

# **LAND USE TECHNICAL REPORT**

## **CITY OF HESPERIA GENERAL PLAN UPDATE**

September 2009

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## **I. Introduction**

The Background Technical Report for the Land Use Element identifies the current conditions, issues, opportunities, and constraints that characterize the built environment of the City of Hesperia and Sphere of Influence. The Background Technical Report is a snapshot of the City's current environment and provides an inventory of existing conditions. This report will measure progress since the last General Plan update and provide a framework for the community, decision makers, and staff to consider goals, policies, and implementation programs for land use at the eventual build out of the City. Information in this report will influence and inform the community and its leaders in setting development priorities, understanding necessary trade-offs, and choosing among alternatives.

The City of Hesperia has been divided into 11 Planning Areas for purposes of analysis in the Background Technical Report. Boundaries of planning areas were drawn to reflect logical community divisions such as the local street system, existing neighborhoods, and the boundaries between the City limits and the Sphere of Influence. (Exhibit 1)

The Background Technical Report begins with a summary table of the current General Plan Land Use designations and corresponding Zoning districts (Table 1), then lists each planning area and provides an overview of the Land Use designations as they are distributed today (Table 2). An area-by-area analysis of existing conditions within each planning area follows with the Issues, Opportunities, and Constraints affecting how land use alternatives are formulated.

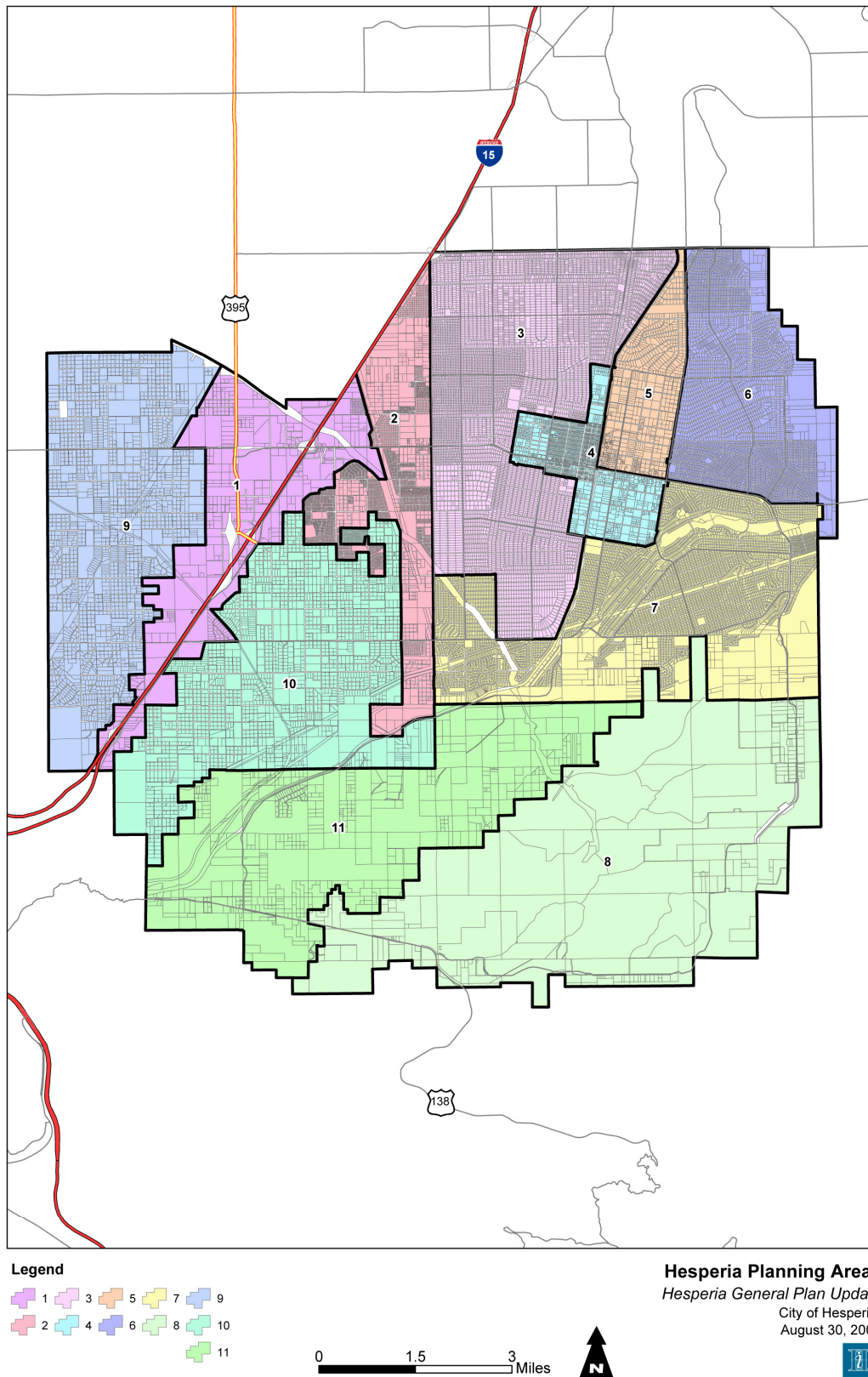
## **II. Background**

The City of Hesperia is currently utilizing a two-map system, with a separate Zoning and Land Use designation for each parcel in the city. Many parcels throughout the city have conflicting designations and zoning, which require a General Plan amendment or Zone Change to resolve this problem. Historically the city has been rectifying the discrepancy between the General Plan designations and Zoning on a case-by-case basis. This General Plan update will be condensing the General Plan map and Zoning map into a single map that contains the same designation and zoning for each parcel, eliminating this conflict. As a result of this consolidation, any proposed changes to the General Plan map will require a General Plan amendment as well as a Zone change.

In addition, this update will also incorporate the City's adopted Main Street and Freeway Corridor Specific Plan.



**Exhibit 1: Planning Areas Map**





**Table 1: Current General Plan Land Use Designations and Consistent Zoning Categories**

| 1991 General Plan Designation                        | Zoning Designation | Maximum Permissible Intensity/Density |
|------------------------------------------------------|--------------------|---------------------------------------|
| <b>Residential</b>                                   |                    |                                       |
| Rural Estate (RE)                                    | A2, A1, RR         | Max 0.4 DU/AC                         |
| Very Low Residential (VL)                            | A1, RR, R1         | 0.25- 1.0 DU/AC                       |
| Low Residential (L)                                  | A1, RR, R1         | 0.75 – 2.0 DU/AC                      |
| Medium Low Residential (ML)                          | RR, R1             | 1.5 – 4.0 DU/AC                       |
| Medium Residential (M)                               | R1, R3             | 3.0 – 6.0 DU/AC                       |
| Medium High Residential                              | R1, R3             | 5.0 – 10.0 DU/AC;                     |
| High Residential (H)                                 | R3                 | 8.0 – 15.0 DU/AC                      |
| Special Development (SD)                             | SP                 | Max 1.0 DU/AC                         |
| <b>Commercial/Office</b>                             |                    |                                       |
| Commercial (COM)                                     | C-1, C-2, C-4      | N/A                                   |
| Office Professional (OF)                             | AP                 | N/A                                   |
| Planned Commerce Development (PCD)                   | PCD <sup>1</sup>   |                                       |
| Commercial/Special Development (C/SD)                | C-4, CR            |                                       |
| <b>Industrial</b>                                    |                    |                                       |
| Industrial (IND)                                     | I-1, I-2           | N/A                                   |
| Industrial/Commercial (IND/COM)                      | C-3, I-1, I-2      | N/A                                   |
| <b>Other</b>                                         |                    |                                       |
| Open Space (OS)                                      | FW                 | N/A                                   |
| Community Center Development <sup>2</sup> (CCD)      | CCD <sup>1</sup>   | Max 4.0 DU/AC                         |
| Resource Conservation/Oak Hills <sup>2</sup> (RC/OH) | RC <sup>1</sup>    | N/A                                   |
| Planned Mix Use (PMU)                                | SP                 | Max 4.0 DU/AC                         |
| Public (P)                                           | P-I                | N/A                                   |

DU/AC=Dwelling Units per Acre

<sup>1</sup> Zoning district within the Oak Hills Community Plan

<sup>2</sup> Land use designation within the Oak Hills Community Plan



The following table lists the General Plan Land Use Categories, citywide, by acreage. The table illustrates the concentration of various land uses by Planning Area, and each Planning Area as a percentage of the City and Sphere of Influence as a whole.

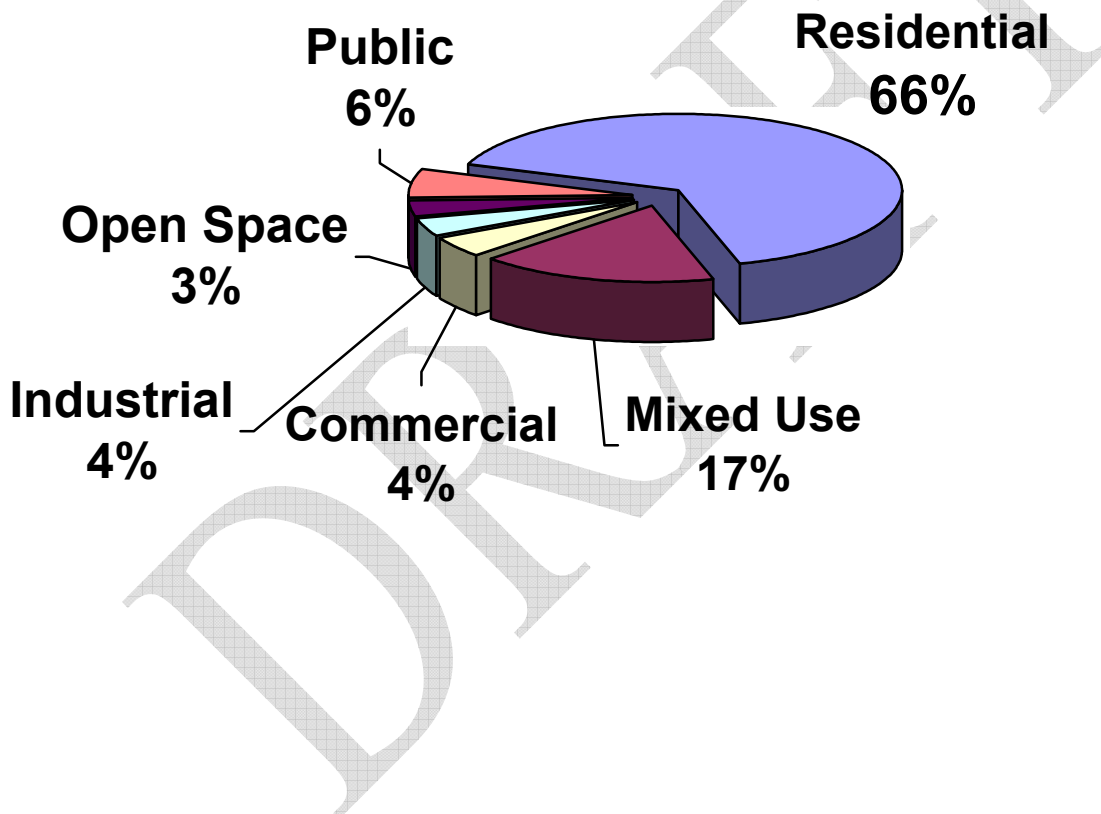
**Table 2: Current Acreage of Land Use Designations by Planning Area**

| General Plan Land Use Designation | PA1             | PA2             | PA3             | PA4             | PA5             | PA6             | PA7             | PA8              | PA9             | PA10            | PA11            | Total            | % of City & SOI |
|-----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|-----------------|
| <b>Residential</b>                |                 |                 |                 |                 |                 |                 |                 |                  |                 |                 |                 |                  |                 |
| RE                                | 380.72          | 71.06           | 325.52          | 0.00            | 0.00            | 183.33          | 342.03          | 0.00             | 6169.66         | 6658.06         | 40.16           | <b>14170.55</b>  | 20.11%          |
| VL                                | 0.00            | 437.48          | 4480.96         | 0.00            | 0.07            | 1929.52         | 402.80          | 0.00             | 0.00            | 517.09          | 84.74           | <b>7852.65</b>   | 11.14%          |
| L                                 | 0.00            | 87.65           | 2190.34         | 75.63           | 0.00            | 1560.38         | 5347.88         | 115.98           | 0.00            | 0.13            | 0.00            | <b>9377.98</b>   | 13.31%          |
| ML                                | 63.52           | 673.87          | 0.00            | 166.99          | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 48.68           | 0.00            | <b>953.06</b>    | 1.35%           |
| M                                 | 11.68           | 589.44          | 0.00            | 69.07           | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 1.31            | 0.00            | <b>671.50</b>    | 0.95%           |
| MH                                | 56.45           | 554.86          | 21.12           | 223.93          | 0.00            | 0.00            | 65.10           | 0.00             | 0.00            | 0.00            | 0.00            | <b>921.45</b>    | 1.31%           |
| H                                 | 28.40           | 56.46           | 151.92          | 443.00          | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 0.00            | 0.00            | <b>679.78</b>    | 0.96%           |
| SD                                | 0.00            | 72.05           | 0.00            | 0.00            | 0.00            | 0.00            | 283.76          | 3261.07          | 0.00            | 9.91            | 7638.31         | <b>11265.09</b>  | 15.99%          |
| <b>Commercial</b>                 |                 |                 |                 |                 |                 |                 |                 |                  |                 |                 |                 |                  |                 |
| C                                 | 734.79          | 375.23          | 370.98          | 380.51          | 91.93           | 94.93           | 41.09           | 0.00             | 24.53           | 81.71           |                 | <b>2195.70</b>   | 3.12%           |
| OF                                | 8.17            | 13.99           | 0.00            | 25.71           | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 0.00            | 0.00            | <b>47.87</b>     | 0.07%           |
| PCD                               | 160.05          | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 12.24           | 0.00            | <b>172.29</b>    | 0.24%           |
| C/SD                              | 750.54          | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00             | 0.00            | 0.00            | 0.00            | <b>750.54</b>    | 1.07%           |
| <b>Industrial</b>                 |                 |                 |                 |                 |                 |                 |                 |                  |                 |                 |                 |                  |                 |
| IND                               | 456.33          | 10.08           | 0.00            | 0.00            | 0.00            | 0.00            | 90.62           | 0.00             | 2.44            | 55.63           | 0.02            | <b>615.11</b>    | 0.87%           |
| IND/COM                           | 656.04          | 0.00            | 0.00            | 0.00            | 1488.73         | 21.48           | 0.00            | 0.00             | 1.43            | 0.00            | 0.00            | <b>2167.68</b>   | 3.08%           |
| <b>Mixed Use</b>                  |                 |                 |                 |                 |                 |                 |                 |                  |                 |                 |                 |                  |                 |
| PMU                               | 157.27          | 6.07            | 0.00            | 0.00            | 0.00            | 0.00            | 12.23           | 10760.17         | 0.00            | 0.01            | 652.75          | <b>11588.51</b>  | 16.45%          |
| CCD                               | 363.72          | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00             | 1.18            | 0.00            | 0.00            | <b>364.90</b>    | 0.52%           |
| <b>Other</b>                      |                 |                 |                 |                 |                 |                 |                 |                  |                 |                 |                 |                  |                 |
| OS                                | 659.68          | 0.00            | 0.00            | 0.00            | 0.00            | 404.41          | 824.53          | 0.01             | 154.25          | 98.23           | 0.04            | <b>2141.15</b>   | 3.04%           |
| RC/OH                             | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00            | 0.00             | 287.05          | 0.00            | 0.00            | <b>287.05</b>    | 0.41%           |
| P                                 | 537.29          | 597.39          | 126.31          | 139.64          | 130.01          | 48.08           | 688.88          | 359.84           | 341.89          | 461.03          | 806.18          | <b>4236.53</b>   | 6.01%           |
| <b>Totals</b>                     | <b>5,024.65</b> | <b>3,545.63</b> | <b>7,667.15</b> | <b>1,524.48</b> | <b>1,710.74</b> | <b>4,242.13</b> | <b>8,098.91</b> | <b>14,497.07</b> | <b>6,982.42</b> | <b>7,944.02</b> | <b>9,222.19</b> | <b>70,459.39</b> | 100.00%         |
| <b>% of City &amp; SOI</b>        | 7.13%           | 5.03%           | 10.88%          | 2.16%           | 2.43%           | 6.02%           | 11.49%          | 20.58%           | 9.91%           | 11.27%          | 13.09%          | 100.00%          |                 |



Figure 1:  
This figure illustrates the current distribution of land use within the City of Hesperia under the City's current General Plan.

## City of Hesperia Current Land Use Distribution





**Table 3: Existing Building Areas (In Square Feet)<sup>1</sup>**

| Planning Areas | Commercial       | Industrial       |
|----------------|------------------|------------------|
| 1              | 1,957,547        | 325,798          |
| 2              | 210,861          | 39,232           |
| 3              | 787,128          | 0                |
| 4              | 1,218,541        | 0                |
| 5              | 966,022          | 1,437,712        |
| 6              | 80,122           | 6,328            |
| 7              | 187,484          | 44,734           |
| 8              | 9,916            | 0                |
| 9              | 11,000           | 0                |
| 10             | 3,588            | 0                |
| 11             | 1,342            | 0                |
| <b>TOTALS</b>  | <b>5,433,551</b> | <b>1,853,804</b> |

**Table 4: Current Population and Dwelling Unit Densities<sup>1</sup>**

| PLANNING AREA                                                                             | ACRES         | POPULATION    | PEOPLE/ACRE | DWELLING UNITS | DWELLING UNITS/ACRE |
|-------------------------------------------------------------------------------------------|---------------|---------------|-------------|----------------|---------------------|
| 1                                                                                         | 4,036         | 1,261         | 0.31        | 382            | 0.09                |
| 2                                                                                         | 3,571         | 10,766        | 3.01        | 3,319          | 0.93                |
| 3                                                                                         | 7,628         | 23,804        | 3.12        | 7,367          | 0.97                |
| 4                                                                                         | 1,491         | 9,017         | 6.05        | 3,017          | 2.02                |
| 5                                                                                         | 1,632         | 244           | 0.15        | 76             | 0.05                |
| 6                                                                                         | 4,246         | 12,268        | 2.89        | 3,721          | 0.88                |
| 7                                                                                         | 7,706         | 25,019        | 3.25        | 7,600          | 0.99                |
| 8                                                                                         | 12,657        | 317           | 0.03        | 96             | 0.01                |
| 9                                                                                         | 7,135         | 4,128         | 0.58        | 1,251          | 0.18                |
| 10                                                                                        | 7,719         | 5,191         | 0.67        | 1,573          | 0.20                |
| 11                                                                                        | 10,695        | 363           | 0.03        | 110            | 0.01                |
| <b>Total</b>                                                                              | <b>68,518</b> | <b>92,377</b> |             | <b>28,512</b>  |                     |
| 1. Building areas and population counts based on 2004-2005 Assessor's Parcel information. |               |               |             |                |                     |



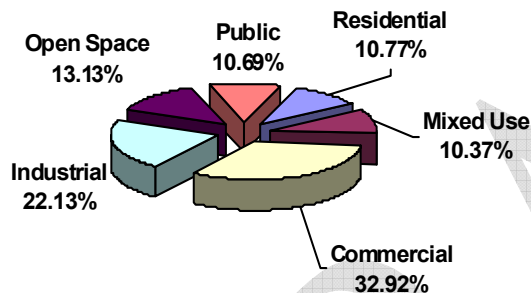
### **III. Planning Areas**

#### **PLANNING AREA 1: Freeway Corridor**

Planning Area 1 consists of 5,025 acres and represents approximately 7% of the gross City and Sphere of Influence land area. This Planning Area is situated on both sides of Interstate 15 from the intersection of the Southern California Edison power lines and the California Aqueduct to the north to the southern City limits. The western and southeastern boundaries of Planning Area 1 follow the City limits along the Interstate 15 freeway. Planning Area 1 generally follows the existing commercial zoning north to the aqueduct from Muscatel Street north on the east side of the Interstate 15 freeway.

#### **Land Use Distribution- Planning Area 1**

*Figure 2*



Planning Area 1 is primarily composed of commercial and industrial land use designations. 55% of the gross land area in Planning Area 1 is designated Commercial, Industrial, Industrial/Commercial, Commercial/ Special Development, or Planned Commerce Development. In addition, Planned Mixed Use and Community Center Development comprise 10% of the Planning Area, and are intended for master planned residential communities with supportive

commercial, office, or light industrial uses. Residential uses make up 11% of the Planning Area and mostly consist of rural residential (2½ acre) parcels. There are 1,261 people residing in 382 dwelling units.

#### **Public Facilities**

Planning Area 1 contains Summit Elementary School. Fire Station #305 was opened last year on Caliente Road. This station is an engine station and is staffed with one fire engine (4 firefighters), one fire truck (2 firefighters) and one ambulance (2 paramedics).

#### **Oak Hills Community Plan**

The southern portion Planning Area 1 (south of Mesquite Road) is located within the Oak Hills Community Plan. This area contains limited infrastructure and therefore little recent development. New residential development within the Oak Hills Community Plan is limited to one dwelling unit per 2½ gross acres due to the lack of infrastructure and the community's objective to maintain a rural lifestyle.

#### **Specific Plan Areas**

The entire Planning Area is located within the proposed Main Street/Freeway Corridor Specific Plan. This Specific Plan establishes a clear vision and implementation strategy for revitalizing Main Street and Downtown for the community as well as transforming



the mostly vacant freeway corridor into a regional commercial, industrial, and office-commercial center. The Specific Plan addresses market potential, land uses, circulation and parking, housing strategies, and design of the two corridors.

In addition, the southwestern portion of Planning Area 1 is within the Oak Hills Community Plan.

### **Issues, Opportunities, & Constraints**

#### ***Issues:***

##### **Open Space**

Approximately 660 acres of Open Space are located within Planning Area 1. The Open Space designation has resulted in split designations for many of the parcels located adjacent to or within the Oro Grande Wash or the un-named wash to the east of Interstate-15 freeway. Clarifying allowable uses, recreational trails, and delineation of the actual Open Space areas is an issue that will need to be addressed within the General Plan update.

##### **Vacant Land**

77% (3,907 acres) of the gross land area in Planning Area 1 is undeveloped. Vacant land provides an opportunity for future regional commercial and industrial growth along the Interstate 15 Freeway corridor, with construction of the appropriate infrastructure.

##### **Parks**

There are no developed parks for active recreation in Planning Area 1. However, the Oro Grande Wash west of Interstate 15 freeway and the un-named wash east of the Interstate 15 freeway offer a unique opportunity for recreational activities such as nature and equestrian trails.

##### **Public Services**

Fire Station #305 will reduce response times to this planning area. Police services are dispatched out of the main station. The Sheriff Department's operations are planned to work from patrol cars rather than substations.

#### ***Opportunities:***

##### **Commercial/Industrial Corridor along Interstate 15 Freeway**

Due to the convergence of Interstate 15 freeway, Highway 395, and Main Street, there is much opportunity for regional commercial, industrial, and office uses in Planning Area 1. According to the 2004/2005 Assessor's information, there is over 2.2 million square feet of existing commercial and industrial space located in Planning Area 1. The collective land uses bring jobs and retail uses that generate sales tax revenue for the City. Commercial visibility and transportation access to Interstate 15 freeway are important for encouraging economic growth in this area. In addition, many of the parcels located along



Highway 395 and on the west side of the freeway are undeveloped and remain in large parcels.

#### Future Multi-modal Complex

A possible major multi-modal (air, rail, and truck) complex near the Southern California Logistics Airport in Victorville would provide potential for commercial and industrial growth along Highway 395.

#### Highway 395 Realignment

The future realignment of Highway 395 would provide greater access to regional commercial and industrial centers and present opportunities to expand Hesperia's employment base.

#### ***Constraints:***

##### Freeway Interchanges

Currently, the lack of access to commercial development along the Interstate 15 freeway is a constraint, but the additional freeway interchanges will result in extensive opportunities for commercial development when they are completed. The proposed freeway interchanges at Ranchero Road and Mojave Street will provide greater access to commercial development along the Interstate 15 freeway corridor and help alleviate traffic congestion on Main Street and Bear Valley Road.

##### Infrastructure Development

The lack of existing development and the lack of infrastructure in this Planning Area are interrelated. The high cost of required infrastructure often inhibits future development. Existing sewer is concentrated on the west side of the Interstate 15 freeway, north of Mesquite Street between the I-15 freeway and Highway 395. This is where the majority of new development in this Planning Area has occurred. Existing sewer is also located on the east side of the Interstate 15 freeway approximately 660 feet north of Sultana Street. Commercial, industrial, and office development along the Interstate 15 freeway corridor will require improved roads, sewer, and some storm drains.

##### Escondido Avenue

The northern portion of Escondido Avenue currently ends at Main Street. The future alignment of Escondido Avenue, as indicated on the City's Master Plan of Arterial Highways, crosses the Southern California Aqueduct approximately ¼ of a mile north of Main Street. The northerly extension of Escondido Avenue will connect to a realignment of Mariposa Road through the City's future commercial area north of Main Street. This realignment of Mariposa Road and the extension of Escondido Avenue over the aqueduct will be driven by the influx of commercial development along the Interstate 15 Freeway and Main Street corridors.

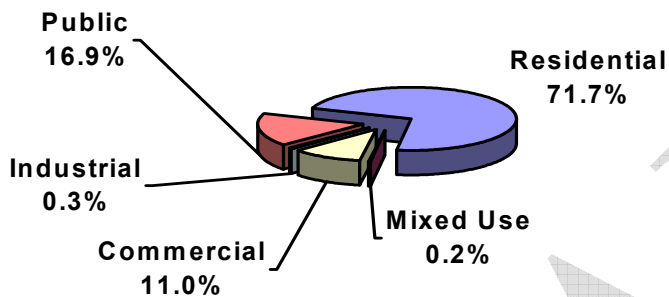


## PLANNING AREA 2: Maple Avenue West

Planning Area 2 consists of 3,546 acres, and represents approximately 5% of the gross City and Sphere of Influence land area. This Planning Area is bounded on the east by Maple Avenue, the north by the Interstate 15 freeway, the west by Planning Area 1 and the City limits, and the south by the City limits. Planning Area 2 covers portions of the Main Street and Freeway Corridors Specific Plan.

### Land Use Distribution- Planning Area 2

Figure 3



The majority of the recent single-family residential development in the City is located within Planning Area 2. The land uses in this Planning Area constitute a mix of commercial, office professional, industrial, and residential land uses. The majority of the land in Planning Area 2 is designated for residential development, which makes up 71.7% of the gross land area.

Currently, there are 2,938 single-family dwelling units, 70 mobile homes, and 311 multi-family dwelling units in Planning Area 2.

#### Public Facilities

Hesperia Unified School District has four schools within this Planning Area: Hesperia High School, Maple Elementary School, Mesquite Trails Elementary School, and Topaz Elementary School.

Planning Area 2 contains three existing parks and two proposed parks: The 30-acre Hesperia Community Park, Palm Street Park, and Malibu Park (within Mission Crest) have been partially or completely constructed, and there are proposed parks to be located at Mesa Street and Topaz Avenue, as well as west of Maple Avenue, north of Ranchero Road.

#### Specific Plan Areas

Much of the Planning Area north of Sultana Street is part of the adopted Main Street/Freeway Corridor Specific Plan. The land use alternatives for Planning Area 2 include low to medium density residential and either regional commercial or business park along the Interstate 15 freeway.



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## **Issues, Opportunities, & Constraints**

### ***Issues:***

#### **Housing**

Many of the residential projects in the Planning Area north of Sultana Street will be developed in small-lot subdivisions, which will increase the housing stock density in the City and accommodate people of various income levels.

### ***Opportunities:***

#### **Vacant Land**

Although Planning Area 2 has seen the construction or approval of several residential developments, 62% (2,197 acres) of the planning area is undeveloped, including properties along the Interstate 15 freeway and Main Street that have potential for commercial uses.

#### **Future Interchanges**

Two proposed interchanges at Mojave Street and Eucalyptus Street will improve access to vacant properties along the Interstate 15 freeway with potential for commercial uses.

#### **Commercial Transition**

Main Street provides a transition from the regional commercial uses near the Interstate 15 freeway to the general commercial uses toward the City center.

### ***Constraints:***

#### **Main Street**

Main Street contains a large number of lots within this Planning Area that are 100 feet or less in width; resulting in multiple strip-mall style commercial developments. In addition, these lots are relatively shallow in depth (many less than 200 feet) that makes commercial center development difficult to achieve.

#### **Sewer**

The residential area bounded by Main Street to the south, Pyrite Avenue to the west, Topaz Avenue to the east, and Smoke Tree Street to the north has limited sewer lines to service the parcels within this area. These parcels are roughly 18,000-20,000 square feet in size and designated for High density residential. Lahonton guidelines allow no more than two dwelling units per acre on properties served by septic. Therefore, sewer will need to be extended to this area prior to additional High density residential development.

The farthest south sewer extends in this Planning Area is north of the California Aqueduct in Maple Avenue. In order to increase the density south of the Aqueduct from the current general plan designation of 1.0 Dwelling Units per Acre, sewer will need to be extended past the aqueduct.

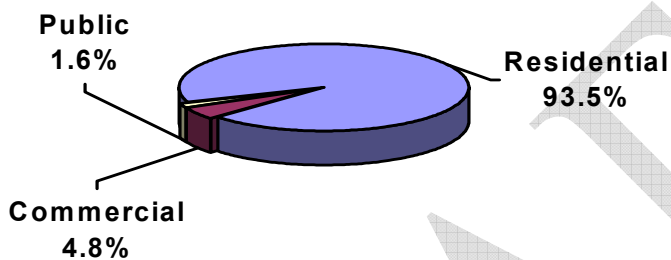


### PLANNING AREA 3: Large Lot Residential

Planning Area 3 consists of 7,667 acres and represents approximately 11% of the gross City and Sphere of Influence land area. Planning Area 3 is bounded on the north by Bear Valley Road and on the west by Maple Avenue. From Maple Avenue, the southern boundary extends east on Mesquite Street, south on 11<sup>th</sup> Avenue, and east on Ranchero Road. To the east, Planning Area 3 is bounded by the Burlington, Northern, and Santa Fe Railroad, the Downtown Core, and the Mesa area.

#### Land Use Distribution- Planning Area 3

Figure 4



Planning Area 3 is the most developed Planning Area with 18% (1,397 acres) of the gross land area left vacant. Planning Area 3 is characterized by residential and some agricultural uses on large lots. 91% of the gross land area in Planning Area 3 is designated as Rural Estate, Very Low Residential, or Low Residential. There are scattered

multi-family developments and commercial district links along Bear Valley Road, Hesperia Road and Main Street. Planning Area 3 is the second most populated Planning Area with a total of 23,804 persons residing in 6,521 single-family dwellings and 846 multi-family dwellings.

#### Public Facilities

Hesperia Unified School District has five schools within this Planning Area: Cottonwood, Eucalyptus, and Mesa Grande Elementary Schools; Cypress Academy; and Hesperia Junior High School. Fire Stations 301 and 304 are both located within Planning Area 3.

#### Housing

As noted above, most of the land in Planning Area 3 consists of single-family residences on large lots.

### Issues, Opportunities, & Constraints

#### **Issues:**

#### Mixed Zoning

The area bounded by Orange Street, Muscatel Street, Hickory Avenue, and Maple Avenue contains a mix of Limited Agricultural-1 (A1) and Limited Agricultural-2½ (A1-2½) zoned properties (Appendix 1). The majority of the lots in this area have houses



built to one side of the lot for future subdivisions. However, a Zone Change is currently required to subdivide parcels in this area.

***Opportunities:***

Commercial Districts

Commercial districts along Bear Valley Road, Hesperia Road, and Main Street serve the commuters on these roadways and the many residents nearby. These areas are zoned for General Commercial uses. Some vacant parcels still exist, which present the opportunity to create commercial developments that promote pedestrian activities along these arterial streets.

***Constraints:***

Commercial Development

Main Street contains a large number of lots within this Planning Area that are approximately 100 feet or less in width; resulting in multiple strip-mall style commercial developments. These lots are also relatively shallow in depth (many less than 200 feet) that makes commercial center development difficult to achieve. In addition, most of the commercially designated sites that are developed along Main Street contain single-family residences instead of commercial projects.

Streets

Many of the lots in this Planning Area are accessed through dirt roads. This limits the density of residential development within this Planning Area.

Sewer

Most of the residentially developed areas in Planning Area 3 do not have sewer connections as the larger lots do not require it. A sewer line was recently extended along Main Street between Maple Avenue and Hickory Avenue to serve existing and future commercial projects.

Railroad

The Burlington, Northern, and Santa Fe Railroad is a constraint on east-west movements through the Planning Area.



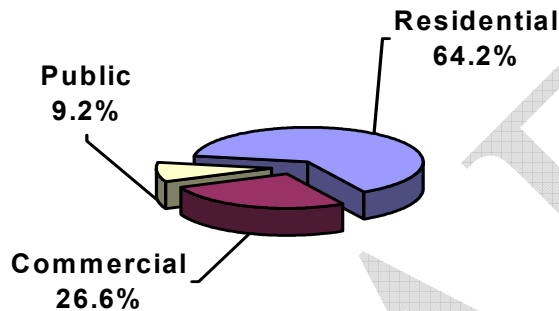
## PLANNING AREA 4: Downtown Core

Located around the Main Street and Hesperia Road intersection, Planning Area 4 is the downtown core of Hesperia. Planning Area 4 consists of 1,524 acres and represents approximately 2% of the gross City and Sphere of Influence land area. 58% of the gross land area in Planning Area 4 is undeveloped.

Although it is the smallest planning area in size it includes the majority of the multi-family dwelling units in the City, the second most commercial square footage, and the new Civic Center.

### Land Use Distribution- Planning Area 4

Figure 5



65% of the High density designated parcels in the City are located within this Planning Area. 29% (443 acres) of the gross land area in Planning Area 4 is designated as High Density Residential, which is the densest residential land use

in the City. Planning Area 4 contains a portion of the City's main commercial hub with Main Street running east and west across the center of the Planning Area. 26.6% (406 acres) of the gross land area in Planning Area 4 is designated Commercial. Main Street is also one of only two crossings over the Burlington, Northern, and Santa Fe (BNSF) Railroad Line in the City. The BNSF Railroad runs north and south across PA-4.

### Public Facilities

Hesperia Unified School District has four schools within this Planning Area: Joshua Circle and Lime Street Elementary Schools, and Sultana High School and Mojave Continuation School. Fire Station 302 is located within this Planning Area, as is Lime Street Park. Lime Street Park consists of 20 acres including playground equipment, basketball courts, a horseshoe pit, picnic areas, swimming pools, tennis courts, lighted ball fields, a rodeo arena, group picnic, and an equestrian area.

### Housing

The majority of the residential land use designations in Planning Area 4 are Medium High or High Density Residential. The highest density that is permitted under High Density Residential is 20 dwelling units per acre. Planning Area 4 has the highest population density of 6.05 persons per acre as well as the highest residential density of 2.02 dwelling units per acre.



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### Commercial Core

Planning Area 4 is the commercial/service core of the City. 26% (406 acres) of the gross land area in Planning Area 4 is designated Commercial or Office/ Professional.

### Specific Plan

Planning Area 4 is located almost entirely within the adopted Main Street/Freeway Corridor Specific Plan.

## **Issues, Opportunities, & Constraints**

### ***Issues***

#### Main Street Lot Sizes

As in Planning Areas 2 and 3, much of the commercial property fronting Main Street contains narrow, shallow lots that are not conducive to shopping centers unless merged with multiple other parcels. However, Planning Area 4 does have sewer available to these parcels along Main Street.

#### Railroad

The Burlington Northern and Santa Fe Railroad is a constraint on east-west movements across the City, isolating areas east of Hesperia Road from the City Center. The Main Street and Burlington, Northern, and Santa Fe railroad bridge creates an awkward circulation pattern that does not permit direct access from Main Street to Hesperia Road. The existing bridge above the BNSF Railroad at Main Street discourages pedestrian movement westward.

### ***Opportunities***

#### Civic Center

The new Civic Center and park will provide a gathering place for all residents and be the anchor of Planning Area 4. The center currently includes City Hall and the Library, and will contain a park and amphitheater. In addition, a new police station and County offices will be located north of City Hall and will result in higher demand for pedestrian uses in this area.

#### Downtown Revitalization

The City is currently designing a Downtown Revitalization program to provide street improvements, as well as new sewer and water lines to the older housing area east of the Civic Center. This revitalization program is intended to create vehicular and pedestrian connectivity within the residential area and west to the Civic Center.

#### Vacant Land

56% (859 acres) of the gross land area in PA-4 is undeveloped, which allows opportunity to direct development patterns in the future.



## ***Constraints***

### ***Multiple-Family Lot Sizes***

The downtown core adjacent to the Civic Center, located between Willow Street and Juniper Street and east of Third Avenue, contains a multitude of parcels that were subdivided into lots as small as 25 feet by 100 feet. These lots require consolidation prior to development in order to meet the City's Development Code minimum setbacks. In addition, sewer does not completely service this area and has limited the amount of development that may occur on many of these parcels. This area is designated to be developed at a density of 8.0-15.0 dwelling units per acre, but has developed with single-family residences on one lot because the lack of infrastructure and lot size has limited the number of units per acre. As a result, single-family residences are mixed in with duplexes and triplexes through most of this area.

### ***Sewer***

Sewer is not available to many of the multiple-family residential zoned properties within Planning Area 4. To achieve the minimum density standards of the General Plan, sewer is required for the multi-family parcels. Therefore, much of this area is undeveloped or land that would otherwise permit two or more dwelling units.



## PLANNING AREA 5: Industrial Core

Planning Area 5 consists of 1,711 acres and represents approximately 2% of the gross City and Sphere of Influence land area. It is bounded on the west by Santa Fe Avenue, to the east by “I” Avenue, to the north by Bear Valley Road, and to the south by Main Street. This Planning Area is exclusively composed of industrial, commercial, and public designations. As the industrial core of the City, there are no residentially designated parcels; however, a few non-conforming residences exist in the Planning Area. Planning Area 5 includes a portion of the Main Street/Freeway Corridor Specific Plan.

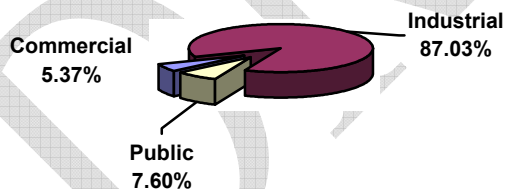
Planning Area 5 is mainly designated for industrial development, with 1,489 acres of the gross land area designated Industrial/Commercial (IND/COM). This Planning Area is separated from residential uses within the City by the Burlington, Northern, and Santa Fe railroad and two arterial streets- Main Street and I Avenue. This has allowed the area to develop heavy industrial uses without impacting residential development.

There are 2.4 million square feet (55.2 acres) of existing commercial and industrial buildings within this Planning Area. As the Downtown Core area grows, Planning Area 5 presents the opportunity to grow into the heavy industrial core of the City.

With access to the Burlington, Northern, and Santa Fe and the Atchison, Topeka, & Santa Fe rail lines, Planning Area 5 is currently a hub for industrial development. In addition to

**Land Use Distribution PA 5**

Figure 6



the two railroad lines that traverse the Planning Area, a new spur is proposed along the “G” Avenue alignment north to Lemon Street. The City also plans rail overpasses at Lemon Street and Eucalyptus Street. These railroad crossings would improve access and movement of goods between the commercial and industrial

City centers.

### Public Facilities

There are no public schools within this Planning Area. The Fire Department’s Hazardous waste collection center and Live Oak Park are both located within this Planning Area. The City’s animal control facility and the public works yard are also located in this area.



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## **Issues, Opportunities, & Constraints**

### ***Issues***

#### **Access to Transportation Corridors**

Access to Interstate 15 and Highway 395 from Planning Area 5 exists only from Main Street and Bear Valley Road. Limited truck traffic access to the Interstate 15 freeway contributes to congestion on Main Street. The future Interstate 15 freeway interchanges at Ranchero Road and Eucalyptus Street would help alleviate traffic between the Industrial Core and the major transportation corridors within the City.

### ***Opportunities***

#### **Vacant Land**

72% (1,228 acres) of Planning Area 5 is vacant. With the commercial and industrial land use designations and the existing rail lines, the planning area has tremendous potential for future development and job growth.

#### **Railroad Access**

As mentioned above, the City plans a railroad spur on the "G" Avenue alignment north of Live Oak Street to Lemon Street and rail overpasses at Lemon Street and at Eucalyptus Street. Access to the Burlington, Northern, and Santa Fe and the Atchison, Topeka, & Santa Fe rail lines has allowed this area to become the hub for industrial development within the City. Vacant properties adjacent to the railroad still exist and present the opportunity for increased heavy industrial uses in this area.

#### **"I" Avenue**

The possible extension of "I" Avenue would connect PA-5 to the southern City limits, and to Highway 138 and Interstate 15 beyond. This would connect the mostly undeveloped southern City limits to the main industrial corridor, and the industrial area to the freeway.

### ***Constraints***

#### **Sewer**

Planning Area 5 does not have existing sewer in the majority of the planning area, except along "I" Avenue and "E" Avenue. Therefore, development of smaller parcels or proposed uses that require sewer must extend sewer lines prior to development. The required extension of sewer lines may be over great distances, causing development to be cost prohibitive.



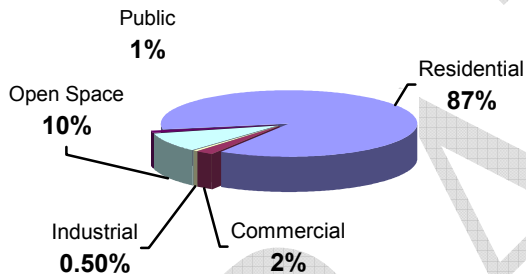
## PLANNING AREA 6: Northeast Hesperia

Planning Area 6 consists of 4,242 acres and occupies the northeast corner of the City. The planning area is bounded to the north by Bear Valley Road and to the west by “I” Avenue. The southern boundary follows Main Street and the eastern boundary is formed by the northeastern city limits along the Mojave River.

Planning Area 6 is characterized by large lot residential developments, including limited agricultural uses. The majority of the gross land area (82%) is designated as Very Low Residential or Low Residential. Approximately 31% (1,334 acres) of the gross land area is undeveloped. Planning Area 6 is adjacent to the Mojave River, and 404 acres are designated as Open Space.

### Land Use Distribution PA 6

Figure 7



### Public Facilities

There are two schools located within this Planning Area: Carmel and Juniper Elementary Schools. Timberlane Park is located in this Planning Area. There are no fire stations within this Planning Area, but Station #22, located in Victorville, serves the area.

## Issues, Opportunities, & Constraints

### *Issues*

#### Commercial Districts

Commercial districts along Bear Valley Road serve commuters and residents in the planning area. However, the smaller parcels along Bear Valley Road limit the ability to develop larger commercial projects in this area. The undeveloped parcels adjacent to the Mojave River represent the City’s best opportunity to create a development to serve the residents and commuters.

### *Opportunities*

#### Open Space and Recreation

Large undeveloped parcels near the Mojave River are excellent recreational opportunities for residents of the planning area and the community as a whole. 404 acres are currently designated for Open Space. A trail along the river is planned to connect to a similar trail



extending south from the City of Victorville. In addition, Timberlane Park is located north of Main Street.

### ***Constraints***

#### ***Circulation***

Movement for residents in Planning Area 6 west to the Downtown Core and Interstate 15 Freeway is limited by the Burlington, Northern, and Santa Fe Railroad tracks. Access to the western portion of the City from this planning area can only be achieved through Bear Valley Road and Main Street.

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## PLANNING AREA 7: The Mesa

Planning Area 7 consists of 8,001 acres and includes what has been historically called “The Mesa” and surrounding neighborhoods. It is bounded to the north by Main Street and Rock Springs Road and to the east by the Mojave River. The western boundary follows “I” Avenue, Santa Fe Avenue, and includes parcels near Maple Avenue. The southern boundary generally follows Whitehaven Road. Ranchero Road is a major arterial that runs east and west through Planning Area 7. The California Aqueduct runs across the southwest corner of the Planning Area.

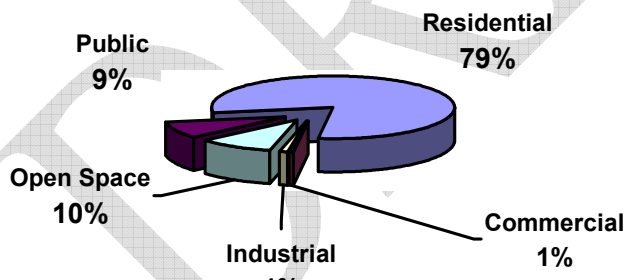
Planning Area 7 is the most populated planning area in the City and Sphere of Influence with more single-family dwellings than any other area (25,009 residents). Most of the land in the Planning Area is designated Low Residential and zoned R-1 on 18,000 square foot lots. The Hesperia Golf and Country Club is located in the Antelope Valley Wash that runs in a southwest to northeast direction. The Planning Area also includes the Hesperia Lake Park and campgrounds situated near the Mojave River.

The Mesa’s circulation constraints limit Downtown commercial access for residents. Improvements along Ranchero Road would provide direct access to the Interstate 15 for residents on the Mesa, as well as for future residents in the Rancho Las Flores and Summit Valley Ranch, Specific Plan areas. Arrowhead Lake Road is another major

arterial running north and south on the eastern edge of the Planning Area. Summit Valley Road is now paved and provides an additional link to Highway 138 and Interstate 15.

### Land Use Distribution PA 7

Figure 8



### Public Facilities

Hesperia Unified School District has three schools within this Planning Area: Kingston Elementary School;

Oxford Academy; and Ranchero Middle School. The Planning Area also includes the Hesperia Lake Park and Campgrounds situated near the Mojave River. There are no fire stations within this Planning Area.

### Hesperia Lake Park

Hesperia Lake Park consists of 200 acres with playground equipment, lake fishing, picnic areas, soccer fields, group picnic, equestrian area, and campground sites. The John Swisher museum is near Hesperia Lake. The museum also serves as a community center and a children’s day camp.



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### Established Residential Development

This planning area contains the majority of the City's existing single-family residences. These residents have two small retail centers along Danbury at "I" Avenue and at Arrowhead Lake Road, as well as commercial centers adjacent to this area on Main Street, west of "I" Avenue.

## **Issues, Opportunities, & Constraints**

### ***Issues***

#### Hesperia Airport

The privately-owned Hesperia Airport is located near Santa Fe Avenue and Ranchero Road. With the Rancho Las Flores development, the value of the airport could be an opportunity. However, Hesperia Airport's location surrounded by residential areas limits its growth.

#### Public Services

There are no fire stations in the Planning Area.

### ***Opportunities***

#### Open Space and Recreation

Although this planning area is the most populous in the City and Sphere of Influence, there is only the Hesperia Lake recreation area for residents. The Mojave River along the eastern boundary provides future recreational opportunities.

#### "I" Avenue Extension

With the development of Rancho Las Flores, an arterial from the south will connect with "I" Avenue at Ranchero Road. This roadway would bring thousands of residents through the Planning Area every day. "I" Avenue will become a major arterial that serves the needs of Mesa residents and future Rancho Las Flores residents. The frontage along "I" Avenue north of Preston Street and south of Danbury Avenue is currently designated for Neighborhood Commercial (C1) uses. The "I" Avenue frontage contains several vacant properties that provide an opportunity to create a neighborhood-friendly commercial area within the Mesa.

#### Ranchero Road Corridor Project

Grade separation under the Burlington, Northern, and Santa Fe (BNSF) Railroad at the extension of Ranchero Road is the first phase of the project. The City also plans an Interstate 15 interchange at Ranchero Road. Other plans include the widening of Ranchero Road to accommodate east-west commuter traffic.



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## ***Constraints***

### Topography

The Antelope Valley Wash isolates the Mesa from most of the City. Commercial districts along Ranchero Road and "I" Avenue are difficult to develop because of the lack of sewer available for projects. Sewer installation would require significant construction due to the decrease in elevation at the wash.

### Arrowhead Lake Road

Arrowhead Lake Road and Summit Valley Road are the only arterials connecting the southern Sphere of Influence area and Summit Valley Ranch to the existing City. The possible extension of "I" Avenue to the southern City limits would provide Rancho Las Flores and Summit Valley Ranch with a second link to Planning Area 7 and the Downtown Core.

### Summit Valley Road/Southern Beltway

Summit Valley Road is now paved and provides commuters with an alternative to Highway 138 and Interstate 15. Summit Valley Road may be extended east, to eventually cross Arrowhead Lake Road and the Mojave River, south of Ranchero Road.



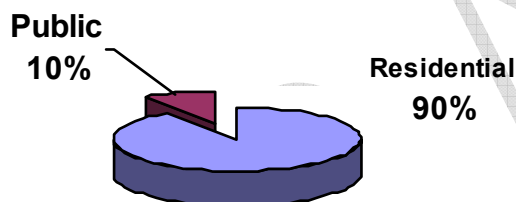
## PLANNING AREA 8: Rancho Las Flores/Summit Valley Ranch

Planning Area 8 consists of 14,437 acres and is the largest planning area in the City and Sphere of Influence. It is located primarily within City limits and makes up the southeast corner of Hesperia. Three pockets of land in the south and southeast portion of the Planning Area are located outside City limits within the Sphere of Influence. The Planning Area is characterized by sloping hills and valleys running generally east-west. Two Specific Plans make up the majority of the Planning Area: Rancho Las Flores and Summit Valley Ranch. Combined, the Specific Plans propose over 16,000 dwelling units, but today it is mostly undeveloped and will require significant infrastructure improvements. There are currently 96 single-family dwelling units and 9,916 square feet of commercial space in the Planning Area.

The majority of Planning Area 8 is comprised of two General Plan land use designations: Planned Mixed Use and Special Development. Both land use designations call for comprehensive planning prior to development due to the topography and lack of infrastructure in this area.

### Land Use Distribution- PA 8

Figure 9



### Issues, Opportunities, & Constraints

#### Issues

##### State Highways

State Highways 138 and 173 run through the Planning Area bringing travelers to and from the San

Bernardino Mountains. A Caltrans project to straighten Highway 138 has been halted due to reallocated funding. As mentioned above, Summit Valley Road is now paved and may be extended east to the Mojave River as the southern beltway.

#### Opportunities

##### Land Use Planning

The availability of goods and services are limited in the area. The addition of over 16,000 dwelling units in Rancho Las Flores and Summit Valley Ranch will provide an opportunity for commercial development.

##### Parks

The Mojave River Forks Regional Park is located within this Planning Area and offers camping, equestrian camping, and hiking and equestrian trails with direct access to the Pacific Crest Trail. In addition, the Specific Plans within this planning area propose over 4,900 acres of passive and active open space.



### Mojave River

The Mojave River runs along the eastern boundary of Planning Area 8 and provides further recreational opportunities for the future residents of Ranch Las Flores and Summit Valley.

### **Constraints**

#### Infrastructure Development

Due to the lack of existing development in this planning area, there is little infrastructure. The area will require substantial infrastructure funding and construction concurrent with new development.

### **Specific Plan Areas**

Rancho Las Flores. The Rancho Las Flores Specific Plan area encompasses 9,867 acres and includes single-family dwellings, attached dwellings, neighborhood and community-serving commercial, open space areas, drainage features, and community facilities. At build-out, the Specific Plan has been designated to accommodate up to 15,980 new dwelling units. Highway commercial development will be located at the main entrance to the site near the intersection of Routes 138 and 173. Neighborhood and general commercial uses will be located in a Town Center area of approximately 80 acres. 5,337 acres of public facilities are also planned.

**Table 5: Rancho Las Flores Specific Plan Land Uses**

| Land Use                                   | Acres   |
|--------------------------------------------|---------|
| <b>Residential</b>                         |         |
| Very Low Density (VL) 1 unit per acre      | 488.3   |
| Low Density (L) 4 units per acre           | 2,052.3 |
| Low Medium Density (LM) 6 units per acre   | 901.4   |
| Medium Density (M) 10 units per acre       | 317.5   |
| Medium-High Density (MH) 18 units per acre | 50.7    |
| <b>Commercial</b>                          |         |
| Commercial (C)                             | 79.9    |
| Town Center (Mixed Use)                    |         |
| Town Center (TC)                           | 314.3   |
| <b>Public Use, Open Space, Drainage</b>    |         |
| School Sites                               | 248.3   |
| Church/Fire/Day Care                       | 19.0    |
| Open Space/Agriculture/Indian Preserve     | 4,204.6 |
| Community Parks/Golf                       | 326.5   |
| Local Parks/Trailhead/Lake                 | 48.7    |
| Las Flores Ranch                           | 490.7   |
| <b>Roads</b>                               |         |
| Roadways                                   | 325.10  |



Summit Valley Ranch. Summit Valley Ranch is a 788 acre planned mixed use development that offers a variety of residential housing types, supporting commercial, office professional uses and recreational opportunities. The Specific Plan proposes up to 1,668 dwelling units and 9.8 acres of commercial and office area.

| <b>Table 6: Summit Valley Ranch Specific Plan Land Uses</b> |              |
|-------------------------------------------------------------|--------------|
| <b>Land Use</b>                                             | <b>Acres</b> |
| <b>Residential</b>                                          |              |
| Medium Low Density (ML-7000) 3.5 units per acre             | 90.9         |
| Medium Density (M-6000) 4.1 units per acre                  | 76.3         |
| Medium Density (M-5000) 5.5 units per acre                  | 49.3         |
| Medium High Density (MH-Duplex) 8.0 units per acre          | 39.6         |
| High Density (H-T.H./Condo) 15.0 units per acre             | 21.4         |
| High Density (H-Apartment/Condo) 20.0 units per acre        | 13.4         |
| <b>Commercial/Office</b>                                    |              |
| Convenience Commercial                                      | 2.9          |
| Office Professional                                         | 6.9          |
| <b>Recreational</b>                                         |              |
| Golf                                                        | 210.8        |
| Natural Open Space                                          | 165.8        |
| Community Recreation Facility                               | 7.6          |
| Passive Park                                                | 25.7         |
| Active Park                                                 | 9.2          |
| <b>Public Facilities</b>                                    |              |
| School                                                      | 10.7         |



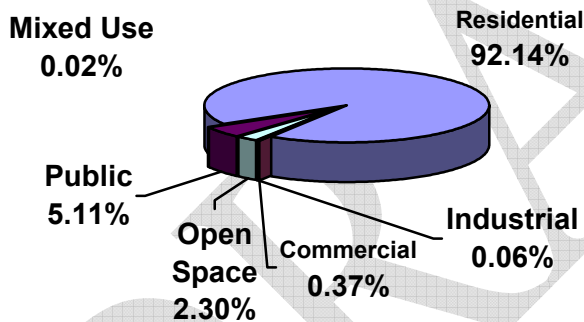
## PLANNING AREA 9: West Oak Hills

Planning Area 9 consists of 6,981 acres and represents approximately half of the Oak Hills Community Plan area. The Planning Area is located west of Interstate 15 and makes up the western boundary of Hesperia's Sphere of Influence. The Oak Hills Community Plan area is structured around County Service Area 70, Zone J, a special district formed by San Bernardino County in 1972. Zone J was created to serve lower density residential development such as what has occurred in Oak Hills.

With the exception of a 287-acre Resource Conservation district and 341-acres of land owned by utility companies, Planning Area 9 is mostly residential with homes built on 2½-acre lots. Approximately 88% (6,168 acres) of the gross land area in Planning Area 9 is designated Rural Estate. There are currently 1,251 dwelling units in the planning area.

### Land Use Distribution PA 9

Figure 10



### Sphere of Influence

No portion of the Planning Area is within City limits as the entire area is in Hesperia's Sphere of Influence. Current land use designations are residential; and support single family homes on larger lots.

### Rural Lifestyle

The majority of the land

in the planning area is residential on 2½-acre lots and contributes to the rural lifestyle that residents enjoy.

### Public Facilities

Police services in Oak Hills are provided by the San Bernardino County Sheriff's Department. In West Oak Hills, school services are provided by the Snowline School District, although no schools are located within West Oak Hills.

### Resource Conservation

The Resource Conservation district encourages limited rural development that maximizes preservation of open space and wildlife habitat areas.



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## **Issues, Opportunities, & Constraints**

### ***Issues***

#### **Parks**

There are no developed parks for active recreation in Planning Area 9.

### ***Opportunities***

#### **Vacant Land**

Half of the land (50%) in Planning Area 9 is vacant.

### ***Constraints***

#### **Infrastructure Development**

Due to the lack of existing infrastructure, there is little non-residential development in this planning area. Most of the planning area consists of single-family residential homes on large lots, with frontage on un-paved roads.

#### **Public Services**

There are no police and fire stations located in Planning Area 9 leading to increased emergency response times to portions of the Planning Area.



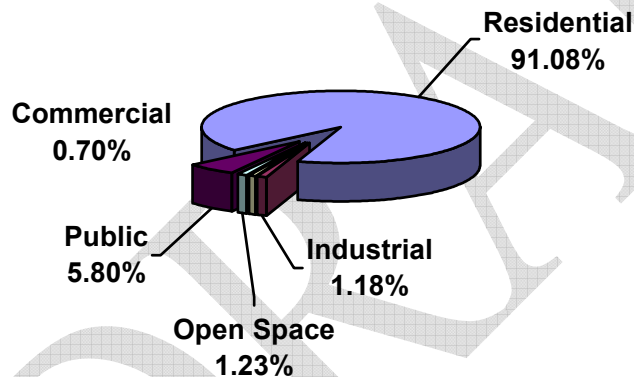
## PLANNING AREA 10: East Oak Hills

Planning Area 10 consists of 7,944 acres and represents approximately half of the Oak Hills Community Plan area. The Planning Area is situated on the eastern side of Interstate 15 bordering City limits on the east, west and north. Unincorporated land lies to the south.

Planning area 10 is located entirely within the Oak Hills Community Plan. The Oak Hills Community Plan area is structured around County Service Area 70, Zone J, a special district formed by San Bernardino County in 1972. Zone J was created to serve lower density residential development such as what has occurred in Oak Hills.

### Land Use Distribution PA 10

Figure 11



The land use plan in Planning Area 10 is almost exclusively residential with homes built on 2½ acre lots fronting unpaved roads. Approximately 84% (6,658 acres) of the gross land area in Planning Area 10 is designated Rural Estate. There are currently 1,573 dwelling units in the planning area.

#### Public Services

Police services in Oak Hills are provided under a City contract with the San Bernardino County Sheriff's Department. For East Oak Hills, school services are provided by the Hesperia Unified School District, although no schools are located within Oak Hills.

#### Sphere of Influence

No portion of the Planning Area is within City limits, as the entire area is in Hesperia's Sphere of Influence. Current land use designations are mostly residential.



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## **Issues, Opportunities, & Constraints**

### ***Issues***

#### **Topography**

While the southern portion of Planning Area 10 contains sloping terrain, the majority of the land in the planning area is flat.

### ***Opportunities***

#### **Rural Living**

Residents of Oak Hills enjoy rural living with single-family residences on large lots.

### ***Constraints***

#### **Parks**

There are no developed parks for active recreation in Planning Area 10.

#### **Infrastructure Development**

Due to the lack of existing infrastructure, there is little development in this planning area. Most of the planning area consists of single-family residential homes on large lots, with frontage on un-paved roads. Development of the Ranchero Corridor projects (the interchange, underpass and road widening) will enhance the area's development potential.

#### **Public Services**

There are no fire stations located in Planning Area 10. Oak Hills High School opened in 2009.

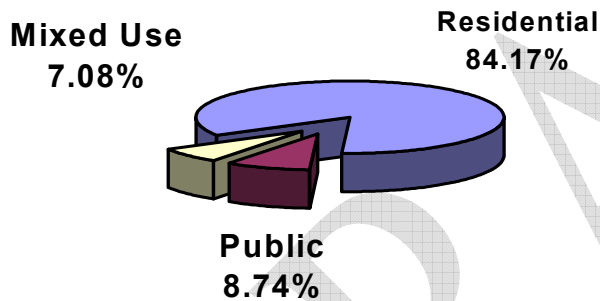


## PLANNING AREA 11: Sphere of Influence

Planning Area 11 consists of 9,222 acres and is located entirely within the Hesperia Sphere of Influence; west of Rancho Las Flores, and south of East Oak Hills. The Planning Area is characterized by rolling terrain and a few paved roads. The General Plan land use designation for the Planning Area is primarily Special Development, which, due to lack of infrastructure; limited public services; topography; environmental sensitivity; and development constraints; requires comprehensive planning prior to development. The area has not been pre-zoned, but the current General Plan designation allows a maximum of one dwelling unit per acres without a Specific Plan. It is almost entirely undeveloped and will require significant infrastructure improvements. There are only 110 dwelling units in the Planning Area and no open public facilities. Planning

### Land Use Distribution PA 11

Figure 12



Area 11 has the lowest population density of any planning area.

#### Vacant Land

The majority of the land (74%) in Planning Area 11 is vacant.

#### Sphere of Influence

No portion of the Planning Area is within City limits as the entire area is within Hesperia's Sphere of Influence. Current land use designations are residential.

### Issues, Opportunities, & Constraints

#### *Issues*

##### Parks

There are no developed parks for active recreation in Planning Area 11.

##### San Bernardino County Zoning

Parcels within Planning Area 11 are generally zoned for single-family residential development on one acre (RS-1). The current City General Plan designates this area as Rural Estate, which requires a minimum of 2 ½ acre parcels. This conflict of zoning and designation will need resolution.



## ***Opportunities***

### ***Maple Avenue***

Maple Avenue is currently proposed to be extended south from its current terminus through Planning Area 11 into Rancho Las Flores. This will result in increased ease of access for residents in the unincorporated area north into the City and in the future, east into Rancho Las Flores. As mentioned above, Summit Valley Road is now paved to connect with the City and will improve the road network in Rancho Las Flores.

## ***Constraints***

### ***Infrastructure Development***

Due to the lack of existing infrastructure, there is little development in this planning area. The area will require substantial infrastructure funding and construction concurrent with new development.

### ***Public Services***

Paid Call Fire Station #4 is located on Summit Valley Road. The long-term plan will include converting this station onto a full-time engine station, in conjunction with development of Specific Plans, such as Rancho Las Flores or Summit Valley Ranch.

### ***Terrain***

The rugged terrain in the Planning Area is a constraint on future growth. Existing conditions will make development difficult and expensive, and will create challenges for drainage, grading and constructing in-ground infrastructure.

### ***Railroad***

Two railroad lines traverse Planning Area 11 and provide a constraint on future development.



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## **IV. Public Facilities**

### **Infrastructure:**

#### *Storm Water Drainage System*

Storm drains and flood control are administered by Hesperia's Public Works Department. There are nineteen separate regional drainage and flood control systems within the city.

The San Bernardino County Department of Public Works Flood Control District is responsible for providing flood control and related services throughout the County, including the incorporated areas within cities. The San Bernardino Flood Control District has developed a very extensive system of facilities including dams, conservation basins, channels, and storm drains. The purpose of these facilities is to intercept and convey flood flows through and away from the major developed areas of the County. The principle functions are flood protection on major streams, water conservation, and storm drain construction.

#### *Hesperia Water District*

Hesperia's water supply is provided by the Hesperia Water District. The water district is a division of Development Services and is a subsidiary of the City of Hesperia; organized pursuant to Section 30.000 et seq. of the California Water Code. The District has two powers enabled by law—water and sewer utility service. The District maintains the closed conduits of the storm drain system. The District operates as a totally self-sustaining utility business enterprise, which means that virtually all of its income is generated from Water and Sewer Service Charges and facilities connection fees.

The water supply is obtained entirely from groundwater located in the Alto Sub-Basin of the Mojave River Watershed and groundwater aquifer. The City's municipal water system extracts all of its water supply from the underground aquifers through 18 active groundwater wells located throughout the City. Water is conveyed from the wells to the consumers via a distribution system with pipe sizes ranging between 2 and 24 inches in diameter. The ongoing waterline replacement program has removed most of the smaller waterlines and replaced them with 8" or larger lines. In December 2009, the City maintained 14 storage reservoirs within the distribution system with a total capacity of 64.5 million gallons.

#### *Wastewater Facilities*

Sewer collection lines, which are discharged to a regional treatment facility, are maintained and operated by the Hesperia Water District. Sewer is provided at a cost of



\$40.15 bi-monthly per Equivalent Dwelling Unit (EDU), which is equal to twenty Plumbing Fixture Units.

The Sewer Division of the Hesperia Water District ensures the delivery and continuous unobstructed flow of sewage to the regional plant. The quality of the effluent must meet the requirements of the Victor Valley Wastewater Reclamation Authority (VWVRA), a joint-exercise-of-powers agency comprised of Hesperia and other local area entities providing sewer service.

VWVRA was originally formed by the Mojave Water Agency to help meet the requirements of the federal Clean Water Act and provide wastewater treatment for the growing area. The original treatment plant, with supporting pipelines and infrastructure, began operating in 1981, and now provides secondary level treatment for up to 18 million gallons per day (MGD). The VWVRA is a joint powers authority and public agency of the state of California.

Over the years, VWVRA has completed treatment plant upgrades and several capacity increases. The regional treatment plant is currently capable of treating a portion of the flow to a tertiary level and the remaining flow to a secondary level for percolation. A majority of the highly treated wastewater is discharged into the Mojave River Basin and a smaller amount is currently used to irrigate landscaping at the treatment plant.

### **Public Services:**

#### *Schools*

The Hesperia Unified School District serves the City of Hesperia as well as portions of the Oak Hills Community Plan. In addition, the Snowline Joint Unified School District serves the Oak Hills Community Plan area.

Currently, Hesperia School District has thirteen elementary schools, two middle schools, two sixth grade academies, and five high schools. However, as noted below, the school district's enrollment exceeds the existing capacity for students.

### **EXISTING SCHOOL FACILITIES CAPACITY AND STUDENT ENROLLMENT**

| <b>School Level</b>                                                   | <b>2009-10<br/>Facilities<br/>Capacity<sup>1</sup></b> | <b>2009-10<br/>Student<br/>Enrollment<sup>2</sup></b> | <b>Excess/<br/>(Shortage)<br/>Capacity</b> |
|-----------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|--------------------------------------------|
| Elementary School (Grades K – 6)                                      | 9,651                                                  | 10,996                                                | (-1,345)                                   |
| Middle School (Grades 7 & 8)                                          | 3,750                                                  | 3,429                                                 | (321)                                      |
| High School (Grades 9 – 12)                                           | 3,672                                                  | 7,033                                                 | (-3,361)                                   |
| <b>Total</b>                                                          | <b>17,073</b>                                          | <b>21,428</b>                                         | <b>(-4,385)</b>                            |
| 1. SAB Form 50-02. (Plus additional State Funded projects) 2005 CBEDS |                                                        |                                                       |                                            |



Construction of additional schools will be necessary to meet the number of students currently enrolled in the district, as well as future increases in student population.

### *Parks*

The Hesperia Parks and Recreation District is a separate The Hesperia Parks and Recreation District maintains retention basins, public landscaping, street lights, and parks within the City. There are a total of 14 parks and recreational facilities throughout the City. Additional information on the Recreation and Parks District is located within the Open Space element.

### *Fire Stations*

The City of Hesperia and the Sphere of Influence are served by the San Bernardino County Fire Department. Currently there are four fire stations within the City of Hesperia, stations 301-304, and two stations outside of the city, stations 22 and 40.

The following is a list of locations, areas served, and equipment and services for each fire station:

#### **Station 301** 9430 11<sup>th</sup> Avenue

Serves the southwestern portion of the City west of the Burlington, Northern, and Santa Fe railroad tracks. Onsite there is a paramedic engine company; brush engine; heavy rescue unit; paramedic ambulance; and reserve ambulance.

#### **Station 302** 17288 Olive Street

Serves the northeastern and southeastern portions of the City east of the Burlington, Northern, and Santa Fe railroad tracks. Onsite there is a paramedic engine company; brush engine; paramedic ambulance; and a reserve ambulance.

#### **Station 303** 17443 Lemon Street

This station serves as the City of Hesperia Hazardous Waste Collection Facility. There are no full time personnel or equipment assigned to this station.

#### **Station 304** 15660 Eucalyptus Street

Serves the northwestern portion of the City, including Bear Valley Road. Onsite, there is a paramedic truck company; engine company; water tender; utility vehicle; and a paramedic ambulance.

#### **Station 305** 8331 Caliente Road

This fire station opened last year on Caliente Road. This station is an engine station and is staffed with one fire engine (4 firefighters), one fire truck (2 firefighters) and one ambulance (2 paramedics).



**Station 22** 12550 Jacaranda Avenue, Victorville

Serves Spring Valley Lake in Victorville as well as the northeastern portion of the City, including Bear Valley Road from Ridgecrest Avenue to the Mojave River and everything east of the Burlington, Northern, and Santa Fe railroad tracks south to Eucalyptus Street. Onsite there is a paramedic engine company and a brush engine.

**Station 40** 6584 Caliente Road

Serves the southwestern portion of the City and Sphere of Influence including Interstate 15 and areas west, and the area between Main Street and Oak Hills Road. Onsite there is a brush engine and brush patrol.

**Station 48** 4691 Summit Valley Road

Serves the community of Summit Valley, as well as Highway 138 between the Interstate 15 Freeway and Silverwood Lake. This station is currently staffed by paid-call firefighters living in the community.

## **Utilities**

### **Natural Gas**

Natural gas is administered by the Southwest Gas Corporation, located at 13471 Mariposa Road, Victorville. Southwest Gas has a special rate analysis service to help determine all rate options, giving each establishment its most beneficial rate.

### **Electricity**

Electrical power is provided by Southern California Edison, located at 12353 Hesperia Road, Victorville. Economic Development rates are available to qualified industrial users.

### **Solid Waste**

Sanitation services are administered by Advance Disposal, located at 17105 Mesa Street, Hesperia. The Class C landfill is permitted for 600 tons per day. A Materials Recovery Facility (MRF) is also available at Advance Disposal.

Hazardous waste can be taken to the Hesperia Fire Station located at 17443 Lemon Avenue in Hesperia.

### **Cable Television**

Falcon Cable Inc. is the cable service provider for the city of Hesperia.