA, has remained steady at around 17 to 18 percent between 1991 and 2002.
- The largest employment categories in the City and sphere in 2002 were Services and Retail Trade, which captured 32.8 percent and 27.6 percent of the total employment, respectively.

Retail Trends

- Total taxable sales in the City of Hesperia grew at an average annual rate of 6.7 percent from $262.0 million in 1995 to $440.8 million in 2003, in constant 2005 dollars.
- However, in 2003, per capita taxable retail sales in Hesperia were only $4,811, around 46 percent lower than the average for all the cities in the High Desert ESA at $8,898 and the County at $8,972.
- Outflow of substantial taxable retail dollars from Hesperia residents to other communities was especially noticeable in Apparel, General Merchandise, Home Furnishings and Appliances, Auto Dealers and Specialty Retail establishments.
- The largest single source of taxable retail sales in Hesperia was from Service Stations, constituting $90.9 million in 2003, or 20.6 percent of the total retail taxable sales.
D. OPPORTUNITIES AND CONSTRAINTS

The following opportunities and constraints for the Main Street and Freeway Corridors were identified and discussed at the first Community Workshop:

**Regional Setting and Land Use**

- The City’s position at the top of Cajon Pass makes it the closest of the High Desert cities to more populated regions to the south. This gives it a locational advantage for home buyers and businesses throughout the region. Strong population growth in the City and High Desert area will provide continued support for local-serving, regional retail, industrial, office, lodging and tourism oriented job growth along the Interstate-15 Corridor.

- A large number of residents commute daily down the hill to work or other destinations. The City’s location along the Interstate-15 provides an opportunity to create a job center so that fewer residents would have to commute out of the area.

- The City’s location along Interstate-15, at the intersection of Highway 395, is a key positive attribute. In particular, there are high volumes of commuter, through traffic and goods movement that flow along these highways to destinations throughout California, Las Vegas and throughout the western States. Planned east-west connections with the Palmdale-Lancaster area will enhance this flow of traffic.

- The availability of vacant land with freeway visibility and access along Interstate-15 is critical to realizing the potential for a regional attraction with entertainment, commercial and auto sale uses. The majority of the Interstate-15 frontage property remains in a mix of large and small parcel sizes, giving the City opportunities to attract business development as well as challenges for parcel assembly.

- Hesperia will continue to be not only the region’s gateway to the High Desert but also the local gateway for Victor Valley residents to the region. This affords the City an opportunity to capture potential shoppers and diners from these nearby areas as well as the many travelers to and from Las Vegas.

- As real estate values continue to climb in Southern California, many buyers are still moving eastward from Los Angeles. Home prices still remain low when compared to other Southern California areas, at an estimated median price of $285,000 according to data from City staff. Lower housing prices could make Hesperia a desirable location for firms relocating from other areas, as well as an attractive job and housing market.

- There is a shortage of rental housing in the area, with waiting lists for the nicest apartments. Rents for apartments range from $550 to $850 per month, well below
that found in many other Southern California areas. Based on a limited sample, rents for single family homes are relatively higher in the $935 to $1,375 range, depending upon the size and location.

- The dramatic topography and varied recreational opportunities provided by the San Bernardino National Forest nearby to the south and east also provide an opportunity for capturing some of the market demand for lodging, tourism and recreational facilities.

- The City Council approved and the voters ratified a Municipal Services Agreement (MSA) with the Timbisha Shoshone Tribe for a proposed casino/hotel on 57-acres at the southwest corner of Main Street and Interstate-15. The gaming facility could potentially include lodging, as well as a shopping mall, theater, theme park, restaurants and stadiums or arenas. It is estimated that this facility will provide about 1,000 jobs to local area residents and become a draw for tourists. The retail uses associated with this project will have to be addressed by the City when considering retail uses for development along the Corridor or nearby.

- The possibility of a major multi-modal complex (rail, air and trucking) near the Southern California Logistics Airport (SCLA) in Victorville could provide a strong impetus for industrial, warehousing and transportation development in this corridor, with a strong emphasis on logistics. SCLA is a dedicated air cargo facility and a 5,000-acre multi-modal business complex integrating manufacturing, industrial and office uses.

- A goal is to attract more warehousing and distribution centers near Interstate-15. This would allow Hesperia to position itself as a major distribution and logistics hub in the Southern California region. A potential new multi-modal complex in the area along with the Southern California Logistics Airport in Victorville will spur economic development in the area. Industrial development could focus on distribution and warehousing uses, manufacturing, and information and technology related uses, providing a source of higher-skilled, higher salaried jobs.

- Main Street and downtown have the potential to refocus on retail, entertainment and restaurant opportunities that are unique to the community, especially those that are family-oriented retail and entertainment with a diversity of stores, outdoor cafes and public uses and spaces.

- The new Civic Center will provide a node for community serving pedestrian-oriented retail activity with a sense of place. There are also opportunities for residential, mixed-use developments and local-serving retail.
Private Development

- The City plans to install a railroad backbone spur in its industrial area on Santa Fe and I Avenues. This will provide opportunities for users to purchase rail-served properties. This industrial district with its good access to rail and the freeway system via Bear Valley Road, Main Street and Ranchero Road could focus on distribution and warehousing uses, manufacturing, and information and technology-related uses, providing a source of higher-skilled, higher salaried jobs.

Urban Design

- Hesperia has one of the most dramatic entries to a city in Southern California by way of the Cajon Pass and the Cajon Summit. This unique natural gateway should inspire design elements in the Specific Plan area such as signage, graphics and gateway markers.

- The views of the San Gabriel Mountains towards the southwest and the San Bernardino National Forest to the southeast are important elements that are a part of the city's identity and should be preserved.

- An urban design opportunity exists to find ways to capture Hesperia's unique natural condition and edges with both the desert and the mountains. These opportunities include influence on streetscape, signage and graphics, and public art elements.

- The Freeway Corridor offers an urban design opportunity to highlight Hesperia’s position as a “Gateway to the High Desert” by influencing the design of streetscape, signage and graphics, and public art elements. The native desert environment should guide the selection of the plant palette.

- The opportunity to create more parks and open space facilities exists. Besides providing more parks, creative use of the washes may be a consideration. The location of the Oro Grande Wash along the western edge of the Specific Plan area, along with the SCE power line corridor, offers a unique opportunity to create a citywide and/or regional open space system. This open space network should accommodate both active and passive uses.

- The City's Main Street and downtown area historically developed with no overall theme or design. This, plus the lack of a centralized downtown, has led to a strip commercial area with an assortment of uses and no real sense of place.

- The Main Street corridor is segmented into smaller sections by various natural and man-made elements. The Burlington Northern Santa Fe (BNSF) Rail Road Line and associated topography isolates the areas east of Hesperia Road from the City Center areas. The California Aqueduct, power line corridor, and Interstate-15 also begin to
segment Main Street. While the overall connectivity may be affected, the potential for creating identifiable and distinct districts exists.

- On the other hand, there is also an opportunity to connect the length of Main Street and its various districts together with a unifying palette of streetscape, signage and graphics, and public art. Hesperia’s history and natural setting offer many sources for inspiration.

**Transportation**

- Main Street is one of only two crossings over the Burlington Northern Santa Fe Rail Road Line in the city. Truck traffic on Main Street poses additional negative impacts on traffic along Main Street.

- At this time, the BNSF railroad tracks isolate the eastern part of the City from the western part, as there are only two crossings over the tracks within the City, one at Bear Valley Road and the other at Main Street. The construction of an underpass at Ranchero Road will greatly add a third crossing and will improve access to the freeway as well as reduce congestion on Main Street.

- The upgrading of Ranchero Road and its connection via a new interchange to Interstate-15 will have a major positive impact on circulation patterns within the city. This new connection will make it possible to consider new approaches to the land uses and design of Main Street that would not be viable without this major city circulation enhancement.

- The other planned or improved Interstate-15 interchanges at Joshua Street, Mojave Street and Eucalyptus Street will also greatly improve access to the Freeway corridor while improving travel conditions on Main Street.

- The final alignment of Highway 395 is still uncertain. If widened in place, the planned realignment of Highway 395 will increase truck traffic along that corridor, possibly resulting in the capture of some related land uses in its vicinity. If Highway 395 is relocated several miles to the west, the existing Highway 395 alignment will become a regional arterial and continue to provide the most direct access to the Southern California Logistics Airport (SCLA). This would still lead to the capture of related land uses in its vicinity.

- The City’s roads require improvements in order to attract new business development to the area. A community survey indicated that improvement of roads was what most residents would like to see changed in the community. Maintaining streets and roads was cited as the most important service the City could provide.
Section I: Context

Chapter 3: Goals and Policies
A. INTRODUCTION

The purpose of this chapter is to establish goals and policies for the Main Street and Freeway Corridor Specific Plan area. The goals and policies set forth the framework for realizing the vision for the Specific Plan, serving as guidelines for decision making, and providing direction for the future. The goals and policies were prepared after community input at several public workshops held during the Specific Plan process where property owners, residents and other interested parties identified issues, opportunities and goals for the Specific Plan area.

The goals and policies are consistent with the City’s General Plan as well as Smart Growth principles. Smart Growth can be defined as growth that is economically sound, environmentally friendly and supportive of community livability. Smart Growth recognizes that growth and development are both inevitable and beneficial. It changes the term of the development debate away from the traditional growth/no growth question to “how and where new development should be accommodated.”

B. GOALS AND POLICIES

The following goals and policies are established for the Main Street and Freeway Corridor Specific Plan:

Land Use

Goal LU-1a: Respond to market trends and development pressures by creating a forward looking and responsible development plan for the Specific Plan area.

Goal LU-1b: Provide for continuing growth within the Specific Plan area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community’s objectives.

Policy LU-1.1: With the adoption of the Main Street and Freeway Corridor Specific Plan, establish land use districts that have complimentary rather than competitive uses/zones, and maintain the integrity of and interrelationships between these zones.

Policy LU-1.2: Encourage the design of new commercial development as integrated centers, rather than as individual strip development.

Policy LU-1.3: Mix land uses to create a vibrant and more active environment and make the most efficient use of available land.

Policy LU-1.4: Instead of maintaining a continuous strip of under-utilized commercial development along Main Street, consolidate commercial development into nodes surrounded by residential development.
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Goal LU-2: Create a jobs/housing balance in the City.


Policy LU-2.2: Add to the City’s industrial land base where logically and physically possible to do so.

Policy LU-2.3: Maximize the economic impact of available industrial land by careful use of industrial properties, giving priority to clean enterprises that yield large numbers of highly-skilled high-paying jobs relative to site size.

Goal LU-3: Create a regional shopping draw of development at the intersection of Interstate-15 and Main Street.

Policy LU-3.1: Designate areas around the intersection of Interstate-15 and Main Street for commercial and retail development.

Policy LU-3.2: Attract high quality retail, office, hotel and mixed-use projects near the intersection of Interstate-15 and Main Street where freeway visibility and accessibility are highest.

Policy LU-3.3: Leverage potential casino development to add to the regional shopping draw.

Goal LU-4: Create a vibrant “downtown” area for both residents and visitors.

Policy LU-4.1: Integrate new uses such as public and community space, offices and other governmental uses around the newly completed city hall and library to create a civic center that is a key component of the City Center District.

Policy LU-4.2: Encourage pedestrian-oriented specialty retail shops offering quality goods and services in the City Center District, with a balance between individually owned businesses and franchise or corporate entities.

Policy LU-4.3: Promote entertainment and recreational activities in the City Center District that attract families and persons of all age groups.

Policy LU-4.4: Provide a variety of housing options in the City Center District, including condominiums, senior citizen housing and live-work space.

Policy LU-4.5: Identify site opportunities and study the feasibility of outdoor special events in the City Center District, such as live entertainment and art festivals.
**Policy LU-4.6:** Maintain a continuity of pedestrian activity in the City Center District through active retail and restaurant ground level uses along Eighth Avenue and Main Street.

**Policy LU-4.7:** Establish development standards and design guidelines to provide an appropriate transition between commercial uses fronting Main Street and adjacent residential uses.

**Goal LU-5:** Create a range of housing opportunities and choices. *(Smart Growth principle)*

**Policy LU-5.1:** Establish land use designations that permit densities and housing types suitable for rapidly urbanizing areas, and a variety of age groups and family types.

**Policy LU-5.2:** Encourage higher-density development to make more efficient use of land and offer housing choices not currently available.

**Goal LU-6:** Make use of vacant sites with the Specific Plan area. *(Smart Growth principle)*

**Policy LU-6.1:** Promote infill development throughout the Specific Plan area.

**Policy LU-6.2:** Encourage consolidation of small lots for redevelopment opportunities for larger, unified, high quality projects.

**Policy LU-6.3:** Identify site opportunities and actively recruit developers for mixed-use projects that integrate residential and commercial uses.

**Urban Design and Open Space**

**Goal UD-1:** Strengthen the identity of the City of Hesperia and the Specific Plan area by building upon the surrounding natural resources and amenities, and create a new image for Main Street and the Freeway Corridor that expresses an attractive, inviting, high quality character and commercial vitality.

**Policy UD-1.1:** Recognize and capitalize on Hesperia’s unique location and setting – “Gateway to the High Desert” at the top of the Cajon Pass, desert landscape, and dramatic natural features such as the Oro Grande Wash – to further establish a sense of pride in the community.

**Policy UD-1.2:** Identify regional gateways into the City along Interstate-15 and create City identity at these locations by taking inspiration from the City’s dramatic location at the top of Cajon Pass and Cajon Summit.
Policy UD-1.3: Identify local gateways into the City Center District, and improve these intersections with enhanced paving, lighting, signage and landscaping to create a sense of arrival and identity.

Policy UD-1.4: Preserve views of the mountains – San Gabriel Mountains to the southwest and San Bernardino National Forest to the southeast.

Goal UD-2: Create distinctive and attractive communities with a strong sense of place. (Smart Growth principle)

Policy UD-2.1: Establish development and design standards that encourage high quality of construction and lead to the creation of attractive developments.

Policy UD-2.2: Implement the public realm improvements that give the Specific Plan area a sense of identity and cohesiveness.

Policy UD-2.3: Prepare a citywide Master Street Tree Plan that coalesces the varied street tree designations and recommendations into one cohesive document.

Goal UD-3: Take advantage of the City’s climate and natural setting while preserving existing open space resources and planning for new resources.

Policy UD-3: Take advantage of the City’s climate and natural setting while preserving existing OS resources and planning for new resources.

Policy UD-3.1: Recognize and preserve the washes' multiple functions: a place for recreation, a natural habitat and a natural drainage course.

Policy UD-3.2: Establish a goal of 5 acres of park space per 1,000 residents.

Policy UD-3.3: Create a network of parkways to establish stronger connections between parks.

Policy UD-3.4: Preserve and protect significant areas of native wildlife and plant habitat.
**Goal UD-4: Enhance the pedestrian environment and driving experience within the City.**

**Policy UD-4.1:** Establish an open space network that connects the City’s existing and planned open space resources. Recognize Main Street as a fundamental element of this network.

**Policy UD-4.2:** Develop a consistent landscape palette for Main Street.

**Policy UD-4.3:** Identify site opportunities for creating public open spaces and parks in the Specific Plan area, as well as encouraging new development to incorporate public amenities and open spaces into site design.

**Policy UD-4.4:** Create a public central park as the open space focal point for the City Center District.

**Policy UD-4.5:** Over the long-term, relocate overhead utility lines underground along the streets within the open space network to help create attractive parkways.

**Policy UD-4.6:** Prepare a Streetscape Plan to implement the streetscape and gateway design concepts contained in this Specific Plan.

**Goal UD-5: Encourage good design, and high-quality development within the Specific Plan area.**

**Policy UD-5.1:** Develop standards and guidelines for public and private improvements that create the desired aesthetic and high-quality environment.

**Policy UD-5.2:** Provide incentives for façade and signage upgrades to improve and unify the appearance of buildings along Main Street.

**Policy UD-5.3:** Through design review, ensure that new development enhances the character of the Specific Plan area by requiring design qualities and elements that contribute to an active pedestrian environment, where appropriate, and ensuring that architectural elements support high-quality development.

**Policy UD-5.4:** Consider the establishment of a Design Review Committee to implement and enforce the design standards and guidelines of the Specific Plan.
Economic Development

Goal ED-1: Encourage commercial and industrial development in the Specific Plan area to assist with long-term financial stability and ensure fiscal viability for the City.

Policy ED-1.1: Attract and recruit new businesses that are appropriate to each land use district as defined in the Specific Plan.

Policy ED-1.2: Promote retail development opportunities, minimizing sales tax “leakage” to surrounding areas and increasing fiscal benefits.

Policy ED-1.3: Guide the establishment of a diversified local business base that provides growing sales and property tax revenues to the City to pay for municipal operations.

Policy ED-1.4: Encourage private sector investment in the redevelopment areas by aggressively marketing the Specific Plan area and maintaining a business friendly climate.

Policy ED-1.5: Use redevelopment as an incentive tool to promote private development of land through area beautification and the provision of public infrastructure.

Policy ED-1.6: Continue to use redevelopment as a key economic tool in the revitalization of Main Street to improve the physical and economic character of the area.

Policy ED-1.7: Continue a long-term capital budgeting program, such as a Capital Improvement Program (CIP), that can maintain the existing public facilities and expand the system in ways that increase economic competitiveness.

Policy ED-1.8: Integrate pedestrian-oriented development in the City Center District to facilitate accessibility and increase activity at retail establishments.

Policy ED-1.9: Encourage the location of a movie theater in the City Center District to attract additional patrons to the district and provide further support for surrounding retail.

Policy ED-1.10: Contribute to the implementation and completion of major infrastructure improvements along Main Street to attract appropriate businesses.
Circulation

**Goal C-1: Increase freeway access to Interstate-15, for purposes of conveying regional traffic into and out of the community.**

- **Policy C-1.1**: Pursue the planned freeway interchanges and overpasses to improve traffic circulation.
- **Policy C-1.2**: Complete the Ranchero Road interchange expeditiously to improve freeway access to the southern part of the City.
- **Policy C-1.3**: Pursue additional access routes across Interstate-15.

**Goal C-2: Explore and provide the highest level of access for all modes of transportation and maintains efficient circulation in the Specific Plan area throughout the day.**

- **Policy C-2.1**: Preserve the traffic-carrying capacity of arterial streets by implementing policies that include the promotion of shared access locations among multiple properties or establishments, reciprocal access agreements, shared parking, and the use of side streets to provide access to parcels, if possible.
- **Policy C-2.2**: Increase trip reduction efforts.
- **Policy C-2.3**: Provide truck route designations for specific facilities in the City.
- **Policy C-2.4**: Reduce the number of median openings to only those intersections that are signalized.
- **Policy C-2.5**: Pursue the planned BNSF railroad grade separations to improve traffic circulation and alleviate traffic impacts on Main Street.
- **Policy C-2.6**: Encourage present and future public transit use.
- **Policy C-2.7**: Identify activity centers that would benefit from increased transit access and work with Victor Valley Transit Authority (VVTA) to enhance service to these centers.
- **Policy C-2.8**: Facilitate bicycle use and circulation within the Specific Plan area.
- **Policy C-2.9**: Promote a safe and attractive pedestrian environment to encourage pedestrian traffic within and across the districts, especially in the City Center District, where wider sidewalks for pedestrians are desirable.
Goal C-3: Provide safe and calm neighborhood streets.

Policy C-3.1: De-emphasize residential streets to limit intrusions from through traffic.

Parking

Goal P-1: Provide adequate, efficient parking throughout the Specific Plan area while avoiding an oversupply of parking using shared parking and reduced parking requirements.

Policy P-1.1: Conduct a parking study to analyze the feasibility of a parking district in the City Center District in the Specific Plan area. If feasible, establish a parking district with in-lieu parking fees, metered parking, and other parking solutions, and develop a parking plan for the City Center District.

Policy P-1.2: Encourage the development of shared parking facilities wherever possible, both in mixed-use developments and among specific uses with recognized different peak demand times.

Policy P-1.3: Provide the highest level of parking convenience by requiring all Specific Plan parking spaces, with the exception of handicap spaces, to be full size 9 feet by 19 feet parking spaces.

Policy P-1.4: Conduct a periodic review of the Specific Plan parking requirements to insure that adequate parking is provided, and revise the parking requirements for specific uses as may be appropriate.
Section I: Context

Chapter 4: Urban Design Framework
A. INTRODUCTION

The Main Street and Freeway Corridor Specific Plan area represents the two most important corridors in the City of Hesperia. The 8-mile Freeway corridor provides access and connectivity to the surrounding region. Main Street, the main east/west corridor through the City, is one of the two existing connections over the rail tracks that run on the eastern side of the City. These two corridors present a special challenge in strengthening the City’s identity as well as in creating distinctive and attractive neighborhoods with a strong sense of place. The City’s location in the High Desert also presents an extraordinary urban design opportunity to create a unique sense of place by building upon the surrounding natural resources and amenities.

The goal of the Urban Design Framework is to develop the Specific Plan area as a system of spaces, structures, and environments rather than as linear strips of unrelated buildings and undefined streetscapes. A clear framework with a sense of place will provide residents and visitors with an understanding of how to easily and safely find their way around and to efficiently identify uses and activities. Aggregation of distinct land uses into identifiable districts, improved streetscapes, and connected open spaces will help make the Specific Plan area understandable and accessible. These concepts also help define a “City Center” around the new City Hall and Library along Main Street.

B. DISTRICT CONCEPT

The foundation of the Urban Design Framework for the Specific Plan area is the creation of identifiable land use districts along the two corridors. These Districts relate to both existing and new economic potential and help define the character of the Specific Plan area. The Districts have distinctive functions and are scaled to reflect market demand, while also taking advantage of major opportunity areas for redevelopment, by allowing for larger projects.

The land use districts, as shown in Figure 4.1, are defined in further detail in Chapter 5 (Land Use Districts) of this Plan, and are summarized below:

The **Main Street/Interstate-15 District** is the premier district in the Specific Plan area that takes advantage of the intersection of the two important corridors in the City, namely the Freeway Corridor and Main Street. The Main Street/Interstate-15 District takes advantage of the regional freeway accessibility and visibility through high quality development and streetscape enhancements. This District is a mixed-use district emphasizing large-scale regional retail uses, entertainment uses, hotels and higher density residential uses near the interchange and employment uses along Highway 395.

The **Highway 395/Interstate-15 District** is located around the start of Highway 395, off the Joshua Street exit on Interstate-15. Highway 395 also connects Hesperia with the Southern California Logistics Airport (SCLA). The recommended district land uses build upon the presence of a major truck stop and other existing and planned light industrial uses.
The **Freeway – North District** is an employment-generating district, emphasizing medium to high-rise office uses and regional retail opportunities. The Freeway - North District takes advantage of the regional freeway accessibility and visibility to create office parks with a campus-like environment through high quality development and streetscape enhancements including large landscaped setbacks. It also permits neighborhood commercial uses on the southeast corner of the future Eucalyptus Street interchange to serve the day-to-day shopping needs of returning commuters as they exit the freeway, once the interchange is built.

The **Freeway – South District** takes advantage of the regional freeway visibility and increased accessibility, with the planned interchange at Ranchero Road, to create an “Auto Row” with new vehicle dealerships. As in the Freeway - North District, neighborhood commercial uses on the southeast corner of the future Ranchero Road interchange are allowed to serve the day-to-day shopping needs of returning commuters as they exit the freeway, once the interchange is built.

The **City Center District**, the heart of the Specific Plan area, is a mixed-use, pedestrian-oriented district with a vibrant mix of retail, office, residential and family entertainment uses. This district is the location of the recently constructed City Hall and Hesperia Branch Library, as well as of a large adjacent Civic Green - a park/public space for community activities. An upgraded streetscape that maximizes the quality of the pedestrian environment is also planned.

The **Main Street – West District** is a transitional district that connects the regional retail uses in the Main Street/Interstate-15 District along Main Street with the City Center District. The district contains low intensity office uses as either stand-alone businesses or as part of commercial centers or office developments, along with a limited range of supportive retail uses.

The **Neighborhood District** is primarily a medium density residential district with supporting retail and services. These neighborhood commercial uses primarily fulfill local community shopping and service needs. Development standards in this district ensure that new development is sensitively designed for compatibility with the abutting low-density residential neighborhoods to the east and south.

The **Industrial District** is part of a larger established industrial area that is located along the BNSF rail lines that run north-south through the City. Future rail spurs will encourage densification of employment uses in this district and help with the City’s job-housing balance. Commercial uses along I Avenue will buffer the residential neighborhoods to the east.

### C. ELEMENTS OF THE URBAN DESIGN FRAMEWORK

The Urban Design Framework builds upon the land use districts described in the previous section. The key elements of the Urban Design Framework are illustrated in Figure 4.1 and described below.
1. **Gateways**

Gateways announce one’s arrival into a distinctive environment, such as a city or downtown. The gateways are marked by distinctive design factors that clearly communicate the City’s commitment to high quality development and design and establish an identity for the City and the Specific Plan area. The inspiration for the design theme for these gateways is Hesperia’s unique setting with desert landscape, mountain views, dramatic natural features such as the Oro Grande Wash and its location as the “Gateway to the High Desert” at the top of the Cajon Pass. Gateways can consist of varying combinations of public art, signage, landscaping, and special lighting and paving treatments. Both regional and local entry gateways are identified in Figure 4.1.

Regional gateways to the City are to be created at four existing interchanges (Bear Valley Road, Main Street, Joshua Street and Oak Hills Road) and the three future interchanges (Ranchero Road, Eucalyptus Street and Mojave Road) on Interstate-15, marking entrance to the City of Hesperia. While a specific location for these gateways is not being suggested at this time, the main criterion for the location of a gateway feature should be visibility as drivers exit the freeway and enter Hesperia. In addition, the development and design standards and design guidelines identified in Section II (Private Development) of this Plan will ensure that private development is of an appropriate use, scale and character to reinforce the image of these gateways.

The gateway at the Main Street interchange is particularly important in establishing a new image for the Main Street/Interstate-15 District, the pre-eminent district located around this interchange in the City. Automobile drivers from the north and south arriving by means of Interstate-15 freeway, and the west from Phelan and adjoining areas will experience this gateway. Public art, lighting, paving, landscaping, entry signage and directional graphics will be integrated to create major regional gateway into the City and the Main Street/Interstate-15 District.
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Three local gateways/district markers to mark the three districts located along Main Street should be created at the following locations:

- Maple Avenue, to mark the Main Street – West District;
- Eighth Avenue, to mark the City Center District; and
- “E” Avenue, to mark the Neighborhood District.

Local gateways will be recognizable by appropriate signage, plantings and art, while still reflecting the theme of the regional gateways. Primarily residents of Hesperia will experience the local gateways as they travel on Main Street as automobile drivers, pedestrians, or bicyclists.

2. Open Space Resources

Hesperia’s quality of life and scenic rural setting is unique and has in part contributed to its high population growth in the last two decades. The City places a high value on its outdoor-oriented lifestyle and recreation opportunities. The Urban Design Framework recommends a network of “green” or landscaped corridors that connect the City’s existing and proposed open space system, including neighborhood and community parks, schools, regional parks, recreation areas, regional, and state trail systems.

The Oro Grande Wash is a major tributary of the Mojave River and drains from the bluffs in Cajon Pass. It starts in Oak Hills, between the freeway and Phelan, and flows almost 40 miles north and northeast to empty into the Mojave River. As a part of the regional water resource system, the Oro Grande Wash has to be preserved. Along with the unnamed wash that flows to the east of and parallel to Interstate-15, the Oro Grande Wash has multiple functions: a natural habitat, a channel for storm runoff and a potential place for recreation. Preserving the washes as community open space resources and making them a part of the City’s open space network will provide a rare and unique amenity for Hesperia’s residents. Innovative approaches, including transfer of development rights, will need to be considered to preserve the washes in perpetuity. Similarly, partnerships with Southern California Edison (SCE) will need to be developed to utilize the SCE power corridor right-of-way for creating a walking and biking trail that is available for community use.

Another major aspect of the Urban Design Framework is the provision of new parks or the expansion of existing ones to increase the available park space for Hesperia residents. This plan recommends potential locations for several new/expanded parks, as illustrated in Figure 4.1.
Besides increasing park space and area available for recreational pursuits, improving accessibility to these facilities is essential. The Urban Design Framework provides “green” connections by creating parkways planted with street trees and groundcover along designated streets. These streetscape or “green” connections link existing and proposed parks and open space areas to each other and to the residential neighborhoods within the Specific Plan area through three east-west streets – Main Street, Sultana Street and Live Oak Street – and several key north-south streets. These streets will improve the visual and spatial experience of the driver and provide shaded relief for pedestrian and cyclists. Pedestrian and bicycle-oriented corridors shall be well lit for safety and to allow for evening and night use.

3. Streetscape Improvements

Streetscape improvements will be primarily focused on three east-west corridors – Main Street, Sultana Street and Live Oak Street – and several key north-south streets, which connect existing and proposed parks and open space areas to the three east-west streets. These improvements are meant to enhance and unify the visual and spatial experience of the driver, bicyclist and the pedestrian, and help provide key linkages between the districts in the Specific Plan area. The streetscape environment will give the user a sense of direction and a sense of place along these corridors. An overall streetscape palette will create identity and continuity in the Specific Plan area, while also communicating the pedestrian focus in the City Center District.

Recommended streetscape improvements by street are described in Chapter 14 (Open Space and Streetscape Improvements) of this Plan. The nature of the streetscape improvements will consist of an interrelated palette of street trees and median landscaping. The streetscape improvements in the City Center District will provide a streetscape palette that offers additional amenities to foster...
the pedestrian environment, as well as other distinct features, such as street furniture, signage, lighting and banners, that can reinforce the area as the retailing, dining, entertaining and civic core of the City of Hesperia.

As a part of the streetscape, the median is also an important open space feature along Main Street. Increased landscaping and edge treatments in the median will contribute to the sense of the corridor as a “green space.”

4. Civic Gathering Space in the City Center District

The setting for an interesting and diverse mix of downtown activities is created by the spatial envelopes of the interconnected streetscapes and open spaces. An important feature that enhances the image of Hesperia’s City Center is the recent creation of a Civic Green - a public plaza/open space in the City Center District as part of its newly developed Civic Center. This plaza/space provides a:

- Public gathering place for major civic events and celebrations;
- Performance venue for outdoor concerts;
- Place for families to come and spend time with shaded areas, water features, colorful landscaping, and play equipment for children;
- Setting for active retail, entertainment and restaurant uses at its edges; and
- Potential location for a farmer’s market and craft fair on a regular basis.

The Hesperia Civic Green provides a gathering space and venue for a variety of civic and public activities.
In addition to this public gathering space, private spaces such as courtyards and pocket parks can be created throughout the Specific Plan area. These small open spaces can provide areas with landscaping, water features, and seating opportunities, and hence reinforce the streetscape experience. There are many opportunities for smaller open space settings with new development on vacant sites.

5. Pedestrian Environment

The streetscape improvements, new parks and public recreational spaces, and connections between these amenities will all enhance the visual and spatial experience of pedestrians. In the City Center District, the focus is on the pedestrian environment. Enhancement of the pedestrian experience includes the provision of streetscape amenities including shade trees, gathering spaces, and street furniture such as benches, trash receptacles, etc. In addition, the land uses in the City Center District are conducive to encouraging pedestrian activity.

6. Architectural Character

The general character of buildings in the Specific Plan area varies. However, with the completion of the new city hall and city library in the City Center District, there are now individual architecturally significant buildings that present opportunities for focal points within the Specific Plan area in general and the City Center District in particular. These buildings should inspire high quality, compatible design for infill development and façade upgrades. They can also provide a thematic anchor and identity for Main Street, which can be enriched and expanded through streetscapes and future contextual design. This will also help create a “sense of place” for the City Center District.
Given the Specific Plan area’s wonderful High Desert setting and panoramic mountain views, the architectural character of new buildings should maximize views of the surrounding landscape while taking inspiration from the surrounding natural elements. As described in Section II (Private Development) of this Plan encourages good design and high quality development by providing development and design regulations that create the desired aesthetic and high-quality environment. In addition, incentives for façade and signage upgrades to improve and unify the appearance of buildings along Main Street are recommended.
Urban Design Framework

Figure 4.1
Urban Design Framework
Section I: Context

Chapter 5: Land Use Districts
A. INTRODUCTION

This chapter establishes the land uses for the Hesperia Main Street and Freeway Corridor Specific Plan area. The zones in this Specific Plan are intended to support this goal by providing for an appropriate mixture of uses along the two corridors that create vitality and build a sense of community. The development and design standards and guidelines will enhance the City’s image and create an appealing environment for the Specific Plan area.

The eight land use districts as previously described in Chapter 4 (Urban Design Framework) of this Plan are as follows:

- Main Street/Interstate-15 District
- Highway 395/Interstate-15 District
- Freeway – North District
- Freeway – South District
- Main Street – West District
- City Center District
- Neighborhood District
- Industrial District

These eight districts are described in further detail in the following sections. Figure 5.1 illustrates the eight land use districts in the Main Street and Freeway Corridor Specific Plan area. Zoning recommendations for these districts are provided in Section II (Private Development) of this Plan.
B. MAIN STREET/INTERSTATE-15 DISTRICT

District Context

The Main Street/Interstate-15 District is located around the intersection of Interstate-15 with Main Street, the major thoroughfare in the City of Hesperia. The district extends along Interstate-15 from the future interchange at Mojave Street to the planned overpass at Mesa Linda Street approximately two miles to its south. The California Aqueduct bisects the district. The western limits of this district are the City boundary along the western edge of Interstate-15 and the California Aqueduct. The edge created by the power lines running in a northwest to southeast direction and the already developed residential neighborhoods form the other two boundaries.

Several key sites near this interchange are vacant and available for development. These sites range in size from 10 acres to nearly 50 acres, allowing for a variety of development types and intensities. Several large parcels for regional retail have already been aggregated. However, on the east side of Interstate-15 freeway, the pattern of parcelization in some areas may limit aggregation of properties large enough to accommodate regional commercial uses. The City has seen extreme demand for building residential uses in this district, which may limit availability of land for future development of commercial or industrial uses.
Another important potential within this district is a proposal for an Indian casino by the Timbisha Shoshone tribe. In 2004, the City Council approved and the voters ratified a Municipal Services Agreement (MSA) with the Timbisha Shoshone Tribe for a proposed casino/hotel on 57-acres at Main Street and Mesa Linda Street. The casino is accompanied by a proposal for multi-family development to its west. The casino, if built, can be an anchor for the district and attract visitors and other retailers alike.

The Main Street interchange has recently been expanded to accommodate the increased southbound traffic on Interstate-15. These improvements have greatly enhanced access to and from this important district, which also has excellent visibility from the Interstate-15.

Escondido Avenue currently ends at Main Street, limiting continuous access to the north. An opportunity exists to extend Escondido Avenue northward, across the Aqueduct and connect with Mariposa Avenue to form a north-south corridor from the residential uses to the south to the commercial uses to the north.

**District Intent**

The Main Street/Interstate-15 District is the most prominent district in the Specific Plan area. It takes advantage of the intersection of the two important corridors in the City, namely Main Street and Interstate-15, and the associated regional freeway accessibility and visibility. This district is intended to be a mixed-use district emphasizing large-scale regional commercial and service uses that are designed to serve the region as a whole, as well as residential uses in a range of densities. This district is also intended to capture employment-generating uses along Highway 395.

The majority of the land in this district around the interchange is designated for regional commercial uses including large-scale regional shopping centers, hospitality and entertainment uses such as movie complexes, a casino, hotels, convention spaces, as well as restaurants, specialty and supporting retail. In this district, along with the regional commercial uses, residential uses as a part of a mixed-use development are also encouraged to create an active, vibrant, mixed-use precinct for “live-work-shop-play” with 24-hour activity. The area to the west of the Oro Grande Wash is appropriately reserved for employment-generating light industrial uses. This designation capitalizes on its location along Highway 395 and its connection to Southern California Logistics Airport (SCLA).

The City has been in discussion with a regional hospital provider to locate a hospital within this district. The criteria for location include freeway visibility, convenient access and adequate area for both the hospital and supporting medical uses. However, reserving properties along Main Street for regional commercial uses is a consideration. A potential location for the hospital is on the northeast corner of Cataba and Amargosa Roads, just north of Main Street.

The Oro Grande Wash generally forms a natural buffer to the proposed employment-generating light industrial uses along Highway 395. The preservation of Oro Grande Wash and other smaller washes as an open space community resource is an important element of this Specific Plan. As described in Chapter 4 (Urban Design Framework) of this Plan, the washes serve...
multiple functions including a natural habitat, storm runoff channel and recreation area. This Plan establishes a Wash Protection Overlay that limits the construction of permanent structures within the washes’ right-of-way in order to keep the washes natural and undeveloped. This approach is further described in Chapter 6 (Specific Plan Zones) of this Plan.
C. HIGHWAY 395/INTERSTATE-15 DISTRICT

District Context

The Highway 395/Interstate-15 Junction District, the district immediately to the south of the Main Street/Interstate-15 District, is mostly vacant. The district has excellent visibility from Interstate-15 and extends along the freeway from the planned overpass at Mesa Linda Street to the Southern Pacific Rail Road (SP RR) right-of-way approximately two miles to its south. Oro Grande Wash generally borders the district on the west and the City boundary on the east, and forms a natural buffer between any intensive uses along the freeway and the residential uses located west of the wash.

Just north of the SP RR tracks, Highway 395 bears northward from Interstate-15. The Joshua Street interchange on Interstate-15 also provides access to Highway 395. Plans for the realignment of Highway 395 are in progress. The new alignment alternatives being explored include relocation several miles to the west and minor changes in the existing location. In addition, the planned freeway overpass at Mesa Linda Street will greatly improve access from the east to any additional uses along the western side of the district.

A truck stop with a variety of amenities, including a fast food restaurant, gas station, truck car wash and a truck repair facility, has developed at the junction of Joshua Street and Highway
395. Located on the southwestern corner of this intersection is a City-built park-and-ride facility that provides parking for commuters who car pool to the southern counties to work. In addition, several existing and planned industrial uses can be found in the vicinity of this intersection.

The aggregation of these truck stop uses at the intersection of Joshua Street and Highway 395 provides the core of a major trucking/service area. With the planned realignment of Highway 395, creation of a Southern California Logistics Airport (SCLA) to the north of the city and the anticipated increase in truck traffic along the Highway 395 corridor, an opportunity to consolidate these uses to a defined yet strong area exists. Furthermore, these present opportunities to expand the employment base for the city by adding more industrial uses in this district. The construction of a rail spur off the SP RR railroad tracks could facilitate industrial uses that are dependent of rail access. However, the use of a prime intersection for truck stop uses can also be considered a constraint, especially in light of the fact that sales tax revenues generated from such uses are generally lower than those from other more active, commercial uses.

**District Intent**

The Highway 395/Interstate-15 District is intended to provide enhanced vehicular, truck and rail accessibility for commercial/industrial business park uses by taking advantage of its location along the Interstate-15 corridor with its connection to Highway 395, and its linkage to SCLA. The recommended district land uses build upon the presence of a major truck stop and other existing and planned light industrial uses. The purpose of this district is to create employment-generating uses in a business park setting. The kind of industrial uses envisioned in this district include light industrial, light manufacturing and industrial support uses, mainly conducted in enclosed buildings, with minimal environmental impact.

As described in the previous section, the preservation of Oro Grande Wash and other smaller washes as an open space community resource is an important element of this Specific Plan. This Plan establishes a Wash Protection Overlay that limits the construction of permanent structures within the washes’ right-of-way in order to keep the washes natural and undeveloped. This approach is further described in Chapter 6 (Specific Plan Zones) of this Plan.
D. FREEWAY – NORTH DISTRICT

District Context

The Freeway – North District is located along the eastern side of Interstate-15, between Bear Valley Road at the City limits and the future interchange at Mojave Street approximately 2 miles south. The Southern California Edison (SCE) power lines running in a northwest to southeast direction create the western edge for the district. The residential neighborhoods along Live Oak Road and Maple Road form the southern and eastern boundaries respectively.

Hesperia Community Park, a 30-acre park, is located near the intersection of Datura Avenue and Live Oak Street. Another park is planned on the northwest corner of Tamarisk Avenue and Mojave Street. Maple Elementary School is located within this district. The rest of the land in this district is mostly vacant, leading to opportunities for freeway-oriented development. However, several residential tract developments have been recently approved or are under consideration in this district. While these new residential developments will add to the “commuter housing” stock in the City, their construction limits the potential for freeway-oriented development to a 1000-foot wide swath of land along the freeway. The pattern of parcelization of available properties may limit aggregation of properties large enough to accommodate freeway-oriented uses.

Access to these freeway frontage properties is currently provided along Mariposa Road. The two planned interchanges at Mojave and Eucalyptus Streets will greatly improve access. The time frame for the construction of these interchanges is ten years or more. The long-term impacts on land uses along Mojave and Eucalyptus Streets of the two planned interchanges will also need to be addressed.
Section I  Context

Several RV sales and storage facilities can be found along Mariposa Road fronting Interstate-15 within the Freeway-North District.

District Intent

The Freeway – North District is intended to be an employment-generating district, emphasizing medium to high-rise office uses and regional commercial uses along the freeway. This district shall take advantage of the regional freeway accessibility and visibility to create office parks with a campus-like environment through high quality development and streetscape enhancements including large landscaped setbacks.

In this district, the area from Eucalyptus Street north to Bear Valley Road is proposed for regional commercial uses to take advantage of the critical freeway frontage.

Neighborhood commercial uses are permitted on the southeast corner of the future Eucalyptus Street interchange to serve the day-to-day shopping needs of returning commuters as they exit the freeway, once the interchange is built.

The eastern portion of the district shall continue to contribute to the supply of high-quality single family residential homes in the City. The existing and potential parks in this district provide amenities for the district and City residents. The urban design proposal, as described in Chapter 4 (Urban Design Framework) and Chapter 14 (Open Space and Streetscape Improvements) of this Plan, to utilize the SCE corridor to link Hesperia Community Park with the two east-west streetscape corridors shall add to the connectivity of the city’s open space resources.

It should be noted that this park location is the preferred location; however given the complicated nature of acquisition and assembly of multiple parcels, this park may need to be located elsewhere within the district.
E. **FREeway – South District**

*District Context*

The Freeway – South District is the gateway to the City from the south and at the southernmost end of the Freeway corridor. The district extends along Interstate-15 from the City limits on the south to the Southern Pacific Rail Road (SPRR) right-of-way approximately three miles to its north. Caliente Road and Mariposa Road provide frontage access to the properties along the western and eastern sides of the freeway respectively. Oro Grande Wash borders the district on the west and the City boundary on the east.

This district is characterized by steep grades and the Oro Grande Wash, which provides an opportunity to create a citywide open space resource. However, the Oro Grande Wash, along with the unnamed wash on the eastern side of the freeway, provides a topographic limitation to the extent of development and access along Interstate-15. The Oro Grande Wash may also impact the construction of utilities as added expense is incurred to cross it.

With the exception of a fire station near the intersection of Caliente Road and Musgrave Road, a recreational vehicle park on the west side of the freeway and a few scattered commercial uses, this district is largely undeveloped. Development within this district is less than 15% of the total district area. The property along the freeway is generally contained in large lots, providing ample opportunity for large-scale development, including regional commercial uses. Lack of infrastructure and services may limit development by adding to the cost of that development.

*Summit Inn offers breathtaking views of the San Gabriel Mountains.*
The Oak Hills Road interchange is the first exit in the City from Interstate-15. This interchange provides access to the Oak Hills community as well as the historic Summit Inn, which also has wonderful views of the San Gabriel Mountains. The Summit Inn and the Oak Hills water tanks are important assets and can provide distinctive character and identity to this district. A second interchange within this district is planned at Ranchero Road, improving access to the vacant land in this district. This interchange is anticipated to be built in the next few years. However, until the Ranchero Road interchange is constructed, this district may have some access-related impacts.

**District Intent**

The Freeway – South District is envisioned as a district that takes advantage of regional freeway visibility and increased accessibility with the planned interchange at Ranchero Road. The planned uses in this district are high sales tax generators, such as new vehicle dealerships. The intent is to create an “Auto Row” or “Auto District” along with other regional commercial uses. In addition, neighborhood commercial uses are permitted on the southeast corner of the future Ranchero Road interchange to serve the day-to-day shopping needs of returning commuters as they exit the freeway, once the interchange is built.

The preservation of the two washes as open space resources is a significant element of the Urban Design Framework as described in Chapter 4 (Urban Design Framework) of this Plan. The washes also buffer the rural residential uses across the washes from the freeway-oriented commercial uses. This Plan establishes a Wash Protection Overlay that limits the construction of permanent structures within the washes’ right-of-way in order to keep the washes natural and undeveloped. This approach is further described in Chapter 6 (Specific Plan Zones) of this Plan.
F. MAIN STREET – WEST DISTRICT

District Context

The Main Street – West District is located along both sides of Main Street, between the Southern California Edison (SCE) power line corridor west of Topaz Avenue, and Eleventh Avenue. The northern boundary of the district runs along Live Oak Street, south along Maple Avenue and then extends east along Yucca Street. Walnut Street, Maple Avenue and Sultana Street form the southern limit of the district. Hesperia High School is located at the southwest corner of Maple Avenue and Live Oak Street, while Topaz Elementary School is located on the southeast corner of Topaz Avenue and Live Oak Street.

Along Main Street at the intersection with Maple Avenue, various neighborhood commercial uses are located, including a Stater Brothers grocery store and an Arco gas station. A significant portion of the western half of this district has already been developed or is in the process of being developed. Several recent single family residential tract developments with densities ranging from 5 to 10 units/acre as well as a multi-family development can also be found in this section of the district. These existing residential developments along with those immediately surrounding the district would be good draw for any neighborhood commercial uses on Main Street.

The eastern part of this district along Main Street is primarily under-utilized with some retail and commercial uses. While small parcel sizes, shallow parcel depths and narrow parcel widths along Main Street provide a constraint for development, opportunities exist to create larger development parcels by assembling adjoining vacant or under-utilized properties. Other issues to be dealt with include the impact on traffic flow of proliferation of curb cuts, driveway entrances and cross-traffic from turning movements.
Section I  Context

**District Intent**

The Main Street – West District is envisioned as a transitional district that connects the regional retail uses in the Main Street/Interstate-15 District along Main Street with the pedestrian-oriented uses in the adjacent City Center District. The district will contain low intensity office uses as either stand-alone businesses or as part of commercial centers or office developments, along with a limited range of supportive retail uses. Development is intended to be of a scale and character similar to nearby residential development to promote compatibility with the surrounding area. Design standards and guidelines that prevent the appearance of strip commercial development are provided. Additionally, a neighborhood commercial node at the intersection of Maple Avenue and Main Street shall build on the existing neighborhood commercial uses.
G. CITY CENTER DISTRICT

District Context

The City Center District is located along both sides of Main Street, between Eleventh Avenue on the west and Hesperia Road on the east. The northern boundary of the district runs along Lemon Street, moves south along Third Avenue and then extends west along Hercules Street. Olive Street, Third Avenue and Lime Street form the southern limit of the district.

The City Center District is currently home to City Hall and other governmental facilities. The recently built City Hall and Hesperia Branch Library, located at the northwest corner of Seventh Avenue and Juniper Street, form the anchor of this district. A variety of neighborhood retail, service retail, gas stations, fast food eateries, and a mix of offices can be found in several shopping centers located along Main Street.

There is an opportunity to create an identifiable and vibrant “downtown” district that is supported by a mix of uses including retail, civic uses, entertainment, as well as a variety of residential uses such as multi-family residential, mixed use, and live/work. The residents of these and existing residential already present in and around the district will be a good draw for the uses within the City Center District. While small parcel sizes, shallow parcel depths and narrow parcel widths along Main Street constrain development, opportunities exist to create larger development parcels by assembling adjoining vacant or under-utilized properties.

The City Center District is home to an older residential neighborhood with a need for special attention due to age and lack of infrastructure and maintenance.
The traffic flow impacts due to the proliferation of curb cuts, driveway entrances and cross-traffic from turning movements into the existing shopping centers are also a consideration in this district.

Within this district, an older residential neighborhood, the “Township Area,” is bounded by Willow Street on the north, Third Avenue on the east, Yucca Street on the south and Seventh Avenue on the west. This neighborhood has single family dwellings intermixed with duplexes, triplexes, four-plexes and scattered commercial uses. To the south of Main Street, an older commercial area and residential uses exist. Lack of infrastructure has led to deficiencies in maintenance and thus has created an impediment to this neighborhood’s upgrade. Some infrastructure has been extended from Hesperia Road west into the neighborhood. Revitalization of this older mixed residential neighborhood could add a historic feel to this district.

At the southern end of the district lies Lime Street Park, the largest park in the Specific Plan area. This park has ball fields, playgrounds, rodeo arena and equestrian facilities, as well as passive recreational areas.

Hesperia Road presents its own set of challenges. With the Burlington Northern Santa Fe Rail Road (BNSF RR) tracks on the east side of the road, Hesperia Road is a “one-sided” street with development facing the tracks. While some commercial uses are located along Hesperia Road, most of these properties are vacant. The BNSF RR tracks effectively split the City into two. Limited access across these tracks creates traffic bottlenecks on Main Street bridge, one of two existing crossings over the tracks in the City and the only one in the Specific Plan area. This lack of connectivity adversely affects the potential of this area. A new rail crossing is already in the planning stages at Ranchero Road to the south of the Specific Plan area, alleviating some of the traffic congestion along Main Street. Other rail crossings under consideration are at Sultana Street and Lemon Street.
District Intent

The City Center District is intended to be a mixed-use, pedestrian-oriented district with a vibrant mix of retail, office, residential and family entertainment uses. As the heart of the Specific Plan area, this district is also the location for the City Hall and Hesperia Branch Library. Another important design element of the City Center District is the Hesperia Civic Green, a public central park as the open space focal point for not just the district, but as the primary gathering place for the entire city. The Civic Green is envisioned to be the site for outdoor activities and functions such as farmers markets, music festivals, antique car shows, etc.

The park includes an 800-seat amphitheater as well as a variety of passive and active recreational activities. The amphitheater can host live entertainment as well as outdoor showings of movies. A central water feature and reflection pools have been installed and a large turf area extends to the north. This area is used for recreational activities of all types, from non-organized sports to leisure activities such as picnicking or reading.
On the perimeter of this area, shuffle board, bocce ball, chess, and reading tables are provided. The southeast portion of the Hesperia Civic Green contains a large rose garden with a memorial, overhead trellises, outdoor seating and classroom areas, as well as room for art displays. On the west side of Eighth Avenue, next to the amphitheater, a Christmas Tree has been planted, which will be decorated annually. A portion of Eighth Avenue traverses through the Hesperia Civic Green. The street can be closed to vehicular traffic between Juniper Street and Smoketree Street to allow for farmer’s markets, car shows, and other outdoor events.

A movie theater in the vicinity of the Civic Center would be a good anchor for this district. It would attract specialty retail uses, restaurants and cafes, especially along Eighth Avenue and on Main Street between Fifth Avenue and Eleventh Avenue. The City and/or its Redevelopment Agency should consider providing incentives to encourage the location of a movie theater here in this district. An upgraded streetscape that maximizes the quality of the pedestrian environment by providing district identity and shade for pedestrians is also planned.

The designation of areas for high-density multi-family uses near the Civic Center shall also create a population that activates the district in the off-peak and evening hours. In addition, converting a portion of the Township Area to a mixed use zone with live/work uses will contribute to the desired 24-hour environment. The remainder of the Township Area should be targeted for infrastructure upgrades.

As in other districts, the provision of additional park space is an important recommendation. The recommended potential location for a new park is in the eastern portion of the district near the intersection of Hercules Street and Third Avenue. It should be noted that this park location is a preferred location; however, the complexity of acquiring and assembling multiple parcels may lead to its location elsewhere within the district. The Urban Design Framework (Chapter 4 of this Plan) and the Bicycle Network (Chapter 14 of this Plan) propose creating streetscape connections with amenities for pedestrians and bicycle lanes along Third and Seventh Avenues, connecting the potential park with Lime Street Park.
H. NEIGHBORHOOD DISTRICT

District Context

The Neighborhood District is located along both sides of Main Street, between Hesperia Road on the west and I Avenue on the east. The northern boundary of the district runs along Juniper Street, north of the commercial uses on Main Street. Lime Street forms the southern limit of the district.

Along Main Street, several shopping centers contain a variety of neighborhood retail uses such as grocery stores, home improvement stores, gas station, pharmacies, coffee shops, restaurants etc. South of the commercial development along Main Street, a number of multi-family residential developments are located. Sultana High School is located at the southwest corner of I Avenue and Sultana Street. The residential development already present in this district as well as around the district would be good draw for any neighborhood commercial uses on Main Street within this district as well as the adjacent City Center District.

A substantial portion of the land in this district is vacant. Many adjoining under-utilized or vacant parcels south of Main Street provide the opportunity for assembly and larger residential developments. In addition, major infrastructure including sewer has already been installed in this district, permitting denser development to occur without the need of expensive infrastructure installations.

Access to the City Center District and the western portion of the city across the BNSF tracks is limited to Main Street. Additionally, the topography at this interchange discourages pedestrian movement westward. This access issue presents challenges to connectivity of this district with the rest of the Specific Plan area. Given these access limitations created by the rail tracks, there is a need for parks for the residents who live on this side of the rail tracks.
The availability of vacant land in this district may be a positive attribute in that regard. In addition, the construction of a BNSF grade separation at Sultana Street will improve connectivity within the district and with the western part of the City, and should be encouraged.

**District Intent**

The Neighborhood District is envisioned as a primarily medium density residential district with supporting retail and services, and open space amenities for the residents. The neighborhood commercial uses in this district primarily fulfill local community shopping and service needs. Development standards in this district shall ensure that new development is sensitively designed for compatibility with the abutting low-density residential neighborhoods to the east and south.

Creating a new park in the south portion of the district, preferably adjacent to Sultana High School to create a synergy between the school resources and the park can also provide additional amenities for residents in this district. The Urban Design Framework (Chapter 4 of this Plan) and the Bicycle Network (in Chapter 14 of this Plan) propose creating streetscape connections with amenities for pedestrians and a bicycle lane along E Avenue, connecting the potential Sultana Park and expanded Live Oak Park. It should be noted that these park locations are preferred locations; however given the complicated nature of acquisition and assembly of multiple parcels, these parks may need to be located elsewhere within the district.
I. INDUSTRIAL DISTRICT

District Context

The Industrial District is a part of a larger established general industrial area located along the BNSF rail lines that run north-south through the City. The Industrial District is located north of the Neighborhood District, between Hesperia Road and BNSF railroad right-of-way on the west and I Avenue on the east. The northern boundary of the district runs along Lemon Street, also the Specific Plan boundary. Juniper Street, just north of the commercial uses along Main Street, forms the southern boundary. Various industrial uses such as construction materials supply warehouses and manufacturing facilities that take advantage of the available rail connections primarily occupy this district.

The critical issue of truck traffic, access across the rail lines, and improved access to the freeway system will need to be addressed. Currently, access across the rail tracks and to Interstate-15 is limited to Bear Valley Road and Main Street. The planned rail crossing and freeway interchange at Ranchero Road will significantly tackle these issues. An additional grade separation at Lemon Street will also significantly improve access for trucks to the western part of the City.

Many vacant parcels can be found within the district providing an opportunity for intensifying some of the uses. However, the significant constraint of limited truck traffic access

Auto and construction-related manufacturing facilities are located in the Industrial.

Light industrial uses and small business parks can also be found in the Industrial District.
Rail access is an important element in the viability of the Industrial District.

Several existing commercial businesses can be found along I Avenue. These commercial uses buffer the residential neighborhoods to the east of I Avenue from the industrial uses to the west.

**District Intent**

The primary intent of the Industrial District is to promote industrial development to expand the City’s tax base and provide a wide range of employment activities, while not adversely impacting the community or environment. This district, with its access to rail, should focus on distribution and warehousing uses, manufacturing, and information and technology related uses, providing a source of higher-skilled, higher salaried jobs. The planned additional rail spurs will encourage densification of employment uses in this district and improve the City’s job-housing balance. These rail-dependent developments should continue to be encouraged to locate in this district. The provision of financial and other incentives for locating here may be necessary.

Along I Avenue, the existing commercial uses are expected to continue their role as a transition between the industrial uses to the west and residential neighborhoods to the east, as illustrated in Figure 6.9 (Industrial District) and described in Chapter 9 (Non-Residential Zones) of this Plan.

The full range of manufacturing, fabrication, assembly, warehousing and distribution use types associated with heavy industrial land uses, including outside manufacturing, warehousing and storage are anticipated in this district. Special control measures may be required to ensure compatibility with other manufacturing activities and that the environmental impact does not extend beyond the district. Establishing appropriate development standards and adopting performance standards, as well as providing appropriate barriers and buffers between the industrial uses and surrounding development, shall minimize the adverse environmental impacts from industrial developments.

**Figure 5.1: Land Use Districts in the Specific Plan Area**
Section II: Private Development

Chapter 6: Specific Plan Zones
A. INTRODUCTION

This chapter establishes the zoning for the Hesperia Main Street and Freeway Corridor Specific Plan area. A community goal of this Specific Plan is to create a forward-looking and responsible development plan that provides for continuing growth for the Specific Plan area, with land uses and intensities appropriately designated to meet the needs of anticipated growth. The Specific Plan zones are intended to support this goal by providing for an appropriate mixture of uses along the two corridors that create vitality and build community. The development and design standards and guidelines will enhance the City’s image and create an appealing environment for the Specific Plan area.

B. ESTABLISHMENT OF SPECIFIC PLAN ZONES

The Specific Plan zones, permitted uses and development standards for the zones are described in Chapters 7, 9 and 11 of this Plan and are intended to provide property owners, merchants, developers, and their designers with basic development and design criteria that are intended to reinforce the desired building and area character. Applicable design standards and guidelines for residential, commercial and industrial uses are included in Chapters 8, 10 and 11 of this Plan.

The Specific Plan establishes residential, commercial, industrial, mixed use, institutional and public zones as follows:

**Residential Zones** (Chapter 7 of this Specific Plan) include:
- Rural Residential (<0.5 Units/Acre)
- Very Low Density Single Family Residential (0.5-2 Units/Acre)
- Low Density Single Family Residential (2-8 Units/Acre)
- Medium Density Multi-Family Residential (8-15 Units/Acre)
- High Density Multi-Family Residential (15-20 Units/Acre)
- Mixed-Use

**Non-Residential Zones** (Chapter 9 of this Specific Plan) include:
- Regional Commercial
- Auto Sales Commercial
- Office Park
- Office Commercial
- Neighborhood Commercial
- Commercial/Industrial Business Park
- General Industrial

**Public/Institutional Overlay Zone** (Chapter 12 of this Specific Plan)
Figure 6.1 illustrates the Specific Plan zones for the Main Street and Freeway Corridor Specific Plan area. Figures 6.2 – 6.9 illustrate the Specific Plan zones by land use district, which are established in Chapter 5 (Land Use Districts) of this Plan.

C. WASH PROTECTION OVERLAY

The Oro Grande Wash and the unnamed wash on the east side of the freeway fall in three of the land use districts. The City’s 2001 General Plan designates these washes as Open Space. Various other General Plan Elements also call for the preservation of these washes as passive and/or recreational open space. The preservation of these washes as an open space community resource is an important element of this Specific Plan. As described in Chapter 4 (Urban Design Framework) of this Plan, the washes serve multiple functions including natural habitat, natural drainage course and recreation area.

This Plan establishes a Wash Protection Overlay that limits the construction of permanent structures within the washes’ right-of-way in order to maintain their function as natural drainage courses. The Development Services Director or his/her designee shall have the authority to establish the actual boundaries of the Overlay.

The washes’ right-of-way mostly falls in private ownership. The ability to balance the multiple uses in these areas would provide flexibility to deal with site constraints and market demands while still ensuring that the overall goals of this Plan are maintained.

D. GENERAL PROVISIONS

1. Land Uses Not Listed

All uses not specifically listed in this Specific Plan are prohibited. However, the Development Services Director or his/her designee may determine that any use not listed is comparable to a listed use and shall be treated in a similar manner. Such determination is appealable to the Planning Commission. A list of comparable use determinations shall be kept on file in the Development Services Department.

2. Standards Not Listed

Any issue or standard not specifically covered in this Specific Plan shall be subject to Title 16 Development Code of the Hesperia Municipal Code (HMC). In cases where development standards set forth in this Specific Plan are inconsistent with Title 16 Development Code of the HMC, the standards of the Specific Plan shall prevail.
3. Interpretation

The Development Services Director or his/her designee shall interpret the phrases “other similar uses,” “uses customarily incidental to,” etc., as used in this Specific Plan. In interpreting and applying the provisions of this title, such provisions shall be held to be the minimum requirements for the promotion of the public health, safety, comfort, convenience and general welfare. Where this Specific Plan imposes a greater restriction upon the use of buildings or land or requires larger open spaces than are imposed or required by the HMC or other ordinances, rules, regulations or by easements, covenants or agreements, the provisions of this Specific Plan shall control. Whenever there is any question regarding the interpretation of the provisions of this Specific Plan or their application to any specific case or situation, the Development Services Director or his/her designee shall interpret the intent of this Specific Plan.

4. Approval Process

**Site Plan Review**

All new development in the Specific Plan area shall be subject to the approval of a Site Plan Review pursuant to the procedures set forth in Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC, unless otherwise specified.

**Conditional Use Permits**

All new development that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

**Planned Developments**

All new planned developments shall be subject to the approval of a planned development application pursuant to the procedures set forth in Chapter 16.12, Article IV (Planned Developments) of the HMC, unless otherwise specified.

5. Severability

If any section, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

6. Design Review

All new construction, new additions to existing buildings, and any other exterior improvements or modifications, including signs and awnings, that require issuance of a City permit shall be subject to the design standards and guidelines set forth in Chapters 8, 10 and 12 of this Plan, pursuant to the City’s Development Review Committee (DRC) review process.
7. Nonconforming Uses

Any use within the Specific Plan boundary, which is nonconforming to the requirements and standards of this Plan, shall be subject to Chapter 16.12, Article IX (Nonconforming Uses and Structures) of the HMC.

8. Variances

Variances may be granted from the development standards contained in this Specific Plan pursuant to the procedures set forth in Chapter 16.12, Article VI (Variances and Minor Exceptions) of the HMC, unless otherwise specified.

9. Appeals

Appeals on an administrative decision may be taken to the Planning Commission pursuant to the procedures set forth in Chapter 16.12, Article I (General Procedures) of the HMC. Appeals on a Planning Commission decision may be taken to the City Council pursuant to the procedures set forth in the same section.

Figure 6.1: Specific Plan Zones
Figure 6.2: Zoning in the Freeway – North District
Figure 6.3: Zoning in the Main Street/Interstate-15 District
Figure 6.4: Zoning in the Highway 395/Interstate-15 District
Figure 6.5: Zoning in the Freeway – South District
Figure 6.6: Zoning in the Main Street – West District
Figure 6.7: Zoning in the City Center District
Figure 6.8: Zoning in the Neighborhood District
Figure 6.9: Zoning in the Industrial District
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Chapter 7: Residential Zones
A. INTRODUCTION

The Specific Plan area contains three single family residential zones, namely, Low Density Residential, Very Low Density Residential, and Rural Residential. Two multi-family residential zones – Medium Density Residential and High Density Residential are established within the Specific Plan area in this chapter. A zone that permits mixed-use development in the area adjacent to the Civic Center has also been established to provide the opportunity for live/work uses in an environment that is otherwise typically residential in character.

This chapter defines the allowable land uses and property development standards, including density of development, for these residential zones within the Specific Plan area in order to produce healthy, safe, livable and attractive neighborhoods, consistent with the goals and policies of the City’s General Plan and this Specific Plan.

B. LOW DENSITY RESIDENTIAL ZONE

The Low Density Residential zone is the most prevalent of the single family residential zones and falls within five of the eight land use districts as described in Chapter 5 (Land Use Districts) of this Plan. The purpose of this Specific Plan zone is to provide areas for single family residences with a variety of lot sizes and housing choices. While the most prevalent housing type in this zone is envisioned to be single-family homes on generous sized lots, this zone also permits small lot subdivisions as well as attached ownership products such as condominiums and townhomes, at the higher end of the permitted density range.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Low Density Residential zone and for small lot subdivisions.

Example of appropriate low density residential development.

1. Permitted Uses

The following uses are permitted in the Low Density Residential zone:

   a) Day care home - small family, incidental to the primary use, pursuant to the Hesperia Municipal Code (HMC).
   b) Home occupations, incidental to the primary use, pursuant to the HMC.
   c) Manufactured dwellings.
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d) Mobile home park.
e) Second dwelling unit, incidental to the primary use, on parcels with a minimum size of 10,000 square feet.
f) Single family dwelling unit.
g) Small lot subdivisions.
h) Small residential care facilities, community care facilities, senior housing, intermediate care of six or less and licensed by the state, handicapped residential care facilities, pursuant to the HMC.
i) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
j) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Low Density Residential zone:

   a) Day care facility - child or adult, pursuant to the HMC.
   b) Day care home - large family, incidental to the primary use, pursuant to the HMC.
   c) Group homes not licensed by the state with two or more residents, pursuant to the HMC.
   d) Large residential care facilities, community care facilities, senior housing, intermediate care of seven or more and licensed by the state, pursuant to the HMC.
   e) Second dwelling unit, incidental to the primary use.
   f) Single Room Occupancy Development (SRO)

3. Prohibited Uses

The following uses are prohibited in the Low Density Residential zone:

   a) Uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to public welfare.

4. Development Standards

All property in the Low Density Residential zone shall be developed according to the following standards:

4.1 Residential Density
The gross residential density range permitted in this zone is 2 – 8 units/acre.

4.2 Minimum Lot Size and Dimensions
The minimum site size and dimensions for new lots in this zone are as listed below with the exception for Small Lot Subdivisions as outlined in the following section:
(1) The minimum width of an interior lot shall be 60 feet, a minimum depth of 100 feet and a minimum net area of 7,200 square feet.

(2) The minimum width of a corner lot shall be 70 feet, a minimum depth of 100 feet and a minimum net area of 7,200 square feet.

4.3 Maximum Lot Coverage
All buildings, together with any accessory structures, shall occupy not more than 40 percent of the net lot area.

4.4 Maximum Building Height
The maximum building height shall be 35 feet, with the exceptions as noted in Section 16.20.060 of the Hesperia Municipal Code (HMC).

4.5 Street Yard Setbacks
(1) The minimum front yard setback shall be 25 feet and street side yards shall be 15 feet, as measured from the property line.

(2) Adequate visibility for vehicular and pedestrian traffic at all 90 degree angle intersections of public rights-of-way and private driveways shall be maintained by limiting the height of any walls, fences, monument signs or other man-made visual obstructions to less than 36 inches within a clear sight triangular area at the corner. This clear sight triangle is a right triangle created by a two 30-foot perpendicular sides at the corner, as illustrated in Figure 7.1.

(3) The street yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.

(4) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach on the following:
   • The clear sight triangles specified in (2) above.
   • Within five feet of the front property line.

![Figure 7.1: Clear Sight Triangles](image)
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4.6 Rear Yard Setbacks
(1) The minimum rear yard setback shall be 15 feet, as measured from the property line.
(2) The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the rear property line.

4.7 Interior Side Yard Setbacks
(1) The minimum interior side yard setback on at least one of the interior sides shall be 10 feet, as measured from the property line. The minimum interior side yard setback on the other side shall be 5 feet, as measured from the property line.
(2) The interior side yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of any interior property line.

4.8 Garages and Driveways
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) Garages shall be located to prevent vehicles from projecting into the street/sidewalk right-of-way. In order to prevent vehicles from blocking sidewalk areas, the driveway depth shall be a minimum of 20 feet.

4.9 Walls, Fences and Hedges
Decorative walls and fences are permitted in the setbacks as follows:
(1) In no event shall any fence, wall or hedge obscure any clear sight triangle as specified earlier in this chapter.
(2) In the street yard setback, a wall, fence or hedge shall not exceed three feet in height above grade when view-obscurring. However, non-view-obscurring estate-type decorative fences may be constructed in the street yard setback up to a maximum height of six feet. A non-view-obscurring estate-type fence is defined as a fence with solid masonry pillars with ornamental metal fencing between. The masonry pillars shall not be more than two feet in width and shall not be placed less than eight feet apart.
(3) The wall or fence height shall not exceed six feet in the rear and interior side yard setbacks.
(4) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and shall not be used.
4.10 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.

4.11 General Performance Standards and Minimum Residential Construction Standards
(1) All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V, (General Performance Standards) of the HMC.
(2) Connection to sewer is required.

4.12 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for residential uses.

4.13 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC, with the exception of all single family residential development on previously subdivided parcels.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

5. Development Standards for Small Lot Subdivisions
Small Lot Subdivisions are permitted in the Low Density Residential and Medium Density Residential zones. These subdivisions are primarily developed and constructed by a single development entity as for-sale housing and provide an important housing type for first-time home buyers, empty nesters, and small families. Variation in building form and massing will play a significant role in making such developments attractive and positive contributors to the residential neighborhoods in Hesperia.

The following are development standards for Small Lot Subdivisions:

5.1 Minimum Development Project Size
The project size of a Small Lot Subdivision shall be a minimum of 10 acres.

5.2 Residential Density
The gross residential density range permitted for a Small Lot Subdivision in the Low Density Residential zone is 5 – 8 units/acre and in the Medium Density Residential zone is 8 – 12 units/acre.
5.3 Minimum Lot Size and Dimensions

In the Low Density Residential zone, the minimum site size and dimensions for new Small Lot Subdivisions are as listed below:

1. The minimum width of an interior lot shall be 50 feet, a minimum depth of 75 feet and a minimum net area of 4,500 square feet.
2. The minimum width of a corner lot shall be 60 feet, a minimum depth of 75 feet and a minimum net area of 4,500 square feet.

In the Medium Density Residential zone, the minimum site size and dimensions for new Small Lot Subdivisions are as follows:

1. The minimum width of an interior lot shall be 40 feet, a minimum depth of 60 feet and a minimum net area of 3,000 square feet.
(2) The minimum width of a corner lot shall be 50 feet, a minimum depth of 60 feet and a minimum net area of 3,000 square feet.

5.4 Maximum Lot Coverage
All buildings, together with any accessory structures, shall occupy not more than 50 percent of the net lot area.

5.5 Maximum Building Height
The maximum building height shall be 35 feet, except for the following:
(1) The maximum building height shall be 18 feet to a depth of 20 feet from the street property line. For corner lots, all street-facing sides shall meet this requirement.
(2) Exceptions as noted in Section 16.20.060 of the HMC.

5.6 Street Yard Setbacks
(1) As measured from the property line, the minimum street yard setback shall be 10 feet, or 20 feet if garages open parallel to the street, as illustrated in Figure 7.2. For corner lots, all street-facing sides shall meet this requirement.
(2) Adequate visibility for vehicular and pedestrian traffic at all 90 degree angle intersections of public rights-of-way and private driveways shall be maintained by limiting the height of any walls, fences, monument signs or other man-made visual obstructions to less than 36 inches within a clear sight triangular area at the corner. This clear sight triangle is a right triangle created by a two 30-foot perpendicular sides at the corner, as illustrated in Figure 7.1.
(3) The street yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(4) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach on the following:
• The clear sight triangles specified in (2) above.
• Within five feet of the front or street side property line.

Figure 7.2: Setbacks for Small Lot Subdivisions
5.7 **Rear Yard Setbacks**  
(1) The minimum rear yard setback shall be 15 feet, as measured from the property line.  
(2) The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.  
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the rear property line.  

5.8 **Interior Side Yard Setbacks**  
(1) The sum of the interior side yard setbacks shall be 10 feet, as measured from the property line. A zero setback on one of the interior sides with shared party walls between adjacent attached units and the creation of usable yard space on the other side is permitted.  
(2) The interior side yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.  
(3) If an interior setback(s) is provided, the projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the interior property line.  

5.9 **Usable Private Yard Space**  
(1) A minimum of 200 square feet per dwelling unit with no dimension less than 10-feet shall be provided.  
(2) Ten percent of the lineal length of the total perimeter wall area of dwelling units accessible to a side and rear yard shall contain penetrable openings such as sliding glass doors that open into usable, private open space.  

5.10 **Common Usable Open Space**  
(1) A minimum of 500 square feet per residential unit within the Small Lot Subdivision shall be designated and permanently reserved as usable common open space for use by residents of the small lot development. This required open space shall be suitably improved for its intended purposes and all landscaped areas shall be provided with a permanent irrigation system to maintain such areas.  
(2) Common usable open space area amenities include, but are not limited to the following: swimming pool, spa, community recreation room, sports courts for tennis, basketball, racquetball, volleyball, barbecue areas, community gardens or play areas with a slope of less than 5 percent. Areas used for providing site drainage and water retention cannot be used as part of the common usable open space area requirements described herein.
5.11 Driveways and Garages
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

1. Garages shall be located to prevent vehicles from projecting into the street/sidewalk right-of-way. In order to prevent vehicles from blocking sidewalk areas, the driveway depth shall be a minimum of 20 feet.

2. The following exception to the above-mentioned standards shall apply:
   No overnight parking (during the hours of 10 PM and 7 AM) is allowed within the street yard setback(s), except on the approved driveway.

5.12 Streets
1. All streets within a small lot subdivision shall be 54-foot right-of-way and 32-foot curb-to-curb.
2. A four-foot sidewalk between back of curb and utility easement shall be provided.
3. A three-foot utility easement between the sidewalk and property line shall be provided.
4. No signs, vaults, utilities, hydrants, etc. may be located on the sidewalk.
5. All streets within small lot subdivisions shall be public.

5.13 Walls, Fences and Hedges
Decorative walls and fences are permitted in the setbacks as follows:
1. In no event shall any fence, wall or hedge obscure any clear sight triangle as specified earlier in this chapter.
2. In the street yard setback, a wall, fence or hedge shall not exceed three feet in height above grade when view-obscuraing. However, non-view-obscuraing estate-type decorative fences may be constructed in the street yard setback up to a maximum height of six feet. A non-view-obscuraing estate-type fence is defined as a fence with solid masonry pillars with ornamental metal fencing between. The masonry pillars shall not be more than two feet in width and shall not be placed less than eight feet apart.
3. The wall or fence height shall not exceed six feet in the rear and interior side yard setbacks.
4. Both sides of all perimeter walls should be architecturally treated. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and shall not be used.

5.14 Homeowner Associations
Homeowner associations shall maintain small lot subdivisions that provide common amenities.

5.15 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.
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5.16 General Performance Standards and Minimum Residential Construction Standards
(1) All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V, (General Performance Standards) of the HMC.
(2) Connection to sewer is required.
(3) No undeveloped residential lot sales shall be allowed, developer shall construct all homes within small lot subdivisions.

5.17 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for small lot residential uses.

5.18 Review Process
All new Small Lot Subdivisions shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

C. VERY LOW DENSITY RESIDENTIAL ZONE

The Very Low Density Residential zone falls in three of the land use districts, Main Street – West District, City Center District and the Neighborhood District, as described in Chapter 5 (Land Use Districts) of this Plan. The purpose of this Specific Plan zone is to provide areas for large lot single family residences while creating a transition from higher density residential uses to less dense rural and agricultural residential uses.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Very Low Density Residential zone.

Examples of appropriate development in the Very Low Density Residential zone
1. Permitted Uses

The following uses are permitted in the Very Low Density Residential zone:

a) Day care home - small family, incidental to the primary use pursuant to the HMC.
b) Home occupations, incidental to the primary use, pursuant to the HMC.
c) Manufactured dwellings.
d) Mobile home park.
e) Second dwelling unit, incidental to the primary use, pursuant to the HMC.
f) Single family dwelling unit.
g) Small residential care facilities, community care facilities, senior housing, intermediate care of six or less and licensed by the state, handicapped residential care facilities, pursuant to the HMC.
h) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
i) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Very Low Density Residential zone:

a) Day care facility - child or adult, pursuant to the HMC.
b) Day care home - large family, incidental to the primary use, pursuant to the HMC.
c) Group homes not licensed by the state with two or more residents, pursuant to the HMC.
d) Large residential care facilities, community care facilities, senior housing, intermediate care of seven or more and licensed by the state, pursuant to the HMC.
e) Single Room Occupancy Development (SRO).

3. Prohibited Uses

The following uses are prohibited in the Very Low Density Residential zone:

a) Small lot subdivisions.
b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to public welfare.

4. Development Standards

All property in the Very Low Density Residential zone shall be developed according to the following standards:

4.1 Residential Density

The gross residential density range permitted in this zone is 0.5 – 2 units/acre.
4.2 **Minimum Lot Size and Dimensions**
The minimum site size and dimensions for new lots in this zone are as listed below:

1. The minimum width of an interior lot shall be 100 feet, a minimum depth of 150 feet and a minimum net area of 18,000 square feet.
2. The minimum width of a corner lot shall be 110 feet, a minimum depth of 150 feet and a minimum net area of 18,000 square feet.

4.3 **Maximum Lot Coverage**
All buildings, together with any accessory structures, shall occupy not more than 35 percent of the net lot area.

4.4 **Maximum Building Height**
The maximum building height shall be 35 feet, with the exceptions as noted in Chapter 16.20.060 of the HMC.

4.5 **Street Yard Setbacks**

1. The minimum street yard setback shall be 25 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.

2. Adequate visibility for vehicular and pedestrian traffic at all 90 degree angle intersections of public rights-of-way and private driveways shall be maintained by limiting the height of any walls, fences, monument signs or other man-made visual obstructions to less than 36 inches within a clear sight triangular area at the corner. This clear sight triangle is a right triangle created by a two 30-foot perpendicular sides at the corner, as illustrated in Figure 7.1 (Clear Sight Triangles) earlier in this chapter.

3. The street yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.

4. The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach on the following:
   - The clear sight triangles specified in (2) above.
   - Within five feet of the front property line.

4.6 **Rear Yard Setbacks**

1. The minimum rear yard setback shall be 15 feet, as measured from the property line.

2. The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the rear property line.

4.7 Interior Side Yard Setbacks
(1) The minimum interior side yard setback on at least one of the interior sides shall be 10 feet, as measured from the property line. The minimum interior side yard setback on the other side shall be 5 feet, as measured from the property line.
(2) The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of any interior property line.

4.8 Driveways and Garages
The off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC apply with the following exception — no overnight parking (during the hours of 10 PM and 7 AM) is allowed within the street yard setback, except on the approved driveway.

4.9 Walls, Fences and Hedges
Decorative walls and fences are permitted in the setbacks as follows:
(1) In no event shall any fence, wall or hedge obscure any clear sight triangle as specified earlier in this chapter.
(2) In the street yard setback, a wall, fence or hedge shall not exceed three feet in height above grade when view-obscuring. However, non-view-obscuring estate-type decorative fences may be constructed in the street yard setback up to a maximum height of six feet. A non-view-obscuring estate-type fence is defined as a fence with solid masonry pillars with ornamental metal fencing between. The masonry pillars shall not be more than two feet in width and shall not be placed less than eight feet apart.
(3) The wall or fence height shall not exceed six feet in the rear and interior side yard setbacks.
(4) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and should not be used.

4.10 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.

4.11 General Performance Standards and Minimum Residential Construction Standards
All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V (General Performance Standards) of the HMC.
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4.12 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for residential uses.

4.13 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC, with the exception of all single family residential development on previously subdivided parcels.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

D. RURAL RESIDENTIAL ZONE

The uses in areas within the Specific Plan boundary zoned Rural Residential are subject to the provisions of Chapter 16.16, Article VI (Rural Residential District) of the HMC.

The development standards for all properties within the Specific Plan boundary zoned Rural Residential are the same as those defined for the Very Low Density Residential zone in Section C of this chapter.

E. MEDIUM DENSITY RESIDENTIAL ZONE

The Medium Density Residential zone falls in four of the land use districts as described in Chapter 5 (Land Use Districts) of this Plan. This Specific Plan zone is established to provide areas for medium density multi-family housing in a garden setting such as courtyard apartments, condominiums and walk-up townhomes. This zone also permits single family residences in small lot subdivisions.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Medium Density Residential zone. Development standards for small lot subdivisions are included in Section B.5 earlier in this chapter.

1. Permitted Uses

The following uses are permitted in the Medium Density Residential zone:

a) Home occupations, incidental to the primary use, pursuant to the HMC.
b) Multiple family dwellings (2 or more units).
c) Single family dwelling unit, pursuant to the HMC.
d) Small lot subdivision.
e) Small residential care facilities, community care facilities, senior housing, intermediate care of six or less and licensed by the state, handicapped residential care facilities, pursuant to the HMC.

f) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.

g) Emergency shelters to meet all standards for institutional uses based on services offered.

h) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Medium Density Residential zone:

a) Assisted living (residential care facilities).

b) Day care facility - child or adult, pursuant to the HMC.

c) Day care home - small family, incidental to the primary use, pursuant to the HMC.

d) Group homes not licensed by the state with two or more residents, pursuant to the HMC.

e) Large residential care facilities, community care facilities, senior housing, intermediate care of seven or more and licensed by the state, pursuant to the HMC.

f) Single Room Occupancy Development (SRO).
3. **Prohibited Uses**

The following uses are prohibited in the Medium Density Residential zone:

a) Uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to public welfare.

4. **Development Standards**

All property in the Medium Density Residential zone shall be developed according to the following standards:

4.1 **Residential Density**

The gross residential density range permitted in this zone is 8 – 15 units/acre.

4.2 **Minimum Lot Size and Dimensions**

The minimum site size and dimensions for new lots for multi-family development in this zone:

1. The minimum lot size of an attached multi-family project (apartments, townhomes and condominiums) shall be 5 acres.

2. The minimum width of a lot shall be 300 feet, a minimum depth of 500 feet and a minimum net area of 3,000 square feet per dwelling unit.

4.3 **Maximum Lot Coverage**

All buildings, together with any accessory structures, shall occupy not more than 60 percent of the net lot area.

4.4 **Maximum Building Height**

The maximum building height shall be 35 feet, with the exceptions as noted in Section 16.20.060 of the HMC.

4.5 **Minimum Living Area**

The minimum living area for residential units shall as follows:

<table>
<thead>
<tr>
<th>Minimum Floor Area Requirements for Multiple-family Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
</tr>
<tr>
<td>Market Rate units:</td>
</tr>
<tr>
<td>Studio</td>
</tr>
</tbody>
</table>

Section 4.5 may only be amended if approved by a majority of the voters of the City of Hesperia voting at any regular or special election.
4.6 Distance Between Buildings

If the development contains multiple buildings, the minimum distance between buildings shall be as follows:

<table>
<thead>
<tr>
<th>Distance between single-story buildings</th>
<th>Distance between multiple-story building and any other building</th>
</tr>
</thead>
<tbody>
<tr>
<td>No openings</td>
<td>With openings</td>
</tr>
<tr>
<td>10’</td>
<td>10’²</td>
</tr>
</tbody>
</table>

Notes:
1. The sides of buildings that face each other shall not include openings. Openings in this case shall mean windows and doors.
2. Windows, doors, as well as patios/balconies or similar features shall be oriented so as not to have a direct line-of-sight into adjacent units.

4.7 Street Yard Setbacks

(1) The minimum street yard setback shall be 25 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.

(2) Adequate visibility for vehicular and pedestrian traffic at all 90 degree angle intersections of public rights-of-way and private driveways shall be maintained by limiting the height of any walls, fences, monument signs or other man-made visual obstructions to less than 36 inches within a clear sight triangular area at the corner. This clear sight triangle is a right triangle created by a two 30-foot perpendicular sides at the corner, as illustrated in Figure 7.1 (Clear Sight Triangles) earlier in this chapter.

(3) The street yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.

(4) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach on the following:
   • The clear sight triangles specified in (2) above.
   • Within five feet of the front property line.

4.8 Rear Yard Setbacks

(1) The minimum rear yard setback(s) shall be 15 feet, as measured from the property line.

(2) The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the
yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.

(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the rear property line.

### 4.9 Interior Side Yard Setbacks

1. The minimum interior side yard setback shall be 8 feet, as measured from the property line. The minimum interior side yard setback shall be 5 feet for single-family residences constructed on substandard lots which are substandard due to lot size and/or dimensions.

2. The interior side yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.

3. The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of any interior property line.

### 4.10 Private Usable Open Space

The required amount of private and common open space is as follows:

1. **Private Usable Open Space:** Each dwelling unit shall have a minimum private usable open space of 100 square feet, accessible directly from the living area of the unit. A rectangle inscribed within each private usable open space shall have no dimension less than eight feet. Private usable open space for ground floor units shall be in the form of a fenced yard or patio, or an uncovered deck, with no more than 50 percent of ground level space covered by an overhang balcony or patio roof. Private usable open space for above ground level units shall have at least one exterior side open above the level of railing or fencing. All balconies and patios that front a public street shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.

2. **Common Usable Open Space:** At least 200 square feet of common usable open space shall be provided per dwelling unit. Common usable open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. All required common open space shall be suitably improved for its intended purposes and all lawn and landscaped areas shall be provided with a permanent irrigation system to maintain such areas. Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
   - Tot lot with multiple play equipment
   - Pool and spa
   - Barbecue facility equipped with grill, picnic benches, etc.
   - Exercise room
   - Court facilities (e.g., tennis, volleyball, basketball, etc.)
   - Clubhouse
• Common gardening area.
Other recreational amenities not listed above, may be considered in lieu of those listed subject to Planning Commission review and approval.

(3) All recreation areas or facilities required by this section shall be maintained by private homeowners’ associations, property owners, or private assessment districts subject to Planning Commission approval.

4.11 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.

4.12 Walls, Fences and Hedges
Decorative walls and fences are permitted in the setbacks as follows:
(1) In no event shall any fence, wall or hedge obscure any clear sight triangle as specified earlier in this chapter.
(2) In the street yard setback, a wall, fence or hedge shall not exceed three feet in height above grade when view-obscuring. However, non-view-obscuring estate-type decorative fences may be constructed in the street yard setback up to a maximum height of six feet. A non-view-obscuring estate-type fence is defined as a fence with solid masonry pillars with ornamental metal fencing between. The masonry pillars shall not be more than two feet in width and shall not be placed less than eight feet apart.
(3) The wall or fence height shall not exceed six feet in the rear and interior side yard setbacks.
(4) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and shall not be used.

4.13 Parking
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following apply:
(1) No parking is permitted in the street side setbacks. Except for required landscaped areas, parking and loading is permitted in the interior side yard and rear yard setbacks.
(2) Driveways, drive aisles and interior streets shall not be used for any purpose that would prevent vehicle access to parking spaces, inhibit vehicular circulation, or emergency response.
(3) Parking areas should be designed in a way to allow room for turnarounds and prevent backing onto public streets.

4.14 Trash Collection Areas
(1) Centralized trash/recyclable materials collection areas shall be provided for all multi-family residential development projects. All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.
(2) All trash/recyclable materials collection enclosure areas shall be easily accessible to residents and tenants, including easy pedestrian access for the disposal of materials and collection by refuse vehicles.

(3) The collection area(s) shall be enclosed on three sides by a minimum 6-foot tall decorative masonry wall. The wall materials used shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

4.15 Mechanical Equipment Screening

(1) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable.

(2) For rooftop equipment, the screening materials shall be at least as high as the equipment being screened. Equipment requiring screening includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork, and transformers. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof, except as may be approved through the Site Plan Review process.

(3) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with solid masonry walls or similar permanent structures. Such masonry wall or structure shall be of a neutral color. Screening with wood, chain-link, or similar fencing materials shall not be permitted. Electric and other metering equipment and panels shall be painted to match adjacent building and wall surfaces.

4.16 General Performance Standards and Minimum Residential Construction Standards

(1) All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V, (General Performance Standards) of the HMC.

(2) Connection to sewer is required.

4.17 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for residential uses.

4.18 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC, with the exception of all single family residential development on previously subdivided parcels.
All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

F. HIGH DENSITY RESIDENTIAL ZONE

The High Density Residential zone falls entirely in the City Center District as described in Chapter 5 (Land Use Districts) of this Plan. This Specific Plan zone is established to provide areas for higher density multi-family housing in areas of the Specific Plan near civic and commercial uses that meet the everyday shopping, educational, entertainment and similar needs of residents. This zone contains multi-story residential development with common recreational space for the residents.

Within the Interstate-15/Main Street District, high density residential uses, as a part of a mixed use development, are permitted to create an active, vibrant, mixed use precinct for "live-work-shop-play" with 24-hour activity. With the exceptions noted in Section B.4.16 in Chapter 9 (Non-Residential Zones), development standards provided in this section apply.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the High Density Residential zone.

1. Permitted Uses

The following uses are permitted in the High Density Residential zone:

a) Home occupations, incidental to the primary use, pursuant to the HMC.
b) Multiple family dwellings (2 or more units).
c) Small residential care facilities, community care facilities, senior housing, intermediate care of six or less and licensed by the state, handicapped residential care facilities, pursuant to the HMC.
d) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
e) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the High Density Residential zone:

a) Assisted living (residential care facilities).
b) Day care facility - child or adult, pursuant to the HMC.
c) Group homes not licensed by the state with two or more residents, pursuant to the HMC.
d) Large residential care facilities, community care facilities, senior housing, intermediate care of seven or more and licensed by the state, pursuant to the HMC.

e) Single Room Occupancy Development (SRO).

3. Prohibited Uses

The following uses are prohibited in the High Density Residential zone:

a) Small lot subdivisions.

b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to public welfare.
4. Development Standards

All property in the High Density Residential zone shall be developed according to the following standards:

**4.1 Residential Density**
The gross residential density range permitted in this zone is 15 – 20 units/acre.

**4.2 Minimum Lot Size and Dimensions**
The minimum site size and dimensions for new lots in this zone are as listed below:
(1) The minimum lot size of a multi-family project shall be 5 acres.
(2) The minimum width of a lot shall be 300 feet with a minimum depth of 500 feet and a minimum net area of 1,800 square feet per dwelling unit.

**4.3 Maximum Lot Coverage**
All buildings, together with any accessory structures, shall occupy not more than 60 percent of the net lot area.

**4.4 Maximum Building Height**
(1) The maximum building height, in general, shall be 35 feet. A height bonus of 10 feet may be achieved by providing additional 10 feet of setback space on all sides beyond the specified requirements.
(2) The exceptions as noted in Section 16.20.060 of the HMC also apply.

**4.5 Minimum Living Area**
The minimum living area for residential units shall as follows:

<table>
<thead>
<tr>
<th>Minimum Floor Area Requirements for Multiple-family Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
</tr>
<tr>
<td>Market Rate units:</td>
</tr>
</tbody>
</table>

Section 4.5 may only be amended if approved by a majority of the voters of the City of Hesperia voting at any regular or special election.
4.6 Distance Between Buildings
If the development contains multiple buildings, the minimum distance between buildings shall be as follows:

<table>
<thead>
<tr>
<th>Distance between</th>
<th>Distance between</th>
</tr>
</thead>
<tbody>
<tr>
<td>single-story buildings</td>
<td>multiple-story building and any other building</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No</th>
<th>With</th>
<th>No direct line of sight</th>
<th>Direct line of sight</th>
</tr>
</thead>
<tbody>
<tr>
<td>openings</td>
<td>openings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10'</td>
<td>10'</td>
<td>10'</td>
<td>15'</td>
</tr>
</tbody>
</table>

Notes:
1. The sides of buildings that face each other shall not include openings. Openings in this case shall mean windows and doors.
2. Windows, doors, as well as patios/balconies or similar features shall be oriented so as not to have a direct line-of-sight into adjacent units.

4.7 Street Yard Setbacks
(1) The minimum street yard setback shall be 15 feet, as measured from the property line. For corner lots, all street-facing sides shall meet this requirement.
(2) Adequate visibility for vehicular and pedestrian traffic at all 90 degree angle intersections of public rights-of-way and private driveways shall be maintained by limiting the height of any walls, fences, monument signs or other man-made visual obstructions to less than 36 inches within a clear sight triangular area at the corner. This clear sight triangle is a right triangle created by a two 30-foot perpendicular sides at the corner.
(3) The street yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(4) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach on the following:
   - The clear sight triangles specified in (2) above.
   - Within five feet of the front property line.

4.8 Rear Yard Setbacks
(1) The minimum rear yard setback shall be 15 feet, as measured from the property line, with the following exception – in computing depth of a rear yard where such yard opens into an alley, one-half of the width of such alley may be assumed to be a portion of the required rear yard.
(2) The rear yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of the rear property line.

4.9 Interior Side Yard Setbacks
(1) The minimum interior side yard setback shall be 8 feet, as measured from the property line.
(2) The interior side yard setback shall be open and unobstructed from finished grade or from such other specified level at which the yard is required, to the sky, except for structures allowed in the yard by the table in Section 16.20.075 of the HMC. The architectural projections listed in this section must be attached to the principal building allowed on the lot.
(3) The projections listed in the table in Section 16.20.075 of the HMC may not, in any event, encroach within five feet of any interior property line.

4.10 Private Usable Open Space
The required amount of private and common open space is as follows:
(1) Private Usable Open Space: Each dwelling unit shall have a minimum private usable open space of 70 square feet, accessible directly from the living area of the unit. A rectangle inscribed within each private usable open space shall have no dimension less than eight feet. Private usable open space for ground floor units shall be in the form of a fenced yard or patio, or an uncovered deck, with no more than 50 percent of ground level space covered by an overhang balcony or patio roof. Private usable open space for above ground level units shall have at least one exterior side open above the level of railing or fencing. All balconies and patios that front a public street shall have opaque balcony/railing enclosures to screen items being stored on the balcony or patio.
(2) Common Usable Open Space: At least 150 square feet of common usable open space shall be provided per dwelling unit. Common usable open space may be divided into more than one area, however, each area shall be a minimum of 1,000 square feet and a rectangle inscribed within each shall have no dimension less than 25 feet. All required common open space shall be suitably improved for its intended purposes and all lawn and landscaped areas shall be provided with a permanent irrigation system to maintain such areas. Each multi-family development shall include, but not be limited to, two of the following recreational amenities, or equivalent, as approved by the Planning Commission:
• Tot lot with multiple play equipment
• Pool and spa
• Barbecue facility equipped with grill, picnic benches, etc.
• Exercise room
• Court facilities (e.g., tennis, volleyball, basketball, etc.)
• Clubhouse
• Common gardening area.
Other recreational amenities not listed above, may be considered in lieu of those listed subject to Planning Commission review and approval.
(3) All recreation areas or facilities required by this section shall be maintained by private homeowners’ associations, property owners, or private assessment districts subject to Planning Commission approval.
4.11 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.

4.12 Walls, Fences and Hedges
Decorative walls and fences are permitted in the setbacks as follows:
(1) In no event shall any fence, wall or hedge obscure any clear sight triangle as specified earlier in this chapter.
(2) In the street yard setback, a wall, fence or hedge shall not exceed three feet in height above grade when view-obscuring. However, non-view-obscuring estate-type decorative fences may be constructed in the street yard setback up to a maximum height of six feet. A non-view-obscuring estate-type fence is defined as a fence with solid masonry pillars with ornamental metal fencing between. The masonry pillars shall not be more than two feet in width and shall not be placed less than eight feet apart.
(3) The wall or fence height shall not exceed six feet in the rear and interior side yard setbacks.
(4) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include ornamental metal grillwork, decorative masonry, stone and brick. Chain link is not considered a decorative material and shall not be used.

4.13 Parking
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) No parking is permitted in the street side setbacks. Except for required landscape areas, parking and loading is permitted in the interior side yard and rear yard setbacks.
(2) Driveways, drive aisles and interior streets shall not be used for any purpose that would prevent vehicle access to parking spaces, inhibit vehicular circulation, or emergency response.
(3) Parking areas should be designed in a way to allow room for turnarounds and prevent backing onto public streets.

4.14 Bicycle Parking and Storage Areas
All multi-family developments in this zone shall provide common bicycle storage areas for the residents as follows:
(1) Two bicycle racks for every five residential units for the first 20 residential units, and one bicycle rack for every five additional residential units.

4.15 Trash Collection Areas
(1) Centralized trash/recyclable materials collection areas shall be provided for all multi-family residential development projects. All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.
(2) All trash/recyclable materials collection enclosure areas shall be easily accessible to residents and tenants, including easy pedestrian access for the disposal of materials and collection by refuse vehicles.
(3) The collection area(s) shall be enclosed on three sides by a minimum 6-foot tall decorative masonry wall. The wall materials used shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

4.16 Mechanical Equipment Screening

(1) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable.

(2) For rooftop equipment, the screening materials shall be at least as high as the equipment being screened. Equipment requiring screening includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork, and transformers. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof, except as may be approved through the Site Plan Review process.

(3) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with solid masonry walls or similar permanent structures. Such masonry wall or structure shall be of a neutral color. Screening with wood, chain-link, or similar fencing materials shall not be permitted. Electric and other metering equipment and panels shall be painted to match adjacent building and wall surfaces.

4.17 General Performance Standards and Minimum Residential Construction Standards

(1) All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V, (General Performance Standards) of the HMC.

(2) Connection to sewer is required.

4.18 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for residential uses.

4.19 Review Process

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC, with the exception of all single family residential development on previously subdivided parcels.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.
G. MIXED-USE ZONE

The intent of the Mixed-Use zone, which falls entirely in the City Center District, is to provide for a variety of low-density residential uses, office uses, and the opportunity for live/work uses in an environment that is typically residential in character. This zone serves as a transition area to the single-family residential neighborhoods to the north and east, and therefore, is intended for lower intensity development. Single family residential uses are allowed and encouraged to remain in this zone, as well as adaptive reuse of these structures for low-density office or live/work uses, which will maintain the residential feel of the area. Because of the single-family residential character of this area, multiple lot development is discouraged.

1. Permitted Uses

The following uses are permitted in the Mixed-Use zone:

a) Artist studio (including photo).
b) Day care homes - small family, incidental to the primary use, pursuant to the Hesperia Municipal Code.
c) Home occupations, incidental to the primary use, pursuant to the Hesperia Municipal Code.
d) Live-work unit, pursuant to the standards established in this section.
e) Manufactured dwellings.
f) Offices (administrative, business, executive and professional, but not including medical or dental), pursuant to this section.
g) Retail uses, as a part of a live/work unit.
h) Single family dwelling unit, pursuant to the Hesperia Municipal Code.
i) Small residential care facilities, community care facilities, senior housing, intermediate care of six or less and licensed by the state, handicapped residential care facilities, pursuant to the HMC.
j) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
k) Second dwelling unit.
l) Emergency shelters to meet all standards for institutional uses based on services offered.
m) Other similar uses, as interpreted by the Development Services Director or his/her designee.
2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Mixed-Use zone:

   a) Day care facility – child or adult, pursuant to the HMC.
   b) Day care home – large family, incidental to the primary use, pursuant to the HMC.
   c) Second dwelling unit, incidental to the primary use.
   d) Group homes not licensed by the state with two or more residents, pursuant to the HMC.
   e) Large residential care facilities, community care facilities, senior housing, intermediate care of seven or more and licensed by the state, pursuant to the HMC.
   f) Single Room Occupancy Development (SRO)

3. Prohibited Uses

The following uses are prohibited in the Mixed-Use zone:

   a) Drive thru lanes, incidental to the primary use, pursuant to the HMC.
   b) Hospital.
   c) Hotel.
   d) Industrial uses.
   e) Medical services – clinic, medical/dental offices, laboratory, urgent/express care, and optometrist.
   f) Mini-storage.
   g) Motel.
   h) Vehicle repair facilities.
i) Vehicle sales, leasing or rental.
j) Vehicle wash facilities.
k) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to public welfare.

4. Development Standards

All property in the Mixed-Use zone shall be developed according to the following standards:

4.1 Maximum Gross Floor Area Ratio
The maximum gross floor area ratio for non-residential uses permitted in this zone is 0.23.

4.2 Residential Density
The gross residential density range permitted in this zone is 2 – 8 units/acre.

4.2 Minimum Lot Size and Dimensions
The minimum site size and dimensions for new lots in this zone are as listed below:
(1) The minimum width of an interior lot shall be 60 feet, a minimum depth of 100 feet and a minimum net area of 7,200 square feet.
(2) The minimum width of a corner lot shall be 70 feet, a minimum depth of 100 feet and a minimum net area of 7,200 square feet.

4.3 Maximum Lot Coverage
All buildings, together with any accessory structures, shall occupy not more than 60 percent of the net lot area.

4.4 Maximum Building Height
The maximum building height shall be 35 feet, with the exceptions as noted in Section 16.20.060 of the Hesperia Municipal Code.

4.5 Street Yard Setbacks
Standards provided in Chapter 7, Section B.5.6 of this chapter shall apply.

4.6 Rear Yard Setbacks
Standards provided in Chapter 7, Section B.5.7 of this chapter shall apply.

4.7 Interior Side Yard Setbacks
Standards provided in Chapter 7, Section B.5.8 of this chapter shall apply.

4.8 Garages and Driveways
The off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, shall apply.

4.9 Walls, Fences and Hedges
Standards provided in Section B.4.9 of this chapter shall apply.
4.10 Landscaping
The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply. In addition, the design standards and guidelines included in Chapter 8 (Residential Design Standards and Guidelines) of this Plan shall apply.

4.11 General Performance Standards and Minimum Residential Construction Standards
1. All new construction shall be subject to the general and specific standards contained in Chapter 16.20, Article V, (General Performance Standards) of the Hesperia Municipal Code.
2. Connection to sewer is required.

4.12 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) for general provisions. Refer to Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for residential uses.

4.13 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the Hesperia Municipal Code, with the exception of all single family residential development on previously subdivided parcels.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

4.14 Standards for Live/Work Units in the Mixed-Use Zone
For the purposes of this Specific Plan, a live/work unit is an integrated living unit and working space, occupied and utilized by a single housekeeping unit, in the mixed-use zoning district, or in a building specifically designed and constructed to provide live/work units. Live/work units may also occupy a portion of a building designed for mixed-use development. Live/work units are particularly suitable for artisans, artists, and individuals practicing similar professions and the families of these individuals.

The intent of this section is to provide standards for the development of buildings specifically designed and constructed to provide live/work units, as well as provide for and make feasible the reuse of existing commercial or residential structures to accommodate live/work opportunities. Live/work units shall be developed in compliance with the following requirements:

1. The minimum floor area of a live/work unit shall be 750 square feet.
2. All living space within the live/work unit shall be contiguous with, and an integral part of the working space, with direct access between the two areas.
3. At least one of the full-time workers of the live/work unit shall reside in the unit. The residential area shall not be rented separately from the working space. The business activity occupying the live/work unit may utilize employees in addition to residents as necessary.
4. Access to individual units shall be from common access areas, corridors, or hallways.
5. Retail space may be integrated with working space.
6. A business license shall be obtained in compliance with the HMC for business activities conducted within the live/work unit.
7. The parking requirements for live/work units are as follows:
A two-car garage for the residential portion of each live/work unit is required. In addition, one off-street guest parking space for every four units or portion thereof for the non-residential component is required. The Development Services Director or his/her designee may amend this requirement on a case-by-case basis.

4.15 Standards for Single Room Occupancy for all residential zones.

Single Room Occupancy (SRO) is an efficiency unit intended or designed to be used, rented, sold or occupied as a primary residence for a period of more than 30 consecutive days which can serve as an affordable housing alternative for one to two persons per unit.

The following development standards serve as minimum requirements for single room occupancy developments.

(1) The minimum unit size shall be 220 square feet gross area.

(2) Each unit shall have provisions for kitchen purposes including a sink, food preparation area, microwave, refrigerator, dry food and utensil storage. A full kitchen shall include a sink, a refrigerator and a stove, range top or oven.

(3) An SRO unit is not required to but may contain partial or full bathroom facilities. A partial bathroom facility shall have at least a toilet and sink; a full facility shall have a toilet sink and bathtub shower or bathtub/shower combination. If a full bathroom facility is not provided, common bathroom facilities shall be provided in accordance with the California Building Code for congregate residences with at least one full bathroom per floor.

(4) A SRO unit shall accommodate a maximum of two persons.

(5) Tenancy of SRO units shall be limited to 30 or more days.

(6) Each unit shall have a closet area.

(7) Laundry facilities must be provided in a separate room at the ratio of one washer and one dryer for every twenty units or fractional number thereof, with one washer and dryer per floor.

(8) Common open space shall be provided as follows: a minimum total of 400 square feet for the first 20 units, then 25 square feet per unit for each additional unit in excess of 20. Such common open space shall be located on-site to be easily accessible to all residents and shall exclude required building and landscape setbacks and required parking or parking lot landscaping. Up to one-half of the common usable open space area may be located indoors in the form of a recreation room, exercise room, or similar common facility.

(9) An existing structure may be converted to an SRO Facility, consistent with the provisions of this Section."

(10) Off-street parking shall be provided in accordance with CMC Section 16.20.080 for studio apartment at a standard 1.25 spaces per unit.

(11) Trash pick-up area shall be governed by CMC Chapter 8.04
Section II: Private Development

Chapter 8: Residential Design Standards and Guidelines
A. INTRODUCTION

1. Purpose

This chapter provides standards and guidelines for designing new residential development and for exterior alterations and additions to existing homes and residential structures. The guidelines are intended to identify appropriate and attractive design solutions to improve the appearance and quality of the Specific Plan area’s residential neighborhoods and enhance property values.

Property owners, developers, architects, building designers, and contractors seeking to construct new residential structures, or alterations and additions to existing structures, should use these standards and guidelines in the early design stages of their projects. These guidelines are not intended to limit creative site planning and architecture that are consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative design solutions are strongly encouraged.

Refer to Chapter 7 (Residential Zones) of this Plan for specific development standards pertaining to residential uses.

2. Applicability

These standards and guidelines apply to all new single family and multi-family residential construction, and exterior alterations or additions to any existing dwelling or residential structure. These guidelines are in addition to the development standards set forth in Chapter 7 (Residential Zones) of this Plan.

3. Design Goals

The standards and guidelines have been established in order to accomplish the following goals:

- Improve visual quality and appearance within residential neighborhoods in the Specific Plan area.

- Encourage improved residential site planning and architectural design.

- Contribute to the character of the neighborhood by respecting the scale, proportion and architectural style of the surrounding area.

- Promote design creativity, interest and variation along residential streets while still reflecting common, characteristic neighborhood patterns.

- Provide for physical improvement of residential properties to enhance property values and aesthetic quality of neighborhoods.
• Preserve and incorporate natural amenities unique to the site into the project.

• Encourage environmental sensitivity in development.

• Protect the low density character of single family residential neighborhoods in the Specific Plan area.

• In multi-family developments, create attractive and functional site arrangements of buildings, open space, recreation areas and parking areas, and a high quality architectural and landscape design.

B. SITE DESIGN STANDARDS AND GUIDELINES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT

The appearance of a residential property as it is viewed from the street or sidewalk is important to the overall appearance of a neighborhood. How well a house fits with its site and its surrounding environment contributes to the public view of the streetscape and to the success of the project. All forms of residential development including additions, new accessory buildings and new homes should first take into account the site on which the structure will be built and the streetscape pattern of the neighborhood. In well-established neighborhoods, it is especially important to maintain the character of the neighborhood by respecting the pattern of the streetscape.

New homes should be compatible with the setback, proportion, and scale of the houses in the neighborhood. They should also be compatible with the existing on-site relationships of the surrounding neighborhood such as front facade orientation, scale of front entries, front porches, and front yard landscaping. Effective site planning should reflect the natural attributes of the site, while maintaining compatibility with the neighborhood.

1. Setbacks

(a) While respecting the minimum front and side yard setback as established in Chapter 7 (Residential Zones) of this Plan, a new dwelling’s front and side yard setbacks should generally approximate that of adjacent residences. The front and side yard setback pattern on the block should be identified and respected to help unify the neighborhood.
(b) While some variation in setbacks can add interest and diversity to the street view, particularly in subdivisions, a setback that significantly differs from an established pattern may be disruptive to the character of the neighborhood.

2. Orientation

(a) Dwellings should orient themselves to the street with a clearly identifiable front door and windows that face the street. Front windows and the front door contribute to “eyes on the street” which helps neighborhood security.

3. Scale, Mass and Form

(a) The scale and mass of a new dwelling should blend well with neighboring houses and not overwhelm them with disproportionate size or a design that is out of character. Structures that are out of scale with the neighborhood, with large, blank, flat surfaces, and insufficient open space and mature landscaping can appear out of place and incompatible with their surroundings.

(b) A two-story structure should not be constructed in a one-story neighborhood unless it is carefully designed to be similar in scale and mass with surrounding structures. In such instances, the second story should be setback from the front of house to make the second story less visible from the street. Second floor balconies and small decks accented with landscaping can also reduce the visual impact of two-story structures.

(c) The size, mass, and height of a structure should also be in proportion with the size of the property. It is not necessarily desirable to maximize the allowable lot coverage, but to provide ample open space and setbacks and preserve the character of the neighborhood.
(d) Architectural elements, such as simple roof forms, facade articulation, roof breaks, walls with texture materials and ornamental details, and incorporation of landscaping, are encouraged because they add visual interest and reduce the appearance of mass and scale.

(e) Accessory buildings and second dwellings should have comparable massing and form as the primary residence.

4. Environmental Considerations

(a) A house should be designed to be sensitive to its natural surroundings and compatible with the natural slope of the land, reflecting its contours. Grading should be minimized to follow the natural contours to the greatest extent possible. A house should be sited to maximize views of the High Desert environment and surrounding mountains.

(b) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the house. Site design that requires altering landforms and removing trees is strongly discouraged.

(c) A new house or addition should be designed to make best use of available sun, light and shade. This can be accomplished in the following ways:

• Use windows for natural light as much as possible. Design windows for through airflow to promote natural cooling.
• Use trees or roofs with large overhangs to shade the house, particularly over south-facing windows.
• Use patios and porches to buffer the building from heat gain.
• Incorporate attic turbines for ventilation and energy-efficient heating and air conditioning systems.
• Locate open space in a manner to maximize use of sun and shade patterns, natural drainage and existing trees and vegetation.

The location of this addition preserves an established tree.

The location of this addition requires removal of an established tree.

Design new structures and additions to preserve established trees.
(d) Maximize vegetative ground cover on the lot to absorb rainwater, provide drainage to large trees on the site, and reduce runoff. Extensive paving in the front, side and rear yards is strongly discouraged. Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

5. Relationship to Adjacent Properties

(a) The visual impact of a new house and/or accessory buildings on adjacent properties should be minimized. Taller sections of buildings should be located where they will not obstruct sunlight to adjacent gardens, patios, pools, or rooms. Carefully positioning or limiting the width, depth, or height of proposed building elements is encouraged to preserve a neighbor’s privacy and view. Privacy issues are extremely important on flag lots, where neighboring houses could abut a flag lot on four or five sides.

(b) New windows should be placed where they promote privacy between properties. Windows should be offset or staggered from neighboring windows to maintain privacy between houses. Clerestory windows can be placed high on a wall to allow natural light and air, but no view to the adjacent property. Where a second story addition is planned, the new windows and walls should be positioned to promote visual and sound privacy between houses.
(c) Second floor balconies should be located to minimize the loss of privacy for neighboring properties. Avoid locating balconies so that they directly overlook a neighboring patio or yard.

(d) Appropriate landscaping should be provided for privacy between neighboring properties in the rear and side yards. The use trees and shrubbery is encouraged to provide screens and buffers between neighbors and to shape spaces. Protect and care for any existing trees in the rear or side yards.

(e) Outdoor lighting should be positioned so that no direct light extends onto neighboring properties. Take care in choosing and locating outdoor lighting fixtures so that privacy is maintained between properties.

6. **Additions, New Accessory Buildings and Second Dwelling Units**

(a) Additions and new accessory structures, and second dwelling units should maintain the look and appearance of the existing primary structure so that they do not appear as an addition or new building. They should respect the architectural style, scale, and rhythm of the existing primary structure. Building elements, such as roof pitch and style, building proportions, exterior siding and roofing materials, door and window style and materials, color, and texture, should match the existing primary structure.

(b) An addition should complement and balance the overall form, mass, and composition of the existing primary structure on the property.

(c) Additions are strongly encouraged to be located behind the house away from public view. Additions in the front yard are strongly discouraged.

(d) When building an addition, efficient use of floor area is encouraged. Maximize floor area by combining uses of space, eliminating unnecessary rooms, and organizing rooms to eliminate hallways.

7. **Garages**

(a) Garages should not dominate the front elevation. The visual impact of garage doors along street frontages can diminish the character of the neighborhood. Garages should be located and designed in one of the following ways:

- Access the garage from the side or rear of the lot. Where there is a rear alley and auto access is feasible, rear detached garages with alley access should be used.
- Offset the garage behind the front façade of the house. The frontage of any garage should be setback a minimum of 3 feet from the dwelling’s first story frontage.
• If a garage must be located closer to the street than the front façade of the house, provide usable open space, such as a balcony or deck, above the garage with a trellis or roof along the frontage of the garage to reduce the visual impact. Also, designing an entry porch or trellis located in front of the living area to meet the setback of the garage can improve the visual appearance from the street.

• Provide a side entry garage: locate the garage so that it faces the side of the lot, rather than the fronting the street.

(b) Recreational vehicles, boats, trailers, etc. shall not be located in view from the public right-of-way. They add visual clutter and detract from the appearance of the neighborhood. They shall be stored in side or rear yards, screened from street by fences or landscaping.
8. **Driveways and Walkways**

(a) Large expanses of paving for driveways and walkways should be avoided to reduce visual impact and impervious coverage in the front yard. Minimizing the width of driveways where feasible is encouraged.

(b) Driveways are encouraged to incorporate natural materials into their design with the use of brick pavers or stone. The use of decomposed granite is limited to small expanses such as the center portion of a driveway.

(c) The walkway to the front entry should be designed at a human scale – between 3 to 5 feet in width - and not be excessively wide. Natural materials such as brick pavers or stone, tiles, and textured or stamped concrete for walkways are strongly encouraged.

(d) The use of asphalt for driveways and walkways is prohibited.

9. **Fences, Walls, Gates and Hedges**

(a) Front yard fences and walls are strongly discouraged, particularly in neighborhoods where the predominant streetscape pattern has no existing fences in the front yard. This provides a quality of openness that contributes to an attractive overall streetscape in residential neighborhoods. Where permitted, front yard fences and walls shall not dominate the streetscape or reduce compatibility of the home with adjacent residences.

(b) Fences, walls, gates and hedges for privacy may be used in side and rear yards.

(c) The materials, design, height, and length of the fence or wall should be compatible with the architectural style, materials and overall size of the primary structure. Landscaping should be provided adjacent to fences along street frontages to soften their appearance.

(d) Fences and gates should be designed with simplicity to complement the house. Avoid ornate fences and gates, which draw attention, and detract from the main structure.

(e) Front yard fences and walls should provide a decreasing level of opaqueness as the height of the fence or wall increases to the maximum permitted.

(f) Columns and other architectural features such as posts should be architecturally compatible with the primary structure.

(g) Gates should be designed to reflect the architecture of the primary structure and the style and design of the fence or wall.
(h) Hedges that are intended to provide screening and privacy should be planted so as not to encroach over the sidewalk or front property line if no sidewalk exists.

(i) Fences and walls should be constructed with materials such as masonry, metal, wood, or a combination thereof. The use of true wrought iron is preferred to hollow metal tubing. Barbed wire and chain link fencing are prohibited.

(j) “Good neighbor” fences (fences that look equally good from both sides) are encouraged in side and rear yards.

10. Exterior Lighting

(a) Exterior lighting includes all lighting fixtures on front facades, security lighting, and landscape lighting. Adequate exterior lighting shall be provided on the front of the house to ensure neighborhood safety and security. Exterior lighting that accentuates architectural and landscape elements of the property is encouraged.

(b) Recessed porches must be lit.

(c) Light fixtures should complement the design of the house.
(d) Photo-sensitive off/on switches are strongly encouraged for energy conservation and safety.

(e) Exterior lighting should be positioned so that no direct light extends into neighboring properties or public rights-of-way. Illumination should be screened from adjacent properties. Cut-off luminaries should be used to prevent nighttime light pollution.

11. House Address Numbers

(a) Address numbers should be located near the front entry door or front entry porch in a location that is visible from the street.

(b) Address numbers shall be a minimum of four inches in height. The design of the numbers should be simple in shape so that they can be read easily from a distance.

(c) Number colors should provide a strong contrast with background color. Address number illumination is required.

12. Utility and Mechanical Equipment

(a) All mechanical equipment shall be screened from view. Utility meters, transformers, backflow devices and equipment should be placed in locations that are not exposed to view from the street or they should be suitably screened. All screening devices should be compatible with the architecture and color of the house and should not look like a “tacked on” addition.

(b) Roof mounted equipment should be avoided.

(c) All antennas should be placed in building attics or interiors. All new units should be pre-wired to accommodate cable reception. Satellite dishes shall be located away from public view and should be considered early in the design process in terms of location and screening from view from the street and from common recreation areas.

Screening of Mechanical Equipment
C. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT

While there is no specific architectural style required for residential structures in the Specific Plan area, high quality, innovative architecture is strongly encouraged. The primary focus is to develop a high quality residential environment. The architectural style and design of building elements should be consistent within itself and complimentary with the neighborhood. The building design should take advantage of the site’s unique natural amenities and surroundings, and consider compatibility with adjacent houses and the overall streetscape appearance. Human scale form and proportions are encouraged.

New projects, including infill houses and small lot subdivisions, should meet or exceed the standards of quality that have been set by surrounding development. New design, additions, and alterations to existing homes should complement the surroundings and also contribute to the improvement of the area.

1. Facades and Architectural Detailing

(a) Residential facades should be articulated to add visual interest and minimize the mass of a building by breaking up the appearance of the façade. Facades should help to provide a sense of human scale. Elements of articulation include change of wall plane, door and window placement, facade details (moldings, material changes, etc.), and other appropriate architectural treatment.

(b) Architectural details such as decorative moldings, windows, dormers, chimneys, balconies and railings, and landscaped elements such as lattices, can also add detail to a facade and are strongly encouraged.

(c) Facade treatment and architectural detailing should be relevant to the home’s architectural style and should be carried throughout the entire house with each façade and any accessory structure.

(d) Flat, blank walls, particularly along the front and side elevations, which are viewed from the street, are strongly discouraged and should be avoided. Also, excessive façade treatment and architectural detailing should be avoided as it can create a chaotic appearance.
2. Height and Roof Lines

(a) The roof is one of the most important elements contributing to the sense of scale and proportion of the building. Depending on the height and roof line, it could be the most visible architectural feature as viewed from the street. Height and roof lines should be consistent with the style of architecture of the house, and complement qualities of neighboring residential structures such as type, slope, size, material and color.

(b) The use of expansive, predominantly flat roofs (with a slope of less than 2 in 12) is discouraged. On the other hand, the use of too many different roof angles or roof types on a structure should also be avoided as this can create a disjointed, chaotic appearance.

(c) Additions should maintain the same floor-to-floor height of the original structure. Roof lines for additions should match the original slopes and ridges of the roof of the primary structure.

3. Front Entries

(a) A front entry consists of the front door and its surrounding architectural elements. Front entries are important as they serve as the primary focal point of a residence. Front entries shall be visible from the street and well illuminated.

(b) Smaller, understated entries are strongly encouraged because they help create a more human scale to a home. Large, massive entries that are double height and appear two-story are strongly discouraged. Recessed entries can also add a human scale to a home and create an intimate feel and are encouraged.

(c) Front entry doors and decorative elements such as moldings, columns, posts, lighting, and built-in benches and planters should be architecturally consistent with the style of the house.
(d) Front porches are strongly encouraged as they provide a clear sense of entry, design interest, shade, weather protection for the front door, and help foster community interface. To ensure usability, a minimum porch depth of eight feet is required.

![Front porches, designed at a human scale, are strongly encouraged.](image)

4. Doors and Windows

(a) The placement and relationship of doors and windows is important in creating a unified building composition. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.

(b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. For additions, all new doors and windows should match those that are on the existing structure. All doors and window frames should be composed of the same material as those found on the existing structure.

(c) For additions and remodels, match the existing windows of the house. Double glazing is encouraged, if not required by Title 24 standards.

(d) Knockers or door bells should be provided on doors. Entrance doors should provide viewers for safety and security.

(e) Shutters, trim and moldings on windows are encouraged. Proposed window mullion widths, window trim or surrounds, material, and type should complement all existing windows. Mullion widths should be in scale with the windows and the structure. Wider trim, such as 1x4 and 1x6, is preferred to narrower trim, such as 1x2.

(f) Raw or clear anodized aluminum window frames are strongly discouraged.

(g) Operable windows should have screens so they can be used for ventilation.
5. Garage Doors

(a) Garage doors should not dominate the streetscape. Multiple paneled doors, windows, or other architectural detailing should be used on garage doors to reduce their visual impact from the street and better fit the scale of the house. Any architectural detailing should be compatible with the architectural style of the house.

6. Awnings

(a) Awnings should be used only when compatible with the existing architectural style of the house. The same type and color awnings shall be used for the entire structure. Awning color should accent the colors on the structure.

(b) Awning frames shall be designed to withstand wind speeds of up to 75 miles per hour.

(c) Canvas, vinyl or polyester awnings are preferred. Awnings shall be inspected regularly and deteriorating awnings shall be replaced promptly.

7. Dormers

(a) Dormers provide light and ventilation to the top floor of a building and can provide a means to increase livable area. They are highly visible elements of a roof. The dormer style
should be consistent with the overall architectural style of the structure. New dormers should be designed to match those already existing on the structure.

(b) Dormers should align with, or be centered between, the windows found on the main body of the structure.

(c) Dormer trim work should be painted to match the main body trim. Dormer sidewalls should be made with the same wall materials, finish, and color found on the main building.

8. Chimneys

(a) If chimneys are provided, they should be designed to reflect the architectural style of the structure and be appropriate in scale with the structure. Chimneys should use materials and detailing compatible with those found on the structure. For remodels and additions, new chimneys should match the scale, design, and materials of any existing chimneys.

(b) Spark arresters shall be provided with all chimneys and be architecturally compatible with the structure.

9. Materials and Finishes

(a) The choice and mix of materials on residential facades and garage doors has a significant visual impact. Materials and finishes should be of high quality, appropriate for the style and scale of the house, and consistently applied. Piecemeal embellishment with frequent changes in materials should be avoided.

(b) The use of at least one strong accent material is encouraged. The number of materials and finishes should be limited to those appropriate for the style of the house. Each style of house calls for a different mixture of finishes. For some architectural styles, only one or two finishes are appropriate, while others can support more. Too many materials are discouraged and can result in a chaotic, unpleasant façade.

(c) For new structures, the repetition of textures and color found in the neighborhood can help tie the new structure to its surroundings. In remodels and additions, new materials should match those of the existing structure. Accessory structures should match materials, finishes, and colors, found on the primary structure.

(d) Architectural design and exterior materials should be applied consistently on all sides of the structure to provide continuity. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged. When using wood siding or masonry as a primary or accent material in the front, extend it along the sides, or at least to an inside corner. Do not stop at an outside corner.
(e) Exposed gutters and downspouts should be colored to match fascia or wall materials, unless designed as an outstanding architectural feature of the overall theme.

(f) Materials that are responsive to climate, adjacent context and site orientation are encouraged. Natural materials suitable to the High Desert environment include stone, brick, and metals such as copper and are encouraged. Synthetic materials made to simulate natural wood and masonry are discouraged.

(g) Stucco and plaster finishes should be consistent with the architectural style of the structure. The use of very rough, “knock-down” stucco finishes is discouraged.

(h) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long lifespan, selecting materials that are not energy-intensive to manufacture, using building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible.

10. Color and Texture

(a) For most architectural styles, the number of colors on the exterior should be limited to a maximum of three, with an additional contrasting color for accent. In general, the lighter colors should be used for the main body, with darker shades for trim and accent. The larger and simpler the house design, the more subtle the color should be to reduce the massiveness of large wall planes.

(b) Earth tones are best suited and are appropriate for most of the architectural designs found in the city. The use of strong or bright, unnatural colors, including the bright “white-on-white” color schemes for exterior stucco, wood siding, trim doors and shutters, should be avoided. However, the use of strongly contrasting, natural colors can be appropriate for accent use, such as for shutters and doors.

(c) Details such as trim, shutters, posts, etc. should be articulated by the use of color, texture or both.

(d) Color palettes and texture palettes should be kept relatively simple so that clashes and very dramatic contrasts are avoided.

11. Roofing Materials

(a) Roofing materials should be compatible with the architectural style and design of the structure. Permanent roof materials, such as concrete and clay tile, are encouraged because of their low maintenance and consistent appearance over time. Metal roofing, wood shake or shingle roof is acceptable.
(b) Natural barrel clay tile roofs should be replaced with the same material. For repairs, remodels, and additions, care should be taken in the selection of material and installation to match as closely as possible the color of the “aged” tiles, so that the finished roof does not have a patched look.

(c) When used, composition shingles should be of at least 25-year quality.

(d) The colors of natural roofing materials, such as barrel tiles and slate should be left natural and not be altered by staining or painting. Colors of synthetic roofing materials should simulate natural materials and should be consistent with the architectural style of the house.

(e) Roofing materials with glossy surfaces appear unnatural and are strongly discouraged.

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT

Landscaping for single family residential developments shall frame and visually soften the architecture and site walls or fences, provide a buffer between neighboring properties and enhance the overall residential environment and streetscape.

All projects in the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.

1. Front Yard Landscaping

(a) Front yard landscaping is required. As much landscaping as possible should be provided in the front yard, minimizing the amount of paving in the front yard. Landscape design shall be architecturally compatible and proportionate in scale to the primary structure and in context with the surrounding neighborhood.

(b) Visual openness shall be maintained in front yards. Planting location, size and shape should be considered so as not to hide the front of the house, thereby decreasing security. Street-facing front yard fence and hedge material shall not exceed 42 inches. Fence material shall be reviewed for architectural compatibility with the residences, streetscape, and surrounding neighborhood.
(c) The creation of recognizable landscape patterns and themes along street frontages is encouraged.

(d) If the neighborhood pattern includes a planting strip along the street, any new dwelling should provide a similar planting strip appropriately planted with trees and greenery. A planting strip is a tremendous visual asset to the street.

(e) Open space and landscaped areas should visually blend with adjacent properties. Buildings should be oriented so that outdoor space visually connects between properties and extend a sense of open space, while maintaining a sense of privacy. This can be achieved by delineating yards and private areas in the planting design with low plant rows and plant massing.

2. Landscape Materials

(a) Plant species and hardscape materials should be selected based on their ability to complement the scale, mass, and color of the architecture. Create recognizable landscape patterns and themes.
(b) Variation in front yard plant material is encouraged. Both evergreen and deciduous plant material shall be included within the minimum number of plant types required in Chapter 16.20, Article XII (Landscape Regulations) of the HMC.

(c) The use of stone, gravel, cobble and other pervious paving materials is encouraged for paths, walkways and areas of driveways in close vicinity of established trees to allow for tree root expansion and storm water percolation.

(d) The use of natural materials and natural veneers such as stone and wood in landscape elements such as walls, trellises and fences is encouraged.

(e) The use of flowering vines is encouraged along fence lines, perimeter walls and retaining walls.

(f) Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC.

3. Preservation of Existing Trees

(a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of a dwelling or accessory structure should take into account all established trees in order to avoid unnecessary removal. The root systems of established trees should be protected when siting a dwelling or accessory structure and during construction of that dwelling or structure.

(b) Street trees are particularly important and should be considered before other factors in the design. Street trees provide residents with the beauty and comfort of shady streets and sidewalks and contribute to the overall character of the city. The removal of street trees is prohibited.

4. Landscape Lighting

(a) The inclusion of landscape lighting in residential landscape design is encouraged. Lighting should complement and enhance residential architecture and landscape. Lighting should be designed so that the light source is not visible, with light fixtures screened behind landscape features.

Native and drought-tolerant plants are strongly encouraged.
(b) Residential landscape lighting shall be low voltage.

(c) Landscapes should utilize discrete lighting to illuminate planting, circulation paths, entryways, and focal elements.

(d) Landscape lighting shall be aesthetically pleasing and minimal. It shall not flood the landscape with excessive light or spill into adjacent properties.

E. DESIGN STANDARDS AND GUIDELINES FOR SMALL LOT SINGLE FAMILY DEVELOPMENTS

Small lot single family developments shall be developed according to the provisions and standards of Chapter 7 (Residential Zones) of this Plan. In addition to the aforementioned design standards and guidelines in this Chapter for single family homes, the following additional standards and guidelines should be incorporated into the design of projects for small lot, detached single family development to create functionality and visual variety along local residential streets:

(a) The architectural design, scale and mass of the development should blend well with the surrounding neighborhood and complement the character of the neighborhood.

(b) Variation should be provided in unit types, architectural design and building massing to provide visual interest within the development.

(c) Where possible, there should be some variation in setbacks, unit placement, and orientation to achieve efficient and unique site design and avoid a monotonous street scene.

(d) Both active and passive open space and recreational amenities for private and common use by the residents shall be provided.

(e) Decorative elements, such as architectural details, intensified landscaping, pedestrian paths, decorative lighting, etc. are encouraged to complement and enhance the development and create variety and interest.

(f) Gated entries into small lot single family developments are prohibited.
F. SITE DESIGN STANDARDS AND GUIDELINES FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT

Multi-family developments are characterized by higher density residential buildings comprised of attached units and common facilities such as parking, open space and recreation areas. If not properly designed, multi-family development can result in projects surrounded by high walls, projects with monotonous blank facades, or projects dominated by large parking areas with minimal landscaping and open space areas. The primary goal of these guidelines is to help mitigate the effects of these situations and to provide a pleasant residential environment within multi-family developments. New projects should meet or exceed the standards of quality set by surrounding development and contribute to improvement of the area.

1. Setbacks

(a) While respecting the minimum front and side yard setbacks as established in Chapter 7 (Residential Zones) of this Plan, the front and side yard setbacks of a new multi-family residential development should generally approximate that of adjacent development, with some variation in setbacks to provide visual interest and varying shadow patterns.

(b) The setback area should be used for planting landscape screens to protect the privacy of the ground floor units.

2. Building Orientation, Siting and Entrances

(a) Multi-family developments should have a strong street presence with public entrances oriented towards the street. The majority of unit entrances must be accessed from the street or from the main open space. Where there is a common building entrance for all units, it should be accessed from the street or main open space.

(b) Multi-family units in large projects should be clustered, or broken up into groups of structures. The use of long access balconies and corridors should be avoided. Access points to individual units in large projects should be clustered in groups of four or less.

(c) The use of distinctive architectural elements and materials to denote entrances is encouraged. Weather protection, such as a porch covering or canopy, should be provided for individual entry doors.

(d) New projects shall have transitional spaces in the form of stoops, overhangs and porches between public areas and entrances to the units. Front porches are encouraged on all street front units.

Use enhanced landscaping and paving to distinguish entries and edges to multi-family developments.
(e) Multi-family developments should be distinguished by entry and edge design features such as ornamental landscaping, open space areas, natural features, architectural monumentation and enhanced paving.

(f) Multi-family residential uses should be buffered from incompatible development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses. In addition, where possible, residential projects should utilize parking areas, in addition to landscaping, as a buffer along edges common with commercial or industrial uses.

3. Buildings Fronting Arterial Streets

(a) Some multi-family developments within the Specific Plan area will be located on shallow lots along major arterial streets. These streets will need to be taken into account in the project design. The perceived front yard will be created by parkways and street trees, together with landscaped setbacks, and should be considered in providing appropriate buffer for the street-facing units from traffic.

(b) Raising the ground floor level by up to three feet can provide additional privacy and noise buffer for street-facing ground floor units. Another means is to provide transitional spaces in the form of raised stoops and entry porches.

(c) Additional landscaping with taller shrubs and groundcover in the front setbacks will also contribute to the privacy and sound-buffering objective for these units.

4. Scale and Mass

(a) The scale and mass of a new multi-family residential development should be consistent with neighboring developments and not overwhelm them with disproportionate size or a design that is out of character.
(b) Larger multi-family projects should avoid massive apartment-type structures. Windows shall be provided facing the street for all units adjacent to the street to break up massing and to contribute to “eyes on the street” which helps neighborhood security.

(c) Heights of individual buildings should be varied to reduce building mass by using a combination of single-level and two story units, as well as varying the roof pitch within a project.

(d) As the vertical height of a building increases, it should increasingly step back from the street (i.e. when possible, the second story of a building should be set back further than the first floor).

(e) Buildings located on properties directly adjacent to a single family residential zone shall be designed to provide a transition between the two zones; i.e. the units directly adjacent to the street should be of a single story design if the adjacent single family residential neighborhood is developed primarily with single-story homes.

5. Environmental Considerations

(a) To the extent possible, site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain.

(b) Multi-family developments should be designed to be sensitive to their natural surroundings and should be sited to maximize views of the High Desert and surrounding mountains, particularly from common and private open space areas.

(c) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the project’s design and development. Site design that requires altering land forms and removing trees is strongly discouraged.

(d) A new multi-family development should be designed to make best use of available sun, light and shade. This can be accomplished in the following ways:
   • Use windows for natural light as much as possible. Design windows for through airflow to promote natural cooling.
   • Use trees or roofs with large overhangs to shade the units, particularly over south-facing windows.
   • Use patios and porches to buffer the units from heat gain.
• Locate private and common open space in a manner to maximize use of sun and shade patterns, natural drainage and existing trees and vegetation.

(e) Maximize vegetative ground cover on the lot to absorb rainwater, provide drainage to large trees on the site, and reduce runoff. Extensive paving is strongly discouraged. Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

6. Privacy Between Buildings

(a) Buildings should be oriented to promote privacy to the greatest extent possible.

(b) Windows, balconies or similar openings above the first story should be oriented so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

(c) Landscaping should be used to aid in privacy screening.

(d) Outdoor lighting should be positioned so that no direct light extends onto neighboring properties.

7. Vehicle Circulation and Access

(a) Site access and internal circulation in multi-family developments should promote safety, efficiency, and convenience. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

(b) Principal vehicular access into multi-family developments should be through an entry drive rather than a parking aisle.

(c) The number of site access points or driveway aprons shall be minimized for aesthetic purposes, to achieve efficient and productive use of paved accessways, and to eliminate traffic hazards. They should be located as far as possible from street intersections (a minimum distance of 100 feet is recommended) and should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Common driveways that provide vehicular access to more than one site are encouraged.

(d) When possible, and especially for properties containing more than 150 feet of street frontage, landscaped islands shall be incorporated into the driveway entry area to separate driveway lanes for ingress and egress. Continuous driveways, uninterrupted by landscaping are not permitted.
(e) Continuous circulation should be provided throughout the site to the greatest extent possible. Dead-end driveways should be minimized. Adequate areas for maneuvering, stacking, and emergency vehicle access should be provided.

(f) Project entries and driveway areas should contain design features, including landscaping and textured paving, to break up the expanse of paving in a project. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate or color concrete is encouraged. Long, uninterrupted broom finished concrete should be avoided. The use of asphalt for driveways and walkways is prohibited.

(g) Alley improvements should coincide with site planning to minimize alleyway deterioration and address problems such as debris, safety, and any nuisance odors or hazards.

8. Pedestrian Circulation

(a) Multiple-family developments shall include pedestrian walkways. Pedestrian circulation should be adequately separated from vehicular traffic. Pedestrian entrances and walkways should be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

(b) Pedestrian walkways should link dwelling units with common open space and recreation areas, parking areas, and the street at the project entries. Where possible, multi-family developments should incorporate pedestrian connections to adjoining residential and commercial projects, and other compatible land use facilities.
(c) Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lights. Use of varied surfaces and decorative pavement is encouraged. At a minimum, decorative paving should be used to delineate crossings at circulation drives and parking aisles.

(d) Curvilinear and off-set paths provide a more inviting and interesting experience and are generally preferred over long, straight alignments. Paths that traverse open space areas are encouraged.

(e) Pedestrian walkways should be a minimum of four feet in width. If combined with a bicycle path, as a part of a dedicated public path/paseo, the minimum total walkway width shall be 14 feet.

(f) Pedestrian access to the first floor units should be via traditional residential front doors. Entry walks from the sidewalk to the front door should reflect the residential character of the project. The width of entry walks should not exceed five feet.

(g) Transit shelters should be provided near major concentrations of residents. As far as feasible, where a transit stop is planned adjacent to a project of at least five acres in size, the developer should coordinate with the transit district to determine a suitable location for a transit shelter on-site. Freestanding shelters should be integrated architecturally with the project with respect to color, materials and architectural style to the extent allowed by the transit provider.

9. Parking

(a) Parking for multi-family developments shall be provided on site in on-grade or underground structures, parking courts, carports, or attached garages. Adverse visual impacts from parking areas, carports, structures, and garage doors on the residential character of the street or project site should be minimized through proper siting and design.
(b) Parking shall be located within close proximity to the building and located to the rear of the parcel wherever possible. Parking shall be designed to avoid awkward turning maneuvers and the backing of vehicles into public streets.

(c) Parking should not occupy more than 30% of any linear street frontage. Parking is not allowed in the front setback areas.

(d) Except for townhome projects with attached garages, all multi-family parking should be in efficient, multiple stall configurations. Large multi-family parking areas should be divided into a series of connected smaller parking courts. Long runs of parking spaces are discouraged.

(e) Parking courts should be treated as important spaces whose character is clearly defined by landscaping, lighting, building massing, and pedestrian/vehicular circulation areas. Parking courts should be separated from buildings by a walkway (minimum four feet wide) and landscape strip (minimum seven feet wide).

(f) Carport structures should be architecturally compatible with the design of the main structures in the project. Pitched roofs for carports are strongly encouraged. Flat aluminum carport structures are prohibited, particularly in long interrupted runs. Carports shall meet setback and building separation requirements.

(g) If tuck-under parking is provided, the first floor of the residential units shall not occur more than four feet above the finished street/sidewalk grade level. Parking may need to be below grade or occur behind the living spaces. These parking areas shall not be visible from the street.

(h) The visual impact of parking courts, carports, and parking structures shall be mitigated with landscaping. Landscaping materials should have adequate room to grow and be protected from abuse by cars. Continuous 6-inch concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

(i) Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.
(j) Bicycle parking shall be provided for multi-family developments, pursuant to the requirements of Chapter 7 (Residential Zones) of this Plan.

10. Open Space

(a) Residents of multi-family developments should have safe and efficient access to usable open space for recreation and social activities. The design and orientation of these areas should take advantage of available sunlight and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

(b) Open space areas should be provided in large meaningful and usable areas, pursuant to the requirements of Chapter 7 (Residential Zones) of this Specific Plan.

(c) Common open space areas should be convenient to the majority of dwellings and should be secure and visible from dwellings to ensure safe use. Common open space areas should contain amenities appropriate to the project’s size; i.e. pools, spas, recreation buildings are encouraged for large projects, while barbecue areas and gazebos, may be more appropriate for smaller projects. Children’s play areas shall be sited to be visible from residential units.
(d) Private open space should be contiguous to the unit they serve and should be screened from public view for privacy. All balconies and patios that front a public street should be substantially enclosed to screen items being stored on the balcony or patio.

11. Fences, Walls, Gates and Hedges

(a) Walls and fences should be planned and designed as an integral part of multi-family development, and should be consistent with the landscaping and building design.

(b) If street fencing is required for security reasons, decorative types of view fencing, such as wrought iron, are encouraged. Solid fencing, such as stucco or masonry, is strongly discouraged when they will block the view of the buildings or provide hiding places.

(c) Perimeter walls or fencing that do not front a public street should be of decorative masonry (split-face block, plaster/stucco finish), decorative metal (wrought iron), wood, hedges, or a combination of materials. They should be designed in a style, material and color to complement the development. Both sides of walls should be architecturally treated.

(d) Tiered planting should be provided adjacent to project perimeter walls along street frontages to soften their appearance.

(e) Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate landscaping, ornamental gateways, signage and street furniture.

(f) Wall sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features, in proportion to the length of the wall:
   • A minimum 2-foot change in horizontal plane for at least 10 feet.
   • A minimum 18-inch change in height for at least 10 feet.
   • A minimum 18-inch high raised planter for at least half the length of the wall.
   • Use of pilasters at 25-foot maximum intervals and at changes in wall planes.

(g) Gates or comparable design solutions should be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access to activity areas and adjacent uses.
(h) Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.

(i) Barbed wire and chain link fencing are prohibited.

12. Exterior Lighting

(a) Every multi-family project shall have adequate lighting to provide for security and visibility. Site lighting should not be pervasive or impact surrounding or neighboring properties. The type and location of site and building lighting should preclude direct glare onto adjoining property, public rights-of-way, or skyward. All lighting fixtures must be shielded to confine light spread on-site and to prevent nighttime light pollution.

(b) The design of all exterior light fixtures shall be compatible with the building’s architecture.

(c) Pedestrian scale/decorative lighting along walkways and driveways is strongly encouraged. “High mast” poles are discouraged. The maximum height of walkway lighting shall be 15 feet.

(d) Main entrances to parking areas or buildings should have strong architectural lighting, particularly for project name or addresses.

(e) Open spaces should be adequately lighted with durable low maintenance fixtures.

(f) The location of light fixtures should correspond to anticipated use. Lighting of pedestrian movement paths should illuminate changes in grade, path intersections, seating areas and any other uses along the movement path that, if left unlighted, would create an unsafe situation.

(g) Night lighting of buildings is encouraged, but should be accomplished in a selective manner, avoiding overall building illumination that produces an undesirable look. Night lighting of buildings may be used to highlight special building features, emphasize repeated or decorative features, and use the juxtaposition of light and shadow to articulate the building facade.

13. Utility and Mechanical Equipment

(a) All mechanical equipment shall be screened from view. Utility meters, transformers, backflow devices and equipment should be placed in locations that are not exposed to view from the street or they should be suitably screened. All screening devices should be compatible with the architecture and color of the main building(s) and should not look like a “tacked on” addition.
(b) Roof mounted equipment should be avoided or appropriately concealed.

(c) All antennas should be placed in building attics or interiors. All new units should be pre-wired to accommodate cable reception. Satellite dishes shall be located away from public view and should be considered early in the design process in terms of location and screening from view from the street and from common recreation areas.

14. Refuse and Storage Areas

(a) Decorative treatment of trash and storage enclosures shall be used to minimize the adverse visual impact of these areas. Trash disposal areas, including dumpsters, shall be screened from view by a 6-foot high enclosure with gates. Trash and storage enclosures shall be architecturally compatible with the project design, and landscaping shall be incorporated into their design to screen them and deter graffiti. Screening materials shall consist of fences, landscaping, and/or berming, and the use of natural terrain where possible.

(b) Trash enclosures should be located for the convenience of the residents and should be easily accessible for trash and recyclables collection, but should not impede circulation during loading operations. They should be designed to avoid areas that are dark or hidden from view of residents or neighbors.

G. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT

While there is no specific architectural style required for multi-family residential structures in the Specific Plan area, high quality, innovative architecture is strongly encouraged. The primary focus is to develop a high quality residential environment. The architectural style and design of building elements should be consistent within the development and complimentary with the neighborhood in terms of scale, materials, and color, but it does not need to copy or duplicate existing structures. Variation of building styles produces healthy design diversity and is encouraged. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area.
1. **Building Articulation and Detailing**

(a) Individual units should be articulated to diminish the massing of large structures and be compatible with the scale of surrounding development. Building design shall avoid large monotonous facades, long straight line building fronts, plain box shapes, and barren exterior treatment.

(b) Avoid designing buildings that are longer than 125 feet. Facades of multi-family buildings should be divided into shorter modules a maximum of 30 feet in width to give the appearance of an assemblage of smaller structures, with each of the units individually recognizable. This can be accomplished through the use of porches, balconies and architectural projections; varied unit setbacks within the same structure; staggered or jogged building planes; and a mix of different unit types within the same unit cluster. Units can be further articulated by the rhythm and pattern of windows and doors. The use of mansard roofs or segments of pitched roof applied at building’s edge is not an acceptable method to provide articulation.

(c) When located adjacent to lower-density residential zones, the bulk of multi-family developments can be imposing on adjacent residential uses. This necessitates that the scale of projects be considered within the context of their surroundings. Buildings of greater height may require additional setbacks so as not to dominate the character of the neighborhood. Buildings of greater mass should be separated into smaller units that better resemble single-family homes.
(d) For projects that front arterial streets, the street floor building level should be raised between two and four feet to protect the privacy of ground floor units.

(e) Distinctive architectural elements, materials and colors should be used to denote primary building entries or individual unit entries.

(f) Awnings, moldings, pilasters and comparable architectural embellishments are encouraged.

(g) The incorporation of balconies, porches and patios within multi-family structures is encouraged to break up large wall masses, provide offsets between floors on multi-level buildings, and add human scale to structures.

(h) Exterior stairways should be designed as an integral part of the architecture of a project and should incorporate solid wall portions, columns, and/or a decorative balustrade. They should be of the same materials, color and detail of the building. Thin-looking, open metal, prefabricated stairs shall not be used. Design of railings and steps should be varied from unit to unit if possible, but must maintain continuity.

2. Height and Roof Lines

(a) Roof lines should be segmented and varied within an overall horizontal context. Varying heights are encouraged. Combinations of one, one and a half, and two story units create variation and visual interest, and are encouraged. Flat roof design should be avoided.

(b) In some cases, it may be desirable to “step back” the upper stories of new multi-family buildings to “scale down” facades that face the street, common space, and adjacent residential structures.

(c) Hipped or gabled roofs covering the entire building are preferable to mansard roofs and segments of pitched roofs applied at the building’s edge.

Avoid mansard roofs and segments of pitched roofs applied at the building’s edge that appear “tacked on.”
(d) The roof pitch for a porch may be slightly lower than that of the main building.

(e) Carport roofs visible from buildings or streets should incorporate roof slope and materials to match adjacent buildings. Flat carport roofs are discouraged.

3. Doors and Windows

(a) The placement and relationship of doors and windows is important in creating a unified building composition. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.

(b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. All doors and window frames should be composed of consistent material.

(c) For new multi-family developments, double glazing should be used consistent with energy code requirements.

(d) Knockers or door bells should be provided on doors. Entrance doors should provide viewers for safety and security.

(e) Shutters, trim and moldings on windows are encouraged. Proposed window mullion widths, window trim or surrounds, material, and type should complement all existing windows. Mullion widths should be in scale with the windows and the structure. Wider trim sizes, such as 1x4’s and 1x6’s, is preferred to narrower trim sizes, such as 1x2’s.

(f) Raw or clear anodized aluminum window frames are strongly discouraged.

(g) Operable windows should have screens so they can be used for ventilation.

4. Materials and Finishes

(a) The building and its elements should be unified by textures, colors and materials. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.
(b) Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged.

(c) Exterior columns for trellises, porches or colonnades should utilize materials and colors that are compatible with the adjacent building.

(d) Exposed gutters and downspouts should be colored to match fascia or wall materials, unless designed as an outstanding architectural feature of the overall theme.

(e) Accessory and service structures, such as carports, detached garages, recreational buildings, laundry facilities, and storage structures, should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.

(f) Building materials should be high quality, durable, and require low maintenance.

(g) Materials that are responsive to climate, i.e. those suitable to the High Desert environment, adjacent context and site orientation are encouraged. Natural materials are encouraged. Materials such as brick, stone, copper, etc. should be left in their natural colors. Synthetic materials made to simulate natural wood and masonry are discouraged. Other suitable materials include textured concrete, trowel-finish concrete, metal cladding, and glass curtain or glass block walls.

(h) Stucco and plaster finishes should be consistent with the architectural style of the structure. A smooth trowel or fine sand float finish is desirable while the use of rough, “knock-down” stucco finishes is discouraged.

(i) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long lifespan, selecting materials that are not energy-intensive to manufacture, using building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible.

5. Color and Texture

(a) For most architectural styles, the number of colors on the exterior should be limited to a maximum of three, with an additional contrasting color for accent. In general, the lighter colors should be used for the main body, with darker shades for trim and accent. The larger and simpler the building design, the more subtle the color should be to reduce the massiveness of large wall planes.
(b) Earth tones are best suited and are appropriate for most of the architectural designs found in the city. The use of strong or bright, unnatural colors, including the bright “white-on-white” color schemes for exterior stucco, wood siding, trim doors and shutters, should be avoided. However, the use of strongly contrasting, natural colors can be appropriate for accent use, such as for shutters and doors.

(c) Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Unusual patterns and color schemes should be avoided. Garish, non-harmonious, or out-of-character colors should not be used.

(d) The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.

(e) Details such as trim, shutters, posts, etc. should be articulated by the use of color, texture or both.

6. **Roofing Materials**

(a) Roofing materials should be compatible with the architectural style and design of the structure. Permanent roof materials, such as concrete and clay tile, are encouraged because of their low maintenance and consistent appearance over time. Metal roofing, wood shake or shingle roof is acceptable.

(b) Natural barrel clay tile roofs should be replaced with the same material. For repairs, remodels, and additions, care should be taken in the selection of material and installation to match as closely as possible the color of the “aged” tiles, so that the finished roof does not have a patched look. When used, composition shingles should be of at least 25-year quality.

(c) The colors of natural roofing materials, such as barrel tile and slate should be left natural and not be altered by staining or painting. Colors of synthetic roofing materials should simulate natural materials and should be consistent with the architectural style of the project.

(e) Roofing materials with glossy surfaces appear unnatural and are strongly discouraged.

7. **Noise Impacts**

(a) Units within the project should be adequately insulated to protect residents from noise intrusion from adjoining units. In addition to insulation between common walls, vertical insulation on exterior walls and from floor-to-floor should be provided.
(b) Loading docks, service entries, mechanical equipment and recreational play areas should be sited as far away from adjoining single-family properties as reasonably possible.

(c) Projects adjacent to major arterials or railroad tracks should incorporate additional noise mitigation measures to protect residents. Mitigation measures include, but are not limited to, double-glazed windows, sound walls, and earth berms.

H. LANDSCAPE DESIGN STANDARDS AND GUIDELINES FOR MULTI-FAMILY RESIDENTIAL DEVELOPMENT

Landscaping shall be an integral part of the site design for multi-family developments. Landscaping shall be used to frame and visually soften the development and its perimeter walls and fences, provide a buffer between neighboring properties, and provide shade and cooling of units. It shall be used to define and accent building entrances, common recreation areas, and screen parking and storage areas. When designed appropriately, landscaping will function as a unifying element that assists in achieving compatibility of new projects with their surroundings. Landscaping shall enhance the overall residential environment and streetscape.

All projects in the multi-family zones within the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.

1. General Landscape Guidelines

(a) A variety of landscaping materials, textures, colors and forms shall be used, including trees, shrubs, ground cover, flowering plants, boulders, rocks, walls, textured surfaces, trellises and other elements.

(b) Landscape design shall be architecturally compatible and proportionate in scale to the structures and in context with the surrounding neighborhood.

(c) The creation of recognizable landscape patterns and themes along street frontages is encouraged.
(d) Planting informal groupings or rows of specimen trees is encouraged to emphasize major focal points in the development.

2. Landscape Materials

(a) Planting shall be selected and placed on the site to create the desired effects as follows:
• Provide a backdrop and visual setting for the site’s architectural elements.
• Create focal points; highlight important architectural elements.
• Direct vehicular traffic; make an entry statement.
• Direct pedestrian traffic; identify and shelter pedestrian walkways.
• Provide a unified appearance along street frontages; reinforce the street hierarchy.
• Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views.

(b) Landscaping around the building perimeter is encouraged. Flowering vines and climbing plants are encouraged to visually soften buildings, trellises, and perimeter walls.

(c) Plant material shall not interfere with lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth might interfere with such public utilities.

(d) Electrical, irrigation, and accessory equipment placed in exterior areas with exposure to public view shall be screened with planting where possible.

(e) Both deciduous and evergreen trees should be planted to provide a variety in texture, color and form. Shade-providing canopy trees are encouraged in parking lots and in front setback areas.

(f) The use of stone, gravel, cobble, and other pervious paving materials is encouraged for paths, walkways, patios, and driveways where appropriate.
(g) Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC, with the following exceptions:
   • At least 25% of new trees shall be specimen trees sized at a minimum of 36” box.
   • Trees shall be planted in areas of public view adjacent to and along structures at an equivalent of one tree per 25 linear feet of building and parking lot, which has public exposure.

3. Preservation of Existing Trees

(a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of buildings in a multi-family development should take into account all established trees in order to avoid unnecessary removal. In addition, the root systems of established trees should be protected when siting a structure or accessory structure and during construction of that structure.

4. Landscape Architectural Features

(a) Landscape architectural features such as pilasters, walls, and fences should be compatible with the architectural style and materials of the development, as well as the character of the neighborhood.

(b) Landscape architectural features should be incorporated into the overall design concept, particularly at project entrances, open space and recreation areas to complement and enhance the development.

(c) Amenities such as trellises, arbors, benches, tables, chairs, and planters, shall be included.

5. Landscape Lighting

(a) Landscape lighting shall complement and enhance the architecture, landscape, and general safety of the development. Landscape lighting should be designed so the light source is not visible. Lighting fixtures should be screened behind landscape features when possible.

(b) Landscapes should utilize discrete lighting strategies to illuminate planting, circulation paths, entries and focal elements and to accentuate building facades and architectural details.
(c) Landscape illumination shall be aesthetically pleasing and minimal. It should not flood the landscape with excessive light or spill into adjacent properties or public rights-of-way.

(d) Fixtures for the illumination of pedestrian circulation and parking areas should be directed downward to prevent light pollution and preserve dark skies.

6. Parking Areas

(a) Required screen walls shall utilize natural materials or natural material veneer such as stone and wood on street side elevations.

(b) Landscape berms for screening purposes should be constructed with care to assure proper drainage. Berms should have ample area to drain to prevent problems with stormwater runoff.

(c) Providing landscaped drainage swales for parking lot rainwater runoff is highly encouraged. Allowing runoff to percolate into the soil filters pollutants and allows for needed groundwater recharge as outlined in the Conservation Element of the City’s General Plan.

(d) The use of enhanced paving such as colored and/or textured concrete that complements the architecture and landscape materials palette is encouraged.

7. Irrigation and Maintenance for Landscaped Areas

(a) Irrigation systems and required maintenance schedules shall adhere to the requirements outlined in Chapter 16.20, Article XII (Landscape Regulations) of the HMC. Low-flow systems such as drip and bubbler and subterranean lines shall be installed per manufacturer requirements. No spray irrigation shall be located within four feet of a walkway, parking lot, or driveway. Rain sensor equipment is recommended for irrigation systems.

I. DESIGN STANDARDS AND GUIDELINES FOR VERTICAL MIXED-USE DEVELOPMENT

Vertical mixed-use projects are permitted in the Regional Commercial zone when it falls within the Main Street/Interstate-15 District. This section provides standards and guidelines for designing new high quality, vertical mixed-use projects. It provides opportunities to weave residential and public uses into the commercial fabric to create an active street life and enhance the vitality of businesses.

Property owners, developers, and architects seeking to develop new mixed-use projects should use these guidelines in the early design stages of their projects. These guidelines are not
intended to limit creative site planning and architecture that is consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative project design is strongly encouraged.

Please refer to the Section B (Regional Commercial Zone) in Chapter 9 (Non-Residential Zones) of this Plan for specific development standards pertaining to mixed-use projects. Detailed design guidelines for stand-alone residential uses are provided in Chapter 8 (Residential Design Standards and Guidelines) and for stand-alone commercial uses are provided in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

The following design standards and guidelines apply to vertical mixed use projects.

1. **Building Siting, Orientation and Setbacks**
   (a) Building siting should take into consideration the context of the mixed-use project, the location of nearby uses, and the location of major traffic generators as well as the site's characteristics.

   (b) The arrangement of structures, parking and circulation areas and open spaces should relate to the surrounding built environment in pattern, function, scale, character and materials.

   (c) The placement and design of buildings should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks. The building(s) and main entrance(s) should be oriented toward the primary street frontage.

   (d) Retail uses in mixed-use developments should front onto the street at the ground-floor level, with parking generally located in the rear or side of buildings.

   (e) Where feasible, buildings should be sited to screen parking and unsightly scenes and activities from public view.

   (f) Buildings should not turn a blank wall to neighboring properties; site buildings to avoid visible blank walls along interior side property lines.

2. **Vehicle Circulation and Access**
   (a) Separate site access and parking facilities should be provided for residential uses and commercial uses.

   (b) Site access and internal circulation shall promote safety, efficiency and convenience. Vehicular traffic shall be adequately separated from pedestrian circulation. Vehicular entrances shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.
(c) Common driveways for the commercial portions of mixed-use developments that provide vehicular access to more than one site are encouraged. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

3. Pedestrian Circulation

(a) Mixed-use developments shall be oriented and designed to enhance pedestrian movement within the development and to adjacent uses.

(b) Attractive, well-marked pedestrian links between parking areas and buildings shall be provided. Pedestrian connections shall be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

(c) Pedestrian walkways shall be provided to link dwelling units with commercial uses in the mixed-use development, as well as with common open space, plazas and courtyards, and public sidewalks. Pedestrian connections should also be provided between buildings and adjoining residential and commercial sites.

(d) Pedestrian connections should include design cues to help demarcate the transition between public and private spaces. Design cues may include a change in colors, materials, landscaping, or the dimensions of the walkway.

4. Building Organization

(a) Mixed-use buildings should display unique, visually attractive qualities while having a unified composition.

(b) Vertically mixed-use buildings should be designed with commercial storefronts on the ground floor and residential units above.

(c) A ground floor retail use should have a minimum floor-to-ceiling height of 12 feet.

5. Architectural Style

(a) The architectural style and use of materials should be consistent throughout the entire mixed-use development. Differences in use of architectural details may occur where the intent is to differentiate between the residential and commercial scale and character of the structure(s).

(b) Each project should possess an identifiable architectural theme and be of high quality design and materials. High quality, innovative and imaginative architecture is encouraged.
Architectural style, materials, colors and forms should all work together to express a single theme.

6. Building Modulation, Articulation and Detailing

(a) Use building form to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Use building form and articulation to emphasize public entrances and de-emphasize service areas, and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior spaces.

(b) Building facades shall be designed so as to give individual identity to each vertical module of residential units, using techniques such as providing a deep notch between the modules; varying architectural elements between units (e.g., window color, roof shape, window shape, stoop detail, railing type); providing porches and balconies; varying color or materials of each individual module within a harmonious palette of colors and materials, etc.

(c) Development should be designed to improve the reality and perception of pedestrian safety and security with elements such as easily identifiable entrances, retail windows, pedestrian-scaled building massing and unique architectural features.

(d) Buildings should incorporate architectural details and elements, which will reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.

7. Building Façade and Elevation Design

(a) The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. The buildings should present an “active” building elevation including entrances and windows to the street, not blank walls or parking.

(b) When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance. Building walls that are visible from a freeway, street, major pedestrian corridor, or public open space, should include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide “eyes on the street,” and avoid a blank wall appearance.
8. Site and Building Entrances

(a) Separate entrances shall be provided for residential and commercial uses.

(b) Main entries to ground-floor retail uses shall be clearly demarcated, visible and accessible from the street and/or pedestrian walkways. Secondary entries may be from parking areas.

(c) Entrances to residential, office, or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

(d) Building entries should read as such, and be integrated with the overall building form. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying building entries.

(e) Entries should be open, inviting, and highly visible. Recessed or deeply shadowed entrances that allow hiding place opportunities should be avoided. Entry doors should be designed to create a sense of welcome, while clearly demarcating the private space.

9. Privacy for Residential Units

(a) Buildings shall be oriented to promote privacy to the greatest extent possible. In mixed-use developments, residential windows should face away from loading areas and docks. To the extent residential windows face the windows of an adjacent unit, the windows should be offset to maximize privacy.

(b) Windows, balconies or similar openings should be oriented so as not to have a direct line-of-sight into adjacent units within the development. In addition, units above the first story should be designed so that they do not look directly onto private patios or backyards of adjoining residential property or units.

(c) Landscaping may be used to aid in privacy screening and as a buffer from commercial development.

(d) Security gates should be considered for access to residential uses and residential parking areas.
Section II: Private Development

Chapter 9: Non-Residential Zones
A. INTRODUCTION

The primary purpose of the commercial zones is to provide appropriate areas for retail and service establishments, office uses, and neighborhood convenience uses required for local residents, as well as regional populations. The several commercial zones are intended to fulfill the need for shopping areas, which range in size and composition from neighborhood shopping centers to a regional shopping center.

The Specific Plan area contains six commercial and two industrial zones. Three of the commercial zones (Regional Commercial, Auto Sales Commercial, and Office Park) are large-scale and primarily freeway-oriented, while the other two zones (Office Commercial and Neighborhood Commercial) are smaller in scale and oriented towards arterial streets. The Specific Plan area also contains two industrial zones, namely, Commercial/Industrial Business Park, and General Industrial. These zones are intended to provide consolidated areas for employment-creating uses.

This chapter defines the allowable land uses and property development standards for these zones within the Specific Plan area consistent with the goals and policies of the City’s General Plan and this Specific Plan.

B. REGIONAL COMMERCIAL ZONE

The Regional Commercial zone is intended for regional-serving commercial and service uses that are designed to serve the region as a whole. The regional commercial uses envisaged in this zone include large-scale “big box” regional shopping centers, hospitality and entertainment uses such as live performance theatres, a casino, hotels, convention spaces, as well as restaurants, specialty and supporting retail. The design and development standards for this zone are designed to provide a high-quality appearance from the Interstate-15 freeway corridor and compatibility with the adjacent commercial, residential and recreational uses.

The Regional Commercial zone falls in four of the land use districts along the Interstate-15 corridor, as described in Chapter 5 (Land Use Districts) of this Plan. These districts provide enhanced regional accessibility and visitor draw. When this zone falls in the Interstate-15/Main Street Interchange District, high density multi-family residential uses, as a part of a mixed-use development, are permitted to create an active, vibrant, mixed-use precinct for “live-work-shop-play” with 24-hour activity.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Regional Commercial zone.
Examples of appropriate regional commercial development
1. **Permitted Uses**

The following uses are permitted in the Regional Commercial zone:

- a) Artist studio (including photo).
- b) Assemblies of people – live entertainment venues - (e.g., theatre - live performance, auditoriums, banquet halls, nightclubs, etc.).
- c) Banks and financial institutions/services.
- d) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- e) Catering establishments.
- f) Grocery stores.
- g) Health and fitness clubs.
- h) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores).
- i) Hotel.
- j) Medical services - clinic, medical/dental offices, laboratory, urgent/express care, and optometrist (not including hospital).
- k) Motel.
- l) Offices (administrative, business, executive and professional, but not including medical or dental).
- m) Outdoor sales and display, incidental to the primary use.
- n) Personal services (e.g., barber shop, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.).
- o) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- p) Restaurants (sit down and take out), including outdoor dining.
- q) Retail sales.
- r) Schools - specialty non-degree (e.g., dance and martial arts).
- s) Shopping center – more than 10 acres in size.
- t) Vehicle parts and accessories sales.
- u) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
- v) Veterinary services with no outdoor runs.
- w) Drive thru lanes incidental to the primary use, pursuant to the HMC.
- x) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. **Conditionally Permitted Uses**

The following uses are conditionally permitted in the Regional Commercial zone:

- a) Alcohol sales – on-site, incidental to the primary use.
b) Alcohol sales – off-site.
c) Assisted living (residential care facilities).
d) Bars, saloons, cocktail lounges and taverns.
e) Bus terminals.
f) Day care facility – child or adult, pursuant to the Hesperia Municipal Code (HMC).
g) Hospital.
h) Multi-family residential, as a part of a mixed use development in the Interstate-15/Main Street Interchange District.
i) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
j) Schools – college, community college, university (public or private).
k) Schools – vocational and technical.
l) Vehicle fuel stations (i.e., gasoline stations).
m) Vehicle sales and leasing – new and used.
n) Vehicle rental.
o) Vehicle repair facilities – minor.
p) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Regional Commercial zone:

a) Agricultural uses.
b) General industrial uses.
c) Mini-storage.
d) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Regional Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

(1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(2) The minimum gross lot area shall be 10 acres.

(3) The minimum lot width shall be 400 feet.

(4) The minimum lot depth shall be 400 feet.
4.2 **Maximum Gross Floor Area Ratio**
The maximum gross floor area ratio for commercial uses shall be 0.23.

4.3 **Maximum Building Height**
The maximum building height for commercial uses shall be 65 feet, with the following exception: the building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.

4.4 **Street Yard Setbacks**
(1) The minimum street yard setback shall be 25 feet. For corner lots, front yard setback shall be 25 feet and street side yards shall be 15 feet.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 **Rear Yard Setbacks**
The following are the minimum requirements for rear yard setbacks:
(1) Where the rear property line abuts a residential zone, or residential development as a part of this zone, the minimum rear yard setback shall be 20 feet.
(2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 **Interior Side Yard Setbacks**
The following are the minimum requirements for interior side yard setbacks:
(1) Where the interior property line abuts a residential zone, or residential development as a part of this zone, the minimum interior yard setback shall be 20 feet.
(2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 **Parking and Loading**
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
(2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Refer to 4.18 (Shared Parking Provisions) later in this section.
(3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screened appropriately.

(4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

(5) Backing from the public street onto the site for loading into front-end docks causes unsafe truck maneuvering and should not be utilized.

4.8 Open Space and Landscaping

(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.

(2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions:

(3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

(4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

(1) A commercial development adjacent to any residential zone shall have a six-foot high wall along property lines adjacent to such districts.

(2) The maximum permitted height of any perimeter walls fronting a street shall be three feet.

(3) Both sides of all perimeter walls shall be architecturally treated. Appropriate materials include decorative masonry, concrete, stone and brick.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

(1) No retail sales, merchandise displays or work areas shall occur outside building(s), except as approved by a site plan review, conditional use permit, or special event permit.

(2) There shall be no outside storage of vehicles (except display areas for sale or rent of motor vehicles), trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents, equipment or building materials in any portion of the lot. Building materials for use on the same premises may be stored on the parcel during that time that a valid building permit is in effect for construction.

(3) Outdoor hoists are subject to the conditions and standards listed in Chapter 9(C)(4.18).
4.11 Trash Collection Areas

(1) At least one trash/recyclable materials collection area shall be provided for commercial projects in this zone. All such required areas shall be enclosed and screened pursuant to the requirements of this section and in accordance with City standards.

(2) All trash/recyclable materials collection enclosure areas shall be easily accessible to retail and office tenants, including easy pedestrian access for the disposal of materials and collection by refuse vehicles.

(3) The collection area(s) shall be enclosed on three sides by a minimum 6-foot tall decorative masonry wall. The wall materials used shall be complementary in color and style to architectural components of the development they serve. The fourth side of the enclosure shall be enclosed with an opaque, self-latching gate.

4.12 Mechanical Equipment Screening

(1) All exterior mechanical equipment, except solar collectors, whether on a roof, side of a structure, or on the ground, shall be appropriately screened from public view. The method of screening shall be architecturally integrated with the primary structure in terms of materials, color, shape and size. Where individual equipment is provided, a continuous screen is desirable.

(2) For rooftop equipment, the screening materials shall be at least as high as the equipment being screened. Equipment requiring screening includes, but is not limited to, heating, air conditioning, refrigeration equipment, plumbing lines, ductwork, and transformers. Mechanical equipment shall not be permitted on any exposed portion of a pitched roof, except as may be approved through the Site Plan Review process.

(3) Ground-mounted utility equipment such as, but not limited to, cable television boxes, electric power transformers and distribution facilities, water pumps, and telecommunications facilities (not including pole-mounted equipment) shall be screened from view on all sides with solid masonry walls or similar permanent structures. Such masonry wall or structure shall be of a neutral color. Screening with wood, chain-link, or similar fencing materials shall not be permitted. Electric and other metering equipment and panels shall be painted to match adjacent building and wall surfaces.

(4) Ladders for roof access shall be hidden and integrated into the building design.

4.13 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and
architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.15 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

4.16 Development Standards for Multi-Family Residential Development in the Regional Commercial Zone
Within the Main Street/Interstate-15 District only, multi-family residential development (as a part of a mixed-use development) is allowed in the Regional Commercial zone.

Mixed-use development is defined as an integration of residential uses with compatible commercial uses, vertically or horizontally, within the same building or structure. A mixed-use project may also constitute separate buildings or structures on the same property of land, so long as there is a pedestrian connection between buildings that integrates and unifies the project. Development standards provided for the High Density Residential zone in Chapter 7 (Residential Zones) of this Plan apply with the following exceptions:

(1) The permitted gross residential density range is 15 – 25 units/acre.
(2) The maximum building height for stand-alone residential buildings shall be 45 feet.
(3) The exceptions as noted in Section 16.20.060 of the HMC also apply.
(4) Refer to Sections F-H, Chapter 8 (Residential Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for multi-family residential uses.

Development standards for vertically mixed use projects are provided in the following section 4.17.

4.17 Development Standards for Vertical Mixed Use Buildings
The following development standards shall apply to vertical mixed-use buildings in the Regional Commercial zone when it falls in Main Street/Interstate-15 District:

(1) The minimum living area for residential units in a mixed use project shall be 600 square feet for a studio unit, with 200 square feet for each additional bedroom.
(2) A maximum of 30% of the residential units may be one-bedroom or smaller.
(3) The entrances to the residential uses shall be separate and distinct from commercial uses. These entrances shall be secured.
(4) Residential parking shall be secured and separated from public parking.  
(5) Residential units shall have adequate sound insulation to protect occupants.  
(6) Mixed-use developments shall be designed so that odors emanating from businesses on the ground floor do not impact uses above.  
(7) Refuse facilities shall be located and screened to minimize impacts from related odor and noise.  
(8) Commercial loading facilities shall be located to minimize noise impacts and maintain access to residential areas.

Design standards and guidelines for vertically mixed use projects are provided in the Section I in Chapter 8 (Residential Design Standards and Guidelines) of this Plan.

4.18 Shared Parking Provisions
It is generally recognized that where there is a mix of uses, with parking demands that vary throughout the day, the total number of parking spaces actually needed less than the sum of each individual use because parking spaces can be shared. Shared parking is permitted in the Commercial zones as per Section 16.20.085 (Parking Standards) of the HMC. The Specific Plan permits the preparation of shared parking analyses based on the Urban Land Institute (ULI) methodology, which takes into account the variation in parking demand over time for each individual use.

The Planning Commission may allow a reduction in the number of parking spaces by up to 50 percent of the total number of spaces where it can be demonstrated that two or more individual land uses can use the same parking space without conflict or encroachment. Peak parking demands for uses with evening and weekend-oriented activities, for example, would be offset by uses with a daytime, weekday peak demand. This reduction is only applicable to developments in commercial and industrial zones. Reduction in the number of parking spaces to be provided is conditionally permitted subject to a shared parking analysis, based on the Urban Land Institute (ULI) Shared Parking methodology or other methodology approved by the City Traffic Engineer. The City Traffic Engineer shall review the shared parking analysis and make a recommendation to the Planning Commission.

C. AUTO SALES COMMERCIAL ZONE
The Auto Sales Commercial zone falls entirely in the Freeway – South District, as described in Chapter 5 (Land Use Districts) of this Plan. The location of this zone at the City’s southern boundary and along the Interstate-15 corridor presents an important opportunity to enhance the City’s image. The primary purpose of this Specific Plan zone is to provide an area along the Interstate-15 frontage for the creation of an “Auto Row” or “Auto District,” which would allow vehicle (including automobiles, trucks, RVs, boats, trailers, etc.) dealerships to locate within close proximity of each other and build upon the synergy of each other’s presence. This zone is also established to allow limited commercial uses that support the vehicle sales uses, as well as limited industrial and business park uses in the areas away from the freeway frontage. Site layouts of vehicle dealerships, on average, can be accommodated within a 660 feet depth, allowing...
the potential of other uses in the areas away from the freeway frontage. The development standards for this zone are established to ensure a high-quality appearance from the Interstate-15 freeway corridor and compatibility with the adjacent commercial, residential and recreational uses.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Auto Sales Commercial zone.

1. **Permitted Uses**

The following uses are permitted in the Auto Sales Commercial zone:

a) Outdoor sales and display, incidental to the primary use.
b) Outdoor storage, incidental to the primary use.
c) Restaurants (sit down and take out), including outdoor dining.
d) Retail sales – under 10,000 square feet, incidental to vehicles sales and leasing.
e) Vehicle parts and accessories sales.
f) Vehicle repair facilities – major, incidental to vehicles sales and leasing.
g) Vehicle repair facilities – minor, incidental to vehicles sales and leasing.
h) Vehicle sales and leasing – new and used.
i) Vehicle rental.
j) Vehicle wash facilities, incidental to vehicles sales and leasing.
k) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
l) Drive thru lanes, incidental to the primary use, pursuant to the HMC
m) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. **Conditionally Permitted Uses**

The following uses are conditionally permitted in the Auto Sales Commercial zone:

a) Alcohol sales – on-site, incidental to the primary use.
b) Vehicle fuel stations (i.e., gasoline stations), pursuant to the HMC.
The following uses are conditionally permitted in the Auto Sales Commercial zone, except within six hundred and sixty (660) feet of the property line fronting Interstate-15:

- c) Business support services and facilities (including graphic reproduction, computer-services, etc.).
- d) Catering establishments.
- e) Commercial storage facilities (mini-warehouse) – excluding mini-storage.
- f) Equipment (large) sales and rental.
- g) Equipment (small) sales and rental.
- h) Laboratories – research.
- i) Manufacturing (indoors).
- j) Offices (administrative, business, executive and professional, but not including medical or dental).
- k) Publishing and printing.
- l) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
- m) Retail sales ancillary to a manufacturing use on-site (floor area not to exceed 25% of gross floor area up to a maximum of 10,000 square feet).
- n) Retail sales up to a maximum of 5,000 square feet.
- o) Schools - vocational and technical.
- p) Warehousing and wholesale distribution centers
- q) Vehicle repair – major.
- r) Vehicle repair – minor.
- s) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Auto Sales Commercial zone:

- a) Agricultural uses.
- b) Mini-storage.
- c) Residential uses.
- d) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Auto Sales Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

(1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is
submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(2) The minimum gross lot area shall be 5 acres.

(3) The minimum lot width shall be 300 feet.

(4) The minimum lot depth shall be 300 feet.

4.2 *Maximum Gross Floor Area Ratio*

The maximum gross floor area ratio shall be 0.15.

4.3 *Maximum Building Height*

The maximum building height shall be 45 feet.

4.4 *Street Yard Setbacks*

(1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.

(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 *Rear Yard Setbacks*

The following are the minimum requirements for rear yard setbacks:

(1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.

(2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.

(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.10 below.

4.6 *Interior Side Yard Setbacks*

The following are the minimum requirements for interior side yard setbacks:

(1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.

(2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.

(3) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.10 below.

4.7 *Outdoor Displays, Storage, Equipment, and Work Areas*
(1) Except for vehicle sale or rental displays as described in 4.18 below, no other retail sales, merchandise displays or work areas shall occur outside building(s), except as approved by a site plan review, conditional use permit, or special event permit.

(2) There shall be no outside storage of vehicles (except display areas for sale or rent of motor vehicles), trailers, airplanes, boats, recreational vehicles, or their composite parts; loose rubbish, garbage, junk, or their receptacles; tents, equipment or building materials in any portion of the lot. Building materials for use on the same premises may be stored on the parcel during that time that a valid building permit is in effect for construction.

(3) All parts and accessories, etc. shall be stored within a fully enclosed structure.

(4) Service and associated vehicle storage areas shall be completely screened from public view.

(5) All vehicle service or repair shall occur within a fully enclosed structure. Service bays with individual access from the exterior of the structure shall not directly face or front on a public right-of-way.

4.8 Parking

In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:

(1) All vehicles associated with the business shall be parked or stored on-site and not in adjoining streets or alleys.

(2) An adequate on-site queuing area for service customers shall be provided. Required parking space shall not be counted as queuing spaces.

(3) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

(4) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) provided earlier in this chapter provides guidance on reduction in parking requirements, if shared parking is provided.

4.9 Loading

(1) All loading and unloading of vehicles shall occur on-site and not in adjoining streets or alleys.

(2) No loading is permitted in the street side setbacks. Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.

(3) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.
Back from the public street onto the site for loading into front-end docks causes unsafe truck maneuvering and should not be utilized.

4.10 Open Space and Landscaping

(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.

(2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

(3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

(4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

(5) The required landscaped setback area shall be landscaped and permanently irrigated with a 4-foot wide landscaped area level and adjacent to the sidewalk, and a 4-foot wide permanent planter that is between 24 and 36 inches in height; or a 8-foot landscaped area, permanently irrigated, that is level with and adjacent to the sidewalk, and a decorative fence, located at the interior of the landscaped area, that is maximum 36 inches in height; or a variation of the required landscaping, as approved by the Planning Commission.

(6) The planting of freestanding, mature trees, minimum size, two inches in diameter, when measured at four feet from the finished grade, with a minimum mature height of ten feet, with tree wells which are a minimum of four feet in diameter, one for every two thousand square feet of lot area or portion thereof, at appropriate locations on the interior or rear of the site shall be planted.

(7) A minimum four-foot wide strip, that is landscaped and permanently irrigated, shall be located at all property lines which abut alleys.

4.11 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.12 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.13 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.14 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.
4.15 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.16 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

4.17 Additional Standards for Vehicle Sales, Leasing or Rental
Automobile, truck, motor home, motorcycle, and recreation vehicle, sales, leasing, or rental, new or used, shall be developed in compliance with the following additional standards:

(1) No vehicles shall be parked, displayed or stored in the first 15 feet of the street side setbacks. All parts, accessories, etc., shall be stored within a fully enclosed structure; Service and associated car storage areas shall be complexly screened from public view.

(2) All vehicles offered for sale shall be kept clean, on a daily basis.

(3) All loading and unloading of vehicles shall occur on-site and not in adjoining streets or alleys.

(4) All vehicles associated with the business shall be parked or stored on-site and not in adjoining streets or alleys.

(5) An adequate on-site queuing area for service customers shall be provided. Required parking spaces may not be counted as queuing spaces.

(6) No vehicles offered for sale shall be parked or stored on the public thoroughfares at any time.

(7) Service, repair or maintenance facilities shall be operated only as an incidental use in conjunction with the above stated uses. Such areas shall be visually screened from the street by walls of a building, or a variation as approved by the reviewing authority. Service bays from the exterior of the structure shall not directly face or front on a public right of way.

(8) If the use involves automotive repair, installation of parts or service, a designated area must be provided in addition to the parking requirements for the temporary storage of vehicles or equipment awaiting repair, installation or service.

(9) All lights shall be reflected away from adjacent uses.

(10) Sales, leasing or rental, new or used, of trucks exceeding six feet in height, excluding vans and pick-up trucks, shall not be permitted.
(11) The décor, treatment and architectural style of the improvements, including sales office, repair and maintenance facilities, landscaping, fencing and signing shall be reviewed for aesthetic qualities, and shall also be subject to the design standards and guidelines established in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

(12) Recreational Vehicle Camper sales, leasing or rental are permitted to have outdoor hoists subject to the conditions and standards listed in Chapter 9(C)(4.18).

4.18 Additional Standards for Vehicle Service and Repairs (Major or Minor)

Automotive service stations, parts and accessories installation and major or minor service shall be developed in compliance with the following additional standards:

(1) Limited Exception Outdoor Hoists: Facilities that are intended for the repair or sale of Recreational Vehicle (RVs) (i.e. motorhomes) shall be permitted to have outdoor hoists as an ancillary use in areas designated in Neighborhood Commercial (NC), Regional Commercial (RC), Commercial/industrial Business Park (CIBP), and Auto Sales Commercial (ASC) land use designations with approval of a conditional use permit. Under limited circumstances as outlined herein, the reviewing authority may permit outdoor hoists if proposed on an existing facility with at least one building from which RVs repairs and sales exist or are proposed; and the site is limited by building space and existing improvements. Facilities that satisfy such conditions shall be subject to the following standards:

(a) Hoists shall not be placed within any setback, required parking, drive aisle, landscaping or accessible path of travel.
(b) Outdoor hoists and associated repair activities shall not be visible from any right-of-way (i.e. street or highway) and shall be adequately screened.
(c) The area on which hoists are stationed should be completely paved.
(d) The outdoor hoists shall be operated with a limited accumulation of parts, equipment, and debris in and around the hoist.
(e) Outdoor hoists shall be installed a minimum distance of 300 feet away from any residence of residential zone.
(f) Activities associated with outdoor hoists shall be operated between the hours of 7 a.m. to 7 p.m. if hoists are located within 500 feet from any residence or residential zone.
(g) Outdoor hoists shall be an accessory to a RV repair business. Outdoor hoists themselves shall not be the sole form of repairing RVs.
(h) Newly developed RV repair businesses are required to keep all hoists indoors. Hoists may be permitted outdoors subject to these regulation, if the proposal demonstrates that the site is constrained by size or any other physical constraint on the property.

(2) All installation and service activities shall be performed within an approved structure or adjacent to and no more than 20 feet from the service bay.
(3) All installation and service facilities shall be visually screened from the street by walls of a building or a variation as approved by the reviewing authority.
(4) All lights shall be reflected away from adjacent uses.
(5) No used or discarded parts or equipment shall be located outside of the installation and service facilities.
(6) In addition to the parking requirements of Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, a designated area, screened from view, must be provided for the temporary storage of vehicles or equipment awaiting installation or service. The area provided must be the equivalent of two parking spaces per service bay.
(7) No vehicles, equipment, boats, trucks or motorcycles shall be stored for impound or for any other purpose other than installation or service under a work order.
(8) Premises shall be maintained in a neat, orderly and environmentally safe manner, and all improvements shall be continuously maintained.

4.19 Additional Standards for Vehicle Wash Facilities
Vehicle wash facilities shall be developed in compliance with the following additional standards:
(1) All lights shall be reflected away from adjacent uses.
(2) Premises shall be maintained in a neat, orderly and environmentally safe manner, and all improvements shall be continuously maintained.
(3) Noise from vehicle wash activities shall not exceed the levels established in Chapter 16.20 Article V (General Performance Standards) of the HMC

D. OFFICE PARK ZONE
The Office Park zone falls entirely within the Freeway – North District, as described in Chapter 5 (Land Use Districts) of this Plan. The location of this zone along the Interstate-15 corridor near the City’s northern boundary presents an important opportunity to enhance the City’s image. This Specific Plan zone is intended for the location of offices for administrative, business and professional activities in relatively large, campus-like settings. This zone is also established to allow limited commercial uses that support the office uses and their employees. The development standards for this zone are designed to ensure a high-quality appearance from the Interstate-15 freeway corridor, streetscape enhancements, and compatibility with the adjacent commercial and residential uses.
This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Office Park zone.

1. Permitted Uses

The following uses are permitted in the Office Park zone:

a) Banks and financial institutions/services.

b) Business support services and facilities (including graphic reproduction, computer-services, etc.).

c) Health and fitness clubs – 4,000 square feet or less.

d) Offices (administrative, business, executive and professional, including medical and dental, laboratory, urgent/express care, and optometrist, not including hospital).

e) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.

f) Restaurants (sit down and take out), including outdoor dining.

g) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.

h) Veterinary services with no outdoor runs

i) Drive thru lanes, incidental to the primary use, pursuant to the HMC.

j) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Office Park zone:
a) Alcohol sales – on-site, incidental to the primary use.
b) Catering establishments.
c) Day care facility – child or adult, pursuant to the HMC.
d) Health and fitness clubs – more than 4,000 square feet.
e) Hospital.
f) Hotel.
g) Laboratories – research.
h) Retail sales – under 10,000 square feet in size.
i) Schools – college, community college, university (public or private).
j) Schools – vocational and technical.
k) Vehicle fuel stations (i.e., gasoline stations).
l) Vehicle sales – new, and rental.

3. Prohibited Uses

The following uses are prohibited in the Office Park zone:

a) Agricultural uses.
b) Industrial uses.
c) Mini-storage.
d) Residential uses.
e) Vehicle wash facilities.
f) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Office Park zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

(1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(2) The minimum gross lot area shall be 5 acres.
(3) The minimum lot width shall be 300 feet.
(4) The minimum lot depth shall be 300 feet.

4.2 Maximum Gross Floor Area Ratio
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The maximum gross floor area ratio shall be 0.75.

4.3 Maximum Building Height
The maximum building height shall be 75 feet, with the following exception: the building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.

4.4 Street Yard Setbacks
(1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks
The following are the minimum requirements for rear yard setbacks:
(1) Where the rear property line abuts a residential zone, minimum rear yard setback shall be 20 feet.
(2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.6 Interior Side Yard Setbacks
The following are the minimum requirements for interior side yard setbacks:
(1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.
(2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.7 Parking and Loading
Standards provided in Section B.4.7 of this chapter shall apply.

4.8 Open Space and Landscaping
Standards provided in Section B.4.8 of this chapter shall apply.

4.9 Walls and Fences
Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas
Standards provided in Section B.4.10 of this chapter shall apply.
4.11 Trash Collection Areas
Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening
Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations
Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Standards for Vehicle Sales and Leasing
Standards provided in Section C.4.17 of this chapter shall apply with the following exception:
(1) Sale of used vehicles is not permitted.

4.15 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.16 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

E. OFFICE COMMERCIAL ZONE

The Office Commercial zone falls in the Main Street – West District of the Specific Plan, as described in Chapter 5 (Land Use Districts) of this Plan. The Office Commercial zone is intended to be a low intensity office zone along a major arterial corridor that allows for small scale office uses as either stand-alone businesses or as part of commercial centers or office developments, along with a limited range of supportive retail uses. Retail sales shall be incidental to the primary office uses in this district. The allowed uses are intended to serve nearby neighborhoods and/or have few detrimental impacts on the neighborhood. The zone is also intended to prevent the appearance of strip commercial development. Development is intended to be of a scale and character similar to nearby residential development to promote compatibility with the surrounding area.
This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Office Commercial zone.

1. Permitted Uses

The following uses are permitted in the Office Commercial zone:

a) Artist studio (including photo).

b) Banks and financial institutions/services.

c) Business support services and facilities (including graphic reproduction, computer-services, etc.).

d) Catering establishments.

e) Health and fitness clubs – 4,000 square feet or less.

f) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores) – under 10,000 square feet.

g) Offices (administrative, business, executive and professional, including medical and dental).

h) Outdoor sales and display, incidental to the primary use.

i) Restaurants (sit down and take out), including outdoor dining.

j) Retail sales – under 10,000 square feet.

k) Schools - specialty non-degree (e.g., dance and martial arts).

l) Shopping center – up to 5 acres in size – limited to a corner lot location.

m) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.

n) Veterinary services.

o) Drive thru lanes, incidental to the primary use, pursuant to the HMC.

p) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Office Commercial zone:

a) Alcohol sales – off-site.
b) Alcohol sales – on-site, incidental to the primary use.
c) Bars, saloons, cocktail lounges and taverns.
d) Day care centers – child or adult, pursuant to the HMC.
e) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
f) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.
g) Retail sales – over 10,000 square feet.
h) Schools – vocational and technical.
i) Shopping center – more than 5 acres in size – limited to a corner lot location
j) Vehicle fuel stations (i.e., gasoline stations) – limited to a corner lot location

3. Prohibited Uses

The following uses are prohibited in the Office Commercial zone:

   a) Agricultural uses.
   b) Hotel.
   c) Industrial uses.
   d) Mini-storage.
   e) Motel.
   f) Residential uses.
   g) Vehicle sales – new, and rental.
   h) Vehicle wash facilities.
   i) Vehicle repair facilities.
   j) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Office Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

(1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(2) The minimum gross lot area shall be 2 acres.
(3) The minimum lot width shall be 150 feet.
(4) The minimum lot depth shall be 200 feet.
4.2 Maximum Gross Floor Area Ratio
The maximum gross floor area ratio shall be 0.35.

4.3 Maximum Building Height
The maximum building height shall be 45 feet, except as noted below:
(1) Where the rear (or interior) property line abuts a residential zone, no portion of the building, including parapets, shall be above an imaginary plane drawn at the rear (or interior) property line and extended at an angle of 45 degrees towards the center of the property, as illustrated below:

4.4 Street Yard Setbacks
(1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements.

4.5 Rear Yard Setbacks
The following are the minimum requirements for rear yard setbacks:
(1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks
The following are the minimum requirements for interior side yard setbacks:
(1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 00 feet.
(2) Where the interior side property line abuts any commercial zone, the minimum interior side yard setback shall be 20 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.
(2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) earlier in this chapter provides guidance on reduction in parking requirements, if shared parking is provided.
(3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.

(4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

4.8 Open Space and Landscaping

(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.

(2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

(3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

(4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

Standards provided in Section B.4.10 of this chapter shall apply.

4.11 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations

Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Additional Standards and Guidelines

Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.
**4.15 Review Process**

All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

**F. NEIGHBORHOOD COMMERCIAL ZONE**

The Neighborhood Commercial zone is the most prevalent of the commercial zones and falls in seven of the eight land use districts, as described in Chapter 5 (Land Use Districts) of this Plan.

This Specific Plan zone has been created to provide areas for immediate day-to-day convenience shopping and services for the residents of nearby neighborhoods. This zone promotes a concentration of businesses that provide convenience goods and services frequented by local residents. Site development regulations are intended to make such uses compatible to and harmonious with the character of surrounding residential areas by promoting human scale elements and providing a sensitive transition between these uses and neighboring residences.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Neighborhood Commercial zone.

**1. Permitted Uses**

The following uses are permitted in the Neighborhood Commercial zone:

a) Artist studio (including photo).

b) Banks and financial institutions/services.

c) Business support services and facilities (including graphic reproduction, computer-services, etc.).

d) Catering establishments.

e) Grocery stores.

f) Health and fitness clubs.

g) Home improvement sales and service, retail (e.g., hardware, lumber and building material stores) – under 10,000 square feet.

h) Offices (administrative, business, executive and professional, including medical and dental).

i) Outdoor sales and display, incidental to the primary use.
j) Personal services (e.g., barber shop, beauty salon, spa, tailor, dry cleaner, self-service laundry, etc.).

k) Repair shop – small items (computers, small appliances, watches, etc), with incidental sales.

l) Restaurants (sit down and take out), including outdoor dining.

m) Retail sales – under 60,000 square feet.

n) Schools - specialty non-degree (e.g., dance and martial arts).

o) Shopping center – up to 5 acres in size.

p) Vehicle parts and accessories sales.

q) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.

r) Veterinary Services.

s) Drive thru lanes, incidental to the primary use, pursuant to the HMC.

t) Other similar uses, as interpreted by the Development Services Director or his/her designee.

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2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Neighborhood Commercial zone:
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a) Alcohol sales – off-site.
b) Alcohol sales – on-site, incidental to the primary use.
c) Assemblies of people - entertainment - (e.g., theatre – live performance, auditoriums, banquet halls, nightclubs, etc.)
d) Bars, saloons, cocktail lounges and taverns.
e) Bus terminals.
f) Day care centers – child or adult, pursuant to the HMC.
g) Equipment (small) sales and rental.
h) Home improvement sales and service, retail (hardware, lumber and building material stores) - 10,000 square feet or more.
i) Recreational facilities – commercial (e.g., billiard parlors and pool halls, bowling alleys, etc.).
j) Schools – vocational and technical.
k) Shopping center – more than 5 acres in size.
l) Vehicle fuel stations (i.e., gasoline stations).
m) Vehicle rental.
n) Vehicle repair facilities – minor.
o) Vehicle wash facilities.

3. Prohibited Uses

The following uses are prohibited in the Neighborhood Commercial zone:

a) Agricultural uses.
b) Hotel.
c) Industrial uses.
d) Mini-storage.
e) Motel.
f) Residential uses.
g) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare.

4. Development Standards

All property in the Neighborhood Commercial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions
(1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and
appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(2) The minimum gross lot area shall be 2 acres.
(3) The minimum lot width shall be 200 feet.
(4) The minimum lot depth shall be 200 feet.

4.2 Maximum Gross Floor Area Ratio
The maximum gross floor area ratio shall be 0.35.

4.3 Maximum Building Height
The maximum building height shall be 45 feet.

4.4 Street Yard Setbacks
(1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks
The following are the minimum requirements for rear yard setbacks:
(1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 20 feet.
(2) Where the rear property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum rear yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks
The following are the minimum requirements for interior side yard setbacks:
(1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 20 feet.
(2) Where the interior side property line abuts any non-residential (commercial, industrial, institutional or public facilities) zone, the minimum interior side yard setback shall be 0 feet.
(3) Refer to section 16.20 Article XII of the HMC for minimum landscaping requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) Parking areas shall be landscaped along the perimeter as well as in the interior of the parking lot, pursuant to the requirements set forth in this chapter and Chapter 10 (Commercial Design Standards and Guidelines) of this Plan.

(2) Shared parking between adjacent businesses and/or developments is highly encouraged where feasible. Section B.4.18 (Shared Parking Provisions) of this chapter provides guidance on reduction in parking requirements, if shared parking is provided.

(3) Loading facilities shall not be located at the front of buildings or in public areas of the development. Such facilities are more suitably located at the rear of the site where they can be screening appropriately.

(4) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors may be located along the sides of the buildings, but should not dominate the facades and must be screened from the public areas of the development. Loading facilities should be offset from driveway openings.

4.8 Open Space and Landscaping

(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.

(2) In addition, the design standards and guidelines included in Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply. The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

(3) Commercial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

(4) Open space areas shall be clustered into larger landscape areas rather than equally distributing them into areas of low impact such as at site and building peripheries, behind a structure or areas of little impact to public view, or where they are not required as a land use buffer or required yard setback.

4.9 Walls and Fences

Standards provided in Section B.4.9 of this chapter shall apply.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas

Standards provided in Section B.4.10 of this chapter shall apply.

4.11 Trash Collection Areas

Standards provided in Section B.4.11 of this chapter shall apply.

4.12 Mechanical Equipment Screening

Standards provided in Section B.4.12 of this chapter shall apply.

4.13 Standards for Vehicle Fuel Stations
Standards provided in Section 16.16.480G of the HMC shall apply.

4.14 Standards for Vehicle Service and Minor Repairs
Standards provided in Section C.4.18 of this chapter shall apply with the following exception:
(1) No major automotive repair shall be permitted.

4.15 Standards for Vehicle Wash Facilities
Standards provided in Section C.4.19 of this chapter shall apply.

4.16 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 10 (Commercial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for commercial uses.

4.17 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified. All retail uses and other establishments offering off-sale alcohol sales (type 20 and 21 ABC licenses) below 12,000 SF in floor area shall be forwarded to the City Council for final approval. Such establishments shall be located within 50 feet of the intersection of two arterial or major arterial streets identified on the City’s adopted Circulation Plan.

G. COMMERCIAL/INDUSTRIAL BUSINESS PARK ZONE

The Commercial/Industrial Business Park zone primarily falls in three of the land use districts, Main Street/Interstate-15 District, Highway 395/Interstate-15 District and Industrial District, as described in Chapter 5 (Land Use Districts) of this Plan.
Main Street/Interstate-15 District and Highway 395/Interstate-15 District provide enhanced vehicular, truck and rail accessibility by taking advantage of their location along the Interstate-15 corridor with its connection to Highway 395, and its linkage to the Southern California Logistics Airport (SCLA). In the Industrial District, along I Avenue, this zone serves as a transition from residential and other commercial uses.

The purpose of this Specific Plan zone is to create employment-generating uses in a business park setting. This zone is intended to provide for service commercial, light industrial, light manufacturing, and industrial support uses, mainly conducted in enclosed buildings, which will produce only a small environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Important goals of the development standards for this zone are to ensure a quality appearance from the Interstate-15 freeway corridor and I Avenue, and compatibility with the adjacent commercial, residential and recreational uses.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the Commercial/Industrial Business Park zone.

1. Permitted Uses

The following uses are permitted in the Commercial/Industrial Business Park zone:
2. Conditionally Permitted Uses

The following uses are conditionally permitted in the Commercial/Industrial Business Park zone:

a) Alcohol sales – on-site, incidental to the primary use.
b) Equipment (large) sales and rental.
c) Equipment (small) sales and rental.
d) Health and fitness clubs – more than 4,000 square feet.
e) Schools – college, community college, university (public or private).
f) Schools - vocational and technical.
g) Vehicle fuel stations (i.e., gasoline stations).
h) Vehicle rental and sales
i) Vehicle repair – major.
j) Vehicle repair – minor.
k) Vehicle wash facilities.
l) Warehousing and wholesale distribution centers – greater than 200,000 square feet in size.
m) Other similar uses, as interpreted by the Development Services Director or his/her designee.
3. Prohibited Uses

The following uses are prohibited in the Commercial/Industrial Business Park zone:

   a) Residential uses.

   b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare by reason of emission of odor, dust, smoke, gas, noise, vibration or other causes.

4. Development Standards

All property in the Commercial/Industrial Business Park zone shall be developed according to the following standards:

   4.1 Minimum Lot Size and Dimensions

   (1) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

   (2) The minimum gross lot area shall be 10 acres.

   (3) The minimum lot width shall be 500 feet.

   (4) The minimum lot depth shall be 500 feet.

   4.2 Maximum Gross Floor Area Ratio

   The maximum gross floor area ratio shall be 0.50.

   4.3 Maximum Building Height

   The maximum building height shall be 60 feet, with the following exceptions:

   (1) The building height shall be limited to 45 feet within the portion of the lot that falls within 100 feet of an adjacent residential zone.

   (2) For properties that are located west of the Interstate 15, building height is limited to 60 feet at the front setback line, thereafter, height may be increased at the rate of 1 foot in height for every additional 3-foot increase in the front yard setback, up to a maximum building height of 150 feet.

   4.4 Street Yard Setbacks

   (1) The minimum street yard setback shall be 25 feet, front yard setback shall be 25 feet and street side yards shall be 15 feet.

   (2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 10 (Commercial Design Standards and Guidelines) and Chapter 11 (Industrial Design Standards and Guidelines) of this Plan.

   4.5 Rear Yard Setbacks

   No minimum rear yard setback is required, except for the following:
(1) Where the rear property line abuts a residential zone, or residential development as a part of a Regional Commercial zone, the minimum rear yard setback shall be 50 feet.
(2) If a rear yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.9 below.

4.6 Interior Side Yard Setbacks
No minimum interior side yard setback is required, except for the following:
(1) Where the interior property line abuts a residential zone, or residential development as a part of a Regional Commercial zone, the minimum interior yard setback shall be 20 feet.
(2) Where the interior side property line abuts a commercial, institutional or public facilities zone, the minimum rear yard setback shall be 0 feet.
(3) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to section 4.9 below.

4.7 Parking and Loading
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriately located at the rear of the site where special screening may not be required.
(2) When it is not possible to locate loading facilities at the rear of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.
(3) Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be studied individually at the time of design review.

4.8 Landscaping
(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.
(2) In addition, the design standards and guidelines included in Chapter 11 (Industrial Design Standards and Guidelines) of this Plan shall apply.

The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:
(3) Industrial development in this zone shall provide a minimum of ten percent on-site landscaping, including that required in setback areas.

4.9 Walls and Fences
(1) An industrial development adjacent to any residential zone shall have a minimum six-foot high wall along property lines adjacent to such districts. The wall height shall not exceed eight feet.

(2) Both sides of all perimeter walls should be architecturally treated. Appropriate materials include decorative masonry, concrete, stone and brick.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas
(1) No retail sales, merchandise displays or work areas shall occur outside building(s).

(2) Outside storage and equipment shall be confined to the rear half of the property or the rear of the principal structure on site, whichever is more restrictive, and screened from public view from any adjoining properties and public rights-of-way by appropriate walls, fencing and landscaping.

(3) Outdoor hoists are subject to the conditions and standards listed in Chapter 9(C)(4.18).

4.11 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. The design standards and guidelines for commercial uses included on Chapter 10 (Commercial Design Standards and Guidelines) of this Plan shall apply if:
• the primary use in the development is commercial, or
• the development has a mix of commercial and industrial uses, or
• the occupancy is undetermined at the time of development, i.e. the development is speculative.

Refer to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines for industrial uses.

4.12 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.

All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.

H. GENERAL INDUSTRIAL ZONE

The General Industrial zone falls entirely within the Industrial District, in the eastern portion of the Specific Plan area, as described in Chapter 5 (Land Use Districts) of this Plan. The location of the Industrial District takes advantage of the presence of the Burlington Northern Santa Fe
(BNSF) and Atchison Topeka and Santa Fe (AT & SF) rail corridors with existing and planned rail spurs that service industrial facilities.

The purpose of this Specific Plan zone is to retain an existing industrial area that accommodates enterprises engaged in manufacturing, processing, creating, repairing, renovating, painting, cleaning, or assembling of goods, merchandise or equipment. This zone is intended to provide the full range of manufacturing, fabrication, assembly, warehousing and distribution use types associated with heavy industrial land uses, including outside manufacturing, warehousing and storage. Uses associated with this zone may produce a moderate environmental impact, such as noise, vibration, air pollution, glare or waste disposal. Special control measures may be required to ensure compatibility with other manufacturing activities and that the environmental impact does not extend beyond the zoning district.

This section describes the permitted, conditionally permitted and prohibited uses, as well as development standards for the General Industrial zone:

1. **Permitted Uses**

The following uses are permitted in the General Industrial zone:

   a) Commercial storage facilities (mini-warehouse).
   b) Contractor's storage yard.
   c) Equipment (large) sales and rental.
   d) Equipment (small) sales and rental.
   e) Lumber yard and building materials (wholesale).
   f) Manufacturing (indoors).
   g) Offices (administrative, business, executive and professional, but not including medical or dental).
   h) Outdoor storage, incidental to the primary use.
   i) Publishing and printing.
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j) Retail sales ancillary to a manufacturing use on-site (floor area not to exceed 15% of gross floor area up to a maximum of 7,500 square feet).

k) Truck terminal.

l) Vehicle repair – major.

m) Vehicle repair – minor.

n) Vehicle wash facilities.

o) Warehousing and wholesale distribution centers – 200,000 square feet or less.

p) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.

q) Veterinary services- clinics and small animal hospitals (short term boarding).

r) Other similar uses, as interpreted by the Development Services Director or his/her designee.

2. Conditionally Permitted Uses

The following uses are conditionally permitted in the General Industrial zone:

a) Bus terminals.

b) Kennels – boarding of domestic animals.

c) Vehicle fuel stations (i.e., gasoline stations).

d) Warehousing and wholesale distribution centers – 200,000 square feet or more.

3. Prohibited Uses

The following uses are prohibited in the General Industrial zone:

a) Any residential use.

b) Other uses not specifically authorized or determined by the Development Services Director or his/her designee to be detrimental to the public welfare by reason of emission of odor, dust, smoke, gas, noise, vibration or other causes.

4. Development Standards

All property in the General Industrial zone shall be developed according to the following standards:

4.1 Minimum Lot Size and Dimensions

(1) No development is permitted on existing lots with a gross area less than 1 acre. Consolidation with adjacent lots to create a viable developable lot is strongly encouraged.

(2) Subdivision of existing lots with a gross area less than 10 acres is not permitted.

(3) The minimum site size and dimensions for new lots in this zone are as listed below, except in the case when a conditional use permit or planned development is submitted, in which case, no minimum is established. This exception is only
applicable when the site is being developed as one integrated development and appropriate measures are taken to ensure reciprocal access, parking and maintenance.

(4) The minimum gross lot area shall be 10 acres.
(5) The minimum lot width shall be 500 feet.
(6) The minimum lot depth shall be 500 feet.

4.2 Maximum Gross Floor Area Ratio
The maximum gross floor area ratio shall be 0.40.

4.3 Maximum Building Height
The maximum building height shall be 50 feet.

4.4 Street Yard Setbacks
(1) The minimum street yard setback shall be 25 feet. For corner lots, all street-facing sides shall meet this requirement.
(2) Refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan.

4.5 Rear Yard Setbacks
No minimum rear yard setback is required, except for the following:
(1) Where the rear property line abuts a residential zone, the minimum rear yard setback shall be 50 feet.
(2) If a rear yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.6 Interior Side Yard Setbacks
No minimum interior side yard setback is required, except for the following:
(1) Where the interior property line abuts a residential zone, the minimum interior yard setback shall be 50 feet.
(2) If an interior side yard setback is required, refer to section 16.20 Article XII of the HMC for minimum landscape requirements, pursuant to Section 4.8 below.

4.7 Parking and Loading
In addition to the off-street parking requirements and standards set forth in Chapter 16.20, Article IV (Parking and Loading Standards) of the HMC, the following shall apply:
(1) To alleviate the unsightly appearance of loading facilities for industrial uses, these areas should not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriately located at the rear or sides of the site where special screening may not be required.
(2) When it is not possible to locate loading facilities at the rear or sides of the building, loading docks and doors should not dominate the frontage and must be screened from the street. Loading facilities should be offset from driveway openings.

(3) Backing from the public street onto the site for loading into front end docks causes unsafe truck maneuvering and should not be utilized except at the ends of industrial cul-de-sacs where each circumstance will be studied individually at the time of design review.

4.8 Landscaping
(1) Drought-tolerant and water conserving landscaping and water efficient irrigation systems and techniques shall be utilized whenever possible.

(2) In addition, the design standards and guidelines included in Chapter 11 (Industrial Design Standards and Guidelines) of this Plan shall apply. The provisions of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC shall apply with the following exceptions/additions:

(3) Industrial development in this zone shall provide a minimum of five percent on-site landscaping, including that required in setback areas.

4.9 Walls and Fences
(1) An industrial development adjacent to any residential zone shall have a minimum six-foot high decorative masonry wall along property lines adjacent to such districts. The wall height shall not exceed twelve feet, depending on the height of the material being screened.

4.10 Outdoor Displays, Storage, Equipment, and Work Areas
(1) No retail sales, merchandise displays or work areas shall occur outside building(s).

(2) Outside storage and equipment shall be confined to the rear two-thirds of the property or the rear of the principal structure on site, whichever is more restrictive, and screened from public view from any adjoining properties and public rights-of-way by appropriate walls, fencing and landscaping.

4.11 Additional Standards and Guidelines
Refer to Chapter 6 (Specific Plan Zones) of this Plan for general provisions. Refer to Chapter 11 (Industrial Design Standards and Guidelines) of this Plan for site and architectural design standards and guidelines, including landscape design standards and guidelines, for industrial uses.

4.12 Review Process
All new development in this zone shall be subject to the approval of a Site Plan Review pursuant to Chapter 16.12, Article II (Site Plans and Revised Site Plans) of the HMC.
All new development in this zone that is conditionally permitted in the Specific Plan area shall be subject to the approval of a Conditional Use Permit pursuant to the procedures set forth in Chapter 16.12, Article III (Conditional Use Permits) of the HMC, unless otherwise specified.
Section II: Private Development

Chapter 10: Commercial Design Standards and Guidelines
A. INTRODUCTION

1. Purpose

This chapter provides standards and guidelines for designing new commercial projects in the Specific Plan area, as well as exterior alterations and additions to existing commercial developments. Commercial developments are often located at prominent locations in a city and convey a strong visual image. The attention paid to their design reflects a city’s economic vitality as well as its pride in itself. These standards and guidelines encourage the highest level of design quality and creativity and recognize the importance of quality design to the success or failure of commercial enterprises.

Property owners, developers, architects, building designers, and contractors seeking to construct new commercial developments, or alterations or additions to existing developments, should use these standards and guidelines in the early design stages of their projects. These standards and guidelines are not intended to limit creative site planning and architecture that are consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative design solutions are strongly encouraged.

Refer to Chapter 9 (Non-Residential Zones) of this Specific Plan for specific development standards pertaining to commercial uses.

2. Applicability

These standards and guidelines apply to all new commercial development, including exterior alterations and additions to existing developments. They apply to smaller infill projects as well as larger master planned sites, and are in addition to the development standards set forth in Chapter 9 (Non-Residential Zones) of this Specific Plan.

3. Design Goals

The design standards and guidelines have been established in order to accomplish the following goals:

• Promote design creativity and variation while ensuring consistency in building scale, proportion and pedestrian orientation.

• Improve the quality of design for commercial developments, thereby improving the image and appearance of the Specific Plan’s commercial areas.

• Contribute to the character of neighborhoods by respecting the scale, proportion and architectural style of the surrounding area.

• Create visual interest in commercial buildings, while maintaining a sense of harmony within the project.
• Eliminate random development patterns and establish site planning and design relationships between new development and neighboring properties.

• Encourage environmental sensitivity in development.

• Create attractive and functional site arrangements of buildings, service and loading areas, open spaces, and parking areas; and develop a high quality architectural and landscape design.

• Improve pedestrian circulation and connections on commercial sites and within commercial areas.

• Minimize incompatible impacts of noise, light, traffic and visual character.

• Improve the appearance and character of the freeway corridor.

B. SITE DESIGN STANDARDS AND GUIDELINES

The scale and site layout of commercial development can vary greatly from project to project. Pedestrian-oriented development is generally low- to medium-scale, low-intensity, neighborhood serving commercial (retail and office) uses, within or adjacent to residential neighborhoods. It is strongly pedestrian-oriented with a storefront emphasis on the street, but also is geared towards accommodating the automobile. At the other end of the spectrum are “big box” retail and larger-scale commercial (retail and office) centers. These are much larger in scale and intensity, and typically geared towards the automobile, both in location (often near a freeway), and in site layout (large surface or structured parking). These larger “big box” retail centers and office complexes should also provide for the pedestrian.

Both of these types of commercial development can be found in the Specific Plan area. Therefore, while the following site planning guidelines are applicable to all commercial development within the Specific Plan area, in some instances, additional standards and guidelines are provided for:

• Pedestrian-oriented commercial development, and
• “Big Box” retail and larger scale commercial development.

1. Building Siting, Orientation and Setbacks

(a) Building siting should take into consideration the context of the commercial area, the location of nearby uses, and the location of major traffic generators as well as the site’s characteristics.

(b) The arrangement of structures, parking and circulation areas and open spaces should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality that have been set by surrounding development.
(c) Uniform building setbacks and orientation represent an effective means of establishing compatible development patterns among neighboring properties. Contribute to an attractive street scene, and consistently orient buildings and building entrances along the public right-of-way.

(d) As far as is feasible, buildings should be sited to screen parking and unsightly scenes and activities from public view, and from residentially zoned properties.

(e) Buildings should not turn a blank wall to neighboring properties; site buildings to avoid visible blank walls along interior side property lines.

(f) Buildings with angled corners or plazas are encouraged at corner locations.

Pedestrian-Oriented Commercial Development

(g) One of the critical elements of a successful pedestrian-oriented retail area is continuous street frontage. The streetside setbacks should be minimized and new structures built at the streetside setback line. For the rehabilitation of existing buildings, the existing setback may be maintained.

(h) The placement and design of buildings should facilitate and encourage pedestrian activity and convey a visual link to the street and sidewalks. The building(s) and main entrance(s) should be oriented toward the primary street frontage.
"Big Box” Retail and Large-Scale Commercial Development

(i) Buildings shall be sited to avoid random and irregular building relationships; arrange buildings to create a sense of unity and overall harmony. Whenever possible, new structures should be clustered to create plazas and pedestrian malls and avoid the creation of “barrack-like” rows of structures. When clustering is impractical, a visual link between separate structures should be established. This link can be accomplished through the use of an arcade system, trellis, or other open structure. Orient the main entrance or entrances to the street or major plazas or open space.
(j) Where the parking area of a commercial project abuts another commercially or industrially zoned property, a minimum 3-foot wide perimeter landscape buffer (exclusive of the planter area curb) is required. Where feasible to do so, integrate the landscape buffer with that of the adjacent property. An exception is permitted for areas where shared parking and access has been designed with an adjacent project.
2. Interface between Non-residential and Residential Uses

In several portions of the Specific Plan area, non-residential uses abut residential uses. This condition can especially be observed all along Main Street. Residential uses should be buffered from incompatible commercial development to mitigate negative impacts due to noise, vibration, shading, light and glare, and aesthetics. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses. However, linkages (e.g. walkways, common landscape areas, building orientation) between compatible commercial and residential uses are encouraged where appropriate. Issues of privacy, safety and noise are addressed in these following standards:

(a) To provide privacy for adjacent residential properties, taller elements of the building shall be set at the front end of the parcels instead of the rear. Building heights should be stepped down to the height of adjacent residential uses, utilizing architectural elements such as gables and hipped roofs to reduce building mass. As illustrated in Chapter 9 (Non-Residential Zones) of this Plan, no portion of the building, including parapets, shall be above an imaginary plane drawn at the rear property line (where no alley is present) and extended at an angle of 45 degrees towards the center of the property. When an alley is present, the plane shall begin at the centerline of the alley.

(b) In addition, appropriate landscape screening shall be provided at the shared property line to mitigate the negative visual and environmental impacts that are associated with commercial land uses. Excepting trees, this screening shall be eight feet in height.

(c) Eighty percent of the vertical plane at the property line to a height of six feet shall be opaque.

(d) Screening may consist of one (or more) of the following:  
   “Vertical” trees closely spaced  
   “Green” (vine-covered) solid or fenced walls  
   Hedges (minimum height of eight feet)

(e) Non-residential buildings should be sited to avoid significant shading of adjacent residences and compromising residents’ privacy.

(f) Windows of non-residential buildings should be oriented to avoid a direct line of site into adjacent residential buildings or property.

(g) Noise or odor generating activities in general, and loading areas, trash and storage areas, and rooftop equipment in particular, should be located as far as possible from adjacent residential uses and shall not be located next to residential properties without fully mitigating their negative effects.

(h) Whenever adjacent residential and commercial uses can mutually benefit from connection rather than separation, appropriate connective elements such as walkways, common landscaped areas, building orientation, gates and/or unfenced property lines should be employed.

(i) Additional noise standards pursuant to Section 16.20.125 of the HMC shall also apply.
**Pedestrian-Oriented Commercial Development**

(e) Where a project abuts a residentially zoned property, a minimum of three feet of the required setbacks adjacent to the residential use shall be devoted entirely to shrubs (at least six feet in height) and trees (exclusive of any planter area curb).

**“Big Box” Retail and Large-Scale Commercial Development**

(f) To provide privacy for adjacent residential properties, taller elements of the building should be set away from the residential uses. No portion of the building, including parapets, should be above an imaginary plane drawn at the rear property line (where no alley is present) and extended at an angle of 45 degrees towards the center of the property. When an alley is present, the plane shall begin at the centerline of the alley.

(g) Where a project abuts a residentially zoned property, a minimum of six feet of the required setbacks adjacent to the residential use shall be devoted entirely to shrubs (at least six feet in height) and trees (exclusive of any planter area curb). Shrubs shall be planted at a minimum size of five gallons and trees at 24” box.

3. **Plazas and Courtyards**

(a) Commercial developments should incorporate plazas and courtyards into their design. Buildings should be clustered to create usable pedestrian areas.

(b) Primary access to public plazas and courtyards should be provided from the street. Secondary access may be provided from retail shops, restaurants, offices and other uses within the development. Entries to the plazas and courtyards should be inviting and well lit.
(c) Landscaping, water features, and public art should be incorporated into plaza and courtyard design. Shade trees or architectural elements that provide shelter and relief from direct sunlight should be provided.

(d) Plazas and courtyards should be buffered from the street, parking areas or drive aisles.

(e) Auxiliary structures and areas such as play areas and outdoor dining areas should be integrated within the overall site design. Play structures associated with commercial uses should be enclosed and integrated within the building design.

4. Environmental Considerations

(a) Buildings should be designed and sited to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.

(b) Grading shall be designed to limit the height of retaining walls and perimeter walls to that permitted by the City’s requirements. To the extent possible, site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain. Grading should emphasize and accentuate scenic vistas and natural landforms.

(c) Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.

(d) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the industrial project. Site design that requires altering landforms and removing trees is discouraged.

(e) Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

5. Vehicle Circulation and Access

(a) Site access and internal circulation in commercial developments should promote safety, efficiency, and convenience. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and be easily accessible to minimize pedestrian/vehicle conflict.

(b) Adequate areas for maneuvering, stacking and emergency vehicle access should be provided. Internal circulation routes and parking areas should be separated. Continuous circulation should be provided throughout the site to the greatest extent possible to prevent awkward vehicular maneuvers. Dead-end driveways should be minimized. Vehicles should not be required to re-enter the street in order to move from one area to another on the same site.
(c) The number of site access points or driveway aprons shall be minimized for aesthetic purposes, to achieve efficient and productive use of paved accessways, and to eliminate traffic hazards. They should be located as far as possible from street intersections. A minimum distance of 100 feet is required and may be increased based upon safety considerations.

(d) The site access points should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided. Shared site access is encouraged and in some cases may be required.

(e) Where possible, driveways should be minimized along arterial streets and access instead provided from side/secondary streets.

(f) Design that allows for present or future reciprocal access with adjacent properties is encouraged. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

(g) The main entry driveway should be easily identifiable, incorporating landscaping and possibly accent paving that is related to the building hierarchy and color.

(h) Vehicular access, drives and circulation routes shall be designed so that all movements involved in loading, parking, or turning shall occur on-site and not within the public right-of-way. Exceptions will be considered where a property abuts an alleyway.

6. Pedestrian Circulation

(a) Commercial developments shall incorporate pedestrian walkways into site design to provide pedestrian connections from building entries to public sidewalks, plazas, and parking areas, and to buffer pedestrians from vehicular movement. Project entries and driveway areas should contain design features, including landscaping and textured paving, to break up the expanse of paving in a project. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers; exposed aggregate or color concrete is encouraged.

(b) Pedestrian walkways should be a minimum of four feet in width. Pedestrian walkways should be safe and clearly identifiable using varied surfaces, decorative paving, and landscaping. At a minimum, varied surfaces should be used to delineate crossings at circulation drives and parking aisles.
(c) Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries.

(d) New structures and parking areas should enhance existing pedestrian connections to existing outdoor pedestrian spaces such as courtyards, plazas and porticos and create new connections where none exist.

(e) Raised pathways, decorative paving, landscaping and bollards should be used to separate pedestrian paths from vehicular circulation areas to the maximum extent possible.

(f) Identify and accentuate pedestrian areas; use special paving, painting, landscaping, etc.

7. Parking

(a) Parking lots should be designed with a clear hierarchy of circulation: major access drives with no direct access to parking spaces; major circulation drives with little or no parking; and parking aisles for direct access to parking spaces. Loading and service areas should be provided with separate access and circulation whenever possible.

(b) No parking shall be permitted in a required front or streetside yard setback area.

(c) On-site parking (lots and structures) shall be located to the rear of the building for parcel widths less than 200 feet and accessed by alleyways wherever they exist.

(d) For parcel widths greater than 200 feet, parking lots may occupy up to 40% of the parcel’s street frontage. Such siting in conjunction with substantial landscape treatment, enhances the streetscape, and contributes in the screening of parking areas.

(e) Parking areas shall be designed so that no vehicle has to back into the public street. Provide end-stall turnarounds or a continuous circulation pattern.

(f) Parking lots should be separated from buildings by a raised walkway (minimum four feet wide) and landscape strip (minimum seven feet wide).

(g) Parking areas should be screened by buildings and landscaping.

**Pedestrian-Oriented Commercial Development**

(h) In pedestrian-oriented retail areas, vehicular entrances to off-street parking lots should be minimized in order to maintain retail facade and pedestrian continuity. No existing storefronts may be removed to provide vehicular access to parking. Encourage alley access to parking, where present, by implementing district-wide parking information and signage systems.

(i) Shared driveways and parking arrangements between adjacent businesses/developments are strongly encouraged.
Parking and service shall be located to the rear of the property.

Building footprint shall be massed at the front setback line.

No required side yard.

Parking, service and loading access via the alley is preferred.

If street access is provided, street ingress and alley egress is preferred.

Site layout including driveway locations for parcels less than 200 feet in width.

Site layout including driveway locations for parcels more than 200 feet in width.

Locate driveway between the building and parking area.

40% of frontage maximum

Screws should be placed at the property line.
(j) In commercial centers, on-site parking should be consolidated in one area rather than wrapping around the entire building.

“Big Box” Retail and Large-Scale Commercial Development

(k) The visual dominance of parking facilities should be reduced such that parking is visually subordinate to the building it serves. The desirable solution is to provide a majority of the parking at the rear of the site, where it is largely hidden from view by a building that fronts the street. In addition, on-site parking should be consolidated in one area rather than wrapping around the building.

(l) Where feasible and compatible with the design of the building, use subterranean, semi-subterranean, or parking which is tucked under the building structure. Parking designed in this manner must effectively reduce the visual impact of parking, and not detract from the building architecture or site views.

(m) Entry areas to commercial development should be enhanced by ornamental landscaping, decorative paving, raised medians, gateway structures, and monument signage.

(n) Main entry drives should extend from the street to the front cross aisle and should include:
   • A median with a minimum 10-foot wide clear landscaped area between the street and the first bisecting parking aisle
   • A minimum 5-foot wide sidewalk on each side of the driveway
   • A minimum 10-foot wide landscaped parkway on each side of the driveway
   • A minimum 20-foot wide decorative paving band.

8. Loading Areas

*Use decorative paving and landscaping to facilitate vehicular and pedestrian access at project entries.*
9. Outdoor Storage and Service Areas
(a) Outdoor storage and service areas (including, but not limited to, service entrances, loading docks and bays, outdoor storage of commercial vehicles) should be clearly defined and designated for convenient access. They shall not conflict with vehicular access, on-site parking facilities, pedestrian walkways, and customer entrances.

(b) Outdoor storage and service areas should be located to the rear of a property so as not to face a public street. They shall not be open to view from the street or freeway. In addition, outdoor storage and service areas shall be located so as to minimize negative impacts (visual, noise, dust, vibration, etc.) upon any neighboring residential properties.

(c) Service access should be located in a manner such that an unsightly condition is not created and the flow of pedestrians or user circulation when in use is not obstructed.

(d) Outdoor storage and service areas shall be screened from on-site and off-site public view with a combination of building features, decorative walls, and landscaping consistent with the architectural style and design of the building.

10. Refuse Collection Facilities

(a) Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

(b) The location of refuse collection facilities should be coordinated with the location of loading/service areas, and not readily visible to public view.

(c) Refuse collection facilities should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations. Where the Hesperia Municipal Code requires a specific number of trash bins for a given project, disperse the location of trash facilities for more convenient waste disposal by individual trash generators.

(d) Refuse collection facilities should be located to the rear of site and, where possible, screened from view from public streets and walkways and removed from pedestrian oriented areas. These areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting. Other acceptable screening materials include fences, landscaping, and/or berming, and the use of natural terrain where possible. Decorative treatment shall be used to minimize the adverse visual impact of these areas.

(e) Refuse collection facilities shall be located so that there will be minimal intrusion (i.e. impacts associated with site views and odors) upon neighboring residentially zoned properties.

(f) Refuse collection facilities should be architecturally compatible with the project design. Colors and materials used to enclose these elements should be compatible with all other buildings on site. Landscaping shall be incorporated into the design of trash enclosures to screen them and deter graffiti.

11. Utility and Mechanical Equipment
(a) All utility and mechanical equipment (wall-mounted meters, air conditioners, transformers, etc.) shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

(b) Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, roof mounted equipment shall be screened through the use of parapets, screening walls, equipment wells, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes are not permitted. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future.

(c) Ladders for roof access shall be hidden and integrated into the building design.

(d) Typical ground-mounted equipment (such as transformers and heating units) shall be adequately screened with walls and/or landscaping. The building from view of adjacent streets, freeway and properties should screen large structures and/or equipment.

(e) Utility equipment such as electric and gas meters, electrical panels, and junction boxes shall be located in a utility room within the building.

(f) All utility lines from the service drop to the site should be underground.

(g) Transformers should not be located in the front landscaped setback area. Where transformers are unavoidable in the front setback, they shall be completely screened and camouflaged by landscaping, and should not obstruct views of tenant spaces, monument signs, and/or driveways.

(h) All vents, gutters and downspouts, louvers, exposed flashing, etc. should be treated as design elements and be compatible with the rest of the building, or hidden from public view.

12. Fences, Walls and Hedges
(a) Walls and fences serve a major function in the streetscape and are used to screen vehicles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose, they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions. The height of walls and fences on commercial properties is set forth in Chapter 9 (Non-Residential Zones) of this Plan.

(b) Walls and fences should be planned and designed as integral parts of the development, and should be consistent with the landscaping and building design.

(c) If street fencing is necessary, decorative types of view fencing, such as wrought iron, are encouraged. Solid fencing, such as stucco or masonry, is strongly discouraged when they will block the view of the buildings or provide hiding places. The use of chain-link, barbed wire or razor wire for fencing is prohibited.

(d) Perimeter walls or fencing that do not front a public street should be of decorative masonry (split-face block, plaster/stucco finish), decorative metal (wrought iron), hedges, or a combination of materials. They should be designed in a style, material and color to complement the development. Both sides of walls should be architecturally treated.

(e) Tiered planting should be provided adjacent to project perimeter walls along street frontages to soften their appearance.

(f) Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate landscaping, signage, or street furniture.

(g) Wall sections greater than 50 feet in length fronting a street shall incorporate at least two of the following design features, in proportion to the length of the wall:
   • A minimum 2-foot change in horizontal plane for at least 10 feet.
   • A minimum 18-inch change in height for at least 10 feet.
   • A minimum 18-inch high raised planter for at least half the length of the wall.
   • Use of pilasters at 25-foot maximum intervals and at changes in wall planes.

(h) Gates or comparable design solutions should be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access.

(i) Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.

(j) Hedges and other landscape screening materials should consist of evergreen plant materials.  

Pedestrian-Oriented Commercial Development

(k) Freestanding walls, fences or hedges between any street frontage and retail building on site are not permitted.
13. Site Amenities

(a) Site amenities within a commercial setting should be coordinated in terms of color, materials and design in order to convey a cohesive project appearance and distinctive character.

(b) Seating should be included in plaza and courtyard design. Where possible, seating should be provided in active and passive areas.

(c) Tree grates should be provided along street edges and plazas where a continuous walking surface is needed. Grates should be a minimum of four feet in diameter. Knockouts must be provided to enlarge the inside diameter to support a larger tree trunk as the tree grows.

(d) Tree guards should be provided to protect trees in high activity areas. Tree guard design should be compatible with other site furnishings. Tree guards should be attached to the tree grate; welds should not be visible.

(e) Planters and pots should not obstruct pedestrian traffic flow. Consider placing pots in building recesses, at locations where access is discouraged and adjacent to blank walls to provide visual interest and color accents. Group similar sized planters in clusters to enrich streetscapes and plazas. Planter materials should compliment the project architecture. Use of cast stone and masonry is encouraged.

(f) Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings. In locations where emergency access may be necessary, removable bollards should be considered.

(g) Trash receptacle design should coordinate with other streetscape furnishings.

(h) Bicycle rack design should be consistent with other streetscape furnishings. Use of "loop racks" and "ribbon bars" are encouraged.

(i) Newspaper racks should be consolidated. Newspaper rack locations should not inhibit pedestrian flow. Newspaper rack design should incorporate masonry and/or metal elements that compliment other streetscape furnishings.

(j) Site directories should be provided near vehicular and pedestrian entrances to multi-tenant commercial developments. Directory siting should maximize their visibility while minimizing the potential for creating a traffic hazard.
14. Exterior Lighting

(a) Exterior lighting shall be used to provide illumination for the security and safety of on-site areas such as building entrances, parking, loading, shipping and receiving, walkways, and working areas. The design of light fixtures and their structural support shall be architecturally compatible with main buildings on-site.
(b) Exterior lighting should be adequate but not overly bright. It shall be located and designed to avoid direct glare onto adjacent properties and public rights-of-way. All lighting fixtures must be hooded and directed downward to minimize light and glare impacts on neighboring properties and public rights-of-way. In addition, the lighting shall have cut-off luminaries that limit the amount of light pollution on nighttime skies.

(c) Buildings and landscaping can be illuminated indirectly to create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties and public rights-of-way.

(d) Lighting should be designed to satisfy both functional and decorative needs. Storefront lighting should complement the architectural style of the building.

(e) Lighting designs for parking areas should take into account color rendition and glare minimization. Color rendition allows a person to distinguish between colors. In a parking area with appropriate color rendition, a person will be able to identify the color of their car. Color rendition will vary according to the lamp type selected and should be considered as a factor in lamp style selection. During the design process, glare levels should be considered and efforts should be made to minimize glare.

(f) All building entrances shall be well lit. If the entrance is recessed, a light from the ceiling of the entry vestibule is strongly encouraged to prevent any dark pockets or hiding places.

(g) Transit stops, ATMs, and convenience stores shall be illuminated to facilitate their safe use at nighttime. In addition, the areas around these uses shall be well lit so that any hiding places are eliminated.

(h) The height of light fixtures shall be reduced to a recommended height of eight feet, especially when adjacent to the residential areas. Floodlights are not permitted in areas adjacent to the residential areas.

(i) Lighting fixtures should be compatible with the architectural character of the project and surrounding district. While some nondescript fixtures may be appropriate, significant use should be made of fixtures that have architectural value and accent the building and site.

(j) Both building-mounted and freestanding fixtures may be used.

15. Freeway Frontage Properties

(a) Site design of commercial developments that have freeway frontage should emphasize favorable views from the freeway. Avoid designing a project which “turns its back” to the freeway and offers views of blank walls, loading areas, and storage and service areas. Storage, loading and service areas should be screened from the freeway.
(b) Significant landscaped areas shall be visible from the freeway. A minimum 25-foot wide landscape buffer shall be provided where a property abuts the freeway right-of-way, except as permitted in the Auto Sales Commercial zone.

C. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES

Commercial buildings should display unique, visually attractive qualities while having a unified composition. New buildings or building additions and renovations should not only harmonize with the prevailing characteristics of the surrounding area, but should be designed in response to individual site conditions, and to enhance the overall image of the Specific Plan area by virtue of the quality of design and construction.

Additions and renovation should be compatible with the existing building in scale, materials, and design. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area. All new construction should be designed to improve the reality and perception of pedestrian safety and security with elements such as easily identifiable entrances, retail windows, pedestrian-scaled building massing and unique architectural features.

1. Architectural Style

(a) There is no mandated architectural style required for commercial structures in the Specific Plan area, however, each project should possess an identifiable architectural theme and be of high quality design and materials. Innovative and imaginative architecture is encouraged. New buildings or building complexes should be stylistically consistent. Architectural style, materials, colors and forms should all work together to express a single theme. For remodels or additions, the theme should be true to the original intent and style of the building.

(b) Each new building, addition or remodel should be stylistically consistent. For example, “Spanish” details are consistent with stucco buildings and Mission tile roofs and should not be used on a contemporary building. Historic detailing on otherwise contemporary style buildings is strongly discouraged, such as using oversized (too large or out of scale) crown moldings or cornices to make a 1950’s building appear “Mission” Style.

2. Scale, Mass and Form

(a) The size and mass of new structures, including additions, should be in relation to surrounding structures. Special care should be taken to achieve compatibility next to small-scale buildings; techniques should include limited size, building articulation and shadow patterns.

(b) Building design should employ clean simple geometric forms and coordinated massing that produce an overall sense of unity, scale, and interest. Use simple, strong massing with broken and varied elements.
(c) To create visual interest, where appropriate, varied roof or parapet heights and/or recessed or extended building walls should be used.

(d) Building corners may be emphasized by use of elements such as towers, domes, or entries.

(e) Where new buildings or additions are built immediately between existing buildings, the design of the new construction should acknowledge the existing buildings through the use of architectural elements such as matching cornice lines, continuation of a colonnade, use of similar materials, and similar building proportions.

(f) Variable building facades along linear street frontages are encouraged. Variable facades create an interesting street scene. Nearly vertical or mansard roofs should be avoided.

(g) The appearance of building mass may be reduced through the use of arcades, courtyards, pergolas, and stepping stories back above the ground level.

(h) Color and material changes should be used to add interest and reduce a building’s apparent scale.

![Emphasize building entrances and corners.]

**Pedestrian-Oriented Commercial Development**

(i) Buildings should have a “human scale” (i.e. relate to the pedestrian user).

**“Big Box” and Large-Scale Commercial Development**

(j) The scale and mass of a new “big box” and large scale commercial development should be consistent with neighboring developments and not overwhelm them with disproportionate size or a design that is out of character.

(k) A single, dominant building mass should be avoided by clustering several smaller structures and using variations in building form.

(l) As appropriate to the function of a building, a combination of major and minor changes in building form should be incorporated to create visual interest and establish a transition to neighboring developments.
Primary building entries should be highlighted through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass sited within an entry plaza. Conversely, smaller building masses can also communicate the location of entries.

3. **Building Modulation, Articulation and Detailing**

(a) Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes, and barren exterior treatment. Where consistent with the design theme and function of the building, incorporate a variety of massing elements and a combination of major and minor changes in building form to establish visual transition and unity among neighboring developments and create visual interest.

(b) Use building form to emphasize individual units within a building, larger units and/or anchor stores within retail projects, and foyers, lobbies, and reception areas within non-retail commercial projects. Use building form and articulation to emphasize public entrances and de-emphasize service areas, and to define and shelter (i.e. give a sense of invitation and enclosure) pedestrian walks and exterior spaces.
(c) Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding development. Building design shall avoid large monotonous façades, long straight-line building fronts, plain box shapes, and barren exterior treatment. All building elevations visible from a public way including freeways shall be fully articulated, and incorporate the chosen design theme in a consistent manner.

(d) Building articulation can also be accomplished with the placement of windows and entries, volume changes, variable roof forms and height, significant color and material changes, variable transparency, and the creation of shadow textures with trellises and overhangs.

*Use building form to emphasize public entrances and reduce the overall mass of non-retail commercial projects.*

*Appropriate building modulation and articulation creates interesting façades and makes a positive contribution to the street environment.*
(e) The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Wall planes should not run in one continuous direction for more than 50 feet without an offset.

(f) Façades should reflect the quality and integrity of the underlying structure in a clear and consistent manner. Architectural elements that define scale and organize space are encouraged; facades should display a sense of order.

(g) Buildings should incorporate architectural details and elements, which will reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.

(h) Vertical architectural elements such as towers should be used as focal points. Gutters and downspouts should be concealed, unless designed as a decorative architectural feature.

**Pedestrian-Oriented Commercial Development**

(i) Retail buildings should incorporate “human scale” design elements that generate interest and diversity, and relate the building to the everyday user. The design of individual storefronts, and their entrances should be emphasized.

(j) A pedestrian-oriented commercial building module shall range from 30 to 45 feet and have a typical three-bay modulation. Buildings wider than two modules (60-90 feet) shall have a different modulation. These buildings shall either repeat the basic three-bay module of 30 to 45 feet or increase the number of bays while keeping the individual bay width from 10 to 15 feet. Buildings wider than 90 feet shall be visually broken into two or more buildings (each with a maximum width of 90 feet) in terms of the façade treatments. The modules should be articulated in a manner consistent with the building style. The use of pilasters is one element commonly used to achieve this articulation.

(k) The horizontal should be emphasized to create a low profile and human scale. Vertical elements such as towers are just one of the design tools available to accentuate the predominantly horizontal massing.
“Big Box” and Large-Scale Commercial Development

(l) In large-scale commercial development, while the modulation of a typical storefront may be larger than that in the pedestrian-oriented area, design elements that generate interest and diversity, and relate the building to the everyday user should still be incorporated. The design of individual storefronts and their entrances should be emphasized.

(m) A typical large-scale commercial building module should range from 45 to 80 feet with the articulation of the building structure at 15 to 20 feet. Buildings wider than two modules (90-160 feet) shall have a different modulation. These buildings shall repeat the basic module of 45 to 80 feet. Buildings wider that 160 feet should be visually broken into two or more buildings (each with a maximum width of 160 feet) in terms of the façade treatments to stay in scale with the rest of the block.

(n) Anchor buildings for major tenants, generally “big boxes,” should be sited and designed in such a way that the buildings that accommodate the smaller tenants are not overwhelmed or crowded.

(o) Arcades, trellises and other open structures should be utilized to visually and physically link buildings and provide connections to adjacent sidewalks. Stairways should be designed as an integral part of the building architecture. Boldly projecting stairways that complement the architectural massing and form of commercial buildings are encouraged.

4. Site and Building Entrances

(a) Main entries to buildings should be clearly demarcated, visible and accessible from the street and/or pedestrian walkways. Secondary entries may be from parking areas.

(b) Building entries should read as such, and be integrated with the overall building form. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. should define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying building entries.

(c) Entries should be open, inviting, and highly visible so as not create a sense of fear in someone entering the space. Recessed or deeply shadowed entrances that allow hiding place opportunities
should be avoided. Entry doors should be designed to create a sense of welcome, while clearly demarcating the private space.

**Pedestrian-Oriented Commercial Development**

(d) All entrances should be clearly visible from the street. Secondary entries may be from parking areas. If parking is located behind the stores, provide additional well-lit and signed rear entrances to allow easy access.

(e) Retail entrances should be centrally located within the building façade, not be recessed more than three feet in depth and be located no more than 50 feet apart.

(f) Entrances should comprise no more than a third of the ground floor façade or 15 feet, whichever is less.

(g) Entrances for second floor uses are encouraged from the rear, adjacent to the parking. If separate entrances for the upper floor(s) are provided from the front, the entrance width should be limited to 15 feet to maintain retail continuity.

**“Big Box” and Large-Scale Commercial Development**

(h) Entrances should be located prominently within the building façade and be clearly visible from the street. Locate entrances along the street side of the building. If the parking is located to the side or rear of the building, a secondary entrance may be located on the side of the building adjacent to the parking. This entrance should be visible and obvious from the street. Entrances should be located no more than 60 feet apart. If only one entrance is provided, it should be located along the street side of the building.

(i) If the parking is located to the rear of the building and hence not visible from the street, provide a secondary entrance on the street side of the building. If the building frontage is greater than 75 feet, provide additional entrances. Avoid long balconies and corridors for access to upper level units.

(j) Entrances should comprise no more than a third of the ground floor façade or 20 feet, whichever is less.

5. **Building Façade and Elevation Design**
(a) The elements of a building should relate logically to each other, as well as to surrounding buildings to enhance the characteristics of a particular building or area. The buildings should present an “active” building elevation including entrances and windows to the street, not blank walls or parking.

(b) Buildings should contain the traditional three parts of a building: a base, mid-section, and a top. On low-rise buildings, the different parts may be expressed through detailing at the building base or eave or cornice line. On taller structures, different treatment of the first, middle, and top stories should be used to define the three parts.

(c) The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.

(d) When buildings have a direct relationship to both the street and a major pedestrian corridor or parking lot, all facing façades should be designed to assure an attractive appearance. Building walls that are visible from a freeway, street, major pedestrian corridor, or public open space, should include architectural features such as windows, arcades, canopies, pop-outs, and trim to create visual interest, provide “eyes on the street,” and avoid a blank wall appearance.

(e) The fenestration (design and pattern of doors, windows, awnings, canopies, etc.) should be proportioned to and integrated with the façade modulation of columns and beams and other similar elements. Clear vertical and/or horizontal hierarchy and patterns in the placement of openings (doors, windows, awnings, canopies, etc.) on the façade should be established.

(f) Details or elements should be integral to the design, not appear added on and reflect the structural or material integrity of the building.

6. Building Elements for Retail Storefronts

A typical retail storefront has the following characteristic elements:

(a) Bulkhead
(b) Entrance door
(c) Display windows
(d) Canopies or awnings
(e) Cornices / Parapets
(f) Security Grilles
Design guidelines for these elements are described below. Appropriate scaled and proportioned elements should be provided in both the rehabilitation of existing storefronts and the construction of new buildings.

(a) **Bulkhead**

A bulkhead, between 15 and 24 inches in height, should be provided at the base of the storefront display window. However, new storefront buildings may use floor to ceiling display windows if the design is compatible with surrounding architecture.

(b) **Entrance Door**

Every building entry should be well lit. The entrance door should be kept simple and located centrally in the building façade. The door should be made of materials compatible with the building architecture and style. All entrances shall meet handicapped accessibility requirements.

(c) **Display Windows**

Retail storefronts should have large display windows oriented toward the street or major pedestrian corridors to establish a visual connection between the interior and exterior of retail building. Display windows shall provide a clear view of store merchandise or a view into the business interior to add to the vitality of a retail environment as well as provide “eyes on the street.” To achieve this, the greater portion of the window (at least two-thirds) shall remain clear and free from obstructions. This zone should be between four and eight feet from the base of the façade. Ground floor wall sections without windows shall not be more than 5 feet in width.

Display windows should consist of a single pane of glass. When required to be divided into smaller sections, clear silicone vertical joints, glazing bars, or muntins should be used. Glazing bars and mullions should be of a minimal size and utilized to enhance the architectural style. The glass should be clear with an exterior daylight reflectance of not more than eight percent. The use of opaque glass is prohibited.

(d) **Canopies or awnings**

The size, scale and color of awning(s) should be compatible with the rest of the building; the awning(s) should not be the predominant element of the façade. Awnings should not cover the storefront piers or pilasters and should be divided into sections to reflect the major vertical divisions of the facade.

The awning should be mounted such that its valance is between eight and nine feet above the sidewalk with a projection of between four and eight feet from the building face, but no closer than five feet to the street curb. An Encroachment Permit is required for all awnings that encroach or overhang on the sidewalk.
The use of awnings along a row of contiguous structures should be restricted to awnings of the same form, location on the building façade, and material and color.

Awnings shall not start at the parapet edge of the façade. The step (the highest line of contact where the awning touches the façade) of the awning shall be at least 24 inches below the parapet line.

Retractable awnings are encouraged, but barrel-shaped awnings are discouraged. Where architecturally appropriate, cantilevered or suspended integral horizontal canopy slabs may be used instead of awnings. Internally lit awnings should not be used.

Awnings shall be well maintained, cleaned on a regular basis, and replaced when faded or torn.

(e) Cornices or parapets

Each building should have a simple cornice. If a parapet is provided, it may be stepped vertically to provide modulation and emphasis on the central module. The cornice should enhance the architectural style of the building. The use of elements such as oversized crown moldings is not permitted. A plaster front building may have a stone sill at the parapet line. A brick-front building may have a corbelled cornice.

(f) Security Grilles

Visible security grilles are prohibited on the building facade exterior. Security grilles installed on the interior of the storefront are permitted. This installation must be done in a manner such that
the grille is concealed from public view when not in use by retracting into casings that are in proportion and scale with the building’s architecture. The color of the interior grilles should blend in with the background color so as to reduce their visibility when used. Exterior grilles on existing structures should be removed and placed on the interior of the storefront per these guidelines. Permanent security bars (defined as those clearly visible and fixed to windows on the façade) and roll-up metal security doors (including opaque shutters) are also strongly discouraged.

(g) Security Bollards

Decorative bollards for security are permitted. Bollard design should be consistent with the overall project theme and should coordinate with other site furnishings. In locations where emergency access may be necessary, removable bollards should be considered.

7. Building Elements for Non-Retail Buildings

The elements of a building should relate logically to each other as well as to surrounding structures. A typical non-retail building has the following characteristic elements:

(a) Entrance door
(b) Windows
(c) Canopy or awnings
(d) Parapets

Design guidelines for these elements are described below. Appropriate scaled and proportioned elements should be provided in both the rehabilitation of existing storefronts and the construction of new buildings.

(a) Entrance Door

Entrance doors should be simple and located prominently in the building façade. The door should be made of materials compatible with the building architecture and style.

(b) Windows

Use interior and/or external shading devices to reduce solar heat gain and reduce energy consumption. Windows should be set from the exterior face of wall to create a shadow line. The
glazing used for the windows may be clear or partly tinted glass. Highly reflective or dark tinted glass is not permitted.

(c) Canopies or awnings

In non-retail buildings, the use of awnings is generally not encouraged. Instead, if architecturally appropriate, cantilevered or suspended integral horizontal canopy slabs may be used instead of awnings.

A canopy should be located such that its valance is between eight and nine feet above the sidewalk with a projection of between four and eight feet from the building face, but no closer than five feet from the street curb.

(d) Parapets

Parapets should have sufficient articulation of detail such as corner treatments, continuous banding, details, or varying pitch. Parapets should always include a cap and corner detail to enhance the building. Parapets should look integrated with the building.

8. Roof Design

(a) The roof design should be considered as a component of the overall architectural design theme. Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.

(b) New buildings may have flat or sloping roofs, depending on what is most compatible with the architectural style of the building and others in the area. Parapets should appear integrated with the building and should include a cap and corner detail to create a shadow line to enhance the building. Mansard roofs are discouraged.

(c) As a building feature, sloped roofs help make a visual transition from commercial uses to the surrounding residential neighborhoods. When gabled or pitched roofs are used, careful integration with the primary building and adjacent buildings should be considered in design. Roof slopes should be between 3:12 and 6:12.

(d) Varied roof forms such as tower elements, extended eaves with rafters and corbels may be used to add interest and to create a consistent style. Roof planes may be extended beyond the building volume to create covered walkways and verandas.

(e) Roof form and height should be varied to complement building mass and articulation. Vertical variations to the roof line should incorporate roof projections to avoid a false front/unfinished appearance.
The roof line at the top of the structure should not run in a continuous plane for more than 60 feet without offsetting or jogging the roof plane. This dimension should correspond with the modulation of the building’s wall planes.

9. Doors and Windows

(a) Doors and windows are key elements of any structure’s form, and should relate to the scale and proportions of the elevation on which they are located. Windows and doors can establish character by their rhythm and variety and help to provide depth and contrast on elevation planes. Windows and doors should be used to help mitigate building mass, establish scale, give expression to otherwise blank walls, and create a distinctive building design.

(b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. All doors and window frames should be made of consistent material. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.

(c) Window exposure should be maximized along pedestrian walkways. The use of opaque glass adjacent to pedestrian walkways is discouraged.

(d) Window frames should appear substantial and should not be flush with the exterior finish. Windows should be designed to enhance building interest and articulation. Recessed windows or inset glazing are possible design considerations.

(e) Windows located on the sides and rear of the project should also be consistent with the look and style on the front of the project.

(f) Use interior and/or external shading devices to reduce solar heat gain and reduce energy consumption. Windows should be set from the exterior face of wall to create a shadow line. The glazing used for the windows may be clear or partly tinted glass. Highly reflective or dark tinted glass is not permitted.

10. Architectural Lighting

(a) Architectural lighting can be used to enhance the perception of a commercial building(s) at night. A façade light style that is sympathetic to the building’s architecture should be used. Architectural lighting should “wash” upon the street faces of a building. Façade lighting should vary so that the important elements such as entries, architectural details and public art, are lit more dramatically than the intervening walls and voids.

(b) Visible direct lamp glare from unshielded floodlight fixtures is not allowed. In addition, retailers and other building users are discouraged from allowing a direct view to any bare light source from normal
pedestrian or vehicular sight lines. This includes both façade lighting as well as interior lighting within 10 feet of the structures’ windows.

11. Materials and Finishes

(a) Materials and finishes should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.

(b) Textures, colors and materials should unify the building and its elements. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.

(c) Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Backs of buildings should use similar materials; however, less expensive and more utilitarian substituted materials are acceptable, provided they are compatible with the overall design.

(d) Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged. Material changes should not occur at external corners. Material changes may occur at “reverse” or interior corners or as a “return” at least four feet from external corners, with extended returns provided for large buildings.

(e) Exterior materials for all commercial developments should be of high quality, durable and low maintenance. Materials that will withstand abuse by vandals or accidental damage from machinery are strongly encouraged.

(f) Accessory structures should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.

(g) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long life span, selecting materials that are not energy-intensive to manufacture, using

![Treatments for material changes at corners.](image)
building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible. No large expanses of wood features should be used due to maintenance issues in High Desert climate.

(h) Materials that have no relationship to the architectural style shall not be permitted. These include mirrored glass, antiqued or imitation old brick, fake or cultured river rock, exposed concrete block, etc. Translucent plastic is strongly discouraged for use in awnings.

12. **Color and Texture**

(a) Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Materials provide texture and color and should influence the choice of other colors on the façade.

(b) The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.

(c) The colors chosen should accentuate the architectural details of the building and be consistent with its architectural style. A minimum of three and a maximum of five exterior building colors shall be used. These colors should be used on the base (main body), trim and accent. The base colors should be the lightest and the accents used sparingly. The two additional colors may be used on the base (main body) to distinguish between upper and lower floors or as an additional trim color.

(d) Sign colors and finishes shall relate to those of the building. Signs may use any of the building colors plus up to three additional colors for a maximum of eight colors. Signs must use at least one of the building exterior colors.

(e) Unusual patterns and color schemes should be avoided. Garish, non-harmonious, or out-of-character colors should not be used.

13. **Corporate Identity Issues**

(a) The use of standardized “corporate” architectural styles associated with franchises is discouraged. Make corporate identity secondary in the design of projects, and consistent with the architecture of the surrounding community. Site-specific design solutions are encouraged. The design character should not be a standard franchise prototype and should incorporate dominant characteristics of the neighborhood in which it is located.

14. **Freeway Frontage Properties**
(a) Building design in all commercial developments should address the freeway and visually enhance the freeway corridor. All facades visible from the freeway shall be articulated. Well-defined forms and strong detailing is encouraged on the freeway-facing façades.

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

Landscaping shall be used to enhance commercial developments by providing shade and climate control, and contribute to a pedestrian-friendly environment. It shall be used to provide a buffer between neighboring properties and incompatible land uses, screen service structures and loading areas, define building and parking area entrances, and enhance and define the edges of a project. Landscaping will function as a unifying element that assists in achieving compatibility of new projects with their surroundings.

All projects in commercial zones within the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.

1. General Landscape Guidelines

(a) Landscaping shall be used to define specific areas with clustered plantings at entrances of buildings and parking lots. Landscape elements shall clearly delineate on-site circulation, and define edges of various land uses, and provide shade and screening.

(b) All areas not covered by structures, pedestrian walkways, driveways, and parking spaces shall be landscaped. A combination of trees, shrubs and groundcover may be used throughout the project.

(c) The entire street yard setback of private commercial uses shall be dedicated to landscaping and pedestrian areas for the full width and depth of the building. Decorative paving may be considered part of this landscaping.

(d) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Amenities such as trellises, arbors, benches, tables, chairs, planters, and fountains shall be included where appropriate to the project size and land use.

(e) Landscaping should be used to soften large building walls and parking areas and enhance building entrances. Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.
Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

Landscape design and plant material shall not impede circulation. Enclosing walls and fences between adjacent commercial properties are discouraged except for legitimate screening purposes.

Areas for public gathering in commercial developments shall be created where possible. Sidewalk dining areas and public seating in entryways and plazas are examples. These areas may be delineated with durable seating, enhanced paving, planters and plants in durable pots. Plastic or petroleum based resin seating and planters are prohibited.

Pedestrian-Oriented Commercial Development

Site area devoted to landscaping shall be greater than 10% of the overall parcel area, not including setback areas.

Planting in landscaped setback areas shall not obstruct views into retail display windows where retail uses are present. In these areas, the height of plant material shall not exceed 36 inches for security and safety.

“Big Box” Retail and Large-Scale Commercial Development

Site area devoted to landscaping shall be greater than 5% of the overall parcel area, not including setback areas.

Where an interior side and/or rear property line of a non-residential use adjoins a residential use or if the project includes a residential component, a six-foot wide landscaped area adjacent to the property line shall be provided within the required setback. This landscaped area shall be devoted entirely to shrubs and trees, at least six feet in height (exclusive of any planter area curb).

2. Landscape Materials

Plant species and hardscape materials should be selected based on their ability to complement the scale, mass, and color of the architecture and create recognizable landscape patterns and themes. Unity of design should be achieved by repetition of certain plant varieties and materials.

Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC, with the following exceptions:

- At least 25% of new trees shall be specimen trees sized at a minimum of 36" box.
Commercial Design Standards and Guidelines  Chapter 10

- Trees shall be planted in areas of public view adjacent to and along structures at an equivalent of one tree per 25 linear feet of building and parking lot, which has public exposure.

(c) Planting shall be selected and placed on the site to create the desired effects as follows:
  - Provide a backdrop and visual setting for the site’s architectural elements.
  - Create focal points; highlight important architectural elements.
  - Direct vehicular traffic; make an entry statement.
  - Direct pedestrian traffic; identify and shelter pedestrian walkways.
  - Provide a unified appearance along street frontages; reinforce the street hierarchy.
  - Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views.

(d) The use of natural materials and natural material veneer such as stone and wood in walls, trellises, storage areas, utility boxes and fences is encouraged.

(e) Use of flowering vines is encouraged along fence lines, perimeter walls, and blank building elevations.

(f) Both deciduous and evergreen trees should be planted to provide a variety in texture, color and form.

(g) Plant material shall not interfere with lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth might interfere with public utilities.

(h) Electrical, irrigation, and accessory equipment placed in exterior areas with exposure to public view shall be screened with planting where possible.

(i) Colorful accent plants should be used to enhance entrances and add interest and focus. These may be provided in pots, planter boxes, and hanging baskets as well as ground plantings.

3. Parking Lot Landscaping

(a) Screen walls required by Chapter 16.20, Article XII (Landscape Regulations) of the HMC shall utilize natural materials or natural material veneer such as stone and wood on street side elevations.

(b) Landscape berms for screening purposes should be constructed with care to assure proper drainage. Berms should have ample area to drain to prevent problems with storm water runoff.
(c) Providing landscaped drainage swales for parking lot rainwater runoff is highly encouraged. Allowing runoff to percolate into the soil filters pollutants and allows for needed groundwater recharge as outlined in the Conservation Element of the City’s General Plan.

(d) The use of enhanced paving such as colored and textured concrete in parking lots that compliments the architecture and landscape materials is encouraged. Enhanced paving can be used to signify entries and pedestrian areas, calm traffic and assist in wayfinding, among other applications.

(e) The use of pervious paving is encouraged where appropriate.

(f) Within commercial parking lots, trees shall be planted at a total of one tree for every six parking stalls. Trees shall have a broad canopy that will provide shade in the summer months.

(g) Trees shall be planted along the required handicap path of travel, sidewalks, and near trash enclosures.

4. Preservation of Existing Trees

(a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of buildings should take into account all established trees in order to avoid unnecessary removal. The root systems of established trees shall be protected when siting a building and during construction of the building.

5. Landscape Lighting
(a) Landscape lighting shall complement and enhance the architecture and landscape of the development. Landscape lighting should be designed so the light source is not visible. Lighting fixtures should be screened behind landscape features.

(b) Landscapes should utilize discrete lighting strategies to illuminate planting, accentuate building facades, circulation paths, entries, focal points, and architectural details.

(c) Landscape illumination shall be aesthetically pleasing and minimal. It should not flood the landscape with excessive light or spill into adjacent properties.

(d) Fixtures for the illumination of pedestrian circulation and parking areas should be directed downward to prevent light pollution and preserve dark skies.

6. Irrigation and Maintenance for Landscaped Areas

(a) Irrigation systems and required maintenance schedules shall adhere to the requirements outlined in Chapter 16.20, Article XII (Landscape Regulations) of the HMC. Low-flow systems such as drip and bubbler and subterranean lines shall be installed per manufacturer requirements. No spray irrigation shall be located within four feet of a walkway, parking lot, or driveway. Rain sensor equipment is recommended for irrigation systems.
Section II: Private Development

Chapter 11: Industrial Design Standards and Guidelines
A. INTRODUCTION

1. Purpose

This chapter provides standards and guidelines for designing new industrial developments and for exterior alterations and additions to existing developments. Because of the size and scale of industrial buildings, it is especially important to consider design to ensure compatibility with other parts of the community.

As a category of structure types, industrial buildings often present unattractive and monotonous facades with large blank wall surfaces, untreated or false fronts, or highly reflective and glaring surfaces. In addition, the site development is often not pedestrian-friendly, not properly buffered from surrounding uses, insufficiently landscaped, and surrounded by unsightly fencing. There is, however, a variety of design techniques that can be utilized to help overcome these situations and to direct development into a cohesive design statement that is both functional and aesthetically appealing.

Property owners, developers, architects, building designers, and contractors seeking to construct new industrial developments, or alterations or additions to existing developments, should use these standards and guidelines in the early design stages of their projects. These standards and guidelines are not intended to limit creative site planning and architecture that are consistent with the stated goals and within the context of surrounding neighborhood patterns. Innovative design solutions are strongly encouraged.

Refer to Chapter 9 (Non-Residential Zones) of this Specific Plan for specific development standards pertaining to industrial uses.

2. Applicability

These design standards and guidelines apply to all new industrial development and business parks, including exterior alterations and additions to existing developments within the Specific Plan area. The standards and guidelines apply to smaller infill projects as well as larger master planned sites, and are in addition to the development standards set forth in Chapter 9 (Non-Residential Zones) of this Plan.

3. Design Goals

The design standards and guidelines have been established in order to accomplish the following goals:

- Improve the quality of design for industrial developments, thereby improving the image and appearance of the Specific Plan’s industrial areas.

- Create attractive and functional site arrangements of buildings, service and loading areas, open spaces, and parking areas; and develop a high quality architectural and landscape design.

- Contribute to the character of the neighborhood by respecting the scale, proportion and architectural style of the surrounding area.
• Create visual interest in industrial buildings, while maintaining a sense of harmony within the project.

• Mitigate the negative impacts and views associated with industrial uses through effective site placement, screening, and buffering techniques.

• Eliminate random development patterns and establish site planning and design relationships between new development and neighboring properties.

• Encourage environmental sensitivity in development.

• Improve pedestrian circulation and connections on industrial sites and within industrial areas.

• Improve the appearance and character of the freeway corridor.

B. SITE DESIGN STANDARDS AND GUIDELINES

Industrial site design must be functional and efficient, as well as compatible with adjacent land uses and aesthetically appealing. Elements of sound industrial site design include emphasis on the main building entry and landscaping; provision of pedestrian walkways and connections; plazas and landscaped open space areas for employees; convenient and controlled access, visitor parking and on-site circulation; screening of outdoor storage and loading areas; and appropriate buffering between incompatible land uses. It is also important to consider a project’s relationship to adjacent industrial properties in creating a unified development pattern for the surrounding area. Equally important in Hesperia, where a significant amount of industrial zoned land fronts the Interstate-15 freeway, project design must address the relationship to the freeway and emphasize favorable views from the freeway corridor.

1. Setbacks

(a) While respecting the minimum setbacks established in Chapter 9 (Non-Residential Zones) of this Plan, the front and streetside setbacks of new industrial development should generally approximate that of adjacent properties to establish a consistent image along the street. Some variation, however, should be provided in building and parking setbacks to avoid long monotonous building facades and provide visual interest.

(b) Building setbacks should be proportionate to the scale of the structure. Larger structures require more setback area for a balance of scale and so as not to impose on neighboring uses.

(c) Front and streetside side setback areas shall be landscaped.

(d) Building setbacks shall be increased when adjacent to residentially zoned properties to mitigate negative impacts due to noise, vibration, light and glare, and aesthetics. Where an industrial project
abuts a residentially zoned property, a minimum of 10 feet of the required setback shall be devoted entirely to shrubs and trees, at least 6 feet in height (exclusive of any planter area curb).

(e) Where the parking area of an industrial project abuts another industrially or commercially zoned property, a minimum 3-foot wide perimeter landscape buffer (exclusive of the planter area curb) is required. Where feasible to do so, integrate the landscape buffer with that of the adjacent property.

2. Building Orientation, Siting and Entrances

(a) Buildings in an industrial development should be arranged to create a sense of unity and overall harmony. Avoid random and irregular building relationships.

(b) Site development, including location of building, parking, and landscape areas, should consider compatible development patterns among neighboring properties. In addition, consideration should be given to how future neighboring developments, based on existing lot patterns, could relate to the project. As far as is feasible, a project should be designed to functionally integrate with adjacent properties by providing for reciprocal access easements, common drives, and common perimeter landscape planters.

(c) Lot assembly is encouraged as it provides greater opportunity to create efficient master planned projects in conformance with the intent of the design guidelines.
(d) Industrial buildings should have a positive street presence and contribute to an attractive street scene by orienting buildings toward the primary street frontage. Public entrances and administrative/office areas should front the street. Primary entries should be clearly distinguished from secondary and service entries. Projects with few employees should attempt to place entries and the most active areas near the street to avoid long, “unguarded” walkways.

(e) Entry and edge design features such as landscaping, architectural signage and monumentation, and enhanced paving should be incorporated in the project. Special materials, color, detailing, or equivalent architectural treatment should be incorporated into the building design at major entries.

(f) Buildings shall be sited so as to screen loading and storage areas from public view. Where industrial uses are adjacent to non-industrial uses, appropriate buffering techniques such as increased setbacks, screening, and landscaping shall be provided to mitigate any negative effects of industrial operations.

(g) Building entries should read as such, and be integrated with the overall building form. Doors should be designed at human scale. Variation in building height, wall plane, roof treatment, window placement, architectural detailing, etc. will define and emphasize public entries. Variation in material, texture, and/or color is also recommended as a means of identifying, building entries.

3. Scale and Mass

(a) The scale and mass of a new industrial development should be consistent with neighboring developments and not overwhelm them with disproportionate size or a design that is out of character.

(b) A single, dominant building mass should be avoided by using variations in massing and building form.

*The scale of industrial buildings can be reduced with windows that face the street, variation in massing at the primary entrance, and landscaping to soften the appearance.*

*Avoid a single dominant building mass.*
(c) As appropriate to the function of a building, a combination of major and minor changes in building form should be incorporated to create visual interest and establish a transition to neighboring developments. Changes in building form should be used to emphasize office space and reception areas within industrial projects, emphasize public entrances and de-emphasize service areas, and define and shelter pedestrian walks and exterior spaces.

(d) Primary building entries should be highlighted through the massing of the building. Greater height can be used to highlight and accentuate entries in the form of corner tower elements, tall voids, or a central mass meeting an entry plaza. Conversely, smaller building masses can also communicate the location of entries.

(e) Typically, horizontal masses for building elevations less than 700 lineal feet shall not exceed a height to width ratio of 1:4 without a substantial architectural element that projects up or away from the building, such as towers, bays, lattices, or other architectural features. Buildings greater than 700 lineal feet shall not exceed a height to width ratio of 1:5 without massing variations. The extent of massing breaks and building projections should relate visually to the overall scale of the building.
4. **Plazas and Open Space**

(a) Plazas and similar open space features are strongly encouraged as a site amenity and design detail. Buildings should be arranged to include opportunities for plazas, patios, open space areas, and employee gathering spaces with amenities such as outdoor seating, landscaping, water elements, pergolas, special lighting and other “place-making” features. These outdoor spaces should be functional and pleasant and should not appear as “left-over” spaces.

(b) Plazas are encouraged where high levels of pedestrian activity are expected, such as adjacent to major entrances and food services, or between building clusters in an industrial/business park development.

(c) Building entries and windows should look onto plazas and open space areas to enhance activity and security.

(d) Outdoor employee break areas and lunch areas should be located away from loading areas or other high-traffic areas.

5. **Environmental Considerations**

(a) To the extent possible, site grading should relate to the natural surroundings and be designed to minimize grading by following the natural ground contours and recognizing existing drainage patterns. Graded slopes should be rounded to blend with existing terrain.

(b) Significant existing trees, vegetation and any other natural site attributes should be preserved to the greatest extent possible in the design and development of the industrial project. Site design that requires altering landforms and removing trees is discouraged.

(c) Buildings should be designed and sited to maximize the use of sunlight and shade for energy savings, and respect the solar access of adjacent buildings.

(d) Consideration should be given to the reduction of landscape maintenance and water consumption when selecting landscape materials.

6. **Vehicle Circulation and Access**

(a) Site access and internal circulation in industrial developments should promote safety, efficiency, and convenience. Vehicular traffic should be adequately separated from pedestrian circulation. Vehicular entrances should be clearly identified and easily accessible to minimize pedestrian/vehicle conflict.

(b) Adequate areas for maneuvering, stacking and emergency vehicle access should be provided. Internal circulation routes and parking areas should be separated. Continuous circulation should be
provided throughout the site to the greatest extent possible to prevent awkward vehicular maneuvers. Dead-end driveways should be minimized. Vehicles should not be required to enter the street in order to move from one area to another on the same site.

(c) The number of site access points or driveway aprons shall be minimized for aesthetic purposes, to achieve efficient and productive use of paved accessways, and to eliminate traffic hazards. They should be located as far as possible from street intersections (a minimum distance of 100 feet is recommended) and should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway. Entrances and exits to and from parking and loading facilities should be clearly marked with appropriate directional signage where multiple access points are provided.

(d) Vehicular access, drives and circulation routes shall be designed so that all movements involved in loading, parking, or turning shall occur on-site, and not within the public right-of-way.

(e) Where a property abuts an alleyway, service and vehicular access should be taken off of the alleyway. This is most strongly encouraged for development on narrow lots (less than 100’ in width). Where these properties exclusively use the alleyway for service and vehicular access, a consistent and uninterrupted building frontage can be established for the entire length of the street. Alley improvements should coincide with site planning to minimize alleyway deterioration and address problems such as debris, safety, and any nuisance odors or hazards.

(f) Design provisions, which allow for present or future reciprocal access with adjacent properties, are encouraged.

7. Pedestrian Circulation

(a) Industrial developments shall incorporate pedestrian walkways into site design to provide pedestrian connections from building entries to public sidewalks, plazas, parking areas, and adjacent developments, and to buffer pedestrians from vehicular movement. Project entries and driveway areas should contain design features, including landscaping and textured

Use decorative paving and landscaping to facilitate vehicular and pedestrian access at project entries.
paving, to break up the expanse of paving in a project. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate or color concrete is encouraged.

(b) Pedestrian walkways should be a minimum of 4 feet in width. Pedestrian walkways should be safe and clearly identifiable using varied surfaces, decorative paving, and landscaping to minimize pedestrian/vehicle conflict. At a minimum, varied surfaces should be used to delineate crossings at circulation drives and parking aisles.

8. Parking

(a) The industrial site should be a self-contained development capable of accommodating its own parking needs. The use of the public street for parking and staging of trucks is not allowed. In addition, parking is not allowed in the front or street side setback areas.

(b) Parking areas should be accessed from the street so that circulation to parking areas does not interfere with other site activities. Visitor parking should be located at the front and sides of buildings to be near primary building entrances.

(c) Parking areas shall be designed to avoid awkward turning maneuvers and the backing of vehicles into public streets.

(d) Parking areas should not visually dominate the site. Large expansive paved areas located between the street and the building should be avoided in favor of smaller multiple lots separated by landscaping and buildings.

(e) The visual impact of parking lots and structures shall be mitigated with landscaping. Parking lots adjacent to and visible from public streets must be adequately screened from view through the use of rolling earth berms, low screen walls, changes in elevation, landscaping or combinations thereof whenever possible. Landscaping materials should have adequate room to grow and be protected from abuse by cars. Continuous concrete curbs shall be provided as wheel stops where parking adjoins landscaping.

(f) Parking areas, driveways and pedestrian areas shall contain automatically controlled lighting.

9. Loading Areas

(a) Loading areas shall be designed to prevent interference with vehicular circulation and parking, and to provide an unobstructed area for trucks to maneuver when accessing loading spaces.
(b) Loading areas shall be located away from main customer entrances and the street, preferably toward the rear of the property, as per the development standards in Chapter 9 (Non-Residential Zones) of this Plan.

(c) Overhead (roll-up) doors shall not be directly open to public view, and shall be substantially screened from the street, the freeway, and residentially zoned properties. Screening may be accomplished in a variety of ways, including the use of wing walls, the recessing of overhead doors (building articulation), landscaping, or a combination of these techniques. Fixed hardware for roll up doors shall be located on the inside of buildings to minimize visual clutter.

(d) If located adjacent to residential areas, the design of overhead doors should minimize noise through devices such as rubber seals and/or other dampening features.

(e) The grade of loading docks should be as low as feasible to minimize views from the street and the need for tall walls or fencing. Building segments above loading doors visible from the street and surrounding properties should conform with other guidelines pertaining to building features, materials and finishes.

10. Outdoor Storage and Service Areas

(a) Outdoor storage and service areas (including, but not limited to, service entrances, loading docks and bays, outdoor storage of commercial vehicles) should be clearly defined and designated for convenient access. They shall not conflict with vehicular access, on-site parking facilities, pedestrian walkways, and customer entrances.

(b) Outdoor storage and service areas should be located to the rear of a property so as not to face a public street. They shall not be open to view from the street, freeway, or residentially zoned properties.

(c) Outdoor storage and service areas shall be screened from on-site and off-site public view with a combination of building features, decorative walls, and landscaping consistent with the architectural style and design of the building.
(d) Outdoor storage and service areas shall be located so as to minimize negative impacts (visual, noise, dust, vibration, etc.) upon any neighboring residentially zoned properties.

![Diagram of storage and loading areas]

**Outdoor Storage, Service, and Loading**

11. **Refuse Collection Facilities**

(a) Refuse collection facilities shall be located so that there will be minimal intrusion (i.e. impacts associated with site views and odors) upon neighboring residentially zoned properties.

(b) Refuse collection facilities should be located for convenient access. Where the Hesperia Municipal Code requires a number of trash bins for a given project, disperse the location of trash facilities for more convenient waste disposal by individual trash generators.

(c) The location of refuse collection facilities should be coordinated with the location of loading/service areas, and not readily visible to public view.

(d) Decorative treatment of trash and storage enclosures shall be used to minimize the adverse visual impact of these areas. Trash disposal areas, including dumpsters, shall be screened from view by a 6-foot high enclosure with gates. Trash and storage enclosures shall be architecturally compatible with the project design, and landscaping shall be incorporated into their design to screen them and deter graffiti. Screening materials shall consist of fences, landscaping, and/or berming, and the use of natural terrain where possible.
12. Utility and Mechanical Equipment

(a) All utility and mechanical equipment (wall-mounted meters, air conditioners, etc.) shall be screened from public view. This includes all ground, wall, and roof mounted equipment. Screening elements shall be an integral part of the building; no screening method shall give the appearance of being “tacked on.”

(b) Where possible, integrate rooftop equipment into the overall mass of a building. At a minimum, roof mounted equipment shall be screened through the use of parapets, screening walls, equipment wells, mechanical room enclosures and similar design features. Screening devices other than parapet walls shall be designed as an integral element of the building massing. Picket fencing, chain-link fencing and metal boxes shall be avoided. The top of screens should be at least as high as the top of the equipment, with additional height provided where larger equipment units could be used in the future.

(c) Typical ground-mounted equipment (such as transformers and heating units) shall be adequately screened with walls and/or landscaping. Large structures and/or equipment should be screened by the building from view of adjacent streets, freeway and properties.

(d) All vents, gutters and downspouts, louvers, exposed flashing, etc. should be treated as design elements and be compatible with the rest of the building, or hidden from public view.

13. Fences and Walls

(a) Walls and fences serve a major function in the industrial landscape and are used to screen vehicles, loading and storage areas, and utility structures. However, if not required for a specific screening or security purpose, they should not be utilized. The intent is to keep the walls as low as possible while performing their screening and security functions. The height of walls and fences on industrial properties is set forth in Chapter 9 (Non-Residential Zones) of this Specific Plan.

(b) Walls and fences should be planned and designed as integral parts of industrial development, and should be consistent with the landscaping and building design.

(c) If street fencing is necessary, decorative types of view fencing, such as wrought iron, are encouraged. Solid fencing, such as stucco or masonry, is strongly discouraged when they will block the view of the buildings or provide hiding places. Chain link and barbed wire fencing is prohibited.
Section II Private Development

(d) Perimeter walls or fencing that do not front a public street should be of decorative masonry (split-face block, plaster/stucco finish), decorative metal (wrought iron), wood, hedges, or a combination of materials. They should be designed in a style, material and color to complement the development. Both sides of walls should be architecturally treated.

(e) Tiered planting should be provided adjacent to project perimeter walls along street frontages to soften their appearance.

(f) Walls should be eliminated or sited to provide additional setback areas at project entries to accommodate landscaping, signage, or street furniture.

(g) Wall sections greater than 80 feet in length fronting a street shall incorporate at least two of the following design features, in proportion to the length of the wall:
   • A minimum 2-foot change in horizontal plane for at least 10 feet.
   • A minimum 18-inch change in height for at least 10 feet.
   • A minimum 18-inch high raised planter for at least half the length of the wall.
   • Use of pilasters at 25-foot maximum intervals and at changes in wall planes.

(h) Gates or comparable design solutions should be provided in perimeter walls or fences to allow emergency access and facilitate convenient pedestrian access.

(i) Walls should be curved or angled at corner locations along street frontages to allow sight line views around the corner.

14. Exterior Lighting

(a) Exterior lighting shall be used to provide illumination for the security and safety of on-site areas such as building entrances, parking, loading, shipping and receiving, walkways, and working areas. The design of light fixtures and their structural support shall be architecturally compatible with main buildings on-site.

(b) Exterior lighting should be adequate but not overly bright. It shall be located and designed to avoid direct glare onto adjacent properties and public rights-of-way. In addition, the lighting shall have cut-off luminaries that limit the amount of light pollution on nighttime skies.

(c) Buildings and landscaping can be illuminated indirectly to create a strong positive image. Concealing light features within buildings and landscaping can highlight attractive features and avoid intrusion into neighboring properties and public rights-of-way.
15. Freeway Frontage Properties

(a) Site design of industrial developments should emphasize favorable views from the freeway. Avoid designing a project which “turns its back” to the freeway and offers views of blank walls, loading areas, and storage and service areas. Storage, loading and service areas should be screened from the freeway.

(b) Significant landscaped areas shall be visible from the freeway. A minimum 25-foot wide landscape buffer shall be provided where a property abuts the freeway right-of-way.

C. ARCHITECTURAL DESIGN STANDARDS AND GUIDELINES

While there is no mandated architectural style required for industrial structures in the Specific Plan area, each project should possess an identifiable architectural theme and be of high quality design and materials. Industrial buildings should display unique, visually attractive qualities while having a unified composition. Multi-building projects should also use a consistent architectural style.

Industrial projects should give neighboring development a sense of unity through consistent building scale and massing. Yet, visual interest should be created with the use of a variety of architectural styles and individual building details to avoid monotonous industrial neighborhoods and enliven the public’s experience of the building. New projects should meet or exceed the standards of quality that have been set by surrounding development and contribute to the improvement of the area.

1. Building Articulation and Detailing

(a) Building articulation and detailing should be used to create an interesting and individual design, diminish the massing of large structures, and be compatible with the scale of surrounding development. Building design shall avoid large monotonous facades, long straight-line building fronts, plain box shapes, and barren exterior treatment.

(b) All elevations should be architecturally treated, however, facades visible from the freeway and major street corridors should be especially attractive and shall be fully articulated, and incorporate the chosen architectural theme in a consistent manner.

(c) Articulation should include change of wall plane, door and window treatment, facade details, and other appropriate architectural treatment. A combination of compatible treatments should be used to create interest and variety, with attention given to treating particular architectural features in a balanced, yet uniquely detailed and decorative manner.

(d) The staggering of planes along an exterior wall elevation creates pockets of light and shadow, providing relief from monotonous, uninterrupted expanses of wall. Wall planes should not run in one continuous direction for more than 60 feet without an offset.
(e) Facades having a recognizable “base” and “top” are encouraged. The base should visually relate to the proportion and scale of the building. Techniques for establishing a base may include richly textured materials (e.g. tile or masonry treatments), darker colored materials, mullion, panels, reveals and/or enriched landscaping. Tops take advantage of the visual prominence of a building’s silhouette. Techniques for clearly expressing a top may include cornice treatments, roof overhangs with brackets, richly textured materials (e.g. tile, masonry or fluted concrete), and/or differently colored materials. Colored “stripes” are not acceptable as the only treatment.

(\[\begin{array}{c}
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\end{array}\])

(f) Buildings should incorporate architectural details and elements, which will reduce building scale at the street level, especially along pedestrian walkways. Awnings, canopies, arbors, trellises, etc. are effective in this regard. The appropriate use of other architectural details, including reveals, course lines, decorative cornice, columns, etc., is also encouraged as a means of creating interest, variety, and distinctive design. Details should reflect the structural and material integrity of the building; overly gratuitous ornamentation is discouraged.

(\[\begin{array}{c}
\text{Avoid blank facades and barren exterior treatment.}
\end{array}\])
2. Height and Roof Lines

(a) The roof design should be considered as a component of the overall architectural design theme.

(b) Roof forms should be simple, avoid a massive appearance, and reflect the internal organization of buildings.

(c) Roof form and height should be varied to complement building mass and articulation. Vertical variations to the roof line should incorporate roof projections to avoid a false front/unfinished appearance.
(d) The roof line at the top of the structure should not run in a continuous plane for more than 60 feet without offsetting or jogging the roof plane.

3. Doors and Windows

(a) Doors and windows are key elements of any structure’s form, and should relate to the scale of the elevation on which they appear. Windows and doors can establish character by their rhythm and variety and help to provide depth and contrast on elevation planes. Windows and doors should be used to help mitigate building mass, establish scale, give expression to otherwise blank walls, and create a distinctive building design.

(b) All doors and windows should be related with the chosen architectural style. Windows with widely varying styles are strongly discouraged. All doors and window frames should be composed of consistent material. Wherever possible, window sizes should be coordinated vertically and horizontally and window design should be consistent in terms of style and general arrangement on all building sides.

(c) Window exposure should be maximized along pedestrian walkways. The use of opaque glass adjacent to pedestrian walkways is discouraged.

(d) Window frames should appear substantial and should not be flush with the exterior finish. Windows should be designed to enhance building interest and articulation. Recessed windows or inset glazing are possible design considerations.

(e) Windows located on the sides and rear of the project should also be consistent with the look and style on the front of the project.

4. Materials and Finishes

(a) Materials and finishes should be suitable to the scale, character and design theme of the building and further lend variety and interest to the project.

(b) The building and its elements should be unified by textures, colors and materials. Materials should be consistently applied and should be chosen to work harmoniously with adjacent materials. Piecemeal embellishment and frequent changes in materials should be avoided.

(c) Buildings should be treated as a whole and finished appropriately on all sides to provide continuity. Materials tend to appear substantial and integral to the structure when material changes occur at changes in plane. Material changes not accompanied by changes in plane appear “tacked-on” and are strongly discouraged. Material changes should not occur at external corners. Material changes may occur at “reverse” or interior corners or as a “return” at least 4 feet from external corners, with extended returns provided for large buildings.
(d) Exterior materials for industrial developments should be of high quality and low maintenance. Recommended materials include masonry, concrete, sandblasted concrete, textured block, brick, granite, marble, glass, painted metal elements and similar materials. Materials and detailing should have a substantial and long-lasting appearance. Metal siding should be avoided as the primary material, but may be used as an accent material if it is high quality and properly applied. Concrete blocks should also be avoided unless mitigated through careful and decorative design, texture and reveals.

(e) Roofing materials should be durable. Where visible from the street, acceptable roofing materials include metal standing seam and concrete tile. Corrugated metal (standing rib metal roofs are permitted), highly reflective surfaces, and illuminated roofing and not permitted.

(f) Materials that will withstand abuse by vandals or accidental damage from machinery are strongly encouraged, while high maintenance materials such as stained wood or shingles are not encouraged.

(g) Accessory structures should be designed as an integral part of the project architecture and should be similar in material, color, and detail to the primary buildings.

(h) The use of sustainable building materials is strongly encouraged. This includes using quality materials with a long life span, selecting materials that are not energy-intensive to manufacture, using building products made from recycled materials, and repairing and maintaining well-built existing structures to the fullest extent possible.

5. **Color and Texture**

(a) For most architectural styles, the number of colors on the exterior should be limited to a maximum of three, with an additional contrasting color for accent. In general, the lighter colors should be used for the main body, with darker shades for trim and accent. The larger and simpler the building design, the subtler the color should be to reduce the massiveness of large wall planes.
(b) Off-whites, light grays, and muted earth tones are best suited and are appropriate for industrial developments. The use of strong or bright, unnatural colors, including the bright “white-on-white” color schemes. However, a greater variety of brighter, more intense colors are permitted to highlight architectural features such as awnings, canopies, doorways, window framing and trim, reveals, etc.

(c) Color and finishes on exteriors of all elevations of a building should be coordinated to provide a total continuity of design. Unusual patterns and color schemes should be avoided. Garish, non-harmonious, or out-of-character colors should not be used.

(d) The blending of compatible colors in a single facade or composition is a good way to add character and variety, while reducing, or breaking up the mass of a building. Lower wall wainscots and built-up or recessed reveals may be employed to add interest and break up vertical monotony.

6. Freeway Frontage Properties

(a) Building design in industrial developments should address the freeway and visually enhance the freeway corridor. All facades visible from the freeway shall be articulated.

(b) Large-scale forms and well-defined architectural elements will be most visible from the freeway and may prove appropriate.

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

Landscaping shall be an integral part of the site design for industrial developments. Landscaping shall be used to enhance the aesthetics of industrial developments, break up the mass of industrial buildings, provide shading and climate control, and contribute to a pedestrian-friendly environment. It shall also be used to provide a buffer between neighboring properties and incompatible land uses, screen service structures and loading areas, define building and parking area entrances, and define the edges of a project. When designed appropriately, landscaping acts as a unifying element within a project to obtain a cohesive appearance, to help achieve compatibility of a new project with its surroundings.

All projects in industrial zones within the Specific Plan area will adhere to the minimum requirements of Chapter 16.20, Article XII (Landscape Regulations) and Chapter 16.24 (Protected Plants) of the HMC. The following Landscape Standards and Design Guidelines are intended to augment these landscape regulations. Plant material used in development within the Specific Plan area shall be consistent with the Approved Plant List maintained by the Hesperia Development Services Department. At least 50% of the plants used in developments within the Specific Plan area shall be those listed as Water Efficient Desert Plants in the Approved Plant List.
1. **General Landscape Guidelines**

(a) The entire street yard setback of private industrial uses shall be dedicated to landscaping and pedestrian areas for the full width and depth of the building. Decorative paving may be considered part of this landscaping.

(b) Landscape design and plant material shall not impede pedestrian circulation. Enclosing walls and fences between adjacent industrial properties is discouraged except for legitimate screening purposes.

(c) Landscaping should be in scale with adjacent buildings and be of appropriate size at maturity to accomplish its intended goals. Amenities such as trellises, arbors, benches, tables, chairs, and planters, shall be included where appropriate to the project size and land use.

(d) Use of vines on walls is appropriate in industrial areas because such walls often tend to be large and blank.
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e) Landscaping around the entire base of buildings is recommended to soften the edge between the parking lot and the structure. This should be accented at entrances to provide focus.

(f) Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces, depressed walks, or the use of curbs.

2. Landscape Materials

(a) Plant species and hardscape materials should be selected based on their ability to complement the scale, mass, and color of the architecture. Create recognizable landscape patterns and themes.

(b) Tree planting, plant material variety and spacing shall adhere to the requirements contained in Section 16.20.590 of Chapter 16.20, Article XII (Landscape Regulations) of the HMC, with the following exceptions:
   • All required trees in new industrial development shall be a minimum of 15-gallon size.
   • At least 25% of new trees shall be specimen trees sized at a minimum of 24" box.
   • Trees shall be planted in areas of public view adjacent to and along structures at an equivalent of one tree per 50 linear feet of building and parking lot, which has public exposure.

(c) Locate and choose planting types on their ability to create desired effects as follows:
   • Provide a backdrop and visual setting for the site’s architectural elements.
   • Create focal points; highlight important architectural elements.
   • Direct vehicular traffic; make an entry statement.
   • Direct pedestrian traffic; identify and shelter pedestrian walkways.
   • Provide a unified appearance along street frontages; reinforce the street hierarchy.
   • Protect sensitive uses from excessive solar exposure, glare, wind, noise, dust, odors, and undesirable views.

(d) The use of natural materials and natural material veneer such as stone and wood in walls, trellises, storage areas utility boxes and fences is encouraged.

(e) Use of flowering vines is encouraged along fence lines, perimeter walls, and blank building elevations.

(f) Both deciduous and evergreen trees should be planted to provide a variety in texture, color and form.

(g) Electrical, irrigation, and accessory equipment placed in exterior areas with exposure to public view must be screened with planting where possible.
3. Parking Lot Landscaping

(a) Within parking lots in industrial areas, trees shall be planted at a total of one tree for every eight parking stalls. Trees shall have a broad canopy that will provide shade in the summer months.

(b) Screen walls required by Chapter 16.20, Article XII (Landscape Regulations) of the HMC shall utilize natural materials or natural material veneer such as stone and wood on street side elevations.

(c) Landscape berms for screening purposes should be constructed with care to assure proper drainage. Berms should have ample area to drain to prevent problems with storm water runoff.

(d) Providing landscaped drainage swales for parking lot rainwater runoff is highly encouraged. Allowing runoff to percolate into the soil filters pollutants and allows for needed groundwater recharge as outlined in the Conservation Element of the City’s General Plan.

(e) The use of enhanced paving such as colored and textured concrete in parking lots that compliments the architecture and landscape materials is encouraged. Enhanced paving can be used to signify entries and pedestrian areas, calm traffic and assist in wayfinding, among other applications.

(f) The use of pervious paving is encouraged where appropriate.

(g) Trees shall be planted along the required handicap path of travel, sidewalks, and near trash enclosures.

4. Preservation of Existing Trees

(a) Where feasible, existing trees shall be maintained and cared for during construction and remodeling projects. The design and siting of buildings in an industrial development should take into account all established trees in order to avoid unnecessary removal. The root systems of established trees should be protected when siting a building and during construction.

(b) The removal of street trees is prohibited.

5. Landscape Lighting

(a) Landscape illumination shall be aesthetically pleasing and minimal. It should not flood the landscape with excessive light or spill into adjacent properties.

(b) Fixtures for the illumination of pedestrian circulation and parking areas should be directed downward to prevent light pollution and preserve dark skies.
6. Irrigation and Maintenance for Landscaped Areas

(a) Irrigation systems and required maintenance schedules shall adhere to the requirements outlined in Chapter 16.20, Article XII (Landscape Regulations) of the HMC. Low-flow systems such as drip and bubbler and subterranean lines shall be installed per manufacturer requirements. No spray irrigation shall be located within four feet of a walkway, parking lot, or driveway. Rain sensor equipment is recommended for irrigation systems.
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Chapter 12: Public/Institutional Overlay Zone
A. INTRODUCTION

The Specific Plan establishes a Public/Institutional Overlay zone that is intended to preserve and protect public facilities and those privately owned facilities that provide a service to the general public, including parks and open space, schools, churches, post offices, fire stations, hospitals, civic centers, and publicly owned land. Due to the broad range of uses in this zone and the existing and potential need for these public services across the city, the Public/Institutional Overlay zone may be designated throughout the Specific Plan area, provided the uses do not conflict with other established uses in the surrounding area.

B. STANDARDS FOR LOCATION

a) The area is occupied or will be occupied by public or closely related private facilities providing services or functions for the general public.
b) The uses are compatible with and not detrimental to adjacent land uses.
c) The area has adequate public services and access to accommodate the needs of the proposed use on a given site.
d) The location shall be consistent with the City of Hesperia General Plan text and maps.

C. PERMITTED USES

The following uses are permitted in the Public/Institutional Overlay zone:

a) Passive open space (hiking, walking trails, etc.).
b) Parks, playgrounds and athletic fields.
c) Accessory structures and uses customarily incidental to any permitted uses when located on the same site with the main building and use.
d) Other similar uses, as interpreted by the Development Services Director or his/her designee.

D. CONDITIONALLY PERMITTED USES

The following uses are conditionally permitted in the Public/Institutional Overlay zone:

a) Assemblies of people – non-entertainment (e.g., fraternal, service organizations, conference facilities, etc.).
b) Aquariums, botanical gardens and zoos.
c) Churches, synagogues, mosques or other houses of worship.
d) Civic center.
e) Electrical, gas, water and sewage transmission facilities.
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f) Elementary, intermediate and senior high schools, public or private.
g) Farmers’ markets – certified.
h) Government protective functions and postal services.
i) Heliport or helistop.
j) Historical and monument sites.
k) Microwave communication towers and facilities.
l) Museums and art galleries.
m) Parking lot or parking structure (stand alone).
n) Public use of public property.
o) Public works maintenance and storage yards.
p) Radio and television stations and towers.
q) Recreation and community centers.
r) Other similar uses, as interpreted by the Development Services Director or his/her designee.

E. REVIEW PROCEDURES

In order to ensure compliance with the General Plan, and Hesperia Municipal Code, permitted or conditionally permitted uses within this zone may be subject to a site plan approval, tenant improvement review or conditional use permit respectively, in accordance with Chapter 16.12 (Permits and Procedures) of the HMC.

After approval, the Public/Institutional Overlay designation is automatically applied to the Specific Plan Zoning map, without the necessity of any additional land use or zone change applications.
A. INTRODUCTION

The Specific Plan’s circulation component is based upon the Circulation Element of the 2001 General Plan, transportation issues of the Specific Plan area, and the land use and urban design goals and policies set forth in the Specific Plan.

The Hesperia Main Street and Freeway Corridor Specific Plan area encompasses both the major regional access to the City, Interstate-15, as well as the major arterial supporting local circulation that provides access to commercial centers within the City, primarily along Main Street. The Interstate-15 Freeway and Main Street serve and link the major districts in the City, including the regional/freeway commercial zones, the Civic Center area, and the railroad/distribution/industrial zone to the east of the corridor. Regional freeway commercial activity is vital to the City’s economy. Access to these commercial centers is provided close to Interstate-15. Hesperia’s location, between Southern California and Las Vegas, and its accessibility to the major freeway and freight corridors makes the City a suitable distribution and manufacturing hub for many companies in the Southwest region. It is important to serve these major districts without compromising the overall performance of the rest of the City’s transportation network.

The circulation component of the Specific Plan identifies and delineates the preferred transportation and circulation concepts that are supportive of the selected land use scenarios. Included are also the recommended goals, policies, and implementation plans relating to circulation and parking issues.

B. RELATIONSHIP TO THE 2001 GENERAL PLAN CIRCULATION ELEMENT

State law requires consistency between the Specific Plan and the General Plan. The circulation component of the Specific Plan is based on the Circulation Element of the 2001 General Plan. The Circulation Element is also linked closely to the Air Quality Element. The 2001 General Plan Air Quality Element contains Hesperia’s comprehensive air quality strategy and the Circulation Element is an important tool for addressing Hesperia’s air quality issues. The City is currently in the process of updating its General Plan.

C. EXISTING CONDITIONS

1. Street and Highway Network

The Hesperia Main Street and Freeway Corridor Specific Plan area includes the Interstate-15 Freeway, which provides regional access to the City between Las Vegas and the greater Los Angeles area. Major arterial roadways serve as supporting local circulation that provides access to commercial centers in and around the City. The existing circulation system within the Specific Plan area includes facilities with varying functions, capacities, and characteristics.
Figure 13.1 illustrates the major roadways within the Specific Plan area. Figure 13.2 illustrates the future roadway network as planned in the 2001 General Plan’s Circulation Element.

The following section provides descriptions of each of the major roadway facilities in the Specific Plan area:

**Interstate-15** is a primary link for both passenger and commercial traffic into and out of Southern California. It serves as the main route for automobile travel to northern Arizona and southern Nevada, including Las Vegas. It also serves as a major route for truck travel to the rest of the United States via a junction with Interstate-40 in Barstow. Interstate-15 is a limited-access, divided facility maintained by the California Department of Transportation (Caltrans). The freeway has eight lanes south of Highway 395 and six lanes north of Highway 395. Existing (2004) average annual daily traffic (AADT) volumes are 119,000 vehicles south of U.S. Highway 395 (Highway 395) and 100,000 vehicles north of Highway 395. Approximately 15% of vehicular traffic consists of trucks through the Specific Plan area. Within the Specific Plan area, interchanges are provided at the following locations:

- Highway 395 - This interchange provides access to and from the south only on Interstate-15.
- Joshua Street - This interchange provides access to and from the north only on Interstate-15.
- Main Street - This interchange has recently been improved to a “partial cloverleaf” design, including widening of the bridge carrying Main Street over the freeway.
- Bear Valley Road - This interchange is a modified partial cloverleaf design, with a westbound-to-southbound loop ramp.
- Oak Hills Road - This interchange provides access to and from the north and south on Interstate-15.

The 2001 General Plan calls for the construction of new interchanges at the following locations:

- Ranchero Road
- Mojave Street
- Eucalyptus Street

**Highway 395** is a two-lane State Highway maintained by Caltrans. It provides a link between Southern California and the eastern Sierra Nevada, as well as providing access to the Southern California Logistics Airport north of the Specific Plan area. Existing (2005) AADT volumes are 28,000 vehicles north of Interstate-15 and from 23,000 to 28,000 vehicles north of Main Street/Phelan Road. Improvements to Highway 395, including a possible realignment, are currently being studied by Caltrans in coordination with SANBAG.

**Main Street/Phelan Road** is designated by the City’s 2001 General Plan as a Major Arterial, with a 120-foot right-of-way and an ultimate curb-to-curb width of 104 feet. It is generally not constructed to its ultimate width in the Specific Plan area. Phelan Road is constructed as a two-lane roadway to the west of Highway 395. At Main Street, the roadway narrows to two lanes.
between Highway 395 and the vicinity of Cataba Road, where it widens as it approaches the Interstate-15/Main Street interchange. East of the interchange, Main Street narrows at Maple Avenue and again before Seventh Avenue, and then generally maintains a 74-foot width, with additional widening at major intersections. A short segment of the roadway is divided by a raised median east of Mariposa Road. A two-way-left-turn-lane is generally provided through downtown Hesperia to I Avenue. In downtown Hesperia, a bridge carries Main Street over Hesperia Road, the BNSF rail line, and Santa Fe Avenue, resulting in awkward circulation patterns. The existing (2005) average daily traffic (ADT) volumes on Main Street range from 13,000 to 20,000 vehicles west of Interstate-15 and from 29,000 to 47,000 vehicles east of Interstate-15.

**Ranchero Road** east of Interstate-15 is designated by the City’s 2001 General Plan as a Major Arterial, with a 120-foot right-of-way and an ultimate curb-to-curb width of 104 feet. West of Interstate-15, it is designated as an Arterial, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. It is currently constructed as a two-lane road. Due to the limited access in the area to Interstate-15 and congestion at the Main Street interchange, the segment of Ranchero Road east of Interstate-15 carries a substantial amount of traffic with origins and destinations in the southern portion of the City of Hesperia using the Oak Hill Road interchange to access Interstate-15. The existing (2005) ADT volume on Ranchero Road is 8,000 vehicles. The City’s 2001 General Plan calls for a freeway interchange at Interstate-15 and Ranchero Road as well as a grade-separated rail undercrossing over the Antelope Valley Wash.

**Mariposa Road** is designated by the City’s 2001 General Plan as an Arterial south of Joshua Street, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. North of Joshua Street, it is designated as a Secondary Arterial. Mariposa Road currently provides direct access to Main Street immediately east of Interstate-15; however, the City’s 2001 General Plan calls for the road to be realigned to access Main Street via Escondido Avenue. Mariposa Road currently exists as a two-lane undivided frontage road. Because of the limited access to Interstate-15 and congestion at the Main Street interchange, the southern segment between the Oak Hill Road interchange and Ranchero Road carries a substantial amount of traffic with origins and destinations in the southern portion of the City of Hesperia. The existing (2000) ADT volume on this segment is 9,700 vehicles.

**Escondido Avenue** is designated by the City’s 2001 General Plan as an Arterial, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. Within the Specific Plan area, Escondido Avenue is a paved, two-lane undivided road south of Main Street. Immediately south of the Specific Plan area, it is an unpaved road, and it has not been constructed north of Main Street. The existing (2000) ADT volume on Escondido Avenue is 3,700 vehicles.

**Maple Avenue** is designated by the City’s 2001 General Plan as an Arterial, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. Within the Specific Plan area, Maple Avenue is a paved, two-lane undivided road. The existing (2000) ADT volume on Maple Avenue is 7,900 vehicles north of Main Street and 6,300 vehicles south of Main Street.
Hesperia Road is designated by the City’s 2001 General Plan as an Arterial north of Main Street, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. South of Main Street, it is designated as a Secondary Arterial. Within the Specific Plan area, Hesperia Road is a paved, two-lane undivided road with a continuous turn lane. The existing (2005) ADT volume on Hesperia Road ranges from 15,000 to 25,000 vehicles.

Santa Fe Avenue is designated by the City’s 2001 General Plan as an Arterial south of Main Street, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. Within the Specific Plan area, this portion of Santa Fe Avenue is a paved, two-lane undivided road.

Seventh Avenue is designated by the City’s 2001 General Plan as a Secondary Arterial, with an 80-foot right-of-way and an ultimate curb-to-curb width of 64 feet. Within the Specific Plan area, Seventh Avenue is a paved, two-lane undivided road.

Sultana Avenue is designated by the City’s 2001 General Plan as an Arterial east of Seventh Avenue, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. West of Seventh Avenue, it is designated as a Secondary Arterial. It has not been constructed between C Avenue and Hesperia Road, which would require crossing the BNSF rail line. The City’s 2001 General Plan calls for a grade separated crossing of the rail line.

E Avenue is designated by the City’s 2001 General Plan as an Arterial, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. Within the Specific Plan area, E Avenue is a paved, two-lane undivided road.

I Avenue is designated by the City’s 2001 General Plan as an Arterial, with a 100-foot right-of-way and an ultimate curb-to-curb width of 84 feet. Within the Specific Plan area, I Avenue is a paved, two-lane undivided road.

2. Public Transit Network

Existing Services
The Victor Valley Transit Authority (VVTA) serves the Specific Plan area. Route 44 operates along Main Street between Mariposa Avenue and E Avenue. Service is provided with headways of one hour or more Monday through Saturday only. VVTA also offers Direct Access transit services to the disabled who are Direct Access-certified riders. The service works only with reservations.

Proposed Improvements
The California-Nevada Interstate Maglev project is proposing the construction of a 269-mile Maglev train line from Las Vegas, Nevada to Anaheim, California. The first 40-mile segment received $45 million in 2005 for the planning phase. This segment would be constructed between Las Vegas and Primm, Nevada, with proposed service to Las Vegas McCarran Airport. A station in Hesperia has not been proposed in the planning stages of the project. However, it is highly likely that any alignment of the proposed rail line would be constructed through the Specific Plan area,
most likely in the median of Interstate-15. No funding source for the implementation of this project has been identified.

3. Non-Motorized Circulation

**Pedestrians**
Sidewalks exist primarily along Main Street between I Avenue and Eleventh Avenue, where new development has occurred and along the frontages of schools. The City conditions all subdivisions, multi-family projects, industrial, and commercial projects to install sidewalks adjacent to their properties. Six-foot sidewalks are required along major arterials and major collectors; five-foot sidewalks are required along collector and local roads.

**Trails**
There is an existing trail within the Specific Plan area, and it is located along the east side of the BNSF Railroad.

4. Trucking and Goods Movement

**Existing Truck Routes**
There are no delineated truck routes in the city; however, Chapter 10.25 (Truck Routes Program) of the Hesperia Municipal Code (HMC) establishes a truck routes program that would allow for the eventual establishment of truck routes. The program prohibits all commercial vehicles exceeding a maximum gross weight of ten thousand (10,000) pounds from using local streets with some exceptions.

**Planned Improvements**
Completed in December 2005, the Interstate-15 Comprehensive Study developed a long-range improvement plan and implementation strategy for Interstate-15 between the State Route 60 (SR-60) Freeway in Ontario and D Street in Victorville. Strategy D from the Interstate-15 Comprehensive Study was among the strategies selected to be carried forward in the alternatives selection process. Strategy D includes two dedicated truck lanes in each direction on Interstate-15 from SR-60 to the Mojave River. A regional truck lane system cannot be ruled out at this point nor can it be assumed to be feasible and fundable. A conclusion on the feasibility of this truck lane system will be included as part of the Multi-County Goods Movement Action Plan (Action Plan). This effort is expected to be completed in early 2008.

D. RELATED TRANSPORTATION PLANS AND PROGRAMS

1. 2001 General Plan Circulation Element

The City of Hesperia 2001 General Plan Circulation Element identifies several needs that are relevant to the Specific Plan area. As mentioned above, the Specific Plan’s circulation component is required by State law to be consistent with the 2001 General Plan and all its Elements.
The City of Hesperia 2001 General Plan Circulation Element identifies several needs that are relevant to the Specific Plan area. These needs are as follows:

- **The need for increased freeway access into Interstate-15, for purposes of conveying regional traffic into and out of the community.**
  The 2001 General Plan identified the Main Street interchange as the location with the most immediate need for improved access. Improvements at the interchange have recently been completed, although the proposed realignment of Mariposa Avenue at Main Street has not yet been implemented. These improvements will facilitate the flow of regional traffic into and out of the Specific Plan area. The 2001 General Plan Circulation Map also identified the need for a connection between the existing Joshua Street interchange and Mesquite Street, which would improve access between the freeway corridor and the area between Main Street and Ranchero Road. In addition, the Circulation Map identified a need for new interchanges at Ranchero Road, Mojave Street, and Eucalyptus Street, all of which would serve the freeway corridor.

- **The need for additional access across Interstate-15.**
  Within the Specific Plan area, the Circulation Map identified a need for additional arterial crossings of Interstate-15. One such crossing would connect the future Mesa Linda Road to Muscatel Street south of Main Street. While such a crossing would facilitate internal circulation within the Specific Plan area and could redirect some local traffic away from the adjacent freeway interchanges, it may also attract intra-regional trips to local streets within the Specific Plan area.

- **The need for increased capacity at key intersections.**
  Traffic congestion is most often the result of inadequate capacity at intersections whereas traffic usually flows relatively freely between intersections. Therefore, improvement measures may be required to maintain roadway capacity at key intersections within the Specific Plan area. These measures may require additional right-of-way dedication, access restrictions near intersections, signal improvements, or roadway realignments.

- **The need to preserve the traffic carrying capacity of arterial streets.**
  The Circulation Element noted that the roadway capacity of Main Street has been impacted due to excessive turning movements allowed across the street. Such turning movements increase travel delay and may adversely affect safety. Since Main Street is an important arterial providing mobility for the entire City, access management policies that incorporate guidelines for the construction of medians, the spacing of median breaks, and driveway spacing may be appropriate within the Specific Plan area. Such policies may include the promotion of shared access locations among multiple properties or establishments, reciprocal access agreements, shared parking, and the use of side streets to provide access to parcels if possible.
2. Measure I/SANBAG Nexus Study

In November 2004, voters in San Bernardino County approved “Measure I 2010-2040,” which extended the half-cent sales tax for transportation projects through the year 2040. To implement Measure I requirements, San Bernardino Associated Governments (SANBAG) completed a “Nexus Study” to identify the relationship between new development and the need for transportation improvements. All new development, such as that contemplated within the Specific Plan area, will be required to make a “fair share” contribution to necessary improvements. The City of Hesperia has adopted a development fee program to collect fair share contributions.

The Nexus Study also includes a project list that identifies projects eligible for Measure I funding. Projects must be included in the Nexus Study to receive SANBAG Measure I funds. Funding will be allocated to eligible projects by SANBAG based on regional priorities and the availability of local matching funds. The following projects that are included in the Nexus Study are partially or entirely within the Specific Plan area:

- Widen Seventh Avenue between Ranchero Road and Bear Valley Road from 2 lanes to 4 lanes.
- Widen Escondido Avenue between Main Street and Sultana Street from 2 lanes to 4 lanes.
- Widen Hesperia Road between Lime Street and Main Street from 2 to 4 lanes.
- Widen I Avenue between Ranchero Road and Main Street from 2 lanes to 4 lanes.
- Widen I Avenue between Main Street and Bear Valley Road from 2 lanes to 4 lanes.
- Widen Lemon Street between I Avenue and Mojave River from 2 lanes to 4 lanes.
- Widen Main Street between Seventh Avenue and I Avenue from 4 lanes to 6 lanes.
- Widen Main Street between Eleventh Avenue and Seventh Avenue from 4 to 6 lanes.
- Widen Main Street between Interstate-15 and Highway 395 from 2 lanes to 4 lanes.
- Widen Main Street between Interstate-15 and Escondido Avenue from 4 lanes to 6 lanes.
- Widen Main Street between Escondido Avenue and Eleventh Avenue from 4 lanes to 6 lanes, including widening of the bridge over the California Aqueduct.
- Widen Maple Avenue between Eucalyptus Avenue and Main Street from 2 lanes to 4 lanes.
- Widen Mariposa Road between Eucalyptus Avenue and Bear Valley Road from 2 to 4 lanes.
- Widen Mojave Street between Interstate-15 and Maple Avenue from 2 lanes to 4 lanes.
- Widen Ranchero Road between Interstate-15 and Seventh Street from 2 lanes to 4 lanes.

3. State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects funded with revenues from the State Highway Account and other funding sources.
The only project in the Specific Plan area that is included in the STIP is the widening of Highway 395 to six lanes. It is anticipated that the widening of the roadway will be accomplished by constructing a new, limited-access facility on a new alignment. Funds are allocated for the Project Approval and Environmental Documentation phase only, and no funds are yet allocated for construction.

4. Regional Transportation Improvement Program (RTIP)

The Regional Transportation Improvement Program (RTIP) is the Southern California Association of Government’s compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

The following projects that are included in the 2004 RTIP are partially or entirely within the Specific Plan area:

- Ranchero Road/Interstate-15 Interchange - Construction funding identified in 2009-2010.
- Joshua Street/Interstate-15 Interchange - Construction funding for northbound off-ramp identified in 2009-2010.
- Eucalyptus Street/Interstate-15 Interchange - Construction funding identified in 2009-2010.
- Eucalyptus Street - Widen between Interstate-15 and Peach Avenue from 2 to 4 lanes. Construction funding identified in 2009-2010.
- Highway 395 - Construct as a six-lane freeway. No construction funding identified.

5. Interstate-15 Comprehensive Study

Completed in December 2005, the Interstate-15 Comprehensive Study developed a long-range improvement plan and implementation strategy for the Interstate-15 Freeway, between SR-60 and Avenue D in Victorville. Two strategies were selected to be carried into future corridor development efforts. Each of these would affect the Specific Plan area.

- Strategy D comprises dedicated truck lanes on Interstate-15, including on the stretch that transverses the Specific Plan area. The regional truck lane system cannot be ruled out at this point nor can it be assumed to be feasible and fundable.

- The Strategies C & E Hybrid incorporates two reversible managed lanes from SR-210 to Highway 395 and the addition of one HOV lane and one general-purpose lane in each direction south of SR-210 and north of Highway 395.

It is expected that SANBAG, Caltrans, and SCAG staff, following the completion of the Multi-County Goods Movement Action Plan, will develop an additional recommendation for long-term Interstate-15 improvements.
6. Transportation Demand Management

Chapter 10.24 “Trip Reduction and Travel Demand Management” of the HMC establishes trip reduction and travel demand ordinances pursuant to the legal requirements of Chapter 6 of the SANBAG Congestion Management Program (Ord. 190 § 1, 1994). The CMP requires each local jurisdiction to adopt and implement a trip reduction and travel demand management ordinance that provides alternative transportation methods. Failure to adopt such an ordinance may result in loss of Proposition III gas tax funds.

Trip Reduction
As an employer of one hundred (100) or more employees, the city has conducted and compiled an employee survey that provides a database for implementing the city’s ride-share program. The employee survey further provided data to the Mojave Desert Air Quality Management District to be used to measure the effectiveness of trip reduction as a means to reduce vehicle emissions in the southeast Desert Air Basin. This data will be used to assist in the District’s determination whether or not to implement Rule 1701, Employer Based Trip Reduction. (Ord. 190 § 2, 1994)

Travel Demand Management
Measures presently implemented by the City include the following:

Transit/Multiple Occupancy Vehicle Service. The city is a member of the Victor Valley Transit Authority (VVTA), which provides multiple occupancy vehicle service to the city. The city, with VVTA, has promoted the use of this service through various public information measures (Television and radio station commercials, availability of bus schedules at various city locations, notification of city residents through the city publications).

Bus/Multiple Occupancy Vehicle Turnouts. Bus turnouts are required to be designed and installed as a condition of approval for new developments that are likely to generate significant quantities of arriving/departing traffic. These turnouts are provided to accommodate existing bus service routes and to encourage the expansion of service to new developments.

Bicycle Program. The city adopted Ordinance 130 establishing a citywide bicycle trail system with associated design standards. The Bike Path and Equestrian Trails Map was adopted in 2002. The city is an active participant in the Bicycle Plan Advisory Committee, a standing committee of SANBAG that is pursuing the establishment of a regional bicycle transportation network.
Promotion of Land Use Regulations

**Amend zoning regulations.** The city has adopted Ordinance 126, which established a service commercial (C-3) zone district. This district broadens the number and types of retail and service uses that are allowed in areas with proximity to the industrial area with a high concentration of daytime employees. This zoning amendment benefits the reduction of vehicle trips (VT) and vehicle miles traveled (VMT) by providing convenient access to vital consumer services and products to industrial employees.

**Encourage mixed-use development.** The city encourages the implementation of master-planned mixed-use developments. These mixed-use developments facilitate improved VT and VMT ratios by such measures as residential density clustering, planned proximity to work places and commerce, and by encouraging efficient roadway infrastructure as well as alternative transit infrastructure.

Traffic Flow Improvements

**Traffic signal coordination, timing, and improvements.** The City is currently upgrading all out-dated traffic signal equipment along Main Street in order to have communication between all signals from I Avenue to Interstate-15. This will enable the City to maximize the timing along the Main Street corridor.

**Modification to Vehicle Travel Lanes.** The city reviews new developments to determine if additional travel lanes for acceleration/deceleration purposes are needed.

E. CIRCULATION ISSUES

The build-out of the Specific Plan will require increases in roadway capacity in order to provide for the increased demand for circulation and connectivity through the Specific Plan area. Circulation linkages will need to be made between the different districts outlined in the Specific Plan, including the City Center District, the Industrial District, and the Main Street / Interstate-15 District with its retail and entertainment centers. Roadway, transit, bicycle, and pedestrian circulation networks will be planned to serve these various nodes and districts within, and connecting to circulation networks outside, the Specific Plan area. Adequate circulation planning will take into account the different characteristics of each district and the increased demand for travel created by the development of the Specific Plan uses. This section discusses issues related to circulation within the Specific Plan area. The following section identifies proposed circulation improvements to facilitate the development of convenient connections among the land uses in the Specific Plan area.
1. Competing Demands on Main Street

Main Street currently serves as the only east-west linkage between Hesperia Road and the Interstate-15 Freeway within the Specific Plan area. No other crossing of the BNSF rail corridor exists between Bear Valley Road and SR-138, and therefore Main Street is currently serving a significant amount of through traffic, much of which would not necessarily need to utilize Main Street if other through corridors were available for through traffic instead. The Specific Plan identifies the City Center District for a mix of commercial and medium density residential development with enhanced pedestrian accommodations and amenities. This development strategy envisions Main Street as less of a through traffic thoroughfare. A potential conflict exists between how Main Street accommodates through traffic and how it will accommodate more local traffic in an enhanced pedestrian environment within the City Center District in the future.

2. Freeway Corridor Access

The Interstate-15 Freeway is accessed at several existing and proposed interchanges. The only existing full interchange at Main Street recently underwent widening and reconstruction. A new interchange at Mojave Road and partial completion of the Joshua Street interchange are planned as part of the 2001 General Plan Circulation Element. An additional interchange is being considered at Muscatel/Poplar between the Joshua Street and Main Street interchanges. Frontage roads – Mariposa Road, Amargosa Road, and Caliente Road – currently exist on both sides of the freeway. Future development along the freeway corridor will rely on these two frontage roads for access and circulation between the existing and proposed interchanges and the districts proposed in the Specific Plan. The success of freeway corridor development will depend upon efficient and convenient access from the freeway as well as adequate capacity of the frontage roads.

3. North-South Circulation

One of the primary north-south arterials in the City is Hesperia Road. This roadway follows the west side of the BNSF corridor. Main Street is grade-separated from Hesperia Road, so access between the two requires diverting to a series of local streets. Traffic at the confluence of these two roadways will increase in the future, and access between the two will require improvements to make a more direct connection and reduce traffic on local neighborhood streets. Reducing traffic on local streets will also contribute to the pedestrian-enhanced environment in the City Center District.

The development of the Rancho Las Flores project in the extreme southern part of the City will likely increase traffic on I Avenue, which is the principal north-south roadway on the east side of the BNSF corridor. Santa Fe Avenue does not currently have a direct connection to Main Street, much in the same way that Hesperia Road is missing a direct connection. Through north-south traffic currently must cross the rail corridor at Main Street to transition between Hesperia Road and Santa Fe Avenue.
As the Victor Valley builds out, internal north-south travel within Hesperia will increase. This increase in traffic will make the connection between Santa Fe Avenue and Hesperia Road a more critical issue to the City’s overall north-south circulation. The current configuration of roadways requires regional north-south traffic to cross the rail corridor at Main Street, and congestion will become more common as the area grows. The Main Street bridge will become an increasingly significant bottleneck for the City. While this is a citywide issue, it has significant implications for circulation within the Specific Plan area.

F. CIRCULATION RECOMMENDATIONS

1. Automobile Access

To facilitate freeway access to proposed development within the freeway corridor, the frontage roads on both sides of the freeway should be diverted away from the freeway at all proposed interchanges within the Specific Plan area. Adequate spacing should be provided between the intersections of the frontage roads and the intersections of the freeway ramps.

The 2001 General Plan Circulation Element calls for the westward extension of Willow Street across the freeway to connect with Cataba Road and Main Street. However, the Specific Plan calls for the Live Oak Street/Willow Street corridor to become a traffic-calmed bicycle and open space corridor that would not accommodate through traffic. It is recommended that this freeway crossing be eliminated as part of the vision for this corridor to discourage intra-regional traffic from using Live Oak Street as an alternative to Main Street.

It is also recommended that a new “Suburban Collector” roadway classification be created and that portions of Live Oak Street, E Avenue, Eighth Avenue, and Third Avenue be classified as such. The primary role of the suburban collector will be to provide access between the arterial network and the neighborhoods and commercial development. These roadways will typically be two lanes wide with limited access to driveways and cross streets. They will be undivided and will have additional turn lanes as necessary at intersections. A suburban collector in a 60-foot right of way shall typically have a curb-to-curb width of 36 feet, with a 12’ travel lane and a 6’ class II bike lane in each direction. A suburban collector in an 80-foot right of way shall typically have a curb-to-curb width of 40 feet, with one 12’ travel lane in each direction, on-street parking, and a 6’ class I bike path on both sides of the street. A suburban collector in a 100-foot right of way shall have a curb-to-curb width of 48 feet, with one 12’ travel lane in each direction, a painted median or center turn lane, on-street parking, and a 6’ class I bike path on both sides of the street.

Sultana Street is planned as a traffic-calmed bicycle and open space corridor similar to the Live Oak/Willow corridor. Therefore, through traffic will be encouraged not to use Sultana Street, but to use the Mojave/Mauna Loa or Mesquite Street corridors instead through appropriate signage and roadway design. Mesquite Street will be upgraded to an Arterial roadway between Escondido Road and Hesperia Road to accommodate an increase in through traffic accessing the Interstate-15 Freeway at the Joshua Street interchange. It should be noted that Mesquite Street, as well as most segments of Mojave/ Mauna Loa, are outside the Specific Plan area.
**E Avenue**, from the Cushenbury Branch of the BNSF rail line to I Avenue, will be classified as an “Industrial Collector.” This will be a new roadway classification for roads that provide access between the arterial network and industrial development. These roadways will typically be two lanes wide with limited access to driveways and cross streets. They will be undivided and will have additional turn lanes as necessary at intersections. The industrial collector is 36 feet, curb-to-curb, within a 60-foot right-of-way.

E Avenue from the Cushenbury Branch of the BNSF rail line to Sultana Street is classified as a suburban collector with a 100-foot right-of-way. E Avenue south of Sultana Street is classified as a suburban collector with a 60-foot right-of-way.

The development of **Main Street** as a pedestrian-oriented street in the City Center District will require that other appropriate roadway corridors be designed to carry through traffic that would have utilized Main Street. Such corridors as Eucalyptus Street, Mojave Road/Mauna Loa Street/Lemon Street, and Mesquite Street will be designed to carry more local and regional traffic. A new bridge across the Mojave River is a logical extension of Lemon Street to connect with Tusking Ranch Road in Apple Valley.

Competing circulation demands along the Main Street corridor will be addressed through access management. To improve traffic flow along Main Street, from Interstate-15 to Maple Avenue, curb cut consolidations and increased spacing between driveways (300 foot minimum) will be provided to the extent possible. Where justified by turning movement volumes, right-turn only lanes will also be constructed. From Maple Avenue to I Avenue, where the Specific Plan envisions an enhanced pedestrian environment for Main Street, a uniform landscaped median will be provided. The median will enhance not only the physical appearance of the corridor, but also vehicular and pedestrian safety. While a landscaped median eliminates direct access to some parcels from one direction of travel on the roadway, raised medians contribute to an overall improvement in public safety by reducing broadside collisions that result from left turns across multiple lanes of traffic at locations without traffic controls. It is also important to provide a transition zone into the pedestrian-oriented segment of Main Street. Signage and other visual clues to changes in context will be provided.

As part of the ongoing General Plan update, a study should be undertaken by the City to identify alternative improvements for the **Hesperia Road/Santa Fe Avenue** north-south corridor. Such a study should analyze the impact of regional traffic growth on circulation in the City Center District where the nexus of traffic across the rail corridor now exists. The Specific Plan’s designation of Main Street as the focus of a mix of residential and commercial uses with enhanced pedestrian access would suggest that a connection between Hesperia Road and Santa Fe Avenue for north-south traffic should be provided at a location other than Main Street.

Figure 13.3 illustrates the Specific Plan Circulation Recommendations.
2. **Transit Services**

The Specific Plan identifies several districts that would have higher demand for transit services. These include the pedestrian-scaled City Center District, the commercial Highway 395/Interstate-15 District and Main Street/Interstate-15 District, and the Main Street–West District. Proposed land uses within these districts that would benefit from increased transit service include institutional uses (i.e., Hospital and Technology College), regional retail and entertainment uses.

Development projects will be required to provide on-street bus turnouts if located along an existing or planned VVTA line. Transit amenities will also be required. These may include bus shelters for shade, trash disposal, and bus route information. As the regional Metrolink commuter rail system expands into the Victor Valley, a logical place for a station may be in the City Center District to serve this mixed-use area as well as provide commuter transportation from the City as a whole.

3. **Trucking/Goods Movement**

The Specific Plan identifies an Industrial District to the northeast of the City Center District. Other industrial areas are planned within the Main Street/Interstate-15 and the Highway 395/Interstate-15 Districts. These areas are likely to see increases in truck traffic as the Specific Plan area is built out. The industrial areas near the freeway will be served by the existing interchange at Highway 395 and the planned interchange at Mojave Road.

Access to the Industrial District is now provided by Main Street. However, since Main Street is envisioned as less of a through traffic thoroughfare serving a mixed-use and pedestrian-friendly City Center District, truck traffic will not be encouraged to use this roadway. Instead, the City should consider designating the Mojave Road/Mauna Loa Street/Lemon Street corridor as the primary east-west truck route through the City. E Avenue, as an industrial collector, would provide direct access to the Industrial District. This truck routing would allow trucks to access the Interstate-15 Freeway without entering the City Center District. Bear Valley Road could also be used to access industrial uses north of the Specific Plan area.

4. **Pedestrian Circulation**

The City Center District of the Specific Plan is intended to be a more pedestrian-scaled part of Hesperia. The mix of commercial and medium density residential development planned in this district will require that generous sidewalks be provided as well as pedestrian crossings that may include such enhancements as curb extensions at intersections, refuge medians on wide streets, pedestrian countdown signals at signalized intersections, ladder-style crosswalks for greater pedestrian visibility, street lighting, and shade trees.
5. **Bicycle Transportation**

Bicycle travel will be encouraged in the City, especially in the City Center District and in the vicinity of schools. Connections will also be made to the districts along the Main Street corridor as well as along the Interstate-15 Freeway corridor. When roadways are developed within the Specific Plan area, they should include bicycle paths and bicycle lanes consistent with their designations in the Specific Plan. Class I bikeways provide a separate right-of-way for bicyclists and other users. Class II bikeways provide a striped on-street lane, typically of 4- to 6-foot width. Motor vehicles are permitted to enter the bike lane when making turns within 200 feet of an intersection. Figure 13.4 illustrates where future bicycle facilities are planned within the Specific Plan area. In addition, bicycle circulation should be considered and planned for at intersections and interchanges—places where bicyclists encounter the most conflict with automobile traffic. The City should also require that businesses and services be required to provide bicycle parking (racks and lockers) as well as shower facilities for employers with a large number of employees.

6. **Parking Strategies**

   **a. City Center District Parking District**

   To address future parking needs, the City may choose to create a City Center District Parking District. The City would then own, manage, and develop the public parking supply. To encourage development and provide for greater flexibility for both developers and the City, the HMC should be amended to provide for in-lieu parking cash contributions to the City Center District Parking District for the development of off-street parking facilities, as an alternative to providing some or all of the required on-site parking. Once the Parking District has been established, the City should identify locations for eventual parking structures. These locations can be acquired and used as surface parking lots or possibly leased until enough parking demand can justify the construction of parking structures.

   **b. Parking Design Considerations (Main Street/Interstate-15 District, Main Street – West, and City Center Districts only)**

   The potential for developing sharable parking spaces shall be identified and developed as part of the design review process for any new parking construction within the Main Street/Interstate-15, Main Street – West, or City Center districts. Where new projects are proposed in close proximity to existing or planned developments that could potentially share its parking, such projects shall be required to configure their parking in a way that favors the sharing. The City shall work with the applicant to achieve the best possible parking configuration for a new development considering the need for sharing parking spaces with existing and/or planned developments.
c. **Wayfinding**

To make it easy to find public parking, the City will develop a wayfinding program with signage that is clear, concise, and coordinated with other Specific Plan area signs. Wayfinding signs, designed to conform to the intent of the Manual on Uniform Traffic Control Devices (MUTCD), shall be installed on Main Street, and on the major streets intersecting Main Street, to direct motorists to public parking as they enter each of the land use districts. Additionally, in combination with the parking signs, wayfinding signs to direct motorists to public facilities, such as City Hall, the library, the police department, etc., and to the land use districts, shall be installed on Main Street and on major streets intersecting Main Street.

d. **Periodic Review**

A periodic review of the parking requirements contained in the Specific Plan will be conducted so that changes in parking conditions and standards can be identified and appropriate action taken. Furthermore, neighborhood on-street parking levels will also be monitored to determine whether excess parking demand from the Specific Plan uses is “spilling over” to the surrounding neighborhood streets. If parking demand is found to be spilling over to the surrounding neighborhood streets, then the City Center Parking District will explore additional parking structure locations. Additionally, a residential parking permit program may be initiated to ensure that no non-residential parking-demand is utilizing the neighborhood streets for on-street parking.

G. **ACTION PLAN FOR CIRCULATION IMPROVEMENTS**

Table 13.1 presents a list of action items to implement the circulation recommendations. The table also identifies the action item’s related Specific Plan goals and policies, potential funding opportunities, the responsible City department, and timing of the action item.

- 5-Year Capital Improvement Program
- Development Impact Fees
### Table 13.1: Action Plan for Circulation Improvements

<table>
<thead>
<tr>
<th>Action</th>
<th>Related Goal/Policy</th>
<th>How</th>
<th>Who</th>
<th>Start</th>
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</thead>
<tbody>
<tr>
<td>Pursue the planned freeway interchanges and overpasses to improve traffic circulation.</td>
<td>Goal C-1 Policy C-1.1</td>
<td>DIF¹/CIP²</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Divert frontage roads on both sides of the freeway away from the mainline at all proposed interchanges within the Specific Plan area. Adequate spacing should be provided between the intersections of the frontage roads and the intersections of the freeway ramps.</td>
<td>Goal C-1 Policy C-1.3</td>
<td>DIF/CIP</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Require curb out consolidation and a 300 ft minimum driveway spacing along Main Street, from I-15 to Maple Avenue.</td>
<td>Goal C-2 Policy C-2.1</td>
<td>Code Revision</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>As part of the General Plan update, undertake a study to identify alternative improvements for the Hesperia Road/Santa Fe Avenue north-south corridor.</td>
<td>Goal C-2 Policy C-2.1</td>
<td>General Plan Update</td>
<td>Engineering Planning</td>
<td>FY 2007</td>
</tr>
<tr>
<td>Prohibit parking on Main St. to increase capacity.</td>
<td>Goal C-2 Policy C-2.1</td>
<td>Specific Plan</td>
<td>Engineering</td>
<td>FY 2007</td>
</tr>
<tr>
<td>Synchronize traffic signals along Main St.</td>
<td>Goal C-2 Policy C-2.1</td>
<td>CIP</td>
<td>Engineering</td>
<td>FY 2007</td>
</tr>
<tr>
<td>Pursue the planned BNSF railroad grade separations to improve traffic circulation and alleviate traffic impacts on Main Street.</td>
<td>Goal C-2 Policy C-2.5</td>
<td>CIP</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Require the adoption of Transportation Demand Management Plans by new office/commercial and industrial developments in the Specific Plan area.</td>
<td>Goal C-2 Policy C-2.2</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Implement a “sharing the road” public information campaign to raise awareness about bicycle safety and use.</td>
<td>Goal C-2 Policy C-2.8</td>
<td>General Budget</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

¹ Development Impact Fees  
² 5-Year Capital Improvement Program
Table 13.1 (Cont’d): Action Plan for Circulation Improvements

<table>
<thead>
<tr>
<th>Action</th>
<th>Related Goal/Policy</th>
<th>How</th>
<th>Who</th>
<th>Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement the recommended bicycle routes of the Specific Plan.</td>
<td>Goal C-2 Policy C-2.8</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Designate the Mojave Road/Mauna Loa Street/Lemon Street corridor as the primary east-west truck route through the City.</td>
<td>Goal C-2 Policy C-2.3</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Work with VVTA to ensure the accessibility to public transit of present and future developments along the corridor.</td>
<td>Goal C-2 Policy C-2.7 Goal C-2 Policy C-2.6</td>
<td>Staff Coordination</td>
<td>City Engineer</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Together with VVTA study the feasibility of new routes connecting the Main St. corridor with more destinations.</td>
<td>Goal C-2 Policy C-2.7 Goal C-2 Policy C-2.6</td>
<td>Staff Coordination</td>
<td>City Engineer</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Require development projects to provide on-street bus turn-outs if located along an existing or planned VVTA line.</td>
<td>Goal C-2 Policy C-2.7 Goal C-2 Policy C-2.6</td>
<td>Specific Plan</td>
<td>City Engineer</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Provide transit amenities (e.g. bus shelters for shade, trash disposal, and bus route information).</td>
<td>Goal C-2 Policy C-2.7 Goal C-2 Policy C-2.6</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Work with Southern California Rail Road Authority (SCRRA) to ensure that the City Center District is considered for a station location as Metrolink service expands to the Apple Valley.</td>
<td>Goal C-2 Policy C-2.6</td>
<td>Staff Coordination</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Provide wider and continuous sidewalks through the Main St. corridor.</td>
<td>Goal C-2 Policy C-2.9</td>
<td>CIP</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Intensify the use of pedestrian amenities (e.g. curb extensions at intersections, refuge medians on wide streets, pedestrian countdown signals at signalized intersections, ladder-style crosswalks for greater pedestrian visibility, street lighting, and shade trees) in the City Center, West, and Neighborhood districts.</td>
<td>Goal C-2 Policy C-2.9</td>
<td>CIP</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Eliminate the Willow St. freeway crossing from roadway improvements plans.</td>
<td>Goal C-3 Policy C-3.1</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Design Eucalyptus Street, Mojave Road/Mauna Loa Street/Lemon Street, and Mesquite Street to carry more local and regional traffic.</td>
<td>Goal C-3 Policy C-3.1</td>
<td>CIP</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Create a new “Suburban Collector” roadway classification and classify Live Oak Street, E Avenue, Eight Avenue, and Third Avenue as such.</td>
<td>Goal C-3 Policy C-3.1</td>
<td>Specific Plan</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
Table 13.1 (Cont’d): Action Plan for Circulation Improvements

<table>
<thead>
<tr>
<th>Action</th>
<th>Related Goal/Policy</th>
<th>How</th>
<th>Who</th>
<th>Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a new “Industrial Collector” roadway classification and classify E Avenue, from the Cushersonbury Branch of the BNSF railroad to I Avenue, as such.</td>
<td>Goal C-3 Policy C-3.1 Goal C-2 Policy C-2.3</td>
<td>Specific Plan</td>
<td>Engineering</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Establish a City Center District parking district with in-lieu parking fees.</td>
<td>Goal C-4 Policy C-4.1</td>
<td>City Council Action</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage the use of the City’s shared parking ordinance through the application of design review considerations that ensure that parking design for new developments favors shared parking schemes, specifically for developments within the Main St./I-15, West, and City Center districts.</td>
<td>Goal C-4 Policy C-4.2</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Reduce, to the level deemed appropriate to the Planning Commission, parking requirements for applicants that can demonstrate that their proposed project can make use of existing and available off-site parking supply.</td>
<td>Goal C-4 Policy C-4.2</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Develop a wayfinding program with signage that is clear, concise, and coordinated with other Specific Plan area signs.</td>
<td>Goal C-4 Policy C-4.3</td>
<td>CIP</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Conduct a periodic review of the Specific Plan parking requirements to insure that adequate parking is provided and no excess parking demand is spilling over to neighborhood streets.</td>
<td>Goal C-4 Policy C-4.4</td>
<td>Specific Plan</td>
<td>Planning</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
A. CURRENT SETTING

1. Parks and Open Space

The Hesperia Recreation and Park District maintains a system of community and neighborhood parks throughout the City. Neighborhood parks are generally two to five acres in size and are easily accessible by neighborhood residents. They are intended to serve a population of up to 5,000 and provide areas for field sports, playground equipment, and passive recreation. Community parks are defined as 10 to 20 acres and serve several neighborhoods. They may provide lighted athletic complexes and swimming pools or may be natural areas for outdoor recreation for hiking, picnicking, and boating. Regional parks are larger scale recreation facilities maintained by county or state level agencies.

Regional parks located near Hesperia include the Mojave River Forks Regional Park in Summit Valley, the Mojave Narrows, and Silverwood Lake State Park. Hesperia Lake also serves as a Regional Park in many respects. Within the Specific Plan area, two community parks, Lime Street Park and Hesperia Community Park, and one neighborhood park, Live Oak Park, are located. School fields and playgrounds are also used for recreation purposes according to a joint use agreement with the City. These spaces offer various outdoor experiences and recreation opportunities. However, as noted in the General Plan, the facilities are not evenly distributed throughout the City and many residents must travel long distances to reach a recreational facility.

The City is well below its standard set in the adopted General Plan of five acres of parkland per 1,000 people. According to the Open Space Element of the General Plan, Hesperia only had 1.5 acres of parkland per thousand in 1990. Given the recent population growth, the amount of developed parkland available to residents of Hesperia is considerably less.

2. Streetscape

Hesperia currently has very few street trees and very little landscaped civic space. Many of the streets do not have curbs and gutters, nor are they built to their designated right-of-way width. There are no landscaped medians within the city. The lack of street trees and predominance of low-lying architecture gives the City a very open feel; in most areas there are panoramic views of the surrounding geography—the mountains to the south, the Mojave River to the east and the surrounding Victor Valley.

B. PRIMARY OBJECTIVES

The Landscape Concept for the City of Hesperia is developed to:
• Preserve open space,
• Add open space,
• Enhance the pedestrian environment and driving experience within the city,
• Take advantage of the City’s unique natural climate and setting, and
• Create a distinct aesthetic that enhances and unifies the City.
Section III  Public Improvements

C. OVERALL LANDSCAPE CONCEPT – A NETWORK OF GREEN CORRIDORS

Hesperia’s quality of life and scenic rural setting is unique and has in part contributed to its high population growth in the last two decades. Given its setting and the high value the City places on its outdoor-oriented lifestyle and recreation opportunities; the overarching landscape design concept for the City is to create a network of “green” or landscaped corridors that connect the City’s existing and proposed open space system, including neighborhood and community parks, schools, regional parks, recreation areas, regional, and state trail systems.

Selected streets will become “green” corridors by creating parkway strips between the roadbeds and the sidewalks. The park strips will be planted with trees and groundcover of appropriate size and scale that will be an open space amenity in the existing public rights-of-way. The “green” streets will improve the visual and spatial experience of the driver and provide shaded relief for pedestrian and cyclists. Pedestrian and bicycle-oriented corridors shall be well lit for safety and to allow for evening and night use.

D. RECOMMENDATIONS FOR PARKS AND OPEN SPACE

The City of Hesperia, in conjunction with the Hesperia Recreation and Park District, will need to obtain a considerable amount of acreage for park development in order to serve its expanding population and to reach and maintain its park and open space goals. The following criteria are recommended for the location, identification, and purchase of new park and open space acreage.

New parkland shall be located:

• Directly adjacent to, or proximal to an existing park.
• On or easily accessed by the network of green corridors established by this Specific Plan.
• To provide an expressed program need identified by the City such as in an under-served area, or proximal to a desirable natural amenity.
• To preserve land that is environmentally sensitive-including but not limited to wildlife habitats, wetlands, and natural resource areas, land that is historically significant, and land that presents a natural hazard for development such as washes, flood plains and areas with unstable soils.

1. Expanding Existing Parks

Larger parks have a higher value as an open space amenity; they have larger areas for recreation, retain more expansive views, and can serve several recreational needs in one area, which is convenient for a broad range of users. Parks can also serve the dual purposes of recreation and needed groundwater filtration in urban areas. As the City becomes more urbanized, creating large parks that offer expanses of pervious surface for rainwater to percolate and filter into subterranean aquifers is increasingly important. It is highly recommended that existing parks are retrofitted and new parks are designed to catch and retain storm water.
2. **Proposed Open Space Network and Parks**

Connecting the existing and proposed parks and open spaces with green corridors will create an accessible, highly visible open space network that will become an integral part of the City’s circulation system. Main Street will be the central spine of the green corridor system, connecting the Oro Grande Wash area on the west through the Specific Plan area to Hesperia Golf and Country Club, and Hesperia Lake on the east. Its “green” streetscape treatment will begin on the west at Highway 395; essentially creating a bridge from the northwest side of the City located across the freeway to the City Center District. Landscaped corridors are also proposed on Sultana Street and Live Oak Street, which run parallel to Main Street. Similarly, landscape treatments on several of the cross-streets will connect the three parallel streets at regular intervals on the City’s street grid, beginning with a proposed path and bikeway located on the Southern California Edison power line right-of-way that connects Sultana and Main Street to Hesperia Community Park located on Live Oak Street. Hesperia High School and the City Center District will connect to the open space network along Maple Avenue and Eighth Street respectively.

Lime Street Park is located near the Sultana Street and Third Avenue intersection. A “green” connection along Third Avenue will connect Lime Street Park with a proposed new park in the vicinity of Third Avenue and Live Oak Street. This area near Third Avenue and Live Oak Street is a suitable location for a potential park, as it would form a buffer for the train tracks to the east, while providing much-needed green space in this neighborhood.

A landscaped corridor will be created along E Avenue between the railroad tracks and Sultana Street. An expansion of Live Oak Park, which is located near the intersection of E Avenue and Live Oak Street, should be explored. Sultana High School is located on Sultana Street, near which another park should be located, connecting to the E Avenue “green corridor.”

On a regional level, the Oro Grande Wash has the potential to become a community scale recreation facility with a golf course and recreation trails. In addition, the open space network will connect to the Pacific Crest Trail, which traverses the foothills of the San Bernardino Mountains on the south edge of the City. Hesperia is one of the few cities within the county that has the opportunity to connect its local trail system with the state trail system. Ideally, a trail spur will connect to it from the Oro Grande Wash area.
Figure 14.1 shows the tentative locations for new parks and the proposed open space network and Table 14.1 summarizes the acreages.

Table 14.1: Potential New Open Space and Park Locations

<table>
<thead>
<tr>
<th>Location</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Next to Sultana High School</td>
<td>50 acres</td>
</tr>
<tr>
<td>Next to Live Oak Park</td>
<td>40 acres</td>
</tr>
<tr>
<td>Third Avenue North of Main, near Mojave High School</td>
<td>25 acres</td>
</tr>
<tr>
<td>Adjacent to the Civic Center</td>
<td>10 acres</td>
</tr>
<tr>
<td>Near Proposed Elementary School at Mesa and Topaz</td>
<td>10 acres</td>
</tr>
<tr>
<td><strong>Total Proposed Park Area</strong></td>
<td><strong>135 acres</strong></td>
</tr>
</tbody>
</table>
The City and Recreation and Park District will pursue several funding mechanisms and donations for acquisition of new parks. These include but are not limited to transfer of development rights, use fees, landscape and lighting assessments, grants, park and land dedication, or in-lieu fees.

3. Providing Needed Parks and Recreation Programs

The City has an obligation to provide a wide range of recreational experiences for a diverse population. The Hesperia Recreation and Park District set the standard of 1.5 acres of parkland per 1,000 population in the 1990 General Plan. As part of the 1990 planning effort, a needs analysis was conducted to identify the types of facilities and resources needed to best serve the population. The City then sought to deliver both quantity and quality open space and park facilities that are easily accessible to its residents. The City and the Hesperia Recreation and Park District should continue to evaluate park use data, demographic change, and conduct periodic surveys to measure current use and future needs in order to provide facilities that best serve the recreation needs of the population.

4. Sensitive Lands and Natural Resources

Land that requires preservation due to location of natural resources and habitats, and land that cannot be developed because of soil structure, slope conditions, flood plains, wetlands, and other restrictions are valuable as open space resources. While allowing natural environmental processes to continue within the City, they present education opportunities and where appropriate, can serve as passive recreation facilities for hiking, biking, and viewing wildlife. The preservation of these areas also retains views and the open, rural character that is so valued by Hesperia residents. The City should acquire and preserve these areas through use of the above listed funding mechanisms.

E. RECOMMENDATIONS FOR STREETSCAPE ELEMENTS

Streetscape design is another primary element of the Hesperia landscape design concept. Selecting a plant palette and a palette of site furnishings that includes benches, drinking fountains, trash receptacles, bike racks, and tree grates will help define the City’s character and give it a coherent look and feel.

1. Streetscape Furniture

Street furniture and other urban amenities will be clustered in the City Center District, located strategically along the Main Street Corridor. Pedestrian-scaled lighting is another key component that would promote safety, an enhanced aesthetic, and a distinct identity for the City Center District. An additional design element for consideration is a decorative paving program to mark crosswalks, courtyards and frontages. Decorative paving is an effective traffic calming strategy and adds texture and color, while providing an opportunity for another link to Hesperia’s surrounding natural environment.
The preferred furniture palette should be selected to coordinate in color, scale, and materials, it also must be highly durable and easy to maintain. The City’s climate and setting should be taken into account in furniture selection. Metal benches, although durable, may become too hot to use in the summer months. Natural sandstone or other similarly colored stone slabs are fitting and beautiful as benches for the City. The stone’s color and texture connects the City Center to the surrounding landscape while providing contrast to the concrete sidewalks on which they will be placed. The simple, contemporary lines created by the drilled and cut stone will correspond with the materials of the new City Hall and Library buildings. A cast concrete trash receptacle with integral color to match the native sandstone would work well with sandstone benches.

### 2. Art Opportunities

Parks, schools, and the civic plaza next to the City Hall and library are all locations that present opportunities for civic art that expresses Hesperia’s history and civic identity. The railroad bridges and other elements of Hesperia’s unique infrastructure like water tanks or towers are also great opportunities to introduce art. Making art a part of these structures can make them iconic elements and landmarks rather than targets for graffiti.
Public art in parks

Dream boats, Houston, TX
Artist: John Runnels

Water Tower, St. Petersburg, FL
Artist: Tom Stovall

Maryland Avenue bicycle bridge, Phoenix, AZ
Artist: Judy Bales
3. Graphics and Signage

A comprehensive street signage program that guides visitors to the City Center District, parks and recreation areas, historic sites, indicates the location of bike lanes and other areas of interest would serve the city well as both a way-finding mechanism and a means to highlight the City’s unique offerings. Developing iconic City-specific graphics for the signs would further the City’s identity and sense of place. A banner program is highly recommended for the Main Street Corridor to highlight City events and seasonal activities. Banners can add color and a sense of excitement and change to the commercial environment.

Examples of downtown directional signage and banner programs

4. Landscaped Gateways

The irregular shape of the City and the Interstate-15 Freeway corridor that bisects it makes landscaped gateways difficult to place. Gateway opportunities exist at the base of the freeway off-ramps to Main Street. Landscaped medians designed to create iconic landscape vignettes and incorporate the Joshua tree, other desert elements, and an understated welcome, can themselves become a visual icon; more so than a sign depicting a Joshua tree landscape. A strong streetscape composition that creates a gateway would present a positive first impression, setting the stage for Hesperia as a beautiful city well-integrated with its natural environment.

5. Bike Lanes

Class I and II bike lanes are proposed to traverse a selected set of the green corridors, as described in Section D.2 of this chapter, creating a functional transportation and recreation network. The bike lanes are generally recommended for the streets that fall within the open space network. The major east-west bike routes are proposed on Main Street, Live Oak Street and Sultana Street. These parallel bikeways have north-south connectors at the power line right-of-way, Maple Avenue, Seventh Avenue, Third Avenue, and E Avenue. The proposed bike lanes on Third Avenue and Main Street are designated in the San Bernardino County Non-Motorized Transportation Plan of 2001 as First Priority Bicycle Facilities for future development. The bike lane on Live Oak Street is a Third Priority Bicycle Facility. The bicycle lanes in this plan will be submitted to San Bernardino County to be included and reprioritized in future planning efforts. Figure 14.2 illustrates the location of the proposed bicycle lanes.
6. Utility Lines

Currently overhead utility lines run throughout the city, interrupting the views of the surrounding mountains and landscape. It is recommended that this problem be addressed by relocating the utilities underground. Because of the significant cost, this project could be phased over time with priority given to the City Center and the network of green corridors proposed in this Specific Plan. It is highly recommended that the utilities are placed below ground before streetscape elements and planting is installed.

F. RECOMMENDED LANDSCAPE DESIGN

As described above, the proposed network of green corridors has Main Street as its center with Live Oak Street and Sultana Street running parallel to it on either side. The north-south connections of this network are the power line right-of-way, Maple Avenue, Eighth Avenue, Seventh Avenue, Third Avenue, and E Avenue. Each street will be planted with a different tree or combination of trees that will give it a distinct look and feel and introduce a way-finding element into the City.

The streets traversing east and west will be planted with evergreen trees, giving them continuity and making them highly visible from the freeway and elevated overpasses. The north-south connecting streets will be planted with a deciduous tree palette that will give the streets needed shade in the summer, yet provide seasonal color and interest, and expanded mountain views in fall and winter. When a street is named for a tree, that namesake tree is chosen as the street tree when possible. Installation of the street trees can be conducted on an incremental basis to accommodate budgetary constraints. It is recommended that Main Street and the City Center District be given first priority for streetscape installation. The streetscape planting is proposed as follows:

1. Main Street – Major Arterial

The entire length of Main Street within the Specific Plan area will be planted with *Washingtonia robusta* (Mexican Fan Palms). The Fan Palm grows to above 50 feet in height, is evergreen and thus will function as a ‘skyline tree’ that forms a parallel line along Main Street. The line of Fan Palms will bisect the freeway and will be highly visible from it and most locations throughout the city. They will give Main Street a ‘sense of boulevard’ with their columnar trunks defining the street edges, highlighting its role as the main transportation corridor of the City and the location of the City’s civic core. In the City Center District east of Eleventh Avenue, the trees will be planted in tree wells to accommodate a higher level of sidewalk use by pedestrians.
The Fan Palms should be planted at 30 feet on center except in the City Center District where they will alternate with *Platanus acerifolia* (London Plane Trees). In this condition, it is recommended that the Fan Palms and London Planes be planted 60 feet on center in an alternating pattern; each tree will be 30 feet on center from the next tree in the sequence.

Landscaped medians on Main Street will further enhance the ‘sense of boulevard’. They will make for a safer street overall, especially in the City Center District where more pedestrians are present. The medians will have low desert shrubs and ground covers (less than 30 inches in height) for driver safety and to allow for visibility from one side of the street to the other. Recommended ground-plane plants are: *Hyptus emoryi* (Desert Lavender), *Cistus* spp. (Rockrose), *Hesperaloe parviflora* (Red Yucca), *Escallonia ‘Compacta’* (Dwarf Escallonia), *Baccharis pilularis* (Dwarf Cayote Bush), and *Salvia* spp. (Sage).

Recommended median trees include *Yucca brevifolia* (Joshua tree), which will make an appropriate statement as a symbol of the City. Other recommended tree specimens are those with memorable features such as the flowering *Cercidium* (Palo Verde) and *Chilopsis* (*Desert Willow*) species. The planting scheme will be naturalistic, in loose groupings interspersed with native stone and boulders to create an overall look that emulates the desert environment.
Plan View

Main Street Section - East of Fifth Avenue (Arterial)
Main Street Section - Fifth to Eleventh Avenue (Major Arterial)
Main Street Section - West of Eleventh Avenue (Major Arterial)
22. Eighth Avenue

A pedestrian-oriented node will be created on Main Street and Eighth Avenue in the City Center District. The new City Hall and Library are located one block north of the intersection of Eighth Avenue and Main Street. The street configuration will have 45 degree parking on both sides with *Platanus acerifolia* (London Plane Trees), planted in tree wells in the sidewalk. The London Plane tree is a deciduous shade tree that will define the pedestrian area and provide shade and seasonal...
interest. It can be pruned to create an open canopy to allow adequate viewing of signage, building facades, and street lighting. This landscape treatment in the City’s center will create an integrated promenade-type pedestrian realm, which, complete with pedestrian amenities such as benches, drinking fountains, and litter receptacles will be comfortable and appealing. This setting, in conjunction with adjacent Main Street retail, can become a vibrant downtown destination.

On Eighth Avenue, the London Plane trees will be aligned with every third parking space along the street. As described in Section F.1 of this chapter, the line of London Plane trees will continue on Main Street where they will be planted with the Mexican Fan Palms in an alternating pattern in the City Center District.

3. **Live Oak Street**

The street tree selection for Live Oak Street is, appropriately, a Live Oak tree. However, the California Live Oak tree is native to coastal, central and southern California. A more appropriate tree for Hesperia’s climate is the *Quercus chrysolepis* (Canyon Live Oak). Evergreen, and a native to the foothills and desert mountains of California, it is the most adaptable of all the California Oaks to varying conditions, including high wind and desert locations. The Canyon Live Oak will be planted in a nine-foot wide continuous park strip. Once established, these trees will provide shade for the sidewalks and Class I bike lanes located on both sides of the street. Eventually the branches may meet and create a shade canopy over the street’s width. The oaks cannot be heavily watered so it is imperative that they are under-planted with drought tolerant ground covers and low shrubs that also do well in shade. Plants that fit these requirements are *Hardenbergia violacea* (Lilac Vine) and *Thymus serpyllum* (Creeping Thyme). Bark mulch will cover areas under the trees that are too shady for planting. The recommended spacing for planting Canyon Live Oak trees is 40 feet on center.
4. Sultana Street

The length of Sultana Street will be planted with *Pinus sabiana* (Foothill Pine). This will make another dramatic statement with the height and mass of the evergreen trees framing the street and providing shade to the bike lanes and sidewalks located on both sides. The trees will be planted in tree wells east of Eleventh Avenue in the City Center to allow for more space for pedestrians. West of Eleventh Avenue, the trees will be planted in continuous parkways. Recommended ground cover and shrubs are *Oenothera speciosa* (Mexican Evening Primrose), and *Muhlenbergia rigens* (Deer Grass). Bark mulch will cover areas that are too shady for planting. The recommended spacing for planting Foothill Pines is 40 feet on center.
Plan View

Sultana Street Section - East of Seventh Street (Arterial)
5. **Power Line Right of Way**

This corridor presents an opportunity to create a recreation trail, bike lane connection, and linear greenway under the power lines between Sultana Street and Live Oak Street. Planting small deciduous trees like the *Chilopsis linearis* (Desert Willow), *Yucca brevifolia* (Joshua Tree) and Acacia species that keep clear of the power lines will make the corridor appear more naturalized and give shade to its users. Due to safety considerations, shrubs should be kept low to allow sight lines into the corridor from cross streets. It is recommended that all plant material be taken from the "*Water Efficient Desert Plants*" section of the Approved Plant List. If a desert plant palette were used, the installation of an irrigation system for this corridor would not be necessary. The City and/or the Hesperia Recreation and Park District will need to develop a joint use agreement with Southern California Edison.
6. Maple Avenue

While a Maple tree for Maple Avenue’s street tree may be the obvious choice; the Maple is not a native tree for Hesperia’s climate. The *Fraxinus velutina rubrum* (Red Bud Ash) is similar in texture and fall color to the Maple, and will thrive in Hesperia’s climate. This tree will be planted in a continuous parkway along the street at 40 feet on center. Maple Avenue will have a painted median that will allow flexibility for left turn lanes. It also has bike lanes on both sides of the street.

![Maple Avenue Street Section (Arterial)](image)
7. Seventh Avenue

Because of its proximity to City Hall and its connection to the downtown commercial core, Seventh Avenue’s recommended street tree, *Quercus virginiana* ‘Heritage’ (Southern Live Oak), will be planted in tree wells along the sidewalk, to give ample room for pedestrian traffic. The ‘Heritage’ cultivar is semi-deciduous in the high desert and is well adapted to this climate. It will provide shade for the sidewalk and bike path. The Class II bike path on Seventh Street is the connection for the City Center District, City Hall and proposed Civic Green. Recommended spacing for the Southern Live Oaks is 40 feet on center.

**Plan View**

**Seventh Avenue Street Section (Secondary Arterial)**

*Quercus virginiana* ‘Heritage’
(Southern Live Oak)
8. **Third Avenue**

Because of its central location and potential traffic, Third Avenue will be planted with stately *Liquidambar styraciflua* (Liquidambar) trees in 10 foot parkways. The street will have 8 foot sidewalks and a Class I bike lane on both sides. This treatment will make Third Avenue a truly a grand and beautiful avenue. Suggested parkway plants are *Baccharis pilularis* (Dwarf Cayote Bush), *Cosmos bipinnatus*, (Mexican Aster) and *Santolina chamaecyparissus 'nana'* (Lavender Cotton). They will contrast nicely with the deep summer green and brilliant fall foliage of the Liquidambar trees.

![Image of Liquidambar styraciflua](image)

Third Avenue Street Section (Suburban Collector - 100'-0" R-O-W)

9. **E Avenue**

E Avenue, between I Avenue and Sultana Street, has a 100 foot right-of-way. This width allows for two traffic lanes, curbside parking, a Class I bike lane, and a seven foot parkway. The bike lane will turn on to Sultana Street where it will continue as a Class II bike lane to the Hesperia Golf and Country Club. South of Sultana Street, E Avenue is reduced to 60 feet wide, with two traffic lanes, curbside parking and a five foot planting strip.

The selected tree, *Prosopis glandulosa ‘Maverick’* (Honey Mesquite) has a light, open texture and large pink flowers that bloom in the spring. The streetscape planting of Honey Mesquite trees continues to the south to Lime Street, bringing color, texture and continuity through the Specific Plan area. Groundcovers that complement the flowering *Mesquite are Baccharis pilularis* (Dwarf Cayote Bush), *Rosmarinus o. ‘Prostratus’* (Prostrate Rosemary), and *Thymus serpyllum* (Creeping Thyme). Suggested spacing for the Honey Mesquite is 30 feet on center.
For the section of E Avenue north of the rail tracks to I Avenue (outside the Specific Plan area), the recommended street tree and right-of-way will be maintained at 36 feet. However, due to the surrounding industrial uses, a wider lane in each direction will replace the bike lanes. This section of E Avenue is designated as an Industrial Collector.

E Avenue Street Section - Between BNSF Rail Line (Cushenbury branch) and Sultana Street (Suburban Collector - 100’-0” R-O-W)

E Avenue Street Section - South of Sultana Street (Suburban Collector - 60’-0” R-O-W)
10. Highway 395

(This landscape right-of-way recommendation is to apply to the alignment of Highway 395 when it is turned over to the City on a future date.)

Highway 395 is the only street other than Main Street in the network of green corridors that will have a planted median. The suggested median planting is comprised of low shrubs and ground cover; *Eriogonum fasciculatum* (California Buckwheat), *Euphorbia characias* (Gopher Purge), *Hesperaloe parviflora* (Red Yucca), *Euryops pectinatus* (Euryops), *Santolina chamaecyparissus 'nana'* (Lavender Cotton), *Yucca species*, *Opuntia species*, (Cacti) *Echinopsis* species, with stone groundcover and native boulders.
Tall, deciduous *Zelkova serrata* (Sawleaf Zelkova) will be planted in 10-foot parkways on each side of the street. This planting scheme will create a dramatic contrast between the tall, deep-green trees and low, green-gray desert shrubs of the median. The Zelkova will have a beautiful show of crimson color in the fall. The parkway planting will be very simple with one type of ground cover in sunny areas such as *Santolina chamaecyparissus ‘nana’* (Lavender Cotton) and stone groundcover under the shade of trees. The Zelkovas should be planted at 40 feet on center.

11. Interstate-15 Freeway Frontage

Currently the Interstate-15 corridor is visually unappealing. Improving both the view of the city from Interstate-15 and the views of the freeway embankment from the City could have a tremendous positive impact on both. This could be achieved with simple landscape treatment along the freeway's frontage area. A composition of desert trees, areas of stones and colored gravel formed into large-scale naturalistic or geometric shapes along the ground, punctuated with groupings of low shrubs and grasses would achieve an interesting and well groomed edge. This would improve the perception of the City from the freeway and improve the overall look and feel of the freeway frontage.

Signage marking City limits on Interstate-15 can be distinguished with a landscape ‘event’ or ‘planted logo’ of a size and scale that can be easily read at freeway speeds. It could include Joshua Trees as the City’s icon and a larger-scaled marker sign that will be echoed in the median gateway elements on Main Street.

G. PLANT PALETTE

1. Plant Material Palette

Plant selection for the Specific Plan area will be consistent with the Approved Plan List maintained by the City of Hesperia Development Services Department. Water efficient landscape practices, described in Chapter 16.20, Article XII (Landscape Regulations) of the HMC, will be featured in public areas such as streetscapes maintained by the City and are encouraged in new development.
Embracing a native and drought-tolerant plant palette for streetscapes, parks, and natural areas throughout the city will visually integrate the city with its surroundings, conserve water, and decrease the amount of required maintenance. Native stone and boulders will be incorporated into the landscape design as well, giving the public spaces and corridors another connection to the City’s natural setting.

The native and drought tolerant plants that thrive in this area can be used to create varied, beautiful and functional landscapes that achieve the purposes required by urban and suburban settings such as enhancing views, screening conflicting land uses, creating and delineating space, providing wind breaks, among many other roles. But most importantly, they express the unique character of environment and place.

2. Installation and Maintenance

All trees for streetscape planting will be at least 24” box and of healthy nursery stock. The installation, irrigation, and maintenance of all streetscape parkways and medians shall comply with Chapter 16.20, Article XII (Landscape Regulations) of the HMC. It is recommended that a four inch layer of approved landscape mulch is placed at the base of each tree in its planting well. Trees shall be maintained under the direction of a licensed arborist.

Shrubs shall be selected and sited appropriately to avoid the need for heavy pruning and trimming. All labor and energy intensive maintenance on shrub plantings should be avoided; such as the shaping of shrubs with motorized trimmer devices. Shrubs shall be allowed to grow in their natural shape and form; trimmed only to promote the health of the plant such as removing dead material to encourage new growth.
Section III: Public Improvements

Chapter 15: Implementation
A. INTRODUCTION

This chapter presents the economic implementation strategy to assist the City of Hesperia in achieving its vision for the Main Street and Freeway Corridor Specific Plan. The implementation plan involves the funding of infrastructure, as well as ongoing operations and maintenance, in order to support new investments in various areas of the City and provide economic opportunities for existing and new businesses. Public improvements are an important element of this plan and range from major infrastructure improvements to enhancement of public services.

B. IMPLEMENTATION STRATEGY

A key component of the economic strategy is the identification of possible implementation actions. Table 15.1 presents these implementation actions, many of which are already ongoing, to assist in achieving the desired goals for the Specific Plan area. Existing programs have been identified and additional action steps have been recommended. The focus area of the Specific Plan that is impacted is identified, as well as priority level and the jurisdiction, agency or entity that is responsible for taking the action. The following implementation categories are addressed:

- Public Works Infrastructure
- Enhanced Public Safety Services
- Parks and Recreation Facilities
- Business Assistance and Attraction Programs

Public Works Infrastructure

This category includes major infrastructure and facilities as well as smaller capital facilities such as streetscape improvements. This includes transportation related improvements such as paving, widening, medians and parkways, lighting, intersection improvements, and others. Facilities include drainage infrastructure, new fire stations, a police station and expansion of the public works facilities. Streetscape improvements include street trees, signage, façade improvements and beautification programs.

Capital financing for transportation improvements currently include redevelopment, gas taxes, Community Development Block Grants (CDBG), development impact fees, federal transportation funding and Measure I. Operations and maintenance is funded through the use of gas taxes, general fund property taxes and sales taxes.

Capital financing for drainage facilities, new fire stations and the police station currently include development impact fees and Redevelopment Agency funds. Both the San Bernardino County Flood Control District and the Hesperia Fire District fund ongoing operations and maintenance costs through their share of property tax revenues.
## Table 15:1: Implementation Actions

<table>
<thead>
<tr>
<th>Action Item</th>
<th>Focus Area</th>
<th>Priority</th>
<th>Responsible Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Works Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify State funding resources from new bond approvals.</td>
<td>All</td>
<td>High</td>
<td>City</td>
</tr>
<tr>
<td>Identify improvements for drainage corridors.</td>
<td>All</td>
<td>High</td>
<td>City/ SB County Flood Control</td>
</tr>
<tr>
<td>Construct required public facilities: fire station/police station etc.</td>
<td>All</td>
<td>High</td>
<td>Fire Department/City</td>
</tr>
<tr>
<td>Implement streetscape improvements: trees, signage, beautification, etc.</td>
<td>Main Street</td>
<td>Medium</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>City Center District</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-15 Corridor</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coordinate w/Caltrans regarding Highway 395 improvements.</td>
<td>I-15 Corridor</td>
<td>High</td>
<td>City/Caltrans</td>
</tr>
<tr>
<td>Improve intersections along I-15.</td>
<td>I-15 Corridor</td>
<td>High</td>
<td>City/Caltrans</td>
</tr>
<tr>
<td>Focus on east-west connections for arterial roadways.</td>
<td>Industrial District</td>
<td>High</td>
<td>City/County</td>
</tr>
<tr>
<td>Improve/establish public transportation, bike and pedestrian linkages</td>
<td>Main Street</td>
<td>Medium</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>City Center District</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Public Safety</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance the provision of police and fire protection services in the City.</td>
<td>All</td>
<td>High</td>
<td>City</td>
</tr>
<tr>
<td></td>
<td>Fire District</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Parks and Recreation Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Create open space areas that are compatible with the activities of the</td>
<td>Main Street</td>
<td>High</td>
<td>Recreation and Parks District</td>
</tr>
<tr>
<td>Specific Plan area, including parks and recreational uses.</td>
<td>City Center District</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance civic uses by the creation of a central park in the City Center</td>
<td>City Center District</td>
<td>High</td>
<td>City/RDA/ Rec. &amp; Parks District</td>
</tr>
<tr>
<td>District.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Business Assistance and Attraction Programs</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Market to retailers</td>
<td>Main Street</td>
<td>Existing</td>
<td>City/RDA</td>
</tr>
<tr>
<td>- Prioritize recruitment targets</td>
<td>City Center District</td>
<td>Program</td>
<td>Chamber of Commerce</td>
</tr>
<tr>
<td>- Engage broker/recruitment specialists</td>
<td></td>
<td></td>
<td>Private developers</td>
</tr>
<tr>
<td>- Prioritize development sites</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Consolidation of parcels to accommodate needs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage and facilitate the development of public/private partnerships</td>
<td>All</td>
<td>Existing</td>
<td>City/RDA</td>
</tr>
<tr>
<td>among City businesses and applicable agencies.</td>
<td>Program</td>
<td></td>
<td>Chamber of Commerce</td>
</tr>
<tr>
<td>Encourage retention of existing desirable tenants.</td>
<td>Main Street</td>
<td>Existing</td>
<td>City/RDA</td>
</tr>
<tr>
<td></td>
<td>City Center District</td>
<td>Program</td>
<td>Chamber of Commerce</td>
</tr>
<tr>
<td>Market to industrial businesses that will increase the City's employment</td>
<td>Industrial District</td>
<td>Existing</td>
<td>City/RDA</td>
</tr>
<tr>
<td>and wage base.</td>
<td>I-15 Corridor</td>
<td>Program</td>
<td>Chamber of Commerce</td>
</tr>
<tr>
<td>Evaluate feasibility of a property-based BID to improve security, signage,</td>
<td>Main Street</td>
<td>Medium</td>
<td>City/RDA</td>
</tr>
<tr>
<td>lighting, storefront maintenance and promotion.</td>
<td>City Center District</td>
<td></td>
<td>Local business/ property owners</td>
</tr>
</tbody>
</table>

Source: Stanley R. Hoffman Associates, Inc.
Main Street and Freeway Corridor Specific Plan MSFCSP
Capital financing for streetscape improvements include redevelopment property tax increment, developer exactions, development impact fees and possibly State or Federal transportation funding. Additional financing actions should examine the possibility of updated development impact fees for the Specific Plan area and the use of landscape and lighting assessments for maintenance of the proposed landscaping and streetscape improvements.

Enhanced Public Safety Services
This category includes the provision of enhanced public safety services, including the expansion of police and fire protection services. The City of Hesperia contracts with the San Bernardino County Sheriff for all police services. Ongoing service costs for police protection are funded through the General Fund. The City of Hesperia contracts with the San Bernardino County Fire Department for fire protection services funded through the Hesperia Fire District’s share of property tax. In the future, the City and local property owners may want to consider enhanced public safety services through a Business Improvement District (BID).

Parks and Recreation Facilities
The Parks and Recreation Master Plan should be updated to reflect the new facilities. Parks and open space facilities are funded through the use of Quimby exactions, based on a minimum of 3 acres to a maximum of 6 acres per 1,000 population ratio. The City’s current standard is 3 acres per 1,000 population. However, the desired goal is 6 acres per 1,000 population. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. Operations and maintenance costs are funded from the Hesperia Parks and Recreation District’s property taxes and user fees and charges.

Business Assistance and Attraction Programs
In the future, in order to market and promote the City of Hesperia and the Specific Plan area to prospective businesses and visitors, a portion of City’s 10 percent transient occupancy tax could be earmarked for marketing visitor and tourism activities. This would build upon the ongoing partnerships between the Hesperia Economic Development Department, the County of San Bernardino and local commercial real estate brokers in assisting City in attracting appropriate businesses to the Specific Plan area. There are also loans and grants available, such as the small business administration 504 loan program and the “tax-exempt” Industrial Development Bond Financing program available through San Bernardino County.
C. TIMING OF IMPLEMENTATION FUNDING

Table 15.2 presents the timing for the implementation of funding for the proposed public improvements for the Specific Plan area. The sources for capital funding are also shown. This plan is organized into the following three phases:

- **Phase 1 - Existing Funding**
- **Phase 2 - Potential Grants and Funding Sources**
- **Phase 3 - Long-Term Funding**

**Phase 1 - Existing Funding**
A number of existing financing mechanisms are in place and these should continue to be prioritized through the City’s 5-year Capital Improvement Plan (CIP). As shown, there are several current funding mechanisms, which include redevelopment resources, CDBG funds, existing development impact fees, Measure I and other funding.

**Phase 2 - Potential Grants and Funding Sources**
The second phase includes the identification and research of new funding sources and grants. Although some of these sources may already be in process, a complete priority listing should be compiled. These sources include new State bond programs, updated development impact fees, developer exactions, donor and investment programs, and various art programs and grants.

**Phase 3 - Long-Term Funding**
Long-term funding priorities represent those funding sources that may not be feasible or available at this time, but could provide a source of funding for public improvements five- to twenty years in the future. These include landscape and lighting assessments, special taxes, citywide general obligation bonds, and property-based business improvement districts (BIDs). These BIDS may utilize assessment revenues to support marketing and economic development, enhanced security, sanitation, graffiti removal, street cleaning and other municipal services supplemental to those normally provided by the municipality.
Table 15.2: Timing of Potential Funding

<table>
<thead>
<tr>
<th>Phase/Activity</th>
<th>Funding Options</th>
<th>Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Phase 1: Existing Funding</strong></td>
<td>RDA resources</td>
<td>Capital projects, infrastructure</td>
</tr>
<tr>
<td>• Continue with current funding</td>
<td>CDBG</td>
<td>Street improvements</td>
</tr>
<tr>
<td>mechanisms that provide funds for</td>
<td>Current Development Impact Fees</td>
<td>Street improvements</td>
</tr>
<tr>
<td>new capital facilities</td>
<td>Measure I</td>
<td>Public transit</td>
</tr>
<tr>
<td>and public improvements</td>
<td>Pavement Rehabilitation Program</td>
<td>Parking improvements</td>
</tr>
<tr>
<td>• Update 5-year CIP (Capital</td>
<td>Federal Transportation (SAFETEA-LU)</td>
<td>Entry statements</td>
</tr>
<tr>
<td>Improvement Plan) that establishes</td>
<td>Local Transportation Fund (LTF)</td>
<td>Parks and open space facilities</td>
</tr>
<tr>
<td>objectives, projects and revenue</td>
<td>General Obligation Bonds</td>
<td>Streetscape and design elements</td>
</tr>
<tr>
<td>sources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Prioritize improvement projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Phase 2: Potential Grants and Programs</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Research the applicability of</td>
<td>Updated Development Impact Fees</td>
<td>Streetscape and design elements</td>
</tr>
<tr>
<td>new fund/grant sources to provide</td>
<td>Developer exactions</td>
<td>Transit, pedestrian-oriented improvements</td>
</tr>
<tr>
<td>funding for CIP projects</td>
<td>Donor programs</td>
<td>Beautification and art elements</td>
</tr>
<tr>
<td>• Compile a priority listing of</td>
<td>Quimby Fees</td>
<td>Performing arts spaces</td>
</tr>
<tr>
<td>grant funding sources</td>
<td>Parking District</td>
<td>Parking improvements</td>
</tr>
<tr>
<td><strong>Phase 3: Long-Term</strong></td>
<td>Business-Improvement Districts (BIDs)</td>
<td>Maintenance, streetscape improvements, security,</td>
</tr>
<tr>
<td>• Evaluate the creation of property-</td>
<td>Rule 20A: Under-grounding of Utilities</td>
<td>street improvements, services</td>
</tr>
<tr>
<td>based business improvement districts (BIDs)</td>
<td>Special assessments</td>
<td>Marketing and Economic Development</td>
</tr>
<tr>
<td>• Coordinate with the Chamber of</td>
<td>State bond funding</td>
<td>Capital projects, infrastructure</td>
</tr>
<tr>
<td>Commerce and business community to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>refine and maintain a business</td>
<td></td>
<td></td>
</tr>
<tr>
<td>attraction program that will</td>
<td></td>
<td></td>
</tr>
<tr>
<td>provide increased sales tax</td>
<td></td>
<td></td>
</tr>
<tr>
<td>revenues</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Evaluate objectives and priorities of CIP</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Stanley R. Hoffman Associates, Inc.
D. FUNDING SOURCES

The proposed public improvements and related facilities will generate additional operations and maintenance requirements, drawing upon the City’s General Fund and Gas Tax Fund as the primary sources of operations and maintenance costs. The expectation is that improvements to the Specific Plan area will stimulate new and increased business activity that will benefit both the public and private sectors, thereby justifying the funding of these improvements. The implementation plan presents a variety of financing approaches and funding sources that may be used for capital facility costs and ongoing operations and maintenance costs, as shown in Table 15.2. Some funding sources are existing programs and others should be considered for the future.

Existing Sources of Capital Funding

1. Redevelopment Agency (RDA) Revenues
Established in 1993, the Hesperia Community Redevelopment Agency administers two redevelopment project areas encompassing 24,878 acres, of which 1,032 acres are zoned for commercial and industrial development. The third redevelopment project area within the city supports the efforts of the Victor Valley Economic Development Authority (VVEDA), a joint powers authority charged with orchestrating the reuse of the former George Air Force Base, now Southern California Logistics Airport (SCLA). The City’s redevelopment revenue is used to:
   • eliminate blight within the redevelopment project areas,
   • assist in expanding the City’s business base, and
   • assist with low and moderate income housing needs for the City.
Currently about 66.0 percent of the Specific Plan area is located within redevelopment area. In 2006-07, the Agency is funding more than $13.0 million (18.0 percent) of the City’s Capital Improvement Program (CIP). These funds are being used for street paving, drainage improvements, fire station design and the Hesperia Branch Library.

2. Development Impact Fees
The City currently assesses development impact fees for provision of public infrastructure and facilities required by the private construction within the City of Hesperia, with the exception of senior citizen housing as defined by the United States Department of Housing and Urban Development. In concept, the City charges the development community a variety of fees based upon the development’s impact upon the community, and those provide the source of income to pay for a portion of capital projects. The City’s Development Impact Fee revenues include fees for Streets, Storm Drainage, Fire, Police, and Public Facilities. In addition, there are fees for water, sewer, parks and schools that are paid to the applicable agency. These fees should be updated to reflect the proposed facilities and amenities of the Specific Plan. The existing fees are shown in Table 15.3 below.
Table 15.3: City of Hesperia Development Impact Fees

<table>
<thead>
<tr>
<th>Category</th>
<th>Per Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (per 2,000 square feet)</td>
<td></td>
</tr>
<tr>
<td>Streets, Fire, Police and Public Facilities</td>
<td>$9,550</td>
</tr>
<tr>
<td>Water</td>
<td>$5,086</td>
</tr>
<tr>
<td>Sewer</td>
<td>$4,400</td>
</tr>
<tr>
<td>School</td>
<td>$9,180</td>
</tr>
<tr>
<td>Park</td>
<td>$3,351</td>
</tr>
<tr>
<td></td>
<td>$31,567</td>
</tr>
<tr>
<td>Industrial (per 50,000 square feet)</td>
<td></td>
</tr>
<tr>
<td>Streets, Fire, Police and Public Facilities</td>
<td>$118,500</td>
</tr>
<tr>
<td>Water (1.5 inch)</td>
<td>$19,431</td>
</tr>
<tr>
<td>Sewer (64 F.U.)</td>
<td>$12,800</td>
</tr>
<tr>
<td>School</td>
<td>$21,000</td>
</tr>
<tr>
<td>Park</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>$171,731</td>
</tr>
</tbody>
</table>

Source: Stanley R. Hoffman Associates, Inc.
City of Hesperia.

3. Measure I

Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters approved the measure in November 1989 to ensure that needed transportation projects were implemented countywide. The original Measure I was set to expire in 2010 but was extended to 2040 by San Bernardino County voters in 2006. San Bernardino Associated Governments (SANBAG), as the County Transportation Commission, administers Measure I revenue and is responsible for: 1) determining which projects receive Measure I funding, and 2) ensuring that transportation projects are implemented. Measure I is a major source of revenue for transportation improvements in the City of Hesperia, providing more than $26.0 million since 1989. Currently, about 65.0 percent of the funds are designated for regional highways and major streets, while 30.0 percent goes towards local streets and roads. The remaining 5.0 percent goes towards offsetting transit fares for elderly and disabled users.

4. Capital Improvement Program

The City's Capital Improvement Program (CIP) establishes funding objectives, projects and revenue sources over a five-year period. With the creation of the Main Street/Interstate-15 Corridor Specific Plan, a number of public enhancements, services and infrastructure improvements will be identified and prioritized. Coordinating these improvements and services should be incorporated into the CIP that also integrates other priority projects and funding sources throughout the City. This will provide a blueprint for successful implementation of the Specific Plan in the context of the entire City General Plan.
5. **Community Development Block Grants (CDBG)**
The City of Hesperia receives Community Development Block grants from the Department of Housing and Urban Development (HUD). CDBG grants can be used for the following:
- Clearing trash and cleaning up property sites
- Graffiti removal
- Street and sewer improvements
- Minor home repairs
- Homeless, drug intervention, and domestic violence programs
- Façade improvement
- Housing rehabilitation
- Business Assistance Loans
- Community and senior centers
- Basic health services
- Code enforcement
- Youth programs, parenting programs and child-care

6. **Pavement Rehabilitation Program**
The City of Hesperia Pavement Rehabilitation Program was developed in 1999, and since that time the City Council has annually committed at least $2 million per year ($9.0 million in 2006-07) toward the reconstruction of the City’s residential and arterial roadways. In the last three years, over 235 miles of roads have been repaired and/or reconstructed throughout the City and were chosen annually based on their state of disrepair, usage and location. That will increase the total miles paved over the life of the program to 196.8, with an additional 37.5 miles slurry sealed. The RDA is funding about $4.2 million of the Residential Street Improvement Program in fiscal year 2006-07.

7. **State Gasoline Taxes**
The City receives State gasoline taxes (at 9 cents per gallon), which may be used for some capital and operations and maintenance expenditures related to streets and roads. While these funds are limited, the City’s annual budgeting process may designate a portion of these revenues for specific facilities within the Specific Plan area subject to annual budgeting priorities.

8. **TEA-21 Reauthorization (SAFETEA-LU)**
The Safe, Accountable, Flexible, Efficient Transportation Equity Act - Legacy for Users (SAFETEA-LU) replaces the Transportation Equity Act for the 21st Century (TEA-21), which governed federal surface transportation programs from June 1998 to September 2003. In July 2005, Congress adopted the new federal Transportation Equity Act, which will run through September 30, 2009. SAFETEA-LU provides funding for surface transportation projects, including highways, mass transit and road safety programs under multiple funding categories. TEA-21/SAFETEA-LU contains the following multiple funding pots:
- Congestion Mitigation and Air Quality Program (CMAQ)
- Transportation Enhancement Activities Program (TEA)
• Regional surface Transportation Program (RSTP)
• High-Priority Projects Program (Demonstration Projects)

Local agencies can compete for transportation funding under the various programs. For example, under the Congestion Mitigation and Air Quality Program (CMAQ), California’s apportionment is estimated at $2 billion for the term of SAFETEA, of which San Bernardino County’s share is approximately $145.5 million. The SANBAG Board of Directors issues periodic call-for-projects within each air basin where local agencies within San Bernardino County can compete for allocation of these funds. There is a non-federal matching fund requirement of 11.47 percent for most CMAQ-eligible projects. CMAQ funds are awarded on a reimbursement basis through the Caltrans Local Assistance process. Fund recipients are required to receive authorization from Caltrans before any reimbursable work begins.

The SANBAG Board of Directors issues periodic calls-for-projects, typically in a mountain/desert call and a valley call, where local agencies within San Bernardino County can compete for allocation of these funds. Recently under the CMAQ program, the City of Hesperia was awarded $4.0 million of TEA-21 funds for Ranchero Road grade separation as a high priority project. Expected transportation funds are generally over-programmed, therefore, it is very competitive and the level of future funding is uncertain.

9. General Obligation Bonds (G.O. Bonds)
General Obligation bonds may be used to acquire, construct and improve public capital facilities and real property. However, they may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. bonds must be approved by two-thirds of the voters throughout the issuer’s jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform ad valorem (property value) property tax on all taxable properties to repay the annual debt service.

10. Special Taxes - Mello-Roos Act
The 1982 Mello-Roos Community Facilities Act enables cities, counties, special districts, and school districts to establish community facilities districts (CFDs) and to levy special taxes to finance a variety of facilities and services required by the district. In the case of facilities, the proceeds of a Mello-Roos tax can be used to finance the purchase, construction, expansion, improvement or rehabilitation of real property with a useful life of five years or more, and to pay off bonds.

The jurisdiction levies a special tax annually on property owners within the CFD to meet its debt service requirements. Special taxes cannot be imposed on an ad valorem basis. They must be levied uniformly on all eligible properties or taxpayers. Typically, they are “per parcel” taxes.
The levy of the Special Tax must be put before the registered voters residing in the District through general election or special election. As required by Proposition 13, approval by a two-thirds vote of the city, county or district electorate is necessary for adoption. They are usually citywide. If there are less than 12 registered voters in the area, then approval must be by two-thirds of the area owned by the respective landowners. As with all special taxes, Mello-Roos taxes are subject to reduction or repeal by initiative. Examples include:

- Road construction, bridges and highways
- Fire stations
- Recreation and sports facilities
- Public park improvements
- Flood control/drainage improvements
- Water supply/wastewater disposal

The City of Hesperia currently has CFD (94-1), a special assessment district generally west of Maple Avenue that was formed to assess new development for the increased cost burden on the Fire District. There is also CFD (2005-1), which refunded the former defaulted CFD (91-3), which provided bond proceeds to improve a 240-acre residential development known as Mission Crest.

11. Special Assessments

Special Assessment Districts (AD) are formed for the purpose of financing specific improvements for the benefit of a specific area. Assessment districts finance improvements by levying an annual assessment on all property owners in the district. Each parcel of property within an AD is assessed a portion of the costs of the public improvements and services to be financed by the AD, based on the proportion of benefit received by that parcel. The assessment is strictly limited to an amount that recovers the cost of the “special benefit” provided to the property. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines and landscaping. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied.

Prior to creating an assessment district, the city, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected property. Many assessment acts govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, Benefit Assessment Act of 1982, Integrated Financing Act, and other specific facility improvement acts.

The City currently has one Assessment District (91-1) located west of Interstate 15 that funded $20.64 million in infrastructure improvements in a 687-acre area. The Landscaping
and Lighting Act of 1972 enables assessments to be imposed to finance acquisition of land for parks, recreation and open space, the installation or construction of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements. Maintenance of these facilities may also be financed. A citywide Landscaping and Lighting District is administered by the Hesperia Recreation and Parks District.

12. Quimby Fees
Cities and counties have been authorized since the passage of the 1975 Quimby Act (California Government Code §66477) to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The “Quimby fee” provision of the Subdivision Map Act permits the City to require that developers either dedicate parkland or pay an equivalent fee that allows the city to buy land for parks. The fee applies to residential uses and is based upon the number of units multiplied by a density factor to meet the City’s standard of parkland.

Potential New Sources of Capital Funding

1. Business Improvement Districts (BID)
While this approach is not currently considered feasible, this may be a financing approach to contemplate as the business base increases. In California, there are two different types of business improvement districts, business-based BIDs, created through assessments on business licenses within the district (including landowners who lease property), and property-based BIDs, created through assessments on property owners alone.

The Parking and Business Improvement Area Law of 1989 provides the legal basis for what is commonly known as business improvement districts. Business improvement districts utilize a special assessment levied against business owners based on a measure of benefit to each participating business, and can support a limited range of ongoing activities, including streetscape and sidewalk improvements, trash and cleanup activities, promotion and advertising and public safety. Special assessments within this type of business improvement district cannot be used to secure loans or bonds, thus limiting financing strategies to a pay-as-you-go basis. Assessments, which must be directly proportional to the estimated benefit to be received, are levied on businesses in a specified area. The assessments can be used to finance benefits such as:

- Parking facilities
- Parks
- Fountains, benches and trash receptacles
- Street lighting
- Decorations and public art
- Promotions of public events benefiting area
- Furnishing music to any public place in the area
- Enhanced public safety staffing
Section III Public Improvements

- Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit)
- Any other activities that benefit businesses located in the area

The Property and Business Improvement District Law of 1994 provides funding for a wide range of improvements and activities under property-based BIDs. Assessments are levied against property owners rather than businesses - a key difference from the business based Parking and Business Improvement District Law of 1989, as previously described. Property owners are often more willing to assess themselves if the result may directly benefit their investment in real property. Any assessments must be reauthorized by a majority vote in proportion to their assessment every five years. Compared with business-based business improvement district law that requires annual reinstatement, this longer five-year period also allows for minor capital improvements to be funded through loans. Assessments, which must be directly proportional to the estimated benefit to be received, are levied on property owners in a specified area. The assessments can be used to finance benefits listed above as well as benefits such as:
  - Closing, opening, widening or narrowing existing streets
  - Rehabilitating or removing existing structures, facilities or equipment to enhance security within the area
  - Marketing and economic development
  - Security, sanitation, graffiti removal, street cleaning and other municipal services supplemental to those normally provided by the municipality.

2. Development Exactions

Subdivision exactions, such as the mandatory dedication of subdivision roads, utility easements, and on-site parklands, can be used to condition development. Other techniques to ensure that development pays its way include special assessments and utility connection fees.

3. Donor Programs

Certain of the proposed improvements may lend themselves to a public campaign for donor gifts. Among donors, there are opportunities for both major gifts as well as donor programs that are designed to accommodate smaller, but more numerous contributions. Donor programs have been used very successfully in many cities in the United States for providing funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses and community and business associations.

Many improvements could be funded by donor gifts for items such as: benches, trash receptacles, street trees, street tree grates, public art elements, information kiosks and organizing boxes for news vendors. Donors could be acknowledged with a plaque or engraving on the element itself, a certificate of appreciation or other prominent display such as a “wall of fame” with donors’ name.
4. Parking Revenues
The use of a Parking District to construct and fund parking facilities serving the commercial businesses has been used in other successful downtown revitalizations. However, this is a very long-term strategy and should only be considered as urbanization increases to the point where a unified parking system is appropriate. Essentially, the parking facilities are planned in the most effective manner to serve the existing and new businesses with potential funding sources ranging from in-lieu fees for spaces to parking revenues from monthly parking and short-term parking fees.

5. Beautification/Public Art programs
These programs are used to support, develop and create innovative programs related to art in public places, special events programming and the support of individual artists. They are typically funded by various funding sources, including: 1) a public art fee (e.g. 0.5% to 1% of construction value or public works budget) and/or; 2) a similar percentage contributed from private developers.

Through the California Public Utilities Commission (CPUC) the City receives an annual allocation to underground utilities. This work is done under provisions of Rule 20A, an electric tariff filed with the CPUC.
Projects performed under Rule 20A are nominated by a city, county or municipal agency and discussed with Southern California Edison, as well as other utilities. The costs for under-grounding under Rule 20A are recovered through electric rates after the project is completed. This amount is based on the number of overhead transformers and population and is calculated according to an established formula.

Operations and Maintenance Funding
Operations and maintenance costs will increase to ensure the quality of public improvements over time. As in the case of other cities, enhanced operations and maintenance costs become the joint responsibility of the benefiting private property owners, businesses and the City government. The City’s General Fund and Gas Tax revenues should be the primary sources of funding ongoing operations and maintenance. Also, the existing landscape and lighting maintenance district assessments should be updated and used for related operations and maintenance costs within the Specific Plan area. A business improvement district should be evaluated for long term funding.

1. General Fund
The City’s General Fund is a type of government fund used to support ongoing city operations and services, including general government operations, development services, public safety and community services. Primary revenue sources for the General Fund
include property taxes, sales taxes, transient occupancy taxes, business license fees, franchise fees, fines and forfeitures, intergovernmental revenues and miscellaneous fees.

2. **State Gasoline Taxes/Operations and Maintenance**
The City receives State gasoline taxes, which may be used for operating and maintenance related to streets and roads. While these funds are limited, the City’s annual budgeting process may allocate part of these revenues for specific facilities within the Specific Plan area, subject to annual budgeting priorities.

3. **Lighting Maintenance District (LMDs)**
The Landscaping and Lighting Act of 1972 enables assessments to be imposed in order to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures and park and recreational improvements. It does not allow for the installation of street lighting systems.

4. **Mello-Roos Act CFDs**
Cities, counties, special districts, and school districts can establish community facilities districts (CFDs) to levy special taxes to finance a variety of facilities and services. Services that a Mello-Roos CFD may fund on a pay-as-you-go basis include: police and fire protection, ambulance and paramedic, flood protection, recreation program and library services and additional funds for the operation and maintenance of parks, parkways, open space, museums, and cultural facilities.

5. **Business Improvement Districts (BIDs)**
Assessment revenues from both business-based and property-based BIDs may be used to finance ongoing services. Assessment revenues from Business-based BIDs may be used for promotion of public events that benefit the area, promotion of tourism within the area, and any other activities that benefit businesses in the area. Property-based BIDs may utilize assessment revenues for marketing and economic development; and security, sanitation, graffiti removal, street cleaning and other municipal services supplemental to those normally provided by the municipality.

6. **Special Taxes**
A Special tax authorized by a two-thirds vote may take two forms: any tax imposed for a specific purpose whose proceeds are held in a separate account for that purpose, or any tax imposed by a special purpose district or agency. Special taxes can be imposed for various services as library, fire or police protection and paramedic services.

7. **Transient Occupancy Taxes**
Currently, the City receives 10.0 percent (as approved by Hesperia voters on November 7, 2006) of the gross receipts of hotel rooms within the City. A portion of these revenues could be set aside for visitor and tourism related activities.